

PLANNING PROPOSAL

To Amend the Floor Space Ratio and Height of Buildings Development Standards Relating to the Lindfield Village Hub and allow Residential Flat Buildings with consent on the subject land



July 2021

Prepared on behalf of Ku-ring-gai Council

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INTRODUCTION

This Planning Proposal explains the intended effect of, and justification for, the proposed amendment to Ku-ring-gai Local Environmental Plan (KLEP) 2015 to amend the planning controls that apply to the land at 1 Woodford Lane, 2-12 Bent Street, 1B Beaconsfield Parade, 19 Drovers Way, Drovers Way Road Reserve and Woodford Lane Lindfield. The site is also known as the Lindfield Village Hub.

This Planning Proposal has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment (EP&A) Act 1979* and the Department of Planning, Industry and Environment's (DPI&E's) guides, 'A Guide to Preparing Local Environment Plans' (December 2018) and 'A Guide to Preparing Planning Proposals' (December 2018).

It is noted that on August 20, 2019, the Council resolved to prepare and submit the Planning Proposal.

The Planning Proposal seeks to amend KLEP 2015 with respect to the maximum height and floor space ratio (FSR) provisions at the site. The proposed amendments follow a previous amendment to KLEP (LC) 2012 published in March 2017. That previous amendment (Amendment No.6 to KLEP (LC) 2012) initiated changes to the zoning, height and floor space ratio (FSR) provisions for the site.

The Planning Proposal also seeks to amend KLEP 2015 to extend the existing additional use provision that allows residential flat buildings to apply to the whole of the site.

Since Amendment No. 6, the North District Plan has been finalised, and came into effect in March 2018. The North District Plan informs the direction Ku-ring-gai Municipal Council ('Council') takes on its plan for growth and change, and its planning strategies for place-based outcomes.

The Planning Proposal has been prepared with attention to the Council resolution of 20 August 2019, which amongst other matters, resolved that the height control for the site be no higher than the highest building in Lindfield being 23 – 41 Lindfield Avenue (known as the Aqualand building). As such the Planning Proposal seeks to set the maximum building heights for the site reflective of the highest building at 23-41 Lindfield Avenue.

Additionally, the Ku-ring-gai Local Strategic Planning Statement (LSPS) has been prepared and adopted on March 17, 2020. The LSPS is the Council's response to The Greater Sydney Region

Plan – A Metropolis of Three Cities and the North District Plan, and will provide the strategic basis for the review of KLEP 2015.

Since the Amendment No.6 to KLEP 2015, Council has also identified through community engagement that residents are seeking greater housing choice and housing diversity in the Kuring-gai area for all age groups.

This Planning Proposal has been prepared in part to respond to the North District Plan and also to the identified need to provide greater housing choice. The Proposal seeks to increase the intensity of land use at the site for the purpose of additional commercial and residential accommodation, above the current level.

Additionally, and of no less significance, the Planning Proposal maintains and seeks to improve upon the offering of public infrastructure that will be delivered at the site by Council. While maintaining the community facilities identified in the previous plans for the Hub (i.e. a library, child care centre, multipurpose community building, public car park, commuter carpark and public plaza and park), this Planning Proposal seeks to reconfigure the public open space land as a more usable space, to be delivered as part of the Lindfield Village Hub.

The Planning Proposal proposes the inclusion of a small pocket park for the retention of a significant Tallow-wood tree in addition to the larger public park and plaza within the centre of the Hub which will augment the landscaped setting of the Hub. The Planning Proposal seeks to enhance the landscape setting of the site within surrounding development.

Importantly, the increased intensity of land use proposed will enable Council to deliver the extensive public infrastructure within the Lindfield Village Hub, with improved opportunities to fund the identified public infrastructure. This is a priority of Council and is consistent with the community's expectations expressed through community engagement activities.

It is envisaged that the future Lindfield Village Hub development will become a focal point for the Local Centre and will consolidate and enhance the Lindfield town centre with a sustainable built form.

The Planning Proposal seeks to take advantage of the largest consolidated land parcel within the core of the established Local Centre, by increasing the intensity of land use. The proposal will consolidate the site as the town centre by increasing activation through the delivery of additional residential accommodation, commercial opportunities and community infrastructure.

Overall the Planning Proposal seeks to increase the intensity of land use possible at a key publicly owned site, while maintaining and enhancing the public infrastructure to be delivered at the site. The site is ideally located in a strategic context with immediate links to public transport and commercial services. The urban design testing undertaken for this Planning Proposal demonstrates that the site has the capacity to accommodate the level of urban renewal proposed.

The Planning Proposal will result in the future development of the site to the significant benefit of the Lindfield community and the broader Ku-ring-gai community.

Land to which this Planning Proposal applies

This Planning Proposal has been prepared in respect of land owned by Ku-ring-gai Municipal Council, located in Lindfield, and known as the Lindfield Village Hub site.

The 1.1075ha site of the Lindfield Village Hub is within the Lindfield Local Centre on the western side of the Pacific Highway, approximately 75m west of the Lindfield Train Station. The site slopes steeply to the west and is bounded by Bent Street to the north, Beaconsfield Parade to the south and Drovers Way turning into Woodford Lane along its eastern boundary. It is immediately adjacent to four (4) residential properties along its western boundary (refer to Figures 1 and 2).

The site comprises 27 parcels of land as illustrated in Figure 1 and as identified in Table 1 and includes Woodford Lane and the closed portions of Drovers Way.

The site has good access to retail, commercial and transport facilities and is surrounded by R4 High Density Residential land to its north and west, and B2 Local Centres land to its east and south.

Location Maps



Figure 1: Location map with cadastre overlay (Source: SIX Maps)

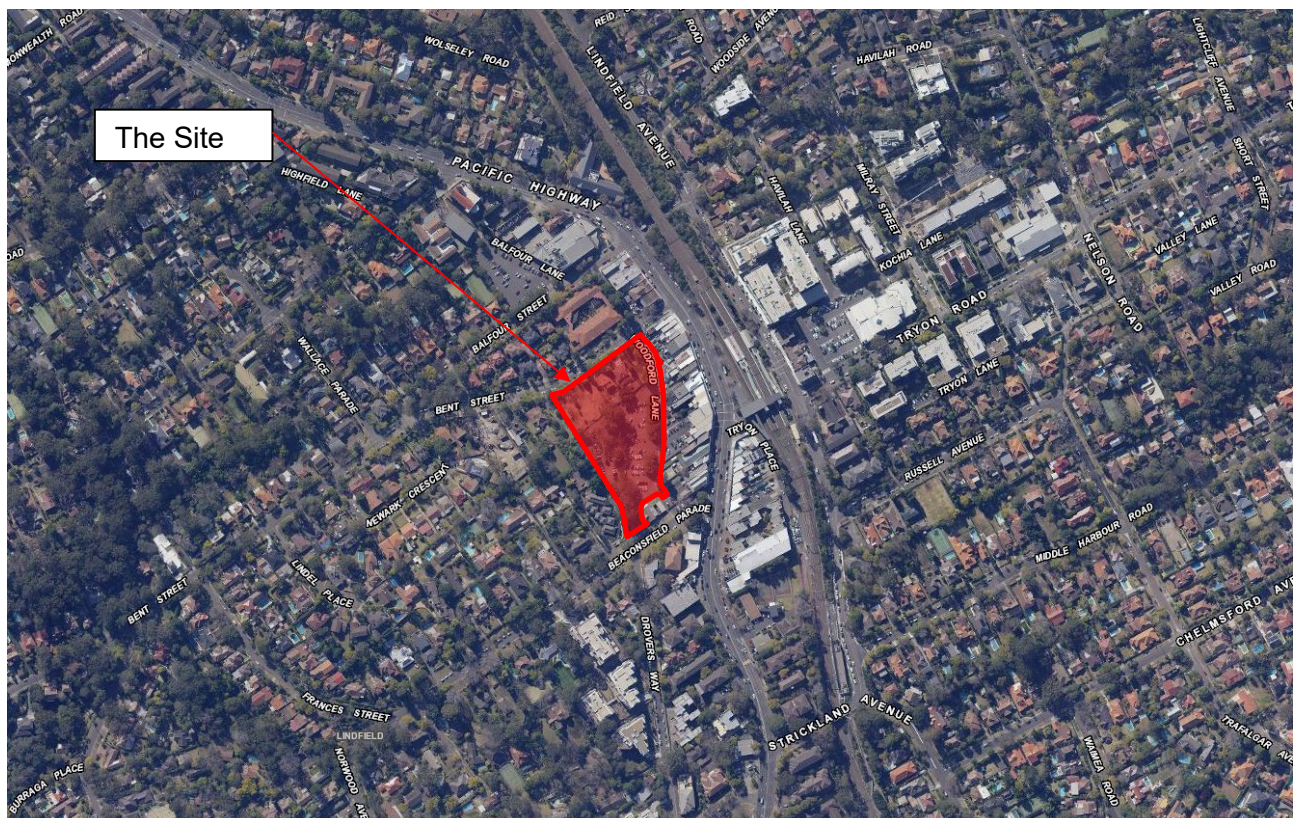


Figure 2: Aerial photo - location map (Source: SIX Maps)

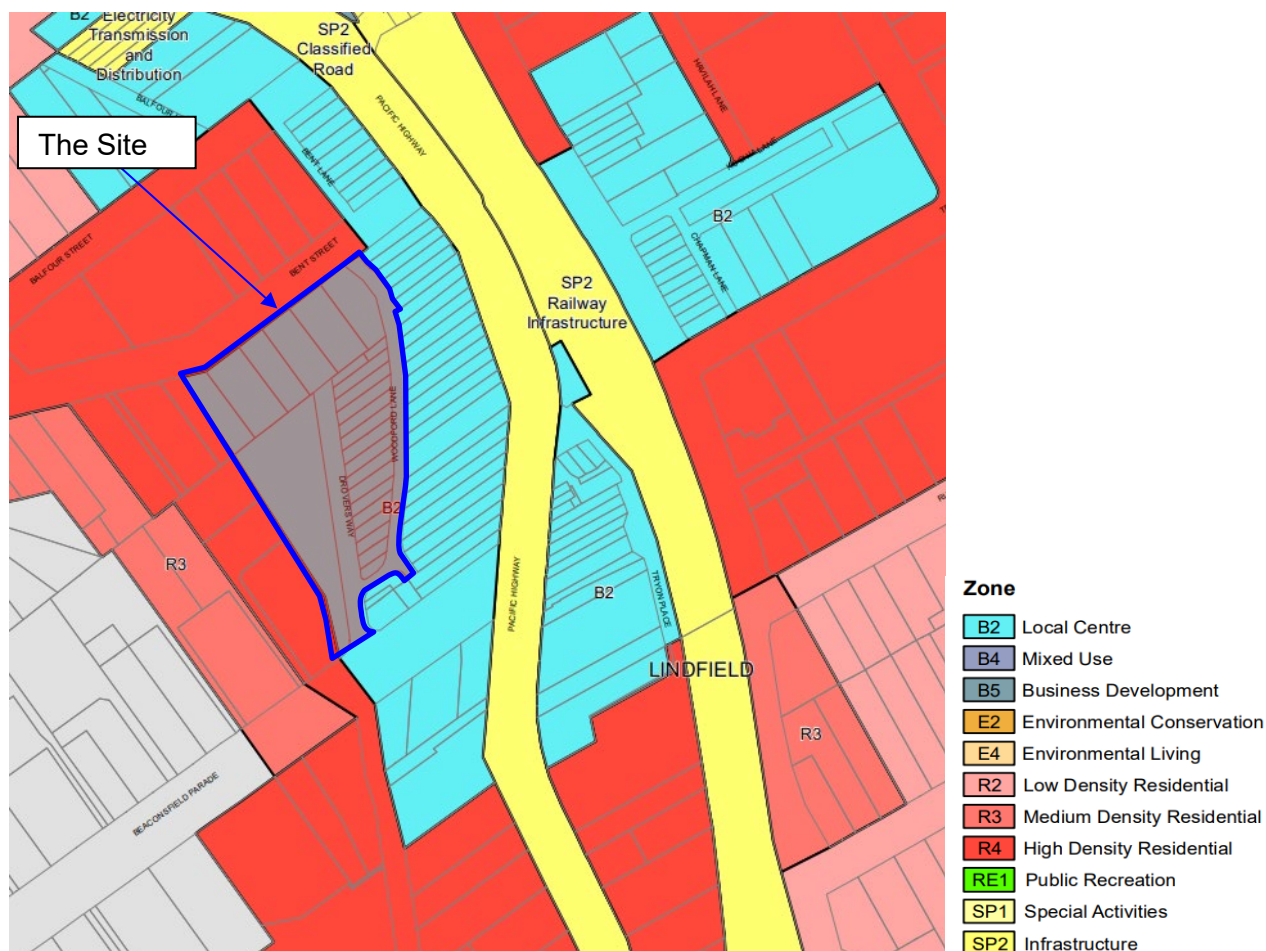


Figure 3: Current land use zoning of site and surrounding area - location map

Land identification - Lot/DP/Address

Address	Lot and DP
1 Woodford Lane, Lindfield	Lot A DP 445535
2 Bent Street, Lindfield	Lot 9 DP 1090427
4 Bent Street, Lindfield	Lot 10 DP 3498
6 Bent Street, Lindfield	Lot 3 DP 667420
8 Bent Street, Linfield	Lot 1 DP 724823
10 Bent Street, Lindfield	Lot 4 DP 1226294 & Lot 8 DP1226294
12 Bent Street, Lindfield (Part)	Lot 7 DP1226294
1B Beaconsfield Parade, Lindfield	Lot 2 DP 1226294 & Lot 5 DP 1226294
19 Drovers Way, Lindfield	Lots 1-15 DP 1099330 & Lot 1 DP 1226294
Drovers Way Road Reserve	(Including Lot 6 DP 1226294)
Woodford Lane	

Table 1: Land identification

Brief Overview of Planning Proposal

The Planning Proposal seeks to amend KLEP 2015 to modify the height and FSR of the Lindfield Village Hub site. This will result in the amendment of the KLEP 2015 Height of Buildings Map and Floor Space Ratio Map. The Planning Proposal also seeks to amend Schedule 1 of KLEP 2015 to ensure that the current additional use of residential flat development applies across the whole of the site where currently this additional use applies to the majority of the site. In addition, the Planning Proposal seeks to include an additional local provision at Clause 6.9 of KLEP 2015 to ensure the delivery and quantum of the proposed community facilities, being a proposed public park, plaza, new library and community facility (including a child care centre). Additionally, the proposed Clause 6.9 includes a limitation of floor space for residential uses to a total maximum of 1.35:1 FSR (exclusive of affordable housing) to ensure an appropriate mix of land uses is achieved on the site.

The Planning Proposal recognises the continued growth and significant urban renewal of the Lindfield Local Centre towards a medium density residential and mixed use urban hub, centred around the Train Station. The previous strategic planning work undertaken for the Lindfield Centre, which culminated in Amendment 6 to KLEP (LC) 2012, identified the need for community facilities, cultural destinations, entertainment facilities, and open space opportunities to ensure the growing Lindfield community and visitors to Lindfield have sufficient access to a variety of amenities.

This Planning Proposal reinforces the implementation of Council's vision for the Lindfield Village Hub as a mixed use community hub, with the core focus being the delivery of modern, multifaceted community facilities. This Planning Proposal however, also seeks to enhance the offering of public infrastructure, increase the intensity of the land use, and thereby the activation of the site and the Local Centre as a whole, and provide improved opportunities to fund identified public infrastructure.

The intent is to provide a high quality community asset within a vibrant, activated and economically successful mixed use setting, that will provide for the existing and emerging population of residents and visitors to the Lindfield Local Centre.

PART 1 – OBJECTIVES OR INTENDED OUTCOMES

A statement of the objectives and intended outcomes of the proposed instrument

The objectives of this Planning Proposal are to:

- To increase the maximum height limit from 26.5m to 29.5m, 31.5m, and 37m respectively;
- To increase the FSR from 1.3:1 to 2.31:1, including a maximum residential component of 1.35:1;
- To achieve the following floor space outcomes:
 - Maximum total floor space across the site of 25,600m²
 - Residential floor space in the order of 14,460m²;
 - Minimum retail/commercial floor space of 5,000m²; and
 - Minimum community floor space of 3,000m² (inclusive of a proposed child care centre).
- To allow for residential floor space above the maximum of 1.35:1 only if that additional floor space is in the form of affordable housing and the total maximum floor space for the site is not exceeded.
- To allow development for the purpose of residential flat buildings across the whole of the site;
- To better provide for the orderly and economic development of the site;
- To enhance the public open space within the Lindfield Village Hub;
- To enable the delivery of the planned public infrastructure including multifaceted community facilities and public open space within the Lindfield Village Hub in accordance with Council's vision, in a cost effective way;
- To provide for increased housing and jobs in a metropolitan significant centre with good access to public transport, services, and facilities;
- To contribute to the economy and provide additional employment opportunities for the community; and
- To ensure that development within the Ku-ring-gai LGA appropriately supports the objectives of planning policies and plans, namely Council's Community Strategic Plan, the Greater Sydney Regional Plan A Metropolis of Three Cities, and the North District Plan.

PART 2 – EXPLANATION OF PROVISIONS

An explanation of the provisions that are to be included in the proposed instrument

This Planning Proposal seeks to amend the FSR and building height provisions over the site and also seeks to allow the additional permitted use for the purpose of residential flat buildings across the whole of the site. In addition, the Planning Proposal seeks to ensure the delivery and quantum of the proposed community facilities and provides a limitation of floor space for residential uses.

Amendments to Mapping

It is proposed that these modifications, in part, be enabled by an amendment to KLEP 2015.

The modifications are stated below:

- Modification to the Height of Buildings Map:
 - To increase the maximum height as listed below and illustrated in Part 4 Mapping of this Planning Proposal:

Address-Lot-DP	Existing	Proposed
1 Woodford Lane, Lot A DP 445535	T – 26.5m	U – 37m
2 Bent St, Lot 9 DP 1090427	T – 26.5m	Part U – 37m and part T1 – 29.5m
4 Bent St, Lot 10 DP 3498	T – 26.5m	Part U – 37m and part T1 – 29.5m
6 Bent St, Lot 3 DP 667420	T – 26.5m	Part U – 37m and part T1 – 29.5m
8 Bent St, Lot 1 DP 724823	T – 26.5m	T1 – 29.5m
10 Bent St, Lot 4 DP 1226294 & Lot 8 DP1226294 (split height control)	T – 26.5m	T1 – 29.5m
12 Bent St, (Part) Lot 7 DP1226294	P Area 1 – 17.5m	T1 – 29.5m
	T – 26.5m	

Address-Lot-DP	Existing	Proposed
1B Beaconsfield Parade, Lot 2 DP 1226294 & Lot 5 DP 1226294 (split height control)	T – 26.5m	T1 – 29.5m
		U – 31.5m
		V1 – 37m
19 Drovers Way, Lots 1-13 DP 1099330	T – 26.5m	V1 – 37m
19 Drovers Way, Lot 14 &15 DP 1099330 & Lot 1 DP 1226294	T – 26.5m	U 31.5m
		V1 – 37m
Drovers Way Road Reserve (including Lot 6 DP 1226294)	T – 26.5m	T1 – 29.5m
		U – 31.5m
		V1 – 37m
Woodford Lane Reserve	T – 26.5m	T1 – 29.5m
		U – 31.5m
		V1 – 37m

It is noted that the proposal includes three (3) different height controls, i.e. 29.5m, 31.5m and 37m. The different heights respond to the sloping topography, such that the highest level 37m relates to the higher side of the site (eastern side) and the lower level 29.5m relates to the lower corner of the site. Additionally, the proposed levels relate to the Indicative Structure Plan whereby the detailed site analysis has provided a clear indication where the proposed park and plaza should be located for maximum amenity and where the built form should be positioned in relation to the open space and adjacent existing development. Through the centre of the site the proposed heights drop from 37m to 31.5m, reflective of the sloping site.

The proposed heights will allow for development of nine (9) storeys in scale for mixed use type development, and will allow for some clearance for rooftop plant, lift overrun and potentially some communal open space and associated structures. . The final composition of buildings and the mix of uses within each building is yet to be finally decided and this will occur at Development Application stage. It is also noted that the 29.5m height control for the north western section of the site will allow for a five (5) to six (6) storey non-residential (community use) type of development or alternatively a nine (9) storey mixed use and residential type of development.

The proposed heights have been developed to allow for floor to ceiling heights suitable for residential and non-residential uses so that there is flexibility when it comes to the Development Application design stage.

- Modification to the Floor Space Ratio Map:
 - To increase the FSR as listed below and illustrated in Part 4 Mapping of this Planning Proposal:

Address-Lot-DP	Existing	Proposed
1 Woodford Lane Lot A DP 445535	Q – 1.3:1	2.31:1
2 Bent St Lot 9 DP 1090427	Q – 1.3:1	2.31:1
4 Bent St, Lot 10 DP 3498	Q – 1.3:1	2.31:1
6 Bent St Lot 3 DP 667420	Q – 1.3:1	2.31:1
8 Bent St Lot 1 DP 724823	Q – 1.3:1	2.31:1
10 Bent St Lot 4 DP 1226294 & Lot 8 DP1226294	Q – 1.3:1	2.31:1
12 Bent St (part) Lot 7 DP1226294 (Split FSR)	Q – 1.3:1 Q Area 5 – 1.3:1 <1,800m ² – 0.8:1 >1,800m ² – <2,400m ² 1.0:1	2.31:1
1B Beaconsfield Parade Lot 2 DP 1226294 & Lot 5 DP 1226294	Q – 1.3:1	2.31:1
19 Drovers Way Lots 1-15 DP 1099330 & Lot 1 DP 1226294	Q – 1.3:1	2.31:1
Drovers Way Road Reserve (including Lot 6 DP 1226294)	Q – 1.3:1	2.31:1
Woodford Lane Reserve	Q – 1.3:1	No FSR

- Insert “Additional Permitted Uses Map”:
 - To illustrate the land referred to in proposed Clause 29, of Schedule 1 as “land shown “1””.

Amendments to Written Instrument

This Planning Proposal seeks approval for the amendment of the KLEP 2015 Written Instrument. The modifications are as follows:

- Amend Schedule 1 – Additional permitted uses; and
- Insert Clause 6.9 – Lindfield Village Hub Development.

Proposed Amendment to Schedule 1

This Planning Proposal seeks to facilitate the ability to develop residential flat buildings across the entire site. Clause 29 in Schedule 1 of KLEP 2015 currently allows residential flat development across the majority of the site as an additional permitted use, but not all of the site. The proposed amendment seeks to apply that provision to the entire site.

A modification to the KLEP 2015 is therefore required to allow the additional permitted use to apply to the entire site.

It is proposed that this modification be enabled by an amendment to the KLEP 2015 Written Instrument as stated below:

- Modification to the Written Instrument
 - Amend Clause 29 in Schedule 1 of the Written Instrument to permit “residential flat buildings” to the entire site. The wording for proposed Clause 29 of Schedule 1 is as follows:

“29 Use of certain land in Lindfield at 1 Woodford Lane, 2-10 Bent Street, part of 12 Bent Street, 1B Beaconsfield Parade, Drovers Way road reserve, 19 Drovers Way, and Woodford Land road reserve, Lindfield

(1) This clause applies to the following land identified as “1” on the Additional Permitted Uses Map.

(2) Development for the purpose of a residential flat building is permitted with development consent.”

Proposed Insertion of Additional Local Provisions

The Planning Proposal seeks to include an additional 'Local Provision' under Part 6 of the KLEP 2015 Written Instrument to ensure the delivery and quantum of the proposed community facilities, being a proposed public park, plaza, new library and community facility (including a child care centre). Additionally, the proposed new local provision would limit the provision of floor space for residential uses to a total maximum of 1.35:1 FSR (exclusive of affordable housing) to ensure an appropriate mix of land uses is achieved on the site.

- To ensure the delivery of the planned public infrastructure within the Lindfield Village Hub in accordance with Council's vision, the proposed local provision would require future development on the site to include the following quantum of community facilities and open space:
 - A community park with a minimum area of 3000m²; and
 - A civic plaza with an approximate area of 900m²; and
 - Community facilities comprising not less than a total of 3,000m² including
 - a new library with minimum area of 1,250m²,
 - a community facility building/s with minimum area of 1,200m² and
 - child care centre with minimum area of 550m².
- To ensure an appropriate mix of land uses is achieved on the site, the proposed local provision would limit the development of residential uses on the site to a maximum FSR of 1.35:1, excluding any residential accommodation used for the purpose of affordable housing.

The exclusion of affordable housing from the maximum permissible residential floor space will allow any retail/commercial floor space potential not taken up in a future development to be used as affordable housing provided the maximum FSR for the site is not exceeded. As Council is yet to establish a SEPP 70 Affordable Housing Scheme to require the provision of affordable housing on the site, the exclusion of affordable housing from the 1.35:1 FSR provision will offer an incentive for affordable housing in a future development. The provision of affordable housing on the site will be optional and is not intended to be a mandatory requirement.

The proposed local provision is intended to be a site specific clause and it will have no application or implication for land other than the subject site.

It is noted that the proposed amendments to KLEP 2015 will necessitate amendments to the Ku-ring-gai DCP. This Planning Proposal is supported with a recommended draft Part 14E of the DCP. As part of the recommend changes to the KDCP it is also proposed to delete Part 14R.2 (Lindfield Hub Masterplan) as the previous Masterplan will be obsolete.

PART 3 - JUSTIFICATION

The justification for those objectives, outcomes and the process for their implementation

A. NEED FOR THE PLANNING PROPOSAL

Q1. Is the Planning Proposal a result of any strategic study or report?

Yes, the Planning Proposal is the result of numerous studies and reports.

A significant amount of work has been undertaken to plan for the future of the Lindfield Local Centre. Considerable strategic planning occurred from 2012 to 2016 for the site in the preparation of a Planning Proposal (PP_2016_KURIN_005_00) which was prepared in April 2016 and which was approved and resulted in the amendment of the KLEP (LC) 2012 in March 2017 (i.e. Amendment 6).

Subsequent to Amendment 6 to KLEP (LC) 2012, the North District Plan came into effect and further community engagement activities relating to the planning of the Lindfield Village Hub have been undertaken. Appendix D details the community engagement activities undertaken.

The amendments to the height and FSR of the Lindfield Village Hub site proposed in this Planning Proposal will enable the coordinated and orderly use of land in accordance with planning strategies incorporated into the KLEP2015 and the Ku-ring-gai Local Centres Development Control Plan. The Planning Proposal will assist Council in realising its obligatory short and long term housing targets in a strategically optimal location, in terms of its setting within a well established, successful Local Centre, serviced by a Train Station.

The amendments will facilitate the delivery of the extensive community infrastructure already planned for in Lindfield Village Hub including community facilities, commuter and public carpark and recreational open space. The Planning Proposal will enhance the offering of public open space at the site through the addition of a small pocket park for the retention of a Tallow-wood tree on the south western side of Drovers Way and the rationalisation of the levels of the main park and plaza. Additionally, the Planning Proposal will provide increased retail floor space and residential accommodation.

The Planning Proposal request is supported by:

- Urban Design Report prepared by AJC;
- Transport and Traffic Impact Analysis;
- Phase 1 and Phase 2 Contamination Reports;
- Community Engagement Activities Report;
- Fauna and Flora Report prepared by Ecological Australia;
- Economic Impact Assessment and Benefits Statement; and
- Draft Part 14E of the Ku-ring-gai Development Control Plan.

Q2. Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Yes. The Planning Proposal is considered the best option as it will allow the redevelopment of the site consistent with the detailed urban design analysis supporting the Planning Proposal. The Planning Proposal approach provides a mechanism to increase the intensity of the different land uses already considered appropriate for the site to a level consistent with the capacity testing undertaken as part of this Planning Proposal.

The Planning Proposal is also the best method to rationalise the location of residential flat building uses across the site to ensure flexibility in design approaches to the site.

A Planning Proposal for the site is therefore considered appropriate.

B. RELATIONSHIP TO STRATEGIC PLANNING FRAMEWORK

Q3. Is the Planning Proposal consistent with the objectives and actions of the applicable regional, sub-regional or district plan or strategy (including any exhibited draft plans or strategies)?

Greater Sydney Region Plan – ‘A Metropolis of Three Cities’

The subject site is located north of the Eastern Economic Corridor and the strategic centre of Macquarie Park, within the Eastern Harbour City, as identified in the Greater Sydney Region Plan – ‘A Metropolis of Three Cities’ (refer to Figure 4).

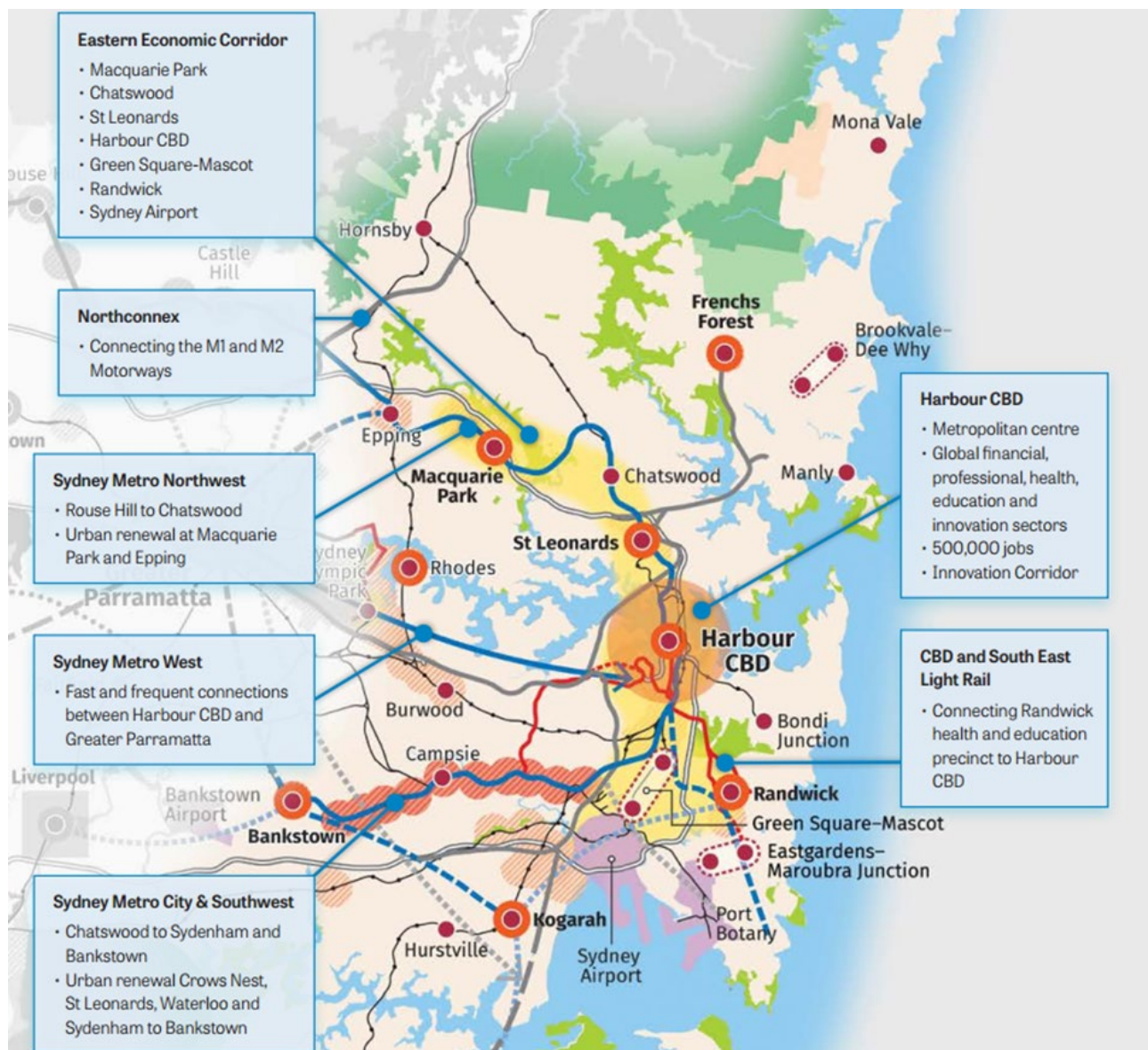


Figure 4: Extract from Eastern Harbour City Vision A Metropolis of Three Cities

The proposal is consistent with the broad directions of 'A Metropolis of Three Cities' through:

- Encouraging and fostering healthy and socially connected communities by providing additional and improved commercial premises within walking distance of the surrounding residential area;
- Facilitating development of a site which is highly accessible by public transport;
- Improving resident access to jobs and services; and
- Protecting biodiversity and preserving vital urban tree canopy via the retention, protection and embellishment of remnant vegetation on-site.

The pursuit of an enhancement of public open space and increased commercial and residential GFA at the site is consistent with the following relevant Directions and Objectives of the plan:

Direction 1 – A city supported by infrastructure

"Infrastructure supporting new developments"

Objective 4: Infrastructure use is optimised

The subject site is located adjacent to regular and frequent train services which operate from Lindfield Train Station. In this regard, the Planning Proposal would provide employment opportunities, retail facilities and residential accommodation close to existing and well connected public transport services, thereby strengthening demand for these services, as well as optimising the use of other existing infrastructure in the region.

Direction 3 – A city for people

"Celebrating diversity and putting people at the heart of planning"

Objective 7: Communities are healthy, resilient and socially connected

The proposal will deliver an extension to the range of services and residential accommodation that serve the needs of people who live or work in Lindfield and the surrounding neighbourhood, thereby increasing opportunities for people to walk or cycle to access these services.

Direction 4 – Housing the city

“Giving people housing choices”

Objective 10: Greater housing supply

The proposal will generate an increase in housing supply for Lindfield and the LGA. The increased housing supply will be in a well-located site within the Lindfield local centre, in close proximity to public transport and a major transport route (Pacific Highway). The co-location of residential dwellings, social infrastructure and local services in centres provides for a more efficient use of land and enhances the viability of the centre and public transport.

Objective 11: Housing is more diverse and affordable

The proposal will add to the diversity of housing supply in Lindfield and the wider LGA. The proposal will result in new residential apartments of varying layouts and sizes. This form and increase in residential accommodation will provide diversity to the housing stock within Lindfield, giving residents and tenants greater choice and also complementing the lower density housing stock to the west, north, west and south-west of the Lindfield local centre.

Direction 6 – A well-connected city

“Developing a more accessible and walkable city”

Objective 14: Integrated land use and transport creates walkable and 30-minute cities

The site is highly accessible to public transport, namely bus services and the Lindfield Train Station, noting also that the site will have even greater public transport connectivity being two stops from the Chatswood Metro North West Line which opened in late May 2019. These services not only connect Lindfield to nearby suburbs but provide the opportunity for people to live in Lindfield and travel quickly to a wide area of the Sydney region without the use of private motor vehicles.

Public transport accessibility to the site, in conjunction with readily walkable access to the site from the surrounding residential neighbourhood, supports ‘walkable and 30-minute cities’. Furthermore, it is noted that the public transport access provides connectivity to the Eastern Economic Corridor in an easy 30 minute travel time.

Direction 7 – Jobs and skill for the city

“Creating the conditions for a stronger economy”

Objective 22: Investment and business activity in centres

The proposal will generate an increase in employment opportunities. That is, the additional floor space that would be achievable as a result of the Planning Proposal (compared to that already achievable under the current provisions) is expected to support approximately 127 additional full time construction jobs and 75 additional direct full time employment retail jobs and an expected additional 66 indirect full time employment jobs (depending on the final tenant mix -e.g. supermarket vs specialties).

In addition, the proposed planning controls, will deliver more apartments compared to a project under the existing planning controls, due to the proposed increase in building height and FSR controls. Economic analysis of the proposal (refer to SGS Benefit Statement) indicates that the additional residents to be housed at the Lindfield Village Hub will inject expenditure into the local economy, thereby creating more employment opportunities. The economic analysis indicates the new residents to be accommodated at the site are likely to have a retail spending capacity of around \$7.64 million per annum, which will increase at 2% per annum from 2024 onwards.

Direction 8 – A city in its landscape

“Valuing green spaces and landscape”

Objective 27: Biodiversity is protected, urban bushland and remnant vegetation is enhanced

Future development of the site consistent with provisions proposed under the Planning Proposal will result in the almost complete removal of vegetation from the site. However, it is important to note that the development of the site consistent with the planning controls currently applicable to the site, would have the same effect, i.e. removal of all existing vegetation.

The vegetation outcomes of the site under the proposed planning provisions compared to the current applicable planning provisions would be essentially the same.

The Planning Proposal includes a detailed Fauna and Flora Assessment, which describes the biodiversity values of the site and outlines measures to be taken to avoid, minimise and mitigate impacts to the vegetation and species habitat present within the development site.

The Fauna and Flora Assessment has been prepared following the Biodiversity Assessment Method 2016 (BAM) established under Section 6.7 of the *NSW Biodiversity Conservation Act 2016* (BC Act). Whilst this method is typically applied at a Development Application stage, the method has been used for this Planning Proposal to ensure all biodiversity values and likely offset measures are understood at the earliest stage.

The report describes the number of biodiversity credits that would need to be retired if the development proceeds as envisaged by the Planning Proposal. However, it is important to note that the offset requirements are not required at the Planning Proposal stage and would be applicable at the Development Application stage.

The Planning Proposal allows for the retention of a significant Tallow-wood tree in the south west corner of the site. The Tallow-wood is a large significant tree and its retention will enhance the landscape setting of the Village Hub site from the south and west.

Importantly, the site is located in an urban area and its development for mixed use purposes of the intensity proposed avoids and minimises impacts to better quality vegetation and more important habitat in the locality.

Objective 31: Public open space is accessible, protected and enhanced

The proposal seeks to provide for enhanced public open space. The open space will be accessible, of a high quality setting and positioned to respond to the needs of the proposed higher density mixed residential and commercial development of the Lindfield Village Hub.

North District Plan

The Ku-ring-gai LGA is located within the North District identified under the District Plans prepared by the Greater Sydney Commission. The plans include a number of Planning Priorities that are to be considered by planning authorities in making strategic planning decisions.

The relevant Planning Priorities are addressed in the following sections.

Planning Priority N1 – Planning for a city supported by infrastructure

The subject site is located adjacent to regular and frequent bus services which operate along the Pacific Highway connecting centres such as Hornsby, Turramurra, Pymble, and Macquarie Park,

where significant infrastructure investment exists. Additionally, the site is within the immediate vicinity of the Lindfield Train Station which connects Lindfield to the Sydney CBD, Chatswood (and the Metro North West Line) and to the wider Sydney Metropolitan Region. In this regard, the Planning Proposal would provide employment opportunities, retail facilities and residential accommodation close to existing and well connected public transport services, thereby strengthening demand for these services, as well as optimising the use of other existing infrastructure in the region.

Planning Priority N3 - Providing services and social infrastructure to meet people's changing needs

The site is well located being within walking distance to private and public services and infrastructure. Specifically, the site is within a 400m walk to three supermarkets (i.e. Coles, Harris Farm and IGA), as well as a variety of established speciality retail shops along the Pacific Highway and Lindfield Avenue.

The site is within a 400m walk to various educational institutions including the Holy Family Catholic Primary School, Cromehurst School, Highfields Preparatory and Kindergarten School as well as various dance, ballet and music studios. Reddam House Lindfield and Lindfield Public School are also within a 5-10 minute walk from the site.

The site is within 400m walk of various GPs and numerous medical facilities including the Lindfield Medical Practice, Lindocs (Lindfield Medical and Dental Care), LFM, Good Health Dentistry, I-Med Radiology Network and the Better Medicine Health Centre.

The site is located within walking distance to the Lindfield Seniors Centre, the Lindfield Resource Centre and the Whitehall Aged Care Facility. The site is also within a 400m walk to the Two Turners Reserve and Ezyswim Lindfield.

Notwithstanding the site's location within relatively close proximity to established services and infrastructure, one of the key intended outcomes of the Planning Proposal is to increase and enhance the community infrastructure and commercial services within Lindfield and to enable the delivery of the planned multi-faceted community facilities and public open space within the Lindfield Village Hub in accordance with Council's vision.

The proposed changes to the fundamental development standards applicable to the site (i.e. FSR and building height) are aimed at making these intended outcomes possible.

These intended outcomes directly relate to the satisfaction of Planning Priority N3, such that upon realisation of the redevelopment of the site, in a manner consistent with the vision expressed for the site within the Planning Proposal and the accompanying Urban Design Report, it is envisaged that the Lindfield Village Hub will be the main focus for community activity in the Lindfield Local Centre. It will include modern social infrastructure and public open space of a size and capacity required to fulfil the changing needs of the Lindfield community.

Planning Priority N4 - Fostering healthy, creative, culturally rich and socially connected communities

It is expected, indeed planned, that the delivery of the significant offering of community infrastructure will result in the site becoming the focus of the Lindfield Local Centre from a community perspective.

The Planning Proposal seeks to increase the intensity of each of the land uses permissible, above that currently allowed. The result of the increased intensity of land uses will see greater activation, increased employment opportunities and housing opportunities. It is envisaged that the Planning Proposal will see greater activation and will enliven the entire Local Centre and consolidate its position at the core of community activity in the Centre.

The proposal will deliver the opportunity for the extension of the range of retail services and community facilities that serve the needs of people who live or work in the surrounding neighbourhood. Significantly, the Planning Proposal will deliver the opportunity for increased housing in the immediate vicinity of the new commercial and community facilities.

The proposal will directly satisfy Planning Priority N4 by increasing opportunities for people to walk or cycle to access the services that will be realised at the site.

Planning Priority N5 - Providing housing supply, choice and affordability, with access to jobs, services and public transport

The Planning Proposal is consistent with this planning priority in that it will facilitate the future development of the site to provide residential accommodation within close walkable proximity to excellent public transport services such as Lindfield Train Station and bus routes along the Pacific Highway which service the metropolitan cluster of Sydney's CBD and the strategic centres of Chatswood, Hornsby, St Leonards, North Sydney and Macquarie Park.

The proposed increase in the intensity of land use, above the current levels, will allow for increased housing opportunities in the immediate proximity to the core of the Lindfield Local Centre's commercial and community infrastructure. Lindfield is one of four primary centres identified within the Council's LSPS with potential to accommodate additional housing within the next 6 – 15 year timeframe.

The Planning Proposal meets the objectives relating to greater housing supply in that it would contribute to meeting the North District's housing target of 92,000 dwellings from 2016-2036. An increase in the FSR and building height at the site allows for the site to better cater for the demand of Sydney's changing population by providing a broader range of housing options to suit different lifestyle and affordability needs.

It provides the opportunity for local infill development on a large consolidated site, centrally located in a well established and successful Local Centre. The site is ideally suited, in that it is central to an existing urban area with walkable access to centres, facilities and public transport and potential to achieve greater housing diversity within the Ku-ring-gai Council area.

Planning Priority N6 - Creating and renewing great places and local centres, and respecting the District's heritage

This Planning Priority relates to the Direction for "designing places for people". The potential indicator is "increased access to open space".

The Planning Proposal will result in the maintenance of the quantum of open space within the main park and plaza at the site envisaged under the current planning controls. The proposal seeks to enhance the main park and plaza through its rationalisation to a single level. This will improve the utilisation and enjoyment of future users of the park. Further, the Planning Proposal seeks to enhance the public open space offering through the creation of a small pocket park on the south western side of Drovers Way for the retention of a significant Tallow-wood tree.

The Planning Proposal will improve the already planned offering of open space thereby directly responding to Planning Priority N6.

Planning Priority N6 also identifies that Local Centres are a focal point of neighbourhoods and where they include public transport and transport interchanges, they are an important part of a 30-minute city.

Local Centres are recognised within the North District Plan as providing essential access to day-to-day goods and services close to where people live, and they have an important role in providing local employment. The North District Plan outlines the “principles for local centres” that Councils should address when undertaking place-based planning for these centres. The principles are identified below:

- Provide public realm and open space focus;
- Deliver transit-oriented development and co-locate facilities and social infrastructure;
- Provide, increase or improve local infrastructure and open space;
- Improve walking, cycling and public transport connections including through the greater Sydney green grid;
- Protect or expand retail and/or commercial floor space;
- Protect or expand employment opportunities;
- Integrate and support arts and creative enterprise and expression;
- Support the night-time economy;
- Augment or provide community facilities, services, arts and cultural facilities;
- Conserve and interpret heritage values;
- Accommodate local festivals, celebrations, temporary and interim uses;
- Increase residential development in, or within a walkable distance of, the centre; and
- Provide parking that is adaptable to future uses and takes account of access to public transport, walking and cycling connections.

Within the North District Plan, it is recognised that the management of Local Centres is predominantly to be led by councils, and as such it is incumbent upon councils to consider which centres:

- Will be appropriate to accommodate additional housing as part of their housing strategy;
- Will need to grow to provide for the required goods and services of the community; and
- May also need to grow to deliver other roles for the community, such as recreational, cultural and community hubs.

In this respect, the Lindfield Local Centre has been identified by the Ku-ring-gai Council within the LSPS as a strategically important local centre. Previous strategic analysis has provided an

understanding of the identity, character, size, land use mix, function, catchment and potential of the Lindfield Local Centre. In Council's LSPS, Lindfield has been identified as a Local Centre capable of accommodating uplift to assist Council in achieving its medium to long term employment and housing targets.

The centre is a well established, economically successful and ideally located adjacent to excellent public transport infrastructure. In that regard the following is true of the Lindfield Local Centre:

- It is appropriate to accommodate additional housing;
- Is able to grow to provide for the required goods and services of the community; and
- Is able to grow to deliver other roles for the community, such as recreational, cultural and community hub.

In that context the Lindfield Village Hub site, is considered to be the most strategically suitable site to accommodate uplift within Lindfield, given its location, relative size and consolidated nature. As such, the proposal to increase the capacity of the existing permissible land uses of the site is reasonable and appropriate, subject to detailed consideration of the impacts that such an uplift may have on the physical and economic environment of Lindfield.

In that regard, it can be concluded from the detailed analysis set out in the Appendices to this Planning Proposal that the proposed increase in land use capacity that would emanate from the proposed FSR and building height controls, would, on balance have positive physical and economic impacts to the Lindfield Local Centre.

Planning Priority N12 - Delivering integrated land use and transport planning and a 30 minute city

As previously stated, the site is ideally located in terms of public transport and has excellent access to centres. Specifically, the strategic centres within a 30 minute catchment of the site by public transport include the Sydney CBD, Chatswood, St Leonards, Gordon, Hornsby, North Sydney, and Macquarie Park. As such, the increase in the intensity of land use proposed would allow the benefits of its accessibility to these strategic centres to be maximised.

Lindfield Train Station is located approximately 75m to the east of the site. The station is served by the T1 North Shore Line and the T9 Northern Line, providing a link to Chatswood (and the Sydney Metro West), North Sydney, and the Sydney CDB to the south, and Berowra and Hornsby to the north. Services operate at a frequency up to eight services an hour during peak hours per direction.

Access between the site and the station is facilitated by a signalised pedestrian crossing that links the east and west sides of the Pacific Highway.

In addition to the Lindfield Train Station, the site is within walking distance to two bus stops located on the Pacific Highway, adjacent to the Lindfield Train Station. The 565 Macquarie University to/from Chatswood service and the Nightride service to/from Sydney CBD both use the bus stops.

Further, the 556 bus to/from East Killara and the 558 bus to/from Chatswood use bus stops in Lindfield Avenue, on the eastern side of the Lindfield Train Station. A school bus uses the northbound Pacific Highway bus stop during the PM peak hour.

The proposal will enable future residential development and also employment generating development. The Transport Impact Assessment supporting this Planning Proposal provides an overview of the work characteristics of the mode of travel to work for residents of the area and also of workers coming to the area.

The analysis demonstrates that 46% of residents use public transport and 47% drive or are a passenger. The analysis shows that the public transport mode share for residents is significantly higher than the average public transport mode share for the Greater Metropolitan Sydney, which is approximately 27%.

The analysis was undertaken initially at a Lindfield suburb wide level and then refined to be more representative by assessing a smaller and more related sample. Specifically, the assessment was based upon the ABS SA1 areas 1140825, 1140855, 1140856, 1140859 and 1140860. This sample is in close proximity to the site and is considered to provide a good indication of the journey to work characteristics of the residents that are likely to be living in the Lindfield Village Hub development and travelling to work.

In terms of workers coming to the area, the analysis demonstrates that employees of the area primarily travel to work by private vehicle (76 percent), with 18 percent using public transport and 6 percent using active transport modes. It is noted however that the journey to work information for employees can only be assessed based on a whole suburb (SA2 level data) and therefore employees of the Lindfield and Roseville suburbs have been reviewed. It is reasonable to assume that the travel patterns of future employees of the retail, commercial and community uses at the future developed site would likely be slightly more skewed to public transport than existing people working in this area, due to the sites' close proximity to Lindfield Station

The analysis demonstrates that the site is well suited to take advantage of its location within a 30 minute public transport trip to strategic employment centres.

The Planning Proposal directly responds to Planning Priority N12 by increasing the capacity of existing mixed land uses (including commercial, community and residential) with access to existing public transport services. The Planning Proposal will increase the percentage of dwellings located within 30 minutes by public transport of a metropolitan centre/cluster.

Planning Priority N16 - Protecting and enhancing bushland and biodiversity

The outcomes to existing vegetation of development of the site under the proposed planning provisions compared to the current applicable planning provisions would be essentially the same, such that the majority of existing vegetation at the site will be required to be removed to enable development consistent with the provisions.

The Planning Proposal includes a detailed Fauna and Flora Assessment which describes the biodiversity values of the site and outlines measures to be taken to avoid, minimise and mitigate impacts to the vegetation and species habitat present within the development site.

The report identifies the number of biodiversity credits that would need to be retired if the development proceeds as envisaged within the Planning Proposal. It is noted that the offset requirements are not required at the Planning Proposal stage and would be applicable at the Development Application stage. The same arrangements would be applicable to development of the site under the current planning controls.

Importantly, the proposal seeks the retention of a significant Tallow-wood tree within a small pocket park in the south west corner of the site.

Overall, the proposal represents an enhanced outcome for biodiversity in the locality compared to the current provisions applicable to the site. Specifically, there will be increased opportunities for native vegetation plantings, retention of a significant existing tree. Furthermore, the number of biodiversity credits that would need to be retired if the development proceeds has also been identified.

Planning Priority N20 - Delivering high quality open space

The Planning Proposal seeks to enhance the publicly accessible open space.

The proposal seeks to retain a significant Tallow-wood tree in the south west corner of the site. The retention of this tall established native tree will enhance the Lindfield Village Hub development by providing a landscaped setting at the key southern entry to the site. The height and canopy of the Tallow-wood tree will provide a visual buffer between the residential land to the west and south and the future development at the site.

Additionally, the proposal seeks to rationalise the levels of the planned main northern facing park and plaza. The current provisions have this key open space in a terraced format with an amphitheatre. It is envisaged that the rationalisation of levels of this area will improve the utilisation and enjoyment of future users and enhance the quality of the main park.

Overall the Planning Proposal will result in increased urban tree canopy compared to that which could be achieved under the current applicable planning controls. The Planning Proposal directly responds to Planning Priority N20.

Planning Priority N21 - Reducing carbon emissions and managing energy, water and waste efficiently

Within the previous strategic planning analysis undertaken for the site it has been recognised that it is well suited to community, commercial and residential land uses. The location of the site in very close proximity to established public transport facilities is strategically desirable in that it will have the positioning of jobs, homes and community services in a central location which has excellent access to public transport. This in turn reduces the usage of private vehicles and thereby carbon emissions. The proposal to increase the land use capacity accentuates the locational benefits and ecologically sustainable advantages of the site.

Additionally, potential environmental impacts as a result of the Planning Proposal will be managed through the inclusion of environmentally sensitive design in the site specific Development Control provisions and within the provisions of Part 22 (General Building Design and Sustainability) of the Ku-ring-gai Local Centres DCP which applies to any future development at the site. This includes appropriate waste management elements, water and energy sensitive urban design, and building design to achieve the appropriate Greenstar rating for non-residential buildings.

It is considered that there is also the potential to further reduce private vehicle use by future users of the site through the incorporation of DCP provisions dealing with spaces for on-site car share vehicles, and EV charging facilities and the like.

Strategic Merit Test - Assessment Criteria

The proposal is consistent with the 'Assessment Criteria' established to assist in determining the strategic merit and the site-specific merit of a planning proposal. The Assessment Criteria is set out within the document prepared by the then NSW Department of Planning and Environment's "A guide to preparing planning proposals". The criteria should form the basis of the strategic merit assessment the site-specific merit. A planning proposal should be consistent with one of the three strategic merit assessment criteria and the three site-specific merit criteria.

Strategic Merit Test 1

Will the planning proposal give effect to the relevant regional plan outside of the Greater Sydney Region, the relevant district plan within the Greater Sydney Region, or corridor/precinct plans applying to the site, including any draft regional, district or corridor/precinct plans released for public comment?

The above detailed assessment of the proposal against the "Greater Sydney Region Plan – 'A Metropolis of Three Cities'" and the North District Plan demonstrates that the proposal is consistent with, and will give effect to, the relevant aspects of those plans. The proposal satisfies the strategic merit test.

Strategic Merit Test 2

Will the planning proposal give effect to a relevant local strategic planning statement or strategy that has been endorsed by the Department or required as part of a regional or district plan or local strategic planning statement?

There are no local strategic plans that have been endorsed by the Secretary/Department.

Strategic Merit Test 3

Does the planning proposal respond to a change in circumstances, such as the investment in new infrastructure or changing demographic trends that have not been recognised by existing strategic plans?

The Planning Proposal does not respond to a change in circumstance or provide evidence of changing demographic trends or new infrastructure that has not been recognised by existing planning controls.

Site-Specific Merit Test 1

Does the proposal have site-specific merit having regard to the natural environment (including known significant environmental values, resources or hazards)?

The majority of the site is highly disturbed accommodating at grade car parking. Some vegetation exists on the site and will be impacted by future development that would be permitted under the Planning Proposal. However, the level of impact that would result from the subject Planning Proposal is no more than that which would result under the existing planning controls. The Planning Proposal seeks additional height and FSR at the site, but does not seek to alter the zoning or the developable/building footprint at the site above that which exists under the current planning controls. Any impacts would need to be addressed as part of any future development application(s) as is currently the case.

Site-Specific Merit Test 2

Does the proposal have site-specific merit having regard to the existing uses, approved uses, and likely future uses of land in the vicinity of the proposal?

The Planning Proposal will provide for an appropriate range of land uses on site including residential, retail/commercial and community uses. The LEP amendment sets out a maximum of 1.35:1 FSR for residential land uses and the associated DCP amendments set out requirements for minimum and or maximum areas for the proposed land uses. Accordingly, the Planning Proposal will provide an appropriate land use mix suitable for the location within the Lindfield Local Centre.

Site-Specific Merit Test 3

Does the proposal have site-specific merit having regard to the services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision.

The site is located in an existing developed area with access to services such as water, sewer and electricity. The additional development provided for under the Planning Proposal is unlikely to place an unreasonable demand on existing services and infrastructure. Additionally, the Planning Proposal includes the provision of considerable community infrastructure that will be available to meet the demands arising from the increase in commercial and residential density at the site as a result of the proposal.

Strategic Merit Summary

Overall, the request is considered to have strategic merit as:

- The request has been demonstrated to be consistent 'A Metropolis of Three Cities' and with the 'North District Plan';
- It will expand the planned community facilities for the key site through design improvements and increased public open space;
- It will provide improved opportunities to fund identified public infrastructure for the site;
- It will expand the capacity for residential accommodation and thereby housing choice in close proximity to public transport, community facilities and commercial services;
- It will assist Council to achieve its medium to long term strategic housing targets;
- It will provide the opportunity for additional employment generation and greater commercial and retail services at the site which will enhance choice and serve the needs of people living and/or working in the surrounding neighbourhood;
- It will assist Council achieve its medium to long term strategic employment generating targets;
- It will support (economically) surrounding development, namely the local retail centre;
- It will enable assist in the delivery of a commuter car park at the site;
- It will be compatible with surrounding development, namely the surrounding residential development to the north, south and west and the retail development to the east; and
- It will achieve urban design integration and renewal of the locality.

Q4. Is the Planning Proposal consistent with a council's local strategy or other local strategic plan?

Yes. This Planning Proposal is consistent with the outcomes stated under the six themes of the Ku-ring-gai Council Community Strategic Plan 2038 (adopted June 2018).

Additionally, the Planning Proposal is consistent with the Strategic Planning Statement (LSPS) adopted by Council on March 17, 2020.

Demonstration of the consistency with both these local strategies is outlined below.

Ku-ring-gai Council Community Strategic Plan 2038

The six themes of the Community Strategic Plan 2038 seek to provide for a sustainable environment for Ku-ring-gai's future. This Planning Proposal responds to each of the six themes as follows:

1. Community, People and Culture.

The proposed increase in height and FSR will assist in meeting the aim to make Council's community and cultural programs and services accessible, affordable and meet current and match emerging needs. The proposal will allow Council to deliver the significant public benefits, with improved opportunities to fund identified public infrastructure.

2. Natural Environment

The Planning Proposal will assist in the aim of respecting and actively participating in the care and management of the environment. The Planning Proposal seeks to improve the public open space to be delivered as part of the Lindfield Village Hub through design changes to the main park and plaza, and the creation of a small pocket park in order to retain a significant Tallow-wood tree.

The potential future development of the site will identify elements of the natural environment that can be maintained or offset. This will be considered in detail during the Development Application process.

3. *Places, Spaces and Infrastructure*

The proposed redevelopment of the site consistent with the land use capacities envisaged under this Planning Proposal will assist in the aim of achieving a well planned, quality neighbourhood and public space with a strong character through the provision of community, retail and commercial services and residential accommodation.

Specifically, the Planning Proposal aligns with Council's long-term objective stated under Issue P4 – *"Revitalisation of our Centres: P4.1 Our centres offer a broad range of shops and services and contain lively urban village spaces and places where people can live, work, shop, meet and spend leisure time."*

4. *Access, Traffic and Transport*

The Planning Proposal aligns with the aim that access and connection in and around Kuring-gai is effective.

The Planning Proposal seeks to maximise the site's considerable benefits and competitive advantages such as the following:

- The site is a large, centrally located, single consolidated land holding within an established Local Centre;
- The site has excellent access to existing public transport infrastructure and services;
- The existing B2 Local Neighbourhood zoning (over the majority of the site) allows a wide variety of desirable land uses including community facilities, commercial uses and residential accommodation; and
- The consolidated site is (or will be upon redevelopment) ringed by streets on all sides which provides a natural separation to adjacent development. This provides considerable urban design and built form opportunities not available to smaller infill sites.

The proposed changes to the planning provisions for the site are entirely consistent with the aim of strategically planning new development in locations which will reduce private car usage, and which have good access to existing public transport infrastructure and services.

5. *Local Economy and Employment*

The redevelopment of the site, consistent with the proposed provisions set out in this Planning Proposal, will assist in achieving Council's aims by promoting employment opportunities in new community facilities and new retail/commercial areas. The mix of uses and the proposed intensity of those uses will facilitate the redevelopment of the site as the core location for business investment and new employment within the Lindfield Local Centre. The Planning Proposal is expected to result in approximately 70 direct and 57 indirect full time employment jobs (i.e. 127 in total) during the construction phase of the Lindfield Village Hub over and above those jobs expected to be provided by a project under the existing planning controls. The additional retail floorspace proposed under the Planning Proposal (through the amendment to the FSR control) can be expected to create 75 additional full time employment retail jobs and as a result there will be an expected additional 66 full time employment indirect jobs created, with total ongoing additional employment associated with the Planning Proposal estimated at 141 additional jobs (depending on the final tenant mix - e.g. supermarket vs specialties).

Further, economic analysis supporting the proposal indicates that the additional residents will inject expenditure into the local economy, thereby creating more employment opportunities. The economic analysis indicates the new residents are likely to have a retail spending capacity of around \$7.64 million per annum, which will increase at 2% per annum from 2024 onwards.

6. *Leadership and Governance*

The proposed redevelopment will assist in meeting the aim that Council effectively manages its financial position to meet community expectations for projects and service delivery. The changes proposed in this Planning Proposal will assist Council in the delivery of strategic projects and facilities in the local centre in a self-funding manner, consistent with community expectations.

Ku-ring-gai Local Strategic Planning Statement (LSPS)

In addition to consistency with the Ku-ring-gai Council Community Strategic Plan 2038, it is noted that Council adopted the Local Strategic Planning Statement (LSPS) on 17 March 2020.

The LSPS includes actions for a number of strategic studies to be undertaken by Council to form an evidence base, including:

- Housing Strategy including an analysis of the housing needs of the community into the future;
- Local Character Study;
- Retail / Commercial Centres Study;
- Employment Lands Study; and
- Other studies relating to open space and recreation, environment and community facilities.

The Planning Proposal is consistent with the Vision of the LSPS and the relevant Planning Priorities as set out below.

- *LSPS Vision*

The Vision includes an overarching *Vision Statement* as well as a seven sub headings within a stated “20 Year Vision”.

The proposal is consistent with the Vision Statement and also each of the seven sub-headings in the 20 Year Vision. In particular, the proposal is consistent with the following aspects of the LSPS Vision:

- *Our supporting infrastructure*

The Planning Proposal will focus housing, commercial and community infrastructure growth and renewal in a location that is well connected, integrated and accessible to established transport networks, which is linked to other strategic centres, employment areas and the Sydney CBD.

The proposal will facilitate the delivery of well-planned and sustainable infrastructure including community facilities, urban green infrastructure, roads and footpaths.

- *Our connected urban villages*

The proposal will result in the revitalisation of an existing Local Centre through the delivery of high quality urban spaces and a new community hub which will provide a

place for people to live, work, shop, meet and spend leisure time. The proposal will increase the quantum and diversity of housing and retail uses, catering for the needs of a growing and changing community.

- *Our unique landscape qualities*

The proposal will enhance the landscaped setting and character of the site through the rationalisation of the main planned open space and the provision of a small pocket park.

- *Our diverse local economy*

The proposal will result in an increase in employment opportunities, in the short and long term through the delivery of additional floor space for commercial and residential land uses.

In addition to the Vision, the proposal is consistent with the following relevant LSPS Planning Priorities:

- *K1. Providing well planned and sustainable local infrastructure to support growth and change*

The site is well located being within walking distance to a wide range of private and public services and infrastructure.

Notwithstanding the site's location within relatively close proximity to established services and infrastructure, one of the key intended outcomes of the Planning Proposal is to increase and enhance the community infrastructure and commercial services offering within Lindfield and to enable the delivery of the planned multi-faceted community facilities and public open space within the Lindfield Village Hub in accordance with Council's vision.

These intended outcomes directly relate to the satisfaction of K1, as it is envisaged that the redeveloped Lindfield Village Hub will be the main focus for community activity in the Lindfield Local Centre. It will include modern social infrastructure and public open space of a size and capacity required to fulfil the changing needs of the Lindfield community including public parks, a library, a child care centre, a multi-purpose community facility and public and commuter parking.

In this regard, the Planning Proposal will provide employment opportunities, retail facilities and residential accommodation close to existing and well connected public transport services, thereby strengthening demand for these services, as well as optimising the use of other existing infrastructure in the region.

- *K3. Providing housing close to transport, services and facilities to meet the existing and future requirements of a growing and changing community.*

Lindfield Local Centre is one of four primary centres identified in the LSPS to potentially provide additional housing to meet the existing and future requirements of a growing Ku-ring-gai LGA over the next 15 years.

The Planning Proposal is consistent with Planning Priority K3 in that it will facilitate the future development of the site to provide additional residential accommodation within close walkable proximity to excellent established public transport services including the Lindfield Train Station and bus routes along the Pacific Highway. These services connect to the metropolitan cluster of Sydney's CBD and the strategic centres of Chatswood, Hornsby, St Leonards, North Sydney, Gordon and Macquarie Park.

The proposed increase in the intensity of land use, above the current levels, will allow for increased housing opportunities in the immediate proximity to the core of the Lindfield Local Centre's commercial and community infrastructure. The site is considered to be in the ideal location to provide additional housing given these circumstances.

The Planning Proposal meets the objectives relating to greater housing supply in that it can contribute to meeting the North District's housing target of 92,000 dwellings from 2016-2036. An increase in the FSR and building height allows for the site to better cater for the demand of Sydney's (and Ku-ring-gai's) changing population by providing a broader range of housing options to suit different lifestyles and affordability needs.

It provides the opportunity for local infill development on a large consolidated site, centrally located in a well-established and successful Local Centre. The site is ideally suited, in that it is within an existing urban area in walkable access to centres, facilities and public.

The proposal is consistent with the identification of Lindfield in the LSPS as one of four primary centres with potential to accommodate additional housing in close proximity to transport and services.

- *K4. Providing a range of diverse housing to accommodate the changing structure of families and households and enable aging in place*

Analysis of the Ku-ring-gai LGA indicates an increased desire for apartment style accommodation and living. The proposed planning controls are likely to result in additional residential apartments compared to a project under the existing planning controls due to the proposed increase in building height and FSR provisions.

The proposal will assist Council in satisfying Priority K4 in providing a greater quantity and diversity of residential accommodation in a location well suited for such development.

- *K6. Revitalising and growing a network of centres that offer unique character and lifestyle for local residents*

The proposal will assist in realising the vision of Council for the Lindfield Village Hub. The proposal will assist in the delivery of the site as a community and business focus for Lindfield. It will revitalise the locality through the provision of significant new community infrastructure, additional housing, additional commercial floor space and will deliver an enhanced streetscape and landscaped setting, activated at street level. The site will act as a focal point for Lindfield and will also provide significant growth to the local economy.

- *K7. Facilitating mixed-use developments within the centres that achieve urban design excellence*

The proposal is supported with an Urban Design Report which demonstrates through detailed urban analysis and testing that the proposed building envelopes and indicative structure plan have been designed to deliver a future mixed-use development at the important site that will be able to achieve urban design excellence.

- *K11. Promoting Lindfield as a thriving and diverse centre*

As mentioned above under K6, the proposal will assist in realising the vision of Council for the Lindfield Village Hub. The proposal will assist in the delivery of the site as a community and business focus for Lindfield. It will revitalise the locality through the provision of considerable community infrastructure, additional housing, additional commercial floor space and will deliver an enhanced streetscape and landscaped setting.

It is envisaged that the site will accommodate buildings which will identify the site as a focal point for the Lindfield Local Centre. The proposal will result in development that will promote Lindfield as a thriving centre in an urban design sense, a housing sense, a community services sense and in an economic manner.

- *K12. Managing change and growth in a way that conserves and enhances Ku-ring-gai's unique visual and landscape character*

The Urban Design Report supporting the Planning Proposal demonstrates as part of the detailed analysis, and through the incorporation of key urban design principles for the site, that the proposed structure plan will deliver a mixed use development which will conserve

and enhance the visual and landscaped setting of the Lindfield Village Hub. The incorporation of an additional park, the retention of a significant Tallow-wood tree in a key location and the provision of an enhanced main central park and plaza will afford the Hub an improved landscaped setting compared to one that would be achievable under the current planning provisions.

- *K14. Providing a range of cultural, community and leisure facilities to foster a healthy, creative, culturally rich and socially connected Ku-ring-gai*

The proposal seeks to deliver the full range of community facilities and infrastructure that has been planned for the site. The proposal provides greater opportunities to fund identified public infrastructure.

- *K17. Providing a broad range of open spaces, sporting and leisure facilities to meet the community's diverse and changing needs*

As mentioned above, the proposal seeks to deliver the full range of community facilities and infrastructure that has been planned for the site. Importantly, the Planning Proposal seeks to deliver a small pocket park in the south west corner of the site to retain a Tallow-wood tree. This is in addition to proposed improvements to the main central park and plaza.

Ku-ring-gai Local Housing Strategy

The North District Plan requires each Council to develop 6-10 year (2021-2026) housing targets specific to the local area through a local housing strategy. The strategy is to demonstrate evidence-based capacity for steady housing supply into the medium term and contribution to the district housing target.

Following public exhibition of its Housing Strategy, on 22 September 2020 Council voted to adopt a housing strategy that would provide new housing to the year 2036 from existing capacity within Ku-ring-gai's currently planning controls. The Draft Ku-ring-gai Housing Strategy was amended in accordance with the Council resolution of 22 September 2020 and was submitted to the Department of Planning, Industry and Environment (DPIE) on 14 December 2020 for review and approval. DPIE is yet to provide formal approval of the Housing Strategy.

The Greater Sydney Commission 'Letter of Support' issued March 2020 for the Ku-ring-gai LSPS requires the Ku-ring-gai Housing Strategy to demonstrate an indicative draft range of 3,000 - 3,600 dwellings for the 6-10 year period. Appendix 3 (*Residual Capacity Maps*) Of Council's Housing

Strategy identifies where within Ku-ring-gai there is residual capacity for housing delivery under the existing zonings and planning controls contained within the Ku-ring-gai Local Environmental Plans. The revised Housing Strategy identifies a residual capacity in Councils existing planning controls of approximately 2770 dwellings, with an additional 217 already in the pipeline.

The capacity analysis includes potential dwelling numbers contained in active planning proposals, including this planning proposal, which was endorsed by Council for Gateway on 20 August 2019. The indicative urban design scheme included as *Appendix A* indicates that this planning proposal contributes 153 dwellings Council's residual capacity.

Q5. *Is the Planning Proposal consistent with applicable State Environmental Planning Policies?*

The following table identifies the key applicable SEPPs and outlines this Planning Proposal's consistency with those SEPPs.

SEPP	Comment on Consistency
<p>SEPP 19 Bushland in Urban Areas</p> <p>When preparing draft local environmental plans for any land to which SEPP 19 applies, other than rural land, the council shall have regard to the general and specific aims of the Policy, and give priority to retaining bushland, unless it is satisfied that significant environmental, economic or social benefits will arise which outweigh the value of the bushland.</p>	<p>Consistent.</p> <p>The majority of the site is highly disturbed accommodating at grade car parking. Some vegetation exists on the site and will be impacted by future development that would be permitted under the Planning Proposal. Notwithstanding, the level of impact that would result from the subject Planning Proposal is no more than that which would result under the existing planning controls. The Planning Proposal seeks additional height and FSR at the site, but does not seek to alter the zoning or the developable/building footprint at the site above that which exists under the current planning controls.</p> <p>Any impacts would need to be addressed as part of any future development application(s) as is currently the case.</p>
SEPP 55 Remediation of Land	Consistent.
SEPP 65 Design Quality of Residential Flat Development	<p>Consistent.</p> <p>Any future development application on the site would be subject to the provisions of the SEPP.</p>

SEPP	Comment on Consistency
	<p>Additionally, the Urban Design Report supporting the Planning Proposal demonstrates that the building envelopes envisaged for future residential development have been arranged in a manner that will allow compliance with the Principles of SEPP 65 and the fundamental built form guidelines set out in the Apartment Design Guide (ADG) with respect to building separation; solar access and natural ventilation amongst other matters.</p>
SEPP (Affordable Rental Housing) 2009	<p>Consistent.</p> <p>Any future development application on the site would be subject to the provisions of the SEPP.</p>
SEPP (Housing for Seniors or People with a Disability) – 2004	<p>Consistent.</p> <p>Any future development application on the site would be subject to the provisions of the SEPP.</p>
SEPP Building Sustainability Index: Basix 2004	<p>Consistent.</p> <p>Any future development application on the site would be subject to the provisions of the SEPP.</p>
SEPP (Vegetation in Non-Rural Areas) 2017	<p>Consistent.</p> <p>Any future development application on the site would be subject to the provisions of the SEPP.</p>
SEPP Infrastructure 2007	<p>Consistent.</p> <p>Any future development application on the site would be subject to the provisions of the SEPP.</p>
SEPP Exempt and Complying Development Codes 2008	<p>Consistent.</p> <p>Any future development application on the site would be subject to the provisions of the SEPP</p>

Table 2: Consistency of Planning Proposal against SEPP

SREP	Comment on Consistency
<p>Sydney REP (Sydney Harbour Catchment) 2005</p> <p>The SREP aims to establish a balance between promoting a prosperous working harbour, maintaining a healthy and</p>	<p>Consistent.</p> <p>This site is within the land identified as Sydney Harbour Catchment. Clause 13 of the SREP outlines 12 planning principles to be considered</p>

SREP	Comment on Consistency
<p>sustainable waterway environment and promoting recreational access to the foreshore and waterways. It establishes planning principles and controls for the catchment as a whole.</p>	<p>when preparing an environmental planning instrument and or development control plan relating to the land.</p> <p>The majority of the site is highly disturbed accommodating at grade car parking. The level of impact that would result from the subject Planning Proposal is no more than that which would result under the existing planning controls. The Planning Proposal seeks additional height and FSR at the site, but does not seek to alter the zoning or the developable/building footprint at the site above that which exists under the current planning controls. As such, the planning proposal will no result in impacts that would affect the functioning of natural drainage systems or hydrological, ecological and geomorphological process, or affect the visual qualities of waterways or urban salinity processes, above the impacts that would otherwise occur as a result of development under the current controls.</p> <p>The planning proposal is consistent with the 12 planning principles outlined in Clause 13 of the SREP.</p> <p>At the time of any Development Application, all development will be required to manage drainage and stormwater arising from the development.</p>

Table 3: Consistency of Planning Proposal against SREP

Q6. Is the Planning Proposal consistent with applicable Ministerial Directions (s. 9.1 directions)?

The following table identifies applicable Section 9.1 Directions and outlines this Planning Proposal's consistency with those Directions.

Directions under s9.1	Objectives	Consistency
1. EMPLOYMENT AND RESOURCES		
1.1 Business and Industrial Zones	<p>The objectives of this direction are to:</p> <ul style="list-style-type: none"> (a) Encourage employment growth in suitable locations, (b) protect employment land in business and industrial zones and support the viability of identified strategic centres. 	<p>Consistent.</p> <p>The Planning Proposal will allow the Lindfield Hub site to be redeveloped in a way that will encourage employment growth within the local centre.</p> <p>It is envisaged that the site will accommodate a new supermarket, shops, businesses and community facilities. Additionally, this Planning Proposal seeks to increase the floor space capacity of the site thereby increasing the potential for the generation of new employment in close proximity to existing road and rail links as well as residential accommodation.</p>
2. ENVIRONMENT AND HERITAGE		
2.3 Heritage Conservation	<p>The objective of this direction is to conserve items, areas, objects and places of environmental Heritage significance and indigenous heritage significance.</p>	<p>Consistent.</p> <p>The site does not contain, nor does it adjoin any items of local or State heritage significance.</p>
2.6 Remediation of Contaminated Land	<p>The objective of this direction is to reduce the risk of harm to human health and the environment by ensuring that contamination and remediation are considered by planning proposal authorities.</p>	<p>The site is currently zoned B2 Local Centre and R4 High Density. No changes to zoning are proposed. The land uses under these zonings are currently permissible at the site.</p> <p>Notwithstanding, Phase 1 and Phase 2 contamination investigations have been prepared. The investigations were conducted on the site to determine the sites appropriateness for the proposed</p>

Directions under s9.1	Objectives	Consistency
		<p>land uses in the community hub project. These studies confirm that the site can be made suitable for the future development of the site in accordance with the provisions of the Planning Proposal, subject to the implementation of the recommendations of the Phase 2 Report.</p> <p>A Remediation Action Plan will be provided prior to exhibition of the Planning Proposal.</p>
3. HOUSING, INFRASTRUCTURE AND URBAN DEVELOPMENT		
3.1 Residential Zones	<p>The objectives of this direction are:</p> <ul style="list-style-type: none"> (a) to encourage a variety and choice of housing types to provide for existing and future housing needs, (b) to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and (c) to minimise the impact of residential development on the environment and resource lands. 	<p>Consistent.</p> <p>The Planning Proposal will result in additional residential dwellings being provided and will be consistent with the objectives of this Direction for the following reasons:</p> <ul style="list-style-type: none"> • The proposal seeks to increase the permissible density of the site allowing the potential for additional housing to be developed. • The site will make more efficient use of existing infrastructure and services associated with the local centre, such as the nearby Lindfield Train Station existing and new retail area and community facilities. <p>The Planning Proposal seeks to expand opportunities for housing choice in the Lindfield local centre, thereby increasing the efficient use of existing infrastructure, while minimising potential impacts on the environment through careful positioning of building envelopes.</p>
3.4 Integrating Land Use and Transport	<p>The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts</p>	<p>Consistent.</p> <p>The site is located within an established local centre that has excellent access to existing public</p>

Directions under s9.1	Objectives	Consistency
	<p>achieve the following planning objectives:</p> <ul style="list-style-type: none"> (a) improving access to housing, jobs and services by walking, cycling and public transport, and (b) increasing the choice of available transport and reducing dependence on cars, and (c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and (d) supporting the efficient and viable operation of public transport services, and (e) providing for the efficient movement of freight. 	<p>transport infrastructure, including Lindfield Train Station and local bus routes which support reduced reliance on car usage for both residents and employees within the proposed Lindfield Hub development.</p> <p>The Planning Proposal will enable a consolidated development on the site and provide retail, community and residential facilities which will increase local employment in the vicinity where there is an established rail and bus network.</p> <p>The proposal supports reduced travel demand by co-locating employment and residential uses that may enable local accommodation of workers within the Ku-ring-gai area.</p> <p>The Planning Proposal will provide highly accessible facilities for local pedestrians as well as those using public transport or private vehicles. The integration of commuter parking onsite will facilitate the reduction of car use and support the use of public transport.</p> <p>The proposal, through the indicative scheme, anticipates an allowance for commuter car parking within the basement of a future development at the site. The commuter car parking envisaged is 135 spaces for the site and is consistent with the correspondence from Transport for NSW to KMC dated 8 September 2020 (refer to Appendix I), confirming a commitment to deliver 240 car spaces within Lindfield. The remaining 105 commuter car parking spaces will be delivered as part of the Lindfield Village Green project in Tryon Road, Lindfield. The construction of the Lindfield Village Green is due for completion by the end of 2021.</p>

Directions under s9.1	Objectives	Consistency
4. HAZARD AND RISK		
4.1 Acid Sulfate Soils	The objective of this direction is to avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulfate soils.	<p>Consistent.</p> <p>The site is identified on the Ku-ring-gai LEP Acid Sulfate Soils Map as having no acid sulphate soils. Land management activities are hence not likely to be affected by ASS materials at the site.</p> <p>The Planning Proposal seeks additional height and FSR at the site, but does not seek to alter the zoning or the developable/building footprint at the site above that which exists under the current planning controls.</p> <p>The ground level of the lower end of the site is approximately AHD RL85. As such, the planning proposal is will not result in development at the site involving works below 5 metres AHD or by which the watertable is likely to be lowered below 1 metre AHD.</p>
4.3 Flood Prone Land	<p>The objectives of this direction are:</p> <p>(a) to ensure that development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005, and</p> <p>(b) to ensure that the provisions of an LEP on flood prone land is commensurate with flood hazard and includes consideration of the potential flood impacts both on and off the subject land</p>	<p>Consistent.</p> <p>The site is not identified as flood prone land.</p>
4.4 Planning for Bushfire Protection	The objectives of this direction are:	Consistent.

Directions under s9.1	Objectives	Consistency
	<p>(a) to protect life, property and the environment from bush fire hazards, by discouraging the establishment of incompatible land uses in bush fire prone areas, and</p> <p>(b) to encourage sound management of bush fire prone areas.</p>	The site does not contain bush fire prone land.
6. LOCAL PLAN MAKING		
6.1 Approval and Referral Requirements	The objective of this direction is to ensure that LEP provisions encourage the efficient and appropriate assessment of development.	<p>Consistent.</p> <p>The Planning Proposal does not seek to introduce provisions which require the concurrence, consultation or referral of Development Applications to a Minister or public authority.</p>
6.3 Site Specific Provisions	The objective of this direction is to discourage unnecessarily restrictive site specific planning controls.	<p>Inconsistent. Acceptable on merit.</p> <p>The proposal contains a site specific planning control relating to a proposed additional permitted use to allow residential flat buildings across the site.</p> <p>In this regard it is noted that the majority of the site is already subject to the same site specific provision. The proposal merely seeks to extend the already applicable provision to 2-10 Bent Street and part of 12 Bent Street, noting that it already applies to 1B Beaconsfield Parade, Drovers Way road reserve, 19 Drovers Way, and Woodford Land road reserve.</p> <p>In this regard the proposal is consistent with the control applying to the wider site and the inconsistency with the Direction is of minor significance.</p>
7. METROPOLITAN PLANNING		

Directions under s9.1	Objectives	Consistency
<p>7.1 Implementation of A Plan for Growing Sydney.</p> <p>*A Plan for Growing Sydney has been superseded by the Greater Sydney Region Plan - A Metropolis of Three Cities.</p>	<p>The objective of this direction is to give legal effect to the vision, land use strategy, policies, outcomes and actions contained in the Metropolitan Strategy (as superseded by the Greater Sydney Region Plan - A Metropolis of Three Cities).</p>	<p>Consistent.</p> <p>The Planning Proposal, in conjunction with the KLEP 2015 will allow the site to be developed for retail, community, residential and business development in an area that has excellent access to public transport. It will facilitate the provision of improved social infrastructure in conjunction with the enhancement and revitalisation of the local centre. The Planning Proposal is consistent with the goals and principles contained within Greater Sydney Region Plan - A Metropolis of Three Cities and also within the North District Plan.</p>

Table 4: Consistency of Planning Proposal against Section 9.1 Directions

C. ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACT

Q7. *Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?*

The vegetation outcomes for the development of the site under the proposed planning provisions compared to the current applicable planning provisions would be essentially the same, such that the majority of existing vegetation at the site will be required to be removed to enable development consistent with the provisions.

The Planning Proposal includes a detailed Fauna and Flora Assessment which describes the biodiversity values of the site and outlines measures to be taken to avoid, minimise and mitigate impacts to the vegetation and species habitat present within the development site.

The report identifies the number of biodiversity credits that would need to be retired if the development proceeds as envisaged within the Planning Proposal. It is noted that the offset requirements are not required at the Planning Proposal stage and would be applicable at the Development Application stage. The same arrangements would be applicable to development of the site under the current planning controls.

The addition of the proposed pocket park and retention of the Tallow-wood tree provides opportunities for an improved landscape setting.

Q8. *Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?*

The likely environmental effects resulting from the Planning Proposal have been considered throughout this document and within the supporting technical reports. The key environmental effects are summarised below:

Traffic and Transport

Detailed analysis of the potential transport and traffic related impacts has been undertaken within a Transport Impact Assessment (TIA) prepared by WSP for the Planning Proposal.

The analysis demonstrates that:

- The site has good access to public transport for new residents, and its location would provide them with access to a substantial number of jobs located in surrounding Strategic Centres and Health/Education precincts within 30 minutes by public transport, which is consistent with the North District Plan's Planning Priority N12.
- A relatively high proportion of workers in the Zone are from the Lindfield/Roseville area, and the majority of them use a car to access the workplace despite the typical distance to work being less than 4km for these workers. This has implications for provision of parking for staff of the retail and community uses, but also for targeting improved walkability, active transport and public transport, in order to reduce the demand on private vehicle use.
- There is a good selection of primary and secondary retail, basic health/medical, educational, leisure/recreational and community cultural facilities within 5 minute walk of the site, which would contribute to the overall liveability and walkability of the site.
- Improving the place function of the streets adjacent to the site can be achieved through the implementation of high level strategies including traffic calming, improved pedestrian/bicycle access and priority and public domain improvements.
- The additional rail passenger demand generated by the proposal over the peak period is unlikely to cause (or significantly worsen) congestion at Lindfield Station, given there is spare capacity on rail services at Lindfield during the peak periods.

- Despite some short term bus stop capacity issues on Pacific Highway outside Lindfield station, the expected low demand for bus journeys to work during the peak period as a result of the proposal is unlikely to cause capacity at nearby bus stops.
- Similarly, given the low proportion of workers in the area using buses for their journey to work, the new workers are unlikely to cause capacity issues.
- Traffic modelling indicates that some intersections on the Pacific Highway may require upgrading. It is noted that upgrading of some (if not all) of those intersections has previously been identified as being required (now or in the future) due to existing conditions and / or natural growth, regardless of the Planning Proposal. Transport for NSW is the roads authority for Pacific Highway and Council has commenced consultation regarding identified upgrades. In this regard, any concurrence required from Transport for NSW regarding the matters relating to the state/arterial road network will be required as part of any Gateway determination.

Biodiversity

Assessment of the potential biodiversity impacts of the proposal has been undertaken and the Planning Proposal is supported with a Flora and Fauna Assessment prepared by Ecological Australia.

The Assessment considers the unavoidable direct impacts of the Planning Proposal, calculated in accordance with the Biodiversity Assessment Method 2017 (BAM) established under Section 6.7 of the *NSW Biodiversity Conservation Act 2016*.

The Assessment determined the number of ecosystem credits that would be required to offset unavoidable impacts, assuming future development of the site in accordance with the provisions of the Planning Proposal. Such calculations will be required to be undertaken and updated at the development application stage.

Notwithstanding, the overriding conclusion of the Assessment demonstrates that the Planning Proposal involves direct impacts to the site which are equal to those impacts that would occur from development in accordance with the existing planning controls applicable to the site. Specifically, the existing planning controls allow (with approval) for the redevelopment of the entire site and removal of vegetation from the site. The Planning Proposal, which seeks changes to the FSR and building height development standards, does not involve a change to the zoning and will not result in any further impacts to the biodiversity at the site above those that would occur under the existing controls.

Contamination

The site is currently zoned B2 Local Centre and R4 High Density. No changes to zoning are proposed. The land uses under these zonings are currently permissible at the site.

The Planning Proposal is supported with Phase 1 and Phase 2 contamination investigations, prepared by ADE Consulting Group, and a Phase 2 Ground Water Investigation prepared by GHD.

The investigations were conducted on the site to determine the sites appropriateness for the proposed land uses in the community hub project. The studies confirm that the site can be made suitable for the future development of the site in accordance with the provisions of the Planning Proposal, subject to the implementation of the recommendations of the Phase 2 Detailed Site Investigation.

The recommendations request the preparation of a Remediation Action Plan (RAP). Accordingly, a RAP will be provided prior to exhibition of the Planning Proposal.

Overshadowing

Detailed analysis of potential overshadowing impacts resulting from the proposed changes to the FSR and building height development standards has been undertaken within the Urban Design Report prepared by AJC which supports the Planning Proposal.

The analysis of the overshadowing impact of the indicative design for development at the site within the Urban Design Report shows that the overshadowing will be acceptable when considered over the duration of the day at the winter solstice (i.e. June 21). The analysis demonstrates the hour by hour shadow impact from 9am to 3pm.

The largest impact is to the properties to the west in the morning, due to the site orientation and the slope of the land. Notwithstanding, all affected properties to the west are free of overshadowing by 12pm or 1pm and will receive a minimum of 2 hours solar access.

The analysis also demonstrates that the rear car parks of the Pacific Highway shops (to the east of the site) begin to be impacted by shadow at 2pm, but the façades of these properties are largely unimpacted.

The Planning Proposal demonstrates that development undertaken at the site, consistent with the proposed controls, will result in some overshadowing of adjacent properties. The level of overshadowing however, is of a degree that is reasonable and acceptable within the context of the B2 Local Centre and R4 High Density zones and given minimum required solar access will be maintained.

Further assessment of shadow impacts will be required to be undertaken with any future development application/s.

Transition in Scale Between the B2 Local Centre and R4 High Density Zones

The transition in built form between future development at the site and the surrounding area is identified as a key element of the planning proposal outcomes, and it forms one of the four Design Principles within the Urban Design Report informing the planning proposal.

The proposed building heights and envisaged built forms utilise the fall of land to create a visible 'height step', transitioning from the R4 High Density Residential zone to the west towards the Lindfield Local Centre.

The incorporation of differing street widths has also been used to reflect the different neighbouring contexts to the east and west.

In particular, the transition between the scale of future development along the western edge of the site (addressing proposed Drovers Way) and the scale of development permitted within the R4 High Density Residential zone to the west, on the opposite side of Drovers Way, is acknowledged as an important element in the overall urban design outcome of the planning proposal.

The proposed building height along the western edge of the site is effectively nine storeys, which is one to two storeys higher than the current planning controls would otherwise allow (i.e. current building height control is 26.5m). The indicative scheme within the Urban Design Report proposes that the additional level is to be setback from the levels below, resulting in visual massing that is generally commensurate with the built form that is permitted under the current controls.

The maximum building height for development in the R4 High Density Residential zone on the western side of Drovers Ways is 17.5m (effectively 5 storeys).

The width of the road reserve of Drovers Way (15m minimum) combined with the existing DCP setback control applicable to development in the R4 High Density Residential zone on the western side of Drovers Way (i.e. 6m minimum setback) will ensure that any development of the site will readily achieve appropriate building separation, consistent with the Design Criteria and also the Design Guidance of the Apartment Design Guide. The minimum 21m separation between building forms on either side of Drovers Way will effectively mitigate the step in height between the zones. In addition to the upper level setback, it is reasonable to also expect a high level of building articulation for future development at the site given its prominence and importance as the Lindfield Village Hub. These factors will ensure a suitable transition between the R4 High Density Residential zone and the site (B2 Local Centre zone).

Summary

The technical reports supporting the Planning Proposal demonstrate that the proposal will not result in adverse environmental impacts. The potential environmental effects arising from the Planning Proposal will be managed through the environmentally sensitive design provisions of the site specific Development Control and the provisions of Part 22 (General Building Design and Sustainability) of the Ku-ring-gai DCP which applies to development at the site. This includes appropriate waste management elements, water and energy sensitive urban design and building design to achieve the appropriate Greenstar rating for non-residential buildings.

Q9. Has the Planning Proposal adequately addressed any social and economic effects?

Yes, this Planning Proposal has adequately addressed the resultant social and economic effects.

This Planning Proposal will result in positive social and economic outcomes by providing a more orderly and economic development of the site. The proposal seeks to increase the capacity of the site for the purposes of the current permissible mixed land uses.

Social Effects

The proposal will generate positive social effects for the community by facilitating a greater level of commercial and retail floor space that will improve the quality, choice and convenience of new and expanded services in the local area and within close proximity to residents and workers, many of whom will be able to walk and/or cycle to the site.

The proposal will generate positive social effects for the community by facilitating the delivery of the planned community and public infrastructure in a more timely manner. The proposal will

facilitate the delivery of the full extent of the identified social services (in terms of size and capacity) that have been identified as being required for the Lindfield community through the social infrastructure needs analysis undertaken by Council.

Additionally, the Planning Proposal seeks to enhance the quality of the planned main park and plaza within the Lindfield Village Hub and will include an additional pocket park at the south west corner of the site. The park will add to the overall offering of community facilities to be delivered as part of the Lindfield Village Hub project and aims to retain an existing Tallow-wood tree, resulting in positive social benefits by accentuating the quality of the overall design and the landscaped setting of the community infrastructure.

The proposal will generate positive social effects for the community by facilitating a greater level of residential accommodation in close proximity to established public transport infrastructure due to the proposed increased in residential floor space that will be available. This will improve the choice of housing options and quantum of housing stock available in the local area, which is within close proximity to public transport, community and commercial facilities and services.

Economic Effects

The future commercial floor space and community infrastructure achievable under the proposal will service the local Lindfield community and Ku-ring-gai area and will significantly increase economic activity in the B2 Local Centre. Development consistent with the Planning Proposal will provide new employment opportunities and greater business investment in the Lindfield Local Centre and wider Ku-ring-gai area and will have a positive impact on the local economy. The economic benefits are expected to be distributed through the short, medium and long term redevelopment of the site. The benefits include the creation of 127 additional full time construction jobs and 75 additional direct full time employment retail jobs and an expected additional 66 in-direct full time employment indirect jobs created, with total ongoing additional employment associated with the Planning Proposal estimated at 141 additional jobs (depending on the final tenant mix -e.g. supermarket vs specialties).

The new employment opportunities will benefit the local economy with many of them potentially filled by local residents who could commute a relatively short distance to the site by walking, cycling or by public transport.

In addition, economic analysis of the proposal indicates that the additional residents to be housed at the Lindfield Village Hub are likely to have a retail spending capacity of around \$7.64 million per annum, which will increase at 2% per annum from 2024 onwards.

The Planning Proposal will provide both social and economic benefits by providing the following:

- Increased employment opportunities via additional commercial floor space;
- Increased housing opportunities through increased residential accommodation floor space;
- Increased and enhanced community infrastructure through improvements to the design and increases in the quantum of public open space; and
- Delivery of the Lindfield village hub public infrastructure by Council through improved funding options.

D. STATE AND COMMONWEALTH INTERESTS

Q10. Is there adequate public infrastructure for the Planning Proposal?

In terms of services, the subject site is located in an urbanised area that is well serviced by sewer, water, stormwater, electricity and telecommunications. In this regard, the site is already connected to these services which will be adequate for the proposed development.

In terms of community infrastructure, the site itself will provide the fundamental community infrastructure for the Lindfield area through the planned delivery of public parking, a new library, a new childcare centre, a multipurpose community building and various forms of public open space (i.e. a main park, plaza and small pocket park). The site therefore will be extremely well serviced with community infrastructure, such that it will be the focus for such services for the Lindfield Local Centre and wider locality.

In relation to transport infrastructure, the site is well serviced by key arterial roads in the locality including the Pacific Highway, Lady Game Drive, Fiddens Wharf Road, Eastern Arterial Road and Fullers Road for private vehicle use.

The site is also in close proximity to excellent public transport services as follows:

- Lindfield Train Station:
 - T1 North Shore and Western Line (servicing Central Station to Berowra via Gordon); and
 - T9 Northern Line (servicing Central Station to Hornsby).
- Bus:
 - Route 558 - Chatswood to Lindfield (servicing Roseville & East Lindfield);
 - Route 556 - Lindfield to East Killara; and
 - Route 656 - Chatswood to Macquarie University (servicing Lindfield & West Killara).

Additionally, it is noted that with the opening of the Metro North West Line in late May 2019, there is even greater public transport connectivity for Lindfield. Specifically, residents and workers will be able to readily commute to Chatswood via train and or bus and then connect to the Metro North West Line which links Chatswood to Tallawong Station (and all stations on between) in the north west of Sydney.

Q11. What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?

At this stage, the appropriate State and Commonwealth public authorities have not been identified or consulted, and the Gateway Determination has yet to be issued. Consultation with the following Government authorities, agencies and other stakeholders are proposed:

- Roads and Maritime Services NSW;
- Office of Environment and Heritage;
- Transport for NSW;
- Sydney Water;
- Ausgrid; and
- Energy Australia.

Council will confirm the above list and any other additional consultation requirements through the Gateway Determination.

PART 4 - MAPPING

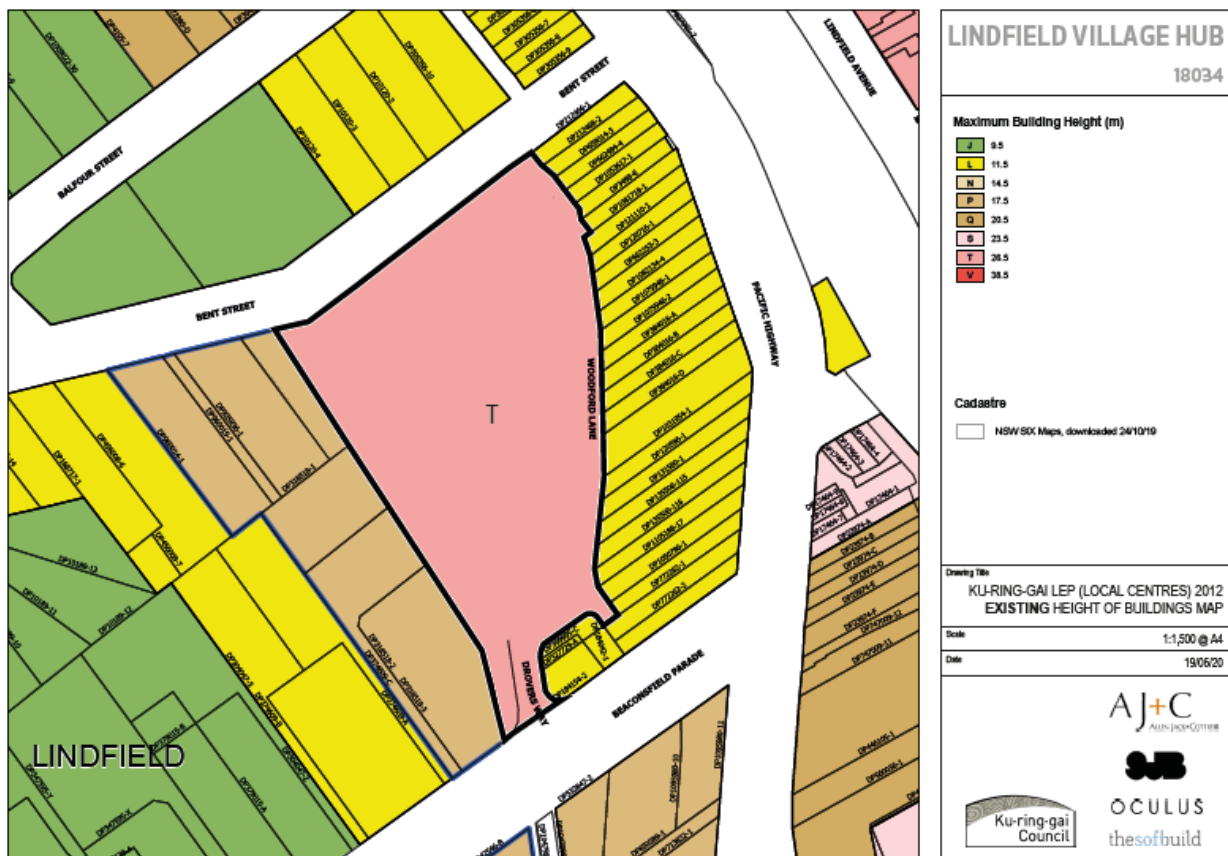
Maps, where relevant, to identify the intent of the Planning Proposal and the area to which it applies

The amendments sought in this Planning Proposal will require changes to the KLEP 2015 mapping sheets.

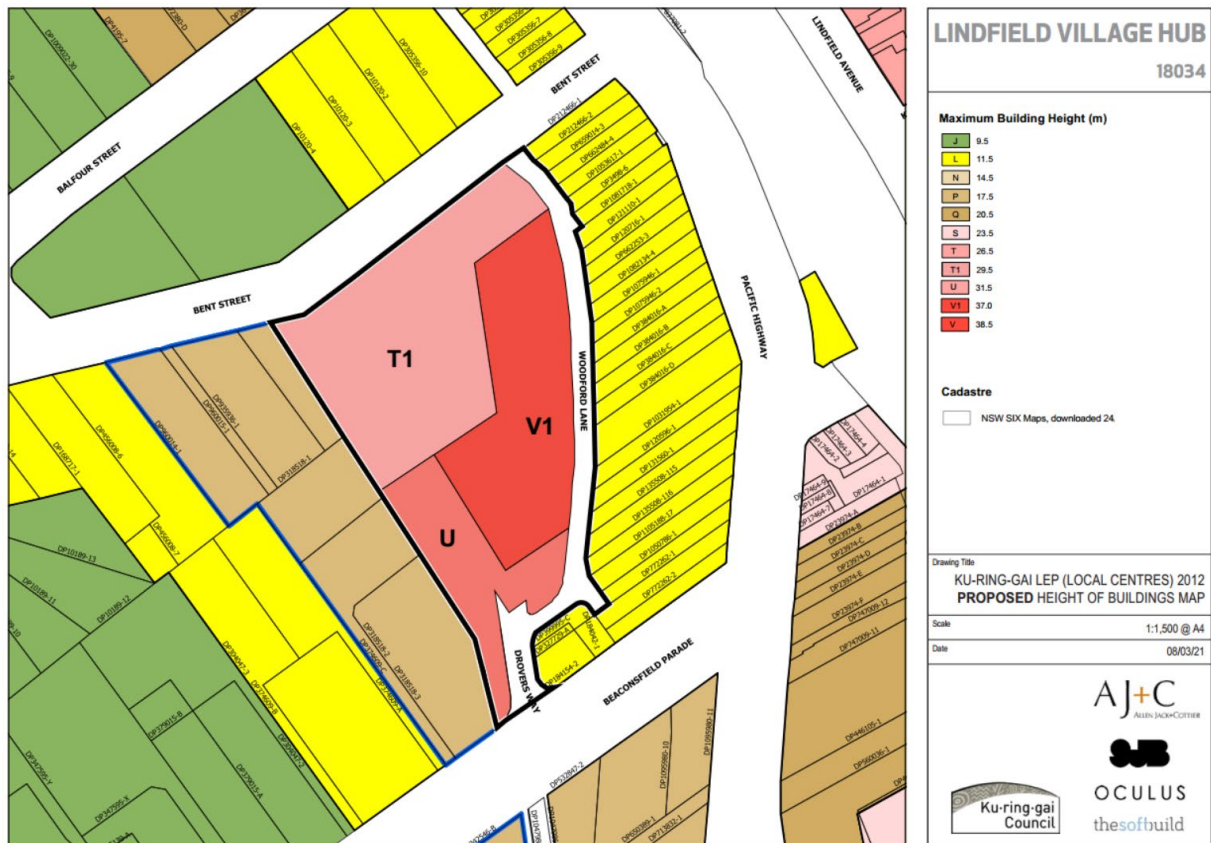
Indicative maps are included in this section and show excerpts of the site with its current mapping alongside its proposed mapping.

Amendments to the following KLEP 2015 maps are demonstrated below:

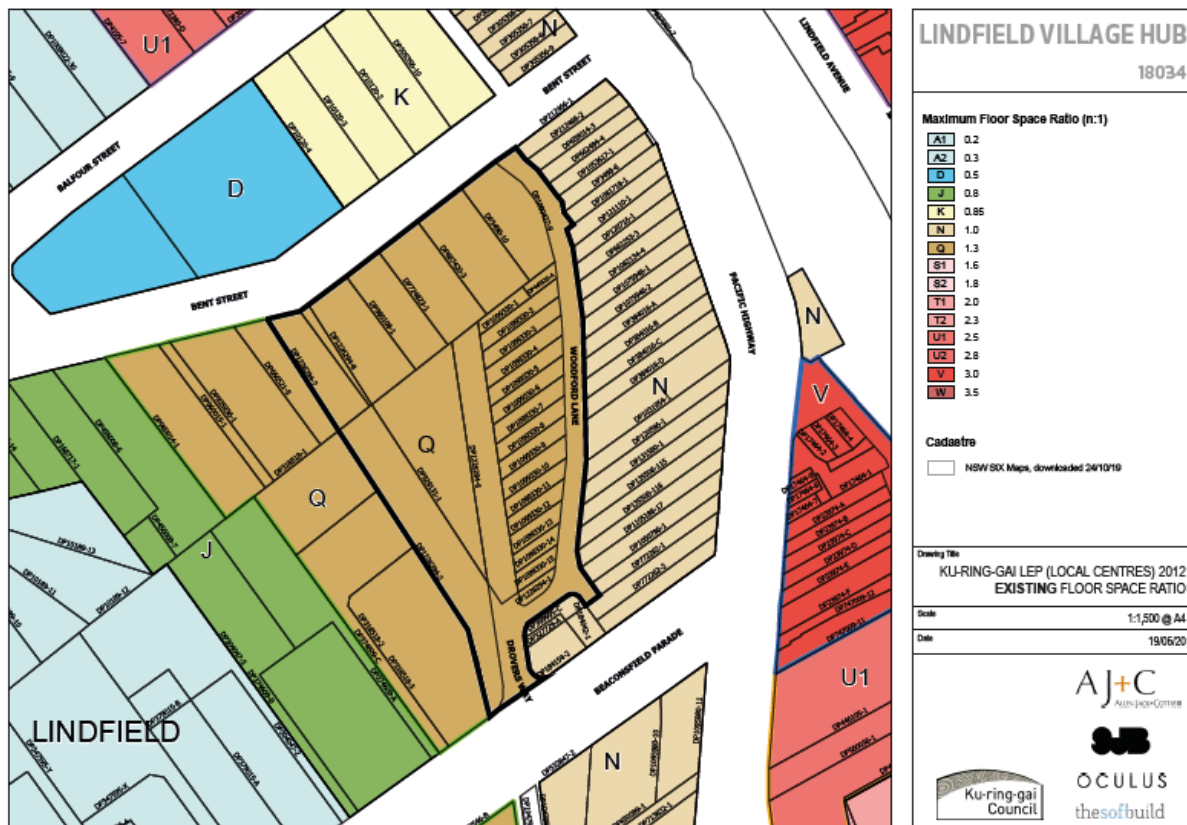
1a. Height of Building Map – Existing



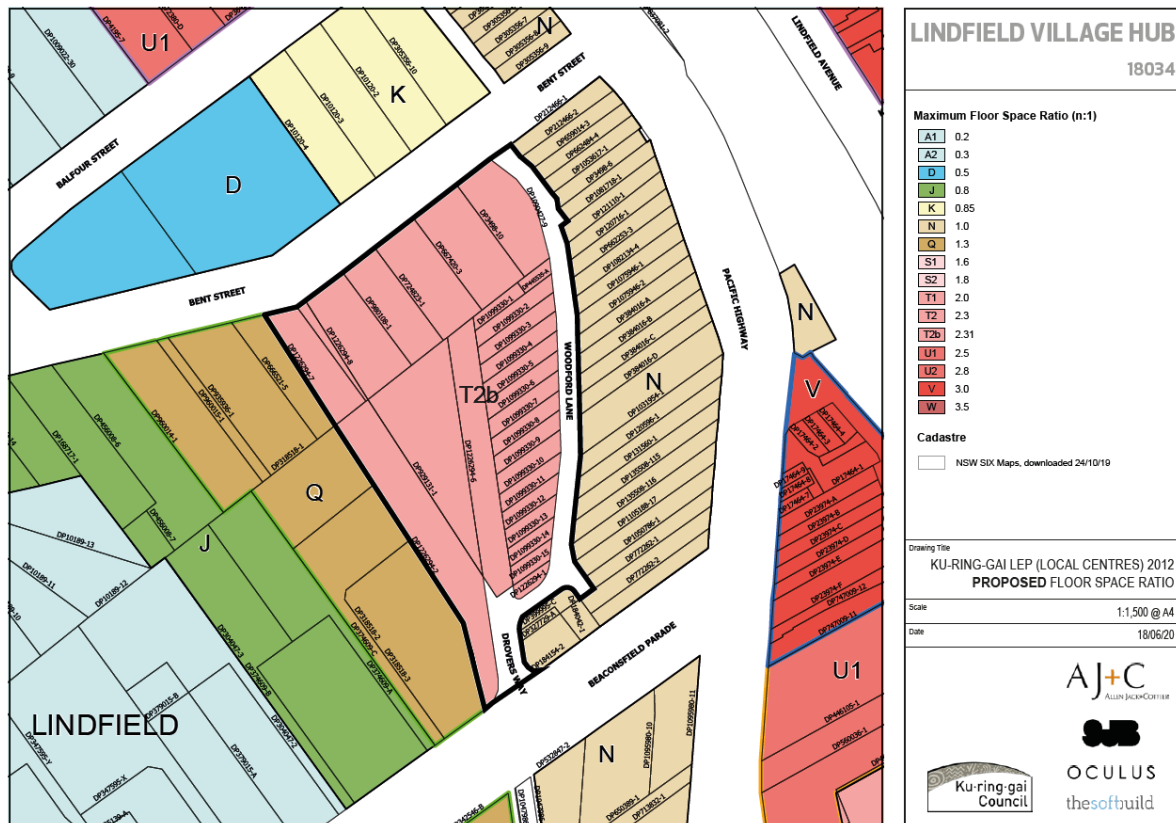
1b. Height of Building Map - Proposed



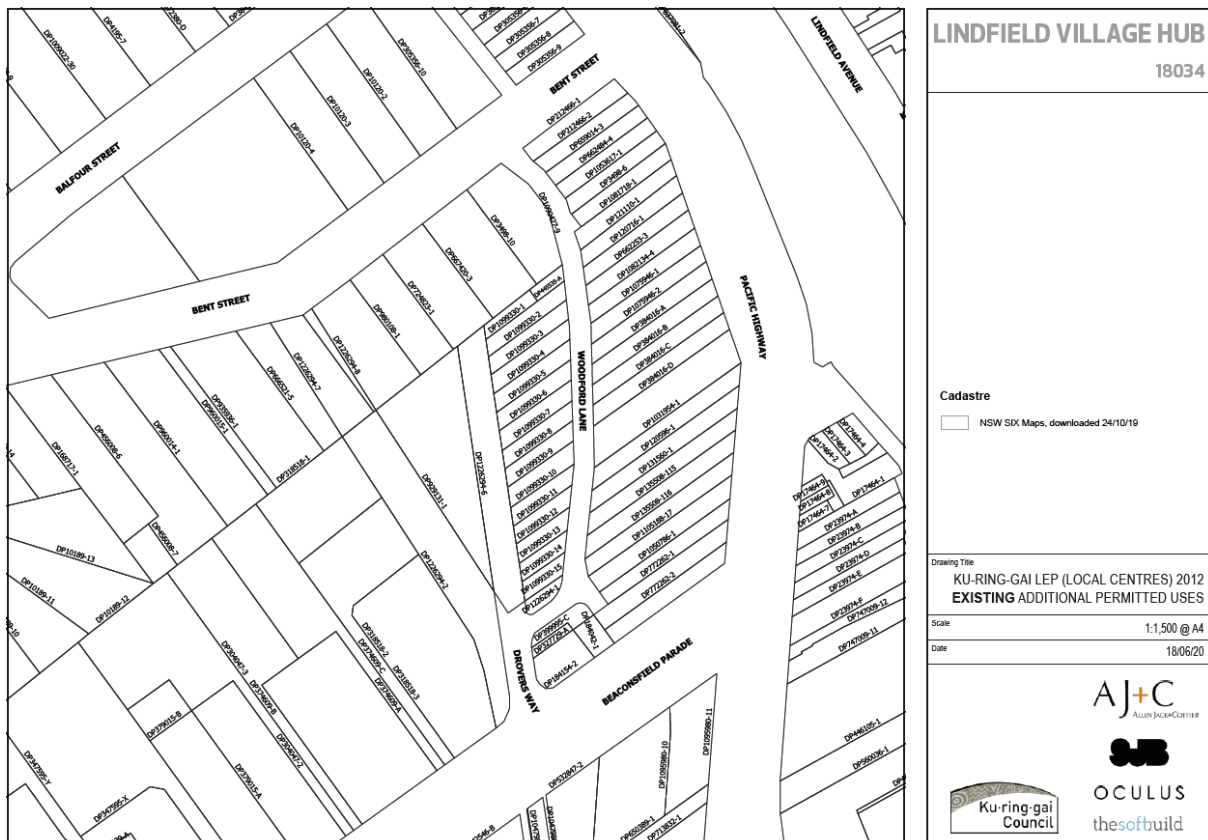
2a. Floor Space Ratio Map - Existing



2b. Floor Space Ratio Map – Proposed



3a. Additional Permitted Uses – Existing



3b. Additional Permitted Uses – Proposed



LINDFIELD VILLAGE HUB
18034

Additional Permitted Uses

Refer to Schedule 1


Cadastral


NSW SDX Maps, downloaded 24/10/19


Drawing Title
**KU-RING-GAI LEP (LOCAL CENTRES) 2012
PROPOSED ADDITIONAL PERMITTED USES**

Scale
1:1,500 @ A4

Date
18/06/20


ALLAN JACOBSON


the soft build


Ku-ring-gai Council

PART 5 – COMMUNITY CONSULTATION

Details of the community consultation that is to be undertaken on the Planning Proposal

This Planning Proposal will require exhibition in accordance with the requirements as determined by the Gateway process under Section 3.34 of the *EP&A Act 1979*.

Community consultation on the Planning Proposal will be undertaken by Council (subject to receiving a determination to proceed at the Gateway) in accordance with the publication “A Guide to Preparing Local Environmental Plans”. The notification and consultation process will be initiated after the Section 3.33 submission has been sent to the DPIE.

Council’s consultation methodology will include, but not be limited to:

- Forwarding a copy of the Planning Proposal, the gateway determination and any relevant supporting studies or additional information to State and Commonwealth Public Authorities identified in the gateway determination;
- Giving notice of the public exhibition in the main local newspaper (the North Shore Times);
- Exhibiting the Planning Proposal in accordance with the Gateway Determination for an exhibition period of 28 days duration;
- Exhibiting the Planning Proposal and all supporting documentation at Council’s Administration Centre and on Council’s website;
- Notification of the Planning Proposal’s exhibition on Council’s website, including providing copies of the Planning Proposal, all supporting studies, additional information and the Gateway Determination; and
- Notifying affected landowners and adjoining land owners where relevant.

Notwithstanding the above, in considering the proposed changes to the planning provisions relevant to the Lindfield Village Hub site, Council commissioned various community engagement activities. The extent and outcomes of these activities is described in detail within Appendix D (Community Engagement Summary Report) to this Planning Proposal.

PART 6 – PROJECT TIMELINE

The indicative timeline for the progression for this planning proposal is as follows:

Stage	Timing
Anticipated commencement date (date of Gateway determination)	22 January 2021
Anticipated timeframe for the completion of required technical information	May 2021
Timeframe for government agency consultation (pre and post exhibition as required by Gateway determination)	April-May 2021 (Pre exhibition) August 2021 (Concurrent with exhibition)
Commencement and completion dates for public exhibition period	30 July 2021 to 27 August 2021
Dates for public hearing (if required)	N/A
Timeframe for consideration of submissions	September – October 2021
Timeframe for the consideration of a proposal post exhibition	October 2021
Date of submission to the Department to finalise the LEP	November 2021
Anticipated date RPA will make the plan (if delegated)	N/A
Anticipated date RPA will forward to the department for notification.	N/A

APPENDIX A – Urban Design Report

APPENDIX B – Transport and Traffic Impact Analysis

APPENDIX C – Phase 1 and Phase 2 Contamination Reports

APPENDIX D – Community Engagement Activity Summary

APPENDIX E – Fauna and Flora Assessment

APPENDIX F – Economic Impact Assessment and Benefits Statement

APPENDIX G - Draft Ku-ring-gai DCP Part 14 E

APPENDIX H – Copy of Council Resolution – 20 August, 2019

**APPENDIX I – Copy of Letter from Transport for NSW – 8 September
2020**