



**KU-RING-GAI LOCAL PLANNING PANEL MEETING
TO BE HELD ON MONDAY, 16 MARCH 2026 AT 10:00 AM
BY ZOOM CONFERENCING**

Please note - this meeting will not be live streamed and items GB.1 – GB.5 will be determined offline as these items do not fit the criteria for a public meeting (they are not contentious as they do not have more than 10 objectors). The result will be determined and published on council's website within 48 hours of the closing of the determination meeting.

AGENDA

** ** * ** * ** *

NOTE: For Full Details, See Council's Website –
www.krg.nsw.gov.au under the link to business papers

APOLOGIES

DECLARATIONS OF INTEREST

GENERAL BUSINESS

- GB.1 **Planning Proposal: 3-29 Bridge Street
Pymble Business Park - PP 2025-1441** **5**

File: S15000

To refer the Planning Proposal for 3-29 Bridge Street, Pymble to the KLPP for advice as required by the Local Planning Panels Direction – Planning Proposals issued by the Minister for Planning under Section 9.1 of the *Environmental Planning and Assessment Act 1979*.

Recommendation:

That the KLPP advise Council that it does not support the progression of the Planning Proposal to the Department of Planning, Housing and Infrastructure for a Gateway Determination.

- GB.2 **60 Coonanbarra Road (also known as 23 Millewa Avenue), Wahroonga
- Replacement of fencing to the street frontages of the site, internal
fencing and an internal railing.** **37**

File: EDA0683/25

Replacement of fencing to the street frontages of the site, internal fencing and an internal railing.

RECOMMENDATION

- A. THAT the Ku-ring-gai Local Planning Panel, exercising the functions of Ku-ring-gai Council, as the consent authority, pursuant to Section 4.16 of the Environment Planning and Assessment Act 1979, being satisfied that the proposed development would be in the public interest, grant development consent to eDA0683/25 for replacement of fencing to the street frontages of the site, internal fencing and an internal railing at No. 60 Coonanbarra Road (also known as 23 Millewa Avenue), Wahroonga subject to the conditions provided in the Development Assessment Report (**Attachment A1**). Pursuant to Section 4.53 of the Environmental Planning and Assessment Act 1979, this consent lapses if the approved works are not physically commenced within five years of the date of the Notice of Determination.

GB.3 **116 Fox Valley Road, Wahroonga - Replacement of boundary fencing** 39

File: EDA0691/25

Replacement of boundary fencing

RECOMMENDATION

- A. THAT the Ku-ring-gai Local Planning Panel, exercising the functions of Ku-ring-gai Council, as the consent authority, pursuant to Section 4.16 of the Environment Planning and Assessment Act 1979, being satisfied that the proposed development would be in the public interest, grant development consent to eDA0691/25 for replacement of boundary fencing at No. 116 Fox Valley Road Wahroonga, subject to conditions provided in the Development Assessment Report (**Attachment A1**). Pursuant to Section 4.53 of the Environmental Planning and Assessment Act 1979, this consent lapses if the approved works are not physically commenced within five years of the date of the Notice of Determination.

GB.4 **4 Maunder Avenue, St Ives - Demolition of existing structures and Torrens title subdivision of 1 lot into 2 lots** 41

File: EDA0729/25

Demolition of existing structures and Torrens title subdivision of 1 lot into 2 lots

RECOMMENDATION

- A. THAT the Ku-ring-gai Local Planning Panel, exercising the functions of Ku-ring-gai Council, as the consent authority, pursuant to Section 4.16 of the Environment Planning and Assessment Act 1979, is satisfied that the request submitted under Clause 4.6 to vary the minimum lot size development standard (Clause 4.1 KLEP 2015) has met the requirements of Clause 4.6(3). The Panel is also of the opinion that strict compliance with the development standard is unreasonable or unnecessary in the circumstances of the case and that there are sufficient environmental planning grounds to justify the variation to the development standard.
- B. THAT the Ku-ring-gai Local Planning Panel, exercising the functions of Ku-ring-gai Council, as the consent authority, pursuant to Section 4.16 of the Environment Planning and Assessment Act 1979, being satisfied that the proposed development would be in the public interest, grant development consent to eDA0729/25 for demolition of existing structures and Torrens title subdivision of 1 lot into 2 lots at No. 4 Maunder Avenue, St Ives, subject to conditions as recommended in the Development Assessment Report (**Attachment A1**). Pursuant to Section 4.53 of the Environmental Planning and Assessment Act 1979, this consent lapses if the approved works are not physically commenced within five years of the date of the Notice of Determination.

4-10 Bridge Street, Pymble - Demolition of the existing structures and construction of a mixed-use commercial (retail and office) building, basement parking and associated works

File: EDA0462/25

Demolition of the existing structures and construction of a mixed use commercial (retail and office) building, basement parking and associated works

RECOMMENDATION

- A. THAT the Ku-ring-gai Local Planning Panel, exercising the functions of Ku-ring-gai Council, as the consent authority, pursuant to Section 4.16 of the Environment Planning and Assessment Act 1979, refuse development consent to eDA0462/25 for the demolition of the existing structures and construction of a mixed use commercial (retail and office) building, basement parking and associated on land at 4-10 Bridge Street, Pymble, for the reasons provided in the Development Assessment Report (**Attachment A1**).

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PLANNING PROPOSAL: 3-29 BRIDGE STREET PYMBLE BUSINESS PARK - PP 2025-1441

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

To refer the Planning Proposal for 3-29 Bridge Street, Pymble to the KLPP for advice as required by the Local Planning Panels Direction – Planning Proposals issued by the Minister for Planning under Section 9.1 of the *Environmental Planning and Assessment Act 1979*.

BACKGROUND:

The Planning Proposal seeks the following amendments to the *Ku-ring-gai Local Environmental Plan 2015* to facilitate residential development on 13,018 sqm of the Pymble Business Park:

1. Include “Residential Flat Buildings” and “Neighbourhood Supermarket” as Additional Permitted Use;
2. increase the maximum Height of Building from 32.5m to 85m (noting further height increase with affordable housing provision);
3. increase the Floor Space Ratio from 3.5:1 to 5.5:1;
4. include a Local Provision for a minimum 5,680 sqm of non-residential floorspace across the total site.

COMMENTS:

This report presents the assessment of the Planning Proposal. The planning proposal is not supported as it

- directly conflicts with the draft *Sydney Region Plan* and *Statewide Policy for Industrial Lands* which categorise Pymble Business Park as “regionally significant industrial lands”, prohibiting residential uses, recognising the importance of retaining small industrial pockets that provide valuable urban services in expanding areas;
- relies heavily on an outdated commercial study that was not adopted nor endorsed by Council, and focuses on the Business Park’s vacant office premises ignoring the fully occupied non-office premises;
- permanently removes industrial land opportunity, diminishing Ku-ring-gai’s variety of economic assets, employment, income source;
- conflicts with Ku-ring-gai’s Centres hierarchy and location of high density housing and retail provision within nominated Local Centres, and competing with the regeneration of the Pymble Local Centre;
- does not address the central issue -loss of industrial (not office) land.

RECOMMENDATION:

That the KLPP advise Council that it does not support the progression of the Planning Proposal to the Department of Planning, Housing and Infrastructure for a Gateway Determination.

PURPOSE OF REPORT

To refer the Planning Proposal for 3-29 Bridge Street, Pymble to the KLPP for advice as required by the Local Planning Panels Direction – Planning Proposals issued by the Minister for Planning under Section 9.1 of the *Environmental Planning and Assessment Act 1979*.

BACKGROUND

On 31 July 2025 Council received a planning proposal seeking amendment to the *Ku-ring-gai Local Environmental Plan 2015* for land at 3-29 Bridge Street within the Pymble Business Park. The proposal is submitted by Mecone on behalf of the landowners.

Process

The Planning Proposal is progressing as follows:

27 August 2024	Pre-lodgement meeting held with the proponent.
31 July 2025	Planning proposal was formally submitted to Council via the Planning Portal.
22 August 2025	Council's adequacy check was sent to the proponent requesting amendments.
25 September 2025	Planning proposal package resubmitted it via the planning portal.
23 October 2025	Department responded to proponent's letter to Minister advising they work with Council to ensure their proposal meets requirements.
29 October 2025	Planning proposal accepted and fee request letter sent to the proponent.
9 December 2025	Proponent completed payment of fees. Formal assessment commenced.
16 March 2026	Report to the Ku-ring-gai Local Planning Panel seeking its advice.
28 April 2026.	Report to Council's OMC.

Formal assessment of the Planning Proposal commenced on 9 December 2025. The Department's *LEP Making Guideline's* stipulates a 120 day timeframe for the assessment of complex planning proposals. This Planning Proposal is on track to meet the required reporting timeframes.

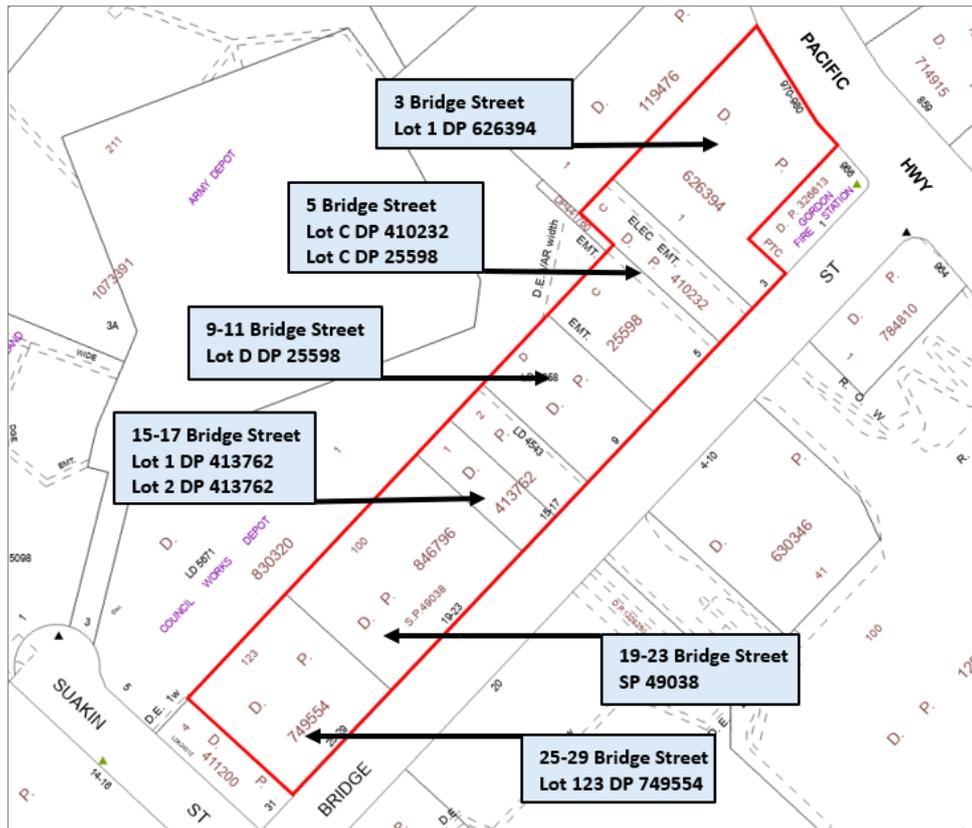
The Site

The Planning Proposal site is located within the Pymble Business Park, comprising six lots on Bridge Street under multiple ownership, with a total site area of 13,018sqm (stated in the Planning Proposal). Bridge Street slopes down from the Pacific Highway to Suakin Street with built form stepping down in line with the street. The Planning Proposal sites vary in size from 2,980sqm to 1,392 sqm.

The site occupies the whole of the north side of Bridge Street except for the Council owned site to the west at the corner of Suakin Street, and the Fire and Rescue site to the east at the corner of Pacific Highway. The site backs onto Council's works depot and the State Agency owned Substation to the north.

Pymble Business Park has two vehicular access points: West Street with a left turn only in/out from/to Ryde Road with no traffic signals; and Bridge Street with a left turn only out to Pacific Highway and a left and right turn into Bridge Street from Pacific Highway aided by traffic signals. Both streets are known for their congestion, particularly at peak times when flow into Pacific Highway and Ryde Road is restricted by traffic buildup on those major roadways.

Council’s measurements of walking distance to local train stations indicate that, from a midpoint on the site, the Pymble station entry is at approximately 805m with no immediate pedestrian crossing across Pacific Highway, and Gordon station entry is at approximately 1,400m requiring crossing at the Pacific Highway and Ryde Road intersection involving multiple slip roads. The location is generally vehicle dependent with some workers utilising mainly Pymble train station as a means of transport.



3-29 Bridge St, Pymble

There is a selection of retail, health/medical, leisure and community/cultural facilities within a 15-minute/1km walk of the site, but the majority of these approach or are at the 15 minute/1km threshold, which makes them less convenient and attractive for walking. There are also a notable number of key facilities and services outside the 1km catchment.

There is an absence of primary and secondary schools within easy walking distance of the site. The public primary school catchment that the site falls in, Gordon West, is over 25 minutes walk, and the public high school, Turrumurra High, is over an hour’s walk. There are also limited bus routes and school bus services connecting the site with schools and of note is the awkward access to bus stops with the lack of crossings to the other side of Pacific Highway.

Pymble Business Park Industrial Precinct

The Pymble Business Park is Ku-ring-gai’s sole industrial precinct. It is located at the major intersection of Pacific Highway and Ryde Road.

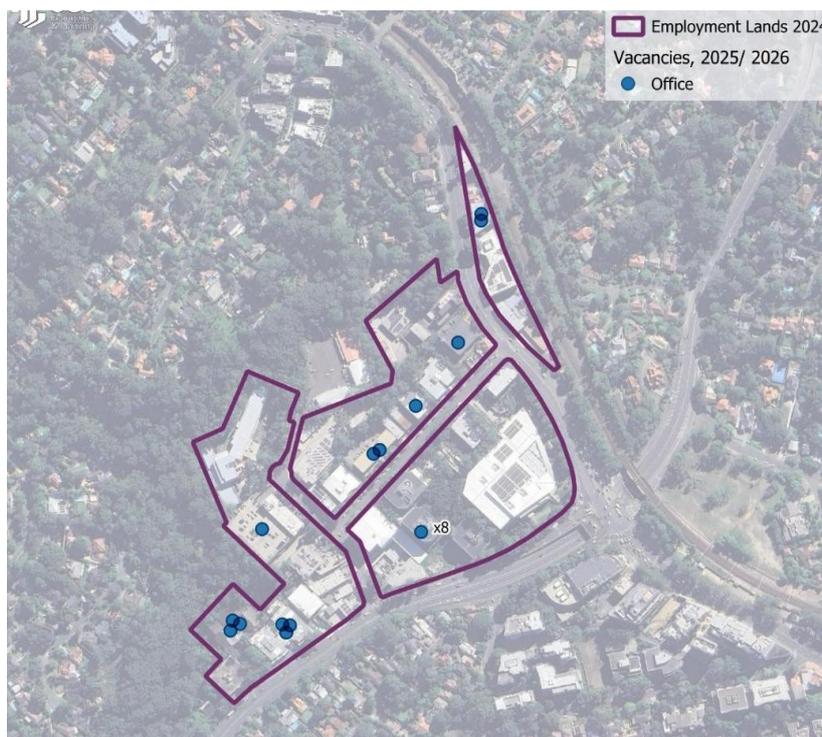
The precinct is buffered from surrounding residential neighbourhoods by Pacific Highway to its east, Ryde Road to its south and areas of bushland associated with Blackbutt Creek to its north

and west. Its separation from adjacent residential neighbourhoods makes its location ideal for light industrial uses, many of which are not compatible with residential uses, impacting on residential amenity.

The E3 Productivity Support zoning applied to this industrial land nominates multiple land uses recognised to conflict with residential amenity, and hence legislated through the zoning to be kept separate from residential land use.

Pymble Business Park currently houses a variety of non-residential uses permissible under its E3 Productivity Support zoning, many of which would not be possible to accommodate anywhere else within the Ku-ring-gai local government area. Current uses include Council's works depot, Defence's training facility, storage warehouses, gymnasiums and exercise premises, automotive and fuelling facilities, Bunnings large format hardware store, building suppliers, office premises, health related premises, veterinary hospital.

Non-office buildings in Pymble Business Park are operating at capacity with no vacancies recorded, while office premises have remained low occupancy particularly in the post-COVID environment and in line with Sydney-wide trends. Building vacancy within the Pymble Business Park is currently limited to office premises as illustrated below.



*Advertised vacancies, late 2025/ early 2026
SGS Economics & Planning, using Real Commercial data, 2025/2026*

COMMENTS

The Planning Proposal

This report presents an overview of the assessment of the Planning Proposal with full details and supporting documents provided as follows:

- *Table of Assessment, Planning Proposal 3-29 Bridge St, Pymble* at **Attachment A1**.
- *Pymble Business Park Economic Impact Assessment, SGS Feb 2026* at **Attachment A2**.
- *Response to Scoping Proposal 3-29 Bridge St, Pymble, TfNSW* at **Attachment A3**.

A copy of the proponent's Planning Proposal and its Appendices are included at **Attachments A4-A20** and comprise the following:

- Planning Proposal - 3-29 Bridge Street, Pymble
 - Appendix A - Urban Design Report
 - Appendix B - Site Specific Development Control Plan
 - Appendix C - Letter of Offer
 - Appendix D - Connecting with Country
 - Appendix E - Utilities and Stormwater Assessment
 - Appendix F - Desktop Geotechnical Report
 - Appendix G - Preliminary Site Investigation Report
 - Appendix H - Transport Impact Assessment
 - Appendix I - Flora and Fauna Impact Assessment
 - Appendix J - Arboricultural Impact Assessment
 - Appendix K - Social and Economic Impact Assessment
 - Appendix L - Statement of Heritage Impact
 - Appendix M - Pre-lodgement Meeting Minutes
 - Appendix N - Affordable Housing Viability Report
 - Appendix O - Visioning and Strategic Merit Report
 - Appendix P - Site Survey

Proposed Planning Standards and Development Outcomes

The Planning Proposal seeks to amend the *Ku-ring-gai Local Environmental Plan 2015*:

1. include "Residential Flat Buildings" and "Neighbourhood Supermarket" as Additional Permitted Use;
2. increase the maximum Height of Building from 32.5m to 85m - noting these heights will be further increased with affordable housing provision;
3. increase the Floor Space Ratio from 3.5:1 to 5.5:1;
4. include a Local Provision for a minimum 5,680 sqm of non-residential floorspace across the total site.

The key objective of the Planning Proposal is to facilitate the redevelopment of a substantial land parcel within the Pymble Business Park into a residential area with some retail and commercial floor space to deliver the following (figures from the Planning Proposal Transport Impact Assessment, Fernway Engineering):

- 734 residential units with 1095 carparking spaces
- 3982 sqm Office and Business Premises with 89 carparking spaces
- 1706 sqm Shops (including restaurants and cafes) with 52 carparking spaces

The residential development will be delivered in a series of high rise (23-25 storey) residential flat buildings as depicted in the planning proposal's Urban Design Study shown below.



Planning Proposal - Urban Design Report, Hatch Sept 2025

Since the Planning Proposal does not request Shop-top Housing as an Additional Permitted Use, there is no onus on the future development to deliver non-residential street activating ground floor uses. The minimum 5,680 sqm of non-residential floorspace could be provided in a single building leaving the bulk of buildings as straight residential flat buildings or split across portions of the ground floor of the residential towers.

The Planning Proposal claims provision of 7,000sqm publicly accessible space (it is unclear if this includes the 5680sqm non-residential uses floorspace), 25% tree canopy and 10-40% deep soil provision (also states 50% deep soil in some parts of the proposal) to improve the site outcomes and facilitate the residential amenity; however, the proponent's Site Specific DCP (Attachment A6) states lower figures of 30% deep soil and 20% canopy, and the standards are even lower under the SEPP (Housing) 2021 and the Apartment Design Guide (in the region of 7-10% deep soil and 15% canopy) under which this type of development would most likely be assessed. There is no mechanism to secure the said amounts of open space, deep soil and tree provision.

The Planning Proposal offers no real mechanism to tie the multiple design promises, including those of landscaping elements beyond the SEPP and ADG requirements. These could be tied into the Planning Agreement which defines, quantifies with evidence, and stipulates the delivery pathway for every item of benefit and detailed in specific and consistent controls.

Letter of Offer to deliver Public Benefit

The Planning Proposal is accompanied by a draft Letter of Offer which seeks to negotiate the delivery of some items and some monetary contributions to deliver public benefit "including

affordable housing, green space, public domain upgrades, pedestrian links and monetary contributions towards local infrastructure upgrades” (pg. 2).

A full response to the Letter of Offer is provided in the *Table of Assessment* at **Attachment A1**.

The draft Letter of Offer lacks evidence regarding the items and values stated therein, makes arguably erroneous claims particularly around affordable housing, does not include multiple items that the Planning Proposal promises as part of the future development (such as deep soil and open space), and has no description of mechanisms to deliver the mentioned public benefits.

The Letter requires more detail including how the monetary contribution values have been established. This would enable Council to assess the Offer against clear parameters and make transparent decisions in determining if the Planning Agreement benefits the community.

Prospective open space dedications need to meet minimum area and dimensions to provide adequate space for a variety of active and passive recreation uses as described in the Planning Proposal. Such spaces and parkland must be dedicated as a public asset to be eligible for offset considerations, however no land dedication has been mentioned in the Letter of Offer.

In short, the Letter of Offer seeks to cap all contributions at \$27,560,000, a sum based on erroneous assumptions and monetary amounts that have no evidential foundation. Basic estimations by Council officers indicate that compulsory contributions from this level of intensive development would amount to a sum in this region for only a portion of the offer items and would have to be paid regardless should a development application proceed.

There is no incentive for Council to enter into a voluntary Planning Agreement when compared to the alternative of simply applying the current s7.11 contributions plan (or an amendment or revision thereof) to any subsequent development application.

Assessment of the Planning Proposal

The Planning Proposal has been assessed against the provisions of the Department of Planning, Housing and Infrastructure’s ‘*Local Environmental Plan Making Guideline*’ (August 2023) and section 3.33 of the *Environmental Planning and Assessment Act 1979*. A Planning Proposal must demonstrate that the proposed amendments to a local environmental plan have strategic and site specific merit.

The Planning Proposal documents have been evaluated by Council’s Planning, Architectural, Urban Design, Contributions, Heritage, Transport and Ecological officers.

In addition, specialist economic advice from SGS Economics and Planning was commissioned (**Attachment A2**) to inform on the implications of loss of industrial lands to the Ku-ring-gai local government area; and, discussion was held with Transport for NSW to understand the consequences of the planning proposal and to confirm their advice to proponent during 2025 (**Attachment A3**).

The Planning Proposal’s key arguments centre on:

- vacancy of office/commercial premises, dated buildings, sloping topography, site sizes;
- provision of housing to deliver Ku-ring-gai’s targets and regenerate the area;

- assumption that the Pymble Business Park has local significance;
- reliance on a 2020 economic study not endorsed nor adopted by Council.

A detailed assessment of the Planning Proposal and its supporting studies has been conducted and noted at **Attachment A1** to this report.

STRATEGIC MERIT

1. Greater Sydney Region Plan and North District Plan

A detailed response is provided in the *Table of Assessment* at **Attachment A1**.

The Planning Proposal states justifiable inconsistency or consistency with the key Greater Sydney Region Plan objectives and the North District Plan priorities relating to industrial lands; however none of the justification comments respond to the actual industrial function of the precinct, rather focussing on the office market.

Greater Sydney Region Plan:

- Objective 22 - Investment and business activity in centres.
- Objective 23 - Industrial and urban services land is planned, retained and managed.
- Objective 24 - Economic sectors are targeted for success.

North District Plan:

- Planning Priority N11 - Retaining and managing industrial and urban services land.

The Planning Proposal highlights several points in response to these, summarised below:

"... areas surrounding transport nodes along the North Shore are transitioning toward higher density housing, reflecting market demand, reducing land use conflicts and fostering urban renewal."

"The predominantly office-based suburban business park has been under-performing for many years with high office vacancy, ageing buildings and limited investment"

"Most buildings within the Pymble Business Park are aging assets (1980's buildings) and offer little on-site amenities for its workforce or the wider community."

"Small business parks such as Pymble are increasingly becoming stranded assets as markets demand more fit-for-purpose offerings with high quality buildings, a wide array of co-located businesses, and proximity to a variety of amenity."

"The subject site is particularly challenged with the combination of considerable slope, relatively small lot sizes, limited amenity and a softening

*office market hindering investment and redevelopment for commercial uses.”
(pg.19-20)*

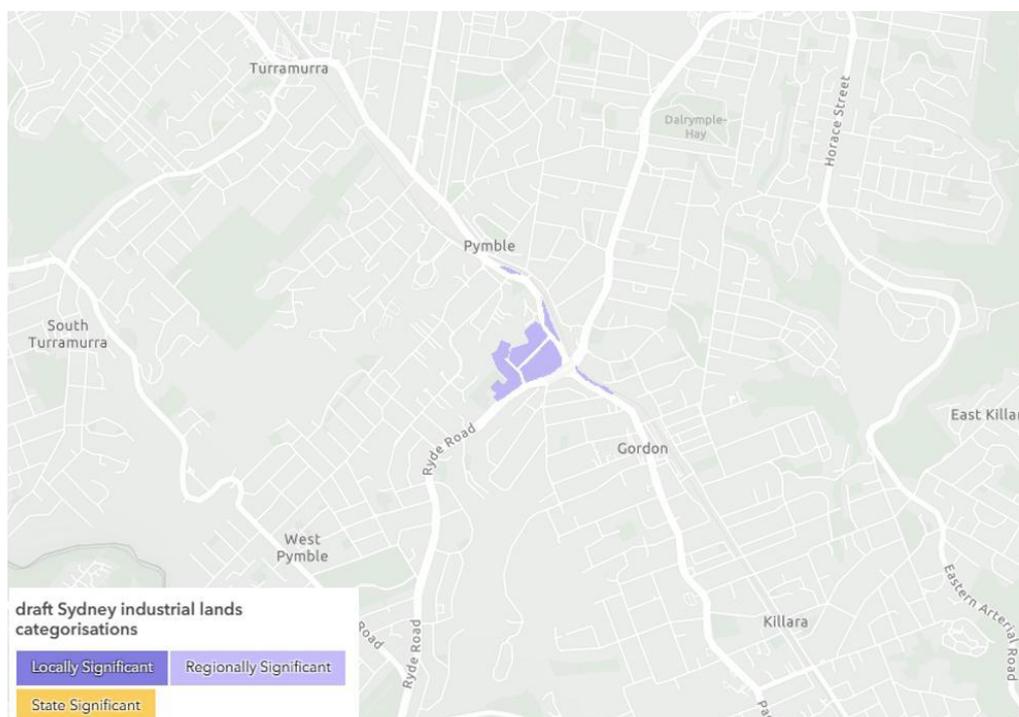
As pointed out by SGS in their peer review of the Planning Proposal, “*none of these mentioned points explicitly address the industrial and urban services function of the precinct, rather only focusing on commercial activity and commercial positioning. Therefore, the justification does not actually align nor comply*” with the objectives.

2. The draft Sydney Plan and Statewide Policy for Industrial Lands

The NSW Department of Planning, Housing and Infrastructure exhibited the draft Sydney Plan and draft Statewide Policy for Industrial Lands from 10 December 2025 to 27 February 2026. These two policy documents are expected to be finalised and come into effect by mid-2026.

The draft Sydney Plan sets out how the NSW Government will address Sydney’s growth over the next 20 years. It applies to all 33 LGAs in Greater Sydney – including the Ku-ring-gai LGA. This Plan, once finalised in 2026, will replace the *Greater Sydney Region Plan: A Metropolis of Three Cities* and the *North District Plan*.

The ‘Regionally Significant’ categorisation grants lands of high economic and employment contribution strong protections against encroachment from incompatible land uses. Residential is not supported on ‘Regionally Significant’ industrial lands. This makes sure that these lands are retained for employment.



***Draft Sydney Industrial Lands Categorisation (DPHI)
SGS Economics & Planning***

Sydney’s industrial lands are vital to Sydney’s productivity, underpin supply chains and provide essential services such as last-mile delivery, warehousing and local manufacturing. They currently represent just 2% of the Sydney region.

Within Sydney 51% of undeveloped industrial land is in the Western Sydney Aerotropolis. Maintaining industrial land in the region's east is critical in order to provide first and last-mile logistics close to denser population areas. Supply of industrial land is critical to manufacturing and valued industrial uses such as vehicle repair centres or parcel distribution hubs. These types of uses provide local jobs and improve economic resilience.

The 'Regionally Significant' categorisation grants lands of high economic and employment contribution strong protections against encroachment from incompatible land uses. Residential is not supported on 'Regionally Significant' industrial lands. This makes sure that these lands are retained for employment.

The draft Sydney Plan includes mapping that delineates Pymble Business Park as "Regionally Significant" industrial land (pg.59).

- ***The draft Sydney Plan***

The Sydney Plan provides a link to these statewide priorities, expressed through a range of actions to be delivered separately by NSW Government and Councils, connected through 12 'Response Areas'.

Most relevant to employment and industry is *Response Area 8: Secure an ongoing pipeline of productive industrial lands*. This Response Area emphasises the significance of employment lands in terms of output and economic value, which is especially important in LGAs like Ku-ring-gai where existing supply is scarce.

The SGS Economic impact Assessment outlines and discusses the key actions as below:

8.1 Investigate interventions to support the intensification of significant industrial lands (*NSW Government responsibility*).

This might have positive implications for the Pymble Business Park which is currently largely at capacity with limited room for expansion under existing controls. Intensifying industrial/urban services development within the park might attract new businesses and contribute towards much needed revitalisation.

8.4 Identify potential new industrial land (*NSW Government responsibility*).

It is unlikely that any new areas of industrially zoned land will be identified in the Ku-ring-gai LGA due to the abundance of National Park combined with limited greenfield expansion opportunities in the urban footprint and a renewed focus on residential intensification. This reinforces the importance of retaining the Pymble Business Park for industrial and employment purposes.

8.7 Review locally significant industrial lands in line with the draft statewide policy and incorporate into future local planning (*Council responsibility*).

The Pymble Business Park is identified in Appendix H: Sydney industrial lands categorisation as 'regionally significant' industrial land. Regionally significant

industrial lands are identified as being essential to supply chains and broader city functions. The Pymble Business Park is the only portion of 'significant' land identified within the LGA, highlighting the important role that it plays in the local and broader regional economy.

- ***The draft Statewide Policy for Industrial Lands***

On 24 January 2025, the NSW Department of Planning, Housing and Infrastructure released the *Industrial Lands Action Plan* (Action Plan) outlining a coordinated approach to plan, secure, and manage the supply of industrial lands.

The draft *Statewide Policy for Industrial Lands* was developed in response to the Action Plan and includes the categorisation of industrial land across NSW. It identifies the Pymble Business Park and "Regionally Significant" with the following parameters:

Areas of scale that contribute significantly to regional economies and the broader city function or provide infrastructure that supports the region through employment and economic contribution. They support a broad range of industries and employment opportunities and have strategic network importance. They generally exclude major retail and commercial uses that are ordinarily located in a centre. (pg. 7)

Regionally significant categorisation grants lands of high economic and employment contribution strong protections against encroachment from incompatible land uses while providing pathways for high-quality, alternative employment land uses to be developed. This makes sure that these lands are retained for employment and does not compromise industrial land uses, while enabling innovation and change that responds to economic conditions. (pg. 13)

Regionally significant industrial lands These lands should generally be retained for industrial uses. Alternative employment land uses may be considered only if they can demonstrate that they do not compromise the industrial land uses and future industrial demand of the area. Residential is not supported on regionally significant industrial lands. (pg. 15)

- ***Planning Proposal's consideration of Pymble Business Park's regional significance***

It is acknowledged that these updated strategic policies were not available to the proponent at the time of their submission, however the precursor to the categorisation of industrial lands significance, the *Industrial Lands Action Plan*, was released in early 2025. This aimed to establish a coordinated, state-wide approach to planning, securing and managing the supply of industrial lands across NSW under three categories: state, regional, local significance.

Since the Planning Proposal was written before the Draft Sydney Plan was published, the proponent's assumption that Pymble Business Park was not important in its function and location led them to expect the Business Park to be categorised as "Locally Significant" and not the now allocated "Regionally Significant" industrial land status.

SGS notes that the “*references to ‘locally significant’ designation have subsequently proved wide of the mark as the Draft Sydney Plan has designated the precinct as ‘regionally significant’*. From both economic and strategic planning perspectives, the designation should not come as a surprise given the Pymble Business Park is the only industrial precinct in the LGA and one of few remaining precincts in this region” (SGS pg.6).

Nonetheless, the importance of businesses and workers (particularly the industrial / urban service functions) in the current precinct are not adequately considered, given the lack of industrial lands in the region

3. State Environmental Planning Policies and Ministerial Directions

A detailed response is provided in the *Table of Assessment* at **Attachment A1**.

The Planning Proposal is generally consistent with the applicable SEPPs; however, it addresses a redundant version of the *SEPP (Biodiversity and Conservation) 2021* noting that the referred to chapters 7-12 were repealed in 2022. It focusses on focuses on the Koala aspect of the SEPP but does not demonstrate consistency with the other relevant aspects particularly as the site has areas of mapped biodiversity and critically endangered communities, and it does not address the fact the development is in the Sydney Harbour Catchment.

The Planning Proposal notes consistency with the Directions, however the responses do not address key issues, as detailed in the Table at **Attachment A1**.

The following Directions are not addressed:

- 3.10 Water Catchment Protection
- 4.1 Flooding
- 4.4 Remediation of Contaminated Land

In addition, the Planning Proposal is inconsistent with:

- Ministerial 5.1: Integrating Land Use and Transport.

Most services and facilities are greater than 800m away from the centre of the site and not very well connected by walking and cycling, which would increase the reliance on private vehicles even for short trips. This inconsistency speaks to local and state policy which seek to locate high density residential development within local centres.

4. Ku-ring-gai Local Strategic Planning Statement (LSPS) and Housing Strategy

A detailed response is provided in the *Table of Assessment* at **Attachment A1**.

- **Local Strategic Planning Statement**

The LSPS nominates the Pymble Business Park as a Specialised Precinct stating:

Business parks provide an accessible location to accommodate a range of industries, large format retailing and business activities. The primary aim is to provide employment generating activities to encourage growth in the local community and provide job opportunities to cater for a range of skills and qualifications.

The LSPS identifies the following principles relevant to the Pymble Business Park:

- Prohibit retailing in the Pymble Business Park.
- Protect or expand employment opportunities within Local and Neighbourhood Centres and Pymble Business Park.
- Retain and manage urban services land – Pymble Business Park.
- Discourage retail and residential development in Pymble Business Park.
- The provision of housing should not compromise a centre’s primary role to provide goods and services, and the opportunity for the centre’s employment function to grow and change over time.

The Planning Proposal is fundamentally inconsistent with these principles. The proposed mixed-use development that would result from the requested Additional Permitted residential flat building and neighbourhood supermarket use (incorporating both residential and retail uses) is contrary to Council’s strategic intent to preserve the Pymble Business Park as a long-term employment precinct that explicitly avoids introducing residential and retail uses.

The LSPS sets a centres hierarchy to inform Council’s strategic approach to housing capacity to accommodate population growth (pp.44), as shown in the Table below.

It is worth noting that the NSW Government’s TOD Program included Roseville and Killara which are secondary local centres under the LSPS.

Primary local centres	Secondary local centres	Neighbourhood centres
Gordon (TOD Program)	Roseville (TOD Program)	Roseville Chase
Lindfield (TOD Program)	Killara (TOD Program)	West Gordon
Turramurra	Pymble	North St Ives
St Ives	Wahroonga	

Town Centre hierarchy under the Ku-ring-gai Local Strategic Planning Statement

The Planning Proposal also undermines the Centers Hierarchy stipulated in the LSPS where high density residential and retail are placed within designated Local Centres located on transport hubs.

Approval of the Planning Proposal would be inconsistent with the LSPS, undermine the integrity of Council’s strategic planning and policy framework, and potentially set an undesirable precedent by implying that any future development proposal that is misaligned with Council’s established strategic planning principles and aspirations is acceptable.

- **Housing Strategy**

In 2020, Council adopted Ku-ring-gai's Housing Strategy, which addressed the five-year target and identified an indicative capacity range of **3,000 to 3,600 additional dwellings** over the subsequent six- to ten-year period under the Local Strategic Planning Statement (LSPS). This reflected capacity under Council's existing planning controls.

In May 2024, the NSW Government released revised housing targets for Metropolitan councils. Ku-ring-gai's updated target is **7,600 new completed homes** by 2029. This target is also included in the draft Sydney Plan and broadly reflects the cumulative upper end of the ten-year capacity identified in Council's Housing Strategy.

Ku-ring-gai has already enabled housing capacity at least **three times its State-assigned target** as the TOD Alternative Scheme alone provides capacity for approximately **24,500 additional dwellings**.

The proposal to provide an additional 700+ dwellings in an out of centre location cannot be justified. It is inconsistent with the NSW Government's TOD principals; further, existing dwelling capacity around the TOD stations far exceeds the State-assigned housing targets.

SITE SPECIFIC MERIT

A full response to the Planning Proposal and its supporting documents is provided in the *Table of Assessment, Planning Proposal 3-29 Bridge St, Pymble* at **Attachment A1**.

1. Negative precedent and incremental erosion of industrial uses

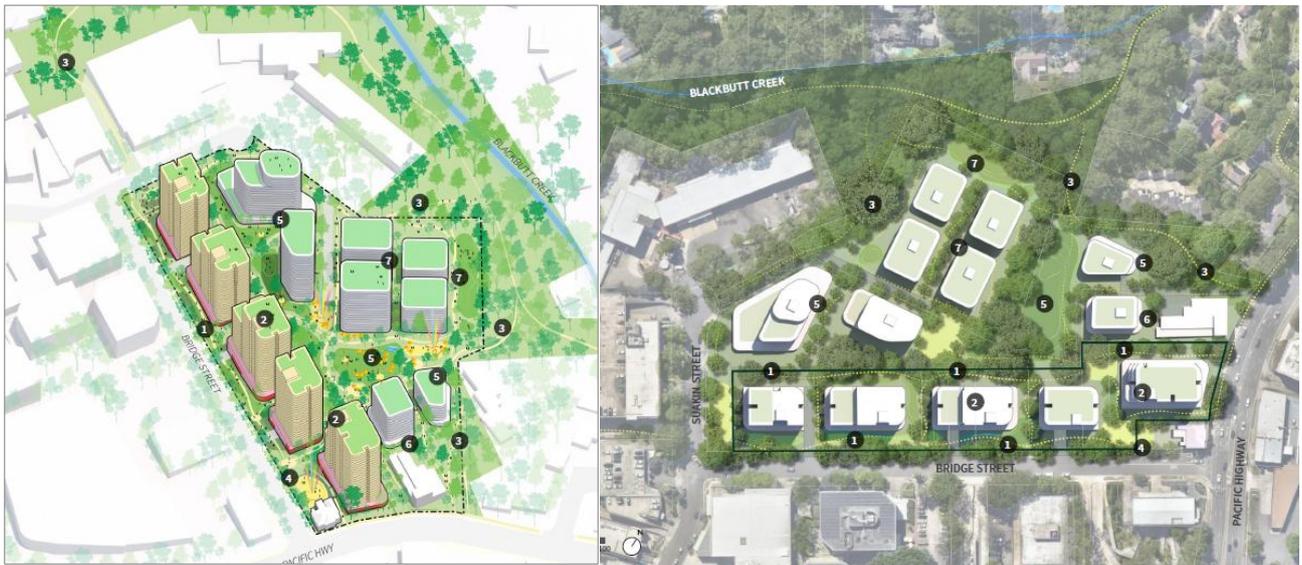
The lack of site specific merit and absolute site aspects that would limit this type of proposal to the site itself means it would inevitably set a precedent for other sites across the Pymble Business Park to make similar applications.

This means there would be a gradual and incremental erosion of industrial lands and loss of Ku-ring-gai's sustainable and diverse economic assets.

The Planning Proposal itself illustrates the potential of other sites following suit. It shows how two sites, Council's depot land and Department of Defence's training facility, could be similarly developed as per their below illustrations.

It also illustrates how this Planning Proposal has made no consideration for the implications of this type of follow on conversion of land to residential uses. There is no consideration of:

- the loss of amenity through shadow impacts within and around the site, and volumes of traffic generation and inability of West Street and Bridge Street to accommodate the resultant vehicles numbers;
- the ongoing displacement of Ku-ring-gai's industrial land uses, driving economic benefit out of the local government area and requiring residents to travel to other locations for the same services; or
- the long term economic cycle impacts removing diversity of employment and income within Ku-ring-gai that have the potential to buffer the local economy when certain sectors like retail/office decline as was seen during covid;



Planning Proposal - Urban Design Report, Hatch Sept 2025

It should be noted that there has not been any discussion or plans on the sale nor relocation of Council's depot and the Department of Defence land was not listed in their recent list of sites for divestment.

2. Loss of Industrial Lands at Pymble Business Park

Council has historically maintained its position of retaining the Pymble Business Park and its industrial uses.

The importance of Pymble Business Park as an industrial precinct lies in the following:

- industrial lands provide economic assets not available elsewhere in Ku-ring-gai;
- retention of a variety of economic and employment generators build in local resilience and self-sufficiencies;
- in the event of economic cycles resulting in a decline in retail and office, as experienced during covid, alternative income and employment generators are invaluable to the area;
- vacant office premises and business movement is a common experience across Sydney with companies able to secure premier locations in the softening market, whilst buildings fitted for other permitted industrial uses are fully occupied within the Pymble Business Park.
- residential and retail uses that are similar to Council's Local Centre and Mixed-use areas, will directly compete with the future development of the Pymble Local Centre at 800m from the Pymble Business Park and Gordon at 1300m from the site, and will not support Council's Local Centre hierarchy as stipulated in the *Ku-ring-gai Local Strategic Planning Statement*.

The Planning Proposal argues:

- a. the precinct is outdated, underperforming and uncompetitive
- b. there are new opportunities for commercial office and retail activity; and
- c. the precinct can provide housing to meet Council's dwelling growth targets.

The peer review of these documents conducted by SGS Economics & Planning found that whilst the perspectives offered by Mecone and Hatch are understandable, there are some shortcomings in the logic and evidence in support of those statements, principally:

- a. The importance of businesses and workers (particularly the industrial / urban service functions) in the current precinct are not adequately considered, given the lack of industrial lands in the region.
- b. Transitioning the precinct to a commercial office/retail/residential/mixed use focus means direct competition with a number of nearby centres. Many of the centres cited by the subject reports are already battling their own vacancy concerns in a highly competitive office market
- c. Council has established plans to accommodate dwelling growth across the LGA. Site(s) at the centre of an industrial/urban service precinct are unlikely to become high-quality living environments for future residents. In this case, there is a Council Depot, two motorways running through the precinct as well as established industrial/warehouse activities and their associated truck movements to manage.

3. Economic issues - Council's employment lands investigations

Council is looking to commence a new employment lands study based on the recent population and development projections under the TOD and LMR reforms. This study will inform Council on the LGA wide provisions of employment lands including considering the currency of Pymble Business Park.

It would be premature to consider losing industrial lands in the Pymble Business Park E3 Productivity Support zone, and the associated loss of industrial economic benefit, without this wider investigation to understand how the Pymble Business Park contributes to the LGA economy.

The Planning Proposal bases its arguments on a study conducted by Council in 2020. In the absence of any recent study that reflects the quantum shifts in planning and population patterns in the LGA, Council commissioned a specific study relating to this planning proposal and the Pymble Business Park.

- *Ku-ring-gai Retail and Commercial Centres Strategy, AEC 2020*

The Planning Proposal makes multiple references to this dated study to justify its position. This study was neither endorsed nor adopted by Council.

The 2020 AEC study captured a downturn experience due to covid and the truncating of movement to work places, particularly office based businesses. It made recommendations to conduct further investigations into the Pymble Business Park, however without Council endorsement these were not progressed.

The Planning Proposal highlights selective quotes in the AEC document that support its focus on commercial/office uses, such as issues of ageing commercial/office stock and tenant preference for higher quality offices available across Sydney.

However, the AEC report also provides other commentary that supports the retention of Pymble Business Park for employment uses:

Large format retail is currently undersupplied in the LGA. The Ku-ring-gai population indicates that there is a demand for retail floorspace of this nature of approximately 89,800 sqm, increasing to 108,200 by 2036. Currently, the only known future large format retail development within the LGA is a Bunnings Warehouse of approximately 15,000 sqm as part of the Pymble Business Park. However, this still presents an undersupply of approximately 91,600 sqm by 2036 (including the existing Bunnings Warehouse in Gordon of 1,600 sqm). (pg.i)

As more people are turning to Public Transport, PBP is becoming less connected as it is too far from public transport services. Moreover, as the population shifts west, connectivity to areas like Parramatta, Westmead, Liverpool, Camden and the Aerotropolis create more "disconnection" in the future. (pg.43)

Peripheral entertainment and leisure uses such as a trampoline park, rock climbing, kids soft play etc. over time are to be encouraged in areas that large floorplates can be secured, most likely at the Pymble Business Park. (pg.87)

The AEC report made recommendations for future investigation options for Pymble Business Park. The introduction of mixed use and residential that the planning proposal repeatedly refers to was only one option, the other was to introduce other uses that would attract new types of tenancies into the Business Park. The AEC report provided various suggestions to overcome vacancy of office/commercial premises in the Pymble business park including the following (pg.85):

- address oversupply by encouraging different types of demand;
 - seek different offerings to create vibrancy;
 - regeneration and repurposing will lead to an improvement in the quality;
 - encourage other commercial usages like microbreweries, art galleries and artisan food and drink;
 - allow for retail usages which do not detract from the local centres such as bulky goods; and
 - provide flexible planning that encourages adaptive reuse, subdivision and repurposes which will drive organic growth.
- ***Pymble Business Park Economic Impact Assessment, SGS February 2026***

Given the significant changes that have occurred in Ku-ring-gai (and wider Sydney) over the last fifteen years, the dated AEC *Retail and Commercial Centres Study 2020* could not be wholly relied on for a current approach which referenced current policy positions and pressures; in addition, this study recommended further investigations into the Pymble Business Park which were not conducted.

Council engaged SGS Economics and Planning to conduct a peer review and verify the economic position of this planning proposal and its Social and Economic Impact Assessment (Hatch 2025) in the current climate and against current policy.

The SGS *Pymble Business Park Economic Impact Assessment 2026* may be viewed at **Attachment A2**.

SGS has provided an analysis of the Planning Proposal and its Social and Economic Assessment.

The SGS assessment finds the planning proposal lacking in evidence to support the permanent removal of industrial land from the Pymble Business Park and disputes the key assumptions that underpin the proposal.

It finds that the overarching issue is that the proponent has shifted the conversation away from industrial as the core focus to commercial/office which is far more about good amenity than an industrial area. The planning proposal overlooks the site as an industrial area and argues that the area is missing an amenable environment which is described as similar to that within a Local Centre. Pymble Business Park is not a Local Centre, it is separate, different and distinct from Kuring-gai's Local Centres. It is an industrial precinct and as such has a separate character.

SGS are in agreement that the commercial/office functions appear to be struggling and movement of office tenants is consistent with wider Sydney's patterns where tenants can secure A-grade office premises in more office/commercial focussed locations for similar rents to Pymble Business Park. SGS then questions why the planning proposal is proposing commercial/office uses (the only use primarily compatible with residential development) in its new proposal when it is the non-office uses that are not doing well in the Pymble Business Park

SGS points out that:

- This is a regionally significant industrial precinct in a region with very little industrial function.
- Commercial and industrial activity are often not compatible within the same precinct unless one of these uses is clearly ancillary to the other.
- Industrial activity is much harder to position than commercial activity given the site and access requirements of many industrial activities, this makes the site's industrial function more valuable (and more in need of protection) in a strategic planning sense as replacement elsewhere within the local government area is unlikely.
- The core role of the Pymble Business Park is to be a Regionally Significant Industrial Precinct, as defined by the draft Sydney Plan and the draft Statewide Policy for Industrial Lands. The main issue is not whether the commercial functions are optimal, it is the protection of the industrial functions.
- The Pymble Business Park needs to protect its core industrial function, so the objective for this precinct is not to attract speculative or mass commercial development, which needs to occur at many of the local government area's designated commercial local centres.
- Alternative industrial uses need to be considered in this precinct, while still maintaining the objective of encouraging employment opportunities.
- The quality of buildings deteriorating, predominantly matters from a market perspective. This would need to be evidenced and established as a fact to understand why they cannot be refurbished and repurposed for other industrial uses permissible in the E3 zoning, as suggested by the dated AEC report.
- The tenants statement that Pymble Business Park in its current state is not expected to continue to be able to serve this purpose into the future' is unfounded. The only purpose for the Pymble Business Park is the Draft Sydney Plan's designation as a Regionally Significant

Industrial Precinct, which it does serve. It is not meant to serve the argued higher order commercial/office function, which is required in Ku-ring-gai's Local Centres, and hence its performance cannot be judged as failing.

- The draft Sydney Plan has designated the precinct as 'Regionally Significant' industrial land. From both economic and strategic planning perspectives, the designation should not come as a surprise given the Pymble Business Park is the only industrial precinct in the local government area and one of few remaining precincts in this region
- The E3 Productivity Support zone permits a variety of uses, many of which are not permitted elsewhere in the local government area. For example Council's Depot: where would such uses relocate when residential users complain of incompatibility (a key reason why industrial and residential uses are separated as the amenity requirements are clearly different). The E3 zone permits a breadth of industrial employment uses. Any further relaxation of controls would mean evolution towards residential and minimal non-employment uses.
- Non-office buildings in Pymble Business Park are operating largely at capacity, while office premises have remained predominantly vacant in the post-covid environment. To improve uptake, Council could explore actively promoting a range of permitted uses, such as distilleries, pubs, medical suites, and artisan enterprises. However, realising this potential depends on retaining the area for employment purposes. If the land is redeveloped for residential use, the opportunity to diversify and revitalise the precinct on industry grounds will be lost forever.
- Similar to situations across Sydney, Pymble Business Park has also lost office tenants. But what helps the precinct sustain its current level of employment is its local urban service and light industrial functions. It is those uses specifically, that are unique to the region (compared to Macquarie Park and the multitude of mixed use centres) and should not be displaced or even compromised.
- Transitioning the industrial precinct to a commercial office/retail/residential/mixed use focus means direct competition with a number of nearby Local Centres (Pymble and Gordon). Council has established plans to accommodate dwelling growth across the local government area. Site(s) at the centre of an industrial/urban service precinct are unlikely to become high-quality living environments for future residents.
- The industrial function of the Pymble Business Park is important and should not be compromised. Industrial buildings in the Precinct are already operating at full capacity and planning efforts should therefore prioritise the conversion or redevelopment of these assets to accommodate additional capacity, rather than introducing residential uses into the Precinct. Preserving the industrial role of the Business Park will sustain employment and income for Ku-ring-gai, particularly during periods when office and retail uses in nearby local centres decline over economic cycles.
- Ku ring gai LGA has the least amount of total employment land per capita compared to surrounding LGAs and Greater Sydney. As a broad benchmark, CBRE estimates that each additional person will require 4.3 sqm of industrial and logistics space to support their consumption. This indicates that there is currently insufficient employment land in Ku ring gai LGA to support the local economy and residents, and this is likely to worsen into the future as the local population grows. Consuming more of this employment land for housing will exacerbate the problem.

- The Planning Proposal indicates that the mixed-use proposal will have the potential to host 400 jobs on the site, significantly more than the estimated 273 jobs currently hosted there. It is noted that the 400-jobs figure includes those working from home.

The 273-figure is also an estimation. The SEIA prepared by Hatch uses an FTE workers per sqm ratio of 25 FTE/sqm (based on NSW Treasury Common Planning Assumptions). This estimates that current jobs capacity of the site is approximately 547 FTE workers. However, because the Landholder Group have indicated that “substantial areas of commercial space at the Site are currently vacant, including one building that is entirely unoccupied”, an occupancy rate of 50% was applied to calculate current jobs – resulting in an estimation of 273 FTE workers.

Basing the 273 worker estimation figure (and occupancy rate) on a description provided by the Landholder Group (the proponent overseeing the project) is not credible. Their vacancy assumptions need to be proven and quantified for the FTE estimation to be credible.

- Currently, most residents of the local government area are within a 5- 10min drive from employment zoned land. If part of the Pymble Business Park precinct is to be rezoned, residents from Pymble, Gordon and Killara would be required to travel greater distances and outside of the LGA to access employment land and services like storage, car repairs and building supplies.

The provision of an adequate supply of local industrial lands is important for several reasons. Goods and services provided by these types of land use are accessed by residents and businesses in addition to providing local jobs. They are part of the functioning of the local economy. Changes that would result in residents and businesses having to access provision in other local government areas will introduce inefficiencies into the local economy.

4. Local Traffic and Transport Issues -discission with Transport for NSW

In early 2025 Transport for NSW received a Scoping Proposal from the proponent. Subsequently a meeting was held between Transport for NSW and the proponent to discuss the proposal.

In May 2025 Council was copied in to Transport for NSW’s detailed preliminary comments to the proponent. This may be viewed at **Attachment A3**.

Transport for NSW noted it had major initial concerns with the potential traffic and transport implications at this location. The issues raised included:

- Constrained vehicle access to the surrounding state road network.
- Pedestrian accessibility and severance, limited public transport [bus] services, resulting in higher car dependence.
- Increased risk of vehicle crashes occurring at current crash sites.
- Limited access and routes to/from schools.
- Proposal does not locate new housing around transport hubs, but at sites that may result in increased parking provision and limited vehicle and pedestrian accessibility.
- The need to identify active transport and road infrastructure requirements to mitigate the impact of the proposal.

Although the proponent’s *Transport Impact Assessment* (April 2025) pre-dates Transport for NSW’s May 2025 preliminary comments, the issues raised by Transport for NSW have either not

been addressed or not adequately addressed by the proponent's Transport Impact Assessment in their July 2025 planning proposal submission to Council.

On 25 February 2026, Council officers met with Transport for NSW where their concerns regarding the proposal were reiterated.

The traffic and access issues of the Pymble Business Park are key consideration of any development that occurs in the precinct. The introduction of over 1000 vehicles related to residential uses will substantially change traffic movements and place increased pressure on the already congested Bridge Street and West Street exits.

5. Other Site Specific issues

- *Competing with Local Centres and inappropriate location of high density residential*

Introducing high-density residential development within the Pymble Business Park would divert infrastructure funding and public resources, potentially undermining the strategic focus and investment needed to strengthen Local Centres such as Pymble.

Restricting residential development within the Pymble Business Centre will appropriately direct housing growth to the Pymble Town Centre, where it can better support economic viability, activity, and vibrancy, and importantly be located within the 400m radius of the centre with facilities in easy walking distance of any new high density development. These type of Local Centre locations are more likely to see reduced car usage for basic service access.

The Planning Proposal says it responds *"directly to the NSW Government's Transport Oriented Development (TOD) Program and Industrial Lands Action Plan, both of which advocate for more flexible, place-based planning and a shift away from a rigid 'retain and manage' approach to employment lands"*.

This Planning Proposal does not relate to the TOD which is about placing high density development within 400m of the Ku-ring-gai transport hubs and in direct proximity to services. The Planning Proposal is at least 800m from Pymble and 1300m from Gordon Station and cannot replicate the breadth of facilities available in a Local Centre. The proposal to provide an additional 700+ dwellings in an out of centre location cannot be justified. It is inconsistent with the NSW Government's TOD principals and existing dwelling capacity around the TOD stations far exceeds the State-assigned housing targets.

In terms of the NSW Industrial Lands Action Plan (January 2025) promoting a shift away from a blanket "retain and manage" approach, it does not advocate the loss of significant industrial lands in expanding areas, nor the introduction of uses that undermine the existing place based approach applied to Local Centres and precincts including the Pymble Business Park. The Action Plan primarily looked to introducing a statewide categorisation system (State, Regionally and Locally Significant industrial lands), allowing planning responses to reflect the economic role and strategic importance of each precinct. The subsequent draft Sydney Plan and Statewide Policy for Industrial Lands has assessed and categorised the Pymble Business Park as "Regionally Significant" recognising the important role the precinct plays on the upper north shore.

- ***Providing dwellings in excess of targets at the expense and loss of industrial land***

The Planning Proposal's key argument from a housing policy perspective (that more dwellings are required to meet Ku-ring-gai's housing target of 7,600 new homes by 2029) is largely negated by the recent introduction of the LMR and TOD reforms.

Together, these reforms will ensure that Ku-ring-gai meets state housing targets without needing to rezone the already scarce provision of employment lands existing in the LGA. Ku-ring-gai Council has met and now exceeds dwelling targets set by the NSW government. The loss of its industrial economy, and the associated long term economic consequences, cannot be justified on the provision of excessive residential dwellings at this out of centre inappropriate location.

- ***Loss of opportunity to introduce new industrial uses***

It is agreed that the precinct requires strategies to make it more attractive to investment; however, the planning proposal's method, via demolition and conversion into a residential precinct with a supermarket and other retail/commercial, is not agreed.

The Planning Proposal repeatedly says it will introduce more diverse businesses such as large format retail, showrooms, gym, restaurants, workspaces; however, these uses are already permissible in the E3 productivity Support zone. The only new uses being introduced through the planning proposal are residential flat buildings and neighbourhood supermarket.

The Planning Proposal has not considered the multitude of other uses permissible in the E3 zone that could also begin to both revitalise the precinct and at the same time increase the value of the industrial area. For example, the proposal's demolition approach of old building stock could be applied alongside conversion, extension and refurbishment for other non-office permissible uses such as serviced apartments, childcare facilities, function centres, hotel/motel accommodation, indoor and outdoor recreation facilities, respite day centres and medical suites. Many of these types of uses could also contribute to the night-time economy that the NSW government sees as important to revitalise localities. It is also noted that many of these uses are incompatible with residential use due to noise and hours of operation.

The unique location of the Pymble Business Park sequesters the uses permissible in industrial lands from surrounding residential land of all densities. Ku-ring-gai does not have any other location that could facilitate these uses, nor that are centrally located and able to efficiently provide urban services to the growing Local Centres.

- ***Comparison with other business parks***

The Planning Proposal states

Pymble Business Park is an outdated and underperforming precinct, characterised by 1980s-era buildings, limited amenity and declining occupancy. As surrounding centres like Macquarie Park and St Leonards attract major tenants, the Business Park has failed to remain competitive.

Larger nearby business centres such as Macquarie Park, Chatswood and St Leonards are more attractive for businesses due to their modern facilities, mix of uses and the effects of agglomeration which create a critical mass of businesses. The previously

largest tenant on the subject site (UGL) has recently relocated to one of these centres for these reasons.”

The Planning Proposal compares Pymble Business Park with several incomparable centres to justify redevelopment (Macquarie Park, St Leonard’s, Surry Hills). It states that the Pymble Business Park is seeing an exodus of tenants, such as UGL, to those ‘better’ business Parks. Given the planning proposal has focused on office/commercial uses, this statement is true from that singular aspect. However, it is not correct from the wider consideration of the Pymble Business Park as an industrial area, noting that the planning proposal has not provided discourse on the industrial uses of the precinct which are at capacity.

The SGS Economic Assessment, similarly areas with some of the Planning Proposal statements as far as the office/commercial uses go, but disputes the validity of the planning proposal comparisons and states:

Pymble Business Park has also lost office tenants. But what helps the precinct sustain its current level of employment is its local urban service and light industrial functions. It is those uses specifically, that are unique to the region (compared to Macquarie Park and the multitude of mixed use centres) and should not be displaced or even compromised.

The Pymble Business Park is not competitive as a commercial (office premises) precinct as it currently stands. The Business Park does still remain, however, as a competitive industrial/urban services precinct – reflected by the fact that its industrial function is at capacity. It would require substantial investment and/or redevelopment to reposition it as a place for business within the commercial (office) landscape.

Furthermore, the Business Park is not comparable to these referred centres. It contains a mix of urban service and industrial functions, servicing the local area. This is separate to the office uses and higher density commercial nature of the referred centres.

Macquarie Park is referred to several times as a comparable precinct. However, the Pymble Business Park is not comparable to Macquarie Park within the ‘business park’ landscape.

The two precincts perform materially different roles within Sydney’s economy. Pymble Business Park serves a localised industrial and urban services function, accommodating light industrial uses, warehousing, automotive services, small-scale commercial premises, and a range of activities that primarily support the Ku-ring-gai and surrounding population. Its built form and industry composition reflect a services function rather than that of a strategic centre. In contrast, Macquarie Park is the largest non-CBD office market in Australia. While recognised as a health and education precinct, it has grown into a major hub for knowledge-intensive employment and is characterised by high-density commercial development. It also is home to the Macquarie Centre shopping centre - a significant retail location - and benefits from direct connectivity to two metro stations: Macquarie Park Station and Macquarie University Station.

Accordingly, the two precincts differ fundamentally in economic function, scale, and productivity. They should not be treated as comparable centres within a strategic planning context.

Moreover, the industrial/ urban services function of the Pymble Business Park is the heart of the issue here, not the commercial function.

- ***Overshadowing impacts***

The Planning Proposal's Urban Design Report includes investigation into overshadowing impacts on adjacent properties. The shadow diagrams clearly show the extent of shadow generated by the proposed built form heights stretching to the south across Ryde Road to impact the single dwellings at Vale Street, Holford Crescent and Ryde Road as indicated in the below diagram.



Planning Proposal - Urban Design Report, Hatch Sept 2025

- ***Topography***

The Planning Proposal argues that the slope and site size present barriers to development. Whilst these aspects may not allow all types of industries to utilise the precinct, there are still many light industrial uses that could be facilitated within appropriately designed building entries as is seen at the end of Bridge Street at the West Street junction.

Industrial premises can also be seen in many steep areas across Sydney particularly to the north where landform comprises sandstone ridges and creek valleys, for example at Hornsby and parts of Brookvale, where many warehouses and factories are built with split-level designs, elevated loading docks, retaining walls, and terraced car parks to manage gradient changes, building scale, access arrangements for heavy vehicles, and site layout.

- ***References to tree removal that fetter assessment at the DA stage***

The documentation refers to tree removal, specifies certain trees and providing justifications for the removal. This approach is not supported. Only trees clearly identified as weed or having a significant safety concern may be cited for removal at Planning Proposal stage.

Regardless of trees being identified as having low, medium or high retention value, all trees are to be retained and removal can be documented as part of a future DA application. The Planning Proposal can identify the trees and their value, but removal can only be considered and agreed when a final DA design and detail is developed. Specific tree removal can be nominated at DA stage when detailed investigation into their value and impacts of removal within retained tree TPZs can be assessed.

This Planning Proposal is not to fetter investigation nor prematurely influence the tree removal outcomes at the DA assessment stage.

Reference to individual trees for removal should have been deleted from the planning proposal as there is no mechanism to perform a DA type assessment on trees. This ensures there is no compromise of a transparent assessment at the DA stage. In addition, the planning proposal has not clearly outlined the key findings and mitigation measures listed in the Flora and Fauna Impact Assessment.

The planning proposal should have included an amendment of the KLEP Biodiversity mapping and associated DCP Greenweb mapping to ensure mapping of CEEC and associated biodiversity is updated in accordance with the proponent's Flora and Fauna Impact Assessment.



Planning Proposal - Flora and Fauna Impact Assessment, LandEco 2025

Conclusions

The assessment finds that the planning proposal cannot be supported as it does not demonstrate strategic merit nor site specific merit:

- **Strategic Merit**

The Planning Proposal lacks strategic merit due to fundamental conflicts with key state level and local policies including:

- Draft Sydney Regional Plan and State-wide Policy for Industrial Lands

These nominate Pymble Business Park as a 'Regionally Significant' industrial area:

Areas of scale that contribute significantly to regional economies and the broader city function or provide infrastructure that supports the region through employment and economic contribution. They support a broad range of industries and employment opportunities and have strategic network importance. They generally exclude major retail and commercial uses that are ordinarily located in a centre.

- Greater Sydney Region Plan and North District Plan

The planning proposal states justifiable inconsistency or consistency with the key Greater Sydney Region Plan objectives and the North District Plan priorities relating to industrial lands; however none of the justification comments respond to the actual industrial function of the precinct, rather focussing on the office market.

- State Environmental Planning Policies and Ministerial Directions

The planning proposal is generally consistent with the applicable SEPPs noting that the site has areas of mapped biodiversity and critically endangered communities and has omitted including a mapping amendment to the *Ku-ring-gai LEP 2015* Biodiversity mapping to incorporate additional flora cited in the planning proposal's Flora and Fauna Assessment.

The planning proposal notes consistency with the Directions, however the responses do not address key issues mainly regarding ecological aspects, as detailed in the Table at **Attachment A1**.

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

The LSPS nominates the Pymble Business Park as a Specialised Precinct stating:

Business parks provide an accessible location to accommodate a range of industries, large format retailing and business activities. The primary aim is to provide employment generating activities to encourage growth in the local community and provide job opportunities to cater for a range of skills and qualifications.

The Planning Proposal has failed to address the central issue, that of loss of industrial land, specialised uses, employment and urban services in an expanding area, and displacement of uses not permitted elsewhere within the Ku-ring-gai local government area.

Instead, the Planning Proposal side steps this fundamental aspect and bases its arguments on the singular aspect of vacancy rates of only office premises, the benefits of residential mixed-use type development to activate the precinct, delivery of dwellings to align with Transport Orientated Development (TOD) principles and assist in meeting Ku-ring-gai's dwelling targets. The proposal to provide an additional 700+ dwellings in an out of centre location is inconsistent with the NSW Government's TOD principals and the existing dwelling capacity around the TOD stations far exceeds the State-assigned housing targets

The core role of the Pymble Business Park is to be a Regionally Significant Industrial Precinct, as defined by the Draft Sydney Plan. The main issue is not whether the office/commercial functions alone are optimal, the issue is the protection of the industrial function that facilitates multiple uses apart from office/commercial.

The proposal does not explain why residential uses need to replace office/commercial use when the Business Park is lacking in more industrial buildings to facilitate the already at capacity non-office based uses, nor does it address the implications of the loss of industries and urban services in the face of the expected exponential growth of Ku-ring-gai's Local Centres.

- ***Site-specific Merit***

The Planning Proposal does not demonstrate site specific merit, lacking in clear distinctive justifications for a departure from policy including:

- Reliance on the dated *Ku-ring-gai Retail and Commercial Centres Strategy, AEC 2020* and focus on the vacancy of office premises, ignoring the at capacity occupied non-office uses and consequences of loss of the wider range of industrial uses.
- Land use conflicts such as industrial servicing, deliveries, plant and machinery, uses with extended hours, noise, traffic movements including heavy vehicles conflicting with residential amenity, leading to eventual pressures to curtail legitimate industrial employment operations.
- Out of centre housing location lacking the full range of centre-based services typically required to support this type of higher-density residential development, resulting in car dependency with the proposed over 1000 additional vehicles in an already access constrained location, further impacting the accessibility for the non-residential Business Park community.
- Precedent impacts with the potential incremental conversion to residential uses of other sites within the Pymble Business Park, undermining Ku-ring-gai's only industrial economic asset and the integrity of the broader planning framework.

The Planning Proposal seeks to convert the site into an insular mixed use precinct and argues its ability to provide a supermarket, open space and services on the site.

This proposal undermines Council’s Local Centres strategy (locating high density residential development in direct access to facilities, services and connections), competing with the uses in the Local Centres.

It impacts Ku-ring-gai’s economic diversity and creates uncertainty for the industrial land uses located within the Pymble Business Park and will likely deter future industrial uses locating in the precinct due to incompatibility with residential uses.

The proposal cannot meet Council’s standards of open space provision as stipulated in the *Open Space Acquisition Strategy*, nor does it have any serious mechanism to deliver the suggested public spaces, landscaping, deep soil, tree provision which will only need to be delivered to basic standards under any future State Significant Development (SSD) process.

INTEGRATED PLANNING AND REPORTING-

Community Strategic Plan Strategy	Delivery Program Term Achievement	Operational Plan Action
U1: Facilitate a diverse mix of housing options to accommodate the needs of a growing and changing population, including increased density in appropriate locations.	U1.1: Planning for housing is responsive and addresses the supply, choice, adaptability and affordability needs of the community and the changing population.	U1.1.1: Monitor and process proponent led and Council’s planning proposals for additional housing.
U2: Ensure land use strategies, plans and processes are in place to protect existing character and effectively manage growth and change.	U2.3: Strategies, plans and processes are prepared, implemented and reviewed to effectively manage the impact of new development.	U2.3.1: Continue to review the effectiveness of existing strategies, local environmental plans, development control plans and processes across all programs.

GOVERNANCE MATTERS

The process for the preparation and implementation of Planning Proposals is governed by the provisions contained in the *Environmental Planning and Assessment Act 1979* (EP&A Act) and the *Environmental Planning and Assessment Regulation 2000*.

RISK IMPLICATION STATEMENT

Council risks damage to its reputation if it does not undertake strategic land use planning in an effective and timely manner. Failure to determine the planning proposal within the 120 days allocated for complex proposals under the Department of Planning, Housing and Infrastructure’s LEP Making Guide will result in the proponent being able to apply for a Gateway Review without Council’s stated position.

The primary risk associated with the recommendation/s contained in this report is related to economic considerations and the loss of important industrial lands at the sole location available in Ku-ring-gai.

Preserving the industrial role of the Business Park will sustain employment and income for Ku-ring-gai, particularly during periods when office and retail uses in nearby local centres decline over economic cycles.

FINANCIAL CONSIDERATIONS

The Planning Proposal was subject to the relevant application fee under Council's 2024/2025 Fees and Charges Schedule. The cost of the review and assessment of the Planning Proposal is covered by this fee.

SOCIAL CONSIDERATIONS

The Planning Proposal is considered to have negative social and economic benefit including the loss of employment and urban services land for a growing community, and the proposal to undermine Council's and state government policy to place high density housing within 400m of transport hubs where residents have direct access to amenities of services and facilities.

A Letter of Offer accompanies the Planning Proposal seeking to enter agreement on the provision of affordable housing and other monetary contributions; however the Letter offer is far less than standard contribution collections for residential development and there are no mechanisms included that would ensure the delivery of the open space, walkways, tree planting therein.

The amendments sought by the Planning Proposal would result in the permanent loss of industrial lands within Ku-ring-gai and the Upper North Shore thus removing local employment and access to services which residents would then need to seek outside the LGA.

In periods where the economy swings and retail and office uses and employment decline, industrial and urban services activity can continue to sustain employment and local economic output, as much of these activities are critical (as opposed to discretionary) city services. This function is especially critical given that the Pymble Business Park represents the only remaining E3: Productivity Support zoned land in the LGA, and a variety of assets within the Precinct are not found (or permissible) anywhere else in the LGA.

ENVIRONMENTAL CONSIDERATIONS

The planning proposal has identified additional biodiversity areas that should be mapped in the KLEP Biodiversity mapping and in the DCP Greenweb mapping.

This report and its attachments address how the planning proposal has not adequately addressed certain questions regarding environmental impacts including on water catchment protection and flooding considerations.

COMMUNITY CONSULTATION

No voluntary community consultation has been conducted by the proponent in the preparation of this Planning Proposal.

In the event that the Planning Proposal is forwarded for a Gateway Determination and granted a Gateway Determination by the Department of Planning, Housing and Infrastructure, the Planning Proposal would be placed on public exhibition in accordance with the requirements of the Gateway Determination and the Department of Planning, Housing and Infrastructure's publication '*A Guide to Preparing Local Environmental Plans*'.

INTERNAL CONSULTATION

The assessment of the Planning Proposal has included consultation with Council's Strategic Traffic Engineer, Heritage, Biodiversity, Contributions and Urban Design Officers. The advice of specialist staff are included in the assessment of the planning proposal.

SUMMARY

The Planning Proposal does not adequately justify the need to rezone part of the Pymble Business to accommodate mixed-use residential and retail development. In particular, the proposal:

- Does not account for or provide commentary around the undersupply of industrial land in the LGA
- Focuses largely on the commercial function of the Pymble Business Park, ignoring any implications to the industrial and urban services function of the Precinct
- Compares Pymble Business Park with several incomparable centres to justify redevelopment (e.g. Macquarie Park, St Leonard's, Surry Hills)
- Wrongly assumed that the Pymble Business Park would be identified as 'locally significant' in the Sydney Plan. The Precinct is now confirmed to be identified as 'regionally significant' and therefore the land is unable to have its current E3 Productivity Support zoning permitted uses undermined/compromised by the introduction of competing residential and retail uses typical of the MU1 Mixed Used zone.
- Does not align with strategic objectives and principles outlined in the Draft Sydney Plan.
- Conflicts with the Ku-ring-gai LSPS principles to retain industrial lands and the stipulated Local Centres hierarchy locating residential density within Local Centres.
- Directly competes with the future regeneration of the Pymble Local Centre redirecting infrastructure and resources out of the Local Centre areas.

The Business Park is also Ku-ring-gai's primary urban services hub, being identified as 'retain and manage' land in the North District Plan. It does not provide a substantial quantity of urban services jobs when compared to other urban services-oriented land across Greater Sydney. However, the value of the urban services land is not measured through the number of jobs that are directly provided, but rather the LGA-wide or sub-regional role and function that they play. For example, providing supply stores, storage facilities and vehicle repair shops for the LGAs population is essential. Without these uses, the local population might need to travel outside of the LGA on a regular basis creating a local expenditure leakage and deteriorating the local supply chain.

The Planning Proposal's inclusion of residential and retail uses does not mesh well with Pymble Business Park's urban service function, indeed these use types are usually kept separate to avoid operational conflicts.

The value of industrial and urban services land should not be assessed solely by the number or type of jobs generated (although these are significant), but by the operational role it plays within the broader economy. Although the Pymble Business Park may currently be underperforming, it remains the only site within the Ku-ring-gai LGA capable of accommodating a range of locally significant employment and service uses. Loss of this land to mixed-use would result in the permanent displacement of these functions, with long-term and irreversible consequences for local economic function.

In periods where the economy swings and retail and office uses and employment decline, industrial and urban services activity can continue to sustain employment and local economic output, as much of these activities are critical (as opposed to discretionary) city services. This function is especially critical given that the Pymble Business Park represents the only remaining E3: Productivity Support zoned land in the LGA, and a variety of assets within the Precinct are not found (or permissible) anywhere else in the LGA.

The Planning Proposal has based its case on the decline of office/commercial premises within the Business Park. It does not acknowledge that non-office buildings in Pymble Business Park are operating largely at capacity, while office premises have remained predominantly vacant in the post-covid environment similar to trends across Sydney.

The proposal has not considered the multitude of other uses permissible in the E3 zone that could also begin to both revitalise the precinct and at the same time increase the value of the industrial area.

For example the proposal's demolition approach of old building stock could be applied alongside conversion, extension and refurbishment for other non-office permissible uses such as distilleries, pubs, medical suites, artisan enterprises, serviced apartments, childcare facilities, function centres, hotel/motel accommodation, indoor and outdoor recreation facilities, respite day centres and medical suites – all permitted under the current E3 zoning. It is also noted that many of these uses are incompatible with residential use due to noise and hours of operation.

Many of these types of uses could also contribute to the night-time economy that the NSW government sees as important to revitalise localities. However, realising this potential depends on retaining the area for employment purposes. If the land is redeveloped for residential use, the opportunity to diversify and revitalise the precinct on industry grounds will be lost forever.

For the multiple reasons stated in this report, this planning proposal cannot be supported.

RECOMMENDATION:

- A. That the Ku-ring-gai Local Planning Panel advise Council that it does not support the progression of the Planning Proposal to the Department of Planning, Housing and Infrastructure for a Gateway Determination.

Rathna Rana
Executive Urban Planner

Craig Wyse
Team Leader Urban Planning

Antony Fabbro
Manager Urban & Heritage Planning

Andrew Watson
Director Strategy & Environment

Attachments:	A1	Table of Assessment: Planning Proposal 3-29 Bridge St, Pymble	2026/061561
	A2	SGS Economic Impact Assessment Pymble Business Park 2026	2026/061271
	A3	TfNSW response to 3-29 Bridge St, Pymble	2026/060601
	A4	Planning Proposal - 3-29 Bridge Street, Pymble	2025/400781
	A5	Appendix A - Urban Design Report	2025/400779
	A6	Appendix B - Site Specific Development Control Plan	2025/400778
	A7	Appendix C - Letter of Offer	2025/400777
	A8	Appendix D - Connecting with Country	2025/400776
	A9	Appendix E - Utilities and Stormwater Assessment	2025/400774
	A10	Appendix F - Desktop Geotechnical Report	2025/400771
	A11	Appendix G - Preliminary Site Investigation Report	2025/400770
	A12	Appendix H - Transport Impact Assessment	2025/400768
	A13	Appendix I - Flora and Fauna Impact Assessment	2025/400767
	A14	Appendix J - Arboricultural Impact Assessment	2025/400764
	A15	Appendix K - Social and Economic Impact Assessment	2025/400762
	A16	Appendix L - Statement of Heritage Impact	2025/400756
	A17	Appendix M - Pre-lodgement Meeting Minutes	2025/400752
	A18	Appendix N - Affordable Housing Viability Report	2025/400745
	A19	Appendix O - Visioning and Strategic Merit Report	2025/400741
	A20	Appendix P - Site Survey	2025/400737

DEVELOPMENT APPLICATION

SUMMARY SHEET

REPORT TITLE:	60 COONANBARRA ROAD (ALSO KNOWN AS 23 MILLEWA AVENUE), WAHROONGA - REPLACEMENT OF FENCING TO THE STREET FRONTAGES OF THE SITE, INTERNAL FENCING AND AN INTERNAL RAILING.
ITEM/AGENDA NO:	GB.2

APPLICATION NO:	eDA0683/25
ADDRESS:	60 Coonanbarra Road (also known as 23 Millewa Avenue), Wahroonga
WARD:	Wahroonga
DESCRIPTION OF PROPOSAL:	Replacement of fencing to the street frontages of the site, internal fencing and an internal railing.
APPLICANT:	KU Children's Services
OWNER:	Ku-ring-gai Council
DATE LODGED:	22 December 2025
SUBMISSIONS:	Nil
ASSESSMENT OFFICER:	Tamara West
RECOMMENDATION:	Approval

KLPP REFERRAL CRITERION:	The landowner is Ku-ring-gai Council
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PURPOSE OF REPORT

To determine Development Application No. eDA0683/25 for the replacement of fencing to the street frontages of the site, internal fencing and an internal railing at 60 Coonanbarra Road (also known as 23 Millewa Avenue), Wahroonga.

This application is reported to the Ku-ring-gai Local Planning Panel for determination in accordance with the Minister's Section 9.1 Local Planning Panels Direction as the landowner is Ku-ring-gai Council.

RECOMMENDATION

- A. THAT the Ku-ring-gai Local Planning Panel, exercising the functions of Ku-ring-gai Council, as the consent authority, pursuant to Section 4.16 of the Environment Planning and Assessment Act 1979, being satisfied that the proposed development would be in the public interest, grant development consent to eDA0683/25 for replacement of fencing to the street frontages of the site, internal fencing and an internal railing at No. 60 Coonanbarra Road (also known as 23 Millewa Avenue), Wahroonga subject to the conditions provided in the Development Assessment Report (**Attachment A1**). Pursuant to Section 4.53 of the Environmental Planning and Assessment Act 1979, this consent lapses if the approved works are not physically commenced within five years of the date of the Notice of Determination.

Tamara West
Senior Development Assessment Officer

Jonathan Goodwill
Team Leader Development Assessment

Shaun Garland
Manager Development Assessment Services

Michael Miocic
Director Development & Regulation

Attachments:	A1	Development Assessment Report	2026/034960
	A2	Location Sketch	2026/038077
	A3	Zoning Sketch	2026/038078
	A4	Survey Plan	2025/408568
	A5	Site Plan	2026/032825
	A6	Site Analysis Plan	2025/408578
	A7	Elevations Plan	2026/032826
	A8	Fence Specifications	2025/408572

DEVELOPMENT APPLICATION

SUMMARY SHEET

REPORT TITLE:	116 FOX VALLEY ROAD, WAHROONGA - REPLACEMENT OF BOUNDARY FENCING
ITEM/AGENDA NO:	GB.3

APPLICATION NO:	eDA0691/25
ADDRESS:	116 Fox Valley Road, Wahroonga
WARD:	Comenarra
DESCRIPTION OF PROPOSAL:	Replacement of boundary fencing
APPLICANT:	KU Children's Services
OWNER:	Ku-ring-gai Council
DATE LODGED:	9 January 2026
SUBMISSIONS:	Nil
ASSESSMENT OFFICER:	Tamara West
RECOMMENDATION:	Approval

KLPP REFERRAL CRITERION:	The landowner is Ku-ring-gai Council.
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PURPOSE OF REPORT

To determine Development Application No. eDA0691/25 for the replacement of boundary fencing at No. 116 Fox Valley Road, Wahroonga.

This application is reported to the Ku-ring-gai Local Planning Panel for determination in accordance with the Minister's Section 9.1 Local Planning Panels Direction as the landowner is Ku-ring-gai Council.

RECOMMENDATION

- A. THAT the Ku-ring-gai Local Planning Panel, exercising the functions of Ku-ring-gai Council, as the consent authority, pursuant to Section 4.16 of the Environment Planning and Assessment Act 1979, being satisfied that the proposed development would be in the public interest, grant development consent to eDA0691/25 for replacement of boundary fencing at No. 116 Fox Valley Road Wahroonga, subject to conditions provided in the Development Assessment Report (**Attachment A1**). Pursuant to Section 4.53 of the Environmental Planning and Assessment Act 1979, this consent lapses if the approved works are not physically commenced within five years of the date of the Notice of Determination.

Tamara West
Senior Development Assessment Officer

Jonathan Goodwill
Team Leader Development Assessment

Shaun Garland
Manager Development Assessment Services

Michael Miocic
Director Development & Regulation

Attachments:	A1	Development Assessment Report	2026/039318
	A2	Location Sketch	2026/046526
	A3	Zoning Sketch	2026/046528
	A4	Survey Plan	2025/411322
	A5	Site Analysis Plan	2025/411318
	A6	Site Plan	2025/419187
	A7	Elevations Plan	2025/411315
	A8	Fence Specifications (page 1-3 only)	2026/044701
	A9	Bushfire Risk Assessment	2025/411321

DEVELOPMENT APPLICATION

SUMMARY SHEET

REPORT TITLE:	4 MAUNDER AVENUE, ST IVES - DEMOLITION OF EXISTING STRUCTURES AND TORRENS TITLE SUBDIVISION OF 1 LOT INTO 2 LOTS
ITEM/AGENDA NO:	GB.4

APPLICATION NO:	eDA0729/25
ADDRESS:	4 Maunder Avenue, ST IVES
WARD:	St Ives
DESCRIPTION OF PROPOSAL:	Demolition of existing structures and Torrens title subdivision of 1 lot into 2 lots
APPLICANT:	Corona Projects Pty Ltd
OWNER:	E Khamesi, M Afkham, H Mogharei, M Alamdari
DATE LODGED:	14 January 2026
SUBMISSIONS:	Two
ASSESSMENT OFFICER:	Nicholas Najar
RECOMMENDATION:	Approval

KLPP REFERRAL CRITERION:	Departure from a development standard in excess of 10%.
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PURPOSE OF REPORT

To determine Development Application No eDA0729/25 for demolition of existing structures and Torrens title subdivision of 1 lot into 2 lots at 4 Maunder Avenue, St Ives.

This application is reported to the Ku-ring-gai Local Planning Panel for determination in accordance with the Minister's Section 9.1 Local Planning Panels Direction as it proposes departure from numerical development standards (minimum lot size) of in excess of 10%.

RECOMMENDATION

- A. THAT the Ku-ring-gai Local Planning Panel, exercising the functions of Ku-ring-gai Council, as the consent authority, pursuant to Section 4.16 of the Environment Planning and Assessment Act 1979, is satisfied that the request submitted under Clause 4.6 to vary the minimum lot size development standard (Clause 4.1 KLEP 2015) has met the requirements of Clause 4.6(3). The Panel is also of the opinion that strict compliance with the development standard is unreasonable or unnecessary in the circumstances of the case and that there are sufficient environmental planning grounds to justify the variation to the development standard.
- B. THAT the Ku-ring-gai Local Planning Panel, exercising the functions of Ku-ring-gai Council, as the consent authority, pursuant to Section 4.16 of the Environment Planning and Assessment Act 1979, being satisfied that the proposed development would be in the public interest, grant development consent to eDA0729/25 for demolition of existing structures and Torrens title subdivision of 1 lot into 2 lots at No. 4 Maunder Avenue, St Ives, subject to conditions as recommended in the Development Assessment Report (**Attachment A1**). Pursuant to Section 4.53 of the Environmental Planning and Assessment Act 1979, this consent lapses if the approved works are not physically commenced within five years of the date of the Notice of Determination.

Nicholas Najjar
Executive Assessment Officer

Selwyn Segall
Team Leader Development Assessment

Shaun Garland
Manager Development Assessment Services

Michael Miocic
Director Development & Regulation

Attachments:	A1	Development Assessment Report	2026/040625
	A2	Location Plan	2026/046200
	A3	Zoning Plan	2026/046203
	A4	Architectural Plans	2025/424208
	A5	Survey Plan	2025/424205
	A6	Clause 4.6 Variation Request - Minimum Lot Size	2026/014279
	A7	Statement of Environmental Effects	2025/424214

DEVELOPMENT APPLICATION

SUMMARY SHEET

REPORT TITLE:	4-10 BRIDGE STREET, PYMBLE - DEMOLITION OF THE EXISTING STRUCTURES AND CONSTRUCTION OF A MIXED-USE COMMERCIAL (RETAIL AND OFFICE) BUILDING, BASEMENT PARKING AND ASSOCIATED WORKS
ITEM/AGENDA NO:	GB.5

APPLICATION NO:	eDA0462/25
ADDRESS:	4-10 Bridge Street Gordon
WARD:	Gordon
DESCRIPTION OF PROPOSAL:	Demolition of the existing structures and construction of a mixed use commercial (retail and office) building, basement parking and associated works
APPLICANT:	Fife Capital Pty Limited
OWNER:	Perpetual Corporate Trust Limited
DATE LODGED:	4 September 2025
SUBMISSIONS:	0
ASSESSMENT OFFICER:	Luke Donovan
RECOMMENDATION:	Refusal

KLPP REFERRAL CRITERION:	<p>(a) is general development with an estimated development cost exceeding \$30 million in accordance with the Environmental Planning and Assessment Amendment (Planning Systems Reforms) Act 2025.</p> <p>(b) proposes a departure from a development standard of more than 10%.</p>
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PURPOSE OF REPORT

To determine Development Application No eDA0462/25 for the demolition of the existing structures and construction of a mixed-use commercial (retail and office) building, basement parking and associated works at No. 4-10 Bridge Street, Pymble.

This application is reported to the Ku-ring-gai Local Planning Panel as:

- a) In accordance with the Environmental Planning and Assessment Amendment (Planning Systems Reforms) Act 2025. The application met the criteria for a Regionally Significant Development Application as it is general development with an estimated development cost exceeding \$30 million. However, following these reforms, this application is referred to the Ku-ring-gai Local Planning Panel for determination.
- b) proposes a departure from a development standard of more than 10%.

RECOMMENDATION

- A. THAT the Ku-ring-gai Local Planning Panel, exercising the functions of Ku-ring-gai Council, as the consent authority, pursuant to Section 4.16 of the Environment Planning and Assessment Act 1979, refuse development consent to eDA0462/25 for the demolition of the existing structures and construction of a mixed use commercial (retail and office) building, basement parking and associated on land at 4-10 Bridge Street, Pymble, for the reasons provided in the Development Assessment Report (**Attachment A1**).

Luke Donovan
Executive Assessment Officer

Brodee Gregory
Team Leader Development Assessment

Shaun Garland
Manager Development Assessment Services

Michael Miocic
Director Development & Regulation

Attachments:	A1	Development Assessment Report	2026/007747
	A2	Location Sketch	2026/038070
	A3	Zoning Sketch	2026/038072
	A4	Site Survey Plan	2025/280770
	A5	Architectural Plans	2025/280774
	A6	Landscape Plans	2025/280775
	A7	Civil Plans	2025/280791
	A8	Clause 4.6 Variation Request - Height	2025/280686
	A9	Arboricultural Impact Assessment Report	2025/280819
	A10	Wind Environment Statement	2025/280827
	A11	Green Travel Plan	2025/280792
	A12	Traffic Impact Assessment Report	2025/280794
	A13	General Terms of Approval - WaterNSW	2026/034163
	A14	NatHERS Agreement	2025/280718