

# GYDE

# Planning Proposal Report

345 Pacific Highway, Lindfield

submitted to Ku-ring-gai Council  
on behalf of Augusta Advisors

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**Project:** P23-087  
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# LIST OF ATTACHMENTS

This Planning Proposal Report should be read in conjunction with the following documents, attached separately.

REPORT TITLE	PREPARED BY	DATE
Urban Design Report	AJC Architects	October 2023
Statement of Heritage Impact	City Plan Heritage	October 2023
Preliminary Site Investigation	WSP	June 2023
Traffic and Transport Study	TTPA	October 2023
Landscape Concept Plan	Loci	August 2023

## EXECUTIVE SUMMARY

This Planning Proposal (PP) is submitted to Ku-ring-gai Council on behalf of the applicant Augusta Advisors, acting on behalf of the landowner Bellpen Pty Ltd.

This PP explains the intended effect of, and justification for, the proposed amendment to the *Ku-ring-gai Local Environmental Plan 2015* (LEP). The amendment applies to 345 Pacific Highway, Lindfield (the site).

This Report addresses Section 3.33 of the *Environmental Planning and Assessment Act, 1979* (EP&A Act) and relevant guidelines issued by the NSW Department of Planning and Environment (DPE), including *Local Environmental Plan Making Guideline* (August 2023) to provide:

- A description of the subject site and its present context,
- A description of the proposed development as relevant to the objectives and intended outcomes of the PP,
- An explanation of provisions that would give effect to the objectives or intended outcomes,
- Justification of the strategic and site-specific merit of the proposal,
- Proposed mapped provisions, and
- Recommendations with respect to consultation and the timeline to prepare the LEP amendment.

Information presented in this Report addresses matters relevant to Planning Proposals identified in Ministerial Directions made under Section 9.1 of the EP&A Act and State Environmental Planning Policies (SEPPs)

The proposal involves an amendment to the *Ku-ring-gai Local Environmental Plan 2015* as follows:

*Table 1. Summary of LEP Amendments*

DEVELOPMENT STANDARD	EXISTING	PROPOSED
Floor Space Ratio	1:1	4.5:1
Height of Buildings	11.5 metres	55m

### Strategic Merit

The PP demonstrates strategic merit by aligning with several key strategies applicable to the site and surrounding local area. The proposal enables greater contribution to the housing supply of Ku-ring-gai LGA, retention of employment land and delivery of community spaces and publicly accessible open space. In relation to consistency with strategic documents:

- **Greater Sydney Regional Plan (GSRP)** – the proposal is consistent with the applicable elements of the GSRP. This includes through the site's proximity to 'city-shaping infrastructure' such as the T1 North-West Rail Link and Lindfield train station. The proposal will contribute to the vision for liveability and productivity in the region and a 30-minute city.
- **North District Plan (District Plan)** – the proposal is consistent with the planning priorities outlined in the District Plan. Lindfield is identified as a local centre in the District Plan, which acts as the focal point of neighbourhoods. The proposal will reinforce the role of Lindfield as a local centre through the renewal of the site. The PP is entirely consistent in this regard.

- **Local Strategic Planning Statement (LSPS)** – the LSPS identifies that Lindfield local centre is set for revitalisation. The proposal directly responds to this statement, as it seeks to renew a site that was identified as a “key landmark site” in the Lindfield local centre structure plan. This development may potentially act as a catalyst for the broader revitalisation within the western side of the Lindfield local centre. The proposal is also consistent with numerous other priorities within the LSPS, including in relation to local character and high-quality design and promoting the 30-minute city.
- **Local Housing Study (LHS)** – the proposed concept incorporates opportunities for diverse housing as well as increased housing supply and delivery. The redevelopment of the land for shop top housing, which will be provided alongside commercial, retail and publicly accessible open space will enable provision of housing to assist Ku-ring-gai LGA in meeting its housing targets to 2036. The site aligns with the typology of ideal housing locations identified in Objective 1 of the LHS, particularly given its proximity to Lindfield train station.

The LHS was approved by the (then) Department of Planning, Industry and Environment on 16 July 2021 subject to twelve conditions.

The key condition of note for this site was Condition No.2 which is as follows:

*Consistent with Priority K3 of the Ku-Ring-Gai Local Strategic Planning Statement (LSPS), Council is to commence a masterplan, or accommodate proponent-led planning proposal(s) with good planning outcomes, for Gordon, Lindfield and/or Turramurra local centres. Planning proposal(s) for these centres are to be submitted to the Department for Gateway determination by December 2022. Where this work is not pursued by Council the Department welcomes good place-based approaches by landowner/developers.*

*This approach is consistent with the priorities and actions of Council’s LSPS. These planning proposals are considered necessary to support the supply and delivery of housing over the medium term and present opportunities for new housing typologies (including affordable housing) suited to the future and changing needs of the community.*

This PP is consistent with Condition No. 2 as it is a proponent led PP which itself presents a “good place based” outcome as demonstrated in this report and the accompanying Urban Design Report. We also note the necessity of these planning proposals as outlined in the condition to support the supply and delivery of housing in the area, and that this PP also includes a portion of affordable housing.

### Site Specific Merit

The PP demonstrates site-specific merit, with the unique elements and location of the site informing the development of the proposal. In relation to the suitability of the site for the proposal:

- The site is extremely well located within an existing town centre, adjacent to Lindfield Railway Station, multiple bus services and the arterial road system. There is sufficient infrastructure available to accommodate the proposed development.
- The site is identified as a “key landmark site” in Council’s endorsed LSPS.
- The site is not subject to significant environmental constraints or hazards, such as bushfire or flooding. This means the location of the site is not placing new homes or workplaces in high-risk, hazard-affected areas.
- The proposal has carefully considered neighbouring land uses, including the surrounding commercial and residential uses. The site is an ‘island’ site, the development of which will not detrimentally impact the local area,

given the proposed uses already largely occur in the local area. No adverse shadowing impacts to the surrounding locality to the south of the site will occur, and privacy impacts have been managed through the proposed built form.

The LEP Making Guidelines delineate four categories of planning proposals based on the strategic consistency and complexity. Council is required to identify the planning proposal category when submitting the planning proposal to the Department for Gateway determination and the Department will confirm the category during its review.

The categories of planning proposals are for administrative purposes only and not set out in the EP&A Act. The categories are used to indicate (for example) benchmark timeframes and the scope of information and technical studies required to support its assessment.

This PP has been prepared in line with the **Standard** category for the following reasons:

- It relates to altering a principal development standard of the LEP, namely height of building and floor space ratios.
- It is not inconsistent with the endorsed North District Plan or Ku-ring-gai Local Strategic Planning Statement (LSPS).

This PP demonstrates strategic and site-specific merit and addresses all relevant considerations under the *Local Environmental Plan Making Guidelines* (Aug 2023). The proposed concept is consistent with State, Regional and Local planning policies and the relevant Section 9.1 Ministerial Directions.

## SITE AND LOCALITY DETAILS

### Local and District Context

The site is located at 345 Pacific Highway, within the suburb of Lindfield, approximately 12.5km from the Sydney Central Business District (CBD). This site is located within the Local Government Area (LGA) of Ku-ring-gai and within the jurisdiction of Ku-ring-gai Council.

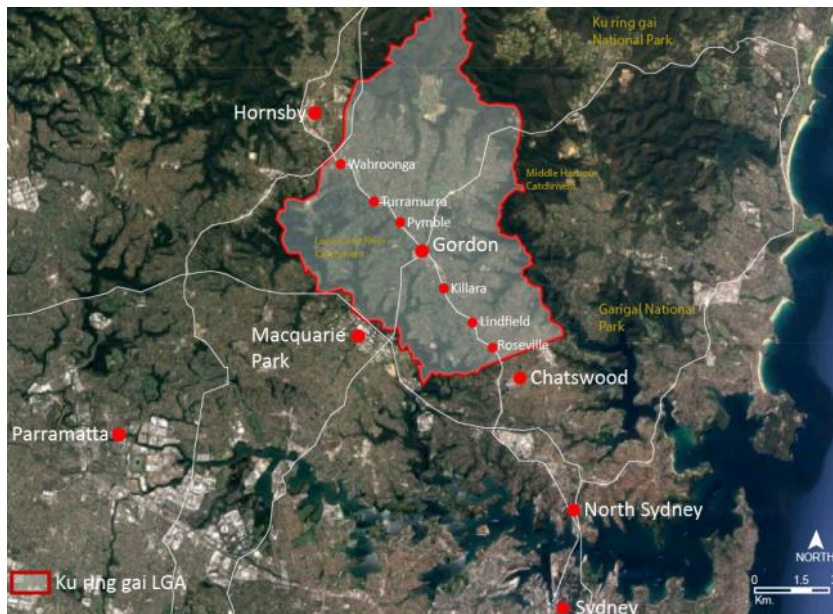


Figure 1. Regional Context Map (Source: Ku-ring-gai LSPS)

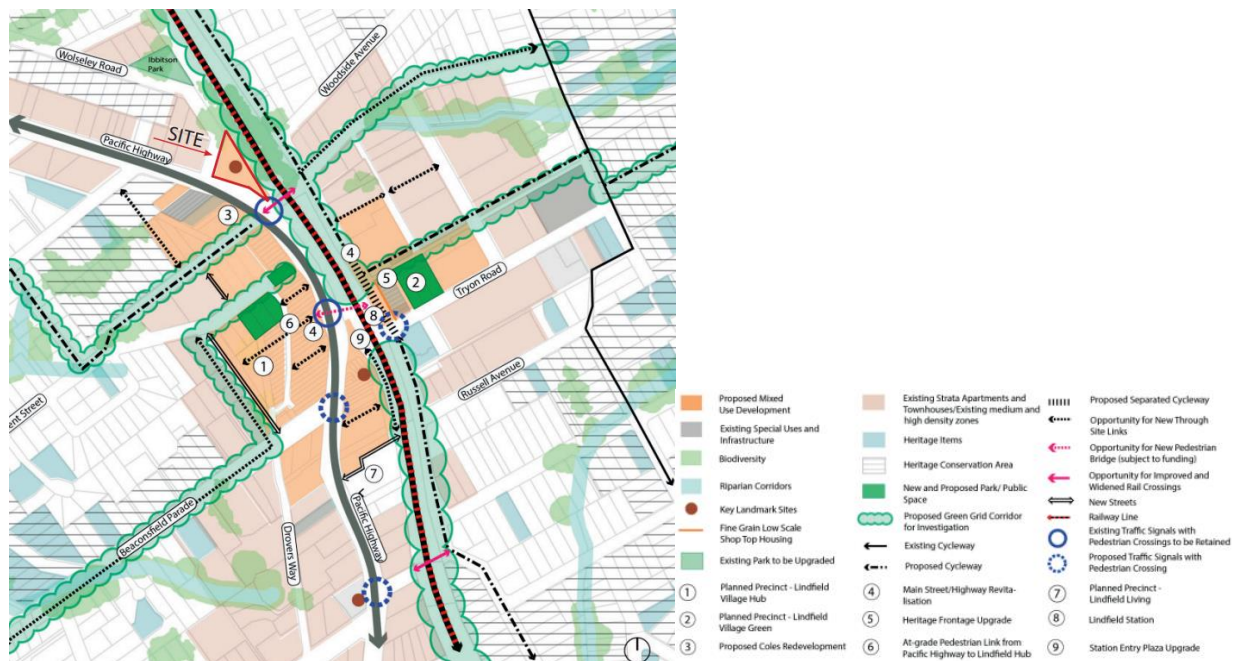


Figure 2. Local Context Map, site outlined in red (Source: Ku-Ring-Gai LSPS)



## Site Features and Existing Development

The site is legally describing as Lot 1 in DP810773 and has an area of approximately 2,665sqm, and can be seen in **Figure 3**.

The site has frontages to Pacific Highway to the south-west, Wolseley Road to the north-west, and Havilah Road to the south-east. It also adjoins the T1 North Shore, Northern & Western train line to the east. Building heights are perceived differently due to the sloping topography of the site, which falls substantially from south-east to north-west away from the Pacific Highway.

The site is currently occupied by a 2 storey commercial office building with associated basement parking, which can be seen in the photos in **Figure 4**. The building is currently occupied and includes landscaping on the Pacific Highway, Wolseley Road and Havilah Road frontages. The site bounds a significant landscape corridor that acts as a setback to the T1 train line.



*Figure 3. Aerial of the Site outlined in red (Source: NearMaps)*



Figure 4: Site Photos and reference locations (Source: AJC Architects)

## Surrounding Land Use Context

The site is situated within, and forms an integral part of, the Lindfield Local Centre. A range of uses and densities of development are located in the vicinity of the site. On the opposite frontage of the Pacific Highway is a six-storey mixed residential and supermarket currently under construction. Further down the Pacific Highway to the south-east are primarily 2-storey commercial buildings forming the western side of the Lindfield local centre.

The adjacent Wolseley Road frontage includes a 4-storey (approx.) residential development. Other multi-storey residential developments continue north-west. The adjacent Havilah Road frontage includes a landscaped corridor which narrows towards the Lindfield train station entrance. On the opposite side of the train line is a series of 6-8 storey residential developments with basement parking including two major developments that have a retail ground floor frontage.

## Existing Planning Provisions

The *Ku-ring-gai Local Environmental Plan 2015* is the relevant Environmental Planning Instrument (EPI) applicable to the site. The following controls are relevant to the PP.

### Land use zoning:

The site is zoned E1- Local Centre zone under the LEP - see **Figure 5** for the current zone. Under this zone, shop top housing is permissible on the site with consent.

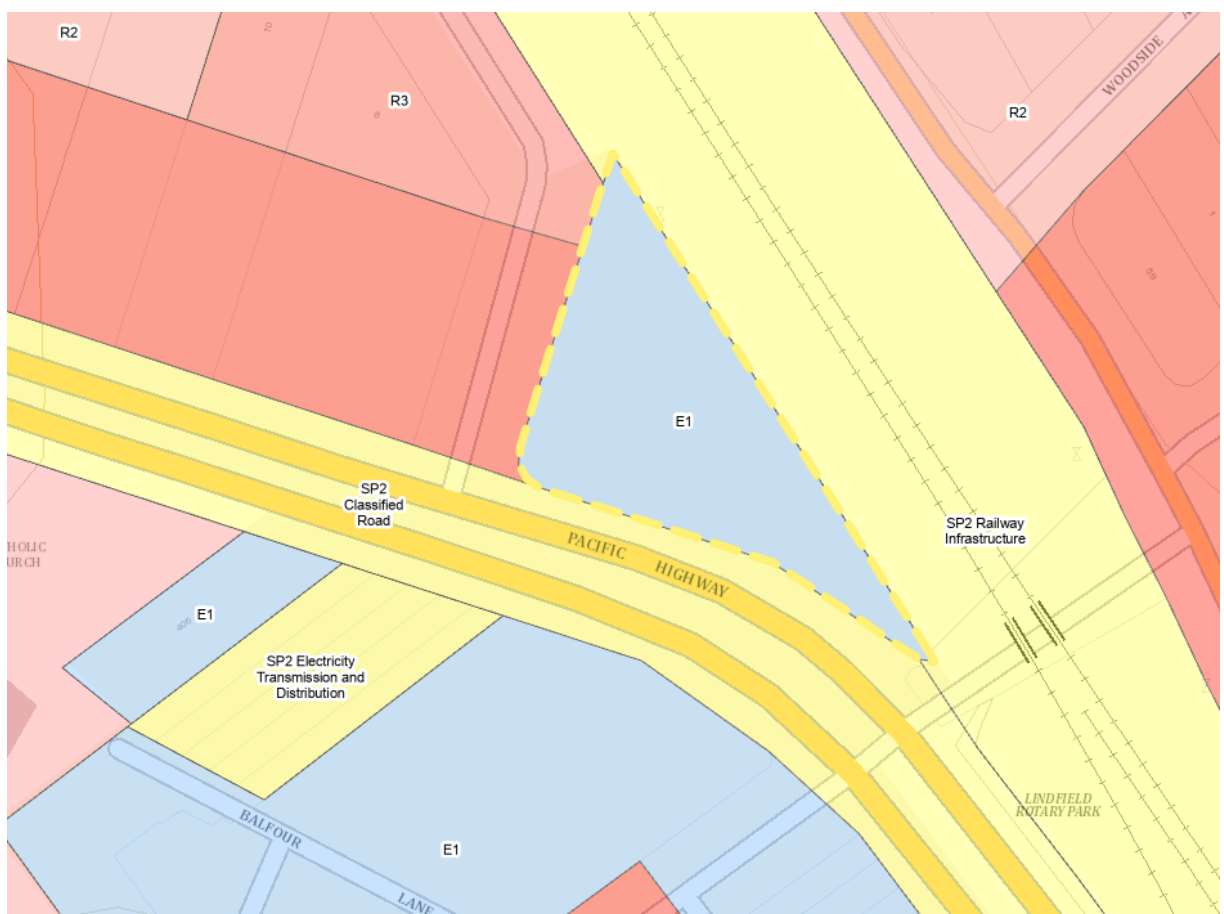


Figure 5: Extract of land zoning map (Source: NSW Planning Portal)



Floor Space Ratio

The current FSR applicable to the site is 1:1.

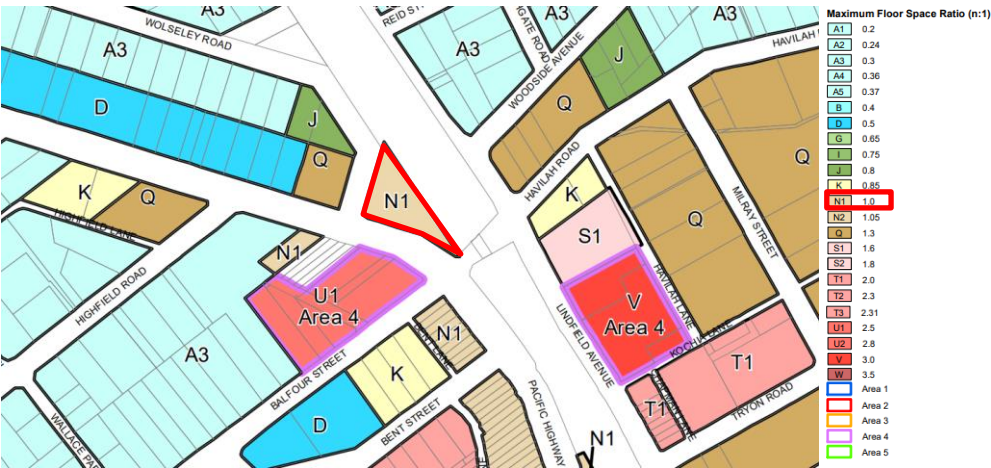


Figure 6. FSR Map (Source: Ku ring gai LEP 2015)

Height of Building

The maximum height of building applicable to the site is 11.5 metres.

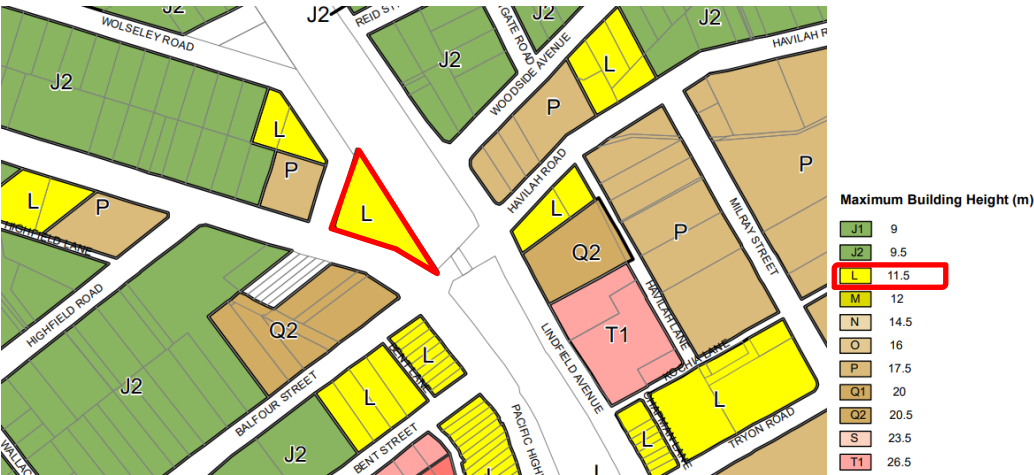


Figure 7. Height of Buildings Map (Source: Ku ring gai LEP 2015)

## Terrestrial Biodiversity

The site is adjacent to, and includes to a very minor extent, vegetation which is an identified biodiversity value that sporadically encompasses the edges of the rail line.



Figure 8. Biodiversity Map with site outlined in red (Source: Ku ring gai LEP 2015)

## Heritage

The site itself is not a heritage item nor within a heritage conservation area (refer to **Figure 9**). However, the site is directly opposite the “Commercial building—Churchers Restaurant” (I48) to the south-west. It is also in proximity to the “Balfour Street/Highfield Road Conservation Area” (C29).

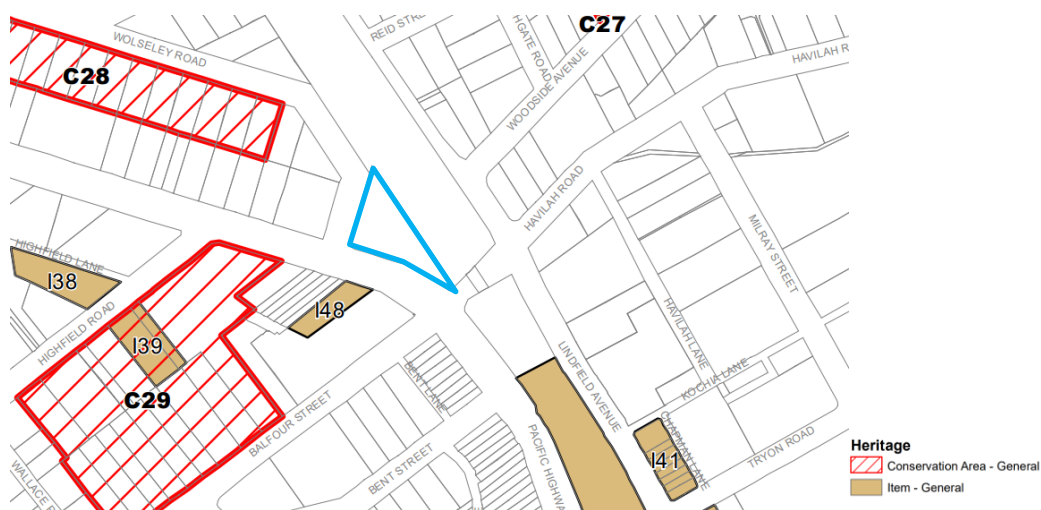


Figure 9. Heritage Map (Source: Ku ring gai LEP 2015)

# PLANNING PROPOSAL

## PART 1 – OBJECTIVES AND INTENDED OUTCOMES

### Objective

To amend the *Ku-ring-gai Local Environmental Plan 2015* to provide for urban renewal of the subject site at 345 Pacific Highway, Lindfield to accommodate a mixed-use development.

### Intended outcomes

- To facilitate a landmark mixed-use development at the northern gateway of the Lindfield Local Centre in line with the LSPS.
- To contribute to the site's role as a local centre, providing jobs, housing and services in a mixed-use development.
- To contribute towards the provision of a sufficient supply and diversity of housing close to centres and public transport, whilst maintaining commercial and retail development at the lower levels.
- To ensure the use of land is appropriate to managing and minimising environmental risks.
- Contribute to the rejuvenation of Lindfield by encouraging and supporting development activity in the local centre and supporting the vision of a diverse mixed-use area.

## PART 2 – EXPLANATION OF PROVISIONS

### Intended provisions

The PP amends the maximum height of building and maximum floor space ratio permitted on the site.

There is no change proposed to the underlying zone of the land.

CONTROL	EXISTING	PROPOSED
Height of building	11.5m	55m
Floor space ratio	1:1	4.5:1

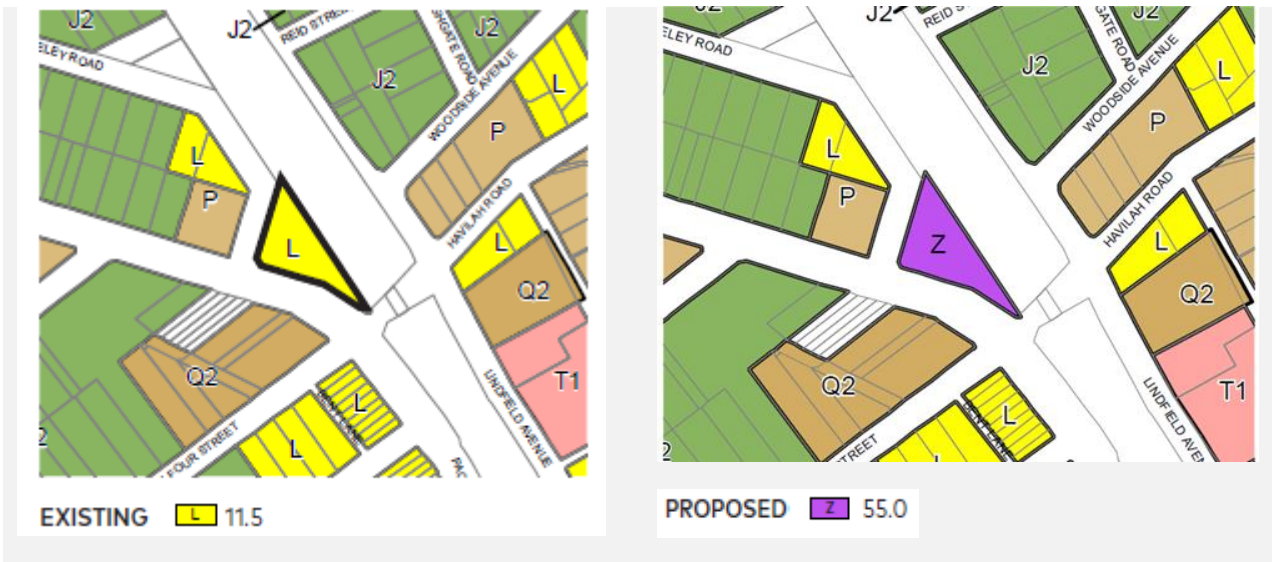
Specifically, the PP will:

- Amend the *Ku-ring-gai Local Environmental Plan 2015* Height of Buildings Map from 11.5m to a maximum building height of 55m.
- Amend the *Ku-ring-gai Local Environmental Plan 2015* Floor Space Ratio Map from 1:1 to provide a maximum Floor Space Ratio of 4.5:1.

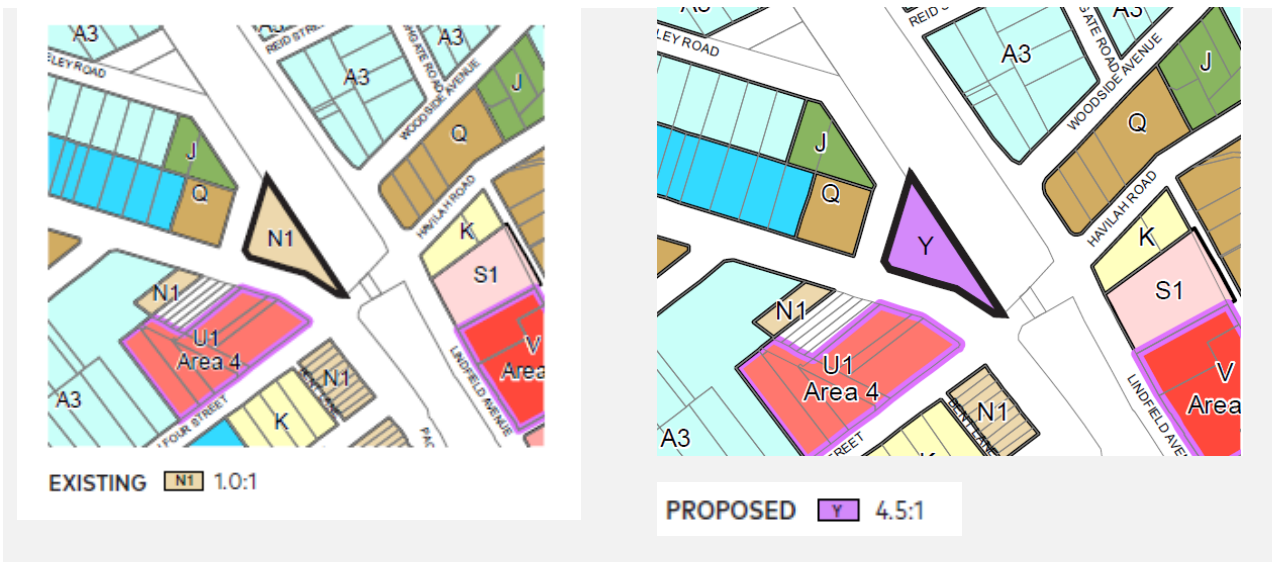
The objective of the PP is to allow for the redevelopment of the land and increase housing supply in line with local strategic planning policy, whilst maintaining commercial and retail floor space on the lower levels.

Indicative mapping is provided to demonstrate these changes below:

Height of buildings



Floor Space Ratio



## PART 3 JUSTIFICATION OF STRATEGIC AND SITE SPECIFIC MERIT

### Section A – Need for a Planning proposal

Q1 - Is the planning proposal a result of an endorsed LSPS, strategic study or report?

The PP is consistent with and/or will enact specific recommendations from the following strategic documents:

- Ku-ring-gai Local Strategic Planning Statement
- Ku-ring-gai Local Housing Strategy, particularly Condition No.2 of the approval from DPE dated 16 July 2021.

#### **Ku-ring-gai Local Strategic Planning Statement**

The Ku-ring-gai Local Strategic Planning Statement (LSPS) sets out a vision to 2036 to; identify the special characteristics and community values that are to be maintained and enhanced, and outline how growth and change will be managed into the future.

Of particular relevance to Lindfield Local Centre, the LSPS include the priority K11. Promoting Lindfield as a thriving and diverse village centre. The LSPS includes the following statement in relation this priority:

*“This priority will support the emerging urban culture of Lindfield Local Centre by encouraging a vibrant mix of uses to service the local community. Improvements will support the provision of new housing, contemporary retail environments, new parks and community facilities offering local people exciting opportunities to shop and eat and socialise, both during the day and night.”*

The proposal directly responds to this statement, as it encourages the renewal of a key site within an established residential and commercial precinct, close to rail and bus transport along the Pacific Highway. The proposed concept may act as a catalyst for the further revitalisation of the Lindfield Local Centre as part of the initiatives of the Lindfield Village Hub. Further, the site has been identified as a Key Landmark Site in the Lindfield Local Centre Structure Plan.



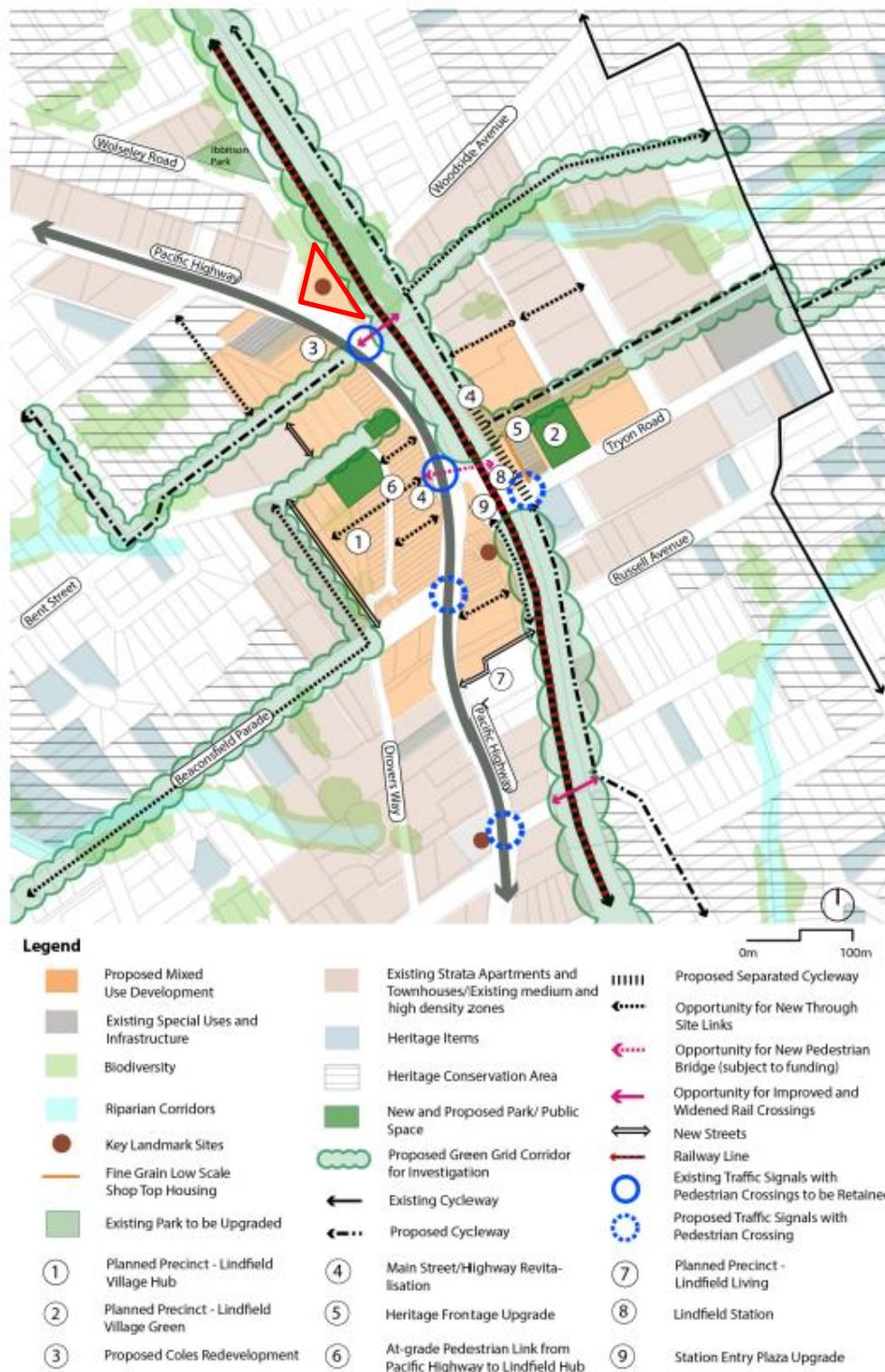


Figure 10: Lindfield Local Centre Structure Plan as per the LSPS, subject site (marked as 'key landmark site' highlighted in red (Source: Ku-ring-gai Council)

**Table 5** below outlines consistency with key priorities of Council's LSPS.

*Table 5: LSPS Key Priorities*

<b>KEY PRIORITIES</b>	
K3. Providing housing close to transport, services and facilities to meet the existing and future requirements of a growing and changing community.	Consistent. The site is located within the Lindfield local centre and has direct connections to the Pacific Highway, Lindfield train station, commercial and retail opportunities adjacent to the site. This PP would facilitate the growth of housing in an area that would support the community's access to these services.
K4. Providing a range of diverse housing to accommodate the changing structure of families and households and enable ageing in place.	Consistent. The proposed scheme will provide approximately 98 dwellings to contribute to the need for a diversity in housing. As these dwellings are in a highly accessible location to services, this PP is supporting ageing in place.
K5. Providing affordable housing that retains and strengthens the local residential and business community.	Consistent. The proposal is consistent with this priority as well as the North Plan, as approximately 5% of the future residential accommodation will be dedicated as affordable housing for 15 years, with the potential to accommodate key workers such as emergency service personnel, teachers, nurses and senior residents.
K6. Revitalising and growing a network of centres that offer a unique character and lifestyle for local residents	Consistent. The PP will facilitate development within the Lindfield local centre. Further, the scheme maintains the commercial uses on the lower floors but will revitalise the urban design to reflect the unique character of the site and continue to offer accessible services to local residents.
K7. Facilitating mixed use developments within the centres that achieve urban design excellence.	Consistent. The PP intends to introduce a mixed-use development within the Lindfield local centre. Any future DA will aim to introduce a strong design presence to the local centre.
K11. Promoting Lindfield as a thriving and diverse village centre.	Consistent. The PP intends to optimise the use of the site and will maintain commercial services while providing residential development on a highly accessible site. This will support the growth and diversity of the village centre.
K21. Prioritising new development and housing in locations that enable 30 minute access to key strategic centre.	Consistent. The proposal promotes the '30-minute city' by encouraging a mixed-use development (incorporating both residential and non-residential land uses) in close proximity to the Lindfield local centre and train station. The inclusion of non-residential uses will also provide job opportunities to local residents. The site is within 30-minutes of strategic and employment centres, such as Macquarie Park, Chatswood and Hornsby.
K25. Providing for the retail and commercial needs of the local	Consistent. The PP intends to maintain the commercial uses on the site within the Lindfield centre that service the local community.

KEY PRIORITIES	
community within Ku-ring-gai's centres	
K26. Fostering a strong local economy that provides future employment opportunities in Ku-ring-gai for both residents and workers within key industries	Consistent. The PP intends to maintain the commercial uses on the site that service the local community. The proposed residential uses will allow for the community to have access to the surrounding commercial and retail uses which will support employment and the local economy.
K28. Improving the condition of Ku-ring-gai's bushland and protecting native terrestrial and aquatic flora and fauna and their habitats	Consistent. The proposal will not have a significant impact on any threatened species or populations or TECs.
K31. Increasing, managing and protecting Ku-ring-gai's urban tree canopy	Consistent. The proposal will not have a significant impact on any threatened species or populations or TECs. Details of tree removal and retention will be assessed and determined as part of any future development application.
K32. Protecting and improving Green Grid connections	Consistent. The potential Green Grid corridor identified along the northern rail line will not be affected by the proposal.
K36. Enhancing the liveability of Ku-ring-gai's urban environment through integrated water infrastructure and landscaping solution.	Consistent. The Urban Design Report and Landscape Concept Plan illustrate that the proposal can include an appropriate amount of landscaping that will encourage liveability in an urban environment. Any water infrastructure issues can be considered at DA stage.
K38. Reducing greenhouse gas emissions by Council and the Ku-ring-gai community to achieve net zero emissions by 2045 or earlier.	Consistent. The future built form would be able to include measures for renewable energy, as well as energy and water efficiency as part of the detailed design. These principles can be implemented at the Development Application stage.
K39. Reducing the vulnerability, and increasing resilience, to the impacts of climate change on Council, the community and the natural and built environment.	Consistent. The future built form would be able to include measures for renewable energy, as well as energy and water efficiency as part of the detailed design. These principles can be implemented at the Development Application stage.
K40. Increasing urban tree canopy and water in the landscape to mitigate the urban heat island effect and create greener, cooler places	Consistent. The Urban Design Report prepared by AJC Architects and the associated Landscape Concept Plan by Loci illustrate that any future development arising from this PP can accommodate an appropriate amount of landscaping that can encourage mature tree growth that will contribute to greener, cooler places.
K43. Mitigating the impacts of urban and natural hazards	Consistent. The site is located within an existing urban environment and is not subject to significant environmental constraints or hazards. The site is not bushfire prone land, nor is it flood-affected.

### **Ku-ring-gai Local Housing Strategy**

The Local Housing Strategy (LHS) outlines Council's 20-year vision and priorities for housing in response to the Greater Sydney Region Plan and the North District Plan.

The LHS states that the LGA's population is expected to grow by 25,337 people in the 2016-2036 period, with an implied dwelling requirement of 10,427 dwellings (approx. 521 dwellings per year). Further, the Greater Sydney Commission in 2020 set out an indicative range of 3,000 – 3,600 dwellings for Ku-ring-gai's 6-10 year housing target. The LHS states that Council can meet its housing targets set by the State Government (2016-2026) under its current planning scheme.

This confirmed DPE's dataset for Greater Sydney Net Completions notes that between 2016-2021 the LGA delivered 3,351 dwellings (approx. 670 dwellings per year). This means that between the 2022-2036 period the LGA needs to deliver approximately 7,076 dwellings (approx. 505 dwellings per year) to meet the dwelling requirements. That being said, the net dwelling completion rate in the LGA for the last two years has averaged 197.5 dwellings per year, well short of the needed dwellings identified in the LHS. Without an increase in supply, the LGA is on track to fall short of the dwelling requirements.

The LHS dated December 2020 was approved by DPE on 16 July 2021 subject to 12 conditions. The condition of most relevance to this proposal is Condition No. 2 -

*Consistent with Priority K3 of the Ku-Ring-Gai Local Strategic Planning Statement (LSPS), Council is to commence a masterplan, or accommodate proponent-led planning proposal(s) with good planning outcomes, for Gordon, Lindfield and/or Turramurra local centres. Planning proposal(s) for these centres are to be submitted to the Department for Gateway determination by December 2022. Where this work is not pursued by Council the Department welcomes good place-based approaches by landowner/developers.*

*This approach is consistent with the priorities and actions of Council's LSPS. These planning proposals are considered necessary to support the supply and delivery of housing over the medium term and present opportunities for new housing typologies (including affordable housing) suited to the future and changing needs of the community.*

We note that:

- There has been no further master planning undertaken by Council for the Lindfield Centre since the approval of the LHS,
- Further to this, there were no PPs for Lindfield Centre lodged with the DPE by December 2022, and
- This is a proponent led PP which meets the definition of a 'place-based approach' by landowners which is "welcomed" under the condition.

Housing Priority 1 of the LHS is to manage and monitor the supply of housing in the right locations. The objectives of which is to:

*"To monitor the delivery of housing within areas close to services, cultural and community facilities, and within a 10 minute walking distance to key public transport nodes.*

*To provide homes in areas that can support the creation and growth of vibrant Local Centres and a thriving local economy.*

*To ensure the delivery of housing is in coordination with provision of local and state infrastructure and services.”*

The proposed PP is consistent with the LHS, as the proposed controls will allow the site to be renewed for mixed use purposes, including approximately 98 residential apartments, including affordable housing. It is well-located in relation to Lindfield train station, well within a 400-metre walking catchment. Further, this proposal is to promote the development and revitalisation of a key site within the Lindfield Local Centre. The accompanying Urban Design Report demonstrates that a “good place based approach” is achieved through the PP.

Q2 - Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

### **Option 1 – No action**

The first option is to undertake no action in relation to the site. This would not provide an outcome for the site that optimises its strategic position to provide benefits to the local community. As such, this option was discounted.

### **Option 2 – Renew the site under current controls**

The second option is to renew the site under the current development controls. ‘Shop top housing’ is permissible with consent in the E1 – Local Centre zone. However, the development would be restricted by the relatively restrictive height of buildings and permissible floor space ratio (FSR) controls applying to the site, meaning that a poor development outcome would result, if indeed it could be viably redeveloped. This also would be amplified by the existing site slope which does not lend itself to providing an optimal outcome. As such, this option was discounted.

### **Option 3 – Lodge DA with Clause 4.6 variation request**

The third option is to lodge a Development Application (DA) with Council to renew the site, with an accompanying Clause 4.6 Variation Request to vary the applicable FSR and height controls. However, a variation to the FSR and height standards using these provisions would still not provide for a redevelopment that is economically viable, which was also demonstrated in Council's own tipping point analysis. As such, this option was discounted.

### **Option 4 – Site Specific Planning Proposal**

The fourth option is to lodge a site-specific PP to enable the renewal of the site. The PP is the most transparent means of achieving the desired outcomes to facilitate the redevelopment of the land and provide public benefit. The PP enables the proposed built form (height of buildings and FSR controls) to be amended in a way that is more strategic and fitting to the site. With shop top housing permissible in the zone with development consent, the proposal to develop a mixed-use site simply refines the options available to renew the site given the limitations of the current controls. Therefore, Option 4 is the preferred option, and a PP is required to facilitate the realisation of the proposed development.



## Section B - Relationship to Strategic Planning Framework

Q3 - Will the planning proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft plans or strategies)?

### The Greater Sydney Region Plan 2036

The Greater Sydney Commission released the Greater Sydney Region Plan in March 2018, which outlines a series of actions to coordinate the growth of Sydney.

It is 20-year plan to manage growth and change and is built on a 40-year vision where the people of Greater Sydney live within 30 minutes of their jobs, education and health facilities, services and great places. This vision is consistent with the 10 Directions established in the Directions for a Greater Sydney that are a set of common guiding principles that will assist in navigating Greater Sydney's future as follows:

- A city supported by infrastructure.
- A well-connected city.
- A collaborative city.
- Jobs and skills for the city.
- A city for people.
- A city in its landscape.
- Housing the city.
- An efficient city.
- A city of great places.
- A resilient city.

The Plan encompasses a global metropolis of three cities – the Western Parkland City, the Central River City and the Eastern Harbour City. It is envisioned that people of Greater Sydney will live within 30 minutes of their jobs, education and health facilities, services, and great places.

Table 2. Consistency with the Greater Sydney Region Plan

LOCATION CRITERIA	COMMENT
Alignment with investment in regional and district infrastructure which acknowledges the catalytic impacts of infrastructure such as Sydney Metro Northwest and Sydney Metro City & Southwest, NorthConnex, WestConnex, CBD and South East Light Rail, Parramatta Light Rail, Northern Beaches Hospital.  Other possible future investments such as Western Harbour Tunnel and Beaches Link and Sydney Metro West and opportunities created by enhancements to existing infrastructure such as upgrades to schools, open space including sporting facilities and transport.	There is significant "city shaping" infrastructure within a short walking distance of the site, being the Lindfield train station that contributes to the site's accessibility and connectivity with the Greater Sydney Metropolitan Area. As part of the North-West Rail Link, Lindfield Local Centre has a direct connection to the nearest metro stations being Chatswood, which will offer direct and frequent metro services to Cherrybrook, Macquarie Park, Norwest and the new proposed stops into the CBD, as well as a direct train service to all heavy rail stations located in the CBD.
Accessibility to jobs, noting close to half of Greater	The site has major connections to several Strategic Centres and major employment hubs, including

LOCATION CRITERIA	COMMENT
Sydney's jobs are generated in strategic centres.	Hornsby, Macquarie Park, and Chatswood which can be accessed from the site within 30 minutes.
Accessibility to regional transport, noting that high frequency transport services can create efficient connections to local transport services and expand the catchment area of people who can access regional transport.	The site is within a short walkable distance (under 5 minutes) to the Lindfield rail station and bus interchange. The rail station provides frequent train services to major centres within the Sydney metropolitan area offering direct and frequent services to the Chatswood, (including access to Sydney Metro) CBD and Hornsby and beyond.
Catchment areas within walking distance (up to 10 minutes) of centres with rail, light rail or regional bus transport.	The site is approximately 200 metres (or 5 minutes) from the Lindfield train station, which is situated on the main northern line, providing direct heavy rail access to key centres including Hornsby, Macquarie Park, and Chatswood in addition to the Sydney CBD. Metro access is available at Chatswood.
Efficient interchanges with a comprehensive walking and cycling network.	Walking paths are available along the Pacific Highway to access the Lindfield train station. Council's Bicycle Plan identifies Havilah Street as part of its cycling network (refer to <b>Figure 19</b> of this PP).
Areas of high social housing concentration where there is good access to services, transport and jobs.	The Lindfield Local Centre does not comprise high levels of social housing, however, accompanying this PP is an offer to deliver a proportion of affordable housing on this highly accessible site.
Distance from special land uses such as ports and airports.	Not applicable. The site is not near any ports or airports.

### The North District Plan 2036

The North District Plan has been prepared to give effect to the Greater Sydney Region Plan. The plan has identified Lindfield as a local centre (refer to **Figure 11**). Local centres are the focal point of neighbourhoods and where they are a focus for public transport, they are an important part of a 30-minute city.



Figure 11. North District Plan (Source: DPE)

Consistency with the plan's priorities, objectives and actions is demonstrated in Table 3 below.

Table 3. Consistency with North District Plan

Planning Priorities	Greater Sydney Region Plan objectives	Actions	Comments	Consistent
N1. Planning for a city supported by infrastructure	Infrastructure aligns with forecast growth-growth infrastructure compact. Infrastructure adapts to meet future needs. Objective 4 Infrastructure use is optimised.	Align forecast growth with infrastructure. Maximise the utility of existing infrastructure assets and consider strategies to influence behaviour changes, to reduce the demand for new infrastructure, including supporting the development of adaptive and flexible regulations to allow decentralised utilities.	The envisaged site renewal incorporates the principles of a Transit Oriented Development. It proposes a medium to high-density mixed-use development, close to the Lindfield train station, providing direct services to major centres and employment hubs.	Yes
N4. Fostering healthy, creative, culturally rich and socially connected communities	Communities are healthy, resilient and socially connected. Greater Sydney's communities are culturally rich with diverse neighbourhoods	Deliver healthy, safe, and inclusive places for people of all ages and abilities that support active, resilient and socially connected communities. Facilitate opportunities for creative and artistic expression and	The subject site is within walking distance of shopping and community services, train and bus services. The PP will provide opportunities for more housing, including affordable housing, in a highly accessible area, which	Yes



Planning Priorities	Greater Sydney Region Plan objectives	Actions	Comments	Consistent
		participation, wherever feasible, with a minimum regulatory burden. Strengthen social connections within and between communities through better understanding of the nature of social networks and supporting infrastructure in local places.	promotes social cohesion and community connectivity. Overall, the proposal supports strong, healthy and well-connected communities.	
N5. Providing housing supply, choice and affordability, with access to jobs, services and public transport	Greater housing supply. Housing is more diverse and affordable.	Prepare local or district housing strategies. Prepare Affordable Rental Housing Target Schemes following development of implementation arrangements.	The site is located in a highly accessible location, in close proximity to existing infrastructure, including the Lindfield train station and the Pacific Highway.  The PP is directly consistent with the Department's endorsement of Council's local housing strategy, which requires action to increase housing supply in the Lindfield town centre.  The PP facilitates an appropriate mix and number of dwellings which will contribute to increasing the supply of housing in the locality.	Yes
N6. Creating and renewing great places and local centres, and respecting the District's heritage	Great places that bring people together.	Use place-based planning to support the role of centres as a focus for connected neighbourhoods. Use flexible and innovative approaches to revitalise high streets in decline.	The PP encourages urban renewal of a key strategic site within the Lindfield local centre, which creates an opportunity for place-based planning.  The site is located directly opposite the "Commercial building—Churchers Restaurant" heritage item. The proposed concept plan includes an appropriate setback to ensure there is no adverse impacts to site's heritage context and surrounding heritage items,	Yes

Planning Priorities	Greater Sydney Region Plan objectives	Actions	Comments	Consistent
			which is confirmed by the submitted Statement of Heritage Impact.	
N12. Delivering integrated land use and transport planning and a 30-minute city	A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities.	Integrate land use and transport plans to deliver the 30-minute city.	The site is located within 30-minutes of existing and future employment opportunities, within the Lindfield centre, and other major centres in the vicinity, including Gordon, Chatswood, St Leonards and Macquarie Park.	Yes
N10. Growing investment, business opportunities and jobs in strategic centres	Investment and business activity in centres.	Provide access to jobs, goods and services in centres. Prioritise strategic land use and infrastructure plans for growing centres, particularly those with capacity for additional retail floor space.	The provision of non-residential floorspace will provide an opportunity to incorporate retail/commercial space within the proposed development, providing both business and job opportunities within the Lindfield local centre.	Yes
N16. Protecting an enhancing bushland and biodiversity	Protect and manage biodiversity values across Greater Sydney	Protect and enhance biodiversity by: supporting landscape-scale biodiversity conservation and the restoration of bushland corridors, managing urban bushland and remnant vegetation as green infrastructure, managing urban development and urban bushland to reduce edge-effect impacts.	The site is mapped as including a minimal extent of biodiversity affectation, which relates to the adjoining railway corridor. Retention of any identified biodiversity values will be readily achieved in the detailed design process and determined with the future development application.	Yes
N21: Reducing carbon emissions and managing energy, water and waste efficiently	A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change.	Support initiatives that contribute to the aspirational objective of achieving net-zero emissions by 2050, especially through the establishment of low-carbon precincts; and Support precinct-based initiatives to increase renewable energy, and energy and water efficiency.	The future built form would be able to include measures for renewable energy, as well as energy and water efficiency as part of the detailed design. These principles can be implemented at the Development Application stage.	Yes

## Strategic Merit Considerations

The DPE has released assessment criteria for assessing PPs, to justify and determine if a PP has strategic and site-specific merit. Table 4 below demonstrates the site has clear strategic and site-specific merit.

Table 4. DPE's Assessment Criteria

STRATEGIC AND SITE-SPECIFIC MERIT	
Does the proposal have strategic merit? Does it:	
<p>Give effect to the relevant regional plan outside of the Greater Sydney Region, the relevant district plan within the Greater Sydney Region, and/or corridor/precinct plans applying to the site. This includes any draft regional, district or corridor/precinct plans released for public comment or a place strategy for a strategic precinct including any draft place strategy; or</p>	<p>The proposed concept is entirely consistent with the relevant priorities in the North District Plan as follows:</p> <ul style="list-style-type: none"> <li>• The envisaged site renewal incorporates the principles of Transit Oriented Development. It proposes a medium to high-density mixed-use development, close to the Lindfield train station, providing direct services to major centres and employment hubs, in line with N1.- Planning for a city supported by infrastructure.</li> <li>• The site is in a highly accessible location, in close proximity to existing infrastructure, including the Lindfield train station and the Pacific Highway. The PP is directly consistent with the Department's endorsement of Council's local housing strategy, which requires action to increase housing supply in the Lindfield town centre. The PP facilitates an appropriate mix and number of dwellings which will contribute to increasing the supply of housing in the locality, consistent with N5. – Providing housing supply, choice and affordability with access to jobs, services and public transport.</li> <li>• The PP encourages urban renewal of a key strategic site within the Lindfield local centre, which creates an opportunity for place-based planning, consistent with N6. – Creating and renewing great places and local centres and respecting the District's heritage.</li> <li>• The site is located within 30-minutes of existing and future employment opportunities, within the Lindfield centre, and other major centres in the vicinity, including Gordon, Chatswood, St Leonards and Macquarie Park, consistent with N12. – Delivering integrated land use and transport planning and a 30 minute city.</li> <li>• The provision of non-residential floorspace will provide an opportunity to incorporate retail/commercial space within the proposed development, providing both business and job opportunities within the Lindfield local centre, consistent with N10. – Growing investment, business opportunities and jobs in strategic centres.</li> </ul>

STRATEGIC AND SITE-SPECIFIC MERIT	
	There are no other endorsed corridor/precinct strategies applicable to the site.
Demonstrates consistency with the relevant LSPS or strategy that has been endorsed by the Department or required as part of a regional or district plan; or	Q2 outlines in detail the consistency with both Council's LSPS and the endorsed LHS. There are no other local council strategies that we are aware of, that have been endorsed by DPE, relevant to the PP.
Respond to a change in circumstances that has not been recognised by the existing planning framework	<p><b>Local Environmental Plans</b></p> <p>The <i>Ku-ring-gai Local Environmental Plan 2015</i> was prepared in order to cater for the growth as outlined in a previous Metropolitan Strategy, 'A Plan for Growing Sydney'. The LEP (which was gazetted in 2015) is therefore approximately 8 years old.</p> <p><b>Demographics</b></p> <p>The Ku-ring-gai Local Housing Strategy (LHS) was prepared in 2020, providing updated demographic analysis and projections specific to the LGA.</p> <p>The LHS identifies that the population will grow by 25,337 people in the 2016-2036 period, with an implied dwelling requirement of 10,427 dwellings (approx. 521 dwellings per year).</p> <p>While Ku-ring-gai Council has had previous success in providing the necessary dwellings, in the last two years, supply is, well short of the LHS's and forecast supply. Without an increase in new supply, the LGA is on track to fall short of the dwelling requirements.</p> <p>As the existing planning controls are more than 5 years old, a review of planning controls is therefore required to ensure the LGA can accommodate the forecast population growth.</p> <p>This PP can assist the LGA in accommodating this growth by providing in the order of approximately 98 apartments whilst maintaining the commercial and retail floor space on site.</p> <p>The PP is consistent with the DPE's requirement in its endorsement of Council's LHS, to "<i>accommodate proponent-led planning proposal(s) with good planning outcomes, for Gordon, Lindfield and/or Turramurra local</i></p>

STRATEGIC AND SITE-SPECIFIC MERIT	
	<i>centres”</i>
<b>Does the proposal have site specific merit, having regard to the following:</b>	
Assessing the impacts to the natural environment on the site to which the proposal relates and other affected land (including known significant environmental values, resources or hazards)	<p>The PP is located within an existing urban environment and is not subject to significant environmental constraints or hazards. The site is not bushfire prone land, nor is it flood-affected.</p> <p>The proposal will not have a significant impact on any threatened species or populations or TECs.</p>
Assessing the impacts to existing uses, approved uses, and likely future uses of land in the vicinity of the land to which the proposal relates	<p>The envisaged use of the site, being a mix of residential and commercial and retail uses (office) uses is considered highly compatible with the surrounding land-use context. It is acknowledged that the level of commercial floor space currently on site is maintained.</p> <p>It will not unreasonably impact any surrounding development (existing or proposed). The Urban Design Report also states that overshadowing of nearby residential properties is minimised and the built form facilitates access to natural light.</p>
Assessing the impacts to 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.	<p>There is sufficient infrastructure available to accommodate the proposed development.</p> <p>The proposal will have minimal impacts on the surrounding road networks, will utilise existing public transport infrastructure and enhance the local walking and cycling infrastructure by providing a connection between the site and surrounding streets.</p>

Q4 - Is the planning proposal consistent with a council LSPS that has been endorsed by the Planning Secretary or GSC, or another endorsed local strategy or strategic plan?

As discussed in detail below, the proposed concept is consistent with the:

- Ku-ring-gai Local Strategic Planning Statement (LSPS)
- Ku-ring-gai Local Housing Strategy (LHS)

### **Ku-ring-gai Local Strategic Planning Statement**

The Ku-ring-gai Local Strategic Planning Statement (LSPS) sets out a vision to 2036 to; identify the special characteristics and community values that are to be maintained and enhanced, and outline how growth and change will be managed into the future.

Of particular relevance to Lindfield Local Centre, the LSPS include the priority K11. Promoting Lindfield as a thriving and diverse village centre. The LSPS includes the following statement in relation this priority:

*“This priority will support the emerging urban culture of Lindfield Local Centre by encouraging a vibrant mix of uses to service the local community. Improvements will support the provision of new housing, contemporary retail environments, new parks and community facilities offering local people exciting opportunities to shop and eat and socialise, both during the day and night.”*

The proposal directly responds to this statement, as it encourages the renewal of a key site within an established residential and commercial precinct, close to rail and bus transport along the Pacific Highway. The proposed concept may act as a catalyst for the further revitalisation of the Lindfield Local Centre as part of the initiatives of the Lindfield Village Hub. Further, the site has been identified as a Key Landmark Site in the Lindfield Local Centre Structure Plan.

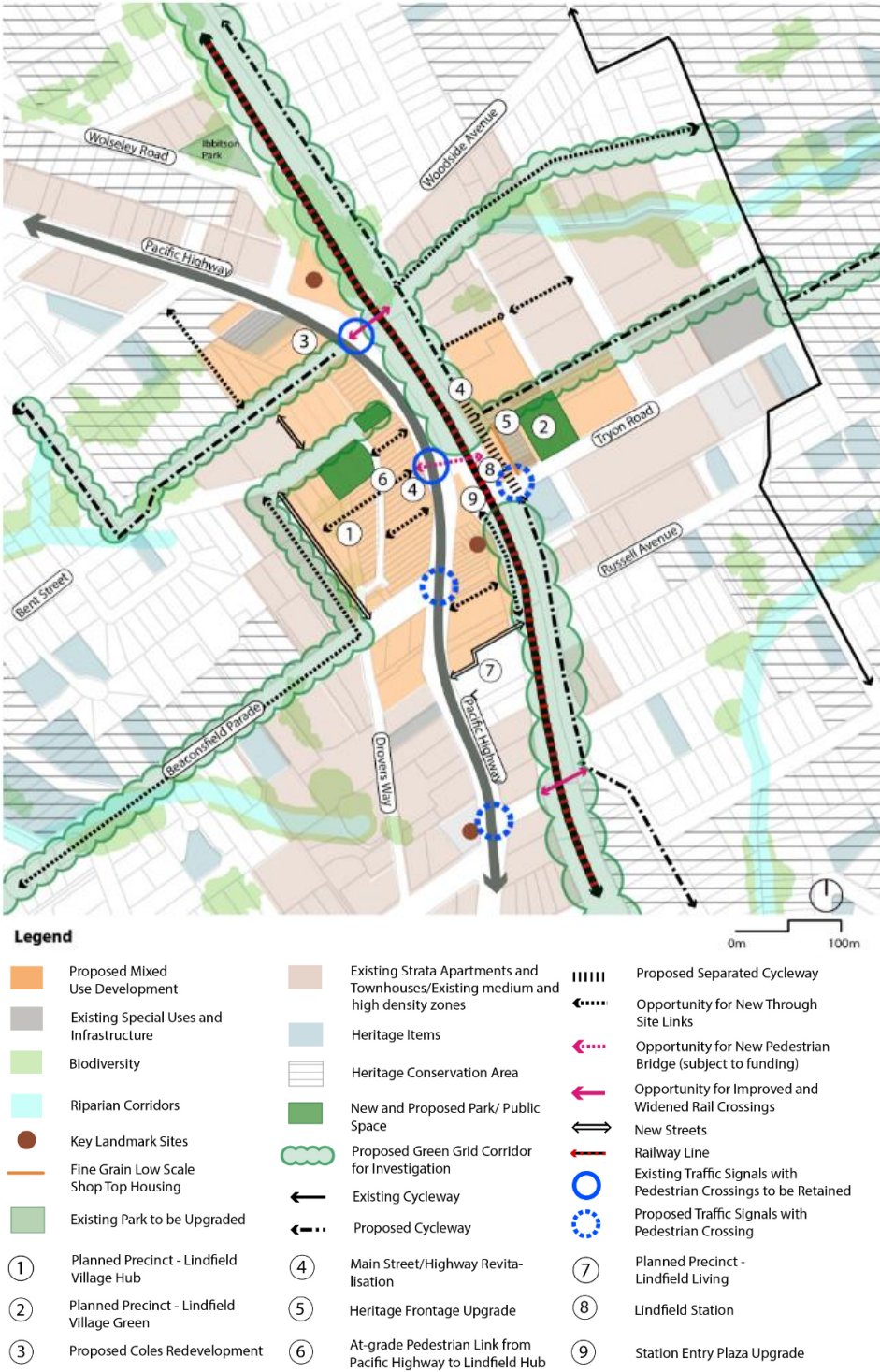


Figure 2-20 Lindfield Local Centre Structure Plan

Figure 12: Lindfield Local Centre Structure Plan as per the LSPS, subject site (marked as 'key landmark site' highlighted in red (Source: Ku-ring-gai Council)



**Table 5** below outlines consistency with key priorities of Council's LSPS.

*Table 5: LSPS Key Priorities*

<b>KEY PRIORITIES</b>	
K3. Providing housing close to transport, services and facilities to meet the existing and future requirements of a growing and changing community.	Consistent. The site is located within the Lindfield local centre and has direct connections to the Pacific Highway, Lindfield train station, commercial and retail opportunities adjacent to the site. This PP would facilitate the growth of housing in an area that would support the community's access to these services.
K4. Providing a range of diverse housing to accommodate the changing structure of families and households and enable ageing in place.	Consistent. The proposed scheme will provide approximately 98 dwellings to contribute to the need for a diversity in housing. As these dwellings are in a highly accessible location to services, this PP is supporting ageing in place.
K5. Providing affordable housing that retains and strengthens the local residential and business community.	Consistent. The proposal is consistent with this priority as well as the North Plan, as approximately 5% of the future residential accommodation will be dedicated as affordable housing for 15 years, with the potential to accommodate key workers such as emergency service personnel, teachers, nurses and senior residents.
K6. Revitalising and growing a network of centres that offer a unique character and lifestyle for local residents	Consistent. The PP will facilitate development within the Lindfield local centre. Further, the scheme maintains the commercial uses on the lower floors but will revitalise the urban design to reflect the unique character of the site and continue to offer accessible services to local residents.
K7. Facilitating mixed use developments within the centres that achieve urban design excellence.	Consistent. The PP intends to introduce a mixed-use development within the Lindfield local centre. Any future DA will aim to introduce a strong design presence to the local centre.
K11. Promoting Lindfield as a thriving and diverse village centre.	Consistent. The PP intends to optimise the use of the site and will maintain commercial services while providing residential development on a highly accessible site. This will support the growth and diversity of the village centre.
K21. Prioritising new development and housing in locations that enable 30 minute access to key strategic centre.	Consistent. The proposal promotes the '30-minute city' by encouraging a mixed-use development (incorporating both residential and non-residential land uses) in close proximity to the Lindfield local centre and train station. The inclusion of non-residential uses will also provide job opportunities to local residents. The site is within 30-minutes of strategic and employment centres, such as Macquarie Park, Chatswood and Hornsby.
K25. Providing for the retail and commercial needs of the local	Consistent. The PP intends to maintain the commercial uses on the site within the Lindfield centre that service the local community.



KEY PRIORITIES	
community within Ku-ring-gai's centres	
K26. Fostering a strong local economy that provides future employment opportunities in Ku-ring-gai for both residents and workers within key industries	Consistent. The PP intends to maintain the commercial uses on the site that service the local community. The proposed residential uses will allow for the community to have access to the surrounding commercial and retail uses which will support employment and the local economy.
K28. Improving the condition of Ku-ring-gai's bushland and protecting native terrestrial and aquatic flora and fauna and their habitats	Consistent. The proposal will not have a significant impact on any threatened species or populations or TECs.
K31. Increasing, managing and protecting Ku-ring-gai's urban tree canopy	Consistent. The proposal will not have a significant impact on any threatened species or populations or TECs. Details of tree removal and retention will be assessed and determined as part of any future development application.
K32. Protecting and improving Green Grid connections	Consistent. The potential Green Grid corridor identified along the northern rail line will not be affected by the proposal.
K36. Enhancing the liveability of Ku-ring-gai's urban environment through integrated water infrastructure and landscaping solution.	Consistent. The Urban Design Report and Landscape Concept Plan illustrate that the proposal can include an appropriate amount of landscaping that will encourage liveability in an urban environment. Any water infrastructure issues can be considered at DA stage.
K38. Reducing greenhouse gas emissions by Council and the Ku-ring-gai community to achieve net zero emissions by 2045 or earlier.	Consistent. The future built form would be able to include measures for renewable energy, as well as energy and water efficiency as part of the detailed design. These principles can be implemented at the Development Application stage.
K39. Reducing the vulnerability, and increasing resilience, to the impacts of climate change on Council, the community and the natural and built environment.	Consistent. The future built form would be able to include measures for renewable energy, as well as energy and water efficiency as part of the detailed design. These principles can be implemented at the Development Application stage.
K40. Increasing urban tree canopy and water in the landscape to mitigate the urban heat island effect and create greener, cooler places	Consistent. The Urban Design Report prepared by AJC Architects and the associated Landscape Concept Plan by Loci illustrate that any future development arising from this PP can accommodate an appropriate amount of landscaping that can encourage mature tree growth that will contribute to greener, cooler places.
K43. Mitigating the impacts of urban and natural hazards	Consistent. The site is located within an existing urban environment and is not subject to significant environmental constraints or hazards. The site is not bushfire prone land, nor is it flood-affected.

### **Ku-ring-gai Local Housing Strategy**

The Local Housing Strategy (LHS) outlines Council's 20-year vision and priorities for housing in response to the Greater Sydney Region Plan and the North District Plan.

The LHS states that the LGA's population is expected to grow by 25,337 people in the 2016-2036 period, with an implied dwelling requirement of 10,427 dwellings (approx. 521 dwellings per year). Further, the Greater Sydney Commission in 2020 set out an indicative range of 3,000 – 3,600 dwellings for Ku-ring-gai's 6-10 year housing target. The LHS states that Council can meet its housing targets set by the State Government (2016-2026) under its current planning scheme.

This confirmed DPE's dataset for Greater Sydney Net Completions notes that between 2016-2021 the LGA delivered 3,351 dwellings (approx. 670 dwellings per year). This means that between the 2022-2036 period the LGA needs to deliver approximately 7,076 dwellings (approx. 505 dwellings per year) to meet the dwelling requirements. That being said, the net dwelling completion rate in the LGA for the last two years has averaged 197.5 dwellings per year, well short of the needed dwellings identified in the LHS. Without an increase in supply, the LGA is on track to fall short of the dwelling requirements.

The LHS dated December 2020 was approved by DPE on 16 July 2021 subject to 12 conditions. The condition of most relevance to this proposal is Condition No. 2 -

*Consistent with Priority K3 of the Ku-Ring-Gai Local Strategic Planning Statement (LSPS), Council is to commence a masterplan, or accommodate proponent-led planning proposal(s) with good planning outcomes, for Gordon, Lindfield and/or Turramurra local centres. Planning proposal(s) for these centres are to be submitted to the Department for Gateway determination by December 2022. Where this work is not pursued by Council the Department welcomes good place-based approaches by landowner/developers.*

*This approach is consistent with the priorities and actions of Council's LSPS. These planning proposals are considered necessary to support the supply and delivery of housing over the medium term and present opportunities for new housing typologies (including affordable housing) suited to the future and changing needs of the community.*

We note that:

- There has been no further master planning undertaken by Council for the Lindfield Centre since the approval of the LHS,
- Further to this, there were no PPs for Lindfield Centre lodged with the DPE by December 2022, and
- This is a proponent led PP which meets the definition of a 'place-based approach' by landowners which is "welcomed" under the condition.

Housing Priority 1 of the LHS is to manage and monitor the supply of housing in the right locations. The objectives of which is to:

*"To monitor the delivery of housing within areas close to services, cultural and community facilities, and within a 10 minute walking distance to key public transport nodes.*

*To provide homes in areas that can support the creation and growth of vibrant Local Centres and a thriving local economy.*

*To ensure the delivery of housing is in coordination with provision of local and state infrastructure and services.”*

The proposed PP is consistent with the LHS, as the proposed controls will allow the site to be renewed for mixed use purposes, including approximately 98 residential apartments, including affordable housing. It is well-located in relation to Lindfield train station, well within a 400-metre walking catchment. Further, this proposal is to promote the development and revitalisation of a key site within the Lindfield Local Centre. The accompanying Urban Design Report demonstrates that a “good place based approach” is achieved through the PP.

Q5 - Is the planning proposal consistent with any other applicable State and regional studies or strategies?

Not applicable, there are no other State or regional studies/strategies applicable to the subject PP.

Q6 – Is the planning proposal consistent with applicable SEPPs?

**Table 6** outlines consistency with the relevant State Environmental Planning Policies.

*Table 6: SEPP compliance*

SEPP Title	Consistency	Comment
State Environmental Planning Policy (Biodiversity and Conservation) 2021	Yes	The PP will not contain provisions that will contradict or hinder the application of this SEPP.
State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004	Yes	The PP will not contain provisions that will contradict or hinder the application of this SEPP.
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008	N/A	Not applicable.
State Environmental Planning Policy (Housing) 2021	Yes	The PP will not contain provisions that will contradict or hinder the application of this SEPP.
State Environmental Planning Policy (Industry and Employment) 2021	N/A	Not applicable.
State Environmental Planning Policy No 65—Design Quality of	Yes	The Urban Design Report has taken into consideration the principles of the SEPP. The indicative concept demonstrates that a future building complying with the proposed building height and FSR has the capability of

SEPP Title	Consistency	Comment
Residential Apartment Development		being consistent with the design criteria of the Apartment Design Guide (ADG).  Any future Development Application to be submitted to Council for this site will demonstrate detailed compliance with the requirements of the SEPP.
State Environmental Planning Policy (Planning Systems) 2021	N/A	Not applicable.
State Environmental Planning Policy (Precincts—Central River City) 2021	N/A	Not applicable.
State Environmental Planning Policy (Precincts—Eastern Harbour City) 2021	N/A	Not applicable.
State Environmental Planning Policy (Precincts—Regional) 2021	N/A	Not applicable.
State Environmental Planning Policy (Precincts—Western Parkland City) 2021	N/A	Not applicable.
State Environmental Planning Policy (Primary Production) 2021	N/A	Not applicable.
State Environmental Planning Policy (Resilience and Hazards) 2021	Yes	Chapter 4 – Remediation of land applies to this PP. A Preliminary Site Investigation has been undertaken and demonstrates that the site can be made suitable for residential development.
State Environmental Planning Policy (Resources and Energy) 2021	N/A	Not applicable.

SEPP Title	Consistency	Comment
State Environmental Planning Policy (Transport and Infrastructure) 2021	Yes	<p>Division 15, Subdivision 2 of the SEPP provides controls for "development immediately adjacent to rail corridors", "excavation in, above or adjacent to rail corridors", "impact of rail noise or vibration on non-rail development", "development within or adjacent to interim rail corridor" and "development near proposed metro stations".</p> <p>Consideration will need to be given to these matters as part of any future Development Application.</p>

There are no deemed State Environmental Planning Policies (former Regional Environmental Plans (REPs)) applicable to the PP.

Q7 – Is the planning proposal consistent with the applicable Ministerial Directions (section 9.1 Directions)?

It is considered that the PP is consistent with the relevant Directions issued under Section 9.1 of the Act by the Minister to councils, as demonstrated in **Table 7**:

Table 7. Consistency with S9.1 Ministerial Directions

Direction Title	Consistency	Comment
<i>Focus area 1: Planning Systems</i>		
1.1 Implementation of Regional Plans	Yes	<p>The proposal demonstrates consistency with the Greater Sydney Regional Plan and the stated locational criteria as it:</p> <ul style="list-style-type: none"> <li>• Is within the walking catchment of Lindfield station, given its proximity to the station (approximately 200m walking distance).</li> <li>• Aligns with city shaping infrastructure, given the subject site is within walking distance to Lindfield Train Station, which connects to Chatswood (which offers metro services) as well as providing heavy rail access to the CBD.</li> <li>• Has accessibility to jobs, with major connections to several strategic centres and major employment hubs including Hornsby, Macquarie Park and Chatswood within 30 minutes.</li> <li>• Is accessible to regional transport given it is within 5 minutes walking distance to Lindfield Station and bus interchange. Lindfield is located on the Northern Line with direct access to both the CBD and to Hornsby, the latter of which has connecting services to Newcastle, the Central Coast and the greater Hunter region.</li> <li>• Allows for both walking and cycling within the Lindfield Centre given existing infrastructure.</li> <li>• Is offering the provision of affordable housing within the site in an area with good access to services, transport and jobs.</li> </ul>
1.2 Development of Aboriginal Land Council land	N/A	Not applicable.
1.3 Approval and Referral Requirements	N/A	Not applicable.

Direction Title	Consistency	Comment
1.4 Site Specific Provisions	N/A	Not applicable. The PP is not seeking any changes to land use permissibility on site.
<i>Focus area 1: Planning Systems – Place-based</i>		
1.5 Parramatta Road Corridor Urban Transformation Strategy	N/A	Not applicable.
1.6 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	N/A	Not applicable.
1.7 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	N/A	Not applicable.
1.8 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	N/A	Not applicable.
1.9 Implementation of Glenfield to Macarthur Urban Renewal Corridor	N/A	Not applicable.
1.10 Implementation of the Western Sydney Aerotropolis Plan	N/A	Not applicable.
1.11 Implementation of Bayside West Precincts 2036 Plan	N/A	Not applicable.
1.12 Implementation of Planning Principles for the Cooks Cove Precinct	N/A	Not applicable.
1.13 Implementation of St Leonards and Crows Nest 2036 Plan	N/A	Not applicable.
1.14 Implementation of Greater Macarthur 2040	N/A	Not applicable.
1.15 Implementation of the Pyrmont Peninsula Place Strategy	N/A	Not applicable.

Direction Title	Consistency	Comment
1.16 North West Rail Link Corridor Strategy	N/A	Not applicable.
1.17 Implementation of the Bays West Place Strategy	N/A	Not applicable.
1.18 Implementation of the Macquarie Park Innovation Precinct	N/A	Not applicable.
1.19 Implementation of the Westmead Place Strategy	N/A	Not applicable.
1.20 Implementation of the Camellia-Rosehill Place Strategy	N/A	Not applicable.
1.21 Implementation of the South West Growth Area Structure Plan	N/A	Not applicable.
1.22 Implementation of the Cherrybrook Station Place Strategy	N/A	Not applicable.
<i>Focus area 2: Design and Place</i>		
-	-	-
<i>Focus area 3: Biodiversity and Conservation</i>		
3.1 Conservation Zones	N/A	Not applicable.
3.2 Heritage Conservation	Yes	The site is not a heritage item nor is it within a heritage conservation area. Nonetheless, the site is adjacent to the Commercial building—Churchers Restaurant, which is of local significance. As outlined in the Statement of Heritage Impact an appropriate built form could be accommodated on site, incorporating appropriate setbacks to ensure there is no impact to the heritage significance of the surrounding area.
3.3 Sydney Drinking Water Catchments	N/A	Not applicable.
3.4 Application of C2 and C3 Zones and Environmental Overlays in Far North Coast LEPs	N/A	Not applicable.
3.5 Recreation Vehicle Areas	N/A	Not applicable.



Direction Title	Consistency	Comment
3.6 Strategic Conservation Planning	N/A	Not applicable.
3.7 Public Bushland	N/A	Not applicable. The application is not on public bushland.
3.8 Willandra Lakes Region	N/A	Not applicable.
3.9 Sydney Harbour Foreshores and Waterway Area	N/A	Not applicable.
3.10 Water Catchment Protection	N/A	Not applicable.
<i>Focus area 4: Resilience and Hazards</i>		
4.1 Flooding	N/A	The site is not located within a known flood prone area. Accordingly, Direction 4.1 is not applicable.
4.2 Coastal Management	N/A	Not applicable.
4.3 Planning for Bushfire Protection	Yes	Not applicable as the site is not identified as Bushfire Prone Land.
4.4 Remediation of Contaminated Land	Yes	The site's existing zone permits shop top housing and it has been used most recently for commercial office purposes. The site is therefore suitable for mixed use and residential development.  Notwithstanding this, a Preliminary Site Investigation has been undertaken and demonstrates that the site can be made suitable for residential development.
4.5 Acid Sulfate Soils	N/A	The site is not located on any known acid sulfate soils. Accordingly, Direction 4.5 is not applicable.
4.6 Mine Subsidence and Unstable Land	N/A	Not applicable.
<i>Focus area 5: Transport and Infrastructure</i>		
5.1 Integrating Land Use and Transport	Yes	The PP will enable retail / commercial and residential development close to (within 10 minutes' walk of) existing rail and bus infrastructure, jobs and services, encouraging walking, cycling and use of public transport.
5.2 Reserving Land for Public Purposes	N/A	Not applicable.

Direction Title	Consistency	Comment
5.3 Development Near Regulated Airports and Defence Airfields	N/A	Not applicable.
5.4 Shooting Ranges	N/A	Not applicable.
<i>Focus area 6: Housing</i>		
6.1 Residential Zones	Yes	The PP encourages a variety and choice of housing types to provide for existing and future housing needs, whilst making efficient use of existing infrastructure and services. The PP demonstrates appropriate built form whilst minimising the impact of residential development on the environment.
6.2 Caravan Parks and Manufactured Home Estates	N/A	Not applicable.
<i>Focus area 7: Industry and Employment</i>		
7.1 Employment Zones	Yes	<p>The PP does not propose to amend the zoning of the site.</p> <p>The zone already permits commercial uses as well as shop top housing.</p> <p>The PP promotes employment growth and supports the viability of the local centre, by enabling a mixed-use redevelopment of a currently underutilised site in a highly accessible location.</p> <p>The proposal seeks to facilitate a genuine mixed-use outcome, whereby non-residential floorspace are intended to be used primarily for commercial premises.</p> <p>The PP proposes to maintain the existing amount of commercial floor space on the site. Rather the additional height and gross floor area allows the development of a viable mixed-use proposal.</p>
7.2 Reduction in non-hosted short-term rental accommodation period	N/A	Not applicable.
7.3 Commercial and Retail Development along the Pacific Highway, North Coast	N/A	Not applicable.
<i>Focus area 8: Resources and Energy</i>		

Direction Title	Consistency	Comment
8.1 Mining, Petroleum Production and Extractive Industries	N/A	Not applicable.
<i>Focus area 9: Primary Production</i>		
9.1 Rural Zones	N/A	Not applicable.
9.2 Rural Lands	N/A	Not applicable.
9.3 Oyster Aquaculture	N/A	Not applicable.
9.4 Farmland of State and Regional Significance on the NSW Far North Coast	N/A	Not applicable.

Q8 - 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?

A concept landscaping plan has also been prepared by Loci Design Collective and submitted with this PP. The landscaping plan indicates that existing vegetation (such as the *Eucalyptus Saligna* near the existing driveway) can be retained in this development, and the proposal will enhance the streetscape through new street trees. However, a detailed landscape plan can form part of the future DA submission and will demonstrate how the main extent of the biodiversity corridor within the adjoining rail corridor, can be protected.



## Urban Design

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Figure 14: Indicative Site Plan (Source: AJC Architects)





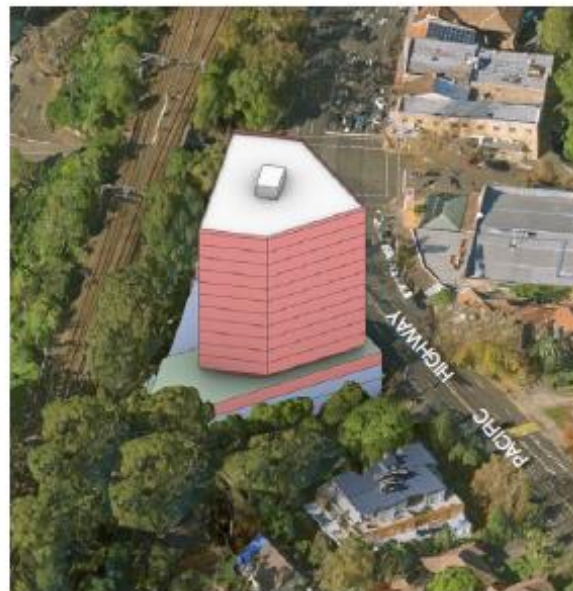
SOUTH-EAST



NORTH-EAST



SOUTH-WEST



NORTH-WEST

Figure 15: Indicative Massing (Source: AJC Architects)



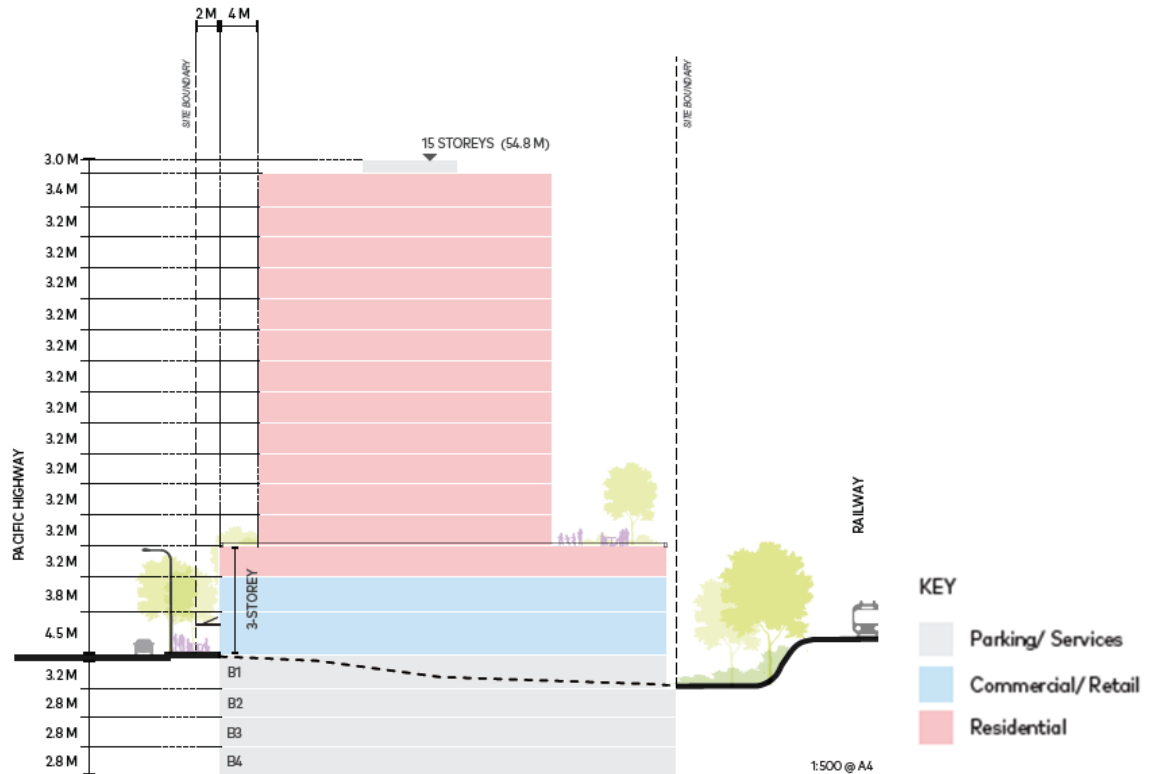


Figure 16: Indicative Section (Source: AJC Architects)

The Urban Design report prepared and submitted as part of this PP provides a detailed urban design analysis of the proposed concept.

Key outcomes from the Urban Design Report are:

- A mixed use 'landmark' tower is appropriate for the site, particularly given its prominent location on the bend of the Pacific Highway, and the identification of the site as such within the draft LHS that Council exhibited, as replicated in **Figure 17** below.
- The density for residential development proposed is also appropriate since it is 200 metres from the entrance to the Lindfield train station.
- The height and density are demonstrated to optimise the use of the land and provide increased housing in an exceptionally well serviced area with an identified need for housing.
- The residential 'tower' component of the development provides an appropriate bulk and scale for this location while ensuring that amenity impacts on surrounding properties are mitigated and managed.

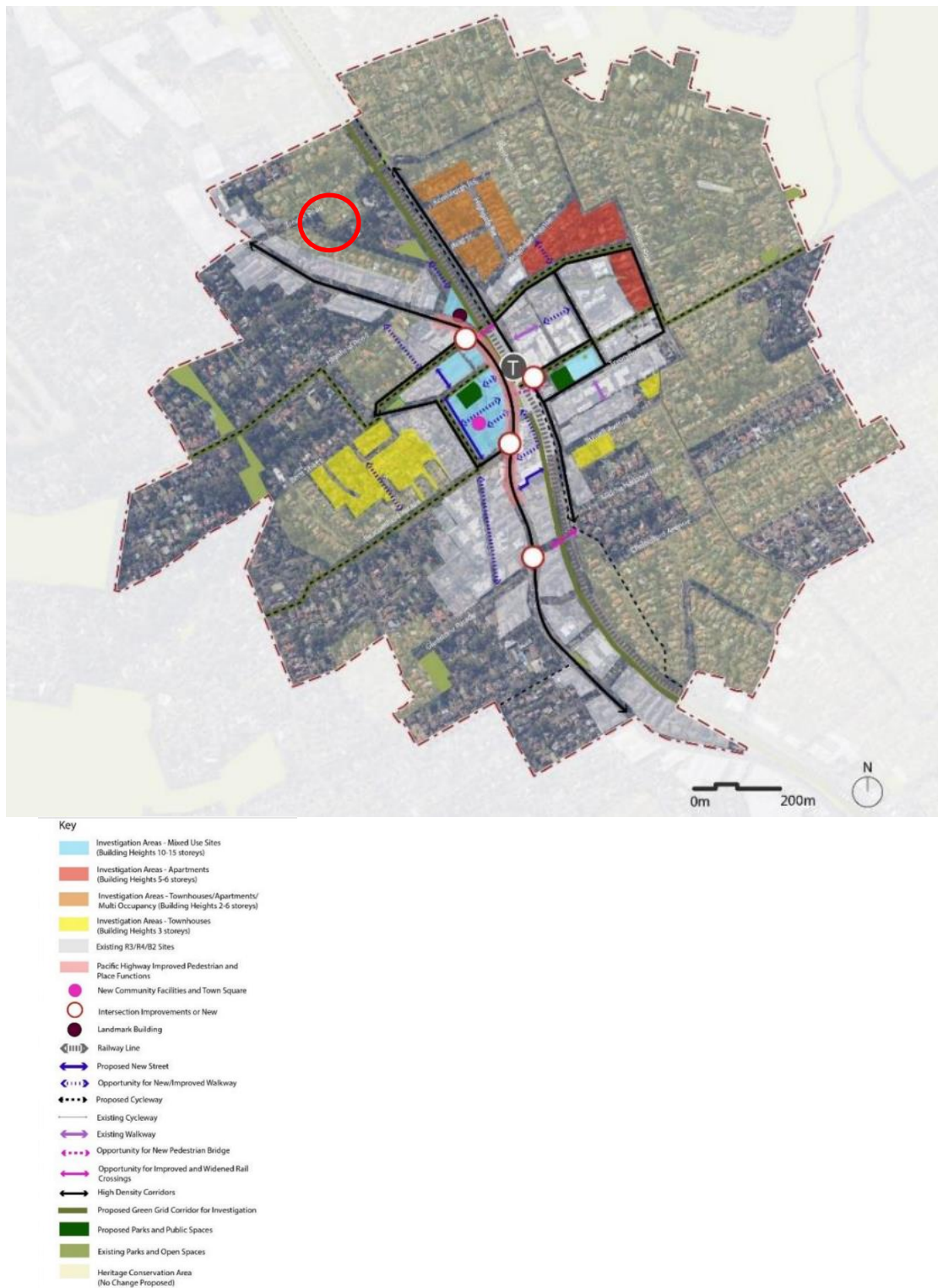


Figure 17: Lindfield Local Centre delivery plan as per the exhibited LHS with site highlighted in red (Source: Council)

Given that the site has been identified as a 'landmark' building, it is logical for the height of the building to be towards the top end of the 10-15 storeys identified in this document. The Urban Design analysis confirms that this is a suitable approach.

### ***Heritage***

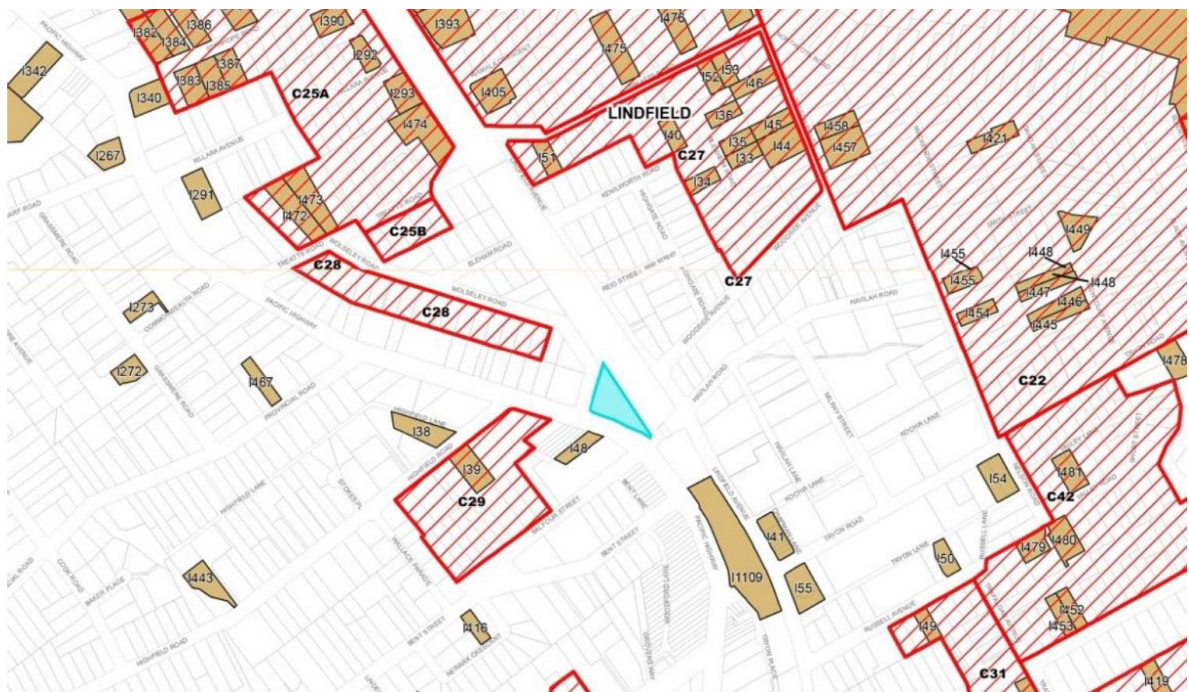
The Planning Proposal has assessed the potential impacts on heritage. The subject site is located in proximity to the following listed heritage items under the LEP:

- 'Dwelling House' 1 Highfield Road, item no. I38
- 'Dwelling House' 6 Highfield Road, item no. I39
- 'Commercial Building' 386-390 Pacific Highway, item no. I48
- 'Lindfield Railway Station Group' Lindfield Avenue, item no. I1109

It is also located in proximity to the following heritage conservation areas as listed under the LEP:

- Blenheim Road Conservation Area (C27)
- Wolseley Road Conservation Area (C28)
- Balfour Street/ Highfield Road Conservation Area (C29).

These heritage items can be seen on **Figure 18** below:



*Figure 18: Heritage Map of Lindfield showing the site in blue (Source: NSW Legislation)*

The heritage analysis prepared by City Plan Heritage determined that:

- The subject site itself is not considered to be historically important in terms of the current building constructed in c.1990.
- The PP will not result in any physical impact on the heritage items or heritage conservation areas within the vicinity of the site.
- It will also not reduce any views to or from the closest heritage item known as 'Churchers Restaurant' with only minor impact on the setting.
- The width of the Pacific Highway will ensure that there is sufficient separation between the closest heritage item and this site.
- The proposal would make the subject site visible in the background from the certain angles in the Wolseley Road Heritage Conservation Area however the development would not be visually intrusive or affect any significant view corridors.

Overall, the submitted HIS determines that the potential redevelopment of the subject site into a landmark 15 storey mixed use building would not have a discernible impact on the heritage significance of the nearby listed heritage items and/ or Heritage Conservation Areas. Therefore, it is considered that matters relating to heritage have been suitably addressed.

### ***Traffic and Transport***

The Planning Proposal has considered the potential traffic impact generated by the increased development on the site.

#### Traffic generation

A Traffic Impact report prepared by TTPA accompanies the PP and has taken into consideration the capacity of the surrounding road network and peak traffic generation for the level of future residential and commercial use.

The traffic report has assessed the capacity of the intersections at the Pacific Highway and Balfour Street, and the Pacific Highway and Highfield Road. This assessment indicates that both intersections operate with a relatively satisfactory level of service.

The report also demonstrates that the anticipated traffic generated by the development would see an additional vehicle movement into the road network every 2-3 minutes during the peak periods. Vehicles would be able to safely egress to the Pacific Highway due to the gaps provided in the southbound traffic by way of the signal operation of the preceding intersection at Highfield Road. Therefore, the increase to the traffic generation onto the Pacific Highway is considered negligible and will not have a perceived impact onto the Pacific Highway or the surrounding road network.

#### Pedestrian Access

Pedestrian access around the site and in the general locality is facilitated by paved footpaths along both sides of the Pacific Highway and the surrounding streets, including traffic signal-controlled pedestrian crossings at intersections along the Pacific Highway and at Lindfield Train Station.

#### Cycling

There are existing and proposed on and off-road cycle routes in the immediate area as demonstrated on the following map prepared by Council which would service the need of future residents of the development.



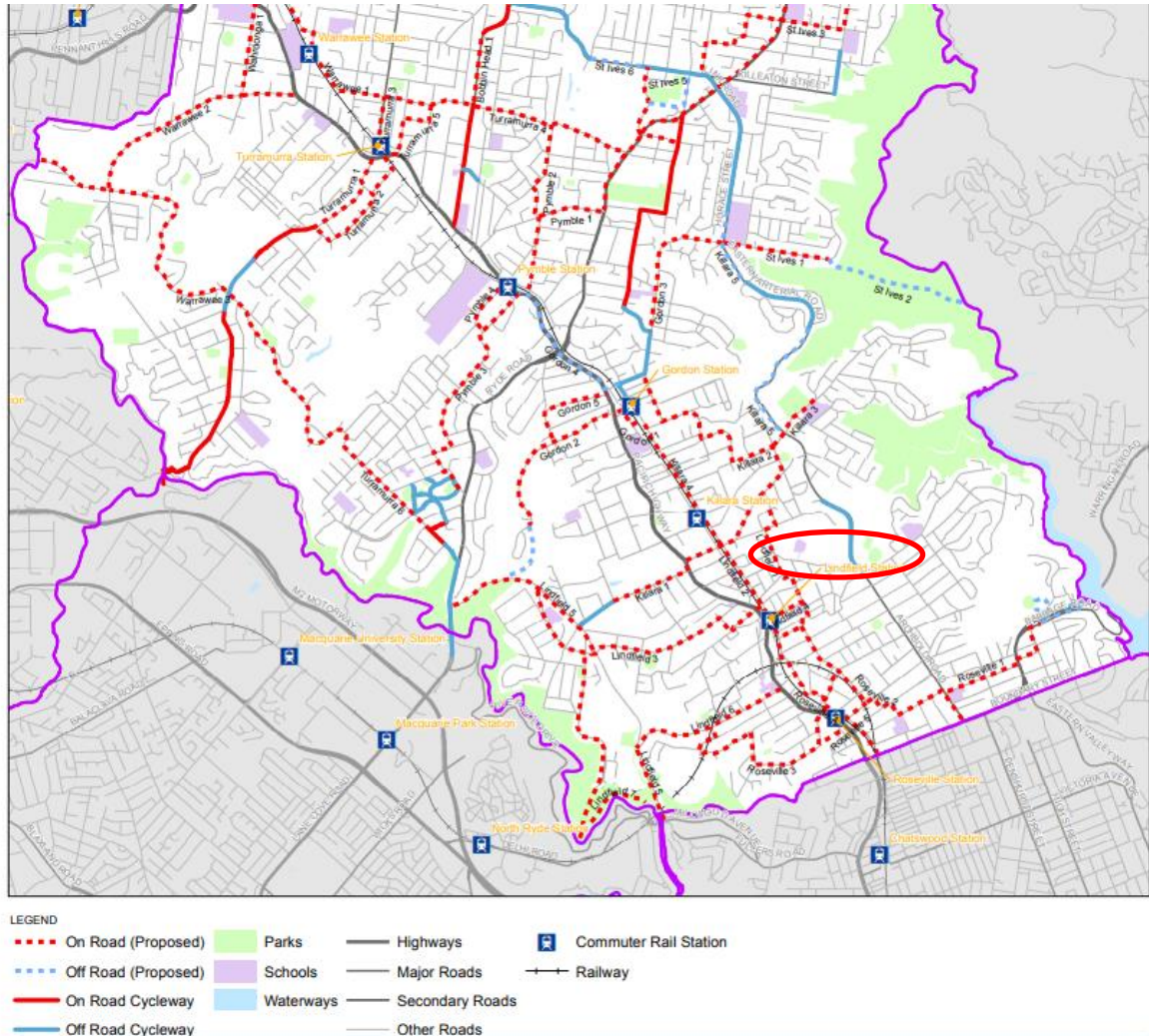


Figure 19: Extract of proposed cycling network (Source: Council and replicated in TTPA report)

### Public Transport

The site is well serviced in relation to public transport, with 4 bus routes located along the Pacific Highway, and the Lindfield Train Station, which is located approximately 200m south of the subject site. Both the bus stops and the train station are also accessible by mobility constrained customers and footpath access is also provided abutting the site.

### Parking

While it is more relevant to the future DA, parking will be provided on site in basement levels. The indicative locations are shown on the concept plans submitted in the Urban Design Report accompanying the PP.

### ***Solar Access***

A high-level shadow analysis has been undertaken for an indicative building envelope compliant with the proposed height and FSR contained in this PP, as part of the accompanying Urban Design analysis. The analysis demonstrates that at the height proposed, the tower will have an acceptable impact on its surrounding context. One of the key elements in this is the tower form, which allows the shadow to move quickly from west to east, as opposed to a shorter, more bulky form, which would generate a larger shadow for longer.

The main site that could be impacted by the proposal is the 'Balfour' development at 376-390 Pacific Highway Lindfield, which includes 59 apartments under construction. While this property is located to the south of the subject site, it is separated by the width of the Pacific Highway.

The solar impact analysis and elevational shadow analysis undertaken, demonstrates that the impact on the development will be minor. It is noted that a full Apartment Design Guide analysis will be undertaken with any future DA submission to confirm consistency with the relevant design criteria.

### ***Privacy***

The subject site benefits from not having any directly abutting neighbours. It is separated from other residential development by Wolseley Road, the Pacific Highway, Havilah Road and the railway line. While specifics of privacy for the new units will be detailed in any future DA submission, it is expected that the proposed building can meet ADG separation requirements, which in turn ensure suitable privacy measures for both existing residents in the locality and future residents on site.

### ***Visual Impact***

The Urban Design Analysis prepared by AJC Architects also includes a visual impact analysis in terms of the skyline. We note that the strategic plans highlight this site as a 'landmark site' therefore it is an expectation that the proposal will be visible from the surrounding locality.

The indicative skyline analysis in the report concludes that the impact of a proposed 15-storey tower is apparent but appropriate for the local context and is not at a level which is significantly out of scale to other developments in the area, such as the Lindfield Village Hub.



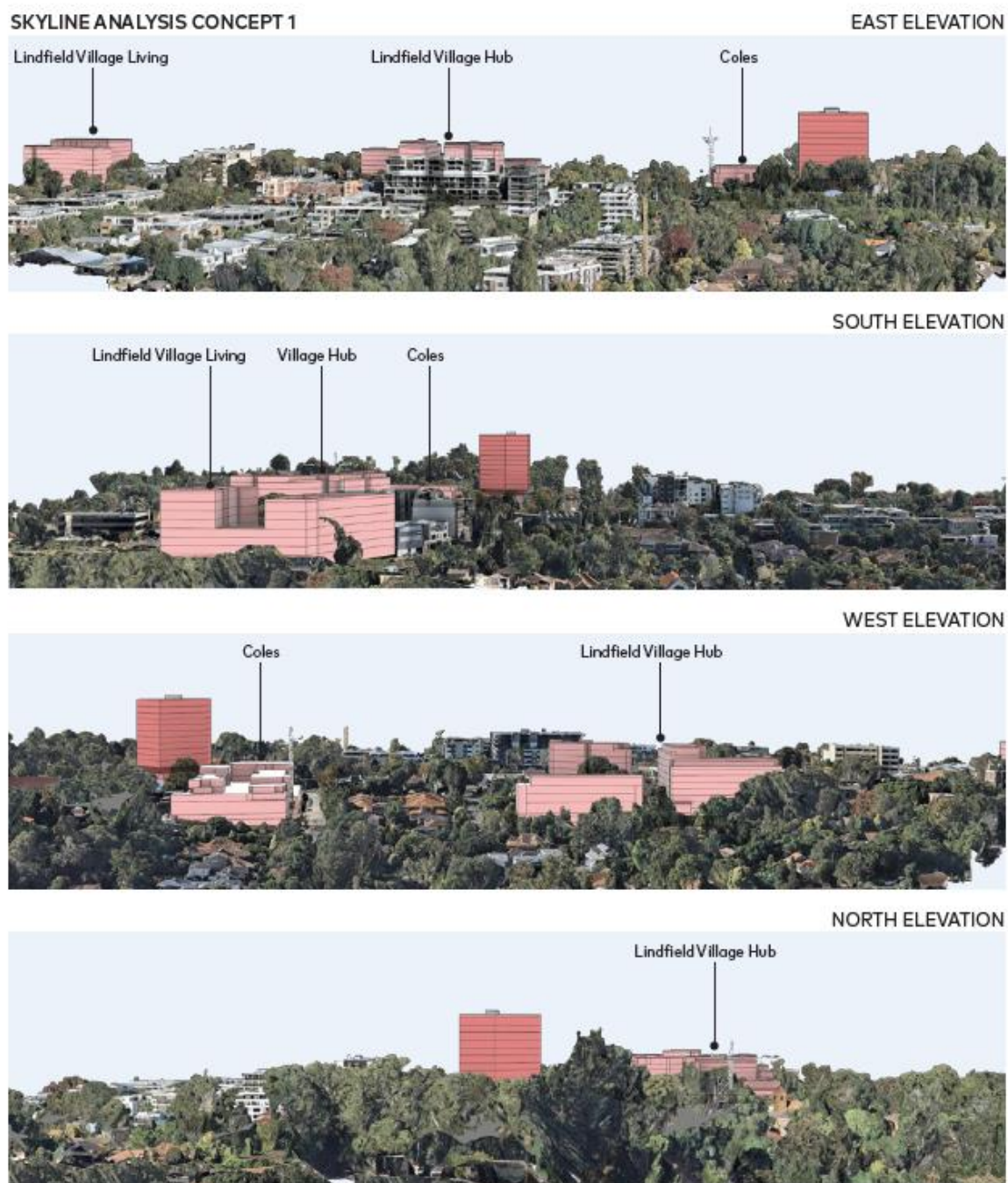


Figure 20: Skyline Analysis for the proposed development (Source: AJC Architects)

### ***Contamination***

A Preliminary Site Investigation (PSI) has been prepared by WSP and submitted with this PP application. The PSI indicated that the following potential contamination sources and potentially contaminating activities were identified on site:

- Historical demolition activities on-site;
- Potential organochlorine pesticides contamination in soil;
- Potentially contaminated historical filling within building footprints;
- Potential presence of hazardous materials in buildings.

While the site has potential contamination sources, the PSI also indicates that the site can be made suitable for the planned development (in line with the requirements of the Ministerial Direction) subject to the implementation of a Remediation Action Plan (RAP). The details for the RAP can be determined with a Detailed Site Investigation that will be prepared and submitted with the future DA.

Q10 - Has the planning proposal adequately addressed any social and economic effects?

### ***Impact on Employment Land***

The subject site is zoned E1- Local Centre zone. It is not proposed to amend the zoning with this PP, as 'shop top housing' is permitted in the zone with development consent.

The subject site current contains a commercial development at the maximum permitted gross floor area of 1:1. It is proposed that any future redevelopment of the site in accordance with this PP will maintain two levels of the building as commercial development, that will maintain an equivalent quantum non-residential GFA on the site as currently exists.

As such, there will not be a practical reduction in either employment zoned land (as the zoning is not changing with this PP) nor will there be a reduction in overall commercial floor area within a future building. The proposal will enhance the uses on site and provide for greater efficiency in the use of land.

### ***Economic Benefits***

The proposal will provide for positive economic benefits in the construction phase and once operational. Once the building is finalised, there will be an improvement in the quality of commercial floor space provided in the Lindfield Centre.

The PP, in allowing additional residential development on the site, will accommodate more residents in the Lindfield Town Centre, which will have a positive impact on the existing retail offerings with a greater catchment of people to serve.

### ***Public Benefit***

The PP is accompanied by a letter of offer to enter into a Voluntary Planning Agreement (VPA) to provide a contribution to local infrastructure in the form of affordable housing, public domain and public open space upgrades and land dedication for potential road reserve widening.

## Section D – Infrastructure (Local, State and Commonwealth)

Q11 - Is there adequate public infrastructure for the planning proposal?

Yes, existing public infrastructure can accommodate the demand generated by this PP. As per the assessment in 'traffic' above, the development is considered to have a negligible impact on the surrounding road network, particularly the intersection of Pacific Highway and Wolseley Road.

The site also benefits from a frontage to the Pacific Highway, an approximately 790km national highway and major transport route along the central east coast of Australia.

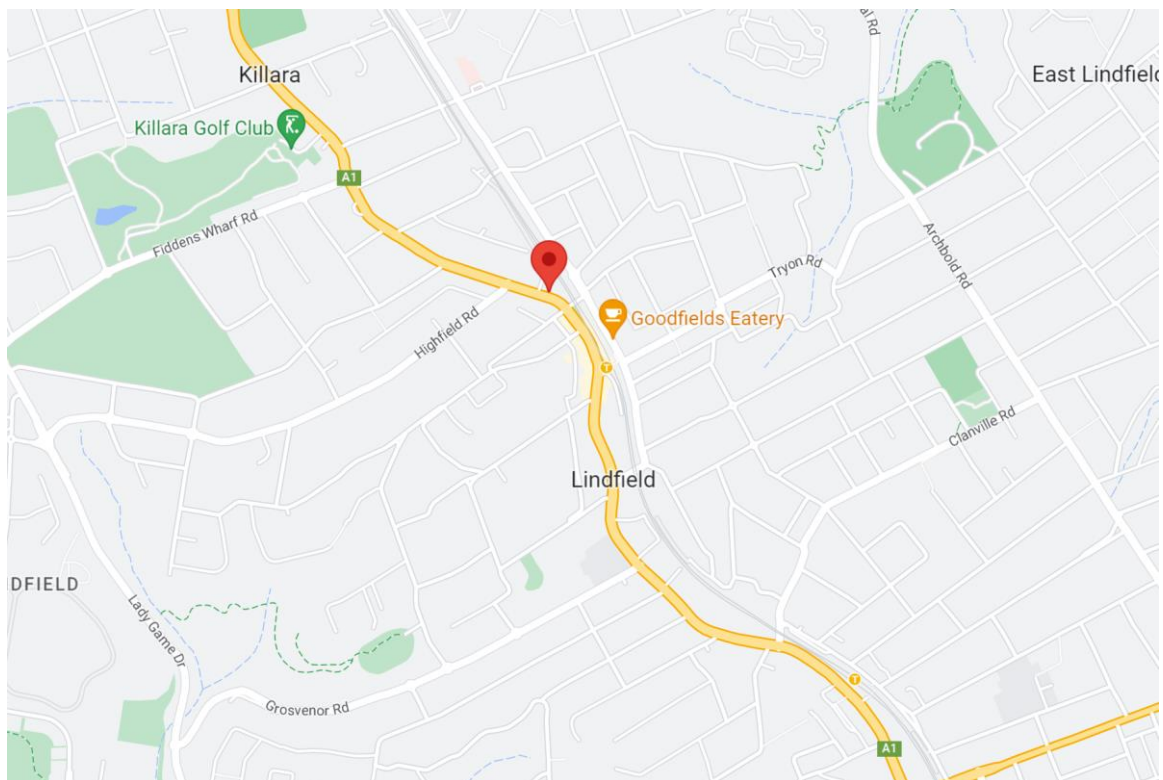


Figure 21. Road Network (Source: Google Maps)

The site is within a short walk (within 200m) of the Lindfield rail station, that provides fast connection to Greater Sydney. The site is also well serviced by bus routes providing connectivity to Greater Sydney and throughout Ku-ring-gai LGA, which includes routes N90, 209, 207, 206, 558 and 556.



Figure 22. Sydney Train Network with Lindfield highlighted in red (Source: Sydney Trains)

Key local infrastructure includes:

- Some small parks are located in the vicinity, including Ibbotson Park located along Wolesley Road, Rotary Park located on the opposite side of Havilah Road and Paddy Pallin Reserve, approximately 700m away. The largest and closest open space is Gordon Creek, approximately 1km away from the site and includes multiple bush tracks and parks. Private sporting clubs are also located in close proximity of the site, including Killara golf club and Lindfield tennis club.
- Lindfield Public School is located approximately 10minutes' walk from the site, while there are also a number of non-Government schools nearby, including Holy Family Catholic Primary School Lindfield (100m away) and Highfields Preparatory & Kindergarten School (300m away).
- Waste management and recycling services are available through Ku-ring-gai Council.
- The area is generally well-serviced with Police, Fire and other emergency services, including several medical centres and specialist centres nearby. The nearest public hospital is Macquarie Hospital, located approximately 8km away. Sydney Adventist Hospital is located approximately 8km away to the north west.

### Infrastructure Servicing

The site is currently serviced by all necessary utilities. The specifics of any upgrades required can come with the future development application. We note that agency consultation with Sydney Water is likely to occur as part of the public notification process.

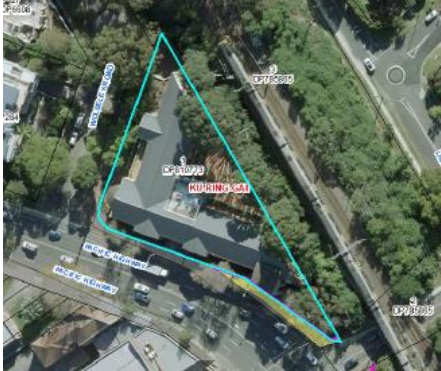


## Section E – State and Commonwealth Interests

Q12 - What are the views of state and federal public authorities and government agencies consulted in order to inform the Gateway determination?

Relevant State and Commonwealth authorities will be contacted as part of the Gateway process.

Consultation with Transport for New South Wales (TfNSW) was sought prior to lodgement. The summary of this advice and a response is provided below:

TFNSW COMMENT	RESPONSE
<p>TfNSW is currently investigating opportunities to provide improvements along the Pacific Highway and the subject property is within an area under investigation for future upgrade. The investigations have not yet advanced to the stage to determine the option within the vicinity of the subject site. Impact on the property is shown in yellow in the image included in Attachment “A.” (extract below):</p> 	<p>Noted. The land in yellow as shown on the attachment has already been dedicated as public road as part of the DA for the current building on site.</p>
<p>TfNSW is aware that Ku-Ring-Gai Council is currently developing a design to upgrade the Traffic Control Signals at the Pacific Highway / Balfour Street / Havilah Road intersection. The improvements are proposed in accordance with the Council’s DCP and Lindfield Public Domain Plan (Havilah Road). The investigations completed to date indicate that an area of the frontage of the subject land is likely to be required to accommodate Council’s proposal. TfNSW is working with Ku-Ring-Gai Council on the development of the proposal. It is recommended that the proponent continue to consult with Council and TfNSW to understand the potential impact on the subject site, and to determine an appropriate mechanism in the future planning proposal which could support these infrastructure improvements.</p>	<p>Noted. The indicative plans submitted with the PP have made allowances for a future upgrade at the Pacific Highway / Balfour Street / Havilah Road intersection and take into account the extent of road widening indicated in TfNSW advice referred to above. Following subsequent consultation with Council, Council has revealed potential widening of the Pacific Highway that would involve acquisition of part of the frontage of the site. Please see Appendix 2 of the submitted Urban Design Report. Given the uncertainty of the status of the Council’s proposal, this Planning Proposal has not incorporated any additional road widening/reduction in site area in its indicative reference scheme.</p>

TFNSW COMMENT	RESPONSE
	<p>However, Appendix 2 of that report demonstrates what the potential impact of the additional road widening would be on the existing building and street trees, to demonstrate its impact with or without the PP.</p> <p>The Appendix also shows that if the road widening was determined to be necessary and acquired by the state, the overall envelope design could be modified to relocate the built form within the reduced site area, not affecting the overall height of building or floor space ratio proposed in the PP.</p> <p>In terms of the road widening, should any area be required for this dedication, that land is to remain part of the “site area” for the purposes of calculating floor space area for future development of the site.</p>
<p>A traffic impact assessment report should be provided including SIDRA network modelling indicating impacts of the proposed development of the site on the surrounding road network.</p> <p>Traffic modelling should consider the cumulative impact of the other known planning proposals and developments in the area on the Pacific Highway and surrounding road network, and the need for upgrade or mitigation works including timing and funding (if required).</p>	<p>A traffic impact assessment report has been provided with this PP.</p> <p>The report provides an assessment of the capacity of the surrounding road network to the site and the potential impacts of the proposed development.</p> <p>SIDRA analysis is not considered necessary at this stage given that the assessment in Section 5.2 of the traffic report demonstrates a negligible impact of the additional residential development on the surrounding road network and there is no increase in the commercial floor space proposed.</p>
<p>It is noted that subject site is located adjacent to the precinct L1 Balfour St retail area, just south of Lindfield station. Consideration should be given to improve pedestrian and place function which aligns with the draft local housing strategy. This could be achieved by increasing the building setback, constructing wider foot paths, tree planting and by providing street furniture.</p>	<p>The VPA letter of offer includes provisions to upgrade the public domain abutting the subject site which would improve the experience for pedestrians.</p>



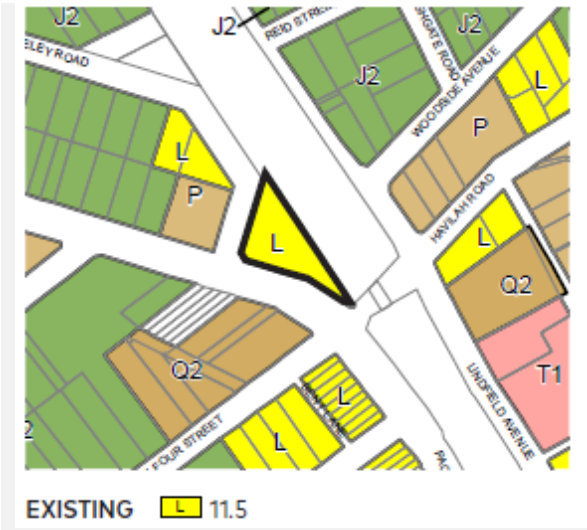
TFNSW COMMENT	RESPONSE
<p>Consideration should be given to implement measures to reducing the reliability on car usage for residential units / commercial and retail spaces in areas well serviced by public transport options such as the location of the subject site.</p>	<p>The submitted traffic report makes suggestions for what could be included in a Green Travel Plan (GTP) which is to be submitted with the future DA.</p> <p>The GTP makes suggestions on enacting behaviour change to reduce the reliability on car usage and increase the use of surrounding public transport.</p>
<p>Vehicular access to and from the property should be maintained through Wolseley Street during construction and after its completion.</p>	<p>The indicative plans for future development on the site demonstrate that vehicle access from Wolseley Street can be maintained.</p> <p>The management of construction traffic can be determined as a function of DA conditions.</p>
<p>Currently bus route 565 operates along the Pacific Highway fronting the subject site, with bus stop located approximately 50m west of the subject site. No uplift in service is expected in the short and medium term for route 565 however further enhancements may be identified in future network reviews.</p>	<p>Noted. This can occur as part of regular reviews and once the site is either under construction or occupied.</p>

PART 4 – MAPS

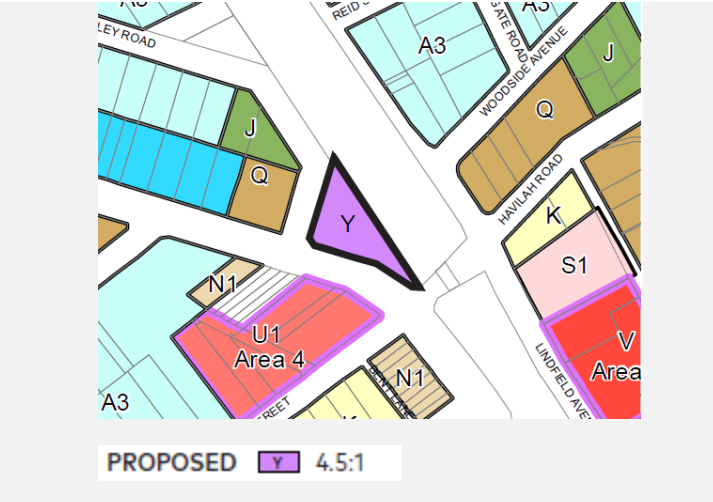
Draft LEP maps showing the proposed changes to the site have been prepared and are provided below.

Draft mapping consistent with the Department of Planning and Environment’s *Standard Technical Requirements for Spatial Datasets and Maps* can form part of the Gateway determination.

Height of buildings



Floor Space Ratio



## PART 5 – COMMUNITY CONSULTATION

### Consultation completed prior to lodgement

Consultation has been undertaken by the applicant to prepare this PP as follows.

It is noted that there has already been community consultation in the area as part of the Council's preparation of the LSPS and LHS.

#### Council Consultation

An initial pre-lodgement meeting was held with Ku-Ring-Gai Council on 8 December 2021 in relation to the PP.

Meeting minutes were issued by Council to document matters to be addressed by the proponent in its PP submission.

The key supporting studies identified by Council as justification for the PP were:

- Urban Design Study
- Traffic and Transport Study
- Economic Impact Assessment (if a change in retail and commercial floorspace is proposed)
- Phase 1 Preliminary Site Investigation
- Heritage Impact Statement
- Community Engagement Report (if early consultation is undertaken)

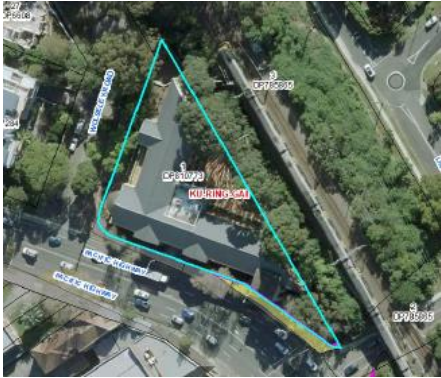
It is noted that whilst the pre-lodgement meeting pre-dated the introduction to the Local Environmental Plan Making Guideline and the Scoping Proposal phase, this meeting and Council's response was acknowledged by Council to have satisfied the requirements of this stage of the Guideline.

This PP is accompanied by all of the Studies recommended by Council, noting that as there is no proposed change in retail and commercial floorspace and no early community consultation was undertaken, therefore these reports are not applicable.

#### State Agency Consultation

Consultation with Transport for New South Wales (TFNSW) was sought prior to lodgement. The summary of this advice and a response is provided below:

TFNSW COMMENT	RESPONSE
TFNSW is currently investigating opportunities to provide improvements along the Pacific Highway and the subject property is within an area under investigation for future upgrade. The investigations have not yet advanced to the stage to determine the option within the vicinity of the subject site. Impact on the property is shown in yellow in the image included in Attachment "A." (extract below):	Noted. The land in yellow as shown on the attachment has already been dedicated as public road as part of the DA for the current building on site.

TFNSW COMMENT	RESPONSE
 <p>TfNSW is aware that Ku-Ring-Gai Council is currently developing a design to upgrade the Traffic Control Signals at the Pacific Highway / Balfour Street / Havilah Road intersection. The improvements are proposed in accordance with the Council's DCP and Lindfield Public Domain Plan (Havilah Road). The investigations completed to date indicate that an area of the frontage of the subject land is likely to be required to accommodate Council's proposal. TfNSW is working with Ku-Ring-Gai Council on the development of the proposal. It is recommended that the proponent continue to consult with Council and TfNSW to understand the potential impact on the subject site, and to determine an appropriate mechanism in the future planning proposal which could support these infrastructure improvements.</p>	<p>Noted. The indicative plans submitted with the PP have made allowances for a future upgrade at the Pacific Highway / Balfour Street / Havilah Road intersection and take into account the extent of road widening indicated in TfNSW advice referred to above. Following subsequent consultation with Council, Council has revealed potential widening of the Pacific Highway that would involve acquisition of part of the frontage of the site. Please see Appendix 2 of the submitted Urban Design Report. Given the uncertainty of the status of the Council's proposal, this Planning Proposal has not incorporated any additional road widening/reduction in site area in its indicative reference scheme.</p> <p>However, Appendix 2 of that report demonstrates what the potential impact of the additional road widening would be on the existing building and street trees, to demonstrate its impact with or without the PP.</p> <p>The Appendix also shows that if the road widening was determined to be necessary and acquired by the state, the overall envelope design could be modified to relocate the built form within the reduced site area, not affecting the overall height of building or floor space ratio proposed in the PP.</p> <p>In terms of the road widening, should any area be required for this dedication, that land is to remain part of the "site area" for the purposes of calculating floor space area for future development of the site.</p>
<p>A traffic impact assessment report should be provided including SIDRA network modelling indicating impacts of the proposed development of the site on the surrounding</p>	<p>A traffic impact assessment report has been provided with this PP.</p>

TFNSW COMMENT	RESPONSE
<p>road network.</p> <p>Traffic modelling should consider the cumulative impact of the other known planning proposals and developments in the area on the Pacific Highway and surrounding road network, and the need for upgrade or mitigation works including timing and funding (if required).</p>	<p>The report provides an assessment of the capacity of the surrounding road network to the site and the potential impacts of the proposed development.</p> <p>SIDRA analysis is not considered necessary at this stage given that the assessment in Section 5.2 of the traffic report demonstrates a negligible impact of the additional residential development on the surrounding road network.</p>
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<p>Consideration should be given to implement measures to reducing the reliability on car usage for residential units / commercial and retail spaces in areas well serviced by public transport options such as the location of the subject site.</p>	<p>The submitted traffic report makes suggestions for what could be included in a Green Travel Plan (GTP) which is to be submitted with the future DA.</p> <p>The GTP makes suggestions on enacting behaviour change to reduce the reliability on car usage and increase the use of surrounding public transport.</p>
<p>Vehicular access to and from the property should be maintained through Wolseley Street during construction and after its completion.</p>	<p>The indicative plans for future development on the site demonstrate that vehicle access from Wolseley Street can be maintained.</p> <p>The management of construction traffic can be determined as a function of DA conditions.</p>
<p>Currently bus route 565 operates along the Pacific Highway fronting the subject site, with bus stop located approximately 50m west of the subject site. No uplift in service is expected in the short and medium term for route 565 however further enhancements may be identified in future network reviews.</p>	<p>Noted. This can occur as part of regular reviews and once the site is either under construction or occupied.</p>

### Consultation to be completed

#### Public consultation

Division 2.6 of the EP&A Act requires the relevant planning authority to consult with the community in accordance with the Gateway Determination. It is anticipated that the Planning Proposal will be categorised as **Standard**, which is recommended to be publicly exhibited for a maximum period of 20 working days in accordance with the DPE's LEP Making Guideline. This term may be adjusted in the context of Council's Community Participation Plan or if the exhibition occurs during the exclusion period of 20 December and 10 January (inclusive).

It is anticipated that the PP will be placed on exhibition for a minimum of 20 working days. The community will be notified of the commencement of the exhibition period via a notice in a local newspaper and via a notice on the Council's website.

The written notice will:

- Give a brief description of the objectives or intended outcomes of the PP;
- Indicate the land affected by the PP;
- State where and when the PP can be inspected;
- Give the name and address of the RPA for the receipt of any submissions; and
- Indicate the last date for submissions.

During the exhibition period, the following material will be made available for inspection:

- The PP, in the form approved for community consultation by the Director General of Planning and Environment;
- The Gateway determination;
- Any VPA negotiated between the parties; and
- Any studies relied upon by the PP.

#### Agency consultation

The Gateway Determination may also identify the need for the Planning Proposal to be referred to one or more public authorities. Further consultation with the public authorities outlined in the following table is expected post-Gateway. Authorities and government agencies are afforded 30-40 working days to provide comments in accordance with the DPE's LEP Making Guideline.

AGENCY	RELATING TO
Transport for New South Wales (TFNSW)	Impact on classified road network – Pacific Highway
Sydney Water	Proposed water and sewer servicing strategies
Sydney Trains	The site's proximity to the rail corridor and any potential impacts of the proposal.



## PROJECT TIMELINE

The *Local Environmental Plan Making Guideline* (August 2023) provides a benchmark for different types of proposals.

For a Standard Planning Proposal, the timeline is as follows:

STAGE	MAXIMUM BENCHMARK TIMEFRAMES (WORKING DAYS)
Stage 1 – Pre-lodgement	50 days
Stage 2 – Planning Proposal	95 days
Stage 3 – Gateway Determination	25 days
Stage 4 – Post Gateway	50 days
Stage 5 – Public Exhibition and Assessment	95 days
Stage 6 – Finalisation	55 days
Sub-total (Department Target)	225 working days
<b>Total (end to end)</b>	<b>320 days</b>

The following table has been included in the report as requested by Council's template, and timings have been left blank and due for completion at the Gateway Determination stage.

STAGE	TIMEFRAME AND/OR DATE
Consideration by Council	
Council decision	
Gateway determination	
Pre-exhibition	
Commencement and completion of public exhibition period	
Consideration of submissions	
Post-exhibition review and additional studies	
Submission to the Department for finalisation (where applicable)	
Gazettal of LEP amendment	