



KU-RING-GAI LOCAL PLANNING PANEL MEETING TO BE HELD ON MONDAY, 1 JUNE 2026 AT 10:00 AM BY ZOOM CONFERENCING

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AGENDA

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

APOLOGIES

DECLARATIONS OF INTEREST

ADDRESSES TO THE PANEL

GENERAL BUSINESS

- GB.1 **4-10 Bridge Street, Pymble - Demolition of the existing structures and construction of a mixed-use commercial (specialised retail and office) building, basement parking and associated works**

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File: EDA0462/25

Demolition of the existing structures and construction of a mixed- use commercial (specialised 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 (specialised retail and office) building, basement parking and associated works on land at No. 4-10 Bridge Street, Pymble, for the reasons provided in the Supplementary Development Assessment Report (**Attachment A1**).

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DEVELOPMENT APPLICATION

SUMMARY SHEET

REPORT TITLE:	4-10 BRIDGE STREET, PYMBLE - DEMOLITION OF THE EXISTING STRUCTURES AND CONSTRUCTION OF A MIXED-USE COMMERCIAL (SPECIALISED RETAIL AND OFFICE) BUILDING, BASEMENT PARKING AND ASSOCIATED WORKS
ITEM/AGENDA NO:	GB.1

APPLICATION NO:	eDA0462/25
ADDRESS:	4-10 Bridge Street, Pymble
WARD:	Gordon
DESCRIPTION OF PROPOSAL:	Demolition of the existing structures and construction of a mixed-use commercial (specialised 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:	Nil
ASSESSMENT OFFICER:	Luke Donovan
RECOMMENDATION:	Refusal

KLPP REFERRAL CRITERION:	Deferral from 16 March 2026 KLPP Meeting
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PURPOSE OF REPORT

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

This application is reported back to the Ku-ring-gai Local Planning Panel to provide a supplementary assessment of and recommendation in response to the matters requested by the Panel in their deferral of the application at the 16 March 2026 KLPP meeting.

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 (specialised retail and office) building, basement parking and associated works on land at No. 4-10 Bridge Street, Pymble, for the reasons provided in the Supplementary Development Assessment Report **(Attachment A1)**.

Luke Donovan
Executive Assessment Officer

Brodee Gregory
Team Leader Development Assessment

Shaun Garland
Manager Development Assessment Services

Attachments:

A1	Supplementary Development Assessment Report	2026/116684
A2	Development Assessment Report	2026/060758
A3	Council's Request for Information Letter	2025/409215
A4	Amended Architectural Plans	2026/106495
A5	Green Travel Plan	2026/106490
A6	Structural Statement	2026/106491
A7	Landscape Response	2026/106492
A8	Preliminary Construction Traffic and Pedestrian Management Plan	2026/106494
A9	Air Conditioning Memo	2026/106493
A10	Pipeline and Easement Memo	2026/106496
A11	Leasing Memo	2026/106497
A12	Response to RFI, Reasons for Refusal and Reasons for Deferral	2026/106498
A13	Loading Dock Management Plan	2026/106499
A14	Waste Response Memo	2026/106500
A15	Traffic Response Memo	2026/106501
A16	Pedestrian Wind Environment Statement	2026/106502
A17	Ecological Response	2026/106503
A18	Signed NABERS Agreement	2026/106504
A19	Review of revised site constraints arboricultural memo	2026/106619
A20	Powerpoint Presented 31 March Meeting	2026/137156
A21	Email to Applicant from Council Assessing Officer Post 31 March Meeting	2026/137242
A22	Survey Plan	2025/280770

DEVELOPMENT APPLICATION

SUPPLEMENTARY ASSESSMENT REPORT

REPORT TITLE:	4-10 Bridge Street, Pymble - Demolition of the existing structures and construction of a mixed-use commercial (specialised retail and office) building, basement parking and associated works
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APPLICATION NO:	eDA0462/25
PROPERTY DETAILS:	4-10 Bridge Street, Pymble Lot 41 DP 630346 2873m ² E3 Productivity Support
WARD:	Gordon
PROPOSAL/PURPOSE:	Demolition of the existing structures and construction of a mixed-use commercial (specialised retail and office) building, basement parking and associated works
TYPE OF DEVELOPMENT:	Integrated
APPLICANT:	Fife Capital Pty Limited
OWNER:	Perpetual Corporate Trust Limited
DATE LODGED:	4 September 2025
DEFERRED	16 March 2026
RECOMMENDATION:	Refusal

PURPOSE OF REPORT

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

This application is referred back to the Ku-ring-gai Local Planning Panel with an assessment and recommendation following a review of amended plans and documents submitted in response to the Panel’s deferral of the application at its 16 March 2026 KLPP meeting.

This report should be considered in conjunction with the Development Assessment Report to the Panel meeting of 16 March 2026 (**Attachment A2**).

INTEGRATED PLANNING AND REPORTING

Places, Spaces & Infrastructure

Community Strategic Plan Long Term Objective	Delivery Program Term Achievement	Operational Plan Task
P2.1 A robust planning framework is in place to deliver quality design outcomes and maintain the identity and character of Ku-ring-gai.	Applications are assessed in accordance with state and local plans.	Assessments are of a high quality, accurate and consider all relevant legislative requirements.

EXECUTIVE SUMMARY

Issues

- Street activation and pedestrian entries
- Building height
- Tree impacts associated with building setbacks
- Inadequate water management
- Traffic impacts and inadequate bicycle parking spaces
- Inadequate details relating to waste management
- Design of communal areas
- Inconsistent and insufficient information

Submissions

NIL

Land and Environment Court

N/A

Recommendation

Refusal

HISTORY

Application history:

The development assessment report, which recommended refusal of Development Application No. eDA0462/25 (DA) was referred to the Panel on 16 March 2026 (**Attachment A2**) for its consideration. At the meeting, the Panel deferred its determination and requested the following matters be addressed:

- A. *Ku-ring-gai Local Planning Panel, as the consent authority on behalf of the Sydney North Planning Panel, defers determination of development application eDA0462/25 for the demolition of the existing structures and construction of a mixed-use commercial (specialised retail and office) building, basement parking and associated works on land at No 4-10 Bridge Street, Pymble.*
- B. *The application is deferred in order to give the applicant the opportunity to address the reasons for refusal in the Council's Development Assessment Report, together with further consideration of the matters raised in the Request for Further Information (RFI) letter from the Council, dated 10 December 2025. The applicant is to provide a full response within 21 days.*

In this regard, the Panel advises the applicant that all matters in the RFI and reasons for refusal are to be addressed and in particular, amendments should be made to the proposal (including but not limited) to:

1. *Provide a 2m building setback on the northern side of the site, as required by the site specific DCP and in order to maintain the existing trees, which the Panel has been advised by Council will be capable of being retained within this space.*
 2. *Relocate some or all of the at-grade parking at the front of the site, in order to improve street activation. It is noted that the nature of the permissible use 'specialised retailing' does not inherently require street frontage 'convenient' car parking nor is this use associated with an "impulsive convenient shopping trip" (as cited as a reason for the position of the car parking in the Applicant's Response to the RFI dated 27 January 2026).*
 3. *Delete the proposed above parapet roof sign shown on the montage as 'Retail 1'.*
 4. *Delete references to 'Retail' use on the drawings and replace with the words 'specialised retail', consistent with the permissible use in the zone.*
 5. *Provide amended drawings or offer solutions to resolve the technical issues raised by the Council including requirements for waste management, allowing for access by a HRV and amendment to the cooling towers.*
- C. *Following deferment, the Council is requested to prepare a supplementary assessment report on the RFI Response submitted by the applicant on 27 January 2026 and the additional amendments in response to B above. This is to be reported to the Panel as soon as practicable. The Panel will then determine the application on the available information. A further meeting of the Panel will be held in this regard. The applicant may be invited to address the Panel at the discretion of the Panel Chair.*

On 9 April 2026, the applicant submitted the following information ('amended package') to Council:

- i. Amended Architectural Plans prepared by Reid Campbell (**Attachment A4**)
- ii. Green Travel Plan prepared by Urbis (**Attachment A5**)
- iii. Structural Statement Revision 1 dated 8 April 2026 prepared by TTW (NSW) Pty Ltd (**Attachment A6**)
- iv. Landscape response dated 9 April 2026 prepared by Site Design + Studios (**Attachment A7**)
- v. Preliminary Construction Traffic and Pedestrian Management Plan dated April 2026 prepared by Traffix (**Attachment A8**)
- vi. Air conditioning memo dated 9 April 2026 prepared by JHA (**Attachment A9**)
- vii. Pipeline and easement memo dated 8 April 2026 prepared by at&I (**Attachment A10**)

- viii. Leasing memo dated 30 March 2026 prepared by One Retail (**Attachment A11**)
- ix. Response to RFI, Reasons for Refusal and Reasons for Deferral dated 9 April 2026 prepared by Urbis (**Attachment A12**)
- x. Loading Dock Management Plan dated April 2026 prepared by Traffix (**Attachment A13**)
- xi. Waste response memo dated 9 April 2026 prepared by SLR (**Attachment A14**)
- xii. Traffic response memo dated 9 April 2026 prepared by Traffix (**Attachment A15**)
- xiii. Pedestrian Wind Environment Statement dated 9 April 2026 prepared by Windtech (**Attachment A16**)
- xiv. Ecological response dated 9 April 2026 prepared by EMM Consulting (**Attachment A17**)
- xv. Signed NABERS Agreement (**Attachment A18**)
- xvi. Review of revised site constraints arboricultural memo dated 9 April 2026 prepared by Birds Tree Consultancy (**Attachment A19**)

Discussions between Council and applicant

On 31 March 2026, Council officers and its urban design consultant had an on-line MS Teams meeting with the applicant to discuss the main issues relating to street activation, location of upper ground level car parking, pedestrian entries and tree protection along the northeastern side boundary. The applicant provided a power point presentation at this meeting which explored various options to address these issues (**Attachment A20**).

On 2 April 2026, Council provided a response to the various options presented by the applicant at the meeting on 31 March 2026 (**Attachment A21**). In summary, it was Council's view that the following design changes could be made at both the lower ground floor and upper ground floor to assist in addressing issues relating to street activation and pedestrian entry –

Lower Ground Floor –

- the current stair can be re-designed or preferably deleted, and an accessible path/ramp be provided direct from footpath to lower ground floor entry lobby.
- the substation can be re-orientated

Upper Ground Floor –

- an inviting pedestrian entry (2.4m wide) can be provided from the footpath through a landscaped zone with a stair (and landing) providing access through the shared zone in the upper ground carparking. Favourable consideration would likely be given to the loss of 1 or 2 additional retail car parking spaces to accommodate this requirement.
- landscaped zones can be provided –
 - i. between northeastern vehicular entry and this new pedestrian entry
 - ii. between new pedestrian entry and re-orientated substation
 - iii. between re-orientated substation and level ramped entry to lower ground floor

Amendments to the development application (DA)

Amendments made to the DA, following its deferral, are summarised below:

- i. changes to the side setback along the site's northeastern side setback
- ii. a zero setback along the western side boundary
- iii. retaining the existing basement wall adjacent to the northeastern boundary to allow the proposed basement to be constructed within the existing basement envelope and, in the applicant's opinion, enable the retention of trees T24, 35, 36, 37, 38 and 39.
- iv. the provision of an additional pedestrian access location, generally central to the building façade, enabling access from Bridge Street to the upper ground car park via a set of stairs and landings. A re-design of the display cases to accommodate this pedestrian access.
- v. Minor improvements to the entry to the lower ground floor foyer, specifically –
 - a. The provision of at-grade/level access from the existing street footpath, which is proposed to include the site's address, LED lighting, bollards delineating the driveway to the pedestrian pathway, and integrated with landscaping.

- vi. At the rooftop communal area, a shade pergola structure with BBQ and seating/tables. These structures are proposed adjacent to the lift core
- vii. additional landscaping to the rooftop communal area

PUBLIC CONSULTATION

Community

Amended plans and additional information received on 9 April 2026

In accordance with the Ku-ring-gai Community Participation Plan, owners of surrounding properties were given notice of the amended plans and documentation on 13 April 2026 with a notification period between 20 April and 4 May 2026. No submissions were received.

ASSESSMENT OF RESPONSE TO DEFERRAL

Part B of the Panel's deferral requires all matters in Council's Request for Information (RFI) dated 10 December 2025 (**Attachment A3**), the Reasons for Refusal in the Development Assessment Report (**Attachment A2**) and the matters raised by the Panel (**Deferral - Part B, Points 1 to 5**) to be addressed. For completeness, these matters are summarised under the following sub-headings –

1. Council's request for information (RFI)
2. Council's recommended reasons for refusal
3. Panel's additional matters

1. Council's RFI

On 10 December 2025, Council sent a RFI to the applicant, which raised several issues, as summarised below. A response to these issues, having regard to the additional information/amended plans dated 9 April 2026 follows -

Building setbacks

The proposed building setback to the northeastern boundary is inconsistent with Control 4 of Part 14G.5 of Ku-ring-gai Development Control Plan (KDCP). In addition, there appears no exploration of opportunities for protecting any existing canopy trees along this side boundary. This setback is to be increased to comply with Council's numerical requirement, or as necessary to retain existing significant trees along this boundary.

Control 4 iii) in Part 14G.5 of KDCP requires a "2m minimum deep soil setback to northeastern side boundary adjoining the driveway to 950 Pacific Highway."

The applicant's response (**Attachment A12**) advises that a 2-metre setback is provided to the northeastern side boundary. The amended plans do not however indicate that a 2 metres setback is provided to this boundary at the lower ground floor and basement levels. The amended lower ground floor (*Drawing ASK-010 Issue B*) plan indicates a proposed setback between 1.2 metres and 1.7 metres to the new northeastern wall. The proposed northeastern wall at a setback of 1.2 metres is closer to the northeastern boundary than the existing wall of the building, which is 1.3 metres from this boundary.

The Arboricultural memo (**Attachment A19**) advises that if the proposed building and basement walls are setback further from the boundary and the existing basement wall and soil levels retained then Trees 33 to 48 (inclusive) can be viably retained.

As detailed above, the applicant has failed to clearly demonstrate that the proposed northeastern wall at the lower ground floor and basement levels will be setback further than the existing walls.

Despite the claims, the proposed walls are located 1.2 metres from the northeastern boundary and reducing this side setback is likely to result in significant and direct impacts to the existing trees, particularly trees T38 and T39, which are large *Corymbia maculata* - Spotted Gums. These impacts are likely to compromise their viability and lead to their loss. Other trees may also be affected however that cannot be determined due to a lack of information.

It has not been adequately demonstrated that existing significant trees can be viably retained because of the proposed development. This issue is unresolved.

Street activation

Control 2 of Part 14G.5 of KDCP requires provision of an active street frontage along Bridge Street. The control states that all ground floor frontages are to provide for uses which contribute to the active street frontage including window displays, floor to ceiling glazing and well-defined pedestrian entries. Further, Control 4 states that building entries are to be level with adjoining footpaths with openings (doors and/or windows) that allow a direct visual connection between the building and the street.

For the subject site, activating the frontage faces some challenges due to the steeply sloping topography. As proposed, there is only a very small component at the north-western corner of the lower ground floor level that has visual porosity and addresses the street as a pedestrian entry point. The upper ground floor comprises the majority of the frontage, however, walls (for signage/decals) are proposed to screen the at-grade carparking resulting in no meaningful street activation. Together this creates a visual barrier along the public domain interface between the street and retail behind, which is not acceptable.

Consideration should be given to relocating the at-grade car parking to the rear and provision of an alternative basement ramp arrangement. This will enable the upper ground floor retail to be located towards the street with potential for a direct pedestrian entry point. The proposed location of the substation should also be reconsidered in resolving the street activation, accessibility and tree retention concerns.

It is agreed that the "Bridge Street frontage is significantly constrained by the significant slope of the street" (pg. 9 of **Attachment A12**). Because of this constraint, as well as the need to provide landscaping, vehicular access, services and entry points, maximising street activation is a challenge for this development. Consequently, it is accepted that the upper ground level car parking can be provided within the front setback. See further discussion under sub-heading 3 of this report.

The applicant's response (amended architectural plans – **Attachments A4**) seeks to address the streetscape activation, building address and access for the upper ground floor and lower ground floor levels via the following amendments –

- i. provision of a pedestrian entrance directly from Bridge Street to the upper ground level via stairs and landings
- ii. entry to the lower ground floor lobby entrance direct from Bridge Street via accessible access path, identified as a "Entry Plaza"
- iii. re-orientation of the substation
- iv. re-design of the landscape areas and planters within the front setback
- v. display cases indicated in front of the upper ground level parking area

The proposed amendments would appear to improve street activation through the provision of a new pedestrian entry to the upper ground floor level and a re-design of the entry to the lower ground floor. However, insufficient detailed information was provided, as part of the applicant's response, to fully assess the proposed development. In particular, there is limited information regarding how the amended design will present to Bridge Street and how levels are resolved

between the Bridge Street footpath and internal areas within the site. Therefore, it cannot be determined whether the proposed development complies with Controls 2 and 4 in Part 14G.5 of KDCP which states -

2. *Provide active street frontages along Bridge Street with a combination of landscaped setback and a minimum of 50% active street frontage. All ground floor frontages are to provide for active uses that contribute to the active street frontage, examples include:*
 - i) *window displays or display cases for displaying goods*
 - ii) *floor to ceiling clear glazing for visual connection with ground floor internal uses/activities.*
 - iii) *well defined pedestrian entries and foyers.*
4. *Building entries are to be designed as per Part 9C.4 of the DCP and are to be level with adjoining footpaths, with openings (doors and windows) that allow a direct visual connection between the building and the street. See Figure 9C.10-1.*

Note: Variations may be permitted on very steep streets.

The following additional information is required to enable a detailed assessment of the amendments to ensure compliance with the above controls –

- i. clarification as to why a straight stair run cannot be provided to the new pedestrian entry as this may provide opportunities for a larger and less fragmented landscape area and allow for an additional medium tree planting within the front setback.
- ii. detailed reduced levels (RLs) along the existing footpath in front of the site and from the street boundary to the building entries.
- iii. a front (Bridge Street) elevation of the podium and levels above to clearly show –
 - a. the proposed paths and stairs overlaid on the existing ground levels;
 - b. the building entries;
 - c. the proposed display cases and how they will screen the upper ground level car parking spaces; and
 - d. the rooftop communal structures and any landscaping above balustrade level.
- iv. section drawings to describe the proposed access points relative to adjacent ground levels and the internal floor levels.
- v. pedestrian strategy for managing sightlines and potential conflicts such as the positioning bollards coordinated with the nominated car spaces/accessibility and building entries and pedestrian ground markings, location of retail entries and landing sizes.

In the absence of the above information, it cannot be determined whether the proposed development achieves consistency with the following Objectives in Part 14G.5 of KDCP -

- 1 *To ensure building facades are well designed, articulated and address public streets, public spaces, footpaths, parks and reserves.*
- 2 *To provide active street frontages to encourage physical and visual connection between the building and the street.*
- 3 *To support pedestrian activity and enhance the amenity, safety and surveillance of the public domain.*
- 6 *Ensure any above ground parking is of high-quality design that is integrated within the building, screened from the public domain and does not adversely impact the streetscape.*

Consequently, this issue is not resolved due to insufficient information.

Building height

The proposed building height exceedance is noted. Further information is to be provided to clarify the logic of the location of the proposed tower which creates the proposed height exceedance. Overshadowing of neighbouring photovoltaic (PV) panels and solar amenity appears to be acceptable, however, further analysis should be provided.

This issue was resolved. The rationale for the location of the tower and building height exceedance was discussed in the original Development Assessment Report (**Attachment A2**). The Clause 4.6 written request seeking a variation to the Height of Building development standard in Clause 4.3 of KLEP is well founded at the time of assessment. However, height non-compliances have changed due to additional structures located at the roof level such as the pergola. Consequently, an updated Clause 4.6 request should have been but was not submitted.

Sustainability

The following as a minimum must be demonstrated on architectural documents:

- a) *Electric Vehicle (EV) charging infrastructure preparedness in the car park.*
- b) *Maximised rooftop photovoltaic (PV) with consideration for a green roof to assist with urban cooling and performance of rooftop PV.*
- c) *Natural daylight and ventilation is to be maximised to internal spaces.*
- d) *Green Star Rating commitments are to be demonstrated. Note these need to be demonstrated at DA, CC and through tender, construction to as-built for certification. Four-star rating is considered very low and should be easily exceeded.*
- e) *Dark tinted glazing is to be avoided. Where glazed curtain walls are proposed, external shading devices are to be integral to the façade design.*

Rooftop photovoltaic panel is provided on the roof plan (**Attachment A4**). Natural daylight and ventilation are acceptable noting the proposed uses within the development. Draft conditions of consent can be provided to address items a) (EV charging), d) (Green Star Rating commitments) and e) regarding no dark tinted glazing. A merit assessment would be required for any external shading devices, which are not detailed on the plans. This aspect of e) is therefore not resolved.

Rooftop communal open space

The proposed communal facilities provide high quality amenity for workers. However, shade protection for hot conditions is required to achieve the desired amenity. Shade structures/pergolas will need to be considered in the proposed height exceedances.

Consideration should be given to inclusion of a green roof with PV panels to help mitigate urban heat loads and assist in maximising the productivity of PV panels.

The amended roof plan indicates a shade pergola structure with barbeque, table and seating below. These new structures are located above the maximum permitted building height control. No amended written request pursuant to Clause 4.6 in KLEP was submitted as part of the amended application.

These structures, in addition to, the proposed planters will ensure suitable amenity for the office workers.

Solar panels are also provided on the roof.

The issues are resolved.

Amenity

The following comments are made in relation to amenity:

- a) *Retail spaces 1 and 2 have little to no opportunities for receiving natural daylight or ventilation. As for previous comments, there are opportunities for daylight amenity to be improved for the upper ground floor.*
- b) *Retail 3 has minimal address to the lobby due to the configuration of Retail 4 wall at gridline F. This could be improved by moving the tenancy wall to align with the egress corridor.*
- c) *Internal travelators at Level 1 would benefit from access to daylight (subject to fire separation distances). This could possibly be achieved by reallocating the narrow Retail 4 corridor to the lobby space (along gridlines E to G).*
- d) *Shading – effective external and internal shading will be required for glazing exposed to east through north and west.*

This issue, whilst not resolved, was acceptable upon review, as discussed in the original Development Assessment Report (see pg. 15 of **Attachment A2**).

Site analysis

Appendix E – Urban Design Report provides a comprehensive consideration of the site. However, further testing of an alternative arrangement with the tower built-form on the high northeastern side of the site should be provided to clarify the reasons for the proposed height exceedance along the low south-western side of the site.

A streetscape study for permitted development neighbouring the site along Bridge Street is needed for an urban design review of the wider context of the development and the proposed height exceedance if retained in its current location.

It is noted the podium level outdoor space located on the north-eastern side enjoys full solar access and flipping the tower for a southwestern outdoor space would be impacted by self-shadowing before 12pm. However, extrapolating from the provided solar study, it appears it would still achieve high levels of solar amenity after 12pm.

This issue is resolved. This is discussed in detail within the response to the Urban Design comments in the original Development Assessment Report (see pg. 14 of **Attachment A2**).

Landscape setbacks and deep soil areas

The proposed development does not meet Controls 1 and 4 and Objectives 1, 2, 4 and 5 in Part 9A.3 of KDCP and Control 4 and Objectives 1, 2, 3, and 5, in Part 14G.4 of the KDCP.

The northeastern side setback is required to be a minimum of 2m. The proposal provides only 1.2m in the wider section toward the rear and almost nil setback in the front portion. The design is to be amended to provide a minimum 2m setback along this boundary, or as necessary to retain the existing healthy trees.

The front setback should include a minimum 2.5m wide deep soil zone. The proposal currently provides deep soil only over an area measuring approximately 12.4m in length and 3.6m in width. To achieve a softer interface with the public domain, the proposal shall retain as many existing trees in the front setback as possible. It is recommended that the existing substation be retained in its current location (within the area of approximately 6.3m by 8.4m) and that Trees 7, 8 and 9 be retained. The existing substation may be upgraded, maintaining its location, if required.

In accordance with BCA requirements, the fire booster assembly is to be attached to the building envelope near the main entry. However, the proposal locates this structure adjacent to the southwestern driveway within the front landscape setback. This location reduces the available deep soil area for landscaping and creates an undesirable interface

with the public domain, thereby diminishing the local landscape character. It is recommended that the fire booster assembly be integrated within the building envelope to minimise visual and landscape impacts.

The controls in Part 9A.3 in KDCP do not apply as there are specific controls dealing with building setbacks, landscaping and deep soil in Part 14G.4 of the KDCP.

This issue is addressed in detail in response to the 'building setbacks' discussion earlier in this report.

In summary, the proposed amendments as shown on the lower ground floor plan (*Drawing No. 1200065_ASK-010, Issue B – Attachment A4*), includes building structures closer to the northeastern side boundary than existing structures, resulting in significant impacts to the existing trees, particularly T38 and T39, which are large *Corymbia maculata* -*Spotted Gums*. Furthermore, the extent of impacts on other trees located within the northeastern side setback (including trees T34, T35, T36, and T37) remains unclear, as the originally submitted survey plan (**Attachment A22**) does not indicate the full width of the existing structures and only identifies the location of the external wall.

The proposed development cannot retain the location of the existing substation in the western corner of the site frontage without severely compromising vehicular egress from the basement. The proposed amendments include the re-orientation of the substation within the front setback, which provides opportunities for increased landscaping within this area. However, as detailed in the response to the issue of 'street activation' it is unclear why the new pedestrian entry (providing access through the upper ground level car park) is designed in the way it is with multiple landings. This design significantly reduces opportunities for larger landscape areas within the front setback, particularly to the northern side of the new pedestrian entry. There is potential for this landscape area to be increased to approximately 9.4 metres in width with a straight run stair and less landing areas.

The issues of inadequate landscaping within the front setback and impacts to existing trees within the northeastern side setback is unresolved.

Tree removal

The removal of Trees 2–9 (located in the front setback) and Trees 34–48 (along the northeastern side setback) is not acceptable. These trees provide a high level of amenity and environmental value to the locality, contributing significantly to streetscape amenity and local landscape character, and are considered to have moderate to high retention value. The design should be revised to retain as many of these trees as possible.

The proposed layout must provide a minimum 2m of deep soil along the northeastern setback, or a larger setback where necessary, to retain existing healthy trees.

As aforementioned, to achieve a softer interface with the public domain, it is recommended that the existing substation be retained in its current location and that Trees 7, 8 and 9, be preserved.

Trees within the front setback

The removal of Trees T2 to T9 within the front setback is required to accommodate the proposed development and this is supported.

Trees along the northeastern side boundary

An Arboricultural Impact Assessment with a Tree Protection Plan (TPP) and specific tree sensitive construction methods for trees to be retained, including T34, T35, T36, T37, T38 and T39 has not been provided as part of the amended package.

The amended information states if the proposed building and basement alignment is located inside the existing basement wall then soil levels can be retained and Trees T33 to T48 can be viably retained.

In the opinion of Council's Senior Landscape and Tree Assessment Officer, the proposed northeastern walls, as shown on lower ground floor Plan (*Drawing No. 1200065_ASK-010, Issue B – Attachment A4*), are not wholly located inside the alignment of the existing basement structures along the northeastern side. This is evidenced by new structures located on the outside of this existing wall or closer to the northeastern side boundary. These new structures will cause a major encroachment into the Notional Root Zones (NRZ). Consequently, the impacts to trees T34 to T39 (inclusive) will be major likely leading to their loss. This position is agreed.

The issue of impacts to Trees T34, T35, T36, T37, T38 and T39 is not resolved.

Tree impacts

The Arborist's report fails to provide an accurate assessment of the impact on Trees 19, 20 and 32 in accordance with the standards set out under AS4970-2025. Amended plans and an updated Arborist's report are to be submitted to resolve the following issues:

a) T19 Eucalyptus saligna (Sydney Blue Gum)

The proposed basement structures and turning path will encroach into the Tree Protection Zone (TPZ) by 44.6m² (30.6%) and 4.4m² (18.8%) into the Structural Root Zone (SRZ) which is a major encroachment under AS4970-2025.

Amended plans are required to reduce the encroachment to an acceptable level. This will require the redesign of the proposed building and stormwater structures to reduce the encroachment to no more than 10% of the TPZ and outside the SRZ.

b) T20 Eucalyptus saligna (Sydney Blue Gum)

The proposed basement structures and turning path will encroach into the TPZ by 85.9m² (17.48%) which is a major encroachment under AS4970-2025. Amended plans are required to reduce the encroachment to an acceptable level. This will require the redesign of the proposed building and relocation of stormwater structures to reduce the excavation to no more than 10% of the TPZ.

c) T32 Eucalyptus saligna (Sydney Blue Gum)

The proposed basement and above building structures will encroach into the TPZ by 76.2m² (25.9%) which is a major encroachment under AS4970-2025. Amended plans are required to reduce the encroachment to an acceptable level. This will require the relocation/redesign of the proposed structures to reduce the encroachment to no more than 10% of the TPZ.

Trees T19, 20 and 32 in the rear of the site

The impacts to trees T19, T20 and T32 were resolved and considered acceptable subject to appropriate tree sensitive construction measures (see pgs. 18 and 19 of the original Development Assessment Report – **Attachment A2**).

Communal open spaces

The proposal does not satisfy Controls 9 -11 of Part 9C.7 of the KDCP. Planting above structures on the Level 2 terrace in singular pots is not acceptable. Built-in planter boxes capable of supporting trees with a minimum mature height of 4–6m, along with small-leaved

screening shrubs, should be provided around the periphery of areas of use. This will deliver a green horizontal element to the neighbouring properties and streetscape while providing a high level of amenity for communal area users.

Communal open space on the roof terrace should include trees in larger built-in planter boxes. Proposed BBQ and shade structures must be integrated into the architectural design rather than added as loose elements in the landscape plan.

All built-in planter boxes must be consistently depicted across architectural, landscape, and drainage plans, with complete information regarding soil depths, drainage outlets, irrigation supply, and maintenance access.

The amended plan (Drawing Number ASK-012 Issue B – **Attachment A4**) limits landscaping at the roof top communal open space to two individual planters, each accommodating a single tree.

Given the limited opportunity to establish canopy trees within the front setback, and the extensive removal of significant trees across the site, the proposed development should incorporate built in planters of adequate size to include shrubs and small to medium trees along the periphery of the roof terrace and Level 2 terrace. This will help to introduce more meaningful soft landscaping within the development and contribute to the landscape character of the streetscape.

This issue is unresolved.

Inconsistent Information

The following inconsistencies are noted:

- i. Landscape plans, Arborist report and architectural plans present inconsistent information in relation to the retention/ removal of Trees 2 and 3.*
- ii. The proposal does not address the landscape recommendations outlined in the submitted Wind Environmental Statement, which identifies the following measures to mitigate strong winds and improve comfort for pedestrians and users of communal areas:*
 - a. retention of existing trees along Bridge Street*
 - b. provision of additional evergreen trees capable of reaching a minimum height of 4m within the Level 2 outdoor area; and*
 - c. inclusion of dense planting with a minimum height of 1.5m around the rooftop communal areas*

The inconsistencies identified in a) are capable of resolution via a condition of consent, if the Panel is of a mind to grant consent to the development application. Draft conditions of consent can be provided to the Panel, if requested.

The recommendations as contained within the Pedestrian Wind Environment Statement (**Attachment A16**) particularly in respect of providing densely foliating evergreen trees has not been shown on the plans. This issue is unresolved.

Landscape plan

The submitted landscape plan does not comply with the requirements of Part 18.6 of the KDCP. A revised plan that incorporates Blue Gum High Forest (BGHF) species suitable for the mapped 'Canopy Remnant' area is required. The revised plan must include the planting of appropriate BGHF mid-storey and understorey species, with densities and maintenance measures adequate to ensure the long-term health of retained BGHF trees and to enhance habitat connectivity. It is recommended that the applicant consult with the project Ecologist with regards to species selection.

This issue is unresolved, however capable of resolution via a condition of consent requiring that appropriate Blue Gum High Forest species are included in the amended landscape design, should the Panel grant consent to the development application.

Traffic impacts

Clarification was requested about the extent of queuing and delays in West Street/Bridge Street and Suakin Street intersection during the weekday PM peak. This was to understand the impacts of vehicles departing the site. In response, the applicant's Traffic Engineer provided a SIDRA performance analysis (traffic modelling) of the intersection. The analysis noted that the additional traffic generated by the proposed development would not result in any negative traffic implications, and the intersection is expected to operate satisfactorily with Level of Service A (good operation) post development.

However, the purpose of Council's request was for the applicant to specifically observe/quantify the existing and future delays/queue lengths on Bridge Street approaching Pacific Highway, and on West Street/Bridge Street approaching Ryde Road during the weekday PM peak. This location is where the local road network currently experiences substantial delays. This information has not been provided and therefore the issue remains unresolved.

Carparking

There is inconsistent information in relation to gross floor area (GFA). GFA from the various uses is as follows:

Land Use	Statement of Environmental Effects	Traffic Impact Assessment	Architectural Plans
Bulky Goods (GFA)	3,332m ²	3,396m ²	4,112m ²
Office/Commercial (GFA)	5,557m ²	4,526m ²	5,908m ²

The GFA that applies to this application needs to be clarified, as this would impact on the requirement for car parking.

The applicant's response (pgs. 18 and 19 of **Attachment A12**) appears to clarify the issue of GFA within the proposed development. Specifically, the breakdown of GFA within the development is now as follows -

Land Use	Response to RFI
Bulky Goods (GFA)	5,474m ²
Office/Commercial (GFA)	4,532m ²

However, this GFA breakdown cannot be verified as a full set of plans was not provided.

Assuming the applicant's calculations are correct, the proposed GFA results in the following estimated parking demand profile, due to non-conflicting peaks in parking demand of the individual uses:

4-10 Bridge Street - GTIA			Monday - Friday												Saturday									
Use	GFA	Spaces	9am		11am		1pm		3pm		5pm		7pm		9am		11am		1pm		3pm		5pm	
			Propo	Spaces	Propo	Spaces	Propo	Spaces	Propo	Spaces	Propo	Spaces	Propo	Spaces	Propo	Spaces	Propo	Spaces	Propo	Spaces	Propo	Spaces	Propo	Spaces
Bulky Goods Retail (1.76/10 sqm)	5,474	96																						
Office	4,532	137	20%	19	50%	48	50%	48	50%	48	50%	48	20%	19	50%	48	90%	87	100%	96	100%	96	75%	72
	10,006	234		157		186		186		186		158		33		62		100		110		110		86

The peak car parking demand is expected to be approximately 186 car parking spaces on weekdays between 11am and 3pm, and with the proposed provision of 186 parking spaces, and allowance for mode shift of 5% away from private car use, the proposed number of car parking spaces is acceptable. However, the allocation of parking during the peak weekday period should be reviewed to align with the demand profile.

To satisfactorily cater for the weekday peak demand, approximately 48 spaces should be allocated to the bulky goods retail use during this time. This is equivalent to allocating all Basement 1 level parking for specialised retail use, rather than only 6 spaces on this level. The allocation could be refined, if necessary, once the specialised retail use is operational. Consequently, this issue is capable of resolution via a condition if the Panel was of a mind to grant consent.

Access points

The amended plans (*Drawing Number ASK-011 Issue B – Attachment A4*) includes an annotation that ensures there are no obstructions greater than 600mm in height within the pedestrian sight triangle at the junction of the driveway and public footpath area. This issue is resolved.

Servicing

The issue raised in the RFI concerned the fact that the heavy vehicle swept paths, as shown on the architectural plans, strayed outside the proposed driveway crossing.

Clarification was requested to ensure heavy vehicles could access the service area while staying within the driveway crossing. The Loading Dock Management Plan (Appendix A – **Attachment A13**) shows the swept paths of the service vehicles wholly within the proposed driveway crossing, therefore this matter has been resolved.

Green Travel Plan

The following concerns are raised with the submitted Green Travel Plan:

- a) *The change in mode split to walking and public transport for journeys to work is ambitious. The target walking mode share and catchment should be reviewed.*
- b) *The Transport Access Guide should also include catchment maps for the various modes of travel.*
- c) *The recommendation that Council install time limits for on-street parking is to be removed.*

The revised Green Travel Plan (**Attachment A5**) shows that the mode share targets are unchanged from the original version. To achieve a 36% reduction in driving to work mode share is unrealistic given the site's current mode splits to active and public transport for journeys to work. This issue is not resolved.

The request that the Transport Access Guide to include catchment maps for various modes of travel was not provided in the updated Green Travel Plan. However, this could be addressed by condition if the Panel were to grant consent.

The revised Green Travel plan has removed the recommendation that Council install time limits for on-street parking, therefore this matter has been resolved.

Preliminary Construction Traffic Management

An indicative construction traffic management plan (CTMP) is to be submitted. The plan is to show construction vehicles entering and exiting the site in a forward direction. A Swept Path analysis is also to show the largest vehicle to be used entering and exiting the site for the demolition, excavation and construction stages and the location of stockpiles and all necessary tree protection fencing. Consultation with the project Arborist is recommended. Discussion on a potential location for a work zone is also to be provided unless it can be demonstrated that all loading and unloading can be carried out within the site.

A Preliminary Construction Traffic Management Plan has been provided (**Attachment A8**). This issue is resolved.

Owner's Consent

The pipeline within the easement to which connection is proposed is in disrepair in sections. The CCTV report identified that there is a collapsed pipe under the Bunnings driveway/OSD and further there was obstructed access under the decking of "The Pymble Grind" which stopped a further downstream inspection. The survey and CCTV was consequently abandoned.

Should it be found that the existing drainage system does not function hydraulically, the existing stormwater pipeline and pit is required to be repaired and / or upgraded within the drainage easement. Council would require owners' consent from the Strata Corporations of all burdened properties, which has not been provided.

Because the CCTV inspection could not traverse the entire pipeline, Council's Team Leader, Development Engineers, could not determine whether it could function hydraulically to service the development without causing uncontrolled flows and potential adverse impacts on adjoining properties, as required by Clause 6.5 (2) (c) in KLEP -

- (2) *Before granting development consent to development on any land to which this Plan applies, the consent authority must be satisfied that ...*
- (c) *the stormwater management system includes all reasonable management actions to avoid any adverse impacts on the land to which the development is to be carried out, adjoining properties, native bushland, waterways and groundwater systems,*

Based on the CCTV report, the pipe within the easement is damaged and given its location within the adjoining property, owner's consent is required to repair it, so it functions hydraulically without adverse impacts. Owner's consent was not provided as part of this DA. This issue is unresolved.

Water management

The proposal seeks to discharge into an existing inter-allotment drainage easement potentially containing a pit via a 300mm – 600mm diameter pipe. Supporting hydraulic calculations are to be submitted to confirm that the pipeline to which connection is proposed has sufficient hydraulic capacity to accept the post developed flows. This shall be in the form of DRAINS modelling or equivalent.

The amended package did not include supporting hydraulic calculations to confirm whether the pipeline has sufficient hydraulic capacity to accept the post developed flows. A DRAINS model or

equivalent has not been submitted. Further, there appears to be discrepancies between the size of the pipe within the easement. The following discrepancies are noted:

- 1) The approved civil drawings under DA0373/17 for the adjoining Bunnings development showed the replacement of the existing 300mm stormwater pipe within their property contained in the easement with a 450mm diameter concrete pipe.
- 2) According to AT&L and the CCTV report (**Attachment A10**), the existing stormwater pipe within the easement is 300mm and has not been upgraded. Further, according to the Work-As-Executed plan (WAE) for the Bunnings development, the 450mm pipe that was supposed to be constructed was replaced with a 375mm pipe, which is different from the as-built and submitted CCTV report submitted with this application.

The above inconsistencies require clarification as it may impact the proposed development.

Waste

The following additional information is required:

- a) *Confirmation of the design of the turntable for a HRV as per AS 2890.2*
- b) *Maintenance plan for the turntable, include a second motor to be installed.*
- c) *Dock management plan including any priority for waste vehicles, booking system and traffic management system for when the dock is occupied, accessed out of hours.*

This issue has not been addressed. The Dock Management Plan does not show how it will manage the conflict between vehicles using the loading dock and those wishing to enter at the same time. This could lead to significant traffic impacts, potentially requiring vehicles to reverse out of the driveway when the loading dock is being used. This issue forms recommended Reason 5 for refusal.

Cooling tower

The architectural plans prepared by Reid Campbell (Issue 12, dated 17/03/2025) show roof-mounted cooling and heating plant, including boilers, pumps, chillers, and cooling towers.

Council does not support this approach as the installation of cooling towers introduces significant obligations under the NSW Public Health Regulation 2022, including requirements for system registration, risk management planning, monthly microbial testing, and chemical dosing. These create ongoing compliance and maintenance burdens for the occupier or managing agent.

For a development of this scale, it is more typical to use air-cooled condenser units or split systems, which achieve the same outcome with lower regulatory and operational risk.

Council's Coordinator Environmental Health Services has reviewed the additional information, namely the memo prepared by Hadi Jalgha of JHA, dated 9 April 2026 (**Attachment A9**), which supports the installation of chilled water and heating water systems for the proposed development.

Despite concerns, and the benefits of air-cooled condenser units Council cannot require the applicant to adopt a specific mechanical system. Accordingly, should consent be granted by the Panel, conditions of consent could be included to address the construction, operation and maintenance of the cooling tower, which would satisfactorily manage the associated public health risks. Draft conditions can be provided to the Panel, if requested.

Retail food restrictions

Although the basement-level architectural plans show a grease trap, the Statement of

Environmental Effects prepared by Urbis (August 2025) states that only domestic-type food waste will be generated from the operation of the site. Should consent be granted, a condition will be imposed requiring separate consent to be sought for the use of any retail tenancy as a food or drink premises.

The applicant has accepted, in their response to Council's RFI dated 09/04/2026 (**Attachment A12**), Council's comments regarding the requirement for a separate application for any commercial unit to operate as a food and drink premises. Accordingly, this issue is resolved.

2. Council recommended reasons for refusal

Council's original recommended reasons for the refusal are provided in the Development Assessment Report (**Attachment A2**) and copied below -

1. Lack of street activation

The design and siting of the structures within the front setback and the design of the lower ground floor does not provide for an active street frontage and is therefore inconsistent with the desired character of Bridge Street.

Particulars

- a) *The proposed development does not provide for both a landscaped setback and a minimum 50% active street frontage as required by Control 2 in Part 14G.5 in Kuring-gai Development Control Plan (KDCP). The landscaped setback is largely confined to an area of 12.5 metres wide and 4.2 metres deep. The active frontage associated with the office entry at the lower ground floor is limited to a width of 4.92 metres or 11.4% of the building frontage.*
- b) *The proposed development includes only minimal floor to ceiling glazing fronting Bridge Street which restricts visual connection between Bridge Street and the Lower Ground Floor uses. This is non-compliant with Control 4 in Part 9C.8 and Control 2 (ii) in Part 14G.5 in KDCP.*
- c) *As detailed in Reason 2, the pedestrian entries are not well defined which further reduces the ability to provide for an active street frontage. This is non-compliant with Control 4 in Part 14G.5 in KDCP.*
- d) *The location of the substation, egress stairs from Basement 1, hydrant boosters and pedestrian stairs significantly restrict the provision of a suitable active street frontage.*
- e) *Above the lower ground floor level, visual connection is not achieved between the development and Bridge Street as retail signage zones are proposed to a majority of the upper ground floor and Level 1 fronting Bridge Street*
- f) *The proposed development is therefore inconsistent with Objectives 2, 3 and 4 in Part 14G.5 in KDCP.*

The issue of street activation is discussed on pages 6 and 7 of this Supplementary Report. In summary, whilst the new pedestrian entry to the upper ground floor and accessible path to the lower ground floor may assist in improving street activation, there remains insufficient information within the amended package to understand the presentation of these entries and their relationship with landscaping and the front façade of the building (including display cases), as viewed from Bridge Street. Consequently, this reason for refusal remains unresolved.

2. Design of building entries

The proposed building entries to both the office and retail spaces do not positively contribute to the building façade design, streetscape nor do they enhance the active street frontage.

Particulars

- a) *The retail entry is not directly accessible nor visible from the street. There is no path to this retail entry that is visible from the street. It can only be accessed via the upper ground level carpark or via the internal travelator from lower ground floor. This is contrary to Control 2 in Part 9C.4 in KDCP, which requires buildings to address the street with entries directly accessible and visible from the street.*
- b) *The lower ground floor office entry is not level with the footpath nor is it appropriately articulated to enable clear identification. A staircase is required to access the office entry from the footpath. There is also a hydrant booster alongside this staircase which will reduce visibility from the public domain. This is non-compliant with Controls 3 and 4 in Part 9C.4 in KDCP.*
- c) *The retail and office entries are inconsistent with Objectives 1 and 2 in Part 9C.4 in KDCP as they are not clear, nor easily identifiable. They do not positively contribute to the streetscape nor enhance an active street frontage.*
- d) *The planned future character for Bridge Street, as referred to in Part 14G.1 (i) in KDCP is to ensure building entries and frontages have direct physical access and visual surveillance from ground floors of the building. The proposed retail and office entries do not provide for direct physical access from Bridge Street nor enable visual surveillance of Bridge Street.*

This reason for refusal is similar to Reason 1. The new pedestrian entry through the upper ground floor level to the specialised retail spaces is directly accessible and visible from Bridge Street, resolving Particular a) above. Nevertheless, there is insufficient information to confirm the footpath/boundary level and its relationship to the office entry level at the lower ground floor. Consequently, Particular b) above remains unresolved.

There is also insufficient information to confirm whether the retail and office entries will be clear and easily identifiable from Bridge Street. The 3-dimensional sketches detailed on the plans to assist in demonstrating this impact were prepared internal to the site and are inconsistent with the upper ground floor architectural plan, particularly in respect of the landing and display cases. A front elevation of the building and/or a photomontage from Bridge Street would be of greater assistance as the entries contribution to the streetscape could then be assessed and determined regarding its acceptability. As a result, Particular c) above is not satisfactorily resolved.

Visual surveillance of Bridge Street from the specialised retail spaces cannot be determined due to insufficient information, specifically lack of elevations. Consequentially Particular d) remains unresolved.

3. Tree impacts associated with building setbacks

The proposed building setback fails to ensure the retention of significant trees and does not provide sufficient landscaping to soften the built form.

Particulars

- a) *The proposed removal of Trees 7, 8, and 9, (located in the western corner of the site) and Trees 34, 35, 36, 38, 39, and 41 (adjacent to the northeastern side setback) is not acceptable. These trees provide a high level of amenity and*

environmental value to the locality, contributing significantly to streetscape amenity and local landscape character, and are considered to have moderate to high retention value.

- b) *The proposed development includes a 1.2 metres northeastern side setback (in the wider section toward the rear) and a 0.3 metre northeastern setback (in the narrower section at the front). This proposed setback is non-compliant with the 2 metres minimum deep soil setback required to the northern side boundary as specified in Control 4 (iii) in Part 14G.4 in KDCP.*
- c) *The proposed development includes only a 12.5 metres wide by 4.3-metres deep section of landscaping within the front setback to Bridge Street. The other landscape areas are confined to narrow zones alongside the pedestrian stair, substation and sides of the building. This is non-compliant with Control 4 (i) in Part 14G.4 in KDCP which requires a front landscape setback to Bridge Street of 5 metres. The design of the proposed access driveways, fire booster assembly, substation and access stairs significantly reduce the opportunity of providing the required front landscape setback and the protection of existing trees.*
- d) *This is inconsistent with Objective 5 in Part 14G.4 in KDCP which states –*

5 Retain existing trees and vegetation and minimise the impacts of new development.

The planned future character of Bridge Street, as stated in (i) in Part 14G.1 in KDCP is to ensure developments “... have well-considered and landscaped front, side and rear setbacks”.

The proposed development will not provide for a suitable landscaped front nor northeastern side setback. A failure to provide for a suitable landscape setting to the development will result in a development that will fail to contribute to the urban character, quality and amenity of the employment precinct which is inconsistent with Objective 4 in Part 14G.1 in KDCP.

The issue of tree removal, tree impacts and building setbacks is discussed in detail on pages 5 and 9 to 11 of this Supplementary Report. In summary, the following comments are provided –

- i. The removal of trees T7, T8 and T9 are acceptable therefore Particular a) is resolved.
- ii. The amended package does not satisfactorily demonstrate that existing trees T34, T35, T36, T37, T38 and T39 located adjacent to the northeastern side boundary can be viably retained. This is due to the proposed structures along the northeastern side of the building, particularly at the lower ground floor level and basement levels being located closer to the northeastern side boundary than existing structures. Parts of Particulars a) and b) consequently remain unresolved.
- iii. The proposed landscape areas within the front setback do not meet the required 5 metres setback as required by Control 4 i) in Part 14G.4 in KDCP. This landscape setback, albeit constrained by entries and servicing, could be increased with a re-design of the new pedestrian entry stair and landings. The design of the new entry stair and landings through to the upper ground floor level creates fragmented landscaped areas which reduces opportunities for medium or tall tree plantings. Further, the amended package did not include an amended landscape plan, only a comment that “*Canopy Tree and understorey plantings*” provided along the frontage (**Attachment A7**). There is no detail of the species of the plantings to determine whether they would be effective in providing a landscape setting to the proposed development. Particular c) is therefore unresolved.
- iv. It has not been satisfactorily demonstrated that existing trees along the northeastern side of the site can be retained. Also, it has not been demonstrated that the landscape areas within the front setback are capable of accommodating suitably sized trees to contribute to the landscape character along Bridge Street. Particular d) remains unresolved.

4. Inadequate water management

The application has failed to demonstrate that the proposed stormwater management system will not avoid, minimise or mitigate adverse impacts to adjoining properties.

Particulars

- a) *The proposed development seeks to discharge into an existing inter-allotment drainage easement potentially containing a pit via a 300 – 600 millimetres diameter pipe. No supporting hydraulic calculations have been submitted to confirm that the pipeline to which connection is proposed has sufficient hydraulic capacity to accept the post developed flows. A DRAINS model or equivalent has not been submitted.*
- b) *The CCTV did not traverse the entire pipeline within the easement and therefore it cannot be determined that the pipeline to which connection is proposed is in good working order and can hydraulically service the development. Should the existing drainage system be not functioning hydraulically, the existing stormwater pipeline and pit is required to be repaired and / or upgraded within the drainage easement. Council would require owners' consent from the Strata Corporations of all burdened properties, which has not been provided.*
- c) *The requirements of Chapter 6, Section 6.6 of the SEPP (Biodiversity and Conservation) 2021 are therefore not satisfied as it has not been adequately demonstrated that the proposed development will not have an adverse impact on the regulated catchment.*
- d) *The proposed development is contrary to Clause 6.5 'Stormwater and water sensitive urban design' of the Ku-ring-gai Local Environmental Plan (KLEP) and Part 24 of the KDCP.*

The issue of stormwater management is discussed in detail on page 15 of this Supplementary Report. Particulars a), b), c) and d) remain unresolved.

5. Parking, traffic and access impacts

The application has failed to adequately demonstrate that the proposed development will have acceptable traffic and parking impacts.

Particulars

- a) *No detailed assessment of queuing and delays in West Street/Bridge Street and Suakin Street in the weekday PM peak has been undertaken to understand the impacts of vehicles departing the site.*
- b) *The visibility splay for service vehicles has not been provided. It has not been demonstrated that heavy vehicles can access the service area while staying wholly within the driveway crossing.*
- c) *A minimum of 29 bicycle parking spaces for employees is not provided within the development to comply with the requirements of the KDCP.*
- d) *It has not been demonstrated that there is no obstruction greater than 600 millimetres for the sight triangle for visibility to pedestrians at the northeastern car park access.*

- e) *The length of the internal service roadway from the property boundary is non-compliant with AS2890.2 in that it is 6 metres and not a minimum of 6.85 metres.*
- f) *The submitted Green Travel Plan is deficient and inadequate in the following respects -*
 - i. *the change in mode split from driving to walking and public transport for journeys to work is ambitious.*
 - ii. *the Transport Access Guide does not show catchment maps for the various modes of travel.*
 - iii. *the recommendation that Council install time limits for on-street parking should be removed.*
 - iv. *The length of the internal service roadway from the property boundary does not comply with the minimum requirements of AS2890.2.*
- g) *Based on the insufficient information identified in a) and f) above, the potential traffic safety, road congestion and parking implications from the proposed development cannot be quantified. The proposed development therefore fails to satisfy Section 2.122 (4)(b)(iii) in SEPP (Transport and Infrastructure) 2021.*

The issue of parking, traffic and access is discussed in detail on pages 12 to 14 of this Supplementary Report. Particulars a) and g) remain unresolved.

A basement level plan was not provided therefore bicycle parking spaces for employees cannot be determined. Particular c) remains unresolved.

The deficiencies in the Green Travel Plan in respect of change in mode split and the catchment map for the Transport Access Guide can be resolved via a condition of consent if the Panel is of a mind to grant consent. Particulars b), d) and e) are resolvable.

6. Adverse impacts on land mapped as canopy remnant

The proposed development will result in adverse impacts upon parts of the site that are mapped as canopy remnant under the KDCP.

Particulars

- a) *The site contains land mapped as canopy remnant under Part 18.6 of the KDCP. Tree 31 (*Angophora costata*), identified as part of the canopy remnant, is proposed to be removed to facilitate the building footprint.*
- b) *Part 18.6 of KDCP requires the retention of trees identified as canopy remnant and recognises the ecological role of canopy remnants in supporting habitat, species diversity and ecosystem services.*
- c) *The proposed landscaping does not provide planting that reflects the relevant vegetation community associated with the canopy remnant. In particular, the planting scheme does not incorporate species characteristic of Blue Gum High Forest to reinforce the ecological character of the remnant canopy.*
- d) *The proposed landscaping does not provide an appropriate mix of groundcover, shrubs and trees within the canopy remnant area, as required by Control 2(iii) in Part 18.6 in the KDCP. The absence of a functional mid-storey and understorey limits structural diversity and ecological function.*
- e) *The Landscape Plan does not specify planting densities, spatial configuration or establishment measures sufficient to demonstrate that the long-term health of*

retained canopy trees or the ecological function of the canopy remnant will be maintained or enhanced.

Council's Ecological Assessment Officer has advised, upon further review, that the removal of tree T31 (*Angophora costata*) is acceptable, as it is a planted specimen. This is agreed consequently Particulars a) and b) are resolved.

An amended landscape plan was not provided as part of the amended package. The issue of the original landscape plan not incorporating appropriate species that are characteristic of the Blue Gum High Forest can be dealt with as a condition of consent requiring an amended landscape plan. Particulars c), d) and e) could be resolved via condition, if the Panel is of a mind to grant consent.

7. Inadequate details relating to waste management

The proposed development has failed to demonstrate that waste collection can be appropriately managed within the loading dock without adverse impact.

Particulars:

- a) *No design details of the turntable for a heavy rigid vehicle (HRV) as per AS 2890.2 has been provided.*
- b) *No maintenance plan for the turntable, including the second motor to be installed, has been provided.*
- c) *A dock management plan has not been provided that includes any priority for waste vehicles, booking system and traffic management system for when the dock is occupied and access out of hours.*
- d) *The development has not provided both mixed and paper/cardboard recycling.*

Council's Manager of Waste Services has reviewed the amended package of information and provided the following comments in respect of the waste –

- The loading dock management plan indicates that an 11 metres vehicle (maximum length) will service the loading dock. The 12.5 metre turntable can accommodate an 11 metres vehicle. Particular a) is resolved.
- The turntable maintenance plan is satisfactory as it confirms that the turntable will have dual motors and is rated for 40T weight. Particular b) is resolved.
- The loading dock management plan does not mention a traffic notification system at Bridge Street to notify incoming vehicle that there is already a truck on the loading dock. Particular c) is unresolved.
- Bin numbers have been updated to include paper and recycling bins. Particular d) is resolved.

The above comments provided by Council's Manager of Waste Services are agreed with.

8. Design of communal areas

The design of the communal area including the Level 2 outdoor area and roof top communal space does not give appropriate regard to landscaping and the amenity of the spaces.

Particulars

- a) *Planting in singular pots above structures on the Level 2 terrace is not acceptable as these pots are of an insufficient size to support the required landscaping. The*

proposal does not satisfy the requirements of Part 9C.7, Controls 9, 10, and 11 of the KDCP.

- b) *Built-in planter boxes capable of supporting trees with a minimum mature height of 4–6 metres, along with small-leaved screening shrubs, have not been provided along the periphery of all communal areas.*
- c) *Communal open spaces on the roof terrace do not include trees planted in larger built-in planter boxes. Proposed BBQ and shade structures are not fully integrated into the landscape design.*
- d) *All built-in planter boxes are not consistently depicted across the architectural, landscape, and drainage plans and complete information regarding soil depths, drainage outlets, irrigation supply, and maintenance access is not provided.*
- e) *The proposal does not address the landscape measures outlined in the submitted Wind Environmental Statement, which identifies the following actions to mitigate strong winds and improve comfort for pedestrians and communal area users:*
 - i. *Retention of existing trees along Bridge Street.*
 - ii. *Provision of additional evergreen trees capable of reaching a minimum height of 4 metres within the Level 2 outdoor area.*
 - iii. *Inclusion of dense planting with a minimum height of 1.5 metres around rooftop communal areas.*
- f) *The outdoor area on Level 2 and the roof top communal open space does not include the provision of sun shading devices which will reduce the usability and amenity of the spaces. This is non-compliant with Part 9C.7 Control 11 (i) in KDCP.*

This issue relating to the design of the roof top communal open space is discussed in detail on pages 12 of this Supplementary Report.

Details relating to the landscaping on Level 2 terrace have not been provided. Consequently, Particular a) remains unresolved.

No landscaping is provided around the periphery of the roof top communal open space. Particular b) is unresolved.

Whilst barbeque and shade structures provided to the roof top communal open space, the landscaping is deficient. Particular c) is only partially resolved.

Details provided are only in respect of the roof top communal open space planter boxes. It is critical that details are also provided in respect of the Level 2 communal roof top area. Particular d) is therefore only partially resolved.

Landscape measures to minimise wind impacts are recommended in the Pedestrian Wind Environment Statement (**Attachment A16**) although they have not been clearly reflected on the amended plans. Particular e) remains unresolved.

No details relating to sun shading devices for the outdoor area on Level 2 were provided as part of the amended package. Particular f) is unresolved.

9. Failure to provide a preliminary construction traffic management plan

A preliminary Construction Traffic Management Plan has not been provided.

Particulars

- a) *No indicative Construction Traffic Management Plan (CTMP) has been submitted. The CTMP is required to show construction vehicles entering and exiting the site in a forward direction.*
- b) *No swept path analysis has been provided showing the largest vehicle to be used entering and exiting the site for the demolition, excavation and construction stages as well as the location of stockpiles and all necessary tree protection fencing. Consultation with the project arborist is recommended. Discussion on a potential location for a work zone is also to be provided unless it can be demonstrated that all loading and unloading is carried out within the site.*

A preliminary Construction Traffic Management Plan was provided as part of the amended package (**Attachment A8**). This contention is resolved.

10. Inconsistent and insufficient information

The application contains insufficient and inconsistent information to enable a detailed assessment of the application.

Particulars

- a) *There is inconsistent information in relation to gross floor area (GFA) for the various uses within the development. Therefore, parking and traffic impacts cannot be accurately determined.*

This Particular is resolved for the reasons discussed earlier in the report.

- b) *The landscape plans, Arborist's report, and architectural plans present inconsistent information regarding the retention and removal of Trees T2 and T3.*

The amendments did not include a full set of architectural plans, landscape plans or an Arborist report, therefore it is unclear whether trees T2 and T3 are proposed for retention or removal. Nevertheless, no objection is raised to the removal of trees T2 and T3. This inconsistency could therefore be resolved via a condition of consent, if the Panel is of a mind to grant consent. This Particular is not pressed.

- c) *A NABERS Commitment agreement has been prepared however is not executed therefore it is unclear whether it is in place as required by Subsection (3) in Section 3.3 in Chapter 3 of SEPP (Sustainable Buildings) 2022. Consequently, it has not been demonstrated that the proposal can achieve the energy and water use standards in Schedule 3 of this SEPP.*

The NABERS Commitment agreement was executed. The proposed development can achieve the energy and water standards in Schedule 3 of SEPP (Sustainable Buildings) 2022. This Particular is resolved.

- d) *Details regarding shading and glare control to the external façades of the building have not been provided, therefore it cannot be determined with the proposed development satisfies Controls 7 and 8 in Part 9C.1 in KDCP.*

In the absence of perspectives, elevations and sections it is unclear what shading and glare control is proposed to the external facades of the building. This Particular is unresolved.

3. Panel's additional matters

The matters raised by the Panel at B of the deferral, specifically Points 1 and 5 are addressed in Items 1 and 2 above. Point 2, 3 and 4, as raised by the Panel, are addressed below -

Point 2 - Relocate some or all the at-grade parking at the front of the site, in order to improve street activation. It is noted that the nature of the permissible use 'specialised retailing' does not inherently require street frontage 'convenient' car parking nor is this use associated with an "impulsive convenient shopping trip" (as cited as a reason for the position of the car parking in the Applicant's Response to the RFI dated 27 January 2026).

Controls 10 and 11 in Part 14.5 in KDCP state the following –

10. *The preferred location for any car parking within Pymble Business Park is basement carparking. Where there are identified constraints such as topography or level changes across a site, a proportion of the required parking spaces may be provided above ground.*
11. *Where Council is satisfied that a proportion of above ground parking is justified, the above ground parking areas are to:*
 - i) *be integrated into the building;*
 - ii) *be concealed by utilising innovative and aesthetically pleasing screening methods, examples include above ground parking areas sleeved with a permitted use or glazed display cases;*
 - iii) *not result in any blank walls facing the street or public areas;*
 - iv) *not adversely impact the streetscape character.*

The proposed development includes both basement car parking and upper ground level car parking.

In response to Control 10, there is a significant level change across the site including its frontage. The provision of some car parking at the upper ground floor level is therefore satisfactory on this basis. It was also demonstrated by the applicant at the meeting with Council staff on 31 March 2026 that the relocation of the upper-level car parking to either the rear of the site or at a lower level was not possible. Otherwise, a complete re-design and other impacts such as reduced street activation/pedestrian entry at the lower ground floor level would result.

In response to Control 11, the following comments are provided –

- i. the upper-level car parking is integrated into the building;
- ii. in the absence of perspectives, elevations and sections it is unclear -
 - a. where the glazed display cases will be located and whether they will effectively conceal the upper-level car parking;
 - b. whether any blank walls will face Bridge Street; and
 - c. whether there will be any adverse impacts on the streetscape character

Perspectives, sections and elevations are considered essential to demonstrate that the upper ground floor car park is appropriately screened from the public domain and does not adversely impact the streetscape to ensure that Objective 8 in Part 14G.5 in KDCP is satisfied. In the absence of this information, the extent of street activation is unclear consequently this issue is unresolved.

Point 3 - Delete the proposed above parapet roof sign shown on the montage as 'Retail 1'.

The amended architectural plans were not accompanied by any elevations to confirm the deletion of this 'Retail 1' parapet roof sign. This issue is not resolved, however capable of resolution via a condition of consent, if the Panel is of a mind to grant consent.

Point 4 - Delete references to 'Retail' use on the drawings and replace with the words 'specialised retail', consistent with the permissible use in the zone.

The amended architectural plans do not reference 'Specialist Retail' to tenancies 1 and 2, as requested. This issue is unresolved, however capable of resolution via a condition of consent, if the Panel is of a mind to grant consent.

SUGGESTION BY THE APPLICANT

The applicant has suggested that an 'amended plan condition' or a deferred commencement consent could resolve the outstanding issues. That is, a full set of architectural and landscape plans could be provided either as a deferred commencement condition or prior to any release of a construction certificate that was consistent with the 'red marked-up plans' submitted to date (**Attachment A4**). This suggestion is not agreed.

These "red mark-up plans" do not give the required degree of certainty as to the proposed built form outcome, particularly as it presents to Bridge Street and would require a merit assessment. Requiring such things as a deferred commencement term(s) or conditions is not appropriate where a merit assessment needs to be undertaken. There is a degree of certainty because of the deficient information namely elevations, sections, floor plans and landscape plans, which should be provided before any consent is granted to enable a merit assessment.

CONCLUSION

Having regard to the provisions of Section 4.15 of the Environmental Planning and Assessment Act 1979, the original development assessment report and the amended plans and additional information provided in response to the deferral of the application, the application remains unsuitable for the subject site and not in the public interest largely due to the insufficient information submitted with the application. The application is therefore recommended for refusal.

RECOMMENDATION

PURSUANT TO SECTION 4.16(1) OF THE ENVIRONMENTAL PLANNING AND ASSESSMENT ACT, 1979

- 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 (specialised retail and office) building, basement parking and associated works on land at No. 4-10 Bridge Street, Pymble, for the following reasons:

1. Street activation and pedestrian entries

The information submitted with the amended development application does not clearly demonstrate that the proposed development will provide well defined pedestrian entries and an active street frontage to Bridge Street.

Particulars

- a) The amended development application was not accompanied by a front street elevation therefore it is unclear whether the minimum 50% active frontage is provided to Bridge Street, as required by Control 2 in Part 14G.5 in Ku-ring-gai Development Control Plan (KDCP). Control 2 in Part 14G.5 in KDCP provides examples as to appropriate active uses. The appropriateness of the active uses cannot be determined for the following reasons:

- i. No detailed dimensions provided in respect of the window display cases nor details of what they may contain or how they are accessed.
- ii. No justification for the design of the new pedestrian entry through the upper ground level. The design of the stair and landings significantly reduces suitably sized landscaped areas within the front setback.
- iii. It is unclear as to what extent the glazing to the lower ground floor office entry will be visible from Bridge Street due to the potential level differences and the design of the planters. The extent of visual connection between the office entry and the Bridge Street footpath therefore cannot be determined.

The proposed development is therefore inconsistent with Objective 2 in Part 14G.5 in KDCP.

- b) There is insufficient information to determine level difference between the footpath and the office entry at the lower ground floor. Control 4 in Part 14G.5 in KDCP requires the entry to be level with the footpath to ensure direct visual connection.
- c) There is insufficient information to determine that the upper ground floor level for the specialised retail entry and the lower ground floor level office entry are clear and easily identifiable. The 3-Dimensional sketches (renders) are not adequate for the purposes of this assessment. These renders do not clearly indicate how these entries will present to Bridge Street. It is noted that Control 4 in Part 14G.5 in KDCP requires building entries to be designed in accordance with Part 9C.4 of the KDCP. In the absence of a front street elevation, it is unclear how the building entries are integrated into the façade design. This is inconsistent with Control 3 and Objectives 1 and 2 in Part 9C.4 in KDCP and Control 4 and Objective 1 in Part 14G.5 in KDCP.

2. Building height

The amended development application involves new works at roof top level above the maximum building height control that applies to the land.

Particulars

- a) The amended roof plan indicates a shade pergola structure with barbeque, table and seating below.
- b) These new structures are located above the maximum permitted building height control of 32.5 metres. Insufficient information submitted with the amended development application to confirm the height of new shade pergola structure.
- c) No amended written request pursuant to Clause 4.6 in KLEP was submitted as part of the amended application. Development consent cannot be granted to the application.

3. Tree impacts associated with building setbacks

The proposed building setbacks to the northeastern side boundary at the lower ground and basement levels fail to adequately demonstrate the retention of existing significant trees along this boundary.

Particulars

- a) Control 4 iii) in Part 14G.5 of KDCP requires a *"2m minimum deep soil setback to northern side boundary adjoining the driveway to 950 Pacific Highway."* Objective 5 in Part 14G.4 in KDCP seeks to *"Retain existing trees and vegetation and minimise impacts of new development"*.
- b) The written documents accompanying the amended development application advises that a 2 metres setback is provided to the northeastern side boundary. The amended plans do not however indicate a 2 metres setback is provided to the northeastern side boundary at the

lower ground and basement levels. The amended lower ground floor, *Drawing ASK-010 Issue B*, indicates a setback between 1.2 metres and 1.7 metres for the new northeastern wall. The 1.2 metres setback is closer to the northeastern boundary than the existing wall at this location, which is 1.3 metres from the boundary.

- c) The Arboricultural memorandum submitted with the amended development application advises that if the proposed building and basement walls were further set back from the boundary with the existing basement wall and soil levels retained then Trees T33 to T48 (inclusive) can be viably retained.
- d) However, the amended development application has failed to clearly demonstrate that the proposed northeastern wall at lower ground floor and basement levels will be further setback than the existing walls. The proposed building structures are located 1.2 metres from the northeastern boundary compared to the existing structures which are 1.3 metres from this boundary. The reduced northeastern side setback is likely to result in significant and direct impacts to the existing trees T34, T35, T36, T37, T38 and T39. Consequently, it has not been adequately demonstrated, based on the information provided as part of the amended development application, that these trees can be viably retained.

4. Inadequate water management

The amended development application has failed to demonstrate that the proposed stormwater management system will not avoid, minimise or mitigate adverse impacts to adjoining properties.

Particulars

- a) The CCTV investigation did not traverse the entire pipeline within the easement and therefore it cannot be determined whether it is in good working order and can hydraulically service the development without resulting in uncontrolled flows and potential adverse impacts on adjoining properties. Subclauses (2)(c) and (d) in Clause 6.5 in KLEP requires, amongst other things, the following –
 - (c) *the stormwater management system includes all reasonable management actions to avoid any adverse impacts on the land to which the development is to be carried out, adjoining properties, native bushland, waterways and groundwater systems, and*
 - (d) *if a potential adverse environmental impact cannot be feasibly avoided, the development minimises and mitigates the adverse impacts of stormwater runoff on adjoining properties, native bushland, waterways and groundwater systems.*
- b) The information submitted with the amended development application has failed to demonstrate that the proposed stormwater design minimises and mitigates adverse impacts on adjoining properties. Subclauses (c) and (d) in Clause 6.5 (2) are therefore not satisfied.
- c) The CCTV footage taken prior to development of the subject site shows significant collapse of the existing stormwater pipe to which connection is proposed. Clarification is sought as to the diameter of the constructed pipe within the easement. Significant flows within this section of pipe may exceed the partially blocked capacity during major storm events. Works are required within the adjoining Bunning's site to remove and replace the existing pipe. Council requires owners' consent from those Strata Corporations of all burdened properties, which has not been provided.
- d) Obstructions were encountered during CCTV investigations at Pit 2 causing blockages and upstream ponding which prevented further investigations. Further CCTV investigation is needed.
- e) No supporting hydraulic calculations have been submitted to confirm that the pipeline to which connection is proposed has sufficient hydraulic capacity to accept the post developed flows. A DRAINS model or equivalent has not been submitted.

5. Traffic impacts and inadequate bicycle parking spaces

The amended development application has failed to adequately demonstrate that the proposed development will have acceptable traffic impacts on the surrounding road network. The amended development application has also failed to demonstrate that sufficient bicycle parking spaces will be provided within the proposed development.

Particulars

- a) The proposed development fails to observe/quantify the existing and future delays/queue lengths on Bridge Street approaching Pacific Highway, and on West Street/Bridge Street approaching Ryde Road during the weekday PM peak. This is particularly relevant as this location is where the local road network currently experiences substantial delays. The proposed development therefore fails to satisfy Section 2.122 (4)(b)(iii) in SEPP (Transport and Infrastructure) 2021.
- b) The proposed development has failed to demonstrate that a minimum of 29 bicycle parking spaces for employees is provided within the development to comply with the requirements of Control 1 in Part 9B.3 of the KDCP.

6. Inadequate details relating to waste management

The proposed development has failed to demonstrate that waste collection can be appropriately managed within the loading dock without adverse impact.

Particular:

- a) The loading dock management plan does not mention a traffic notification system at Bridge Street to notify incoming vehicles that there is already a truck at the loading dock. This may lead to significant traffic impacts to Bridge Street as vehicles may need to reverse out of the driveway if a vehicle is using the loading dock.

7. Design of communal areas

The design of the communal area including the Level 2 outdoor area and roof top communal space does not provide for appropriate landscaping.

Particulars

- a) The amended development application fails to provide any details of the Level 2 terrace.
- b) The amended plans limits landscaping provision to two individual planters, each accommodating a single tree on the roof terrace.
- c) The proposed development must incorporate built in planters of adequate size to include shrubs and small to medium trees along the periphery of the roof terrace and Level 2 terrace to introduce meaningful soft landscaping within these communal spaces and to contribute to the landscape character of the streetscape.
- d) The proposal does not satisfy the requirements of Control 11 ii) of Part 9C.7, of the KDCP.
- e) The amended development application does not address the landscape measures required, as outlined in the Pedestrian Wind Environment Statement prepared by Windtech dated 9 April 2026. The proposed development therefore does not demonstrate compliance with Control 11 iii) in Part 9C.7 in KDCP.

8. Inconsistent and insufficient information

The application contains insufficient and inconsistent information to enable a detailed assessment of the amended development application.

Particulars

- a) The following information was not provided as part of the amended development application to enable a detailed assessment –
- a. Detailed reduced levels (RLs) along the footpath in front of the site and from the street boundary to the building entries.
 - b. A front (Bridge Street) elevation of the podium and levels above to clearly show –
 - i. the proposed paths and stairs overlaid on the existing ground levels;
 - ii. the building entries;
 - iii. the proposed display cases and how they will screen the upper ground level car parking spaces; and
 - iv. the rooftop communal structures and any landscaping above balustrade level.
 - c. Section drawings to describe the proposed access points relative to adjacent ground levels and the internal floor levels.
 - d. Pedestrian strategy for managing sightlines and potential conflicts such as positioning bollards coordinated with the nominated car spaces/accessibility and building entries and pedestrian ground markings, location of retail entries and landing sizes.
 - e. A full suite of architectural plans across all levels of the proposed development.
 - f. Landscape plans for the ground level, podium and roof levels of the proposed development
- b) An Arboricultural Impact Assessment with a Tree Protection Plan (TPP) and specific tree sensitive construction methods for all trees proposed to be retained, including trees T34, T35, T36, T37, T38 and T39 has not been provided.
- c) Details regarding shading and glare control to the external façades of the building have not been provided, therefore it cannot be determined whether the proposed development satisfies Controls 7 and 8 in Part 9C.1 in KDCP.
- d) The submitted survey plan does not clearly indicate the location of existing structures including wall thicknesses. This is particularly relevant as the amended development application seeks to rely upon the retention of the existing northeastern wall.

DEVELOPMENT APPLICATION

ASSESSMENT REPORT

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
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APPLICATION NO	eDA0462/25
PROPERTY DETAILS	4-10 Bridge Street, Pymble Lot 41 DP 630346 2873m ² E3 Productivity Support
WARD	Gordon
PROPOSAL/PURPOSE	Demolition of the existing structures and construction of a mixed use commercial (retail and office) building, basement parking and associated works
TYPE OF DEVELOPMENT	Integrated
APPLICANT	Fife Capital Pty Limited
OWNER	Perpetual Corporate Trust Limited
DATE LODGED	4 September 2025
RECOMMENDATION	Refusal

PURPOSE OF REPORT

To determine Development Application No. eDA0462/25 for the demolition of 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 it:

- (a) is general development with an estimated development cost exceeding \$30 million and is required to be determined by the Ku-ring-gai Local Planning Panel in accordance with the Environmental Planning and Assessment Amendment (Planning Systems Reforms) Act 2025.
- (b) proposes a departure from a development standard of more than 10%.

INTEGRATED PLANNING AND REPORTING

Places, Spaces & Infrastructure

Community Strategic Plan Long Term Objective	Delivery Program Term Achievement	Operational Plan Task
P2.1 A robust planning framework is in place to deliver quality design outcomes and maintain the identity and character of Ku-ring-gai	Applications are assessed in accordance with state and local plans	Assessments are of a high quality, accurate and consider all relevant legislative requirements

EXECUTIVE SUMMARY

Issues

- Lack of street activation
- Design of building entries
- Tree impacts associated with building setbacks
- Inadequate water management
- Parking, traffic and access impacts
- Adverse impacts on land mapped as Canopy Remnant
- Inadequate details relating to waste management
- Design of communal areas
- Failure to provide a Preliminary Construction Traffic Management
- Inconsistent and insufficient information

Submissions

Nil

Land and Environment Court

N/A

Recommendation

Refusal

HISTORY**Site history**

The site has a history of predominantly commercial (office) use.

Previous applications history

A request for a Pre-DA consultation (PRE0043/24) was lodged with Council for a similar scheme to that proposed under this Development Application on or around 25 July 2024. The Pre-DA was withdrawn on 29 July 2024 and comments from Council were not provided.

Council's records show a number of previous applications relating to fit-out and use of the existing building for predominantly office uses.

Current Development Application History

Date	Action
4/09/2025	Application lodged.
22/09/2025 – 23/10/2025	The application was notified to neighbouring property owners for a period of 30 days. No submissions were received.
10/12/2025	<p>Council sent a preliminary planning assessment letter to the applicant. The following issues were identified:</p> <ul style="list-style-type: none"> i. Non-compliant north-eastern side setback, resulting in a failure to protect existing canopy trees along this boundary of the site. ii. Relocation of the at-grade car parking to the rear is required to improve street activation for the proposed retail premises. iii. Design amendments are required to improve the long-term sustainability of the proposed development. iv. Provision of shading structures to the roof top communal open space is required. v. Insufficient natural daylight and ventilation to proposed retail spaces 1 and 2 and internal vertical circulation spaces. vi. Further design rationale is required to justify the proposed tower location and exceedance of the maximum building height control. vii. Relocation of the substation and fire booster assembly is required to increase deep soil opportunities within the front setback and to enable retention of existing trees. viii. Removal of Trees 2-9 (front setback) and Trees 34-48 (north-eastern side setback) is opposed as they provide a high level of amenity and contribute to the existing landscape character

	<ul style="list-style-type: none"> ix. Adverse impacts to Trees 19, 20 and 32 arising from the basement design. x. Inadequate landscape design to the Level 2 communal open space. xi. Inconsistencies within the documentation submitted. xii. Failure to provide suitable Blue Gum High Forest species within the mapped Canopy Remnant area at the rear of the site. xiii. Use of rooftop cooling towers is opposed and an alternative system is requested. xiv. Inadequate information has been provided in relation to the following – <ul style="list-style-type: none"> - Delivery management plan addressing loading and unloading operations. - Swept paths and visibility splays for heavy vehicles accessing the loading zone. - Indicative Construction Traffic Management Plan. - Green Travel Plan specifically the targeted modal split from private car usage to walking and public transport. - CCTV investigation confirming the hydraulic performance of the existing drainage system. - Confirmation that the pipeline within the drainage easement has capacity to support the post development flows. - Detailed design of the loading turntable for heavy rigid vehicles. - Maintenance plan for the loading turntable.
27/01/2026	The applicant provided additional information in response to the preliminary planning assessment letter. However, the additional information fee was not paid as outlined in the letter and as prescribed in Council's Fees and Charges Schedule. The additional information was therefore not considered in the assessment of this application.

Planning Proposal and DCP amendments

A Planning Proposal was prepared by the applicant in May 2023 seeking a site-specific amendment to the Ku-ring-gai Local Environmental Plan 2015 (KLEP). Specifically, the Planning Proposal sought to:

- amend Schedule 1 of the KLEP to include *Specialised Retail Premises (Bulky Goods)* as a site-specific additional permitted use; and
- remove the site from inclusion in Clause 6.7 Active Street Frontages as proposed by the Employment Zone Reforms (EZR) for all land to be zoned E3 – Productivity Support.

The applicant decided to withdraw this Planning Proposal following the Department of Planning Housing and Infrastructure (DPHI) 'Employment Zones Reform' in February 2024. The Employment Zones Reform rezoned Pymble Business Park to E3 Productivity Zone in which 'specialised retail premises' are a permitted use.

The Planning Proposal was accompanied by a draft site-specific Development Control Plan (DCP). The site specific DCP was exhibited by Council from 6 December 2023 to 2 February 2024. Following exhibition, amendments were made to the site specific DCP in accordance with Section 14 of the *Environmental Planning and Assessment Regulation 2021*. These

amendments included a number of changes, such as provision of additional controls relating to building setbacks for the subject site and various design requirements to reinforce active street frontages. These amendments were adopted by Council on 19 March 2024. An assessment of the proposed development against the adopted controls in Part 14G of the DCP is provided in this report.

It is understood that the applicant now seeks to amend the KLEP to include an Additional Permitted Use enabling a large format packaged liquor outlet (which would fall within the definition of a "retail premises" under the KLEP) on the site. The applicant attended a Planning Proposal Pre-lodgement meeting on 18 November 2025 with Council's Strategic Planning team.

THE SITE

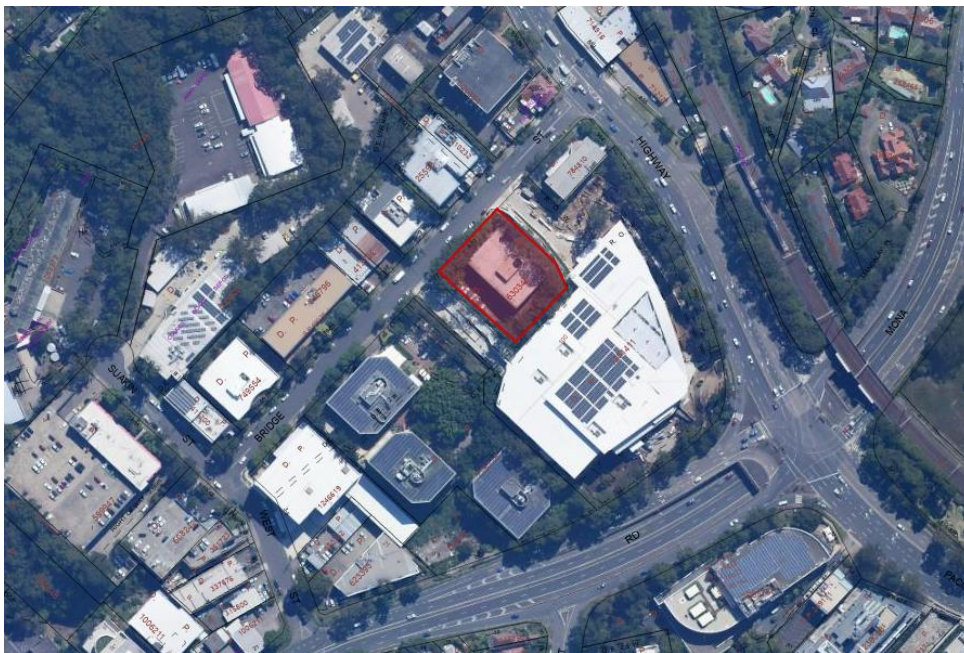


Figure 1: Aerial photograph of the subject site and surrounding development

Site description

The site is legally described as Lot 41 in DP 630346 and is known as No. 4-10 Bridge Street, Pymble (**Figure 1**). The site is located on the south-eastern side of Bridge Street and is an irregular shaped allotment. The site has a width of between 42.695 metres and 49.15 metres and a depth of 44.54 metres. The site has a total area of 2,873m² by survey.

The site is on the low side of the street and has a fall of approximately 9.5 metres from its northern corner (RL114.53) to its southern corner (RL105.00). The site also has a considerable cross fall of approximately 5.4 metres across the site frontage.

The site supports a number of canopy trees, concentrated along each of the site boundaries. The rear (south-eastern) portion of the site is mapped as supporting 'Canopy Remnant' under Part 18 of Ku-ring-gai Development Control Plan (KDCP). The site is not mapped as containing Terrestrial biodiversity under KLEP.

Development currently on the site comprises a five storey building consisting of two levels of carparking and three levels of commercial premises (**Figures 2 and 3**). Vehicular access to the site is via a concrete driveway located within the south-western building setback. A limited amount of hardstand parking is located alongside the south-western side boundary (**Figure 4**). A substation is located in the north-western corner of the site. Retaining walls are located within the eastern, southern and western setbacks.



Figure 2: Subject site as viewed from Bridge Street



Figure 3: Existing building as viewed from property driveway

Constraint:	Application:
Visual character study category	1920-1945
Easements/rights of way	Easements for substation (burden) and drainage (benefit)
Heritage Item - Local	No
Heritage Item - State	No
Heritage conservation area	No
Within 100m of a heritage item	Yes – No. 982 Pacific Highway, Pymble
Bush fire prone land	No
Natural Resources Biodiversity	No
Natural Resources Greenweb	Yes - (south-eastern) portion of the site is mapped as supporting 'Canopy Remnant'
Natural Resources Riparian	No
Within 25m of Urban Bushland	No
Contaminated land	No

Surrounding development

The site is surrounded by commercial development. Adjoining the site to the north, east and south is a hardware and building supplies store ('Bunnings Warehouse.') The delivery driveway and primary vehicular customer entrance/egress to Bunnings Warehouse is located to the south-west of the subject site (**Figure 4**). A second customer egress point and trade entrance/egress is located to the north-east of the site (**Figure 5**). An elevated walkway providing pedestrian access to Bunnings is located to the north of the trade entrance.

To the north-west of the site, across Bridge Road, are office developments. A Council owned carpark is located at No. 9 Bridge Street.

Other uses within the vicinity of the site include a gymnasium ('North Shore Gym'), Council depot, vehicle repair station ('Jax Tyre and Auto'), veterinary hospital ('Gordon Vet Hospital'), storage premises ('Storage King') and office development.

In the vicinity of the site, at No. 982 Pacific Highway, is a heritage listed substation.



Figure 4: On-site hardstand parking at left; Bunnings customer entrance located at right



Figure 5: Bunnings trade entrance and secondary customer egress at left; subject site at right

THE PROPOSAL

The application proposes demolition of the existing structures and construction of a mixed-use commercial (retail and office) building, basement parking and associated works.

The proposed works are detailed as follows:

- a) The demolition of the existing building including associated structures on the site.
- b) The construction of an 8 storey mixed use commercial/retail building with 4 levels of basement carparking, comprising –
 - i) **Basements 2, 3 and 4**
 - 47 car parking spaces (including electric vehicle spaces) on each of the basement levels 2, 3 and 4
 - hydraulic and grease traps rooms
 - 4 x lifts and 3 x fire stairs
 - office 'click and collect' spaces
 - ramped basement design
 - ii) **Basement 1**
 - 26 car parking spaces comprising a combination of accessible spaces, retail click and collect spaces and office spaces
 - staff and visitor bicycle racks
 - end of trip facilities including male and female WCs and powder room
 - service rooms
 - trolley bays
 - travellators to and from lower ground floor
 - iii) **Lower Ground Floor**
 - exit ramp from lower basement levels
 - driveway to loading dock and turntable
 - waste room entry adjacent to loading dock and turntable
 - external pedestrian stairs providing access to office entry
 - office entry including café, lobby, lifts, fire stairs and travelators from basement levels
 - retail space 1 including retail dock 1
 - iv) **Upper Ground Floor**
 - vehicular entry/exit at the northern end of the site frontage
 - 19 retail car parking spaces including 2 accessible spaces, 2 motorcycles spaces
 - ramp down to basement level/s
 - behind the car parking spaces is the entry to Retail space 2, including lobby, lifts, travelators to both the lower ground floor and level 1 and fire stairs
 - v) **Level 1**
 - retail spaces 3 and 4
 - lobby, lifts, travelators from upper ground floor, fire stairs
 - vi) **Level 2**
 - indoor and outdoor area
 - lobby, lifts, travelators from upper ground floor, fire stairs

- vii) **Levels 3, 4, 5 and 6**
 - office spaces
 - lobby, lifts, fire stairs, amenities
 - viii) **Roof level**
 - solar panels
 - plant
 - lobby, lifts and fire stairs
 - communal open space on south-western side
- c) Provision of the following indicative signage zones:
- 1 x illuminated pylon sign 7.7 metres x 4 metres located at the northern entry along Bridge Street,
 - 1 x aluminium and acrylic illuminated rooftop wall sign, 6 metres x 1.215 metres located on the north-east elevation.
 - retail 1, 3 and 4 signs: aluminium and acrylic signage with internal illumination
 - retail 2 sign: future tenant illuminated window signage area (located behind glazing)
- The applicant has advised that signage details would be subject to a separate development application.
- d) Removal of 36 trees (Trees 1–18 and 31–48); tree replacement including supplementary plantings across the site both at ground levels and upper levels.
- e) A stormwater management system comprising a combined below ground on-site detention tank (OSD) and on-site retention tank (OSR) with overflow directed to the existing boundary pit and connection into a drainage easement that benefits the subject site.

Works in the road reserve include a new driveway crossing and vehicle entries at both the upper and lower ends of the site frontage.

CONSULTATION

Community

In accordance with Appendix 1 of the Ku-ring-gai Community Participation Plan, owners of surrounding properties were given notice of the application. No submissions were received.

Internal Referrals

Urban design

Council's Urban Design Consultant commented on the proposal as follows:

1 Context and Neighbourhood Character

1. *Site Analysis* – The Urban Design Report provides a comprehensive consideration of the site. However, further testing of alternative arrangements to the tower built-form at the high north-eastern side of the site should be provided to

clarify the reasons for the proposed height exceedance along the low south-western side of the site. A streetscape study for permitted development neighbouring the site along Bridge Street is needed for an urban design review of the wider context of the development and proposed height exceedance. It is noted that the podium level outdoor space located on the north-eastern side enjoys full solar access and flipping the tower for a south-western outdoor space would be impacted by self-shadowing before 12pm. However, extrapolating from the provided solar study, it appears the outdoor space would still achieve high levels of solar amenity after 12pm.

2. Streetscape – The building form and façade compositions read clearly in the street and when viewed from neighbouring properties, with a clearly defined building form and architectural character defining the retail podium and business levels above. However, further design consideration is needed to achieve the required streetscape activation at the Upper Ground Floor level.
3. Street trees – existing canopy – Existing trees on the site are proposed for removal. Retention of high value trees at the rear is supported which is consistent with the KDCP intended urban character. However, the loss of existing canopy trees along the Bridge Street frontage and along the side boundaries requires further justification. It is noted that the Arborist's Report rates these trees largely as being of 'medium' value. The proposed development does not accommodate any replacement trees noting the varied 2.5 metre setback to the north-east and 1 metre setback to the south-western boundaries; as a result the cumulative loss of existing canopy is significant.
4. Bridge Street activation – Activating the frontage faces some challenges with the steeply sloping topography. As proposed, there is only a very small component at the north-western corner of the Lower Ground Floor level that has visual porosity and addresses the street as a pedestrian entry point. The Upper Ground Floor comprises the majority of the frontage, however, walls (for signage/decals) are needed to screen proposed at-grade carparking resulting in no meaningful street activation achieved. Together, this creates a visual barrier along the public domain interface between the street and retail behind.

Consideration should be given to relocating the at-grade car parking to the rear and an alternative basement ramp arrangement. This will enable the Upper Ground Floor retail to be located towards the street with potential for a direct pedestrian entry point. The proposed location of a substation should also be reconsidered in resolving the street activation, accessibility, and tree retention.

5. Pedestrian entry from the street – This is related to street activation and the quality of the pedestrian entry from Bridge Street. Other than via car park ramps, there is no accessible

path from the street to the Lower Ground Floor or Upper Ground Floor levels into the building. Stairs link to the Lower Ground, while no pedestrian entry is proposed for the Upper Ground Floor.

6. **Setbacks** – The DCP requires a 5 metres setback to Bridge Street which is to be 50% planted. The 7 metres deep soil setback to the rear satisfies the KDCP requirement and considers the protection of existing canopy trees that currently provide an important landscape buffer to the Bunnings carpark/rear walls. The proposed 1 metre setback to the lower south-western side boundary and 2.5 metres setback to the higher north are not consistent with the KDCP provisions. There appears to have been no exploration of opportunities for protecting any existing canopy trees along these side boundaries.
7. **Substation and services** – integrating the substation and fire hydrant booster into the landscape while maximising the streetscape character is required. This could be achieved with amendments to the pedestrian entry and street activation.

2 Built Form and Scale

1. **Podium and tower form** – In principle, an offset arrangement of podium and tower has the potential to make a positive contribution to the streetscape and surrounding urban fabric. It presents a clearly defined and rational arrangement of Gross Floor Area (GFA). Refer to earlier comments in relation to Context and Neighbourhood Character.
2. **Building height** – The proposed exceedance of height is noted. Further information is to be provided to clarify reasons for the location of the built form creating the proposed height exceedance. Overshadowing of neighbouring photo voltaic (PV) panels and solar amenity appears acceptable, however, further analysis should be provided.

3 Sustainability

Note the requirements of SEPP (Sustainable Buildings) for consent requirements.

The following as a minimum must be demonstrated on architectural documents:

- Electric vehicle (EV) charging infrastructure preparedness in the car park
- Maximised rooftop PV with consideration for a green roof to assist with urban cooling and performance of rooftop PV.
- Natural daylight and ventilation – should be maximised to internal spaces.
- Green Star Rating commitments. Note these need to be demonstrated at DA and CC stage and through tender, and

construction to as-built for certification. Four-star rating is considered very low and should be easily exceeded. See comments at Amenity for daylight and natural ventilation performance.

- Avoid dark tinted glazing. Where glazed curtain walls are proposed, external shading devices are to be integral to the façade design.

4 Landscape

1. Deep soil and canopy protection - Provision of deep soil and protection of canopy should be optimised. Trees that currently make an important contributions to the urban character are to be retained.

There also appears to be potential for increasing the Bridge Street deep by reconfiguring the basement egress and pump rooms, and relocating the pedestrian entry that may improve accessibility.

2. Podium Level 2 outdoor area – Could introduce more planting. The space is expansive with no shade protection proposed. Further design of the space should be considered to improve amenity.
3. Rooftop communal open space – Rooftop communal open space and its proposed size is acceptable in-principle. The more substantial planting areas can assist with managing heat loads. The proposed communal facilities also will promote high quality amenity for workers. However, shade protection for hot conditions is required to achieve the desired amenity. Shade structures/pergolas will need to be considered with proposed height exceedances.
4. General comment – Consideration should be given to the inclusion of a green roof with the PV panels which would help to mitigate urban heat loads and assists in maximising the productivity of PV panels.

5 Amenity

1. Tenancy layout – The services core is centrally located for maximum efficiency which allows Level 2 Retail and Office tenancies and Levels 3 to 6 to achieve access to all perimeter walls and the associated potential for high levels of natural daylight and ventilation amenity.
2. Street address – Retail spaces 1 and 2 have little to no street presence. The applicant should reconsider the location of Upper Ground Floor level at-grade carparking to provide a street entry and public domain interface visibility.
3. Natural daylight and ventilation -
 - a) Retail spaces 1 and 2 have little to no opportunities for receiving natural daylight or ventilation. As noted

- previously, there appear to be opportunities for daylight amenity to be improved for the Upper Ground Floor.*
- b) Internal travelators at Level 1 would benefit from access to daylight (subject to fire separation distances). This appears to be possible at the skewed south-western corner or side boundary by reallocating the narrow Retail 4 corridor to the lobby space.*
 - c) Shading – effective external and internal shading will be required for glazing exposed to east, north and west.*
- 4. Retail 3 and Retail 4 layout – Retail 3 has minimal address to the lobby due to the configuration of Retail 4 wall at gridline F. This could be improved by moving the tenancy wall to align with the egress corridor.*
 - 5. Rooftop Communal Open Space – Acceptable in principle. See comments above.*
 - 6. Overshadowing – Related to the site testing of building arrangement is further solar analysis of a tower that is relocated to the north-eastern side.*

6 Safety

- 1. Sightlines – General Crime prevention through environmental design (CPTED) principles – Retail 2 is within the walled at-grade car parking which obstructs passive surveillance to and from the street.*

7 Aesthetics

- 1. Materials and colour palette – Generally satisfactory.*
- 2. Composition of elevations – Generally acceptable, subject to testing of the arrangement of massing on the site.*
- 3. Side wall treatments – Generally acceptable.*

Council's Urban Design Consultant's comments are generally agreed with. The issues relating to non-compliant building setbacks and lack of street activation of Bridge Street form recommended reasons for refusal (see **Reasons 1 and 3**). The following comments (summarised) for the Urban Design Consultant are not agreed with

- *Alternative arrangements of tower built form*

The tower built form on the south-western side is appropriate as it maximises north-eastern sunlight and daylight to the office and outdoor spaces. Further it is on the lower side of the site which reduces the extent of the building height breach (as compared to if it was shifted to the north-eastern side) while also enabling the provision of a more central core and larger and more useable floorplates.

- *Upper Ground Floor level at-grade carparking*

The upper level at-grade car parking, whilst not ideal, is acceptable given the significant cross fall of the site and the fact that Specialised Retail Premises do not require the same degree of street activation as some other Retail Premises. Further, upper-level car parking is possible under controls 10 and 11 in Part 14G.5 of KDCP where known site constraints exist, such as topography. Retail signage zones 1 and 2 as well as the front landscape area will appropriately screen the upper level at grade car parking from Bridge Street.

- *Internal travelators at Level 1 would benefit from access to daylight*
- *Retail 3 has minimal address to the lobby due to the configuration of Retail 4 wall*

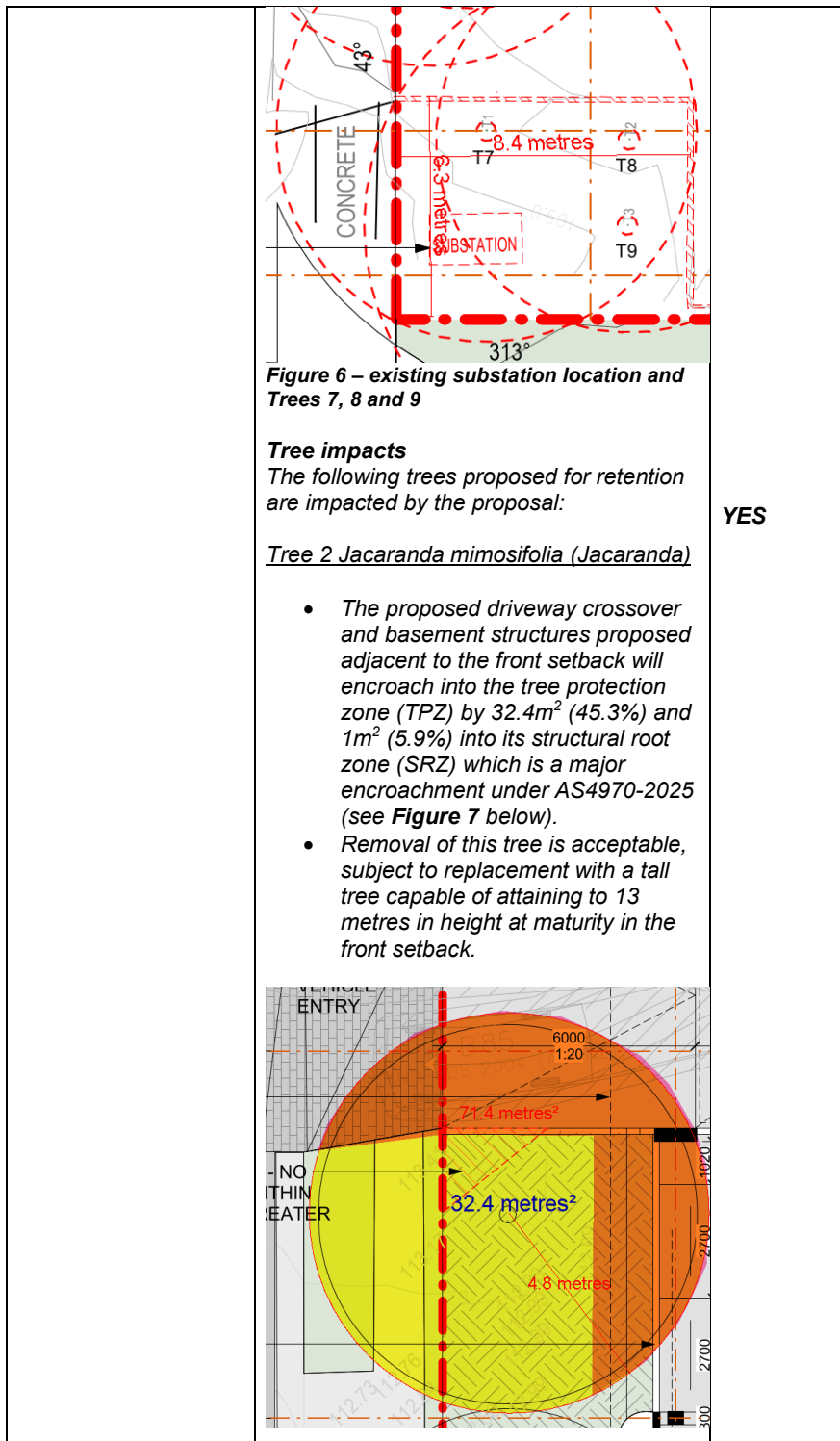
Whilst it is accepted that daylight access and addressing of the lobby could be improved through a marginal re-design of the travellators and tenancy walls, this is a minor issue and one that does not warrant refusal of the application. Retail space 4 is compromised in that it wraps around the central core. Any further design changes through the reconfiguration/redistribution of floor space may impact its viability.

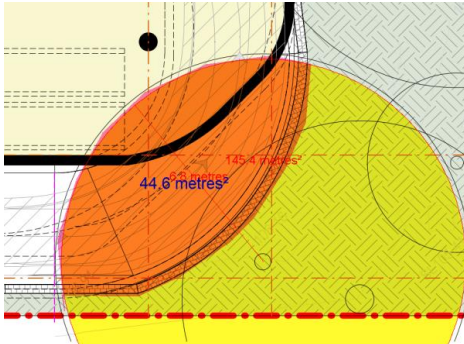
Landscaping

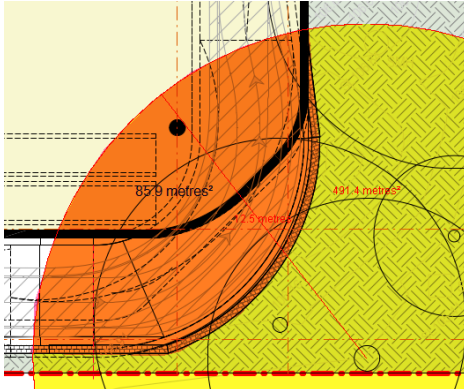
Council's Senior Landscape and Tree Assessment Officer commented on the proposal as follows:

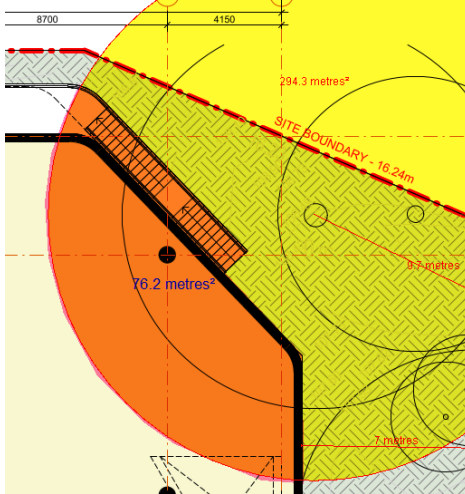
KDCP COMPLIANCE TABLE		
Control	Proposed	Complies
Part 9A.3 Deep Soil Landscaping, and Part 13 Tree and Vegetation Preservation		
C1 Where setbacks required deep soil landscaping is to be provided to at least half the setback.	The proposal does not satisfy this control. Refer to Part 14:G4 below.	NO
C2 Natural ground level is to be retained throughout any setbacks, where possible.	The landscape plan satisfies this control.	YES
C3 Deep soil landscaping is also to be provided along side setbacks.	Refer to Part 14:G4 below.	NO
C4 Deep soil zones to be configured to retain healthy and significant trees on the site and adjoining sites where possible	The landscape plan does not satisfy this control. Tree removal The number of existing trees proposed to be removed is not supported. The proposal should be redesigned to retain existing trees along the northern and front setbacks. The proposal includes the removal of numerous trees, specifically Trees 1–18 and 31–48, a total of 36 trees.	YES

	<p><i>The removal of Trees 1, 10–18, 31 and 33 is acceptable, as these trees conflict with the proposed building footprint and have relatively low environmental and landscape value.</i></p>	<p>YES</p>
	<p><i>The removal of Trees 2 and 3 is acceptable, subject to replacement with new tall canopy trees. It is, however, noted that there is inconsistent information between the plans and Arborist’s report as to whether these trees are proposed for retention or removal.</i></p>	<p>NO</p>
	<p><i>The removal of Trees 4, 5, 6, 7, 8, 9, 34, 35,36, T38, 39, and 41 is not acceptable. The design should be revised to retain as many of these trees as possible within the proposed development. These trees contribute significantly to the streetscape amenity and local landscape character and are considered to have moderate to high retention value.</i></p>	<p>NO</p>
	<p><i>The north-eastern side setback is required to be a minimum of 2 metres. The proposal, however, provides only 1.2 metres in the wider section toward the rear and 0.3 metre in the front portion. The design should be amended to provide a minimum 2 metres setback along the northern boundary, or as necessary to retain the existing healthy trees, in particular Trees 34, 35, 36, 38, 39, and 41.</i></p>	<p>NO</p>
	<p><i>The front setback should include a minimum 2.5 metres wide deep soil zone. The proposal currently provides deep soil only over an area measuring approximately 12.4 metres in length and 3.6 metres in width.</i></p>	<p>NO</p>
	<p><i>To achieve a softer interface with the public domain, it is recommended that the existing substation be retained in its current location (within the area of approximately 6.3 metres by 8.4 metres) and that existing Trees 7, 8 and 9 be retained (see Figure 6 below). The existing substation may be upgraded, maintaining its location, if required.</i></p>	



	<p>Figure 7 – extent of encroachment into TPZ and SRZ for Tree 2</p> <p><u>Tree 3 Lophostemon confertus (Brushbox)</u></p> <ul style="list-style-type: none"> The proposed basement structures and turning path will encroach into the TPZ by 36.7m² (40.4%) and 4.4m² (18.8%) into its SRZ which is a major encroachment under AS4970-2025. Removal of this tree is acceptable, subject to replacement with a tall tree capable of attaining to 13 metres in height at maturity in the front setback (if approval was recommended). <p><u>Tree 19 Eucalyptus saligna (Sydney Blue Gum)</u></p> <ul style="list-style-type: none"> The proposed stormwater structures, basement structures and turning path will encroach into the TPZ by 44.6m² (30.6%) and 4.4m² (18.8%) into its SRZ which is a major encroachment under AS4970-2025 (refer to Figure 8 below). The proposed ramp structures are located above the existing natural soil level resulting an acceptable encroachment into the TPZ, the proposed works may be acceptable, subject to the implementation of appropriate tree-sensitive construction measures and conditions (if approval was recommended).  <p>Figure 8 – extent of encroachment into TPZ and SRZ for Tree 19</p>	<p>YES</p> <p>YES</p>
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	<p><u>Tree 20 <i>Eucalyptus saligna</i> (Sydney Blue Gum)</u></p> <ul style="list-style-type: none"> • The proposed stormwater structures, (pipes and pits), basement structures and turning path will encroach into the TPZ by 85.9m² (17.48%) which is a major encroachment under AS4970-2025 (refer to Figure 9 below). • The proposed ramp structures are located above the existing natural soil level resulting an acceptable encroachment into the TPZ, the proposed works may be acceptable, subject to the implementation of appropriate tree-sensitive construction measures and conditions (if approval was recommended).  <p>Figure 9 – extent of encroachment into TPZ and SRZ for Tree 20</p> <p><u>Tree 32 <i>Eucalyptus saligna</i> (Sydney Blue Gum)</u></p> <ul style="list-style-type: none"> • The proposed basement and above building structures will encroach into the TPZ by 76.2m² (25.9%) which is a major encroachment under AS4970-2025 (refer to Figure 10 below). • The proposed structures are located in the same location of existing building structures, therefore no roots will be located in the proposed building footprint. Location of structures in relation to 	<p>YES</p> <p>YES</p>
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	<p style="text-align: center;"><i>the tree is acceptable.</i></p>  <p style="text-align: center;">Figure 10 – extent of encroachment into TPZ and SRZ for Tree 20</p>	
<p>C5 Where landscaping is provided along the street alignment, a physical edge such as a planter box wall, is to be no higher than 1m from the finished level of adjacent public pathways.</p>	<p>The landscape plan satisfies this control.</p>	<p>YES</p>

Part 14 URBAN PRECINCTS AND SITES 14G Pymble Business Park		
Control	Complies	
14G.4 BUILDING SETBACKS		
<p>C1. All buildings within the Pymble Business Park are to comply with the setback controls illustrated in Figure 14G.4-1.</p>	<p>Refer to Control 4 below.</p>	<p>NO</p>
<p>C3. Building setbacks stipulated in Figure 14G.4-1 respond to the location within the business park. They are:</p> <ul style="list-style-type: none"> i) zero setbacks to sites that are constrained or where an urban 	<p>Refer to Control 4 below.</p>	<p>NO</p>

<p><i>frontage would benefit the location;</i></p> <p><i>ii) landscaped setbacks to sites where a landscaping element within the setback is required to enhance the character of the streetscape.</i></p>		
<p><i>C4. Building setbacks for 4-10 Bridge Street are illustrated in Figure 14G.4-1 and are to comply with the following:</i></p> <p><i>i) 5m front landscaped setback to front boundary along Bridge Street;</i></p> <p><i>ii) zero setback to the south side boundary adjoining the driveway to 950 Pacific Highway;</i></p> <p><i>iii) 2m minimum deep soil setback to north side boundary adjoining the driveway to 950 Pacific Highway.</i></p> <p><i>iv) 7m minimum deep soil setback to rear east boundary adjoining 950 Pacific Highway to ensure the retention of existing trees.</i></p> <p><i>Note: where deep soil setbacks are required, the whole setback area is to comprise of deep soil.</i></p>	<p><i>The proposal does not satisfy this Part for the following reasons:</i></p> <p><i>i) The proposal includes only 12.4 lineal metres of soft landscape treatment along the front setback. A landscaped setback along Bridge Street is required to enhance the character of the streetscape. The front setback presents a new substation, two wide driveways, pedestrian entries, fire egress stairs and maintenance access reducing the soft landscape provision to 25% of the frontage. The removal of six (Trees 4 -9) Eucalyptus microcorys (Tallowwood) within the front setback is not acceptable.</i></p> <p><i>ii) The proposal includes a zero setback to the south side boundary adjoining the driveway to No. 950 Pacific Highway and satisfies this control.</i></p> <p><i>iii) The proposal does not comply with the requirement to provide a 2 metres setback adjoining the driveway to No. 950 Pacific Highway. The proposed northern setback is 0.3 metre along the front portion of the site, increasing to approximately 1.2 metres at the rear. Given the presence of existing high-value trees (Trees 34–39) that provide significant environmental and visual amenity to the locality, the</i></p>	<p>NO</p> <p>YES</p> <p>NO</p>

	<p><i>northern setback to be increased, particularly to the rear of the site, to enable the retention and long-term viability of these trees, all <i>Corymbia citriodora</i> (Lemon-scented gum).</i></p> <p>iv) <i>The proposal includes a 7 metres minimum deep soil setback to the rear eastern boundary adjoining No. 950 Pacific Highway and complies with this control.</i></p>	YES
<p>Part 21 General Site Design 21.1 Earthworks and Slope</p>		
<p><i>C3. Landscape cut or fill should not be more than 600mm above or below natural ground line.</i></p> <p><i>C4. A minimum 0.6m width is required between retaining walls.</i></p> <p><i>C5. Existing ground level is to be maintained for a distance of 2m from any boundary.</i></p>	<p><i>Landscape setbacks should maintain the natural ground level where possible. The proposal complies with this requirement for the following reasons:</i></p> <ul style="list-style-type: none"> <i>• The existing ground level has been maintained for approximately 7 metres from the rear boundary meeting Control 5 in Part 21.1 of the KDCP.</i> <i>• The existing ground levels within the front setback, where landscaping is proposed, is maintained.</i> <i>• The south-western side setback is nil, while the northern side setback (up to 1.2 metres in the wider portion) appears to maintain the existing ground levels.</i> 	YES
<p>21.2 Landscape Design <i>To ensure the landscape design and species selection is suitable to the site its context and considers the amenity of residents and neighbours.</i></p>	<p><i>The landscape plan is not acceptable</i></p> <p><i>The removal of established high value existing trees around the periphery and frontage of the site is not acceptable.</i></p> <p><i>The minimal deep soil provision does not allow adequate tree planting in scale with the proposed building.</i></p> <p><i>The planting above structures on Level 2 terrace in singular pots is not acceptable. Built in planter boxes capable to support trees of minimum 4 to 6 metres in height and small leave screening shrubs shall be provided around the periphery.</i></p>	NO

The Landscape and Tree Assessment Officer's comments are generally agreed with, it is, however, noted that the retention of Trees 4 and 5 would be difficult while still providing the required access while promoting street activation. The removal of Trees 4 and 5 is therefore deemed to be acceptable.

It is agreed that Trees 7, 8 and 9, located adjacent to the existing substation in the western corner of the site (refer to **Figure 11** below) contribute greatly to the landscape character along Bridge Street and assist in providing a visual landscape buffer with the driveway to the adjoining site (See **Reason 3**). Whilst it is accepted that this would necessitate a re-design of the basement egress driveway, this is reasonable in the site circumstances. The existing driveway could be utilised to facilitate basement egress and a loading dock area.

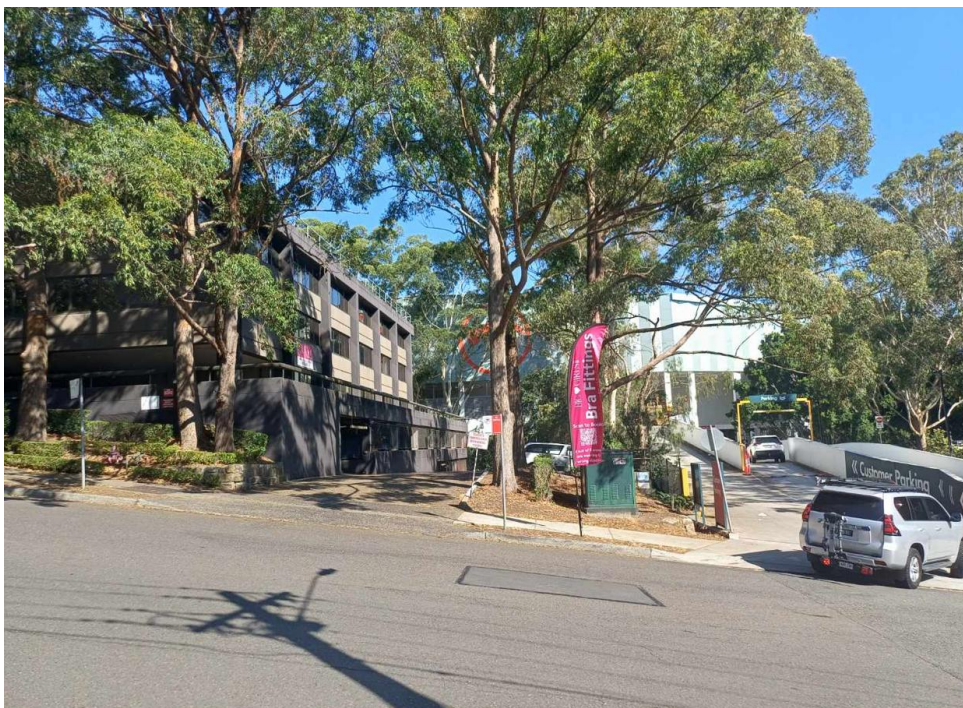


Figure 11 – Looking south-east from Bridge Street towards the site and the adjoining driveway to the Bunnings site. The stand of trees in the centre of the figures are Trees 7, 8 and 9 alongside the existing substation.

It is also agreed that Trees 34, 35, 36, 38, 39, and 41, located adjacent to the north-eastern side boundary, also contribute greatly to the landscape character along Bridge Street and assist in providing a visual landscape buffer with the driveway to the adjoining site (see **Figure 5** earlier within this report) (See **Reason 3**).

Engineering

Council's Team Leader Development Engineers and Council's Strategic Traffic Engineer commented on the proposal as follows:

Water management

The site is subject to sloping topography ranging from the northern corner to the southern corner by approximately 9.5 metres. The site is not flood affected.

There is an easement to drain water which is 2 metres wide which runs through the neighbouring site (Bunnings) as shown on the Survey plan depicting the existing stormwater layout and easement (see **Figure 12** below). The subject site benefits from this 'easement to drain water' under DP638094 and proposes stormwater drainage to this stormwater drainage system.

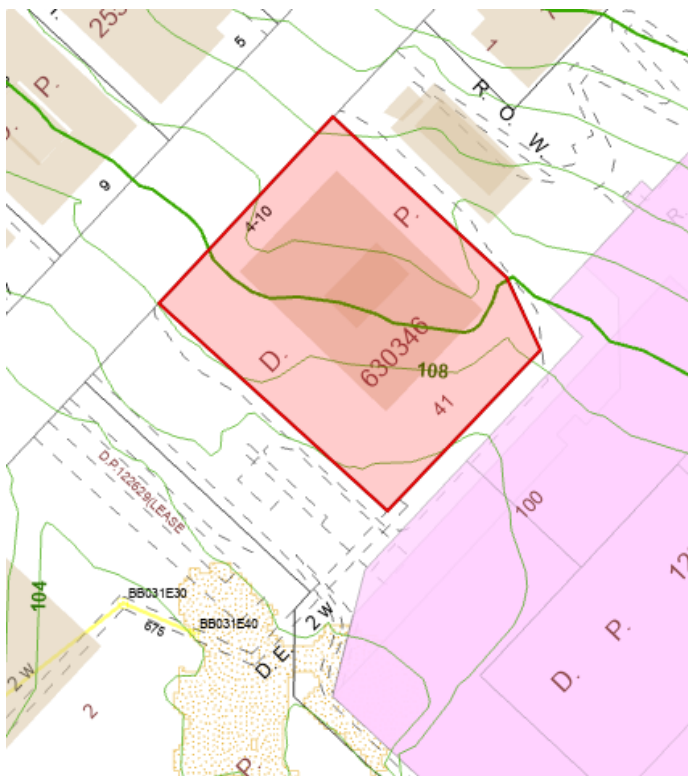


Figure 12 – extract from Council's Hydrological map indicating the topography of the site and the 2 metres wide drainage easement in the southern corner of the site (subject site hatched in red)

Stormwater Management Plans, prepared by AT&L have been submitted. The stormwater design shows the collection and discharge of all roof water directed to a combined belowground on-site detention tank (OSD) and retention tank (OSR) of 87.15m³ and 39,000 litres respectively, located under the exit driveway ramp, which can be accessed externally to the building. The overflow from the detention system is directed by gravity via 2x300 millimetres diameter discharge pipes suspended off the basement level 2 ceiling that breaks into an existing rear boundary pit prior to direct connection into the easement stormwater pit within the downstream property. The combined piped and overland flow paths shall be designed to accommodate the 1% AEP storm event.

In addition, a spillway with an overland flow route has been provided in the event that a storm higher than the design storm occurs, or the OSD device malfunctions.

The survey plan has not provided any pipe details, however, a visual inspection of the site has identified a pit on the adjoining property within the easement, which was partially obstructed by a pit insert basket. The pit to which connection is proposed is approximately 1 metre deep and the survey confirms a 300-600 millimetres pipe is present within the easement.

An initial CCTV investigation has also been undertaken. The investigation revealed some minor damage that may require rectification. Owner's consent is required to carry out physical works to the easement. It is understood from the CCTV and accompanying report that "a collapsed pipe was identified under the Bunnings driveway/OSD, preventing further downstream inspection from that point. Upstream CCTV was conducted from the pit towards the obstruction. Additional downstream access was attempted via the pit at Pymble Corporate Centre; however, further inspection under the decking of "The Pymble Grind" was not possible due to access restrictions". As a result, the inspection survey was abandoned due to obstruction. The CCTV did not traverse the entire pipeline within the easement; therefore it cannot be determined that the pipe is in good working order and can hydraulically service the development as required by Clause 6.5 in KLEP.

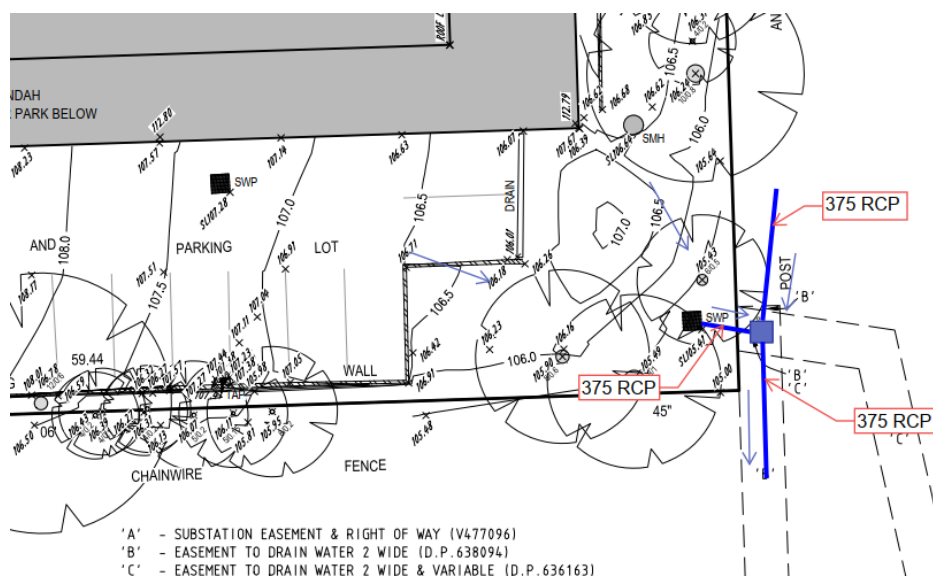


Figure 13 – Extract from survey plan with pipe details included

The sizing of the detention system satisfies the requirements of a Type 6 Development.

Whilst no BASIX Certificate is required for commercial developments, a rainwater retention tank of 39,000L to collect runoff from all roof area of the new commercial building is provided. The proposed rainwater tank has been modelled in the Model for Urban Stormwater Improvement Capitalisation (MUSIC). Water from the rainwater tank is to be connected to irrigation for all landscape areas and to toilet flushing (as daily demand). Based on MUSIC results, the rainwater tank model achieves a reduction in rainfall runoff days of 52%, more than the 50% required which satisfies Council's streamflow objectives under Part 24C.3 of the KDCP.

The MUSIC Model for Urban Stormwater Improvement was used to evaluate pollutant loads from the site. MUSIC Modelling shows the pollutant load standards set out in Part 24C.6 of the KDCP have been satisfied with proprietary pollution stormwater filters – Ocean protect cartridges, pit inserts comprising 3 x Ocean protect OceanGuard baskets and rainwater tank for reuse.

Traffic generation

An operational assessment of existing traffic conditions at the following intersections was carried out in the Traffic Impact Assessment (TIA) using Signalised Intersection Design and Research Aid (SIDRA) traffic modelling software, with the corresponding Levels of Service (ranging from A being good operation, and F being unsatisfactory operation with excessive queuing):

Location/Intersection	Level of Service Weekday AM Peak	Level of Service Weekday Peak PM	Level of Service Saturday Peak
Pacific Highway and Ryde Road (traffic signals)	B	C	C
Ryde Road and West Street (priority)	A	B	B
Pacific Highway and Bridge Street (traffic signals)	A	A	A

Council's Strategic Traffic Engineer observed weekday PM peak delays in West Street and Bridge Street as vehicles queue to join Ryde Road and Pacific Highway. For example, the SIDRA movement summary in Appendix B of the TIA indicates that on average, during the PM peak hour, the average delay in West Street is 15 seconds and an average queue length of 24 metres (approximately 6 vehicles).

Observations made by Council's Strategic Traffic Engineer show that queuing intensity and delays on West Street at Ryde Road were high from approximately 5PM to around 5:30PM. During this period, queued vehicles departing the Pymble Business Park regularly extended from West Street into Bridge Street and were slow to clear as there was reliance on gaps in Ryde Road traffic, which are likely to be created by the upstream pedestrian activated mid-block traffic signals outside Gordon West Public School or at the traffic signals at Kiparra Street. If the signal cycle at the mid-block traffic signals is running at 120-140 seconds during the PM peak hour, this implies minimum gaps in Ryde Road traffic approximately every 2 or so minutes, but this relies on the signals being triggered. Occasionally, traffic on Ryde Road is also queued back from the Pacific Highway interchange to beyond West Street. These 2 factors are the likely cause of substantial queuing in West Street, and the proposal is likely to result in additional vehicle delay on the West Street approach to Ryde Road during the weekday PM peak.

The TIA has calculated the traffic generation of the site using industry accepted traffic generation rates for bulky goods retail and commercial/office uses set out by Transport for NSW in the Guide to Transport Impact Assessments. Applying these rates would result in the following additional peak hour vehicle movements:

- Weekday AM peak hour: 82 vehicle trips (2-way) per hour (67 in, 15 out).
- Weekday PM peak hour: 81 vehicle trips (2-way) per hour (24 in, 57 out).
- Saturday peak hour: 58 vehicle trips (2-way) per hour (29 in, 29 out).

SIDRA analysis of the post-development scenario suggests no change to the Levels of Service of the 3 intersections above, with minimal change to average intersection delay. However, The PM peak hour trip distribution on page 21 of the TIA indicates that of the 57 outbound trips, 43 would be directed to the West Street approach, and it is expected that the majority of these would occur in the observed 5PM - 5.30PM peak period. An additional 43 vehicles in the peak hour at this location are likely to extend delays and queue lengths currently experienced in West Street and Bridge Street in the 5PM - 5.30PM weekday peak period. This was not properly considered in the assessment.

Parking provision and design

Car parking

There is inconsistent information in relation to gross floor area (GFA) proposed as part of this development. GFA from the various sources are as follows:

Land Use	Statement of Environmental Effects	Traffic Impact Assessment	Architectural Plans
Bulky Goods (GFA)	3,332m ²	3,396m ²	4,112m ²
Office/Commercial (GFA)	5,557m ²	4,526m ²	5,908m ²

The GFA that applies to this application needs to be clarified, as this would impact on the requirement for car parking. For example, the parking requirements for the proposal, based on the various sources of GFA, would be as follows:

Land Use	KDCP requirement	TfNSW Guide to Transport Impact Assessment	Proposed
Traffic Impact Assessment			
Bulky Goods	121	108	25
Office/Commercial	137	113	160
Total	258	221	185
Statement of Environmental Effects	KDCP requirement	TfNSW Guide to Transport Impact Assessment	Proposed
Bulky Goods	119	106	25
Office/Commercial	168	139	160
Total	287	245	185
Architectural Plans	KDCP requirement	TfNSW Guide to Transport Impact Assessment	Proposed
Bulky Goods	147	130	25
Office/Commercial	179	148	160
Total	326	278	185

Therefore, there would be a technical requirement of 258 car parking spaces as per the TIA, 287 car parking spaces as per the SEE and 326 spaces as per the architectural plans.

The proposed quantity of car parking technically does not comply with the KDCP requirements for the individual land uses under any of the GFAs mentioned, however, it is acknowledged that due to non-conflicting peaks in parking demand of the individual uses, there is the opportunity to share the total quantum of parking between the office/commercial and bulky goods uses.

For this assessment, the GFAs in the TIA are considered to apply, and were used to develop car parking requirements (based on the KDCP parking requirements) and a car parking demand profile, to understand the peak car parking times and peak car parking demands of the uses proposed:

Demand profile - 4-10 Bridge Street																						
Use	GFA	Spaces	Monday - Friday										Saturday									
			9am	11am	1pm	3pm	5pm	7pm	9am	11am	1pm	3pm	5pm	9am	11am	1pm	3pm	5pm				
%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%			
Bulky Goods	3,396	121																				
Retail			20%	24	50%	61	50%	61	50%	61	20%	24	50%	61	90%	109	100%	121	100%	121	75%	91
Office	4,526	137	100%	137	100%	137	100%	137	100%	137	80%	110	10%	14	10%	14	10%	14	10%	14	10%	14
	7,922	258		161		198		198		198		170		38		74		123		135		105

This indicates despite a technical requirement to provide 258 car parking spaces, the peak parking demand would be 198 car parking spaces on weekdays between 11am and 3pm, which is a 13 car parking space shortfall.

The TIA notes, though, that the KDCP parking rates for bulky goods retail stores appear to be high compared to industry research and the Transport for NSW Guide to Transport Impact Assessment. Assuming this is the case and allowing for parking for bulky goods retail stores at the high end, citing the Transport for NSW Guide to Transport Impact Assessment (and KDCP rates for the office/commercial component), the following car parking demand and profile would result:

Demand profile - 4-10 Bridge Street																						
Use	GFA	Spaces	Monday - Friday										Saturday									
			9am	11am	1pm	3pm	5pm	7pm	9am	11am	1pm	3pm	5pm	9am	11am	1pm	3pm	5pm				
%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	
Bulky Goods	3,396	108																				
Retail			20%	22	50%	54	50%	54	50%	54	20%	24	50%	54	90%	97	100%	108	100%	108	75%	81
Office	4,526	137	100%	137	100%	137	100%	137	100%	137	80%	110	10%	14	10%	14	10%	14	10%	14	10%	14
	7,922	245		159		191		191		191		164		38		68		111		121		94

This now suggests a shortfall of approximately 6 car parking spaces but there is a proposal to implement a Green Travel Plan (see separate comments below) to influence mode shift and travel behaviour change. The Green Travel Plan targets a mode split to car of 52% for working trips, from an existing 82%. While a 36% reduction in driving to work is ambitious for this relatively car-dependent area, a reduction in car travel of up to 5% is considered to be reasonable (and achievable) to justify the minor car parking shortfall, but suggests that the GFAs in the SEE and architectural plans would not be able to be accommodated with the proposed car parking spaces. For example, applying the SEE GFAs to the demand profile results in the following parking demands:

Demand profile - 4-10 Bridge Street																		
Use	GFA	Spaces	Monday - Friday										Saturday					
			9am	11am	1pm	3pm	5pm	7pm	9am	11am	1pm	3pm	5pm					
Bulky Goods	3,332	106	%	Spaces	%	Spaces	%	Spaces	%	Spaces	%	Spaces	%	Spaces	%	Spaces	%	Spaces
Retail			20%	21	50%	53	50%	53	50%	53	50%	53	80%	24	50%	53	90%	95
Office	5,557	168	100%	168	100%	168	100%	168	100%	168	100%	168	80%	135	100%	17	100%	17
	8,889	274		190		221		221		221		188		41		70		112
																		122
																		122
																		96

To reduce peak car parking demand from 221 car parking spaces to 185 car parking spaces, available effectively requires a mode shift of up to 16%.

If the GFAs in the TIA apply, the allocation of parking during the peak weekday period should be reviewed to align with the demand profile. Currently, there appears to be an overallocation to office/commercial car parking and an under allocation to bulky goods retail car parking for the weekday peak period. To satisfactorily cater for the weekday peak demand, the following allocations should be required:

Land Use	Proponent's Allocation	Requested Allocation (indicative)
Bulky Goods	25	54
Office/Commercial	160	131
Total	185	185

In terms of distribution across the various parking levels, the following car parking allocation is recommended:

Level	Proponent's Allocation	Requested Allocation
Upper Ground	19 bulky goods retail	19 bulky goods retail
Basement 1	6 bulky goods retail 19 office/commercial	25 bulky goods retail
Basement 2	47 office/commercial	47 office/commercial
Basement 3	47 office/commercial	47 office/commercial
Basement 4	47 office/commercial	47 office/commercial

On weekends, when office car parking demand is minimal, bulky goods retail car parking demand can extend into the office/commercial car parking areas in Basement levels 2-4, as needed. Car parking allocation can be flexible though, so that after occupation, if it is found that weekday office car parking demand is higher and bulky goods car parking demand is lower, then the allocations on Basement level 1 can be adjusted to suit.

Bicycle parking and end-of trip facilities

For the retail and commercial component of the mixed-use development the KDCP requires:

- 1 bicycle parking space per 600m² of gross floor area for staff – in the form of an individual locker or secure room as per AS2890.3.
- 1 bicycle parking space per 2,500m² of gross floor area for visitors – in the form of a bicycle parking device or rack as per AS2890.3.
- 1 shower cubicle with ancillary change rooms per 10 bicycle spaces for employees, including a minimum of 1 shower each for both females and males. Signs to showers are to be provided at bicycle parking locations.

The table below outlines the KDCP requirements and the applicant's response, based on the GFA referred to in the TIA:

Land Use	GFA	Ku-ring-gai DCP requirement	Proposed
<i>Bulky Goods (treat as retail component of mixed use)</i>	3,396	5.7 (staff) 1.4 (visitor)	
<i>Office/Commercial</i>	4,526	22.6 (staff) 4.7 (visitor)	
<i>End of trip facilities</i>		1 shower each for both females and males	<i>Separate toilets, showers and lockers for males and females</i>
Total		29 (staff) 7 (visitor)	24 (staff) 8 (visitor)

The proposed provision of 24 employee bicycle parking spaces is a shortfall of 5 spaces, and the proposed 8 visitor bicycle parking spaces complies with the KDCP requirement. If approval was recommended, this could be addressed as a condition of consent. Note that if visitor bicycle parking spaces are relocated to street level (see comments below) then there would be adequate space to accommodate the additional spaces.

The proposed separate end of trip facilities for males and females complies with the KDCP requirement.

Bicycle parking spaces for employees are located on the Basement 1 level. The architectural plans possibly indicate a secure space, and if approval was recommended, this could be conditioned to comply with Security level B in AS2890.3, which requires a secure room or structure.

It is noted that the car park ramp connecting the basement level to street level has gradients of up to 1:5 (20%), which generally will exceed the capability of many bicycle users to remain mounted with stability (1:12, or 8% is practical). Therefore, the lifts, travellers and accessways could be conditioned, if approval was recommended, to be of a suitable size such that employees can transport their bicycles between the bicycle parking area on Basement 1 level and ground/street level without using the internal car park ramp.

Visitor bicycle parking is also located on the Basement 1 level, and similar ramp grade accessibility issues as employees arise. Additionally, there is concern regarding the practicality and convenience of visitors entering the basement parking area to access the bicycle parking from the main car park entry ramp. Therefore, it could be conditioned, if approval was recommended, that the application provide a minimum of 4 racks for visitor bicycles located somewhere near the accessible entrance on the Lower Ground Floor level (circled in green, in extract from the Architectural Plans – Lower Ground Floor) below in **Figure 14**:

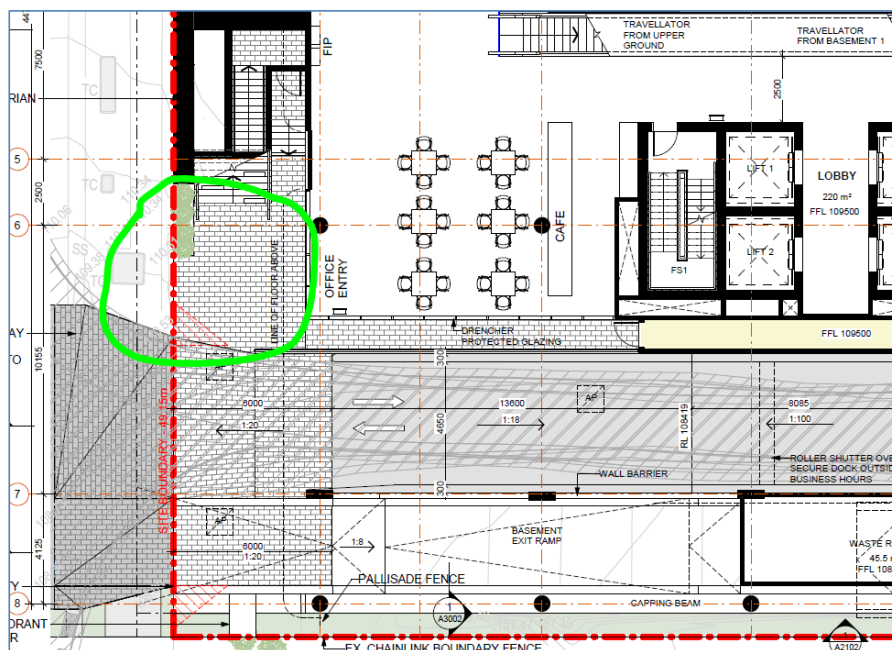


Figure 14 – Mark-up of Lower Ground Floor indicating potential location for visitor bicycle spaces

Accessible car parking

For the bulky goods retail car parking component (located on Upper Ground Floor and partly on Basement Level 1) there are 2 accessible car parking spaces on the Upper Ground Floor. With a total of 25 spaces proposed for the bulky goods retail component, the proposed 2 accessible car parking spaces are compliant.

For the office car parking component (located partly on Basement Level 1 and on Basement Levels 2-4), 2 accessible car parking spaces are proposed on Basement Level 1. Given there are 160 office/commercial car parking spaces proposed, this would equate to 1.25% of office/commercial car parking spaces being accessible, which complies with the 1-2% requirement.

Access points

The main access point for passenger vehicles is at the north-eastern end of the Bridge Street frontage, where a 6.2 metres wide (scaled from architectural plans), 2-way driveway at the boundary is proposed. This access point would serve all passenger vehicle entries, and exit only for the car parking spaces on the Upper Ground Floor (19 car parking spaces). The KDCP requires a 6 metres (minimum) – 9 metres (maximum) wide access point where it serves a car park of 100-300 spaces, therefore the proposal complies. A sight triangle for visibility to pedestrians on the footpath has been identified on the architectural plans, with a note that there is to be no obstruction greater than 1 metre in this area, however this sight triangle could be reduced to 600 millimetres.

The other access point is located at the south-western end of the Bridge Street frontage, which serves as the exit point for passenger vehicles parked on Basement

Levels 1-4 (166 car parking spaces) and corresponds with the Lower Ground Floor due to the slope in Bridge Street. Here, a 3 metres wide access point (scaled from architectural plans, excluding kerbs) at the property boundary is proposed, splaying out to an indicative 4.1 metres wide driveway crossing. This access point is located adjacent to the service vehicle access. These 2 access points share an extended/combined driveway crossing of approximately 11 metres in width.

Servicing

The TIA notes that the service bay has been configured with a turntable to accommodate a variety of commercial vehicles up to and including 11 metre long rigid trucks, and with an overhead clearance of 4.5 metres.

The architectural plans show a single lane roadway 4.65 metres wide (excluding kerbs) is proposed as the access road between the frontage of the site and the loading dock turntable, which is acceptable. The loading dock can only accommodate 1 large rigid truck at any time, and possibly 2 small rigid trucks simultaneously. Therefore, a delivery management plan is required so that the limited servicing space is managed appropriately.

Clause 3.4.4 of AS2890.2 states that the maximum grade on an access driveway together with the connecting circulation roadway shall be 1:20 (5%) for a distance extending from the property line for at least 6 metres or the longest wheelbase of any vehicle likely to use the driveway, whichever is the greater. Given the loading dock, turntable and swept paths indicate capacity to accept 12.5 metre long large rigid trucks, the length of internal roadway at 1:20 (5%) should be extended from 6 metres to 6.85 metres minimum.

Clarification is required that the visibility splay for service vehicles in the area (indicatively marked up with a green triangle below) has been provided in **Figure 15** below:

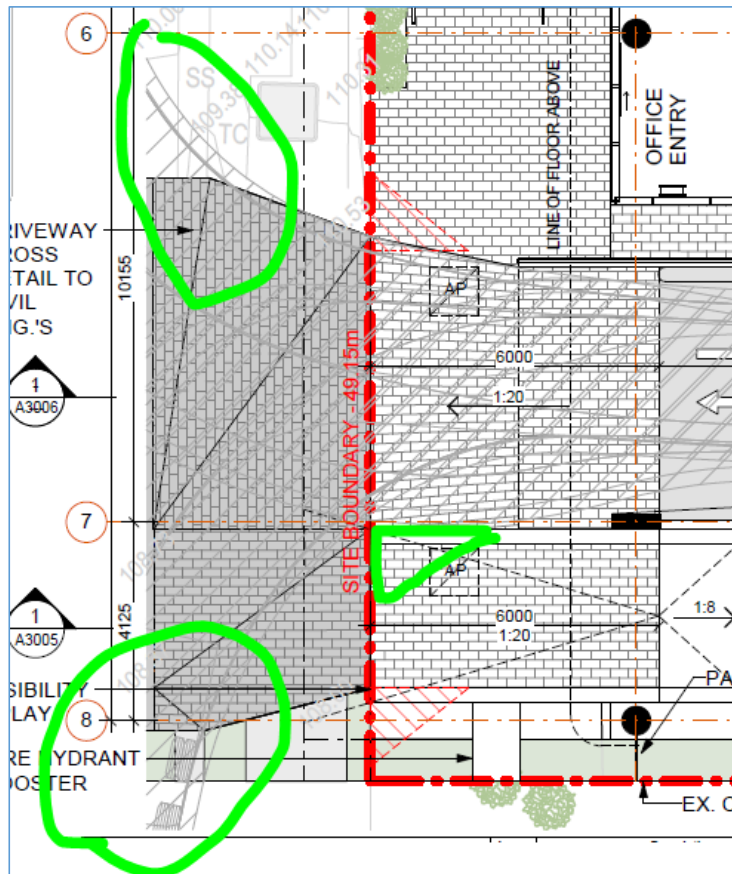


Figure 15 - Visibility splay for service vehicles

Also, clarification is required on the heavy vehicle swept paths, which are currently shown on the architectural plans as straying outside the proposed driveway crossing (circled in green above).

The 2-way vehicle access point at the north-eastern end of site will require modification/relocation of existing on-street parking restrictions to suit the new driveway crossing. Changes may also be required at the south-western driveway crossing to accommodate the new arrangement.

Green travel plan

Background, and Existing and Proposed Travel Behaviours

This section notes that, based on 2016 ABS Journey to Work data, 23% of people who are likely to be working on the site are within a 3 km walkable catchment, and this is used as a basis of future mode share reduction from driving to walking. A 3km walking catchment (over 35 minutes walking time) is unlikely to be attractive for anyone considering walking to the site to work, especially given the surrounding topography. Therefore, the change in mode split to walking for journeys to work, from 0.5% currently to 13%, is considered ambitious. A more realistic and convenient

walking catchment would be 1.2km, or around 15 minutes walking time, which would reduce the percentage of people likely to be working on the site and, therefore, the mode share target.

This section also notes that 27% of people who are likely to be working on the site are within a 5km cycling catchment, which is reasonable, but other sections note that from the 2016 ABS Journey to Work data indicates there was no cycling as a mode of travel to this destination zone. It also acknowledges that topography and limited infrastructure can make cycling from parts of the 5km catchment impractical. The proposed employee bicycle parking and end-of-trip facilities may encourage some employees to shift to cycling, and the target mode split (from effectively 0) of 1% is considered reasonable.

Assessing the public transport catchment, the Green Travel Plan (GTP) found that 26% of people who are likely to be working on the site live within 30 minutes travel of the site but elsewhere it is acknowledged that currently only 11% of trips to work to the destination zone are by public transport. The target is to increase public transport mode share to 29% which is a significant increase. There are no plans to increase train frequencies to/from Pymble station. Access to the bus stop on Pacific Highway opposite Bloomsbury Avenue may be improved through the provision of pedestrian crossing facilities across Pacific Highway at Bridge Street, which is identified in the Ku-ring-gai Contributions Plan 2010, although the timing for delivery of this facility has not yet been determined. The bus stops to/from St Ives and the Northern Beaches are greater than 17 minutes walk away, which discourages bus access to the site. Therefore, more than doubling the existing public transport mode share is also considered ambitious.

Travel behaviour initiatives

The Level 1 travel behaviour initiatives are acceptable. The development of the Transport Access Guide (TAG) should also include catchment maps similar to the ones in the GTP, so employees and visitors can quickly visualise if they fall within a convenient walking, cycling or public transport catchment.

In the Level 2 travel behaviour initiatives, it is recommended that Council install time limits for on-street parking. In reality, the full length of Bridge Street, West Street as well as Council's public off-street basement car park at No. 9-11 Bridge Street and public at-grade parking at No. 20 Bridge Street are already regulated with time limits. Only Suakin Street is unregulated but it is considered that there is already enough competition for limited kerbside car parking spaces that installing time limits would not influence travel demand. Therefore, it is recommended that this be removed.

Improved bus stop infrastructure at the nearest bus stops is acceptable, although some of the bus stops are nearly 20 minutes walk away and are not convenient for travel from certain parts of the bus network, particularly St Ives and Northern Beaches.

Future travel

Mode share targets for active travel and public transport are ambitious and can be retained but there is concern as to whether they are realistic and can be realised.

More information/clarification is required on the following aspects:

1. A more detailed assessment of queuing and delays in West Street/Bridge Street and Suakin Street in the weekday PM peak is to be undertaken, to understand the impacts of vehicles departing the site.
2. There is inconsistent information in relation to GFA for the various uses. This needs to be clarified, as car parking is considered to be adequate only for the GFAs documented in the Traffic Impact Assessment.
3. Clarification is required that the visibility splay for service has been provided.
4. Clarification is required that heavy vehicles can access the service area while staying wholly within the driveway crossing.
5. In the GTP, the change in mode split to walking and public transport for journeys to work are considered to be ambitious. The target walking mode share and catchment should be reviewed.

Impacts on Council infrastructure

A footpath along the site's frontage of Bridge Street already exists and is in good condition. A referral to Council's Operations Department for approval under the Roads Acts is not required.

Construction management

A preliminary Construction Traffic Management Plan (CTMP) will need to be submitted. The plan is to show the construction vehicle routes, the largest vehicle to be used entering and exiting the site for the demolition, excavation and construction stages, stockpiles and all necessary tree protection fencing.

Geotechnical investigation

A geotechnical assessment has been carried out to assess the subsurface conditions. Fieldwork for the geotechnical investigation was carried out comprising the drilling of three boreholes.

A Hydrogeological Assessment & Dewatering Management Plan, prepared by ADE Consulting Group, has been acknowledged. The report states that a drained basement using sub-soil drainage and a sump and pump system was assumed for the long-term management of groundwater. The report further adds that in accordance with the NSW Water Management (General) Regulation 2018, a Water Access License (WAL) will not be required, as the estimated groundwater take is less than 3ML/ year.

The report concludes that the passive collection of groundwater in the planned drained basement during the construction phase and the long-term operation of the development may not require a Water Access Licence from WaterNSW. It is understood that this is up to the discretion of WaterNSW.

Should the DA be approved, WaterNSW have provided General Terms of Approval (GTA) which would form part of the recommended consent conditions.

Given the proximity of neighbouring structures, the geotechnical report recommends that prior to demolition and construction, detailed dilapidation surveys be carried out on structures that fall within the zone of influence of the proposed basement excavation. A pre and post dilapidation report would be conditioned as well as a dilapidation survey of Council's public infrastructure, if the application was recommended for approval.

The comments from Council's Team Leader Development Engineers and Council's Strategic Traffic Engineer are agreed with. The issues relating to water management, traffic impacts and inadequate and inconsistent information form recommended reasons for the refusal of this application (see **Reasons 4 and 5**).

It is acknowledged that the Gross Floor Area (GFA) figure varies between the plans and documents submitted with the DA which impacts on car parking and traffic. This inconsistent information forms a recommended reason for the refusal of the application (See **Reason 10**).

Ecology

Council's Ecological Assessment Officer commented on the proposal as follows:

Biodiversity Conservation Act 2016		
Section 7.3	Proposed	Complies
<i>The purpose of the Act is to maintain a healthy, productive and resilient environment</i>	<p><i>The proposal will result in the loss of Tree 31 Angophora costata a component of PCT 3262 Blue Gum High Forest. Tree 31 is to be removed due to its canopy conflicting within the building as proposed. BGHF is listed a critically endangered ecological community under the Biodiversity Conservation Act 2016.</i></p> <p><i>The proposed development will not result in the removal of native vegetation mapped on the Biodiversity Values map published by the Chief Executive of the NSW Office of Environment and Heritage.</i></p> <p><i>A Biodiversity Development Assessment Report (BDAR) is not required in this instance.</i></p>	YES

KDCP COMPLIANCE TABLE		
Part 18 Biodiversity Controls		
<i>18.6 Category – Canopy Remnant</i>	<p><i>Tree 31 Angophora costata is proposed to be removed to accommodate the building footprint.</i></p> <p><i>The submitted landscape plan does not comply with the requirements of Part 18.6 of the KDCP. A revised plan is required that incorporates Blue Gum High Forest (BGHF) species suitable for the mapped Canopy Remnant area. The revised plan must include the planting of appropriate mid-storey and understorey species, with densities and maintenance measures adequate to ensure the long-term health of retained BGHF trees and to enhance habitat connectivity.</i></p>	NO

The comments from Council's Ecological Assessment Officer are agreed with. The impacts of the proposed development on land mapped as Canopy Remnant form a recommended reason for the refusal of this application (see **Reason 6**).

Waste

Council's Manager Waste Services provided the following comments on the proposal -

The loading dock area has the required 4.6 metres clearance for commercial vehicles and a turn table for a 12.5 metres length vehicle.

There is sufficient room in the bin room and the bulky waste store to accommodate waste generated from the property. The site manager will arrange frequency of services as required.

It is noted that the turntable is designed for an 11 metres vehicle. It is noted that the Australian standards 2890.2: 2018 Part 2: Off street commercial vehicle facilities has a Heavy Rigid Vehicle (HRV) at 12.5 metre and facilities need to be designed for such, including the weight of 30 tonnes and clearance of 300 millimetres between the vehicle and any fixed obstruction e.g. walls and doors opening.

Further Information is requiring the following -

- 1. Confirmation of the design of the turntable for a HRV as per AS 2890.2.*
- 2. Maintenance plan for the turntable, include a second motor to be installed.*
- 3. Dock management plan including any priority for waste vehicles, booking system and traffic management system for when the dock is occupied, access out of hours.*

The comments from Council's Manager Waste Services are agreed with. The insufficient information forms a recommended reason for the refusal of the application (see **Reason 7**).

Environmental Health

Council's Co-ordinator Environmental Health commented on the proposal as follows:

Cooling towers, boilers and pumps

The architectural plans prepared by Reid Campbell (Issue 12, dated 17/03/2025) show roof-mounted cooling and heating plant, including boilers, pumps, chillers, and cooling towers.

This approach is not acceptable as the installation of cooling towers introduces significant obligations under the NSW Public Health Regulation 2022, including requirements for system registration, risk management planning, monthly microbial testing, and chemical dosing. These create ongoing compliance and maintenance burdens for the occupier or managing agent.

For a development of this scale, it is more typical to use air-cooled condenser units or split systems, which achieve the same outcome with lower regulatory and operational risk.

Noise

The submitted documentation titled "Review of Noise Impacts", prepared by Acoustic Logic (dated 18/08/2024), is not a full acoustic report; however, it provides a qualitative assessment of likely construction and operational noise.

Given the commercial context, the separation distance of approximately 150 metres to the nearest residential receivers, and the intervening arterial roads, the risk of

noise impacts is low. The review demonstrates potential compliance with the EPA Noise Policy for Industry (2017) and the Interim Construction Noise Guideline (2009).

Land contamination

The Preliminary Site Investigation report, prepared by Environmental Earth Sciences (01/02/2024), found that the site and immediate surrounds pose a low risk to human health and therefore concluded that the site is suitable for commercial/industrial use.

The comments from Council's Environmental Health Co-ordinator are agreed with. The proposed roof mounted heating and cooling plant is not acceptable and forms a reason for the refusal of the application (see **Reason 10**).

External Referrals

Transport for NSW (TfNSW)

The application is traffic generating development as listed in Schedule 3 of the SEPP (Transport and Infrastructure) 2021. A referral was sent to TfNSW who advised that the proposed development, *"in isolation, is unlikely to have a significant impact on the classified road network"*.

Water NSW

Under the provisions of Section 4.46 of the Environmental Planning and Assessment Act 1979, the proposal is integrated development on the basis that a Water Supply Work Approval is required under the Water Management Act 2000.

On 18 December 2025, Water NSW issued General Terms of Approval, subject to conditions relating to dewatering (refer to **Attachment A13**).

STATUTORY PROVISIONS

State Environmental Planning Policy (Resilience and Hazards) 2021 - Chapter 4 Remediation of land

The provisions of Chapter 4 require Council to consider the potential for a site to be contaminated. A Stage 1 Preliminary Site Investigation prepared by Environmental Earth Sciences dated 1 February 2024 was submitted with the DA. It is agreed that given the predominantly past commercial uses there is *"low risk to human health and the environment in its current condition and future proposed use. Therefore, the site suitable for commercial/industrial use."* Further, Council's records do not indicate any contamination information relating to the site. A detailed investigation as referred to in the contamination land planning guidelines is therefore not required. The proposed development therefore satisfies Section 4.6 in Chapter 4 of SEPP (Resilience and Hazards) 2021.

State Environmental Planning Policy (Transport and Infrastructure) 2021 – Division 17 Roads and Traffic

The proposed development is traffic generating development as per Schedule 3 of this SEPP. TfNSW advised that the proposed development when considered, *"in isolation, is unlikely to have a significant impact on the classified road network"*. Whilst these comments are noted, they are not entirely agreed with. The application is accompanied by conflicting information in respect gross floor area and parking rates, therefore actual impacts on traffic

and parking cannot be determined. Further, the Green Travel Plan is deficient and inadequate (refer to Engineering comments and see **Reason 5**). The proposed development therefore fails to satisfy Section 2.122 (4)(b)(iii) in SEPP (Transport and Infrastructure) 2021.

State Environmental Planning Policy (Biodiversity & Conservation) 2021 - Chapter 2 Vegetation in non-rural areas

Chapter 2 of the SEPP applies to the issuing of permits for clearing of vegetation and is not relevant to the assessment of development applications which include tree removal. The merits of the proposed tree removal have been considered in the assessment of the application by Council's Landscape and Tree Assessment Officer (see commentary under the heading 'Internal Referrals').

State Environmental Planning Policy (Biodiversity & Conservation) 2021 - Chapter 6 Water Catchments

The provisions of Section 6.6 'Water quality and quantity' have been considered in the assessment of the proposal. The application does not contain sufficient information to confirm that the pipeline to which stormwater connection is proposed within the easement is in good working order and has sufficient capacity to accept post development flows. The requirements of Section 6.6 of the SEPP are therefore not satisfied as it has not been adequately demonstrated that the proposed development will not have an adverse impact on the regulated catchment (refer to **Reason 4**).

State Environmental Planning Policy (Industry and Employment) 2021 – Chapter 3 Advertising and signage

The proposed development includes signage, specifically new pylon signage, building identification signage and indicative signage zones for the retail tenancies.

The proposed signage is compatible with the desired amenity and visual character of the Pymble Business Park and provides effective communication of the building as well as future retail and commercial tenancies within the development. The proposed signage is consistent with the objectives in Section 3.1 (1)(a) in SEPP (Industry and Employment) 2021.

Consideration is given below to the assessment criteria specified in Schedule 5 of the SEPP (Industry and Employment) 2021 –

1 Character of the area

- *Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?*
- *Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?*

The proposed signage is compatible with the existing and desired future character of the Pymble Business Park.

2 Special areas

- *Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?*

The proposed signage will not detract from the amenity or visual character of the area. The site is not located within a heritage, environmentally sensitive or residential area.

3 Views and vistas

- *Does the proposal obscure or compromise important views?*
- *Does the proposal dominate the skyline and reduce the quality of vistas?*
- *Does the proposal respect the viewing rights of other advertisers?*

The signage will not obscure or compromise any important views, noting that the signage zones are located on the facades of the building or on a pylon at the front corner of the building.

4 Streetscape, setting or landscape

- *Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?*
- *Does the proposal contribute to the visual interest of the streetscape, setting or landscape?*
- *Does the proposal reduce clutter by rationalising and simplifying existing advertising?*
- *Does the proposal screen unsightliness?*
- *Does the proposal protrude above buildings, structures or tree canopies in the area or locality?*
- *Does the proposal require ongoing vegetation management?*

The signage is appropriate for a mixed-use commercial building located on E3 zoned land. The signage is of an appropriate scale and form that will provide visual interest to the building. The signage will not cause excess clutter given the size of the building and the fact that the signage is appropriately located along front and side elevations of the building.

5 Site and building

- *Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?*
- *Does the proposal respect important features of the site or building, or both?*
- *Does the proposal show innovation and imagination in its relationship to the site or building, or both?*

The signage is compatible with the scale and proportions of the site and the proposed mixed-use commercial building. The signage does not impact any important architectural features of the building façade. The signage zones, specifically for Retail 1 and 2 appropriately screen the upper level car parking area.

6 Associated devices and logos with advertisements and advertising structures

- *Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?*

No associated devices and logos are proposed.

7 Illumination

- *Would illumination result in unacceptable glare?*
- *Would illumination affect safety for pedestrians, vehicles or aircraft?*

- *Would illumination detract from the amenity of any residence or other form of accommodation?*
- *Can the intensity of the illumination be adjusted, if necessary?*
- *Is the illumination subject to a curfew?*

The illuminated signage would not result in any unacceptable impacts to the amenity of nearby properties or the safety of pedestrians or vehicles. If approval was recommended, appropriate conditions could be imposed relating to intensity of illumination and/or hours of illumination.

8 Safety

- *Would the proposal reduce the safety for any public road?*
- *Would the proposal reduce the safety for pedestrians or bicyclists?*
- *Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?*

The signage zones and pylons sign are appropriately located so as not to reduce safety for pedestrians or motorists along Bridge Street.

The proposed signage satisfies the assessment criteria specified in Schedule 5 of the SEPP (Industry and Employment) 2021.

State Environmental Planning Policy (Sustainable Buildings) 2022 – Chapter 3

The Sustainable Buildings SEPP encourages the design and construction of more sustainable buildings across NSW. Chapter 3 'Standards for non-residential development' of the SEPP applies to the following development types:

- (a) the erection of a new building, if the development has a capital investment value of \$5 million or more, or*
- (b) alterations, enlargement or extension of an existing building, if the development has a capital investment value of \$10 million or more.*

These provisions apply to the development, as it is for the erection or a new building with a capital investment value of more than \$5 million.

For the following reasons the proposal satisfies the provisions in Section 3.2 '*Development consent for non-residential development*':

- a) An Ecological Sustainable Design report, prepared by Stantec Australia Pty Ltd and dated 1 July 2024, was submitted with the DA which confirms that –
 - i. The design will implement on-site renewable energy production, passive thermal design, energy efficient lighting systems, efficient mechanical systems, water efficiency measures and reuse of building façade and materials; and
 - ii. A waste reduction strategy will be adopted to reduce waste going to landfill.

The proposed development includes the provision of 'prescribed office premises' as the office premises have net lettable areas of at least 1,000m².

For the following reasons the proposal does not satisfy the provisions in Section 3.3 '*Other considerations for large commercial development*':

- a) A NABERS Commitment agreement has been prepared, however, is not executed therefore it is unclear whether it is in place as required by Subsection (3) in Section 3.3 in Chapter 3 of SEPP (Sustainable Buildings) 2022.
- b) Consequently, it has not been demonstrated that the proposal is capable of achieving the energy and water use standards in Schedule 3 of this SEPP (see **Reason 10**).

Ku-ring-gai Local Environmental Plan 2015

Clause 1.2 Aims of the Plan

The proposal has been assessed against the relevant Aims of the Plan. The proposal is inconsistent with the Aims for the reasons given within the assessment report.

Zoning and permissibility

The site is zoned E3 Productivity Support. The proposed development is defined as 'business premises', 'specialised retail premises' and 'office premises' which are permissible with development consent

Zone objectives

The objectives of this zone are:

- *To provide a range of facilities and services, light industries, warehouses and offices.*
- *To provide for land uses that are compatible with, but do not compete with, land uses in surrounding local and commercial centres.*
- *To maintain the economic viability of local and commercial centres by limiting certain retail and commercial activity.*
- *To provide for land uses that meet the needs of the community, businesses and industries but that are not suited to locations in other employment zones.*
- *To provide opportunities for new and emerging light industries.*
- *To enable other land uses that provide facilities and services to meet the day to day needs of workers, to sell goods of a large size, weight or quantity or to sell goods manufactured on-site.*

The development upholds these objectives by providing land uses within the Pymble Business Park that meet the needs of the community.

Development standards

Ku-ring-gai Local Environmental Plan 2015

Development standard	Proposed	Complies
CI 4.3 - Height of buildings: Maximum Building Height - 32.5 metres	Maximum - 37.9m (to top of lift overrun – RL147.70) 16.6% variation	NO
CI 4.4 - Floor space ratio (FSR): Maximum Floor Space Ratio - 3.5:1	GFA – 10,020m ² (excluding common	YES

Development standard	Proposed	Complies
Site Area – 2,873m ² Gross Floor Area = 10055.5 m ²	vertical circulation – travelators/lifts, mechanical service areas and loading/unloading areas) (see Note below) FSR – 3.49:1	

Note – Whilst it is acknowledged that inconsistencies exist in respect of GFA across the plans and documents submitted with the DA, this assessment has concluded that the correct GFA for the development, as per the definition in KLEP, is that documented in the table above.

Clause 4.6 Exceptions to development standards

The proposed development breaches the maximum height of building development standard contained within the LEP. The applicant has made a submission pursuant to Clause 4.6 seeking to vary that development standard (see **Attachment A8**). Clause 4.6 provides flexibility in applying certain development standards and an assessment of the request to vary the development standard is provided below:

(1) *The objectives of this clause are as follows—*

- (a) *to provide an appropriate degree of flexibility in applying certain development standards to particular development,*
- (b) *to achieve better outcomes for and from development by allowing flexibility in particular circumstances.*

(2) *Development consent may, subject to this clause, be granted for development even though the development would contravene a development standard imposed by this or any other environmental planning instrument. However, this clause does not apply to a development standard that is expressly excluded from the operation of this clause.*

(3) *Development consent must not be granted to development that contravenes a development standard unless the consent authority is satisfied the applicant has demonstrated that—*

- (a) *compliance with the development standard is unreasonable or unnecessary in the circumstances, and*
- (b) *there are sufficient environmental planning grounds to justify the contravention of the development standard.*

Whether compliance with the development standard is unreasonable or unnecessary in the circumstances of the case

The applicant states that compliance with the development standard is unreasonable or unnecessary, by stating that the objectives of the height of building standard and E3 zone would be achieved, notwithstanding the non-compliance. The applicant specifically states the following in response the relevant questions in the *Webhe* test:

a) Are the objectives of the development standard achieved notwithstanding the non-compliance?

The objectives of clause 4.3 of the KLEP are as follows:

(a) to ensure that the height of buildings is appropriate for the scale of the different centres within the hierarchy of Ku-ring-gai centres,

While the proposal presents a building height non-compliance on the lower sides of the proposal, it is considered the resulting built form will remain consistent with existing developments within the Pymble Business Park. Of note, the existing development at 20 Bridge Street is currently 8 stories at its highest point, noting the site has lesser of a gradient change. Additionally, and in the context of the Bunnings development which wholly surrounds the proposal, the proposal will be in keeping with the scale of built form immediately adjacent the proposal.

(b) to establish a transition in scale between the centres and the adjoining lower density residential and open space zones to protect local amenity,

The proposal is not located on the edge of the Pymble Business Park, and therefore is not required to provide a transition in scale between centres.

(c) to enable development with a built form that is compatible with the size of the land to be developed.

The proposed built form is considered compatible with the size of the land to be developed, namely due to the approved built form immediately adjacent the development on all three sides. That is, the proposal has been isolated from built form immediately adjacent both side boundaries by the recently constructed driveways accessing the Bunnings Development located to the rear of the site. This acts to provide additional separation of the proposal from development both uphill and downhill, ensuring that the proposal does not result in a clear and/or obvious misalignment with the adjacent built form. To decrease the built form proposed relative to the size of the land would serve little to no purpose or benefit to adjoining landowners, while limiting the redevelopment potential for the site.

c) Would the underlying objective or purpose be defeated or thwarted if compliance was required?

The objectives of the land use zone applying to the site, being the E3 Productivity Support zone, aim to provide a range of facilities and services, light industries, warehouses, and offices. The maximum floor space ratio (FSR) permissible on the site has not been reached, and rather the scheme sits below the maximum FSR development standard.

The proposal responds to the stepped nature of the site, in conjunction with the isolated nature of the site due to the surrounding development. The proposal, if required to be delivered within a compliant building height, would not deliver on the objectives of the applicable land use zone, as it would significantly reduce the ability to offices and retail space in a well services location.

The applicant has demonstrated that compliance with the height of building development standard is unreasonable and unnecessary. It is agreed that the scale of the development will be compatible with existing and future development within the Pymble Business Park. It is also agreed that the existing driveways either side of the site servicing Bunnings Warehouse provide significant separation with existing and future development on nearby properties therefore minimising any unacceptable visual impacts associated with the height of the development. Further, compliance with the height of building standard would

considerably reduce office floor plates at the upper levels of the development and necessitate a reconfiguration/relocation of roof top plant and communal open space. This would compromise the ability to provide land uses to meet the needs of the businesses within the Pymble Business Park and would be inconsistent with the objectives of the E3 zone.

Whether there are sufficient environmental planning grounds to justify contravening the development standard

The applicant states that the following environmental planning grounds justify contravening the development standard. A response is provided to each of these environmental planning grounds.

1. *The impact of overshadowing resulting from the non-compliant aspect of the proposal is considered appropriate, noting there is negligible additional direct impact on adjoining neighbouring properties, or publicly accessible land used for recreational purposes at mid-winter. That is, the proposal results in overshadowing on land which is primarily utilised for driveway access to the Bunnings development at the rear of the site.*

It is agreed that the proposed breaches to the height of building standards do not result in any unreasonable overshadowing impacts to adjoining properties.

2. *While the height exceedance could be reduced by reducing the number of storeys provided by the development, the balance of delivering a development consistent with the zone objectives with negligible environmental impacts is a sufficient environmental planning ground to justify the contravention of the development standard.*

It is agreed that compliance with height of building standard would significantly reduce office floor plates at the upper levels of the building which could compromise the ability to meet the objectives of the E3 zone which seek to provide a range of office spaces, ensuring the economic viability of commercial centres and providing uses that meet the needs of businesses.

3. *The impact of removing upper-level commercial floor space would negatively affect ability to redevelop the site as intended by the zone objectives, in an area which would benefit hugely from new investment. The proposal has the ability to deliver a catalyst development of the Pymble Business Park.*

This is the same as the environmental planning ground advanced above.

4. *The non-compliant aspect of the proposal does not result in an intensity of use beyond that envisaged for the site, noting the proposed FSR is below the relevant FSR development standard. This ensures that impacts such as traffic and parking, utility provision, social infrastructure needs are commensurate with that expected for a compliant development on this site and will be suitably managed.*

Whilst the above comment is technically true, a height compliant development would likely result in less GFA and FSR. This would then result in a lesser requirement for car parking and potentially less traffic impacts.

The first two environmental planning grounds advanced by the applicant are sufficient to warrant the breach to the height of building standard.

Authority to determine variation

Any variation to a numerical standard that exceeds 10% or relates to a non-numerical standard must be considered by the Ku-ring-gai Local Planning Panel (only in this instance as delegated to this Panel by the Sydney North Planning Panel). As the variation to the numerical standard is greater than 10% the application is required to be referred to the Ku-ring-gai Local Planning Panel.

Development standards that cannot be varied

The variation to the development standard is not contrary to the requirements in subclauses (6) or (8) of Clause 4.6.

Part 5 Miscellaneous provisions

Clause 5.10 – Heritage conservation

The subject site does not contain a heritage item, is located within 100 metres of an Item, and is not within a heritage conservation area. The proposed works do not affect any known archaeological or Aboriginal objects or Aboriginal places of heritage significance. The proposed development is physically separated and not highly visible from the heritage item (I598) located at No. 982 Pacific Highway due to the fall of the land, existing built form and the fact that the item fronts Pacific Highway. The proposed development will conserve the heritage significance of this heritage item.

Part 6 Additional local provisions

The objective of this clause is to ensure that development does not disturb, expose or drain acid sulfate soils and cause environmental damage. The land is mapped as Class 5 Acid sulfate soils. Development consent is required for works within 500 metres of adjacent Class 1, 2, 3 or 4 land that is below 5 metres Australian Height Datum and by which the watertable is likely to be lowered below 1 metre Australian Height Datum on adjacent Class 1, 2, 3 or 4 land. The proposal is not subject to this clause as the works are more than 500 metres of adjacent Class 1, 2, 3 or 4 land.

Clause 6.2 - Earthworks

A Geotechnical Investigation Report, prepared by ADE Consulting and dated 14 August 2025, was submitted with the DA. Following Water NSW request for additional information, a Hydrogeological Assessment and Dewatering Plan, dated 18 November 2025, was also submitted with the DA.

Hydrogeological Assessment and Dewatering Plan ("Plan") confirmed that a drained basement with inflows that are expected to be about 1.002ML/year was proposed. Water NSW have issued GTAs and appropriate dewatering conditions including the requirement that a Water Supply Approval be obtained, if approval was recommended.

The Geotechnical Investigation Report ("Report") has provided appropriate recommendations relating to dilapidation reports on adjoining properties, excavation support, vibration monitoring and foundation design. If approval was recommended, this Report and its recommendations could form a condition of consent.

Subject to implementing the recommendations of the Report and Plan, the proposed development would satisfy the requirements of Clause 6.2 in KLEP.

Clause 6.5- Stormwater and water sensitive urban design

Consideration has been given to the objective of this clause which seeks to minimise the adverse impacts of urban water on the site and within the catchment. The stormwater design fails to include all reasonable management actions to avoid adverse impacts on the land and adjoining properties. This is because the application fails to contain sufficient information to confirm that the pipeline to which stormwater connection is proposed within the easement is in good working order and has sufficient capacity to accept post development flows. The proposal therefore fails to satisfy Clause 6.5 in KLEP. This forms a recommended reason for the refusal of the application (see **Reason 4**)

Policy Provisions**Ku-ring-gai Development Control Plan****Part 1A.5 General aims of the DCP**

The proposed development has been assessed against the general aims of this DCP and is not found to be acceptable in all relevant respects for the reasons given throughout this report.

Part 2: Site analysis

A site analysis which identifies the existing characteristics of the site and the surrounding area has been provided as part of the development application. The site analysis is considered to satisfy the objectives of this part of the DCP.

Part 8: Mixed use development

The provisions of Part 8 of the DCP apply to development located within the E1 Local Centres, MU1 Mixed Use and B1 Neighbourhood Centres zones.

The subject site is zoned E3 Productivity Support and therefore the provisions of Part 8 do not apply.

Part 9: Non-residential and office buildings

The proposed development has been assessed against the applicable controls in this Part as follows:

DCP COMPLIANCE TABLE SECTION A - Part 9 Non-residential and office buildings		
Development control	Proposed	Complies
9A Site design		
9A.1 Building setbacks		
5. Surface parking is not permitted within the street setback.	All parking is contained within the building.	YES
9A.3 Deep soil landscaping		
2. Natural ground level is to be retained throughout any required setbacks, where possible.	Natural ground levels are retained outside the building footprint.	YES
4. Deep soil zones are to be configured to retain healthy and significant trees on the site and adjoining sites, where possible.	The deep soil zone along the eastern side of the site is not configured to	NO

DCP COMPLIANCE TABLE SECTION A - Part 9 Non-residential and office buildings		
Development control	Proposed	Complies
	retain healthy and significant trees, specifically Trees 34-36, 38, 39 and 41 (Reason 3).	
9B Access and parking		
9B.1 Service access and loading facilities		
Service access		
1. On-site service vehicle access are to be provided and designed in accordance with the following: i) a driveway is to be established that is of adequate strength, width and design for the intended service vehicle characteristics; ii) the driveway is to be designed such that service vehicle movement is in a forward direction, both when entering and exiting the site; iii) entrance heights are to allow access for service vehicles; iv) service ducts, pipes and other overhead obstructions are to be located to maintain minimum finished ceiling heights required for service vehicle access; and v) on-site manoeuvrability is to be unimpeded for all site users.	It has not been demonstrated that heavy vehicles can access the service area while staying wholly within the driveway crossing (Reason 7). Entrance heights are satisfactory, and service vehicles can exit in a forward direction. A Delivery Management Plan has not been provided, which is required to demonstrate that the loading dock can be managed appropriately (Reason 7).	NO YES NO
2. Service vehicle access is to be combined with parking access.	The service vehicle access is combined with the parking access to the lower parking levels.	YES
Loading facilities		
4. Service vehicles turning into or out of a road or driveway are to be able to complete their turning manoeuvres without crossing the centre line of the public road.	Insufficient information has been provided to demonstrate turning manoeuvrability (Reason 7).	NO
5. On-site internal loading facilities is to be provided for all developments with loading and unloading requirements.	A loading dock is proposed (Lower ground floor level).	YES
6. Loading docks are to be: ii) conveniently located in such a way that minimises conflict with pedestrians and other traffic iii) screened from the public street	The loading docks are conveniently located, appropriately separately from the main entry stair and office entry and screened by roller shutters.	YES
7. Gradients in service areas are to be kept to a minimum. The maximum gradient is to be 1:6.5 (15.4%) where only a forward movement is to take place of 1:8 (12.5%) where reverse manoeuvres occur.	Forward movement only is proposed with the turntable and the gradients complying with the maximum gradient.	YES

DCP COMPLIANCE TABLE SECTION A - Part 9 Non-residential and office buildings		
Development control	Proposed	Complies
8. Circulation roadways and loading area dimensions are to comply with the provisions in <i>AS2890.2: Off Street Parking</i>	Circulation roadway does not comply (Reason 5).	NO
9. The design of the apron area in front of loading dock(s) is to take into account the type of vehicle to be used.	The apron is insufficient around the turntable for the length of vehicle (Reason 7).	NO
10. Turning provisions are to be made within the site for the manoeuvring of vehicles using the loading and unloading facilities in accordance with Austroads Design Vehicular and Turning Templates.	Turning manoeuvrability is proposed via a turntable.	YES
9B.2 Car parking provision		
1. All carparking areas are to be provided within the basement of the development.	Control 10 in Part 14G.5 permits above ground car parking in instances where the site is constrained due to topography.	YES
2. Basement carparking areas are to be consolidated under building footprints. Basements may be permitted to extend under the space between buildings on the same site.	The basement is largely consolidated under the footprint permitted by Part 14G.	YES
3. The basement car park is not to project more than 1m above existing ground level to the floor level of the storey immediately above. Refer Figure 9B.2-1.	Basement 1 projects 3 metres above existing ground level at the southern corner which is acceptable due to fall of land. This non-compliance does not warrant refusal of the application.	NO
4. Car parking spaces, circulation areas, roadways and ramps are to comply with AS2890.1.	Carpark design is compliant.	YES
5. Multi-storey car parking above ground level may be permitted where it is housed within the building and concealed behind office or other active uses, so that the parking structure is not visible from the street or adjacent properties. Refer to Figure 9B.2-1 and 9B.2-2.	The upper ground floor carpark is largely concealed behind landscaping and retail signage zones	YES
6. Multi-storey car parks are to have a minimum floor to ceiling height of 3.5m at ground or entry level, and 3m on any other above ground level, to enable flexibility for change in use. See Figures 9B.2-2 and 9B.2-3.	Floor to ceiling heights of 3.5 metres are proposed at Basement Levels 1-4.	YES
Car parking rates	There is conflicting	NO

DCP COMPLIANCE TABLE SECTION A - Part 9 Non-residential and office buildings								
Development control	Proposed	Complies						
<p>8. For all non-residential development the parking provisions are to meet the requirements of Part 22 of this DCP.</p> <p>9. For all non-residential premises, where the development is within 800m walking distance of a train station entry and within a commercial centres located on the train line the following parking rate ranges apply:</p> <table border="1"> <thead> <tr> <th>Premises</th> <th>Parking Space Requirement Range</th> </tr> </thead> <tbody> <tr> <td>Office and business premises</td> <td>1 space per 33m² GFA to 1 space per 45m² GFA Suggested division: 90% employee; 10% visitor Plus 1 space if resident/manager or caretaker Plus 1 courier space for development in excess of 200m² GFA</td> </tr> <tr> <td>Retail</td> <td>1 space per 26m² GFA to 1 space per 33m² GFA Suggested division: 30% employee; 70% visitor</td> </tr> </tbody> </table> <p>Carparking exceeding the requirements of the parking controls in the above table will not be excluded from GFA as defined by the KLEP.</p>	Premises	Parking Space Requirement Range	Office and business premises	1 space per 33m ² GFA to 1 space per 45m ² GFA Suggested division: 90% employee; 10% visitor Plus 1 space if resident/manager or caretaker Plus 1 courier space for development in excess of 200m ² GFA	Retail	1 space per 26m ² GFA to 1 space per 33m ² GFA Suggested division: 30% employee; 70% visitor	<p>information in respect of GFA for the various land uses within the development.</p> <p>Notwithstanding, compliance with Council's car parking rate is not achieved (Reason 7).</p>	
Premises	Parking Space Requirement Range							
Office and business premises	1 space per 33m ² GFA to 1 space per 45m ² GFA Suggested division: 90% employee; 10% visitor Plus 1 space if resident/manager or caretaker Plus 1 courier space for development in excess of 200m ² GFA							
Retail	1 space per 26m ² GFA to 1 space per 33m ² GFA Suggested division: 30% employee; 70% visitor							
<p>11.A minimum of 1 space or 1-2% (whichever is greater) is to be provided for accessible car parking for people with a disability.</p>	<p>2 accessible car spaces are proposed for specialised retail use, and 2 accessible spaces are proposed for office use, which comply.</p>	YES						
<p>13. Consideration is to be given to accommodation of other road users, such as motorcycles and minibuses</p>	<p>Bike storage is proposed within the basement (Basement Level 1). Motorcycle parking is proposed at Upper Ground Floor level.</p>	YES						
<p>14. Parking provision at a rate less than 1 per 45m² GFA may be considered if accompanied by firm and ongoing proposals to encourage alternative means of transport. This may include strategies such as:</p> <ul style="list-style-type: none"> i) Transport Access Guides (TAG); ii) Staff discount/subsidy towards public transport costs; iii) Dedicated shuttle bus between the development and railway station iv) Adoption and implementation of a car pool/car sharing scheme; v) Use of taxis or public transport for work related journeys; vi) Priority parking for staff who pool with 2 or more passengers. 	<p>A Green Travel Plan has been provided.</p>	YES						

DCP COMPLIANCE TABLE SECTION A - Part 9 Non-residential and office buildings		
Development control	Proposed	Complies
Any proposed alternate scheme is to establish a plan with measurable targets and is to be regularly publicised and monitored.		
15. At least one car share space is to be provided.	A car share space is not provided (Reason 7).	NO
9B.3 Bicycle parking provisions		
1. For all office buildings and office components of mixed use buildings, provide on-site, secure bicycle parking spaces and storage at the following rates: i) 1 bicycle locker per 200m ² of gross floor area (GFA) for staff; and ii) 1 bicycle parking space (in the form of a bicycle parking device) per 750m ² over 1000m ² GFA (minimum) for visitors	24 staff bicycle racks are proposed at Basement Level 1 which does not comply (Reason 7). 8 visitors bicycle racks are proposed which complies.	NO YES
2. At least one shower with changing and locker facilities is to be provided on each floor within office buildings and office components of mixed use buildings.	Showers are provided at Basement Level 1.	YES
9C Building design and sustainability		
9C.1 Solar access		
1. Buildings are to be oriented to optimise the northern aspect.	The building is appropriately orientated to maximise the northern and eastern aspects.	YES
2. Use light shelves, reflectors, lightwells, skylights, atriums and clerestories where possible to maximise the quantity and quality of natural light within internal areas.	Lightshelves and lightwells are not proposed. Natural light is acceptable. This non-compliance does not warrant refusal of the application.	NO
3. Developments are to allow the retention of at least 4 hours of sunlight between 9am and 3pm on 21st June to existing neighbouring solar collectors and solar hot water services.	Complies between 9am and 1pm on 21 June.	YES
Office shading 4. At least 90% of all workspaces are to be within 10m and in direct line of sight of a perimeter window	Complies	YES
Sun shading 7. All developments are to utilise shading and glare control. For example: i) provide external horizontal shading to north-facing windows, such as eaves, overhangs, pergolas, awnings, colonnades, upper floor balconies, and/or deciduous vegetation; ii) provide vertical shading to east and west windows, such as sliding screens, adjustable louvres, blinds and/or shutters;	Details regarding shading and glare have not been provided (Reason 10).	NO

DCP COMPLIANCE TABLE SECTION A - Part 9 Non-residential and office buildings		
Development control	Proposed	Complies
iii) provide shading to glazed and transparent roofs; iv) use low glare high performance glass with an overall 3 star Window Energy Rating Scheme rating; Note: Refer to <i>www.wers.net</i> v) avoid the use of reflective films; vi) use a glass with reflectance below 20%.		
8. All shading devices are to be integrated with building facade design.	Insufficient information (Reason 10).	NO
9. Consideration is to be given to the integration of solar shading with solar energy collection technology.	Solar panels are located on the roof.	YES
9C.2 Natural ventilation		
1. Wherever possible, provide dual aspect floor space to aid cross ventilation.	Levels 3-6 have windows to each elevation.	YES
2. The use of open plan floor areas is encouraged to minimise interruptions in air flow by partitions and furniture.	Levels 3-6 have an open floor plan.	YES
Offices 4. All workspaces are to have operable windows or doors which open to at least 30% of the window or door areas.	Operable windows not detailed on the plans. The requirement for operable windows is not pressed as mechanical ventilation proposed. This non-compliance does not warrant refusal of the application.	NO
9C.3 Floor Depth		
1. Circulation, services and storage areas are to be located at the centre of the building to maximise opportunity for external openings for daylight access and views.	Circulation and services are located centrally on Levels 3-6.	YES
2. Atriums and courtyards are encouraged to promote access to natural light.	Atriums are not proposed, however the office levels will receive ample natural light as windows are proposed to each elevation.	YES
Offices 3. The maximum internal plan depth of office floors is to be 10m from glass line to internal face of wall. <i>See Figure 9C.3-2</i>	A depth of 9 metres to 13.3 metres is proposed which will ensure good levels of natural daylight. This non-compliance does not warrant refusal of the application.	NO
9C.4 Building entries		
1. Provide access to and within all developments in accordance with the <i>Disability Discrimination Act 1992</i> .	The Access Report indicates that circulation areas are capable of achieving compliance.	YES

DCP COMPLIANCE TABLE SECTION A - Part 9 Non-residential and office buildings		
Development control	Proposed	Complies
2. Buildings are to address the street either: i) with main entrances to lift lobbies directly accessible and visible from the street; or ii) with the path to the building entry readily visible from the street where site configuration promotes a side entry.	The main entry to the office lobby and cafe is visible from Bridge Street.	YES
	The main entry to the retail spaces is not visible from Bridge Street (Reason 2).	NO
3. Building entries are to be integrated into building facade design. At street level, the entry is to be articulated with awnings, porticos, recesses or projecting bays for clear identification.	Building entry is not clearly articulated (Reason 2).	NO
4. Building entrances from primary street frontages are to be level with adjoining footpaths.	A stair is required to access the office entry from the footpath level (Reason 2).	NO
6. All entry areas are to be well lit and designed to avoid any potential concealment or entrapment areas.	The entry is capable of being well lit.	YES
7. Fire egress is not to face the primary street frontage. If this is unavoidable, the egress is to be integrated into the lobby entrance design	Four fire egresses are proposed. Fire stair 3 faces the street frontage but is appropriated integrated into the design. This non-compliance does not warrant refusal of the application.	NO
8. Lockable mail boxes are to be provided close to the street and under a shelter. They are to be integrated with building entries at 90° to the street and to Australia Post standards	Mailboxes are not shown but are capable of been integrated into the design. This non-compliance does not warrant refusal of the application.	NO
9. Entries are to have street numbering that is clearly visible from the street	There is sufficient area for street numbering.	YES
9C.5 Internal common circulation		
1. The design of internal common circulation space is to comply with the provisions in AS1428.1 and AS1428.2 to provide adequate pedestrian mobility and access.	The Access Report indicates that circulation areas are capable of compliance.	YES
2. All common circulation areas including foyers, lift lobbies and stairwells are to have: i) appropriate levels of lighting with a preference for natural light where possible; ii) short corridor lengths that give clear sight lines; iii) clear signage to offices and facilities;	The lobbies provide clear sight lines, and appropriate signage and lighting can be provided.	YES

DCP COMPLIANCE TABLE SECTION A - Part 9 Non-residential and office buildings		
Development control	Proposed	Complies
iv) natural ventilation; and v) low maintenance and robust materials.		
3. Where artificial lighting is required, energy efficient lights are to be used in conjunction with timers or daylight controls	Compliance capable of being achieved.	YES
4. Building design is to avoid blind corner or dark alcoves near lifts and stairwells, at entrances, along corridors and walkways, and within car parks.	Blind corners are not proposed.	YES
Offices 5. Seating areas are to be provided within the foyer/atrium and are encouraged in common circulation areas near workspaces.	Seating areas are capable of being provided within the lobby area.	YES
9C.6 Roof forms, terraces and podiums		
1. Roof forms are encouraged to articulate and express building elements or location.	Roof form is appropriately articulated.	YES
2. Service elements are to be integrated into the overall design of the roof so as not to be visible from the public domain or any surrounding development. These elements include lift overruns, chimneys, vent stacks, communication devices and signage.	Service elements are appropriately integrated within the design of the roof. The lift overrun is centrally located and will not be highly visible.	YES
3. Where solar panels are provided they are to be integrated into the roof line.	Solar panels are integrated into the roof line.	YES
4. Flat roofs/roof terraces are to be used for communal open space for recreation use.	An area of communal open space is proposed.	YES
6. Where podiums and roof terraces are used for open space, planter boxes are to be incorporated into walls or balustrades for privacy and amenity. See <i>Figure 9C.6-5</i> .	Planter boxes are proposed for privacy and amenity.	YES
9C.7 Communal open space		
Offices 1. An area of communal open space is to be provided for staff recreation, appropriate to the needs of the particular premises.	A staff recreation area is proposed at roof level.	YES
2. Communal open space is to be located at ground level behind the building line or on roof terraces and podiums.	Rooftop communal open space is proposed.	YES
3. Access to communal open space is to be provided for people with a disability in accordance with Part 2 Section 7 of AS1428 Access within the largest area of communal open space is to be provided for people with a disability.	The communal open space is readily accessible via lift.	YES
4. The location and design of communal open space is to optimise opportunities for social and recreation activities, solar access and orientation, summer shade, outlook and the privacy of adjoining residential sites.	The communal open space maximises opportunities for social interaction and includes seating areas and a barbeque area.	YES

DCP COMPLIANCE TABLE SECTION A - Part 9 Non-residential and office buildings		
Development control	Proposed	Complies
6. The communal open space is to be capable of surveillance from workspaces for safety reasons.	The podium outdoor area on Level 2 is capable of surveillance from adjoining workstations.	YES
7. Concealment or entrapment are not to be created within the communal open space.	Concealment or entrapment areas are not created.	YES
8. Communal open space is to be well lit with an energy efficient lighting system to be used in conjunction with timers or daylight controls. All light spill is prohibited.	Communal open space is capable of being well lit.	YES
9. Shared facilities such as barbecue facilities and seating are to be provided within the communal open space.	Barbeque facilities and seating are proposed.	YES
10. Garden maintenance storage areas and connections to water and drainage is to be provided to communal open space.	No garden storage area is proposed but could be accommodated within the design. This non-compliance does not warrant refusal of the application.	NO
	Connections to water and drainage may be managed via conditions, if approval was recommended.	YES
11. Where communal open space is provided on roof terraces and podiums, the design considerations are to include: i) incorporating sun shading devices and wind screens to encourage usage; ii) incorporating landscaping elements including small to medium trees; iii) a maximum wind speed of 10m/sec. This may be achieved by: - Use of building facade design and setbacks to deflect downwards drafts; - Awning design to deflect winds away from footpath level; - Use of vegetation and tree canopy as buffer to the street level from winds.	Landscaping elements are proposed.	YES
	Shading elements are not indicated on the architectural plans (Reason 8).	NO
	Wind effects to the communal and outdoor areas can be appropriately managed through the incorporation of the measures recommended within the Pedestrian Wind Environment Statement.	YES
9C.8 Building forms and facades		
3. The continuous length of a single building on any elevation is not to exceed 60 metres. Where the building length is proposed to be greater than 60 metres, a recessed or	The building has a maximum length of 47.5 metres.	YES

DCP COMPLIANCE TABLE SECTION A - Part 9 Non-residential and office buildings		
Development control	Proposed	Complies
articulated area is to be provided sufficient to present to the street as a separate building.		
4. All building facades at ground level are to engage with and contribute to the activities of the street principally through the use of glazed frontages	A glazed façade is not provided at Lower or Upper Ground Floor Level (Reason 1).	NO
5. Monolithic structures with repetitive elements are to be avoided by segmenting building facades into vertical elements with individual modulations	Monolithic structures are not proposed. Appropriate modulation is provided to the facades.	YES
6. Building elements are to be expressed through use of rhythm and patterns of windows, material, colour and texture to create dynamic facades. For example, use of recessed balconies and deep windows to create contrasting areas giving the facade visual depth.	The facades are appropriately designed.	YES
7. The building layout or structure is to be expressed within the façade.	Complies.	YES
8. Building facades are to be designed to respond to solar access by using solar protection elements such as overhangs and other sun shading devices as environmental controls.	It has not been demonstrated that the building facades respond to solar access (Reason 10).	NO
9. All building elements including shading devices, signage, drainage pipes, awnings/colonnades and communication devices are to be coordinated and integrated within the overall facade design.	Shading devices are not indicated within the building facades (Reason 10).	NO
	Signage zones are integrated within the building façade.	YES
9C.10 Ground floor frontage		
1. Buildings are not to have a continuous length of blank wall of more than 30% of the length of the building facade at the street level.	The upper ground floor includes vehicular entry and signage zones with no blank walls.	YES
	The lower ground floor includes a glazed office entry, stairs and vehicular entry to loading docks and basement levels.	YES
2. Ground floor building articulation is to be designed to avoid the creation of entrapment areas.	No entrapment areas are evident at either upper or lower ground floor levels.	YES
3. External finishes at street level are to be robust and graffiti resistant, e.g. ceramic tiles and metal	External finishes at upper and lower ground	YES

DCP COMPLIANCE TABLE SECTION A - Part 9 Non-residential and office buildings		
Development control	Proposed	Complies
	floors appear robust and graffiti resistant.	
4. Provide predominantly clear glazing to all street frontage windows with a minimum 3 star Window Energy Rating Scheme rating.	Tinted low reflectivity clear glazing is provided to the office entry at lower ground floor.	YES
6. Where ancillary services such as cafes are provided, they are to be located within the foyer/atrium area and have good visual connection with the foyer and building entry.	The café is directly accessible from the office entry (lower ground floor).	YES
8. Ground floor frontages are to provide for active uses that contribute to the active street frontage.	The proposed café contributes to an active street frontage.	YES
9 Building slabs are to be stepped on sloping sites to ensure ground floor level does not exceed 0.3m above or below finished footpath level.	The lower ground floor office entry level generally matches the adjacent footpath level. Pedestrian entry is available via the stairs, which is acceptable given the steep topography and proximity to vehicular entry point.	YES
9C.12 Internal ceiling heights		
Offices		
1. All office developments are to comply with the following minimum ceiling heights, measured from finished floor level (FFL) to finished ceiling level (FCL): i) 3.5m for ground floor / street level retail or commercial uses; ii) 3m for all other floors for commercial use.	4.3 metres for lower ground floor, upper ground floor and level 1 retail. 3.1 metres for office floor levels.	YES YES
2. Internal ceiling heights and slab levels are to be coordinated with external height requirements and key datum lines. External building elements requiring coordination include: i) heights, datum and parapet lines set by the context of structure plan; ii) cornices and string courses of adjacent heritage buildings; iii) exterior awning levels or colonnade heights.	Coordinated.	YES
9C.13 Visual privacy		
1. Buildings are to be designed to ensure privacy for neighbouring residents without compromising access to light and air. Measures to achieve this include:	The building is designed to maintain privacy with	YES

DCP COMPLIANCE TABLE SECTION A - Part 9 Non-residential and office buildings		
Development control	Proposed	Complies
i) off-setting windows in adjacent buildings; ii) recessing balconies or providing vertical fins between adjacent balconies; iii) using louvres/screen panels; iv) providing vegetation as a screen between spaces; v) incorporating planter boxes into walls or balustrades to allow plant screening; vi) utilising pergolas or shading devices to limit overlooking of lower building levels or communal and private open space.	neighbouring properties.	
9C.14 Acoustic privacy		
2. For requirements on noise levels associated with air conditioning, kitchen, laundry ventilation or other mechanical ventilation systems and plant, refer to Part 23.8 of this DCP.	Compliance capable of being achieved.	YES
3. The maximum LAeq (1hr) noise levels are measured at the windows of commercial workspaces are not to exceed: - Day 55 dB(A) - Night 45 dB(A) Note: Day is the period from 7am to 9pm, Monday to Saturday or 8am to 8pm on Sundays and public holidays.	If approval was recommended, a condition could be imposed requiring compliance with relevant noise levels.	YES
4. Noise reduction measures to achieve these outcomes may include: i) incorporating appropriate noise shielding or attenuation techniques into the design and construction of the building ii) enclosing plant rooms iii) locating plant in basements iv) fitting out building services with appropriate acoustic insulation v) minimising the amount of shared walls between commercial occupancies and/or plant vi) locating building services and circulation zones away from noise sensitive areas to provide a buffer from noise generators such as traffic, plant and loading vehicle entries vii) using solid core doors, thicker window glass, double glazing, baffles to openable windows etc.	Compliance can be achieved without noise reduction measures.	YES
5. An Acoustic Impact Assessment report prepared by a suitably qualified and experienced acoustic consultant is to be submitted.	A preliminary Acoustic Impact Assessment prepared by a suitably qualified acoustic consultant was submitted.	YES

Part 12 – Signage and Advertising

The proposed development has been assessed against the controls in this Part as follows:

COMPLIANCE TABLE		
Development Control	Proposed	Complies
Part 12 Signage and Advertising controls		
12.1 – Signage general		
1. Where located on a building, signage is to be integrated with the architecture and/or structure of the host building. Building façade detail, ventilated inlets or outlets and projecting features of the building are to remain unobscured by signage.	Signage is integrated with the architecture and structure of the building. Building façade details are not obstructed.	YES
2. Signage and advertising are to be constructed of non-combustible, graffiti resistant and easily cleaned materials.	Satisfactory.	YES
12.2 –Building Identification Signs		
1. Building identification signs are to be provided follows: i) a maximum of one sign per street frontage; ii) the sign is to be in proportion to the building facade and a maximum of 5sqm; iii) the sign cannot be an: a) illuminated sign; or b) painted sign.	One building identification sign is proposed above the car park entry/exit at the northern corner of the building. The building identification sign exceeds 5m ² but is in proportion with the building façade and therefore acceptable on merit.	YES NO
2. The building identification sign is to be mounted flat against the exterior building wall and is not to protrude more than 300mm from the face of the wall.	The building identification sign is internally illuminated and acceptable as it is integrated into the building design and clearly identifies the building. This non-compliance does not warrant refusal of the application.	NO
Employment and Mixed Use Zones		
3. The building identification sign (building number or building name) is to be displayed in a prominent position: i) on the ground floor adjacent to the building entry;	The building identification sign	YES

<ul style="list-style-type: none"> ii) or on the awning fascia of the property; or iii) at a location above the ground floor that is architecturally integrated into the building design. 	<p>appears to be mounted flat against the façade of the building.</p> <p>The building identification sign is architecturally integrated into the building design</p>	<p>YES</p>
<p>12.3 Business Identification Signs</p>		
<p>1. All business identification signs are to be of a size and shape that relates to the architectural design of the building with which they are associated/attached.</p>	<p>Signage size and shape is acceptable</p>	<p>YES</p>
<p>5. Wall Signs are to:</p> <ul style="list-style-type: none"> i) be non-illuminated; ii) be a maximum of one sign per building elevation; iii) be no more than 25% of the wall surface; 	<p>Wall signs are internally illuminated which is acceptable.</p> <p>The number and size of the wall signs are also acceptable given the number of retail spaces within the development.</p>	<p>NO</p>
<p>6. Free-standing poles/pylon signs are to:</p> <ul style="list-style-type: none"> i) be non-illuminated; ii) have only one free standing sign per property per street frontage; iii) be located outside the Tree Protection Zone of adjacent trees; iv) be completely located within the boundary of the property to which the sign relates. 	<p>The one pylon sign located on the northern corner of the building is illuminated.</p> <p>The pylon sign is wholly within the confines of the site and outside the Tree Protection Zones of trees that are recommended to be retained. This non-compliance does not warrant refusal of the application.</p>	<p>NO</p>
<p>Window Signs are to</p> <ul style="list-style-type: none"> i) be non-illuminated; ii) be a maximum of one sign per premises; iii) have the following window coverage: <ul style="list-style-type: none"> a) cover no more than 25% of the window area between the window sill and the level of the door lintel where the sign is a permanent window sign; or b) cover no more than 60% of the window surface area, where the sign is temporary in nature (up to a fortnight). 	<p>The window signs are illuminated. The number and size of the window signs are acceptable given the design and size of the development and available viewing angles from the public domain. This non-compliance does not warrant refusal of the application.</p>	<p>NO</p>

Employment and Mixed Use Zones		
8. A maximum of two business identification signs are permitted for each shopfront.	More than 2 business identification signs are proposed. This is acceptable due to the size and number of uses within the development.	NO
9. A co-ordinated presentation of signs is required where there are multiple occupancies or uses within a single building.	There is a coordinated presentation of the signs across the facades of the development.	YES
10. No pole/pylon signs are permitted in these locations (except in service station sites).	A pylon sign is acceptable on this site given the number of office and specialised retail spaces within the development	NO
12.7 Illumination of Signs		
<p>1. Illuminated signage is only permitted under the awning.</p> <p>2. Illuminated signs in the vicinity of residential dwellings require automatic timing devices to turn lights on/off at times designated by Council.</p> <p>3. Illumination is to be concealed within, or be integral to the sign through:</p> <ul style="list-style-type: none"> i) the use of neon or an internally lit box; or ii) sensitively designed external spot-lighting. <p>4. Illuminated signs are to use LED diode technology or a lighting source of equivalent or higher efficiency.</p> <p>5. Illumination is not to</p> <ul style="list-style-type: none"> i) be hazardous; ii) be a nuisance to pedestrians or vehicular traffic; iii) produce any light spill into residential, environmental conservation or recreation areas. <p>6. Cabling to signs is to be concealed.</p> <p>7. Use of illuminated red, green and amber colours in proximity to traffic signal intersections are not permitted.</p>	The site is not in the vicinity of residential dwellings. The illumination is integrated into the signs and could be controlled through appropriate conditions, if approval was recommended.	NO

Part 14 – Urban Precincts and Sites

Part 14G Pymble Business Park		
Development control	Proposed	Complies

14G.1 Planned Future Character		
<i>All development within the Pymble Business Park precinct, as outlined in Figure 14G.1-1, is to be designed to support and enhance the planned future character of the precinct.</i>		
<i>The planned future character for Pymble Business Park varies due to topography and location. The precinct has several sub-precincts including:</i>		
<i>i) Bridge Street - new development is to address the street and provide building entries and frontages with direct physical access and visual surveillance from ground floors of the buildings. Developments are to have well-considered and landscaped front, side and rear setbacks</i>		
14G.3 Proposed community infrastructure		
Development is to be designed to support the provision of Key Community Infrastructure as stipulated in the <i>Ku-ring-gai Contributions Plan 2010</i> . Key Community Infrastructure for Pymble Business Park is to be provided through the <i>Ku-ring-gai Contributions Plan 2010</i> or by Voluntary Planning Agreement (VPA). The <i>Ku-ring-gai Contributions Plan 2010</i> stipulates elements to be implemented. These are listed below: 1) Modifications to the traffic signals and localised road alterations at the intersection of Bridge Street and the Pacific Highway. 2) New traffic signals and localised road alterations at the intersection of West Street and Ryde Road to facilitate access out of Pymble Business Park. 3) Street tree planting to the Pacific Highway, Bridge Street, Suakin Street/West Street.	If approval was recommended, appropriate local development contributions in accordance with the <i>Ku-ring-gai Contribution Plan</i> could be imposed to cater for these proposed street tree plantings along Bridge Street.	YES
14G.4 Building setbacks		
1. All buildings within the Pymble Business Park must comply with the setback controls illustrated in Figure 14G.4-1.	Refer to Control 4 below (Reason 3).	NO
4. Building setbacks for 4-10 Bridge Street are to comply with the following: i) <i>5m front landscaped setback to front boundary along Bridge Street;</i>	The proposed setbacks are as follows: A maximum 4.3 metres landscaped front setback for a length of 12.5 metres South-western	NO YES

<p>ii) zero setback to the south side boundary adjoining the driveway to 950 Pacific Highway;</p> <p>iii) 2 metres minimum deep soil setback to north side boundary adjoining the driveway to 950 Pacific Highway.</p> <p>iv) 7 metres minimum deep soil setback to rear east boundary adjoining 950 Pacific Highway to ensure the retention of existing trees.</p> <p><i>Note: where deep soil setbacks are required, the whole setback area is to comprise of deep soil</i></p>	<p>boundary: 0.8 metres</p> <p>North-eastern boundary: 0.3 metres – 1.2 metres</p> <p>South-eastern boundary: 7 metres.</p> <p>The above non-compliances form a recommended reason for refusal (Reason 3).</p>	<p>NO</p> <p>YES</p>
<p>14G.5 Built form</p>		
<p><i>Buildings are to be designed in accordance with Figure 14G.5-1.</i></p> <p>Provide active street frontages along Bridge Street with a combination of landscaped setback and a minimum of 50% active street frontage.</p> <p>All ground floor frontages are to provide for active uses that contribute to the active street frontage, examples include:</p> <p>i) window displays or display cases for displaying goods</p> <p>ii) floor to ceiling glazing for visual connection with ground floor to internal uses/activities</p> <p>iii) well defined pedestrian entries and foyers</p>	<p>The landscape setback is confined to an area that is 12.5 metres wide and 4.2 metres deep. The active street frontage is limited to the office entry which is 4.92 metres wide or 11.4% of the building frontage (Reason 1).</p> <p>There are no window displays (Reason 1).</p> <p>Floor to ceiling glazing is limited to a width of 4.92 metres at the lower ground floor level which reduces visual connection to the café and office lobby (Reason 1).</p> <p>The entry to the lower ground floor is not well defined as it requires access via a staircase (Reason 1).</p>	<p>NO</p> <p>NO</p> <p>NO</p> <p>NO</p>

<p>4. Building entries are to be designed as per Part 9C.4 of the DCP and are to be level with adjoining footpaths, with openings (doors and windows) that allow a direct visual connection between the building and the street.</p>	<p>Stairs are required to access the office entry. A direct visual connection is not provided between the street and building (Reason 2).</p>	<p>NO</p>
<p>5. To facilitate the development of Specialised Retail Premises and other uses which require large floor plates, Part 9C.8 Control 1 and Control 2 do not apply within the Pymble Business Park.</p>	<p>Specialised Retail Premises are proposed within the development, permitting a larger floor plate.</p>	<p>YES</p>
<p>8. Building facades are to be designed and articulated to emphasise vertical proportions, rather than horizontal to minimise the bulk of Specialised Retail premises and other uses which require large floor plates.</p>	<p>Building facades are appropriately designed.</p>	<p>YES</p>
<p>9. Building facades are to incorporate architectural details and materials that create shadows and depth to achieve three-dimensional modulation.</p>	<p>The building facades incorporate appropriate architectural detailing and materials.</p>	<p>YES</p>
<p>10. The preferred location for any car parking within Pymble Business Park is basement carparking. Where there are identified constraints such as topography or level changes across a site, a proportion of the required parking spaces may be provided above ground.</p>	<p>A proportion of the car parking is provided at the upper ground floor level due to topography.</p>	<p>YES</p>
<p>11. Where Council is satisfied that a proportion of above ground parking is justified, the above ground parking areas are to:</p> <ul style="list-style-type: none"> i) be integrated into the building; ii) be concealed by utilising innovative and aesthetically pleasing screening methods, examples include above ground parking areas sleeved with a permitted use or glazed display cases; iii) not result in any blank walls facing the street or public areas; iv) not adversely impact the streetscape character. 	<p>The car parking located at the upper ground floor is integrated into the building.</p> <p>The car parking is concealed by large signage zones to Retail Premises 1 and 2, not glazed display cases. Refer to discussion below.</p> <p>Blank walls to Bridge Street are not proposed.</p> <p>The upper ground level car parking will not</p>	<p>YES</p> <p>NO</p> <p>YES</p> <p>YES</p>

	adversely impact the streetscape character as it is largely concealed by signage zones or landscaping.	
14G.7 Shared on-site parking		
1 Any application for parking supply reduction based on internal shared parking arrangements due to non-conflicting land use peaks are to be justified through a Parking Assessment Report/Traffic Report.	Parking supply reduction justified through a Traffic Impact Assessment Report.	YES

An assessment of the variations to the controls identified in the compliance table is provided below.

Part 14G.5 – Built Form

Controls 10 and 11 in Part 14.5 in KDCP state the following –

- 10. *The preferred location for any car parking within Pymble Business Park is basement carparking. Where there are identified constraints such as topography or level changes across a site, a proportion of the required parking spaces may be provided above ground.*
- 11. *Where Council is satisfied that a proportion of above ground parking is justified, the above ground parking areas are to:*
 - i) *be integrated into the building;*
 - ii) *be concealed by utilising innovative and aesthetically pleasing screening methods, examples include above ground parking areas sleeved with a permitted use or glazed display cases;*
 - iii) *not result in any blank walls facing the street or public areas;*
 - iv) *not adversely impact the streetscape character.*

The proposed development includes both basement car parking and upper ground level car parking.

The upper level car parking is not concealed by aesthetically pleasing and innovative screening methods such as display cases and does result in some sections of blank walls facing Bridge Street. The proposed upper level car parking therefore does not technically comply with control 11 ii) and iii) in Part 14G.5 in KDCP.

The relevant objective associated with the above referenced control is –

- 8. *Ensure any above ground parking is of high-quality design that is integrated within the building, screened from the public domain and does not adversely impact the streetscape.*

For the following reasons, the objective is satisfied notwithstanding technical compliance is not achieved with the control –

- i. The upper ground car parking is integrated within the building largely screened from Bridge Street by either landscaping or retail signage zones. There will be no adverse impacts on the streetscape.

- ii. Whilst the retail signage zones were not contemplated as a screening method by the control, they are likely be equally as effectively in obscuring views of the upper level car parking from Bridge Street and therefore acceptable in the site circumstances.

Part 15 – Land Contamination

A Stage 1 Preliminary Site Investigation prepared by Environmental Earth Sciences dated 1 February 2024 was submitted with the DA. It is agreed that given the predominantly past commercial uses there is “*low risk to human health and the environment in its current condition and future proposed use. Therefore, the site suitable for commercial/industrial use.*” Further, Council’s records do not indicate any contamination information relating to the site. A detailed investigation as referred to in the contamination land planning guidelines is therefore not required. The proposed development therefore satisfies the relevant controls in Part 15 of the KDCP.

Part 19 – Heritage and Conservation Areas

The site is within 100 metres of other heritage item at No. 982 Pacific Highway (I598) but is not listed as a heritage item or within a heritage conservation area.

The proposed development is physically separated and not highly visible from the heritage item (I598) located at No. 982 Pacific Highway due to the fall of the land, existing buildings and different street frontages. The proposed development will conserve the heritage significance of this heritage item.

Ku-ring-gai Development Control Plan

Section C

Development Control	Proposed	Complies
Part 21 General Site Design		
21.1 – Earthworks and slope		
Development consider site topography, drainage, soil landscapes, flora, fauna and bushfire hazard by: <ul style="list-style-type: none"> • Stepping buildings down the site • Locate finished ground level as close to the natural ground level as practicable • Level changes to occur primarily within building footprint • Minimum 0.6 metres width between retaining walls • Maintain existing ground level within 2m from any boundary • Limit slope for embankments to 1:6 (grassed) and 1:3 (soil stabilising vegetation) • No fill and excavation within sensitive environments • Minimise altered groundwater flows 	The development has considered site topography with existing ground level largely retained outside the building footprint.	YES

21.2 – Landscape Design		
Appropriate and sensitive site planning and design	The landscape design does not enable the retention of all high value existing trees that contribute to landscape character. The removal of high value Trees 7-9, 34-36, 38, 39 and 41 is not acceptable (Reason 3).	NO
Part 22 - General access and parking		
22.1 – Equitable Access		
Compliance with DDA demonstrated Entry access ramps located within the site and does not dominate the front façade	An access report was submitted with the DA confirming compliance can be achieved.	YES
Access ways for pedestrians and for vehicles are separated	Access ways are separated as far as possible given the proposed uses.	YES
22.2 – General vehicle access		
<ul style="list-style-type: none"> Minimise width and number of vehicle access points 	The number and width of access points of acceptable.	YES
<ul style="list-style-type: none"> Access driveways set back at least 10m from street intersections and 3m from pedestrian entrances 	Access driveways are not located near intersections.	YES
<ul style="list-style-type: none"> Vehicle and pedestrian access to buildings clearly distinguished and separated 	Vehicular and pedestrian access are separated.	YES
<ul style="list-style-type: none"> Vehicles must exit in a forward direction 	Vehicles exit in a forward direction.	YES
<ul style="list-style-type: none"> Vehicle entries are integrated into the external façade and are finished in a high quality material 	The vehicular entries and rollers doors are integrated into the overall façade design.	YES
22.3 – Basement car parking		
Logical and efficient basement design AS2890.1	Logical and efficient basement design.	YES

Appropriate ceiling floor to ceiling heights and ventilation provided: <ul style="list-style-type: none"> • 2.5m for parking area for people with a disability; • 4.5m for commercial waste collection and manoeuvring area 	Complies.	YES						
Basement is fully tanked	Drained basement proposed which is acceptable. General Terms of Approval issued by Water NSW.	YES						
Ventilation grilles and screening devices are integrated into the landscape design	Ventilation grilles to the rear are integrated into the landscape design.	YES						
22.5 – Parking for people with a disability								
Accessible spaces are signposted and have a continuous path of travel to the principal entrance or a lift	Accessible spaces are signposted with a continuous path of travel provided from lifts.	YES						
Non-residential development provides accessible parking as follows: <table border="0" style="width: 100%;"> <tr> <td style="width: 30%;">Type of facility</td> <td style="width: 30%;">Rate of provision</td> <td></td> </tr> <tr> <td><i>Retail/commercial</i></td> <td>1-2%</td> <td></td> </tr> </table>	Type of facility	Rate of provision		<i>Retail/commercial</i>	1-2%		Complies.	YES
Type of facility	Rate of provision							
<i>Retail/commercial</i>	1-2%							
22.6 – Pedestrian Movement within Car Parks								
Pathways designed in accordance with AS1428.1	Capable of complying.	YES						
Marked pedestrian pathways have clear sightlines, appropriate lighting, are visible, conveniently located and constructed of non-slip material	Clear sightlines are provided along pedestrian pathways adjacent to retail entries.	YES						
22.7 – Bicycle Parking and facilities								
Bicycle parking and storage facilities satisfy AS2890.3	To improve access, the relocation of visitor bicycles spaces is recommended from Basement Level 1 to Lower Ground Floor. This could be resolved via condition, if approval was recommended.	YES						

Bicycle access paths have a minimum width of 1.5metres	If approval was recommended, a condition could be included requiring lifts to be of a suitable size to enable staff to transport their bicycles.	YES
Part 23 – Building Design and Sustainability		
23.3 – Sustainability of Building Materials and		
23.4 – Materials and Finishes		
External walls constructed of high quality and durable materials	External materials are satisfactory	YES
Use of materials and colours creates well-proportioned facades and minimises visual bulk	Materials create well-proportioned facades.	YES
23.5 – Roof Terraces and Podiums		
Podiums and roof terraces are trafficable and support landscaping	Podiums and roof terraces are trafficable and support landscaping.	YES
Roof & terrace common areas design encourage usage	The design of the common and outdoor areas promotes usage.	YES
23.6 – Building Services		
Services and related structures are appropriately located to minimise streetscape impact	The services are located on the roof and are appropriately located to minimise streetscape impacts.	YES
In mixed use precincts substations and fire hydrants are not visible from the primary and principal street frontages	The substations and hydrants are located adjacent to the pedestrian entry and visible from Bridge Street. These structures could be re-designed/re-located to better integrate with pedestrian entry and landscaping (Reasons 1 and 2).	NO

Air-conditioning units are well screened and do not create adverse noise impacts	The plant equipment is screened on the roof of the building and does not create adverse noise impacts.	YES
23.7 – Acoustic Privacy		
Design minimises impact of external noise sources on internal and external spaces	Development is designed to minimise the impacts of external noise sources on proposed internal uses.	YES
Acoustic assessment report to be submitted	A preliminary acoustic assessment report was submitted with the DA.	YES
23.8 – Visual Privacy		
Visual privacy maintained for occupants and for neighbouring dwellings	Visual privacy is maintained.	YES
23.9 – Construction, Demolition and Disposal		
Erosion and Sediment Control Plan	Sediment and Erosion Control measures detailed within the Civil Stormwater Management Report submitted with the DA.	YES

Part 24 – Water management

The proposed stormwater management system is deficient in the following respects –

- i. The proposal seeks to discharge into an existing inter-allotment drainage easement potentially containing a pit via a 300– 600 millimetres diameter pipe. No supporting hydraulic calculations have been submitted to confirm that the pipeline to which connection is proposed has sufficient hydraulic capacity to accept the post developed flows. A DRAINS model or equivalent has not been submitted.
- ii. The CCTV did not traverse the entire pipeline within the easement and therefore it cannot be determined that the pipeline to which connection is proposed is in good working order and can hydraulically service the development as required by Clause 6.5 in KLEP.
- iii. If the existing drainage system is determined to not be functioning hydraulically, the existing stormwater pipeline and pit is required to be repaired and / or upgraded within the drainage easement. Council would require owners' consent from the strata corporations of all burdened properties, which has not been provided.

The proposed development has therefore not been designed to manage urban stormwater as per the requirements of Part 24 of the KDCP (see **Reason 4**).

Ku-ring-gai Contributions Plan 2010

A Section 7.11 contribution in accordance with the Ku-ring-gai Contribution Plan 2010 would be required to be paid if consent were granted.

Housing and Productivity Contribution

The development, if approved, would attract a Housing and Productivity Contribution.

REGULATION

Section 61(1) of the Environmental Planning & Assessment Regulation 2021 requires the consent authority to consider the provisions of *Australian Standard AS 2601-2001: The demolition of structures*. The demolition of the existing structure(s) would be required to be carried out in accordance with a work plan and statement of compliance if approval was recommended.

LIKELY IMPACTS

The likely impacts of the development have been considered within this report and are deemed to be unacceptable for the reasons provided throughout this report.

SUITABILITY OF THE SITE

The site is unsuitable for the proposed development for the reasons provided throughout this report.

PUBLIC INTEREST

The public interest is best served by the consistent application of the requirements of the relevant Environmental Planning Instruments, and by the Panel ensuring that any adverse effects on the surrounding area and the environment are minimised. The proposal has been assessed against the relevant environmental planning instruments and is deemed to be unacceptable. On this basis, the proposal is considered to raise issues that are contrary to the public interest.

CONCLUSION

Having regard to the provisions of Section 4.15 of the Environmental Planning and Assessment Act 1979, the proposed development is considered to be unsatisfactory.

RECOMMENDATION

PURSUANT TO SECTION 4.16(1) OF THE ENVIRONMENTAL PLANNING AND ASSESSMENT ACT, 1979

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 works on land at 4-10 Bridge Street, Pymble, for the following reasons:

1. Lack of street activation

The design and siting of the structures within the front setback and the design of the Lower Ground floor does not provide for an active street frontage and is therefore inconsistent with the desired character of Bridge Street.

Particulars

- a) The proposed development does not provide for both a landscaped setback and a minimum 50% active street frontage as required by control 2 in Part 14G.5 in Ku-ring-gai Development Control Plan (KDCP). The landscaped setback is largely confined to an area of 12.5 metres wide and 4.2 metres deep. The active frontage associated with the office entry at the Lower Ground floor is limited to a width of 4.92 metres or 11.4% of the building frontage.
- b) The proposed development includes only minimal floor to ceiling glazing fronting Bridge Street which restricts visual connection between Bridge Street and the Lower Ground Floor uses. This is non-compliant with control 4 in Part 9C.8 and control 2 (ii) in Part 14G.5 in KDCP.
- c) As detailed in Reason 2, the pedestrian entries are not well defined which further reduces the ability to provide for an active street frontage. This is non-compliant with Control 4 in Part 14G.5 in KDCP.
- d) The location of the substation, egress stairs from Basement 1, hydrant boosters and pedestrian stairs significantly restrict the provision of a suitable active street frontage.
- e) Above the Lower Ground floor level, visual connection is not achieved between the development and Bridge Street as retail signage zones are proposed to a majority of the Upper Ground Floor and Level 1 fronting Bridge Street
- f) The proposed development is therefore inconsistent with objectives 2, 3 and 4 in Part 14G.5 in KDCP.

2. Design of building entries

The proposed building entries to both the office and retail spaces do not positively contribute to the building façade design, streetscape nor do they enhance the active street frontage.

Particulars

- a) The retail entry is not directly accessible nor visible from the street. There is no path to this retail entry that is visible from the street. It can only be accessed via the Upper Ground Level car park or via the internal travelator from Lower Ground floor. This is contrary to Control 2 in Part 9C.4 in KDCP which requires buildings to address the street with entries directly accessible and visible from the street.

- b) The Lower Ground floor office entry is not level with the footpath nor is it appropriately articulated to enable clear identification. A staircase is required to access the office entry from the footpath. There is also a hydrant booter alongside this staircase which will reduce visibility from the public domain. This is non-compliant with Controls 3 and 4 in Part 9C.4 in KDCP.
- c) The retail and office entries are inconsistent with Objectives 1 and 2 in Part 9C.4 in KDCP as they are not clear, nor easily identifiable. They do not positively contribute to the streetscape nor enhance an active street frontage.
- d) The planned future character for Bridge Street, as referred to in Part 14G.1 (i) in KDCP is to ensure building entries and frontages have direct physical access and visual surveillance from ground floors of the building. The proposed retail and office entries do not provide for direct physical access from Bridge Street nor enable visual surveillance of Bridge Street.

3. Tree impacts associated with building setbacks

The proposed building setback fails to ensure the retention of significant trees and does not provide sufficient landscaping to soften the built form.

Particulars

- a) The proposed removal of Trees 7, 8, and 9, (located in the western corner of the site) and Trees 34, 35, 36, 38, 39, and 41 (adjacent to the north-eastern side setback) is not acceptable. These trees provide a high level of amenity and environmental value to the locality, contributing significantly to streetscape amenity and local landscape character, and are considered to have moderate to high retention value.
- b) The proposed development includes a 1.2 metres north-eastern side setback (in the wider section toward the rear) and a 0.3 metre north-eastern setback (in the narrower section at the front). This proposed setback is non-compliant with the 2 metres minimum deep soil setback required to the north side boundary as specified in Control 4 (iii) in Part 14G.4 in KDCP.
- c) The proposed development includes only a 12.5 metres wide by 4.3-metres deep section of landscaping within the front setback to Bridge Street. The other landscape areas are confined to narrow zones alongside the pedestrian stair, substation and sides of the building. This is non-compliant with Control 4 (i) in Part 14G.4 in KDCP which requires a front landscape setback to Bridge Street of 5 metres. The design of the proposed access driveways, fire booster assembly, substation and access stairs significantly reduce the opportunity of providing the required front landscape setback and the protection of existing trees.
- d) This is inconsistent with Objective 5 in Part 14G.4 in KDCP which states –

5 Retain existing trees and vegetation and minimise the impacts of new development.

The planned future character of Bridge Street, as stated in (i) in Part 14G.1 in KDCP is to ensure developments “...have well-considered and landscaped front, side and rear setbacks”. The proposed development will not provide for a suitable landscaped front nor north-eastern side setback. A failure to provide for a suitable landscape setting to the development will result in a development that will fail to contribute to the urban character, quality and amenity of the employment precinct which is inconsistent with Objective 4 in Part 14G.1 in KDCP.

4. Inadequate water management

The application has failed to demonstrate that the proposed stormwater management system will not avoid, minimise or mitigate adverse impacts to adjoining properties.

Particulars

- a) The proposed development seeks to discharge into an existing inter-allotment drainage easement potentially containing a pit via a 300 – 600 millimetres diameter pipe. No supporting hydraulic calculations have been submitted to confirm that the pipeline to which connection is proposed has sufficient hydraulic capacity to accept the post developed flows. A DRAINS model or equivalent has not been submitted.
- b) The CCTV did not traverse the entire pipeline within the easement and therefore it cannot be determined that the pipeline to which connection is proposed is in good working order and can hydraulically service the development. Should the existing drainage system be not functioning hydraulically, the existing stormwater pipeline and pit is required to be repaired and / or upgraded within the drainage easement. Council would require owners' consent from the Strata Corporations of all burdened properties, which has not been provided.
- c) The requirements of Chapter 6, Section 6.6 of the SEPP (Biodiversity and Conservation) 2021 are therefore not satisfied as it has not been adequately demonstrated that the proposed development will not have an adverse impact on the regulated catchment.
- d) The proposed development is contrary to Clause 6.5 'Stormwater and water sensitive urban design' of the Ku-ring-gai Local Environmental Plan (KLEP) and Part 24 of the KDCP.

5. Parking, traffic and access impacts

The application has failed to adequately demonstrate that the proposed development will have acceptable traffic and parking impacts.

Particulars

- a) No detailed assessment of queuing and delays in West Street/Bridge Street and Suakin Street in the weekday PM peak has been undertaken to understand the impacts of vehicles departing the site.
- b) The visibility splay for service vehicles has not been provided. It has not been demonstrated that heavy vehicles can access the service area while staying wholly within the driveway crossing.
- c) A minimum of 29 bicycle parking spaces for employees is not provided within the development to comply with the requirements of the KDCP.
- d) It has not been demonstrated that there is no obstruction greater than 600 millimetres for the sight triangle for visibility to pedestrians at the north-eastern car park access.
- e) The length of the internal service roadway from the property boundary is non-compliant with AS2890.2 in that it is 6 metres and not a minimum of 6.85 metres.

- f) The submitted Green Travel Plan is deficient and inadequate in the following respects -
- i. the change in mode split from driving to walking and public transport for journeys to work is ambitious.
 - ii. the Transport Access Guide does not show catchment maps for the various modes of travel.
 - iii. the recommendation that Council install time limits for on-street parking should be removed.
 - iv. The length of the internal service roadway from the property boundary does not comply with the minimum requirements of AS2890.2.
- g) Based on the insufficient information identified in a) and f) above, the potential traffic safety, road congestion and parking implications from the proposed development cannot be quantified. The proposed development therefore fails to satisfy Section 2.122 (4)(b)(iii) in SEPP (Transport and Infrastructure) 2021.

6. Adverse impacts on land mapped as canopy remnant

The proposed development will result in adverse impacts upon parts of the site that is mapped as canopy remnant under the KDCP.

Particulars

- a) The site contains land mapped as canopy remnant under Part 18.6 of the KDCP. Tree 31 (*Angophora costata*), identified as part of the canopy remnant, is proposed to be removed to facilitate the building footprint.
- b) Part 18.6 of KDCP requires the retention of trees identified as canopy remnant and recognises the ecological role of canopy remnants in supporting habitat, species diversity and ecosystem services.
- c) The proposed landscaping does not provide planting that reflects the relevant vegetation community associated with the canopy remnant. In particular, the planting scheme does not incorporate species characteristic of Blue Gum High Forest to reinforce the ecological character of the remnant canopy.
- d) The proposed landscaping does not provide an appropriate mix of groundcover, shrubs and trees within the canopy remnant area, as required by Control 2(iii) in Part 18.6 in the KDCP. The absence of a functional mid-storey and understorey limits structural diversity and ecological function.
- e) The Landscape Plan does not specify planting densities, spatial configuration or establishment measures sufficient to demonstrate that the long-term health of retained canopy trees or the ecological function of the canopy remnant will be maintained or enhanced.

7. Inadequate details relating to waste management

The proposed development has failed to demonstrate that waste collection can be appropriately managed within the loading dock without adverse impact.

Particulars:

- a) No design details of the turntable for a heavy rigid vehicle (HRV) as per AS 2890.2 has been provided.
- b) No maintenance plan for the turntable, including the second motor to be installed, has been provided.
- c) A dock management plan has not been provided that includes any priority for waste vehicles, booking system and traffic management system for when the dock is occupied and access out of hours.
- d) The development has not provided both mixed and paper/cardboard recycling.

8. Design of communal areas

The design of the communal area including the Level 2 outdoor area and roof top communal space does not give appropriate regard to landscaping and the amenity of the spaces.

Particulars

- a) Planting in singular pots above structures on the Level 2 terrace is not acceptable as these pots are of an insufficient size to support the required landscaping. The proposal does not satisfy the requirements of Part 9C.7, Controls 9, 10, and 11 of the KDCP.
- b) Built-in planter boxes capable of supporting trees with a minimum mature height of 4–6 metres, along with small-leaved screening shrubs, have not been provided along the periphery of all communal areas.
- c) Communal open spaces on the roof terrace do not include trees planted in larger built-in planter boxes. Proposed BBQ and shade structures are not fully integrated into the landscape design.
- d) All built-in planter boxes are not consistently depicted across the architectural, landscape, and drainage plans and complete information regarding soil depths, drainage outlets, irrigation supply, and maintenance access is not provided.
- e) The proposal does not address the landscape measures outlined in the submitted Wind Environmental Statement, which identifies the following actions to mitigate strong winds and improve comfort for pedestrians and communal area users:
 - i. Retention of existing trees along Bridge Street.
 - ii. Provision of additional evergreen trees capable of reaching a minimum height of 4 metres within the Level 2 outdoor area.
 - iii. Inclusion of dense planting with a minimum height of 1.5 metres around rooftop communal areas.
- f) The outdoor area on Level 2 and the roof top communal open space does not include the provision of sun shading devices which will reduce the usability and amenity of the spaces. This is non-compliant with Part 9C.7 control 11 (i) in KDCP.

9. Failure to provide a preliminary construction traffic management plan

A preliminary Construction Traffic Management Plan has not been provided.

Particulars

- a) No indicative Construction Traffic Management Plan (CTMP) has been submitted. The CTMP is required to show construction vehicles entering and exiting the site in a forward direction.
- b) No swept path analysis has been provided showing the largest vehicle to be used entering and exiting the site for the demolition, excavation and construction stages as well as the location of stockpiles and all necessary tree protection fencing. Consultation with the project arborist is recommended. Discussion on a potential location for a work zone is also to be provided unless it can be demonstrated that all loading and unloading is carried out within the site.

10. Inconsistent and insufficient information

The application contains insufficient and inconsistent information to enable a detailed assessment of the application.

Particulars

- a) There is inconsistent information in relation to gross floor area (GFA) for the various uses within the development. Therefore, parking and traffic impacts cannot be accurately determined.
- b) The landscape plans, arborist's report, and architectural plans present inconsistent information regarding the retention and removal of Trees 2 and 3.
- c) A NABERS Commitment agreement has been prepared however is not executed therefore it is unclear whether it is in place as required by Subsection (3) in Section 3.3 in Chapter 3 of SEPP (Sustainable Buildings) 2022. Consequently, it has not been demonstrated that the proposal is capable of achieving the energy and water use standards in Schedule 3 of this SEPP.
- d) Details regarding shading and glare control to the external façades of the building have not been provided, therefore it cannot be determined with the proposed development satisfies Controls 7 and 8 in Part 9C.1 in KDCP.
- e) The application has not provided sufficient information to demonstrate that roof mounted cooling and heating plant, including boilers, pumps, chillers, and cooling towers are required instead of alternate heating/cooling systems that have lower regulatory and operational risk. The installation of cooling towers introduces significant obligations under the NSW Public Health Regulation 2022, including requirements for system registration, risk management planning, monthly microbial testing, and chemical dosing. These create ongoing compliance and maintenance burdens for the occupier or managing agent. For a development of this scale, it is more typical to use air-cooled condenser units or split systems.

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Contact: Brodee Gregory

Ref: eDA0462/25

10 December 2025

Fife Capital Pty Limited
123 Pitt Street
SYDNEY NSW 2000

Dear Sir/Madam

APPLICATION STATUS – INITIAL ASSESSMENT COMPLETE

Application No.: eDA0462/25
Proposed development: Demolition of the existing structures and construction of a new mixed use commercial (retail and office) building, basement parking and associated works - Integrated development (Water Management Act)
Property: 4-10 Bridge Street PYMBLE NSW 2073

We have undertaken an assessment of your application. We advise that your application is unsatisfactory in its current form for the reasons identified below:

PLANNING AND URBAN DESIGN

Building setbacks

The proposed building setback to the north-eastern boundary is inconsistent with Control 4 of Part 14G.5 of Ku-ring-gai Development Control Plan (KDCP). In addition, there appears no exploration of opportunities for protecting any existing canopy trees along these side boundaries. This setback is to be increased to comply with Council's numerical requirement, or as necessary to retain existing significant trees along this boundary.

Street activation

Control 2 of Part 14G.5 of KDCP requires provision of an active street frontage along Bridge Street. The control states that all ground floor frontages are to provide for uses which contribute to the active street frontage including window displays, floor to ceiling glazing and well defined pedestrian entries. Further, Control 4 states that building entries are to be level with adjoining footpaths with openings (doors and/or windows) that allow a direct visual connection between the building and the street.

For the subject site, activating the frontage faces some challenges due to the steeply sloping topography. As proposed, there is only a very small component at the north-western corner of the Lower Ground Floor level that has visual porosity, and addresses the street as a pedestrian entry point. The Upper Ground Floor comprises the majority of the frontage, however, walls (for signage/decals) are proposed to

screen the at-grade carparking resulting in no meaningful street activation. Together this creates a visual barrier along the public domain interface between the street and retail behind, which is not acceptable.

Consideration should be given to relocating the at-grade car parking to the rear and provision of an alternative basement ramp arrangement. This will enable the Upper Ground Floor retail to be located towards the street with potential for a direct pedestrian entry point. The proposed location of the substation should also be reconsidered in resolving the street activation, accessibility and tree retention concerns (refer to Landscape comments below).

Building height

The proposed building height exceedance is noted. Further information is to be provided to clarify the logic of the location of the proposed tower which creates the proposed height exceedance. Overshadowing of neighbouring photovoltaic (PV) panels and solar amenity appears to be acceptable, however, further analysis should be provided.

Sustainability

The following as a minimum must be demonstrated on architectural documents:

- a) Electric Vehicle (EV) charging infrastructure preparedness in the car park.
- b) Maximised rooftop PV with consideration for a green roof to assist with urban cooling and performance of rooftop PV.
- c) Natural daylight and ventilation is to be maximised to internal spaces.
- d) Green Star Rating commitments are to be demonstrated. Note these need to be demonstrated at DA, CC and through tender, construction to as-built for certification. Four-star rating is considered very low and should be easily exceeded.
- e) Dark tinted glazing is to be avoided. Where glazed curtain walls are proposed, external shading devices are to be integral to the façade design.

Rooftop communal open space

The proposed communal facilities provide high quality amenity for workers. However, shade protection for hot conditions is required to achieve the desired amenity. Shade structures/pergolas will need to be considered in the proposed height exceedances.

Consideration should be given to inclusion of a green roof with PV panels to help mitigate urban heat loads and assist in maximising the productivity of PV panels.

Amenity

The following comments are made in relation to amenity:

- a) Retail spaces 1 and 2 have little to no opportunities for receiving natural daylight or ventilation. As for previous comments, there are opportunities for daylight amenity to be improved for the Upper Ground Floor.

- b) Retail 3 has minimal address to the lobby due to the configuration of Retail 4 wall at gridline F. This could be improved by moving the tenancy wall to align with the egress corridor.
- c) Internal travelators at Level 1 would benefit from access to daylight (subject to fire separation distances). This could possibly be achieved by reallocating the narrow Retail 4 corridor to the lobby space (along gridlines E to G).
- d) Shading – effective external and internal shading will be required for glazing exposed to east through north and west.

Site analysis

Appendix E – Urban Design Report provides a comprehensive consideration of the site. However, further testing of an alternative arrangement with the tower built-form on the high north-eastern side of the site should be provided to clarify the reasons for the proposed height exceedance along the low south-western side of the site.

A streetscape study for permitted development neighbouring the site along Bridge Street is needed to for an urban design review of the wider context of the development and the proposed height exceedance if retained in its current location.

It is noted the podium level outdoor space located on the north-eastern side enjoys full solar access and flipping the tower for a south-western outdoor space would be impacted by self-shadowing before 12pm. However, extrapolating from the provided solar study, it appears it would still achieve high levels of solar amenity after 12pm.

LANDSCAPING

Landscape setbacks and deep soil areas

The proposed development does not meet Controls 1 and 4 and Objectives 1, 2, 4 and 5 in Part 9A.3 of KDCP and Control 4 and Objectives 1, 2, 3, and 5, in Part 14G.4 of the KDCP.

The north-eastern side setback is required to be a minimum of 2m. The proposal provides only 1.2m in the wider section toward the rear and almost nil setback in the front portion. The design is to be amended to provide a minimum 2m setback along the northern boundary, or as necessary to retain the existing healthy trees.

The front setback should include a minimum 2.5m wide deep soil zone. The proposal currently provides deep soil only over an area measuring approximately 12.4m in length and 3.6m in width. To achieve a softer interface with the public domain, the proposal shall retain as many existing trees in the front setback as possible. It is recommended that the existing substation be retained in its current location (within the area of approximately 6.3m by 8.4m) and that Trees 7, 8 and 9 be retained. The existing substation may be upgraded, maintaining its location, if required.

In accordance with BCA requirements, the fire booster assembly is to be attached to the building envelope near the main entry. However, the proposal locates this structure adjacent to the south-western driveway within the front landscape setback. This location reduces the available deep soil area for landscaping and creates an

undesirable interface with the public domain, thereby diminishing the local landscape character. It is recommended that the fire booster assembly be integrated within the building envelope to minimise visual and landscape impacts.

Tree removal

The removal of Trees 2–9 (located in the front setback) and Trees 34–48 (along the north-eastern side setback) is not acceptable. These trees provide a high level of amenity and environmental value to the locality, contributing significantly to streetscape amenity and local landscape character, and are considered to have moderate to high retention value. The design should be revised to retain as many of these trees as possible.

The proposed layout must provide a minimum 2m of deep soil along the north-eastern setback, or a larger setback where necessary, to retain existing healthy trees.

As aforementioned, to achieve a softer interface with the public domain, it is recommended that the existing substation be retained in its current location and that Trees 7, 8 and 9, be preserved.

Tree Impacts

The arborist's report fails to provide an accurate assessment of the impact on Trees 19, 20 and 32 in accordance with the standards set out under AS4970-2025. Amended plans and an updated arborist's report are to be submitted to resolve the following issues:

a) *T19 Eucalyptus saligna* (Sydney Blue Gum)

The proposed basement structures and turning path will encroach into the Tree Protection Zone (TPZ) by 44.6m² (30.6%) and 4.4m² (18.8%) into the Structural Root Zone (SRZ) which is a major encroachment under AS4970-2025.

Amended plans are required to reduce the encroachment to an acceptable level. This will require the redesign of the proposed building and stormwater structures to reduce the encroachment to no more than 10% of the TPZ and outside the SRZ.

b) *T20 Eucalyptus saligna* (Sydney Blue Gum)

The proposed basement structures and turning path will encroach into the TPZ by 85.9m² (17.48%) which is a major encroachment under AS4970-2025. Amended plans are required to reduce the encroachment to an acceptable level. This will require the redesign of the proposed building and relocation of stormwater structures to reduce the excavation to no more than 10% of the TPZ.

c) *T32 Eucalyptus saligna* (Sydney Blue Gum)

The proposed basement and above building structures will encroach into the TPZ by 76.2m² (25.9%) which is a major encroachment under AS4970-2025. Amended plans

are required to reduce the encroachment to an acceptable level. This will require the relocation/redesign of the proposed structures to reduce the encroachment to no more than 10% of the TPZ.

Communal Open spaces

The proposal does not satisfy Controls 9 -11of Part 9C.7 of the KDCP. Planting above structures on the Level 2 terrace in singular pots is not acceptable. Built-in planter boxes capable of supporting trees with a minimum mature height of 4–6m, along with small-leaved screening shrubs, should be provided around the periphery of areas of use. This will deliver a green horizontal element to the neighbouring properties and streetscape while providing a high level of amenity for communal area users.

Communal open space on the roof terrace should include trees in larger built-in planter boxes. Proposed BBQ and shade structures must be integrated into the architectural design rather than added as loose elements in the landscape plan.

All built-in planter boxes must be consistently depicted across architectural, landscape, and drainage plans, with complete information regarding soil depths, drainage outlets, irrigation supply, and maintenance access.

Inconsistent Information

The following inconsistencies are noted:

- a) Landscape plans, arborist report and architectural plans present inconsistent information in relation to the retention/ removal of Trees 2 and 3.
- b) The proposal does not address the landscape recommendations outlined in the submitted Wind Environmental Statement, which identifies the following measures to mitigate strong winds and improve comfort for pedestrians and users of communal areas:
 - Retention of existing trees along Bridge Street.
 - Provision of additional evergreen trees capable of reaching a minimum height of 4m within the Level 2 outdoor area; and
 - Inclusion of dense planting with a minimum height of 1.5m around the rooftop communal areas.

ECOLOGY

Landscape plan

The submitted landscape plan does not comply with the requirements of Part 18.6 of the KDCP. A revised plan that incorporates Blue Gum High Forest (BGHF) species suitable for the mapped Canopy Remnant area is required. The revised plan must include the planting of appropriate BGHF mid-storey and understorey species, with densities and maintenance measures adequate to ensure the long-term health of retained BGHF trees and to enhance habitat connectivity. It is recommended that the applicant consult with the project ecologist with regards to species selection.

TRAFFIC

Carparking

There is inconsistent information in relation to Gross Floor Area (GFA). GFA from the various sources is as follows:

Land Use	Statement of Environmental Effects	Traffic Impact Assessment	Architectural Plans
Bulky Goods (GFA)	3,332m ²	3,396m ²	4,112m ²
Office/Commercial (GFA)	5,557m ²	4,526m ²	5,908m ²

The GFA that applies to this application needs to be clarified, as this would impact on the requirement for car parking.

Access points

A sight triangle for visibility to pedestrians on the footpath has been identified on the architectural plans, with a note that there is to be no obstruction greater than 1m in this area, however this should be reduced to 600mm.

Servicing

The loading dock can only accommodate 1 large rigid truck at any time, and possibly 2 small rigid trucks simultaneously. Therefore, a delivery management plan should be provided so that the limited servicing space is managed appropriately.

Clause 3.4.4 of AS2890.2 states that the maximum grade on an access driveway together with the connecting circulation roadway shall be 1:20 (5%) for a distance extending from the property line for at least 6 m or the longest wheelbase of any vehicle likely to use the driveway, whichever is the greater. Given the loading dock, turntable and swept paths indicate capacity to accept 12.5m long large rigid trucks, the length of internal roadway at 1:20 (5%) should be extended from 6m to 6.85m minimum.

Clarification is required that the visibility splay for service vehicles in the area (indicatively marked up with a green triangle in Figure 1 below) has been provided:

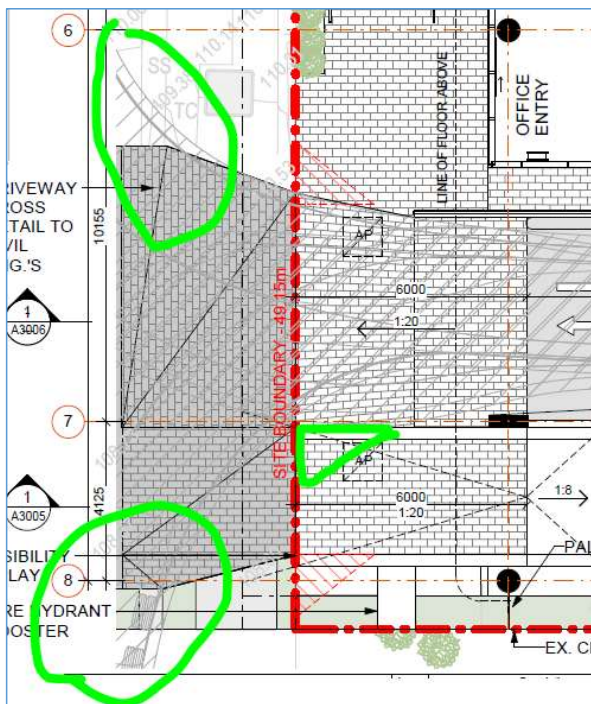


Figure 1: Visibility splays and manoeuvrability for service vehicles

Also, clarification is required on the heavy vehicle swept paths, which are currently shown on the architectural plans as straying outside the proposed driveway crossing (circled in green in Figure 1 above). Clarification is required that heavy vehicles can access the service area while staying wholly within the driveway crossing

Green Travel Plan

The following concerns are raised with the submitted Green Travel Plan:

- a) The change in mode split to walking and public transport for journeys to work is ambitious. The target walking mode share and catchment should be reviewed.
- b) The Transport Access Guide should also include catchment maps for the various modes of travel.
- c) The recommendation that Council install time limits for on-street parking is to be removed.

ENGINEERING

Preliminary Construction Traffic Management

An indicative construction traffic management plan (CTMP) is to be submitted. The plan is to show construction vehicles entering and exiting the site in a forward direction. A Swept Path analysis is also to show the largest vehicle to be used entering and exiting the site for the demolition, excavation and construction stages, stockpiles and all necessary tree protection fencing. Consultation with the project arborist is recommended. Discussion on a potential location for a work zone is also to be provided unless it can be demonstrated that all loading and unloading is carried out within the site.

Owner's Consent

The pipeline within the easement to which connection is proposed is in disrepair in sections. The CCTV identified that there is a collapsed pipe under Bunnings driveway/OSD and that obstructed access under the decking of "The Pymble Grind" stopped further downstream inspection. The Survey and CCTV was consequently abandoned. In addition, the inspection also encountered having holding water (approx. 90%) in the pit which prevented downstream CCTV continuation.

Should the existing drainage system be not functioning hydraulically, the existing stormwater pipeline and pit is required to be repaired and / or upgraded within the drainage easement. Council would require owners' consent from the Strata Corporations of all burdened properties, which has not been provided.

Water Management

The proposal seeks to discharge into an existing inter-allotment drainage easement potentially containing a pit via a 300mm – 600mm diameter pipe. Supporting hydraulic calculations are to be submitted to confirm that the pipeline to which connection is proposed has sufficient hydraulic capacity to accept the post developed flows. This shall be in the form of DRAINS modelling or equivalent.

WASTE

The development should provide both types of recycling. It is suggested that the commercial and retail businesses in this development will generate more than 3 x 1100 litres of paper and cardboard per week. However, the benefit of having a commercial waste and recycling service is that the seven bins at this complex could theoretically be serviced 6 days per week. ie: the paper recycling bin could be serviced six days per week if needed.

The following additional information is required:

- a) Confirmation of the design of the turntable for a HRV as per AS 2890.2
- b) Maintenance plan for the turntable, include a second motor to be installed.

- c) Dock management plan including any priority for waste vehicles, booking system and traffic management system for when the dock is occupied, access out of hours.

ENVIRONMENTAL HEALTH

Cooling tower

The architectural plans prepared by Reid Campbell (Issue 12, dated 17/03/2025) show roof-mounted cooling and heating plant, including boilers, pumps, chillers, and cooling towers.

Council does not support this approach as the installation of cooling towers introduces significant obligations under the NSW Public Health Regulation 2022, including requirements for system registration, risk management planning, monthly microbial testing, and chemical dosing. These create ongoing compliance and maintenance burdens for the occupier or managing agent.

For a development of this scale, it is more typical to use air-cooled condenser units or split systems, which achieve the same outcome with lower regulatory and operational risk.

Retail food restrictions

Although the basement-level architectural plans show a grease trap, the Statement of Environmental Effects prepared by Urbis (August 2025) states that only domestic-type food waste will be generated from the operation of the site. Should consent be granted, a condition will be imposed requiring separate consent to be sought for the use of any retail tenancy as a food or drink premises.

Application status/progression

Should you choose to amend your application, we ask that you contact the Assessment Officer to discuss resolution of the above issues and submission requirements. This is to ensure any amendments are satisfactorily addressed prior to committing to any further resources and expenses.

To prevent a protracted and ineffectual assessment process, it is recommended that a genuine attempt is made to address these issues in their entirety as only **one** opportunity for amendments will be provided.

Should you choose to submit the requested information, you will need to provide it in electronic format (eg. PDF), and include written particulars, identifying the changes made to the original application and amended documentation/reports as necessary.

The submission of amended information will result in an additional assessment and administrative fee (20% of the statutory application fee) being **\$22,319.726** and a notification fee of **\$205.02** if required. For instructions on how you can pay the

amended information fee, please call our Customer Service Centre on 9424 0000 between the hours of 8:30am to 5:00pm Monday to Friday.

When responding to Council's preliminary assessment letter, please ensure that all correspondence/documentation is uploaded via the NSW Planning Portal. The information is to reference the development application number, Assessment Officer's name and include a receipt for the additional fee(s). **Please do not email the amended information directly to the officer or to Council, as it will not be accepted.**

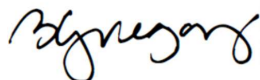
In accordance with the Department of Planning and Environment's '*Development Assessment Best Practice Guidelines*', should you choose to amend your application, all amended plans and information must be uploaded to the Planning Portal by **14 January 2026**. If this timeframe is not met, the application will be determined in its current form **and no amended or additional information will be accepted after this time.**

In accordance with Section 40 of the Environmental Planning and Assessment Regulations 2021, should you choose to withdraw your application, this needs to be done via the NSW Planning Portal **within the timeframe specified above.**

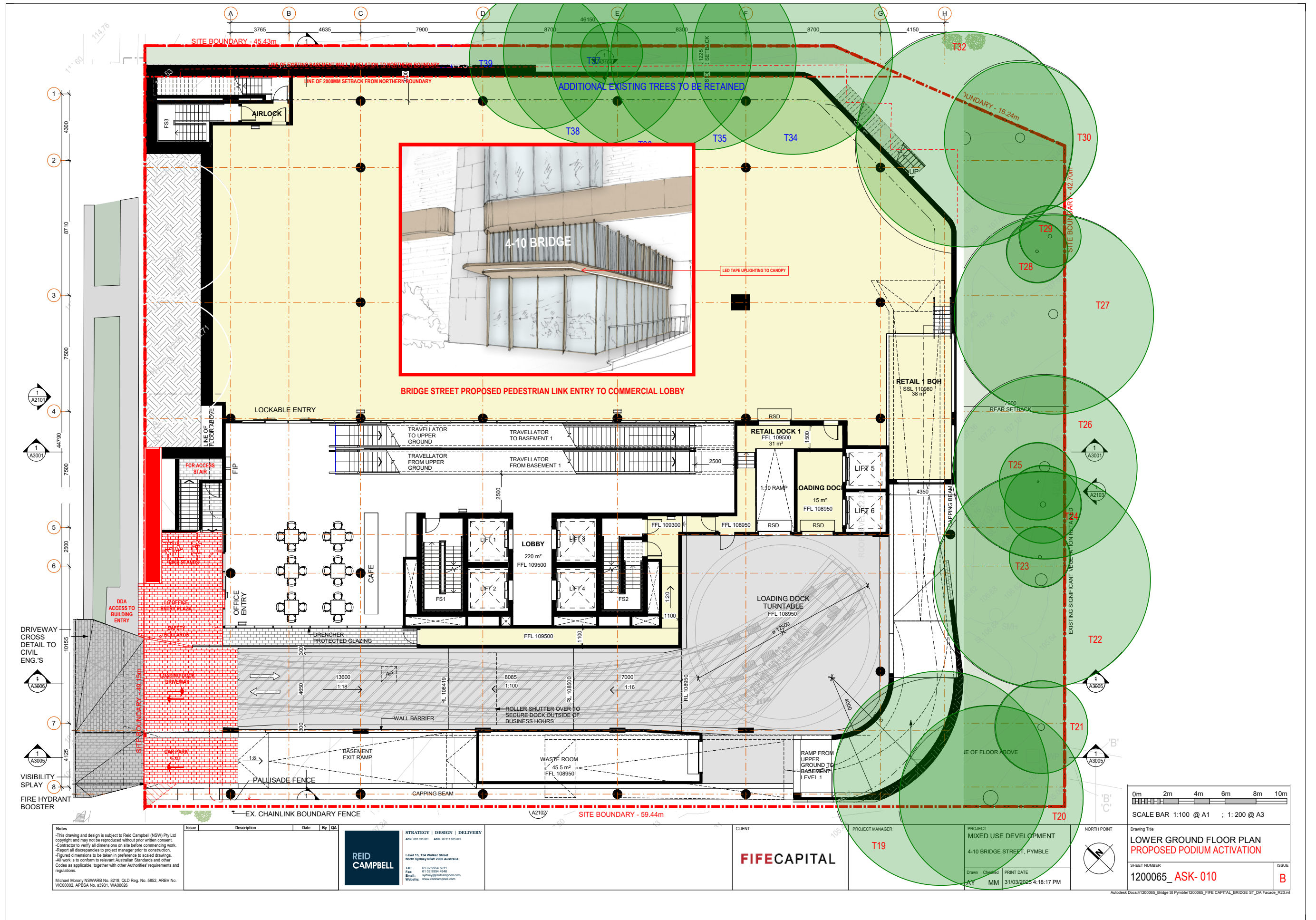
As per the requirements of Section 36 of the Environmental Planning and Assessment Regulation 2021 you are advised that this application was lodged on 4 September 2025 and 97 days in the assessment period has now elapsed.

Should you have any further enquiries, please contact our assessment officer Brodee Gregory on telephone **9424 0780**, Monday to Friday between 10.00am and 11.00am, or email bgregory@krq.nsw.gov.au quoting the above reference.

Yours sincerely,



Brodee Gregory
Team Leader Development Assessment





Notes
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 - Report all discrepancies to project manager prior to construction.
 - Figure dimensions to be taken in preference to scaled drawings.
 - All work is to conform to relevant Australian Standards and other Codes as applicable, together with other Authoriser requirements and regulations.
 Michael Morony NSWARB No. 8218, QLD Reg. No. 5852, ARBV No. VIC00002, APBSA No. s3931, WA00025

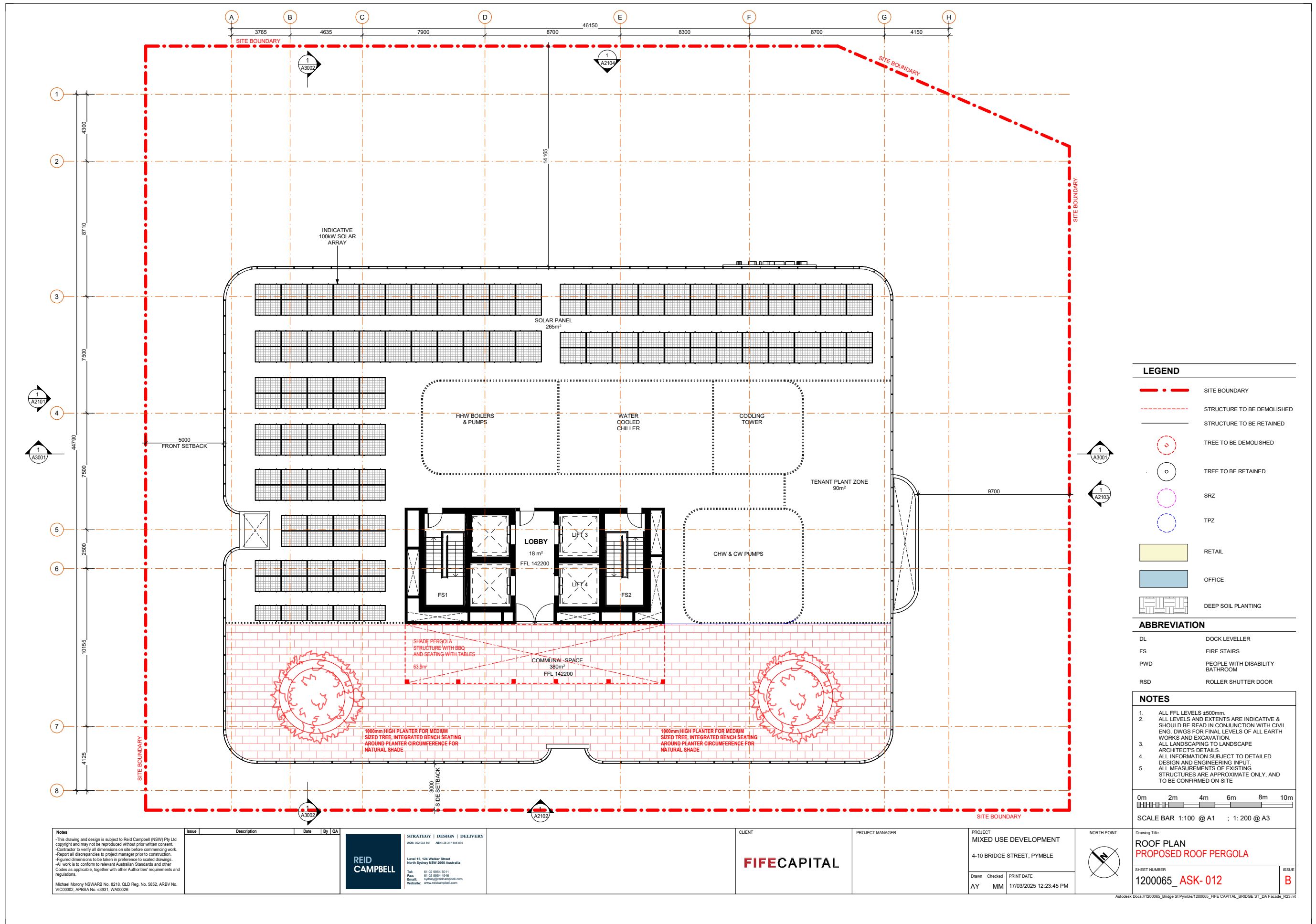
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FIFECAPITAL		MIXED USE DEVELOPMENT 4-10 BRIDGE STREET, PYMBLE	

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URBIS

4-10 BRIDGE STREET PYMBLE

Green Travel Plan

Prepared for Fife Capital
22nd January 2026

This report is dated 22/01/2026 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd's (Urbis) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Fife Capital (Instructing Party) for the purpose of a Green Travel Plan for 4-10 Bridge Street, Pymble (Purpose) and not for any other purpose or use. Urbis expressly disclaims any liability to the Instructing Party who relies or purports to rely on this report for any purpose other than the Purpose and to any party other than the Instructing Party who relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events including wars, civil unrest, economic disruption, financial market disruption, business cycles, industrial disputes, labour difficulties, political action and changes of government or law, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or made in relation to or associated with this report are made in good faith and on the basis of information supplied to Urbis at the time of reporting. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

Urbis has made all reasonable inquiries that it believes is necessary in preparing this report, but it cannot be certain that all information material to the preparation of this report has been provided to it as there may be information that is not publicly available at the time of its inquiry.

In preparing this report, Urbis may rely on or refer to documents in a language other than English which Urbis will procure the translation of into English. Urbis is not responsible for the accuracy or completeness of such translations and to the extent that the inaccurate or incomplete translation of any document results in any statement or opinion made in this report being inaccurate or incomplete, Urbis expressly disclaims any liability for that inaccuracy or incompleteness.

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Urbis acknowledges the important contribution that Aboriginal and Torres Strait Islander people make in creating a strong and vibrant Australian society.

We acknowledge, in each of our offices, the Traditional Owners on whose land we stand.

Urbis staff responsible for this report were:

Director	Karen McNatty
Associate Director	John Parnell
Consultants	Lucas Biurra-Hoy
Project code	P0039533
Report number	6

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EXECUTIVE SUMMARY



Current travel behaviours for work and shopping in this area are largely car-based. Approximately 72 per cent of the trips to the Bridge Street site are made by car. Cars reliance leads to congestion in the local streets and within the parking infrastructure on the site.

Sections 1 and 2 covers existing behaviours and issues in detail.

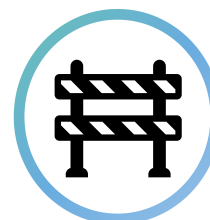


A high proportion of people live within active and public transport to the site. 23 per cent of people that work in the area in which this site sits are within a three kilometre or less walk of the site. 26 per cent are within a 30 minute public transport journey. There are opportunities to shift this behaviour through interventions listed as part of this Green Travel Plan.



There is some active and public transport infrastructure provision to the site which can be augmented to be more accessible for workers and patrons. This would include better access to the bus stop approximately 140 metres from the site and, Pymble station approximately 750 metres from the site. The site is also well connected by footpaths, connecting the site to these key transport nodes.

Section 2 describes travel options to the site and Section 4 outlines initiatives to maximise the use of this infrastructure.



The proposed 186 spaces within the development are for supporting the anticipated parking demand from office and bulky goods retail. This will be supported by the adopted travel behaviour interventions to form the parking minimisation approach, derived from Traffix Traffic Impact Assessment (TIA).

Section 3 outlines targets for travel behaviour.



A range of travel interventions have been proposed for both workers and patrons attending the site, which are targeted at shifting travel behaviour away from car use. One significant intervention involves the development of a Travel Access Guide (TAG), encouraging carpooling working with Council to better connect active transport stops and stations and restricting parking.

Section 4 covers existing behaviours and issues in detail.

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1. INTRODUCTION

1.1 OVERVIEW

This Green Travel Plan (GTP) has been prepared by Urbis for the Planning Proposal (PP), which seeks to enable a mixed-use development at 4-10 Bridge Street Pymble. The current scheme comprises office space situated above levels of bulky goods retail.

1.2 PURPOSE

The purpose of this GTP is to identify strategies/targets to encourage staff and customers to use non-car methods of travel for their journeys to and from the current scheme. This behavioural change can have the following wider benefits for the community, as shown below.



REDUCTION IN PARKING DEMAND

The Ku-ring-gai Development Control Plan (DCP) stipulates the amount of parking that is required for the development. An oversupply creates an incentive to park, adding to the number of cars on the road.



REDUCTION IN TRAFFIC

Reduction in the amount of traffic at key peak periods. This inherently reduces the impact of the site on neighbours' amenity as well as the environment



IMPROVED STREET AMENITY AND SAFETY

There will be improved safety for walkers and cyclists if there is less traffic, resulting in safer pedestrian access to the site (including pedestrian access from bus stops and the train station).



INCREASE IN PHYSICAL ACTIVITY

Supporting public and active travel provides greater opportunity for exercise during the day, enabling healthier lifestyles, and more vibrant, cohesive, and accessible communities.



BENEFIT TO THE COMMUNITY

Reduces the impact on the surrounding community and improves business operations by reducing car demand in the area.

2. BACKGROUND

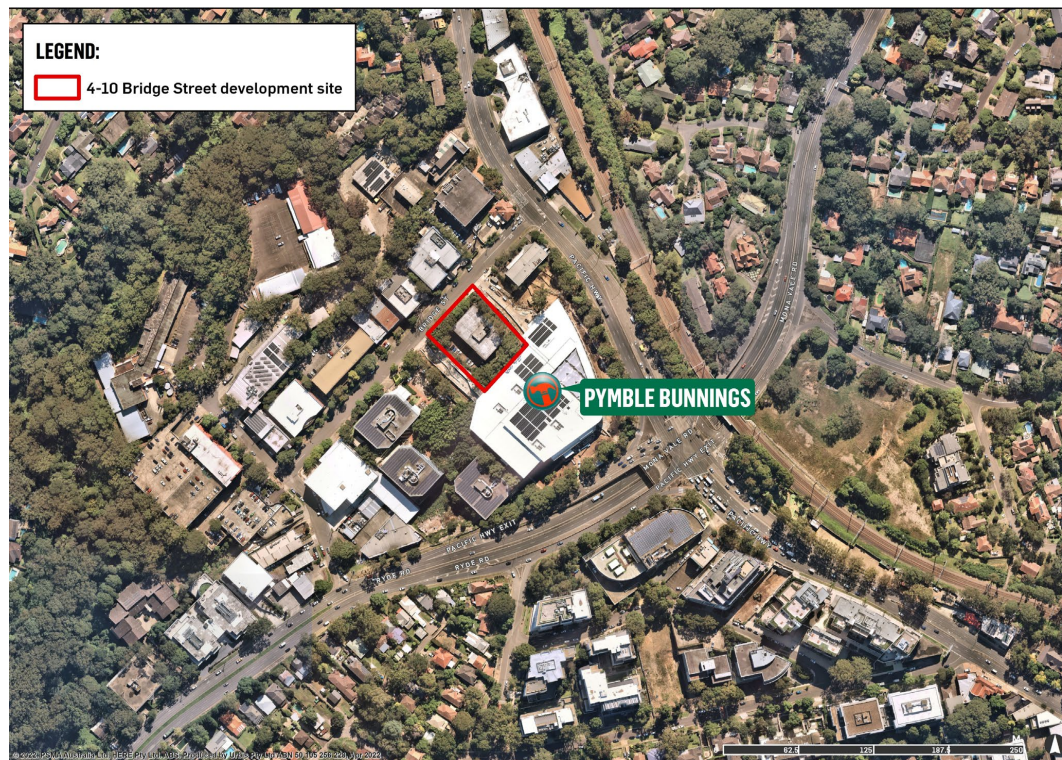
2.1 The Site

The 4-10 Bridge Street site is located at the easterly edge of Pymble, within the southern section of the Ku-ring-gai Local Government Area (LGA). The site sits adjacent to Pymble Bunnings, which opened in May 2022. The surrounding infrastructure comprises offices and industrial sites.

2.2 The Locality

The site can be accessed via Bridge Street, which connects to the Pacific Highway, a major arterial road that runs along the east coast of Australia connecting Sydney to Brisbane. The site can also be accessed from the other end of Bridge Street, from the Ryde Road and West Street intersection. This site development will provide office and commercial space, operating as a mixed-use site comprising bulky goods retail and office space.

Figure 1: The Site



2. BACKGROUND

2.3 The Proposal

The current scheme for the 4-10 Bridge Street Pymble site, is a mixed-use development consisting of multiple floors of bulky goods retail and office space, as displayed in **Figure 2**. A pedestrian path connecting the site and Bunnings Warehouse is proposed for development at both the north and south ends of the site. Parking spaces will be available on-site, and the co-location next to Bunnings provides the opportunity for shared car parking and cross-shopping.

2.4 Intent of this Green Travel Plan

The intent of this GTP is to enhance walking, cycling and public transport access to the site, through identifying opportunities for:

- a) Increased staff travel by non-car modes (associated with staff in the retail stores and also in the office component).
- b) Increased use of non-car modes for retail patrons to travel to the site including opportunities for walking, cycling and public transport.
- c) Disincentivise car travel between the 4-10 Bridge Street site and the adjacent Bunnings, through the provision of accessible pedestrian paths between the sites.
- d) Right-sizing parking provision.

This GTP considers travel to the site as follows

- Workers on the site (retail).
- Workers on the site (office).
- Retail patrons.
- Office visitors.

4-10 Bridge Street Pymble, Green Travel Plan

Figure 2: The Proposed Development (Upper Bridge Street Perspective)



22/01/2026

Page 7

2. BACKGROUND

2.3 Travel for shopping

Shopping accounts for 17 per cent of all trips within the Ku-ring-gai LGA. Of this 17 per cent, 72 per cent of people are driving to do their shopping. Public and active transport accounts for 16 per cent and 11 per cent of shopping trips respectively. The site is well connected by public transport. There is an opportunity to further increase public transports mode share for the site.

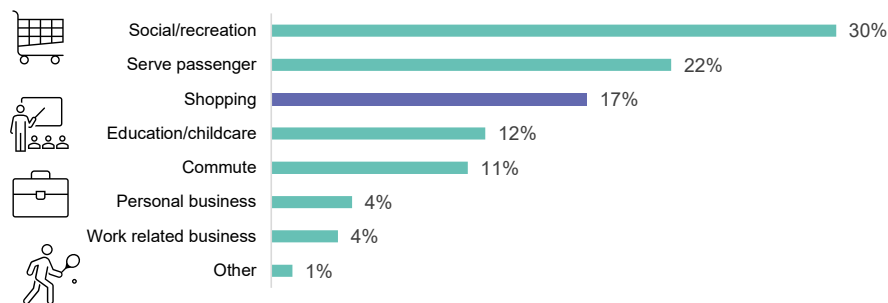


INSIGHT

The vast majority of people drive to do their shopping in the Ku-ring-gai LGA.

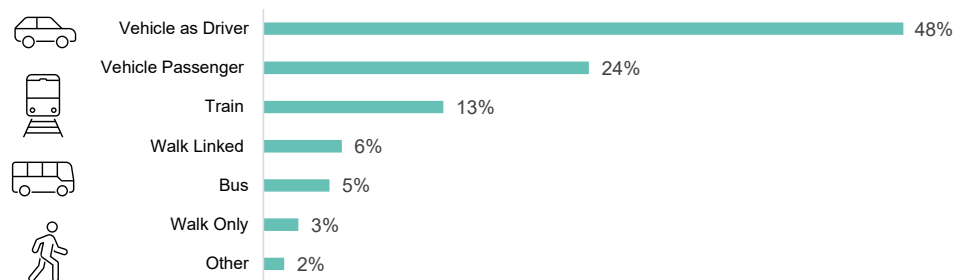
The site is well connected by public transport. There is an opportunity to further increase public transport mode share for the site.

Figure 3: Purpose for travel into Ku-ring-gai LGA



Source: ABS Census, 2016

Figure 4: Mode of travel for Shopping Trips in Ku-ring-gai LGA



Source: TfNSW, Household Travel Survey, 2018

2. BACKGROUND

2.3 Travel for work- origin

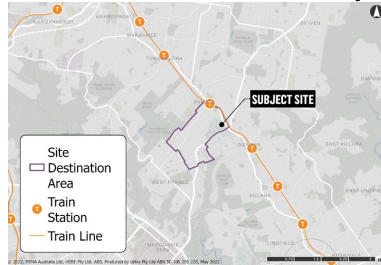
The Australian Bureau of Statistics (ABS) 2016 Journey to Work data has been used to estimate the number of people travelling to the destination zone in which our site sits (the destination zone is shown in **Figure 6**). Based on the total floor area the TfNSW Technical Direction (TD) 2013/04a provides traffic generation rates (Traffix – Planning Proposal Traffic Impact Assessment). The combined traffic rates are as follows

- 121 vehicle trips during the AM peak hour.
- 179 vehicle trips during the PM peak hour.
- 150 vehicle trips during the weekend peak hour.

The main origins of workers traveling to the site for work are predicted to be

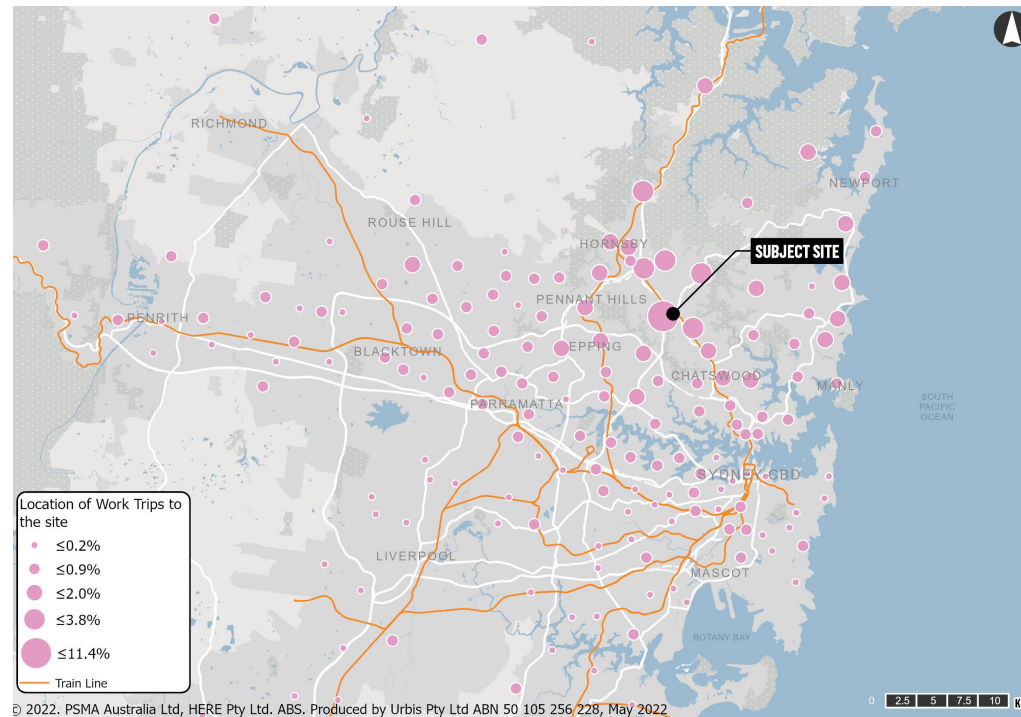
- Pymble (11 per cent).
- Turramurra (4 per cent).
- St Ives (3 per cent).
- Asquith-Mount Colah (3 per cent).
- Gordon-Killara (3 per cent).

Figure 6: Destination Zone in relation to the subject site



4-10 Bridge Street Pymble, Green Travel Plan

Figure 5: Work trips to the Site



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INSIGHT

Workers to the site are likely to be coming from a broad variety of locations but many are from the surrounding suburbs of Pymble, Turramurra, Gordon, and Killara.

2. BACKGROUND

2.3 Travel for Work - Mode

The mode of travel used to get to work for people travelling to this site is predicted to be 87 per cent car based (**Figure 7**). This has been calculated again using the ABS Census data for the destination zone in which this site sits (refer to **Page 9**).

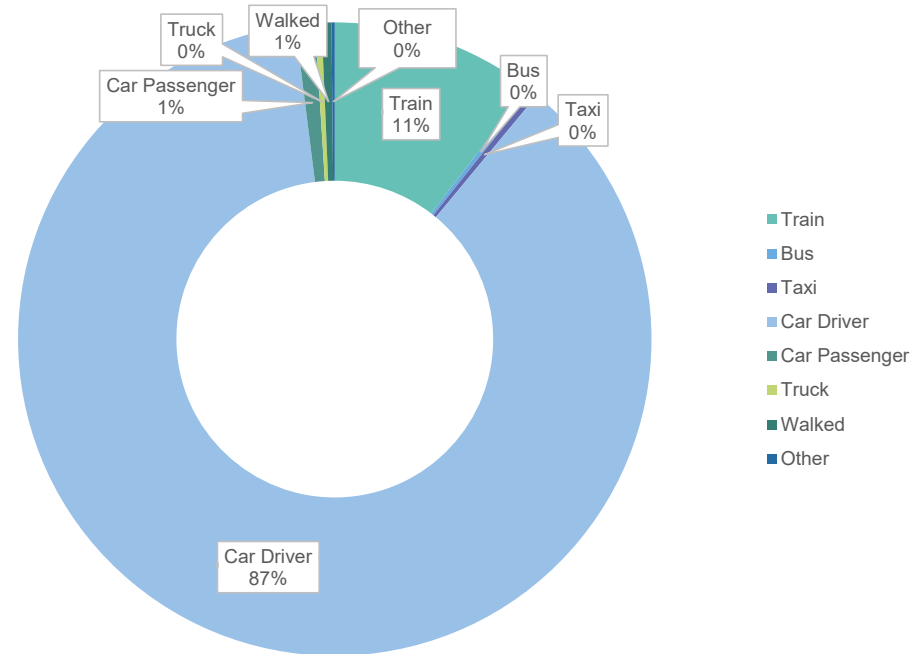
This report discusses existing non-car travel options available to the site and other proposed measures which can be used to shift what is predominantly car-based travel to work currently.



INSIGHT

Current behaviours suggest that without intervention, around 87 per cent of workers will drive to work at the site.

Figure 7: Journey to Work Mode Split



Source: ABS Census, 2016
 Note: Labels for modes less than 1 per cent have not been shown.

2. BACKGROUND

2.4 Walkable Catchment

Active travel is a viable alternative to car use, for people travelling to the site from neighbouring suburbs. The walkable catchment considered for this site, assumes a maximum walking distance of 3 km, approximately 38 minutes.

23 per cent of people who are likely to be working on the site are within a 3 km walkable catchment.

The following areas originate within the cycling catchment

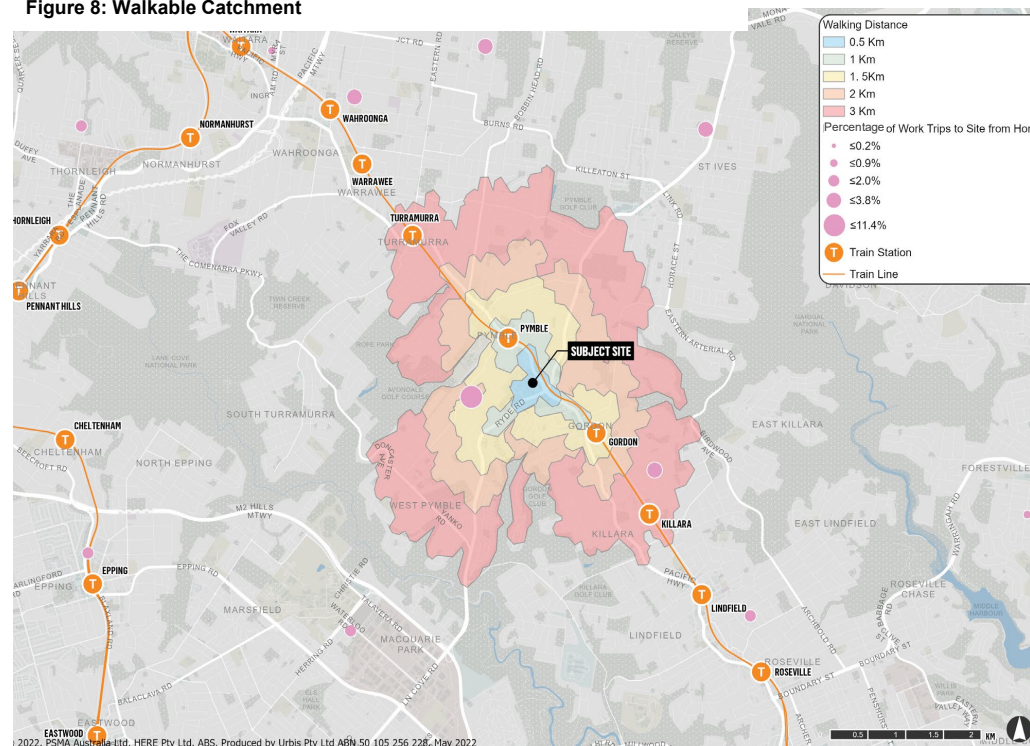
- Pymble 0.5-3 km.
- Gordon 0.5-3 km.
- Turramurra 2-3 km.
- Wahroonga (East)-Warrawee 3 km only.
- St Ives 3 km only.

Given the high level of pedestrian infrastructure, and proximity to train stations. A large portion of trips to the site can either be completed by walking or linked using a walking trip between the site and a public transport node.



23 per cent of people who are likely to be working on the site are within a 3 km walkable catchment.

Figure 8: Walkable Catchment



Source: Based on ABS Census, 2016

Assumptions:

1. Adult walking speed of 1.3 m/s

2. BACKGROUND

2.4 Cycling Catchment

The cyclable catchment considered for this site, assumes a maximum cycling distance of 5 km. 27 per cent of people who are likely to be working on the site are within a 5 km cycling catchment.

The following areas originate within the cycling catchment

- Lindfield-Roseville 4-5 km.
- St Ives 3-5 km.
- Turramurra 2-5 km.
- Wahroonga (East)-Warrawee 3-5 km.
- Gordon-Killara 0.5-5 km.
- Pymble 0.5-5 km.
- Macquarie Park-Marsfield 4-5 km.
- North Ryde-East Ryde 5 km only.

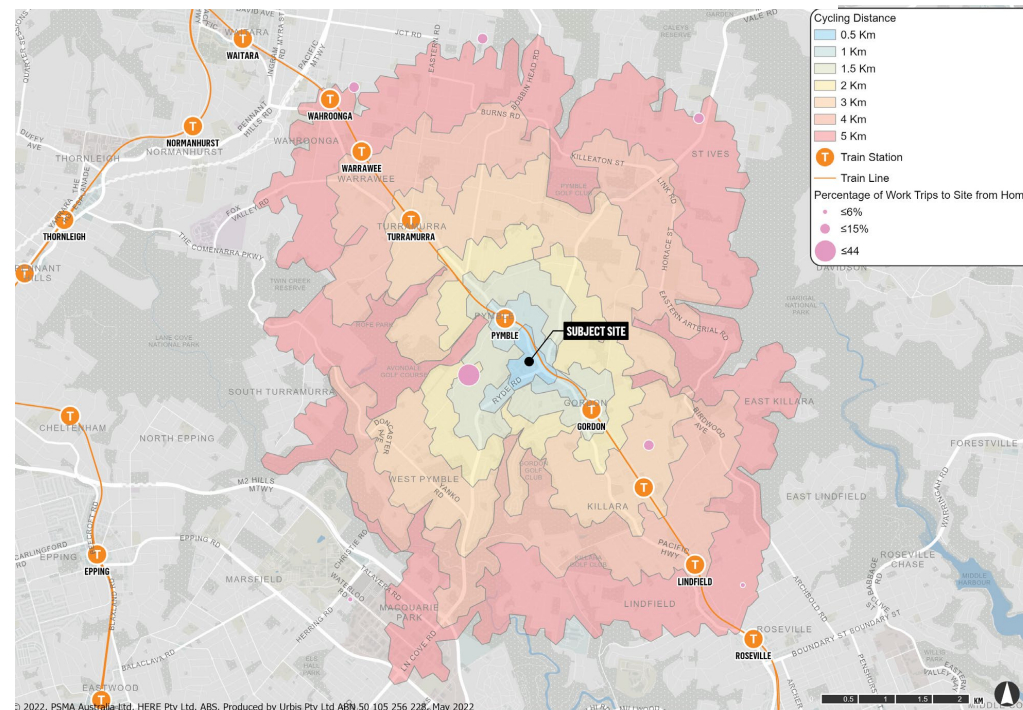
Although the cycling catchment captures a large portion of workers, topography and limited infrastructure makes cycling from these locations impractical in some instances.



INSIGHT

27 per cent of people who are likely to be working on the site are within a 5 km cycling catchment.

Figure 9: Cycling catchment



Source: Based on ABS Census, 2016

2. BACKGROUND

2.4 Public Transport Catchment

The public transport catchment includes the trips that can be made to the site within 30 minutes – the 30-Minute Public Transport Catchment.

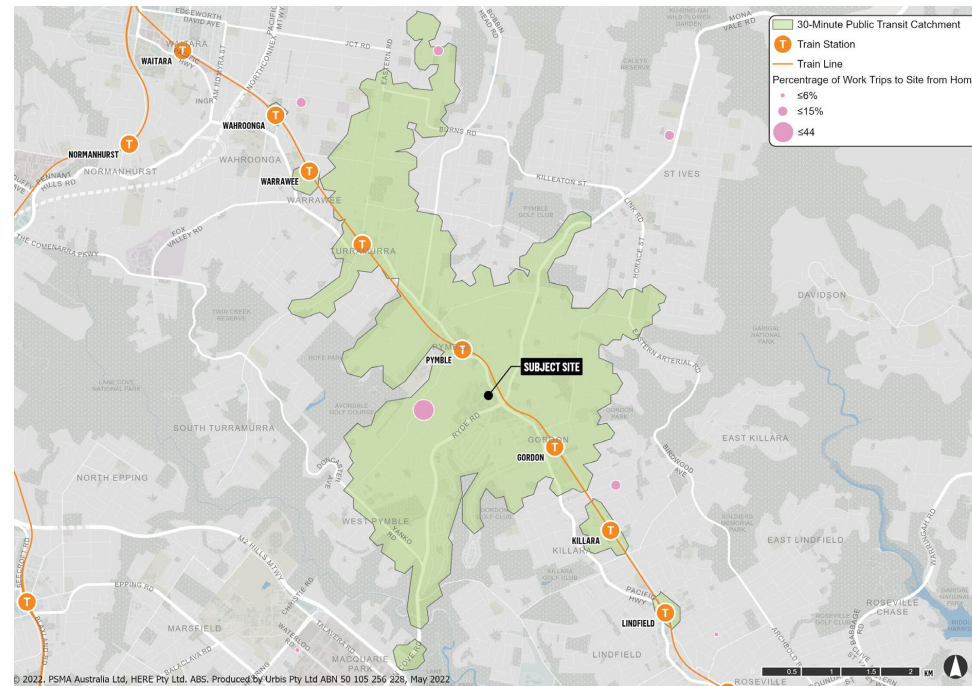
26 per cent of people who are likely to be working on the site are within a 30-minute public transport catchment.



INSIGHT

26 per cent of people who are likely to be working on the site are within a 30-minute public transport catchment.

Figure 10: Public transport catchment



Source: Based on ABS Census, 2016

3. EXISTING TRAVEL OPTIONS AND BEHAVIOURS

3.1 Available Travel Options



Active Transport

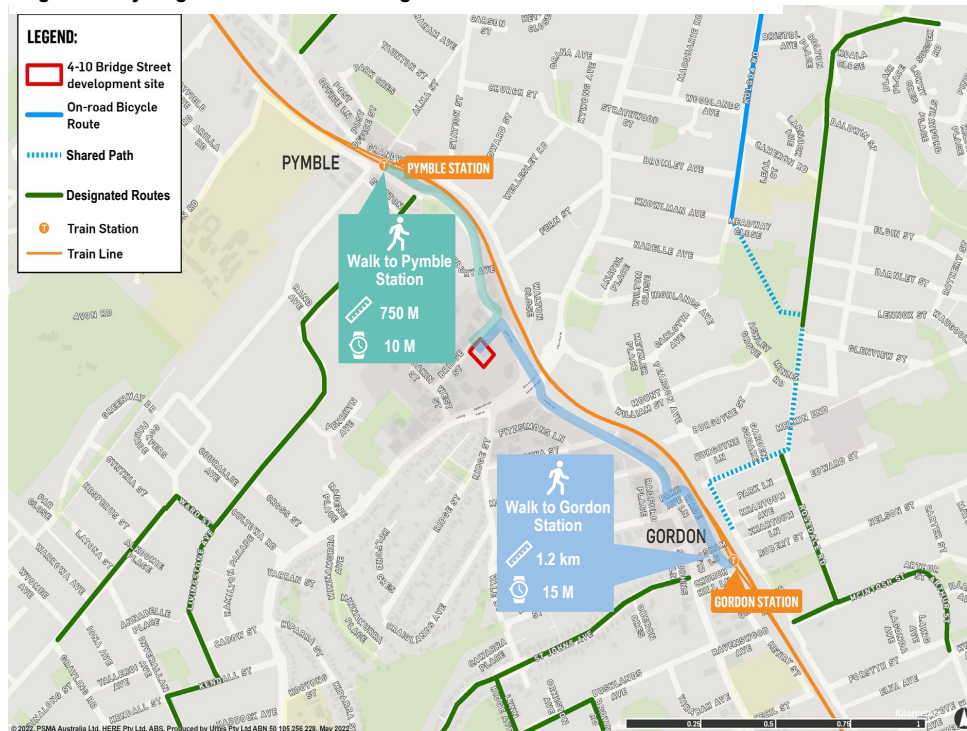
The active transport network surrounding 4-10 Bridge Street is outlined in **Figure 11**. The walking route from Pymble Station to the site is 750 metres and takes approximately 10 minutes to walk, and the distance from Gordon Station to the site is 1.2 km, an approximately 15-minute walk. Both routes are direct and provide protected and safe access to the site.

There is limited cycling infrastructure within the vicinity of the site. The 'Designated Routes' indicate quiet roads that could be used by cyclists, however, do not provide any protection or separation from traffic. There is also a shared path for cyclists and pedestrians which provides a connection to Gordon Station from the suburbs to the north of the site. As this shared path does not provide a direct connection to the site, cyclists will need to dismount at Gordon and safely walk along the Pacific Highway to reach the Pymble Business Park.

The two closest intersections to the site (Bridge Street and the Pacific Highway, and the Pacific Highway and Ryde Road have no east west pedestrian crossings. Pedestrians and cyclists accessing the site must travel to the intersection between Livingstone Avenue and the Pacific Highway in order to cross over to the Bridge Street side. This intersection is approximately 700 metres north of the road from the Pacific Highway and Ryde Road intersection.

End of Trip facilities will be provided in Basement Level 1 (of the carpark). These facilities will be functional and provide all necessary amenities required by active travelers coming to the site.

Figure 11: Cycling and Pedestrian Walking Routes



Assumptions:

- 1. Adult walking speed of 1.3 m/s used for calculating the time between Pymble and Gordon Train stations, to the 4-10 Bridge Street site

3. EXISTING TRAVEL OPTIONS AND BEHAVIOURS

3.1 Available Travel Options



Car Parking

There is a through-site walking link proposed connecting the site to the adjacent Bunnings. Given the similar nature of the development and Bunnings, it is likely that customers will park in the Bunnings and walk to the site rather than park at the site. It is assumed that a significant portion of trips generated by the site will be visiting both the site and Bunnings at the same time.

Using an assumed walk speed of 1.3 km/h, an estimated walk time between the two sites has been determined.

- Total walk – 2 minutes 49 seconds.

By comparison, total drive time between the two sites has been determined. It has been assumed that two minutes be allowed at each end of the trip to consider exiting the Bunnings car park and re parking at the site. Drive time between the two sites has been calculated using google maps

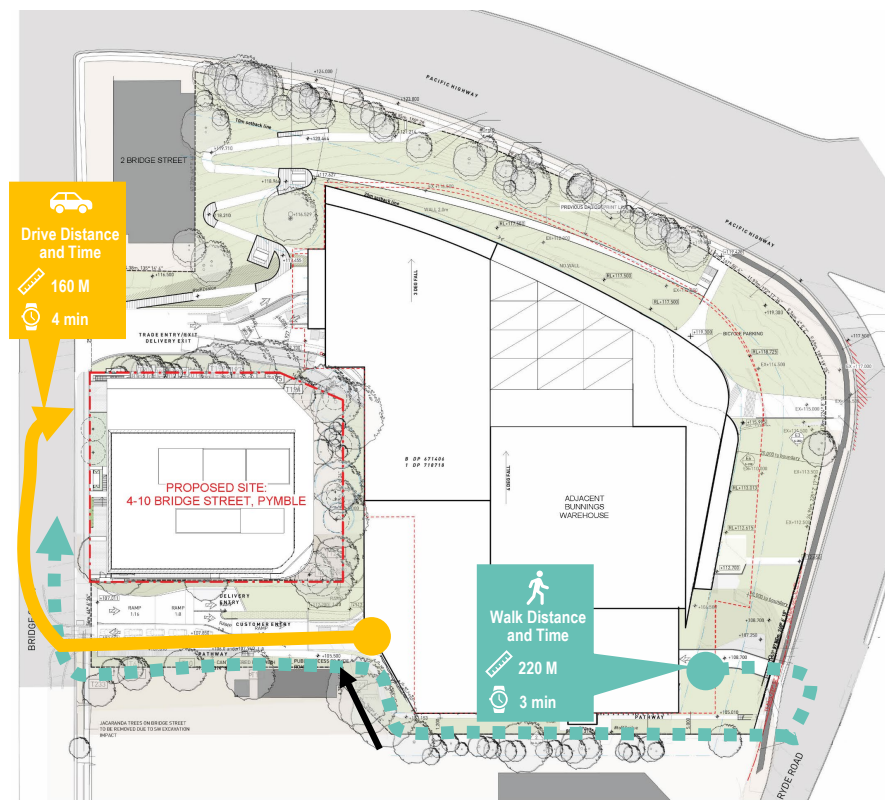
- Total drive time – 4 minutes.



INSIGHT

A significant number of trips will likely be accessing both the site and the Bunnings. Enhanced pedestrian connections between the sites will ensure that patrons park once and walk between the sites.

Figure 12: Through site pedestrian link



Source: Urbis

3. EXISTING TRAVEL OPTIONS AND BEHAVIOURS

3.1 Available Travel Options

Public Transport:

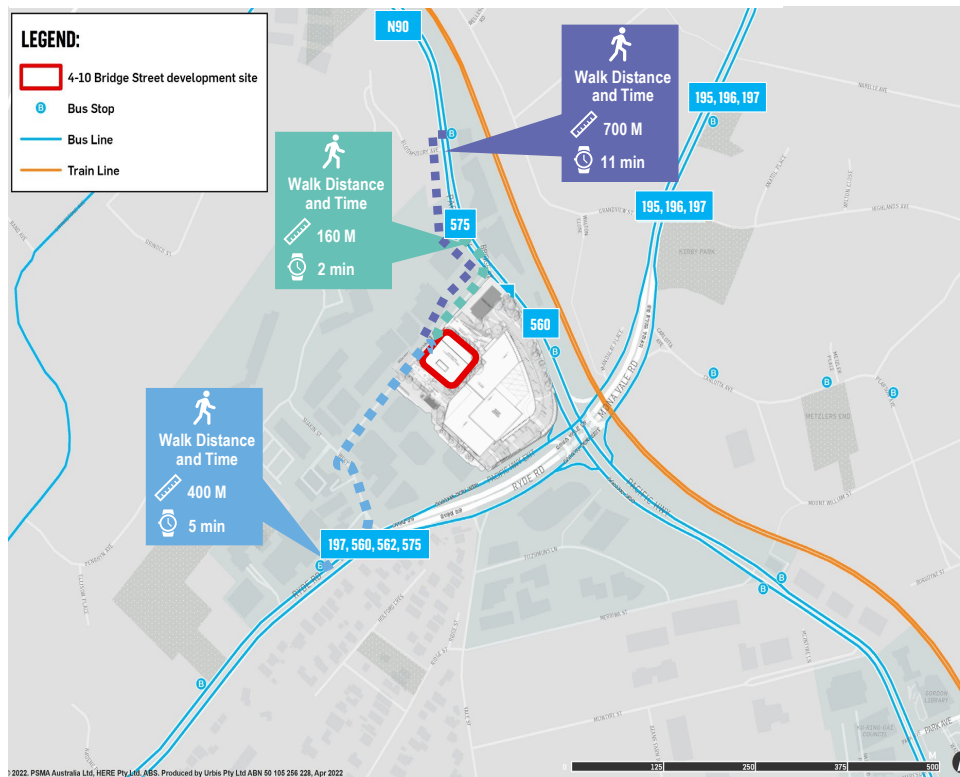
Several bus services are available for travel to 4-10 Bridge Street, as detailed in the table below. The closest bus stop to the site is located near the intersection of Ryde Road and West Street, servicing the 197, 560, 562, and 575 bus routes. The walk to the site from this stop is five minutes in length and is segregated from the roadway, providing safe access to the site. Similarly, the walk from the Pacific Highway stop serviced by the 575, is approximately two minutes.

The closest train stations are Pymble, and Gordon, 0.75 km and 1.2 km away respectively. Safe and direct walking routes are provided from these stations to the site.

Table 2: Bus services to the site

Locality	Routes	Frequency
Gordon to West Pymble (Loop)	560, 562	560 15 to 40 min Mon-Fri 60 min Sat & Sun 562 two buses between 10:00 AM & 02:00 PM Mon-Fri
Hornsby to Macquarie Uni via Turramurra	575	575 20 to 30 min Mon-Fri 30 to 60 min Sat & Sun
Hornsby to City Town Hall via Chatswood (Night)	N90	Every 60 min between 00:00 AM to 05:30 AM
Gordon to St Ives Chase (Loop), Mona Vale to Gordon & Mona Vale via Macquarie Uni	195, 196, 197	195, 196 30 min Mon-Fri 60 min Sat & Sun 197 15 to 30 min Mon-Fri 60 min Sat & Sun

Figure 13: Bus connectivity to the site



Source: Urbis

Assumptions:

1. Adult walking speed of 1.3 m/s used for calculating the time between bus stops and to the 4-10 Bridge Street site

PROPOSED CAR PARKING PROVISION

Parking Requirements

As outlined in the Traffic TIA (dated 09/05/25), the Kuring-gai Council DCP requires a minimum provision of a total of 258 parking spaces at the site, which includes both the Offices and Business Premises parking (137 spaces), and the Bulky Goods Retail Stores parking (121 spaces). Not only are these parking requirements quite conservative, but the implementation of recommendations made by this GTP, in addition to shared parking spaces for office and retail use, justifies a reduction in the number of parking spaces provided. As a result, reference is therefore made to the Trip Generation and Parking Generation Surveys for Bulky Goods / Hardware Stores prepared by Hyder for TfNSW that informed the trip and parking generation rates published in the TfNSW Guide to Transport Impact Assessment, TS 00085, Version 1.1 (Trafix TIA, page 16). Consequently, the breakdown of the minimum required parking spaces for the Bridge Street Pymble site include

- 100 spaces, for Offices and Business Premises.
- 54 spaces, for Bulky Goods Retail Stores.
- Resulting in a total of 154 spaces.

As part of this analysis, the assumption of shared parking for late-night shopping, public holidays and weekends was taken into account, as a way of accommodating higher parking demands that may occur during those days.

As can be seen in **Table 3**, a total of 186 parking spaces have been provided in the design, thereby satisfying the actual parking demands that can be reasonably expected to be generated by the current scheme.

Table 3: Site Parking Schedule

Parking Schedule	
Level	Parking Space Count
Basement 4	47
Basement 3	47
Basement 2	47
Basement 1	26
Upper Ground	19
Total Car Parking	186

Source: Trafix TIA, 09/05/25



INSIGHT

Fewer parking spaces are justified with the use of shared parking during the differing times throughout the week for office and retail use, and partly as a mechanism for behaviour change towards sustainable modes.

3. EXISTING AND PROPOSED TRAVEL BEHAVIOURS (TARGET MODE SPLITS)

3.2 Travel Options Used

Using the Journey to Work data and a weighted method for combining the Household Travel Survey data for mode and purpose of travel, the number of shopping and work-related trips has been determined. The two data sets comprise slightly different destinations: the ABS data summarises trips entering the Destination Zone in which the site sits, and the Household Travel Survey summarises the trips to the Ku-ring-gai LGA.

Currently, 88 per cent of work-related trips are made by car, which means only 259 of the 633 trips within the walkable, cycling, and 30-minute public transport catchments are made by other modes.

Target Mode splits for work-related trips have been determined using assumptions about the number of trips falling within the walkable, cycling, and public transport catchments. If these targets are successfully met, the number of walking, cycling, and public transport trips for work will increase to 172, 48 per cent of the total work-related trips to the site.

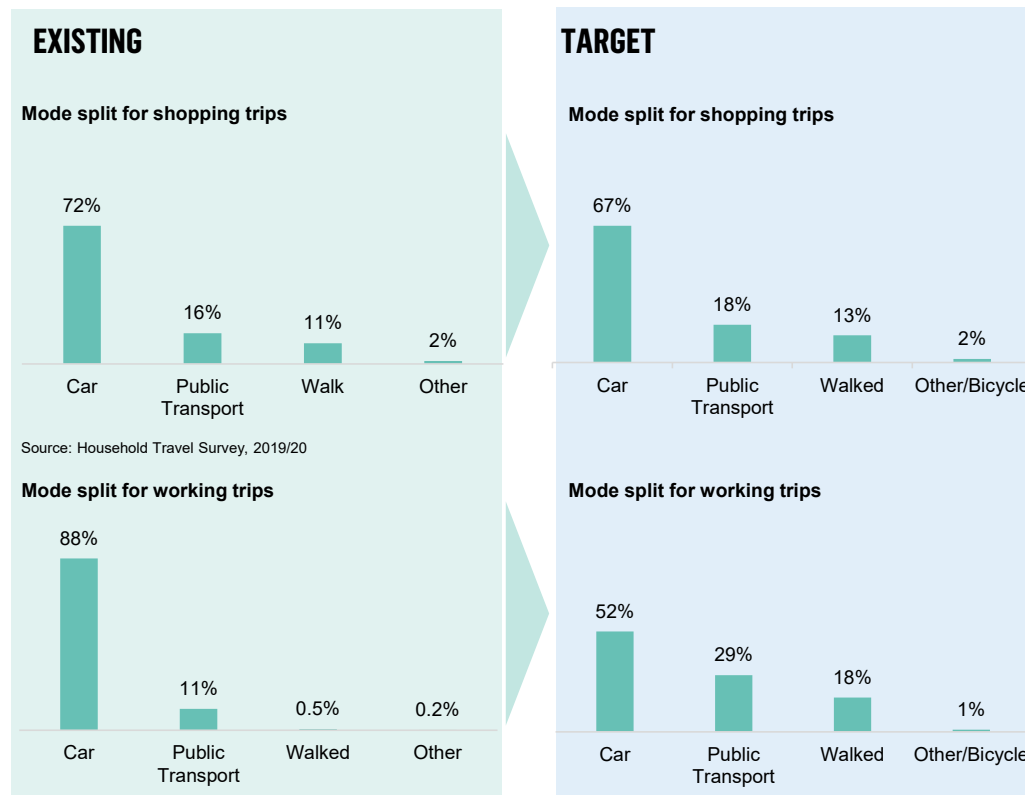


INSIGHT

59 per cent of trips originating from within the walkable, cycling and PT catchments are being made by car. This provides an opportunity to reduce the number of car trips to the site, due to its accessibility, suitable facilities and initiatives.

4-10 Bridge Street Pymble, Green Travel Plan

Figure 14: Target mode splits



Source: Household Travel Survey, 2019/20

Source: ABS, Journey to work, 2016

Assumptions: Catchment	Walk	Cycle	PT	Car
0-1 km	100%	0%	0%	0%
1-2 km	50%	10%	40%	0%
2-3 km	33%	10%	57%	0%
30-minute PT catchment	0%	10%	90%	0%
Outside catchment	0%	0%	30%	70%

All current walking and cycling trips being made to the site originate within the walking and cycling catchments. 22/01/2026

4. SUMMARY OF ISSUES



WALKING AND CYCLING

- **21 per cent** of the people who are likely to be working on the site, live within the 3 km walking catchment.
- However, currently only 0.5 per cent of work-related trips to the site are walking trips.
- **27 per cent** of the people who are likely to be working on the site, live within the 5 km cycling catchment.
- However, currently no cycling trips being made to the site.
- There are currently no designated cycling routes within the vicinity of the site. The 'useful unmarked' routes do not provide the comfort and safety that cyclists require. Without established and connected cycling infrastructure, people will be deterred from cycling to the site.
- The two closest intersections to the site do not provide signalized crossing opportunity for pedestrians and cyclists travelling to the site from the North-Eastern side of the Pacific Highway.
- People travelling to the site for bulky goods shopping will opt for car-use over walking or cycling, as carrying these items home is not a viable option.

RESULTING IN

- Pedestrian and cycling infrastructure being underutilized.
- Congestion around the site poses safety risks to workers and shoppers accessing the facilities.



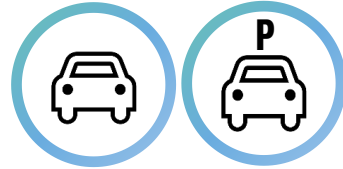
PUBLIC TRANSPORT

- **26 per cent** of people who are likely to be working on the site are within a 30-minute public transport catchment.
- However, currently only 11 per cent of work-related trips to the site are public transport trips.
- People travelling to the site for bulky goods shopping will opt for car-use over public transport, as carrying these items home is not a viable option.

RESULTING IN

- Public Transport infrastructure being underutilized.
- Congestion around the site poses safety risks to workers and shoppers accessing the facilities.

4. SUMMARY OF ISSUES



CAR USE

- **59 per cent** of people who live within the walking and cycling catchment are currently driving to the site.
- However, most of these driving trips originating from within the catchments could feasibly be made by active and public transport modes of transport.

RESULTING IN






- Congestion around the site poses safety risks to workers and shoppers accessing the facilities.
- Heavy reliance on car use has negative impacts on the environment and reduces the quality of life within the community, by increasing noise pollution and reducing air quality.
- Additionally, people are unable to reap the health benefits from actively commuting to work or shopping.

5. TRAVEL BEHAVIOUR INITIATIVES





The following initiatives have been identified based on the analysis of available travel options, travel behaviour and travel issues. They are separated into two levels, with the intention to begin with encouraging/information initiatives and subsequently progress to intervening and penalising initiatives if necessary.

BUSINESSES




Level 1 Encouraging/Informing





- Produce a Transport Access Guide (TAG) to inform new business occupants of their travel options. This should emphasise the expectation that staff, where possible use walking, cycling, bus and train to access their workplace. 
- Ensure the TAG provides information about bus/train routes, timetables to the site 
- Update the workplace website to ensure the TAG is accessible. 
- Use the TAG as part of the occupancy agreement information to set expectations regarding travel. 
- Landlord encourage participation in activities that promote active travel such as National Ride2WorkDay (in October) 

Level 2 Intervening

- Promote an opt-in car-pooling and sharing program for businesses with labelled priority parking. 
- Work with TfNSW to get improved bus stop infrastructure at the nearest bus stops (northbound and southbound) on Pacific Highway. 
- Work with Council to start a conversation about shared path markings and wayfinding signage between the site and Pymble Station (which would also connect to nearest bus stops) and more broadly within the cycling catchment to the site. 
- Provide quality and accessible EOT facilities and sufficient bike parking for staff in a location that is prominent, convenient, and visible in the car park. 

PATRONS

- Produce a TAG to inform patrons of their travel options. This should emphasise the expectation that patrons, where possible, use walking, cycling, bus and train to access their workplace. 
- Ensure the TAG provides information about bus/train routes, timetables to the site 
- Update the business website to ensure the TAG is accessible. 

- Encourage foot-traffic through high quality paths between the site and the Bunnings site, so people park once and walk around the precinct, so that parking is shared 
- Install wayfinding signage to direct pedestrians to Bunnings from the site 
- Provide sheltered bike parking for patrons in a location that is prominent, convenient and visible. 
- Encourage shared parking between this site and the Bunnings site though parking reductions and strong walking connections between the two sites. 

LEGEND

INITIATIVES UNDERTAKEN BY:

-  DEVELOPER
-  DEVELOPER/COUNCIL
-  DEVELOPER/TFNSW

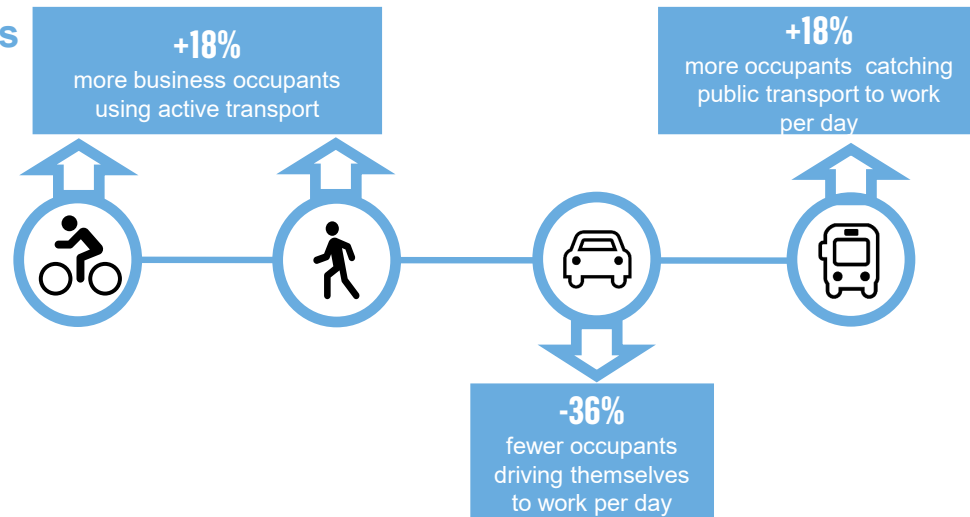
INITIATIVES DESIGNED TO:

-  REDUCE CAR USE
-  INCREASE CARPOOLING
-  INCREASE WALKING
-  INCREASE CYCLING
-  INCREASE BUS USE

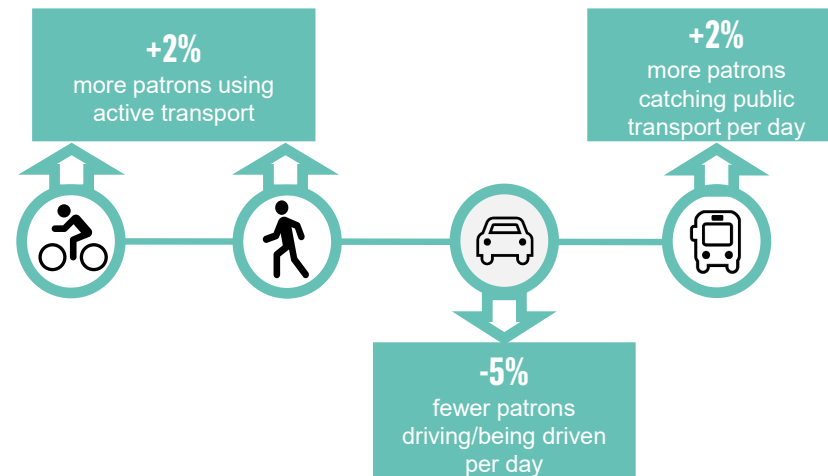
6. FUTURE TRAVEL

Summary of the future travel target breakdown for business occupants and patrons, per mode type.

Occupants



Patrons



7. MONITORING AND REPORTING

Monitoring

- To maintain an understanding of what staff and patrons travel behaviour is, a travel survey of a similar manner that was used to inform this Green Travel Plan will be undertaken annually.
- Annual monitoring will assist in tracking the travel behaviours and trends.
- Annual surveys will inform future decision making when reviewing interventions.

Responsibility

A designated staff member will be responsible for the Green Travel Plan administration and monitoring.

This staff member will also be the key contact for liaison with Council and any other stakeholders.

8. CONCLUSION



CATCHMENT TRIPS

Currently, 59 per cent of the trips originating within the walkable, cyclable, and public transport catchments are being made by car. These trips could feasibly be made by other modes of transport including walking, cycling, bus, and train, and should be encouraged through the implementation of the recommendations made in this Green Travel Plan.



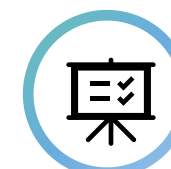
PARKING PROVISION

The parking provision for the site will consist of a total of 194 car parking spaces representing a 40 per cent reduction from the DCP recommendations. By implementing shared parking between the office and retail spaces, and encouraging modal changes through several informative and intervening initiatives, this parking reduction will be made possible.



TRAVEL BEHAVIOUR TARGETS

Taking into account the trips originating within the walking, cycling, and public transport catchments, a 36 per cent reduction in work-related car trips, and a 5 per cent reduction in retail-related car trips to the site has been set as a feasible target. These behavioural changes can be achieved due to the site's accessibility, EOT facilities, and through the implementation of initiatives recommended by the Green Travel Plan.



TRAVEL BEHAVIOUR INITIATIVES

These behavioural and parking changes will be made possible through the implementation of initiatives focused on occupants/staff, which will inform and intervene in current behaviours. Promoting these initiatives and following through with the reduced parking scheme will improve the quality of life for Pymble Business Park occupants, through increased physical activity and healthier lifestyles, and reduced noise and air pollution. These benefits will also translate across to the wider community, with reduced traffic levels, and the development of a more accessible and cohesive community.



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08 April 2026

221153

FIFE Capital
Level 12
89 York Street
Sydney NSW 2000

Attention: Ladula Karunatilake

4-10 Bridge St, Pymble

Structural Statement Revision 1

Dear Ladula,

At the request of FIFE Capital Pty Ltd, TTW (NSW) Pty Ltd has been commissioned to provide preliminary structural advice on the development of 4-10 Bridge Street, Pymble.

The particulars set out in this letter are for the exclusive use of FIFE Capital Pty Ltd and is copyright and the property of TTW (NSW) PTY LTD. No responsibility or liability is accepted as a result of the use of this report by any other party, and is not to be used for any other purpose.

Proposed Development

The proposed development is new 8 storey mixed use building with 4 levels of basement, located in Pymble, NSW. The proposed building is rectangular in plan, approximately 45m long by 45m wide, with the upper 5 levels set back along the northern façade. The basement levels house carparking, with 3 levels of Retail over and Office space in the remaining upper levels. A vehicle ramp servicing the basement is located along the western and southern perimeter.

The site has a fall of approximately 9m from north to south. This fall allows for level vehicle access from Bridge St at Ground Floor level in the northern corner and Lower Ground Floor in the eastern corner and creates a semi-basement at Lower Ground floor level.

Preliminary Structural Design

A preliminary structural layout has been developed based on a concrete frame structure, with reinforced concrete columns and walls, and post tensioned banded slabs. Lateral stability of the structure will be provided by lift and stair cores located centrally to the building.

Design checks have been carried out for typical slabs and bands to ensure the proposed layouts are achievable. Transfer beams are required in a number of locations in the lower levels to provide clear routes for vehicle movement. Transfer beam design checks have been carried out to estimate structural element depth and ensure sufficient floor to floor heights are allowed for. Design checks have been carried out on typical building columns to provide an estimate of the column dimensions. The columns are circular on the upper levels and change to rectangular blade columns within the basement carparking.

The shoring system will be designed for the proposed basement retention, with consultation with the geotechnical engineer. The shoring along the Northeastern boundary will be set-back and designed to clear the existing retaining walls along the boundary tree line. This shoring will have a developed construction methodology to ensure temporary and permanent stability of the existing retaining walls to the new shoring walls and excavation of the basement levels during the construction.

TTW (NSW) PTY LTD (ACN 649 974 112)
(ABN 74 649 974 112) | Consulting Engineers
Level 6, 73 Miller Street, North Sydney NSW 2060

Your Partner in Engineering

4-10 Bridge St, Pymble
Prepared For Ladula Karunatilake, FIFE Capital

08 April 2026
221153

Column Layout

A preliminary column layout has been developed based on an approximate 8.4 - 10m grid. The columns have typically been located on a regular grid and positioned clear of the vehicle routes and parking zones. A swept path analysis was used as part of this exercise to ensure the columns are not impeding vehicle movement.

Structural Design

The new structure will be designed in accordance with current Australian Standards and Building Code of Australia requirements. The Australian Standards and Codes to be used for this project are:

- AS 1170.0 Structural design actions – General principles
- AS 1170.1 Structural design actions – Permanent, imposed and other actions
- AS 1170.2 Structural design actions – Wind actions
- AS 1170.4 Structural design actions – Earthquake actions in Australia
- AS 3600 Concrete Structures
- AS 4100 Steel Structures
- AS 3700 Masonry Structures
- Building Code of Australia

The live load for the mixed use building will be as follows:

Carparking & Ramps (Light vehicle areas)	= 2.5kPa
Loading Dock (HRV)	= 10kPa
Retail	= 4 kPa
Office	= 3 kPa
Plantrooms	= 5 kPa

Should you require anything further please contact the undersigned.

Prepared by,
TTW (NSW) PTY LTD

Authorised by
TTW (NSW) PTY LTD

BEN STEPHENSON
Associate Director

WYSTAN ALEXANDER
Director

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**SITEDESIGN
+STUDIOS**Landscape Architects & Construction
www.sdstudios.com.au

Thursday, 9 April 2026

To Whom it may concern

RE: DA 0462.25 for 4 to 10 Bridge Street PYMBLE

Dear Sir/Madam,

This letter provides comment to Council's reasons for refusal with the focus on the following landscape items;

1. Lack of Street Activation

With reference to the attached Architect Plan 'Upper Ground Floor Plan Sheet # 1200065_A1004 and Lower Ground Floor Plan Sheet #1200065_A1003' improvements have been made to the activation of the street frontage whilst recognising the challenging existing levels at the front street boundary. Deep soil areas have been provided along the frontage to enable Canopy Tree and understory planting, and bike parking storage has been provided along with improved pedestrian access to the building entries. The design minimises the use of retaining walls despite challenging existing levels so the primary focus for the frontage is a positive landscape outcome to the streetscape.

2. Design of Communal Areas

With reference to the attached Architect Plan 'Upper Ground Floor Plan Sheet # 1200065_ASK012' shade has been provided by a pergola structure over the COS entry, BBQ and Outdoor seating area. To enhance Tree canopy two large 1m deep planters have been added to sustain two medium sized native trees with understory planting and built in bench seating. Around the perimeter of the COS prefabricated planters will be placed (1m deep, 2m long and 800mm wide) with dense planting to a height of 1.5m high.

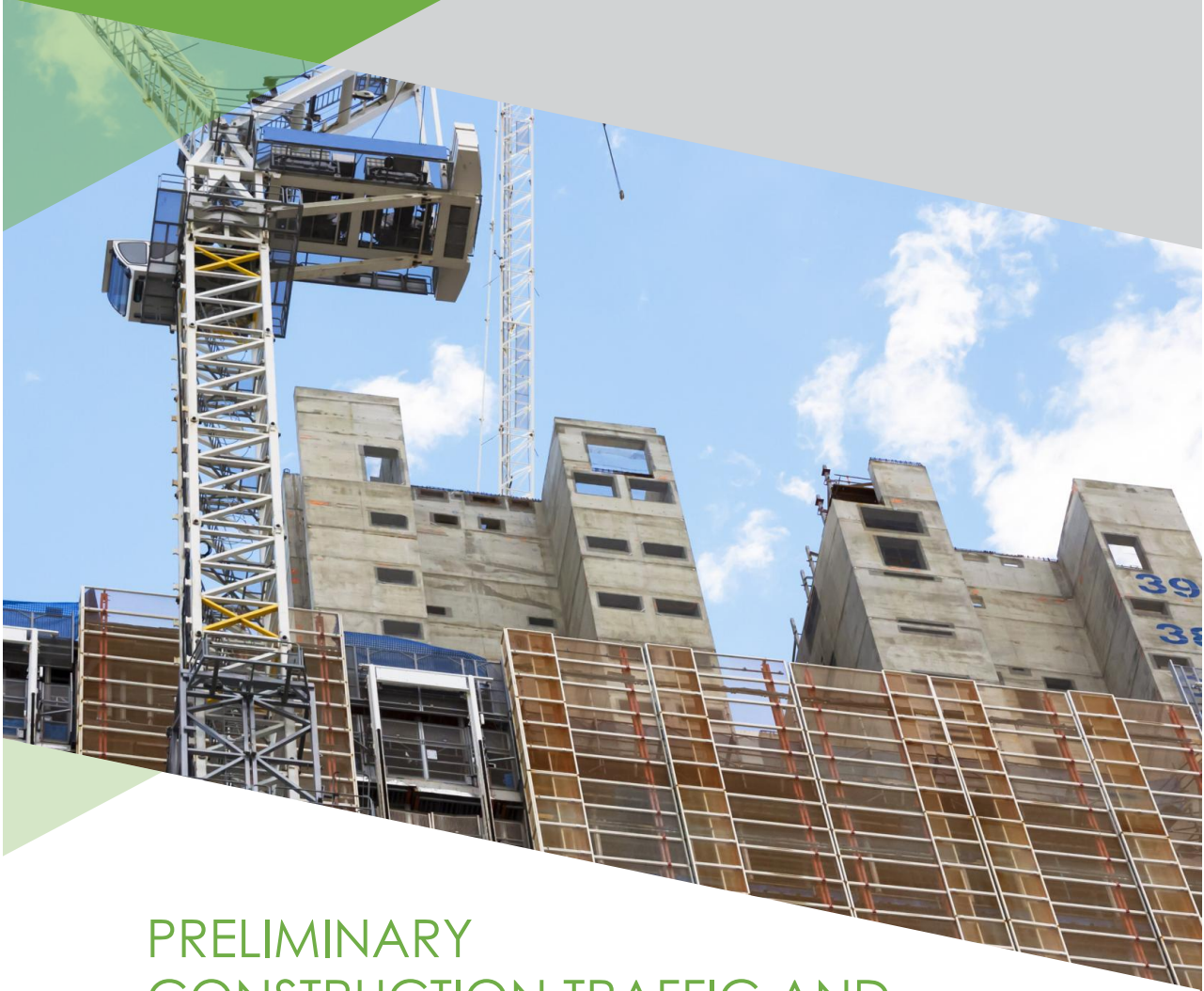
Please do not hesitate to call if you require any further information or clarification of the above.

Yours sincerely,

Julian Brady RLA
Registered Landscape Architect

sitedesign north abn 53 959 435 301
po box 265 SEAFORTH NSW 2092 – m 0417 685 846
e julian@sdstudios.com.au - www.sdstudios.com.au

TRAFFIX
TRAFFIC AND TRANSPORT PLANNERS



PRELIMINARY CONSTRUCTION TRAFFIC AND PEDESTRIAN MANAGEMENT PLAN

**Proposed Mixed Use Development
4-10 Bridge Street, Pymble**

Reference: 22.113r05v02
Date: April 2026

Suite 2.08, 50 Holt St
Surry Hills, NSW 2010

t: (02) 8324 8700
w: www.traffix.com.au



DOCUMENT VERIFICATION

Job Number	22.113			
Project	4-10 Bridge Street, Pymble NSW 2073			
Client	Fife Capital			
Revision	Date	Prepared By	Checked By	Signed
v02	09/04/2026	Cherry Choy	Thomas Yang	<i>Thomas Yang</i>

SafeWork NSW Certificates

Prepare a Work Zone Traffic Management Plan			
Name	Thomas Yang	Certificate No.	TCT1026821



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Appendices

Appendix A: Swept Path Analysis



1. INTRODUCTION

TRAFFIX has been commissioned by Fife Capital to undertake a Preliminary Construction Traffic and Pedestrian Management Plan (CTPMP) in support of a development application for a mixed-use development located at 4-10 Bridge Street, Pymble. The development is located within the Ku-ring-gai Council Local Government Area (LGA) and has been assessed under that Council's controls. In summary, the development for which approval is now sought comprises of the following components:

- ▶ Demolition of all existing structures on the site.
- ▶ Construction of a mixed-use bulky goods retail and commercial development.

This report documents the preliminary construction traffic management arrangements and methodology relating to the proposed works, noting a comprehensive CTPMP will be prepared and submitted to Council, in response to any Conditions of Consent stipulated following approval of the DA.

The below commentary addresses the overall management principles for the site during the construction process. It is noted that the preparation of a detailed CTPMP requires significant input from the appointed builder and would heavily rely upon the construction methodology, which at this point cannot be confirmed.

The report is structured as follows:

- ▶ Section 2: Describes the location and subject site.
- ▶ Section 3: Documents the existing traffic conditions.
- ▶ Section 4: Describes the overall construction program.
- ▶ Section 5: Describes the proposed traffic management arrangements.
- ▶ Section 6: Concludes the report.



2. EXISTING CONDITIONS

2.1 Location and Site

The subject site is located at 4-10 Bridge Street (Lot 41 on DP630346), approximately one (1) kilometre northwest of Gordon Town Centre and Gordon Railway Station. In a local context, the subject site is situated on the southern side of Bridge Street, approximately 85 metres southwest of the intersection of Bridge Street and Pacific Highway.

The site is an irregular shaped configuration and has a total site area of approximately 2,873m². It has a north-western frontage to Bridge Street measuring approximately 49 metres, a north-eastern, south-eastern and south-western boundary to Bunnings Warehouse measuring approximately 61 metres, 43 metres and 59 metres respectively.

The site currently accommodates a three (3) storey commercial building and on-site carpark. Vehicular access is currently provided via a two-way driveway on Bridge Street.

A Location Plan is presented in **Figure 1** and a Site Plan is presented in **Figure 2** which provides an appreciation of the site in the context of neighbouring properties and surrounding streets.



Figure 1: Location Plan



Figure 2: Site Plan



2.2 Road Network

The road hierarchy in the vicinity of the site is shown in **Figure 3** with the following roads of particular interest:

- Pacific Highway: a TfNSW Highway (HW10) that generally runs in a north-south direction between Wisemans Ferry Road in the north and Bradfield Highway in the south. In the vicinity of the site, Pacific Highway accommodates three (3) lanes of traffic in either direction within opposing traffic flow separated by a central median island and has a posted speed limit of 60 km/h. Clearway restrictions '6am-7pm Mon-Fri, 9am-6pm Sat, Sun and Public Holidays' operate on either side of Pacific Highway. Kerbside parking is generally not permitted on both sides of Princes Highway.
- Bridge Street: a local road that generally runs in a northeast-southwest direction between Pacific Highway in the north and Suakin Street / West Street in the south. In the vicinity of the site, Bridge Street has a posted speed limit of 50km/h and accommodates one (1) lane of traffic in either direction within an undivided carriageway. Time restricted kerbside parking is generally permitted on both sides of Bridge Street.
- West Street: a local road that generally runs in a north-south direction between a Suakin Street / Bridge Street in the north and Ryde Road in the south. In the vicinity of the site, West Street has a posted speed limit of 50km/h and accommodates one (1) lane of traffic in either direction within an undivided carriageway. Unrestricted kerbside parking is generally permitted on both sides of West Street.

As can be seen from **Figure 3** below, the site is conveniently located with respect to the nearby arterial and collector roads serving the region.

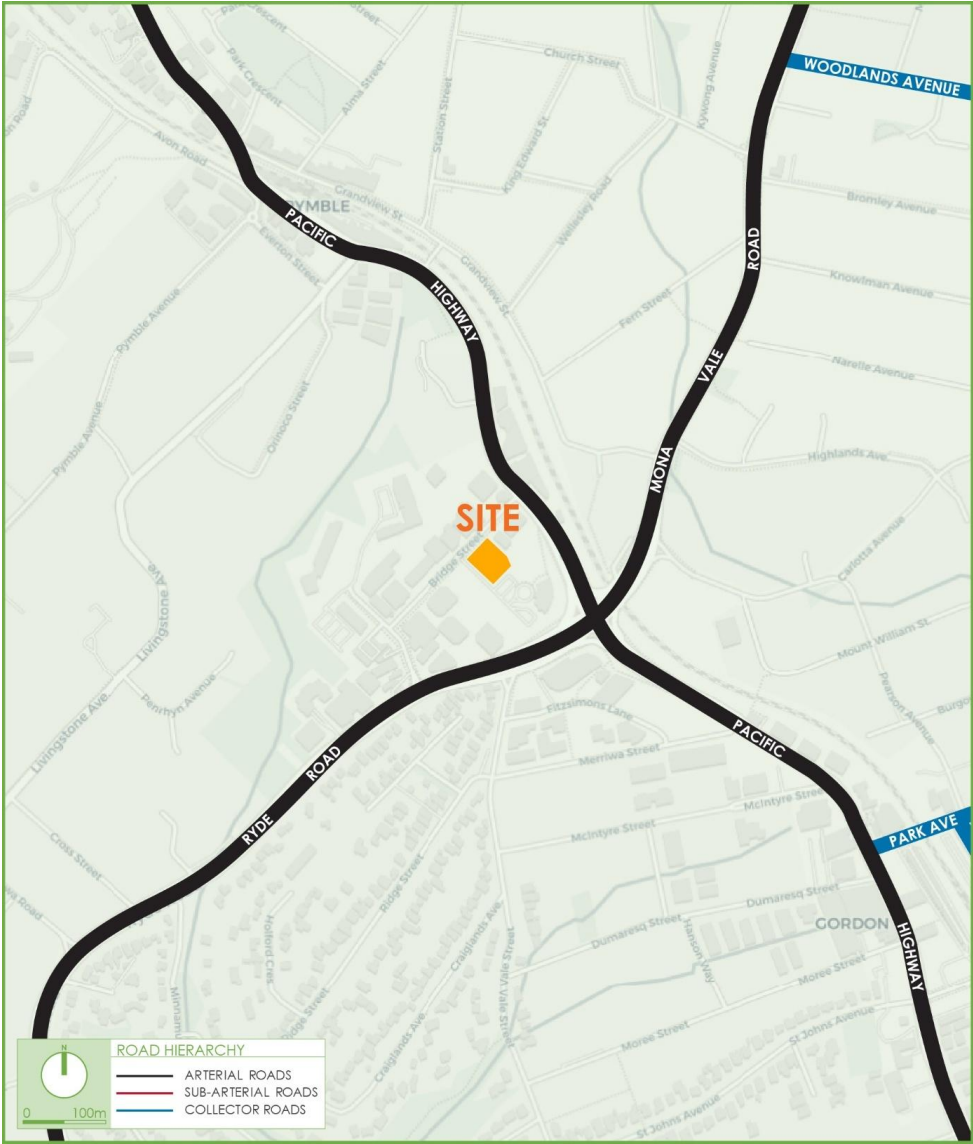


Figure 3: Road Hierarchy

2.3 Public Transport

Standard transport planning guidelines state that a development is advantageously located to benefit bus services if it is within 400 metres walking distance of a bus stop. As shown in **Figure 4**, there are four (4) bus stops within an approximate 400 metres walking distance to / from the site. The nearby bus stops are serviced by the following bus services in **Table 1**.

Table 1: Bus Routes and Service Frequencies

Bus No.	Route
195	Gordon to St Ives Chase (Loop Service)
196	Mona Vale to Gordon
197	Mona Vale to Macquarie University
560	Gordon to West Pymble (Loop Service)
562	Gordon to Macquarie University
575	Hornsby to Macquarie University

These services provide convenient connections to Gordon, Belrose, Mona Vale and Macquarie University.

It is noteworthy to mention the site is also located approximately one (1) kilometre northwest of Gordon Railway Station and 680 metres southwest of Pymble Railway Station. These railway stations provide services along the T1 – North Shore and Western Line and T9 – Northern Line, providing connections to the city and the surrounding railway network across the region.

More information concerning all bus service information can be found on the Transport for NSW (TfNSW) Info website: <https://www.transportnsw.info>.

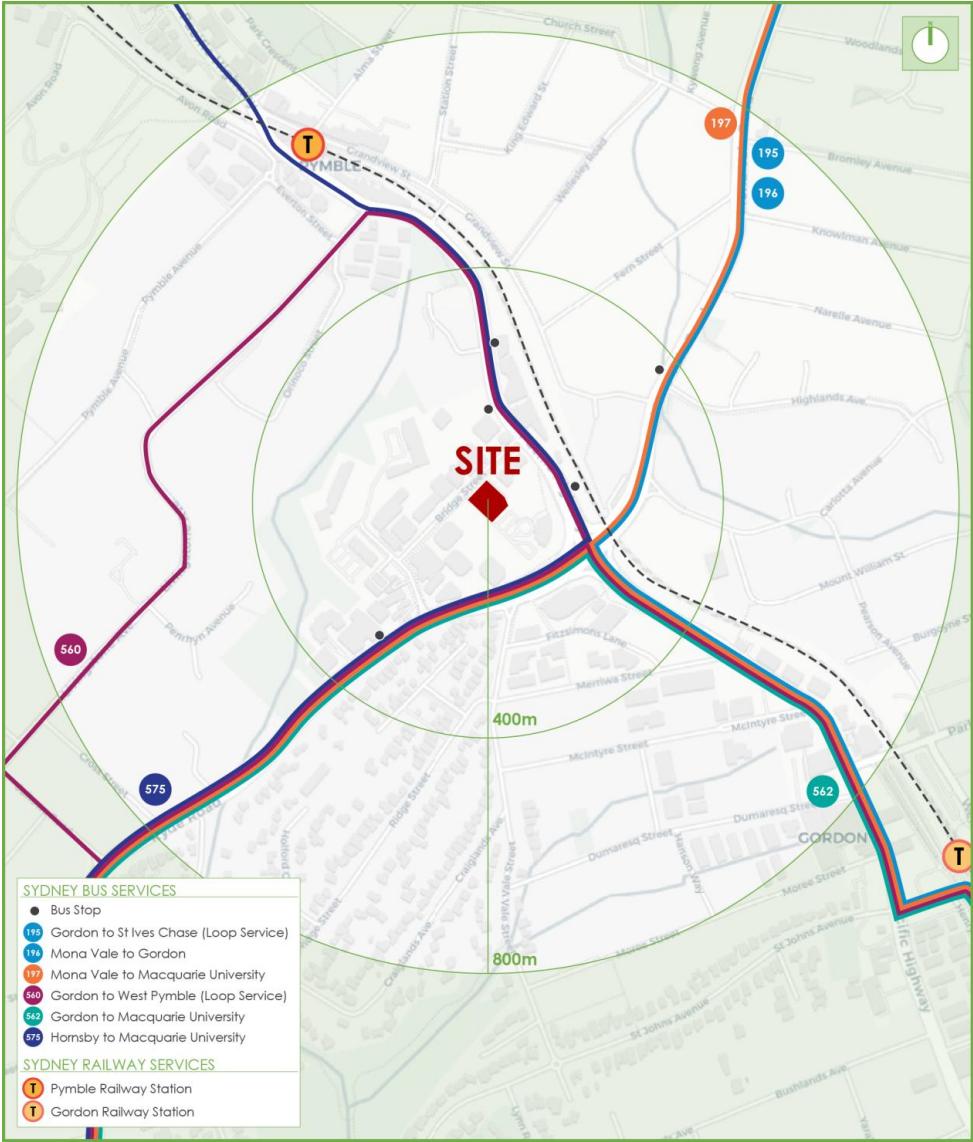


Figure 4: Public Transport



3. OVERVIEW OF CONSTRUCTION PROGRAM

3.1 Construction Program

Given this CTMP has been prepared to support the DA, it is reiterated that the detailed construction staging and the duration of each stage of works will be determined following approval, as part of the Construction Certificate (CC) stage submissions.

Nevertheless, the following stages are expected to be addressed by the comprehensive CTPMP report in response to a suitable condition of consent:

- Site establishment/demobilisation;
- Demolition;
- Bulk Excavation;
- Structure; and
- Fit out and Finishes.

A detailed construction program and Site Establishment Plan will also be developed by the appointed builder prior to the commencement of any works, which will detail the location of the proposed hoarding/fencing, vehicle access points, pedestrian access points, and contractor parking etc, as well as all scheduled start and finish dates of each stage of the construction process.

3.2 Times of Operation

The hours of operation are to be in accordance with Ku-ring-gai Council's standard construction hours, as outlined below.

- Monday to Friday: 7:00am to 5:00pm;
- Saturday: 8:00am to 12:00pm; and,
- Sunday or Public Holiday: No building activities to be carried out at any time.

It is noted that the above construction hours are subject to change in response to any future condition, upon approval of the development.



3.3 Overview of Construction Works

The detailed construction works will be prepared once the exact construction methodology has been determined. Generally, the works are envisaged to involve demolition, bulk excavation, structure, fit-out and finishes stages of construction, and will include the following anticipated maximum permissible vehicles subject to sufficient on-site room to accommodate vehicle movements:

- 19.6 metre truck and dog trailers envisaged to be utilised during the demolition and bulk excavation works, with access via Bridge Street; and
- 12.5 metre heavy rigid vehicles (HRV) during structure and fitout & finishes works, with access via Bridge Street.

All loading, unloading and construction works are anticipated to occur from within the site, with all vehicles required to enter and egress the site in a forward direction.

The volume of trucks is yet to be finalised, although, it is anticipated to be minor and would have minimal impacts on the surrounding roads. It is noted that truck movements are proposed to be minimised and scheduled so as to not coincide with morning and evening peak periods of the surrounding roads.

It is emphasised that the above information is indicative and are subject to change, upon confirmation of the builder.



4. TRAFFIC MANAGEMENT ARRANGEMENTS

4.1 Site Contact

The contractor will provide the details of the nominated contact person to comply with instructions issued by Council's Traffic Engineer or the Police.

4.2 Vehicular Access

It is proposed that construction vehicles will utilise a construction access on Bridge Street during all stages of construction.

- All loading and unloading activities are to be contained wholly within the site;
- All adjacent property accesses will be maintained at all times;
- All vehicles are required to enter and egress the site in a forward direction only; and
- All vehicles are not to obstruct any pedestrian crossings or footpaths.

4.3 Construction Vehicle Volumes

The number of peak hour and daily truck volumes are to be provided by the appointed builder. Nevertheless, the expected traffic volumes are expected to be moderate when compared to the overall traffic movements on the adjacent road network. Truck movements are expected to be scheduled outside of peak network periods. In addition, workers typically arrive and depart the site (6am-4pm) outside of the network peaks, further reducing impacts.

4.4 Road Safety

It is noted that there will be a minor increase in heavy vehicle movements along local roads in the immediate vicinity of the site during the construction period. However, these vehicles will utilise the shortest route between the local and classified road network, thereby minimising potential road safety impacts on local roads.

Furthermore, Traffic Guidance Schemes (TGS) for the site access will be prepared to minimise vehicle, pedestrian and cyclists' conflicts in the vicinity of the work site, as far as practicable.



4.5 Truck Routes

The proposed truck routes make use of TfNSW Classified Roads, with a copy of the routes provided to all drivers prior to attending the site.

It is noted that all truck routes will commence and/or terminate on the Pacific Highway/Ryde Road, which forms part of an approved 25/26 m B-double network managed by TfNSW, in accordance with the National Heavy Vehicle Regulator (NHVR) approved Restricted Access Vehicle (RAV) map.

The proposed truck routes are presented in **Figure 5**, with the route summarised as follows:

- Route to the site:
(Ingress northbound)
 1. Trucks will arrive on Pacific Highway (northbound).
 2. Turn left into Bridge Street (westbound).
 3. Turn left into site.
- Route to the site:
(Ingress southbound)
 4. Trucks will arrive on Pacific Highway (southbound).
 5. Turn right into Bridge Street (westbound).
 6. Turn left into site.
- Route from the site:
(Egress northbound)
 1. Trucks turn right out of site onto Bridge Street (eastbound)
 2. Turn left onto Pacific Highway (northbound).
- Route from the site:
(Egress southbound)
 1. Trucks turn left out of site onto Bridge Street (westbound).
 2. Turn left onto West Street (southbound).
 3. Turn left onto Ryde Road (eastbound).

Swept path analysis of the largest vehicle anticipated to access the site is presented in **Appendix A**.

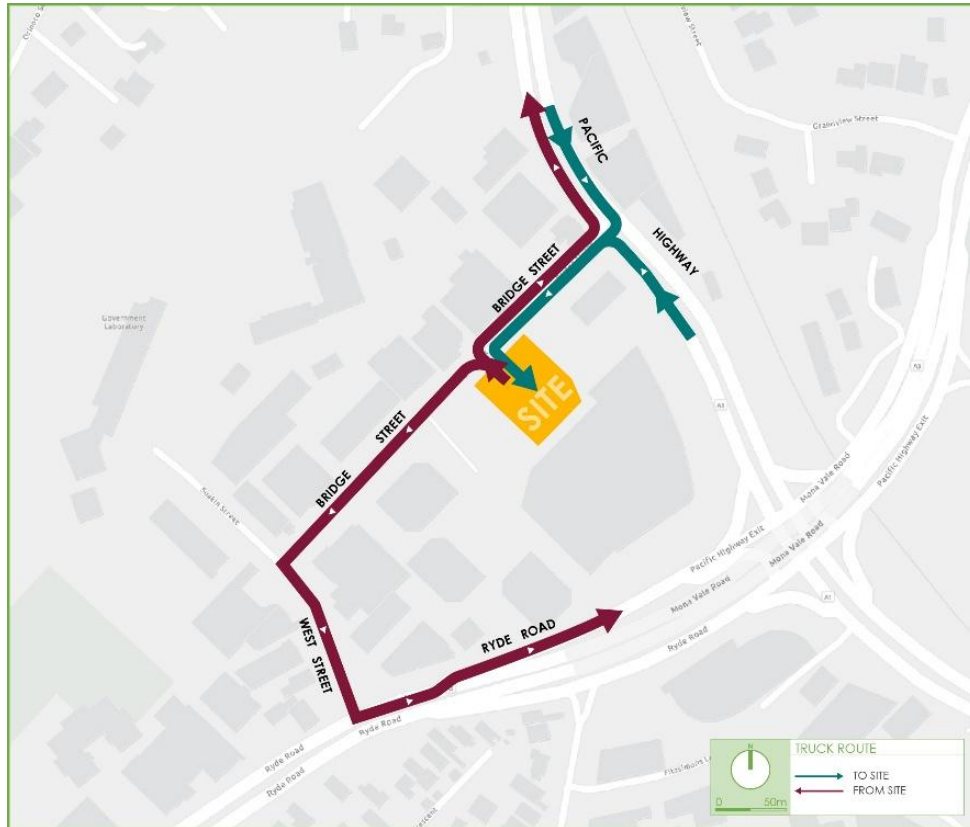


Figure 5: Proposed Truck Routes

4.6 Truck Arrivals

All trucks will be linked via CB radio and/or hands-free mobile and will only be called onto site when required and when there is sufficient capacity to accommodate the proposed trucks. This management of loading / unloading or deliveries is envisaged to be the same throughout all stages of construction and will ensure no trucks would be required to queue or park on street.

4.7 Emergency Vehicle Access

Emergency vehicle access adjacent to the work site will be maintained at all times.



4.8 Works Zone

It is expected that any requirement for a works zone along the site's frontage will be minimal and all construction activity (with exception of any public domain works subject to separate approval from Council as required) will be undertaken within the bounds of the site. However, should a works zone be required at any stage, all necessary applications and permits will be made through Council's Work Zone Coordinator and will be addressed in more detail when a builder has been appointed and the detailed CTPMP is prepared at CC stage.

4.9 Traffic Controllers

SafeWork NSW certified Traffic Controllers will be utilised at the site vehicle access points to assist truck movements during work hours. It is noted that traffic controllers are not to stop or slow traffic at any time to allow trucks to enter or exit the site. Additionally, pedestrians may be held only for very short periods to ensure their safety when trucks are leaving or entering the site, but they are not to be stopped in anticipation – i.e. pedestrians have right of way on the footpath at all times.

4.10 Traffic Guidance Scheme

It is expected that appropriate Traffic Guidance Schemes (TGS's) will be prepared in consultation with the appointed builder to ensure that traffic and pedestrians are managed safely during truck access movements to and from the site. All TGS's are to be designed in accordance with the *TfNSW Traffic Control at Work Sites Technical Manual*, with copies of the TGSs to be kept on-site at all times.

4.11 Access to Neighbouring Properties

All neighbouring properties are to have their vehicular and pedestrian accesses maintained at all times over the course of construction. If at any time, the accesses to the neighbouring properties are obstructed, temporary access arrangements will be provided to the satisfaction of the occupants and Council.



4.12 Pedestrian Control

Pedestrian access surrounding the site will be managed safely during all construction stages. It is expected that 'A Class' hoarding and associated access gate/s will be installed around the perimeter of the site to provide security to the site and pedestrians. Pedestrian footpaths will not be closed without appropriate pedestrian control measures, such as detours or traffic controller's assistance. No crane works will be permitted over pedestrian footpaths without footpath closures/detours or 'B Class' hoardings.

Pedestrian access to neighbouring properties shall be maintained at all times and no building materials shall be placed, dumped, or left on any Council road or footpath area. Footpaths are to remain in a safe condition for use by pedestrians. A TfNSW certified traffic controller will also be positioned at any vehicle access point to manage vehicle movements and to ensure pedestrian safety.

These pedestrian control arrangements are therefore considered acceptable and will ensure pedestrian safety is maintained throughout all hours of construction.

4.13 Construction Worker Parking

A small amount of on-site parking for key contractors and staff is expected to be provided throughout the construction works. The number and location of this temporary on-site car parking is expected to change throughout the various construction phases, depending on the surplus area available not required for truck loading and turning areas.

All other workers will be encouraged to utilise public transport at induction meetings, noting the proximity of bus and rail services. Carpooling to and from site will be encouraged and it be given priority in the limited off-street parking made available during construction.

4.14 Monitoring

A monitoring and review process for the CTPMP will be set out by the Construction Project Manager to ensure that the CTPMP is implemented correctly, in compliance with all regulations and policies and also adapted to reflect any changes or variations during the actual construction process.



4.15 Community Consultation

The Construction Project Manager will be the main point of contact for all enquiries, complaints, feedback, and compliments regarding the issues arising from the traffic management arrangements put in place. This may involve distributing notification letters notifying nearby residents and the community of the proposed traffic management arrangements, their potential impact, the Construction Manager's phone, and email contact. Specifically, the disruption to existing travel routes will need to be explicitly made known to community members, visitors, and staff so that their safety is not compromised. The details and direct contact number of the Site Construction/Project Manager shall be provided on all notification letters to the residents and to the community and on a prominent sign displayed on-site.



5. CONCLUSION

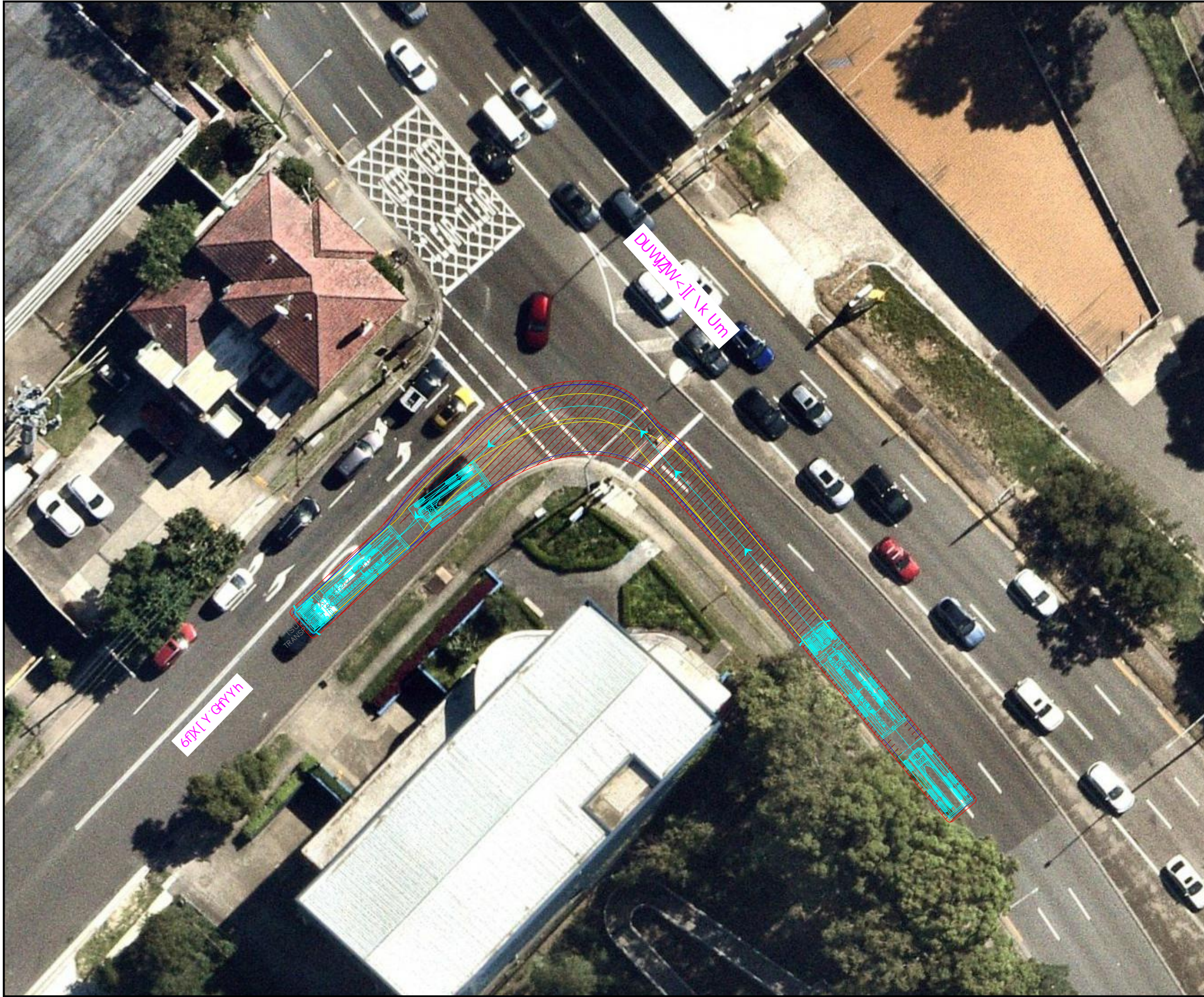
This Preliminary CTPMP plan should be read in conjunction with other documentation prepared by the applicant relating to the internal construction activities. Limited information is available at this early stage, prior to a builder being appointed. This report addresses the existing conditions of the site, general overview of the construction program and traffic management arrangements, which are proposed at this early stage.

The plan outlined above is considered satisfactory for the purposes of a DA submission, being subject to confirmation and possible amendments once approval is granted and a builder appointed.

It is envisaged a comprehensive CTPMP will be prepared by TRAFFIX once consent is obtained, based on the construction methodology adopted by the appointed builder.

APPENDIX A

Swept Path Analysis



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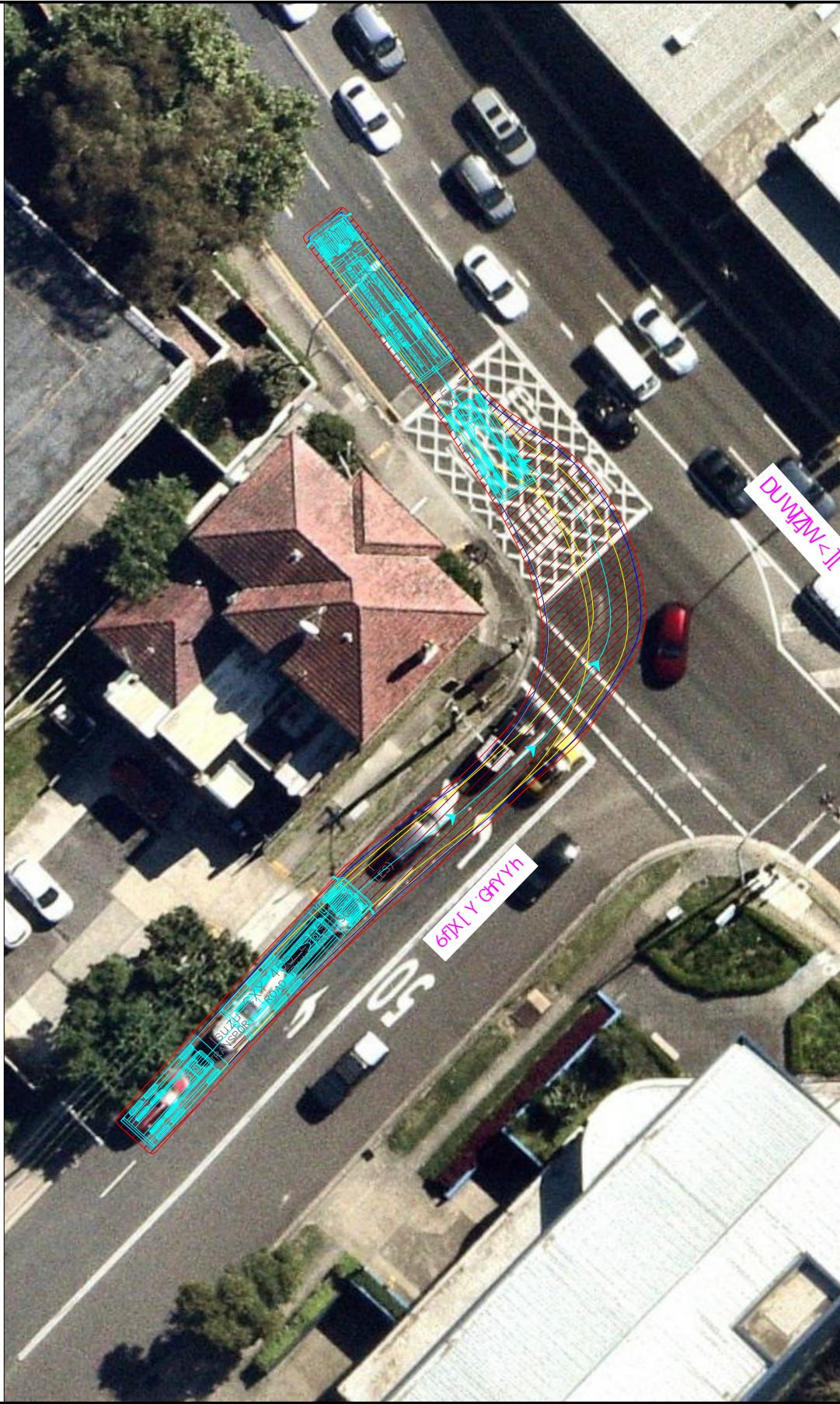
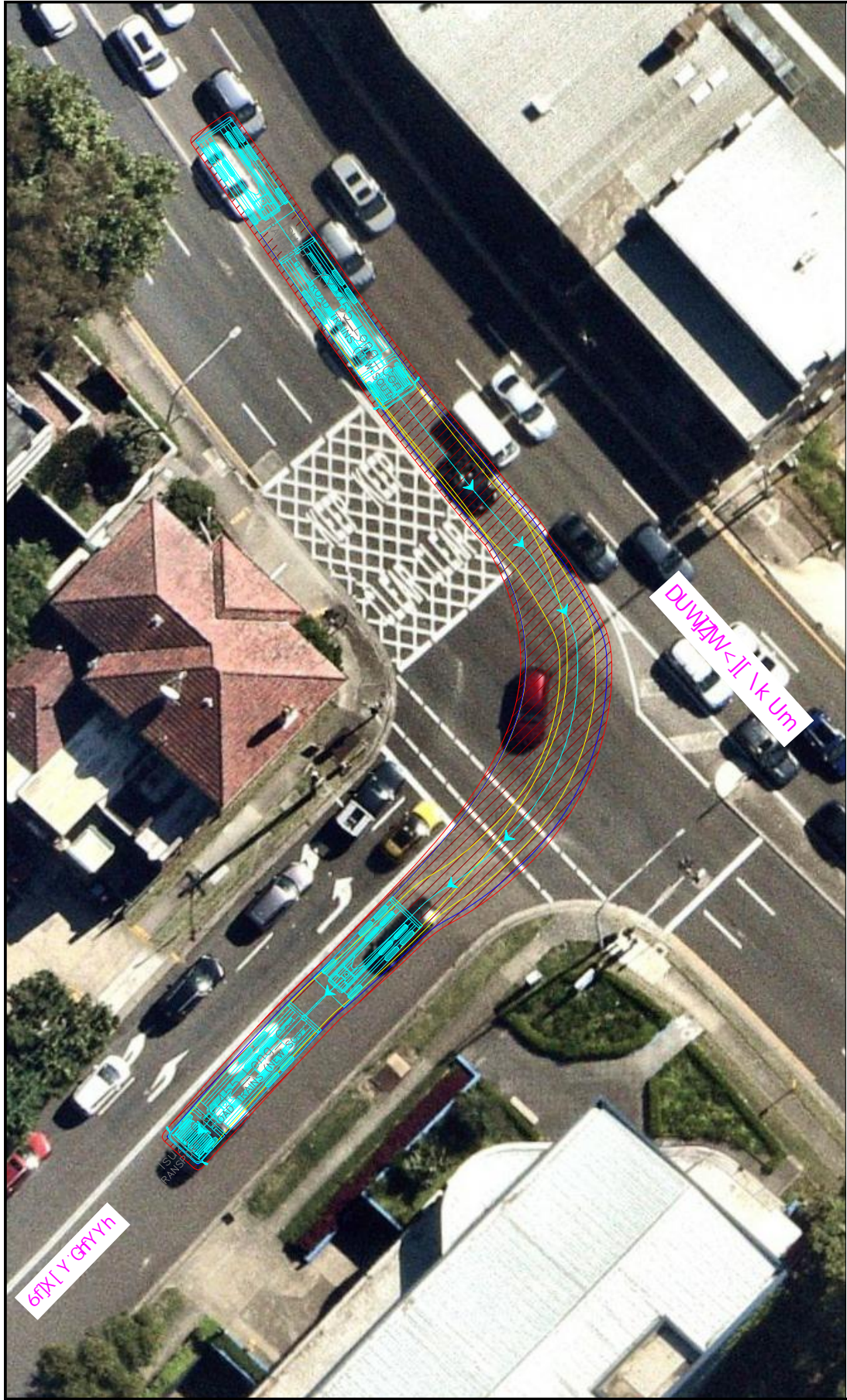
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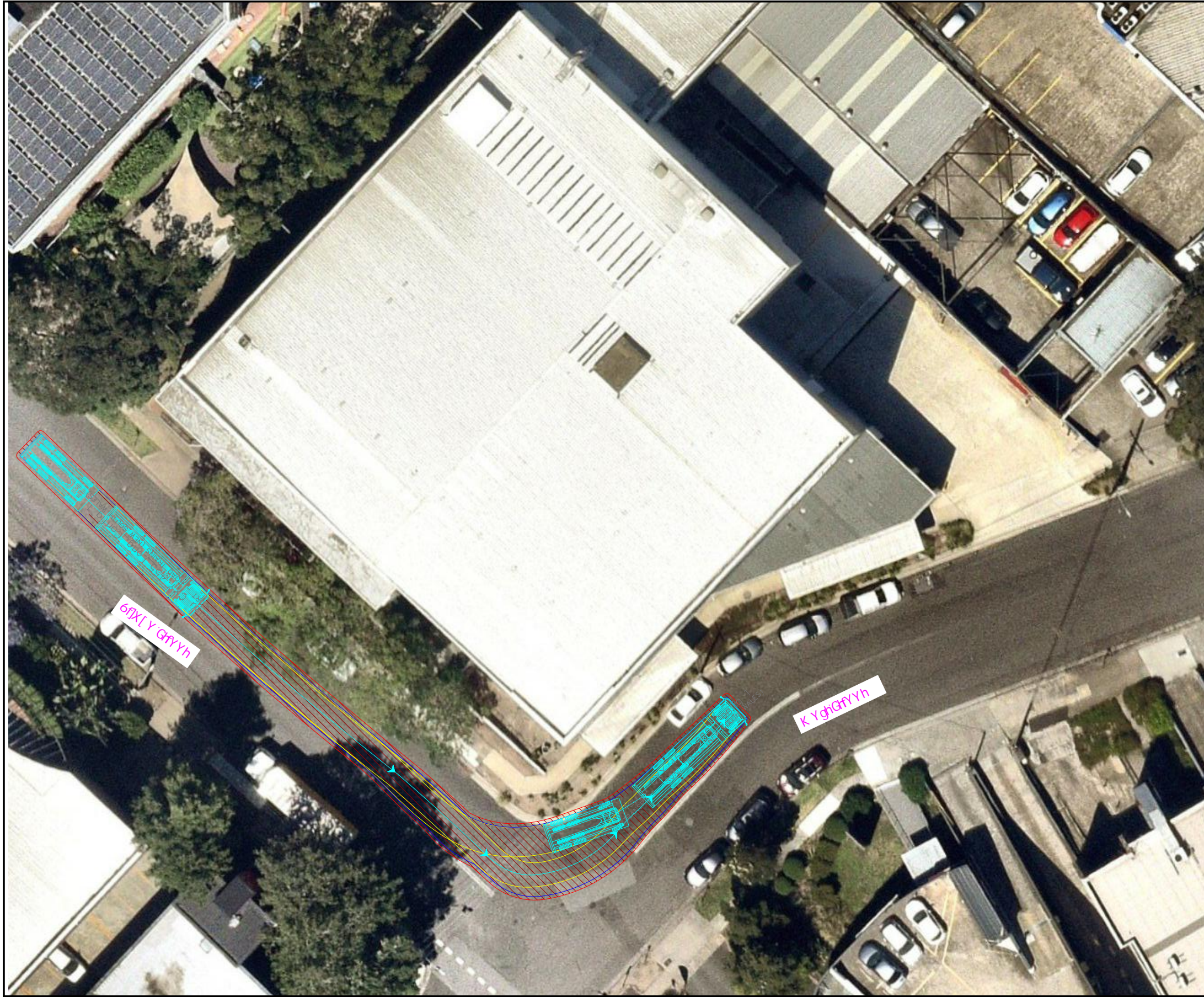
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ABN 48 612 666 172

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Sydney NSW 2000PO Box Q453
Queen Victoria Building
NSW 1230

Ph (02) 9437 1000

9 April 2026

FIFECapital

L12, 89 York Street

Sydney NSW 2000

Attention: M. Karkoulas

Dear Marie,

RE: 4-10 Bridge Street, Pymble – Air conditioning**JOB NO.: 240421****REVISION NO.: [B]**

1 INTRODUCTION

As part of the Council DA review, the Council raised the below Request for Information [RFI]: -

e) The application has not provided sufficient information to demonstrate that roof mounted cooling and heating plant, including boilers, pumps, chillers, and cooling towers are required instead of alternate heating/cooling systems that have lower regulatory and operational risk. The installation of cooling towers introduces significant obligations under the NSW Public Health Regulation 2022, including requirements for system registration, risk management planning, monthly microbial testing, and chemical dosing. These create ongoing compliance and maintenance burdens for the occupier or managing agent. For a development of this scale, it is more typical to use air-cooled condenser units or split systems.

The below JHA input is to address the above noted RFI.

2 HIGH LEVEL BUILDING DESCRIPTION

The air-conditioned space of the building is roughly: -

- | | |
|---|------------------------------|
| 1. Specialized retail space | Roughly 4,112 m ² |
| 2. Commercial office space (Levels 2-6) | Roughly 5,890 m ² |



3 PROPOSED AIR CONDITIONING SYSTEM VS AIR COOLED CONDENSER UNITS

This memo has considered "air cooled condenser systems" to be refrigerant based air cooled variable refrigerant flow/volume (VRF/VRV) systems. The VRF/VRV systems consist of multiple indoor fan coil units connected via refrigerant pipework to a central outdoor condenser unit. A project of this size will have in the order of 40-50 central condenser units.

3.1 SYSTEM COOLING CAPACITY

This cooling load for this building is estimated to be approximately 1.5 MW.

For a commercial building, chilled water / heating water systems are recommended for cooling loads above 1 MW. Above this threshold the chilled/heating water system increased system efficiency, and plant service life is considered sufficient to offset the increased capital and servicing costs when compared to refrigerant based VRF/VRV systems which have lower capital and servicing costs, but are less efficient and have a shorter service life.

3.2 SPECIALIZED RETAIL AND COMMERCIAL OFFICE SPACE FITOUT FLEXIBILITY

The proposed chilled / heating water system provides better flexibility to the operator in relation to future tenancies fitouts for both specialized retail, and commercial office spaces. It allows for indoor fan coil relocation, addition, or removal to suit revised floor layouts with minimal impact on the overall system. Piping systems in the specific areas can be isolated to allow work to be completed. With a refrigerant based VRF/VRV system the entire associated system would need to be decommissioned, refrigerant removed, pipework adjusted and then recommissioned.

3.3 CAPACITY TO ACCOMMODATE HIGHER OUTSIDE AIR RATES

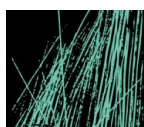
High retail occupancy densities (for this project: GF retail 3.5 m² per person and 5 m² per person for the upper levels) will require greater outside air rates. Chilled/heating water systems can easily accommodate these increased outside air rates.

It will be more difficult to accommodate the higher outside air rates with refrigerant based VRF/VRV systems. The indoor fan coil units have limitations on the incoming air temperatures that they can accommodate. Typically, they require the entering temperature to be between 29°C and 16°C. The incoming air stream for an indoor fan coil unit is a mix of return air from the conditioned space at room temperature, and outside ventilation air at the outside ambient temperature condition. The entering air temperature at the fan coil is a mix of these two air streams. High outside air rates will increase the influence of the ambient temperature on the mixed entering condition which can lead to temperatures outside of the manufacturer's acceptable operating range. To mitigate this risk additional plant is required to pre-condition the incoming outside air stream, typically in the form of pre-conditioner units or air to air heat exchangers which take heat from the outgoing relief air to precondition the incoming outside air. This additional plant will incur greater spatial requirements, capital cost, and ongoing servicing costs.

3.4 RELIABILITY

The proposed chilled/heating water system provides better reliability to the client. If a chiller, hot water heat pump, or cooling tower fails, the remaining units will continue to run and provide the connected spaces with some level of air conditioning via the other set of units to keep the business operational. This is a major financial benefit as loss of trade due to no air conditioning is typically unfavourable.

For a refrigerant based VRF/VRV system, if the condenser serving that space goes down, air conditioning associated with that system is lost until it can be repaired. This is of particular concern where a space is served by only one condenser.



3.5 ENERGY EFFICIENCY

Water cooled chilled water systems are more efficient than refrigerant based VRF/VRV systems. Typical water-cooled chiller coefficients of performance (COP) range between 5 to 9, where refrigerant based VRF/VRV COPs are typically in the 3-3.5 range.

Because of the difference in efficiency, VRF/VRV systems are not typically suitable for buildings that are targeting a NABERS rating of greater than 4.5 Star.

Refrigerant based VRF/VRV systems can be suitable for 5 Star NABERS rating buildings, however they are typically not recommended specially at the DA phase as the lower efficiency does increase the risk of not meeting the rating, and reduce flexibility in the design of other building elements. Should refrigerant based VRF/VRV systems be proposed for a 5 Star building, other building elements will need to be augmented to offset the lower system efficiency. Potential augmented features could include: a highly optimised façade, and the introduction of other energy saving mechanical features such as economy cycle, CO2 monitoring and controls which are not favourable at occasions and may still not help in achieving 5 star.

3.6 SERVICING

A chilled water/heating water system will incur ongoing servicing requirements. This is proposed to be addressed by the implementation of management plan instructing the building operator to employ a qualified mechanical services contractor to maintain and service the plant. The mechanical contractor's obligations will include servicing, maintenance, water treatment and testing (in particular for the cooling towers to the legislations requirements). This is a typical approach for the management of a commercial building of this nature.

3.7 SERVICE LIFE

Major plant for chilled / heating water systems (chillers, heat pumps, cooling towers) will last in the order of 20 years. The installed chilled water / heating water piping can last in the order of 50 years. Replacement of old equipment can be carried out independently. For example, if a chiller is replaced, the indoor fan coils and piping can be retained.

Refrigerant based VRF/VRV systems typically last in the order of 10-15 years. Often when they are replaced at the end of their service life the entire system including indoor fan coils, outdoor condensers, piping, and controls needs to be replaced at the same time which would cause excessive builder's work in comparison to a chilled water system.

4 SUMMARY

Due to the nature of the development and the associated scale of the specialized retail areas, the proposed chilled water/heating water system is considered to provide better reliability, flexibility energy efficiency, and longevity in comparison to a refrigerant based VRV/VRF system.

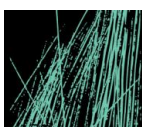
Yours sincerely,

Hadi Jalgha
Digitally signed by Hadi Jalgha
DN: cn=Hadi Jalgha,
email=Hadi.Jalgha@jhanengineers.com.au,
serial=1000000000, o=Jhan Engineering Engineers (NSW) Pty
Ltd, cn=Hadi Jalgha
Date: 2026.04.09 13:46:31+1000

Hadi Jalgha

Director/Mechanical Engineer

CPEng, NER 2497954, BDC04573



JHA



Suite 1.02 Level 1
60 Station Street
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P 02 9068 8517
E info@atl.net.au
ABN 96 130 882 405
www.atl.net.au

08 April 2026

FIFE Capital
Level 12
89 York Street
Sydney NSW 2000

Your Ref: 4-10 Bridge Street

Our Ref: LTR001-01-24-1248 Response to RFI

Attention: Ladula Karunatilake

Email: ladula.karunatilake@fifecapital.com.au

Dear Laduala,

RE: Response to Council RFI for 4-10 BRIDGE STREET, PYMBLE

Further to recent discussions and correspondence to the proposed redevelopment of 4-10 Bridge Street Pymble. This letter has been provided to support the response to the below RFIs.

- *The pipeline within the easement to which connection is proposed is in disrepair in sections. The CCTV identified that there is a collapsed pipe under Bunnings driveway/OSD and that obstructed access under the decking of "The Pymble Grind" stopped further downstream inspection. The Survey and CCTV was consequently abandoned. In addition, the inspection also encountered having holding water (approx. 90%) in the pit which prevented downstream CCTV continuation.*
- *Should the existing drainage system be not functioning hydraulically, the existing stormwater pipeline and pit is required to be repaired and / or upgraded within the drainage easement. Council would require owners' consent from the Strata Corporations of all burdened properties, which has not been provided.*

1. Project overview

The existing site is occupied by a reinforced concrete building with 2 levels of basement parking and ongrade parking. The majority of the site is impervious with landscaped setback to the side and rear of the property boundaries. The site drains to the southern corner via a stormwater easement which traverses southwest through adjoining properties. For further information, see detailed survey By Craig & Rhodes - 351-21G T01[00] – PLAN and additional easement stormwater investigation survey by ALS - 210817-US. The existing survey and visual investigation did not present any evidence of On Site Detention (OSD), Rainwater Tanks or other water quality measures currently in place.

The proposed mixed use development seeks to occupy a similar footprint maintaining the side and rear setbacks and retaining the existing trees where possible. The proposed new development is to implement water detention in the form of OSD and retention in the form of rainwater reuse and water quality measures as specified in the Ku-ring-gai Council Development Control Plan (KDCP) 2024.

Civil/Structural Engineers | Project Managers | Water Servicing Coordinators | Construction Phase Services | Surveying
North Sydney | Parramatta | Brisbane | Melbourne



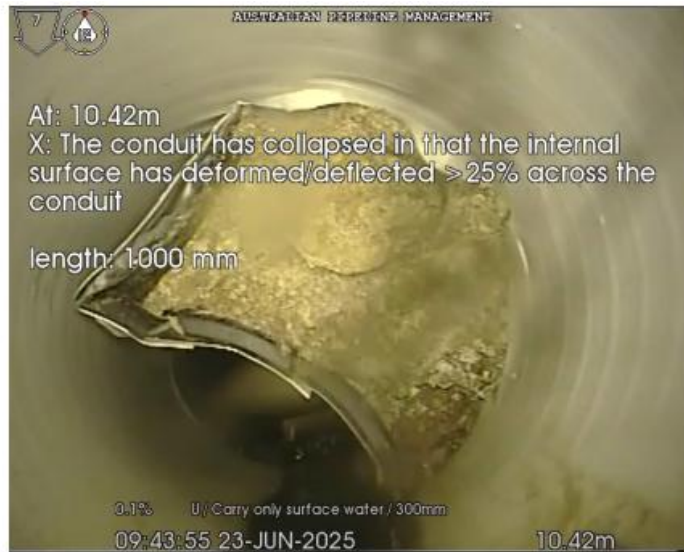
2. Existing Stormwater Easement Investigation

Investigations were carried out in June 2025 on the existing drainage downstream of our Site to provide further details and condition of the system. The additional survey (ALS - 210817-US) and CCTV investigation (210817 - ALS CCTV Report) of the existing stormwater line has allowed us to confirm the following.

1. An existing 300mm diameter stormwater pipe significantly collapsed (approx. 75% obstructed). The below image (figure 1) shows the location of the collapsed pipe with figure 2 showing the collapsed section looking upstream from Pit 6.



Figure 1 – CCTV Aerial Layout Plan (210817 – ALS CCTV Report)



Pit 7_Pit 6_Pit 7-Pit 6_23062025 100928 AM_15556.jpg,
00:01:53, 10.42
The conduit has collapsed in that the internal surface has deformed/deflected >25% across the conduit, length: 1000mm

Figure 2 – Collapsed 300mm diameter stormwater pipe (210817 – ALS CCTV Report)

- The CCTV shows significant obstructions within Pit 2 which appear to be tree root ingress likely causing blockages upstream of pit 2 (see figure 3 and 4). The CCTV also shows partial obstructions within the 600 diameter pipe upstream of Pit 1 as indicated on page 5 of the CCTV report which is the likely cause of ponding within the pipe from Pit 1 to Pit 2.



Figure 3 – 600 diameter stormwater pipe – tree root obstruction at Pit 2 (210817 – ALS CCTV Report)



Figure 4 – 600 diameter stormwater pipe – Pit 6 looking to Pit 2 (210817 – ALS CCTV Report)



3. The approved plans (obtained from council DA tracker) attached to this letter show a new 450mm diameter concrete pipe to be installed to replace the existing 300 pipe, see figure 5. However, our CCTV has confirmed the pipe size is only 300mm.

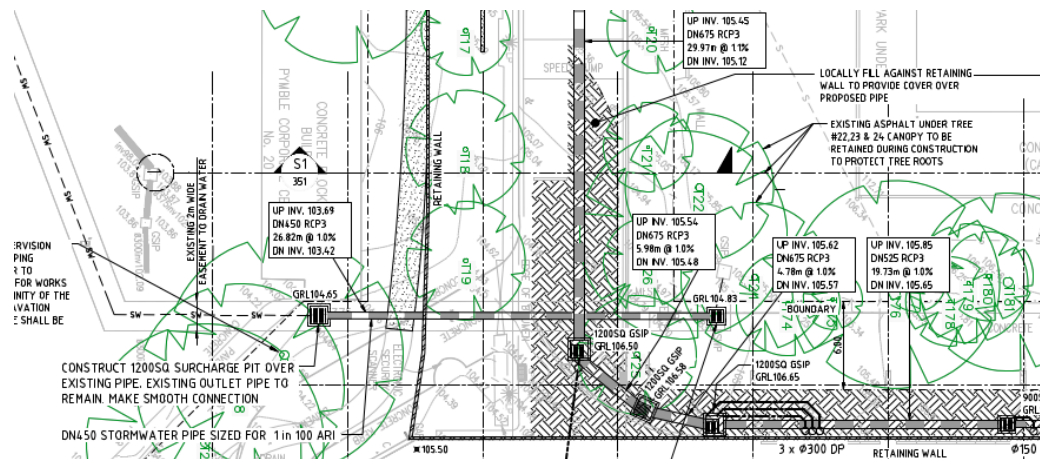


Figure 5 – Proposed 450 diameter stormwater pipe (Stamped Approval Civil Plans – C&M Rev 11 23/11/18)

3. Proposed Site Discharge

Council DCP requires that our proposed development reduce peak flows from the site and comply with maximum peak flows and minimum OSD volume sizing. Additionally, a rainwater tank has been shown in the proposed documentation. All hardstand and roof areas are generally to be captured and directed to the OSD tank with any bypass areas to be limited to landscaping and setback with existing foliage. The OSD tank has been designed to limit flows for the site from all impervious areas to 40.5 l/s as per the Stormwater Management Report - REP001-03-24-1248-Stormwater Management Report (rev 03). Refer AT&L 24-1248 DA Civil Drawing Package for further details.

There is no evidence of water retention or detention within the existing development. It is likely with the proposed measures in place, peak flows post developed will be reduced.

4. Recommendations and Rectification Works

- CCTV footage shows significant collapse of the existing 300mm diameter stormwater pipe. The pipe collapsed possibly due to excessive loading over the pipe during construction activities of the Bunnings Warehouse. Significant flows within this section of pipe may exceed the partially blocked capacity during major storm events causing the soil to erode, further the blockage in Pit 2 could cause pipe flows to back up and cause water ingress into substrata, saturating and weakening the soils and possibly undermining structural foundations. It is strongly recommended that the damaged section of pipe be removed and replaced as soon as practical to prevent possibly erosion of surrounding soils and damage to structures over and to restore capacity of the existing pipe.

Civil/Structural Engineers | Project Managers | Water Servicing Coordinators | Construction Phase Services | Surveying
North Sydney | Parramatta | Brisbane | Melbourne



- Obstructions were encountered during CCTV investigations at Pit 2 causing blockages and upstream ponding which prevented further investigations. It is recommended further CCTV investigation is needed clarify any missing information. This would involve clearing of sections, in particular in and around Pit 2. The tree root ingress into pit 2 is very significant and arborist advise may be required prior to clearing of pit.
- We note the approved C&M civil drawings of Pymble bunnings show replacement of the existing 300mm diameter stormwater pipe within their property and the easement with a 450mm diameter concrete pipe. CCTV shows this pipe has not been upgraded. It would be recommended to obtain as-built drawings (if available) to determine if any works had been done within the existing easement (as per the approved drawings) and if there had been any investigations into the condition of the pipe pre and post construction of Bunnings Warehouse. It may then be possible to determine when the pipe was damaged.
- Further we note that stormwater pits 9 and 11 (per figure 1) appear to be located within a trapped low point possibly explaining the need to increase the existing 300mm stormwater pipe to a 450mm RCP as per the approved plans. In the event of blockage to the downstream system or high intensity storms, there is no path for emergency overflow.

Should you have any questions, please don't hesitate to contact the undersigned.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'NT', is written over a horizontal line.

Nathan Tauffer
Senior Civil Engineer
B. Eng (Civil) | MIEAust | DEP0002364
0404 933 896



one retail

30 March 2026

To Whom it May Concern

RE: Proposed Fife Capital Development – 4-10 Bridge Street Pymble

By way of introduction, my name is Andrew Lazarou and I am the director of a specialist retail leasing and retail property advisory company One Retail. We have been engaged by the proponent to advise on and lease the retail component within the above development.

In my 24-year career, exclusively in the retail property industry, I have worked on large national shopping centre and large format retail shopping centre portfolios including providing leasing, strategy and advice on over \$2.7 billion in new retail developments.

I have been providing advice in respect to the proposed development at 4-10 Bridge Street Pymble, for the last three years.

With the proximity to Bunnings and general lack of specialized retail space in the area, the proposed development at 4-10 Bridge Street has garnered strong interest.

Key contributors to attracting high-quality specialized retail space is:

- Visible carparking from the street
 - o This reassures customers that parking is simple, creates the every important visual que for customers to stop and engage with the asset
- Strong signage
- Neighbouring occupiers (i.e. customers typically will visit each other)
- Circa 1000sqm expansive space (i.e. limited columns, open layout)

While the proposed development is gaining interest, there are challenges being:

- Topography of street
- Lack of visibility from arterial roads
- Limited 'on-grade' parking

In its current iteration as submitted to Council, the layout has been carefully considered to ensure the space is viable for prospective occupiers and accounting for their typical, non-negotiable requirements.

For some history, prior to the DCP being finalized, we had obtained a signed Lease agreement from a large format homewares store (national presence) for the space designated as Retail 2. They had expressed their interest in the site was mainly due to the visible carparking mixed with the visible shop front as you entered the carpark. Following the DCP being finalized, the proponent altered the plans to be inline with the DCP resulting in this tenant withdrawing their interest. Please see the below exert from their letter directed to the proponent which is shared on a without prejudice basis:

Mezzanine Level, 32 York Street Sydney NSW 2000
+61 2 8598 8510 | info@oneretailgroup.com.au
www.oneretailgroup.com.au



one retail

We were alarmed, to say the least, to be advised by email, that the drawings which we were shown at the outset of our negotiations to entice us to enter into the Agreement for Lease have now been changed - substantially and materially. Most specifically, and without at this time referring to other matters, we note that what is now proposed significantly blocks off our visual impact from the street. [Tenant Name redacted]'s specific requirements in this regard as a retailer of 'visually displayed merchandise' – these are the same for all of our more than 150 stores throughout Australia - are well known, and, significantly, were made known to you.

What is now proposed to be constructed is totally unacceptable to us. Had anything like this been proposed to us at the outset we would not have contemplated entering into an agreement with you.

Following this withdrawal, a pet products retailer and automotive retailer also withdrew, both strong national brands. It must be noted that the majority, if not all, experienced large format retail tenants in the Australian market, require **on grade, visible and convenient parking** for them to consider a new location.

Following the changes made after the DCP was finalized, I 're-launched' the property to market.

As it stands and as council are aware through the Planning Proposal, a large format liquor tenant has committed to the project which is a national brand with strong market share. This tenant's main objective was visible carparking, expansive floorplates of circa 1000sqm and easy to use vertical transport for its customers. If the proposed changes by council are enforced, not only will we lose interest from this tenant, but it will become impossible to attract high-quality tenants to the precinct.

For the sake for transparency, the current scheme submitted to Council has obtained the following leasing interest:

- Retail 1: Under Offer (national liquor brand)
- Retail 2, 3 & 4: Strong interest from a national brand (home appliances) for remainder of specialized retail space

Once the latter is officially 'under offer', this is not only a great outcome for the precinct, but the immediate community.

If Council require, please do not hesitate to contact me to discuss 4-10 Bridge Street Pymble or specialized retail premises in more detail.

Yours sincerely,
ONE RETAIL PTY LTD

Andrew Lazarou

Andrew Lazarou
Director
M: 0413 462 062

urbis.com.au

Angel Place, Level 8, 123 Pitt Street
Sydney NSW 2000 Australia (Gadigal Country)

Urbis Ltd
ABN 50 105 256 228



9 April 2026

Luke Donovan
A/Team Leader
Ku-ring-gai Council
Via NSW Planning Portal

Dear Luke,

4-10 Bridge Street, Pymble (eDA0462/25) Response to RFI

1 Introduction

This letter has been prepared by Urbis Ltd (**Urbis**) on behalf of Fife Capital (**the Applicant**) and relates to Development Application (eDA0462/25) 4-10 Bridge Street, Pymble (**the site**).

The purpose of this letter and the supporting documentation is to provide a comprehensive response to:

- Request for Information (**RFI**) letter provided by Ku-ring-gai Council (**Council**) on 10 December 2025.
- Council's reasons for refusal outlined in their assessment report presented to the Ku-ring-gai Local Planning Panel (**LPP**) on the 16 March 2026.
- The LPP's recommendations published on the Council website on 19/03/2026.

The below responses incorporate feedback provided during three meetings held with Council, being:

- 18 December 2025
- 21 January 2025
- 31 March 2026

The applicant has endeavoured to work with Council to achieve an economically, socially and environmentally positive outcome for the site and the Pymble Business Park, while respecting significant background work undertaken collaboratively with Council to establish the site-specific controls within Part 14G of the Ku-ring-gai Development Control Plan 2015 relating to Pymble Business Park (**PBP DCP**) which were adopted in March 2024. We believe that the information contained within this response and the attached information responds to the Council and LPP's concerns and enables Council to recommend approval subject to conditions to the LPP.

1.1 Key Design Changes

1.1.1 Setbacks

Following the publishing of the LPP's recommendation on the 16 March 2026, the reviewed the design to explore how the building could achieve the 2m setback to the northern boundary whilst also addressing Council's desire to retain existing trees established within the current building setback.

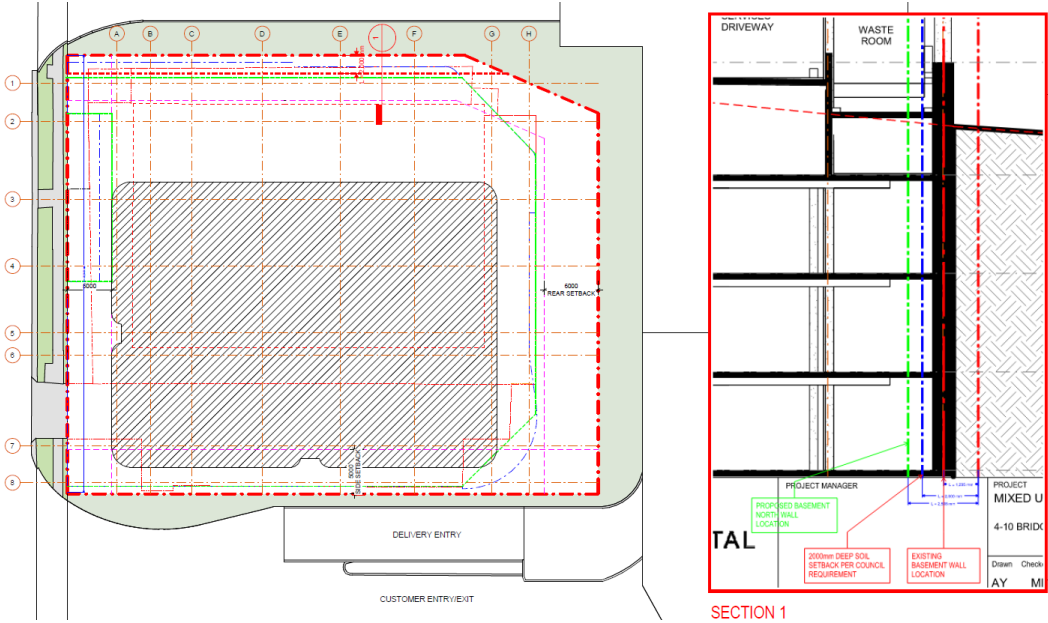
This review focused on the location of the building within the site and elements of the existing building which could be retained to minimise impacts on existing trees.

The design changes, which are illustrated in the revised plans, have adjusted the siting of the building in accordance with the site-specific side setback controls, which allows for a zero setback along the southern boundary of the site (refer Figure 14G.4-1 KDCP). This move, of around 800mm, has resulted in the following outcomes:

- A minimum side setback of 2m can be provided along the site's northern side setback (meeting/exceeding numerical requirement of the KDCP),
- A zero setback along the southern boundary, and
- Maintaining the existing basement structure, to allow the proposed basement to be constructed within the existing basement envelope. By utilising this approach, trees 34, 35, 36, 37, 38 and 39 can feasibly be retained, in addition to those already proposed for retention (trees 19-30, and 32).

Figure 1 below provides a section through the northern side boundary, demonstrating the location of the existing basement, the minimum 2m setback, and the proposed setback. As confirmed in the advice prepared by Birds Tree Consultancy (Appendix L) which supports this response, along with the structural advice prepared by TTW (Appendix XM), this approach is considered viable to ensure tree retention described above.

Figure 1 Proposed Section / Northern Side Setback



Source: Reid Campbell

1.1.2 At-Grade Parking and Street Activation

Following the publishing of the LPPs recommendation on the 16 March 2026, the proponent engaged with Council and its consultant Urban Designer to discuss how best to address this recommendation. The proponent met with Council on 31 March 2026 to walk through several options in relation to relocating some

or all of the at grade parking. Through presentation of these options it became clear that relocating the at-grade parking would result in sub-optimal design outcomes including:

- Impacts to how vehicles circulate through the building between the upper and lower levels,
- Impact on pedestrian entries due to ramps and driveways.
- Significant reduction in retail floorspace below the typical minimums expected by Specialised Retail tenants.

Council accepted some above ground car parking can be provided however expressed a desire for the frontage to 'do more' in relation to activation beyond reliance on the proposed window display boxes which were acknowledged one of several options available within the PBP DCP (KDCP14G.5) to provide effective screening of the at-grade car parking. As such discussions moved to how the design could 'improve' and better represent the site's pedestrian entries and experience in line with the objectives and controls of the PBP DCP. There was general agreement within this meeting that these elements could be looked at in more detail however, Council resolved to review the information presented to provide more detail on their preferred approach to inform any redesign.

On the 2 April 2026, Council provided additional feedback via email on its 'preferred outcome' which focused on improving pedestrian activation and visible entry points to the building. The email noted the following preferred outcomes:

"At lower ground floor –

- *we believe the current stair can be re-designed or preferably deleted and DDA path/ramp be provided direct from footpath to lower ground floor entry lobby.*
- *the substation can be re-orientated*

At Upper Ground Floor –

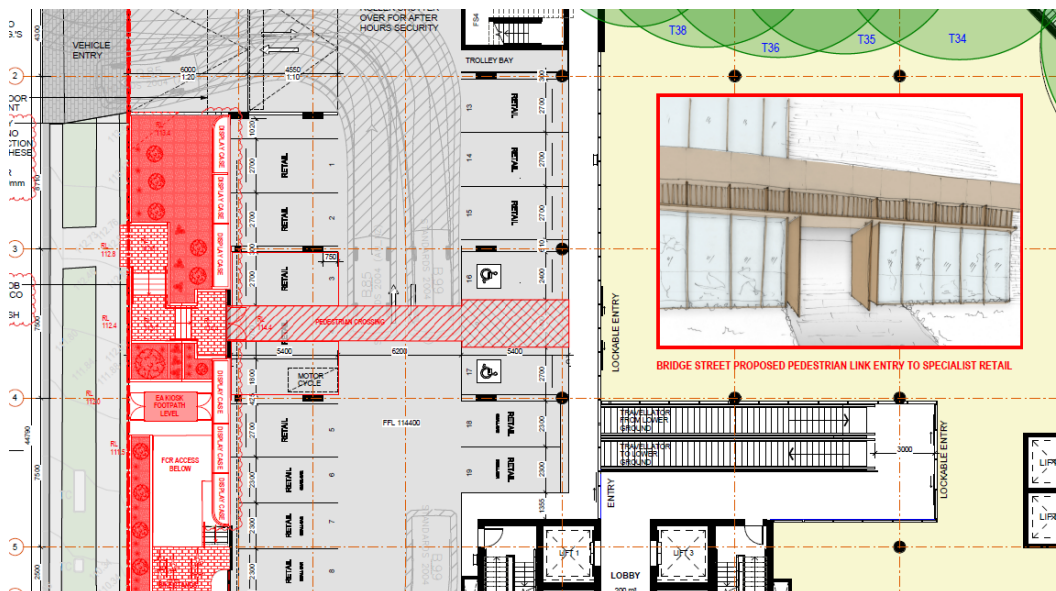
- *we agree that the pedestrian entries (Version 1 and 2) are not great outcomes.*

We do however believe that an inviting pedestrian entry (2.4m wide) can be provided from footpath through a landscaped zone with a stair (and landing) providing access through the shared zone in the upper ground carparking. Council would likely favourably consider the loss of 1 or 2 additional retail (parking) spaces to accommodate this requirement.

- *We believe that landscaped zones can be provided –*
 - *between northeastern vehicular entry and this new pedestrian entry*
 - *between new pedestrian entry and re-orientated substation*
 - *between re-orientated substation and level ramped entry to lower ground floor"*

The outcome proposed in the submitted plans addresses these recommendations and seeks to locate an additional pedestrian access location, generally central to the building façade, enabling access from Bridge Street onto the upper ground car park via a set of well-defined/designed stairs. Key to this design, was the splitting of the existing proposed display cases, which and now proposed to sit either side of the stairway (see figure below).

Figure 2 Proposed additional pedestrian entry location



Source: Redi Campbell

The noted benefits of this approach are as follows:

- The site's activation is more aligned with the examples provided in the KDCP, which include:
 - Window displays or display cases for displaying goods.
 - Floor to ceiling clear glazing for visual connection with ground floor internal uses/activities.
 - Well defined pedestrian entries and foyers.
- Deep soil zones are well defined either side of the entry location.
- The display cases, sitting either side of the entry, can easily be split into two sets of two, to meet the needs of the proposed 4 'large format retail' tenants.

In addition to these changes, it is noted that minor improvements, seeking to better define the entry point, have been made to the existing lower ground foyer entrance. This location, accessed at grade/level from the existing street footpath, is proposed to include the site's address, LED lighting, bollards delineating the driveway to the pedestrian pathway, and will be integrated into the proposed deep soil zones adjacent the location. These additions have been shown on plan submitted with this response.

When the proposed improvements described above are considered on balance, the outcomes are aligned with Council's preferred approach and consistent with the PBP DCP objectives and requirements including Control 2 and Objectives 2 and 3 in Part 14G.5 relied on by Council.

1.1.3 Rooftop Shading

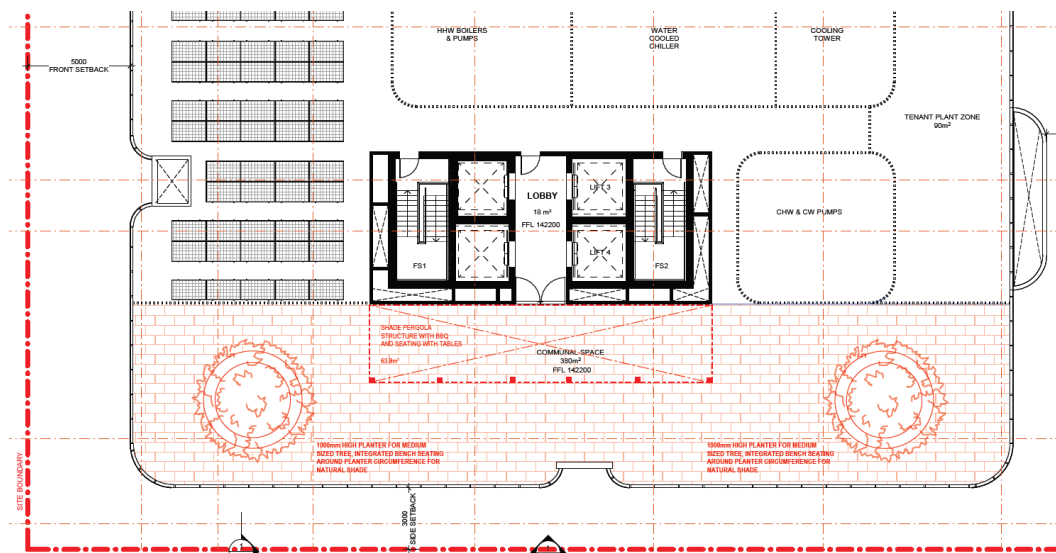
Council's original RFI made the following request:

“The proposed communal facilities provide high quality amenity for workers. However, shade protection for hot conditions is required to achieve the desired amenity. Shade structures/pergolas will need to be considered in the proposed height exceedances.

Consideration should be given to inclusion of a green roof with PV panels to help mitigate urban heat loads and assist in maximising the productivity of PV panels.”

In response to this, and forming part of the plans submitted with this response, a shade pergola structure with BBQ and seating/tables underneath is proposed adjacent the lift core on the rooftop and is shown on the submitted plans. The location is central, and unlikely to be visible from adjacent properties (refer Figure 1 below). Additional landscaping is also proposed on the rooftop to further improve amenity for users.

Figure 3 Rooftop Communal Open Space



Source: Campbell Reif Architects, 2026

1.2 Amendment Plans

While ever endeavour has been made to address both Council and the LPP’s comments in the 21 calendar days since the decision was published (inclusive of several public holidays), the following is noted:

- A complete architectural set has not been prepared. In lieu of this, a set of drawings, similar to those which would support a modification application (i.e. changes shown in red), have been provided with this response.

These plans, which clearly show the key changes described above (as required from both the LPP and Council’s comments), are considered sufficient both for public notification (noting no submissions were received on the original notification), and for Council to assess and consider when making a recommendation back to the LPP.

Noting the remainder of the architectural set will remain largely consistent with that originally submitted, and noting the urgency placed on the application’s assessment, it is respectfully requested that Council recommend an amendment plan condition on the final consent, requiring the applicant to prepare a full architectural plan set consistent with the plans submitted with this response (i.e. incorporating the key moves of both shifting the building south, improvements to the site’s two pedestrian entry points, and the outdoor space amendments described above.

- Given the above, an amended Arboricultural Development Impact Assessment Report is unable to be completed, noting this would require a final set of drawings. That said, and noting Council’s email advice provided on 1 April 2026, Birds Tree Consultancy has provided a letter of advice which confirms the design’s ability to retain trees, along with several tree protection measures.

It is therefore requested that an amended plan condition, requiring the updating of the Arboricultural Development Impact Assessment Report, be imposed on the final consent in addition to Council’s standard tree protection controls.

- Given the above, an amended Landscape Plan set is unable to be completed, noting this would require a completed set of drawings. That said, a response from the landscape architect responding to the points raised by Council has been included with this response, giving Council a reasonable certainty on the points raised. It is therefore requested that an amended plan condition also apply with respect to the landscape drawings.

Lastly, it is noted that comments from Council’s reasons for refusal reference specific planting required on site. Specifically, it is noted that the plans should include the following:

“Species characteristic of Blue Gum High Forest to reinforce the ecological character of the remnant canopy.

An appropriate mix of groundcover, shrubs and trees within the canopy remnant area, as required by Control 2(iii) in Part 18.6 in the KDCP. The absence of a functional mid-storey and understorey limits structural diversity and ecological function.”

The applicant confirms they are wholly supportive of these requirements and would welcome this being a conditional requirement of the amendment landscape plans.

1.3 Supporting Information

Every endeavour has been made to adequately respond to Council and the LPP’s comments within the short timeframe provided. Supporting the responses provided in **Section 2** of this letter, the following supporting documentation has been included with this response as follows.

Table 1 Supporting Information

Document	Author	Appendix
Landscape Response	Site Design Studio	A
Ecological Response	EMM	B
Architectural Plans	Reid Campbell	C
Green Travel Plan	Urbis	D

Engineer Advice Letter	at&l	E
NABERS Agreement to Rate	N/a	F
Air-conditioning Advice	JHA	G
Tenants Letter	One Retail	H
Traffic Response Letter	Traffix	I
Response to Waste Queries	SLR	J
Loading Dock Management Plan	Traffix	K
Preliminary Construction and Traffic Management Plan	Traffix	L
Arborist Letter	Birds Tree Consultancy	M
Structural Advice	TTW	N
Wind Report	Windtech	o

2 Response to Ku-ring-gai Council

2.1 Background (Site Specific DCP Amendment)

As discussed in the Statement of Environmental Effects supporting this DA, a Planning Proposal was prepared on behalf of Fife Capital in support of a site-specific amendment to the Ku-ring-gai Local Environmental Plan 2015 (**KLEP 2015**) as it relates to the site. Specifically, the Planning Proposal sought to:

- Amend Schedule 1 of the KLEP 2015 to include Specialised Retail Premises (Bulky Goods) as a site-specific additional permitted use; and
- Specifically exclude the site from inclusion in Clause 6.7 Active Street Frontages as proposed by the Employment Zone Reforms (**EZR**) for all land to be zoned E3 – Productivity Support.
- The Planning Proposal was accompanied by a draft site-specific Development Control Plan (**SSDCP**), which provided the detailed guidelines and controls for the delivery of the indicative concept. Specifically, the proposed DCP introduced:
 - Alternate approach to above ground car parking, enabling this to occur where appropriate screening is providing which contributes to streetscape activation.
 - Approach to shared parking arrangements.
 - Reduced setbacks to the rear in response to the adjacent driveways.
 - Incorporation of rear setback ensuring retention of existing mature vegetation.

On 16 May 2023 Council resolved that the planning proposal should be submitted for a Gateway Determination and that a site-specific DCP should be prepared. The finalisation of the EZR in April 2023 meant that the planning proposal was no longer required and was subsequently withdrawn. However, the proposed DCP amendments were still considered necessary to achieve the proposed development outcome being sought by Fife and to be more relevant to the introduction of specialised retail land uses within the PBP.

The design submitted with this DA remains generally consistent with the outcomes of the scheme which informed the DCP changes, noting this was the result of significant engagement with Council.

2.2 Response Table

Table 2 Request for Further Information and Project Team Responses

Council Comment	Project Team Response
<p>Building Setbacks</p> <p><i>The proposed building setback to the north-eastern boundary is inconsistent with Control 4 of Part 14G.5 of Ku-ring-gai Development Control Plan (KDCP). In addition, there appears no exploration of opportunities for protecting any existing canopy trees along these side boundaries. This setback is to be increased to comply with Council’s numerical requirement, or as necessary to retain existing significant trees along this boundary.</i></p>	<p>The proposal has been amended to:</p> <ul style="list-style-type: none"> ▪ Minimum 2m setback along the northern/side setback. ▪ Retention of eucalypts along same boundary. <p>Noting this amendment, trees 34, 35, 36, 37, 38 and 39 can now feasibly be retained, in addition to those already proposed for retention (trees 19-30, and 32).</p>
<p>Street Activation</p> <p><i>Control 2 of Part 14G.5 of KDCP requires provision of an active street frontage along Bridge Street. The control states that all ground floor frontages are to provide for uses which contribute to the active street frontage including window displays, floor to ceiling glazing and well defined pedestrian entries. Further, Control 4 states that building entries are to be level with adjoining footpaths with openings (doors and/or windows) that allow a direct visual connection between the building and the street.</i></p> <p><i>For the subject site, activating the frontage faces some challenges due to the steeply sloping topography. As proposed, there is only a very small component at the northwestern corner of the Lower Ground Floor level that has visual porosity, and addresses the street as a pedestrian entry point. The Upper Ground Floor comprises the majority of the frontage, however, walls (for signage/decals) are proposed to screen the at-grade carparking resulting in no meaningful street activation. Together this creates is a visual barrier along the public domain interface between the street and retail behind, which is not acceptable.</i></p> <p><i>Consideration should be given to relocating the at-grade car parking to the rear and provision of an alternative basement ramp arrangement. This will enable the Upper Ground Floor retail to be located towards the street with potential for a direct pedestrian entry point. The proposed location of the substation should also be reconsidered in</i></p>	<p>The Bridge Street frontage is significantly constrained by the significant slope of the street. This slope creates challenges to achieve an active frontage whilst also providing large level floorplates for large format retail premises. The slope requires careful consideration of the location of well-defined building entries/lobbies, car and truck access, essential building services in addition to maintaining a landscaped character at the street frontage. These items are discussed further below:</p> <p>Well defined pedestrian entries</p> <p>The proposal has been amended to deliver an additional, well defined pedestrian entrance directly from Bridge Street to the upper ground level via stairs. This entrance is in addition to the existing, albeit enhanced, lobby entrance direct from Bridge Street at the lower ground level, which is DDA compliant. This outcome has resulted from discussions with Council and Council’s Consultant Urban Designer, and is believed to be a superior outcome for the site enabling clear, well defined pedestrian entry locations from the street commensurate with the proposed land use mix sought.</p>

Council Comment

resolving the street activation, accessibility and tree retention concerns (refer to Landscape comments below).

Project Team Response

Car parking location

Pymble Business Park is a challenging market to redevelop due to high vacancy and challenging steep topography. The inclusion of large format retail at the lower levels is essential to facilitating development and these retailers require 'convenient carparking' with easy visible access from the street.

Consideration was given to all parking being located in the basement however retailers were not supportive despite the potential for additional floor space due to the loss of 'convenience parking'.

Consideration was also given to at-grade parking to the rear however this resulted in significant flow on impacts to vehicle circulation from the upper levels to the lower levels and basement described in more detail below.

The adopted parking location allows Customers to enter at street level having line of site to efficient double loaded parking aisle, if there are no spaces they are then able to flow through the at-grade parking and corkscrew in an anticlockwise direction down to the basement via ramps.

If the ramps were in a clockwise direction the convenience at-grade parking would be either a dead-end aisle creating traffic congestion or there would need to be a ramp up from the lower ground level removing the separate office. street activation at this level and the separate loading access.

Consideration was given for 'at-grade parking being provided at the lower ground level however it is located two stories away from the level 1 retailer so does not provide an equal benefit for all retailers. Locating the parking at the upper ground offers convenience parking only 1 level up or down for each retailer which is supported by the definition of specialised retail in the LEP which states:

Council Comment	Project Team Response
	<p>specialised retail premises means a building or place the principal purpose of which is the sale, hire or display of goods that are of a size, weight or quantity, that requires—</p> <p>(a) a large area for handling, display or storage, or</p> <p>(b) direct vehicular access to the site of the building or place by members of the public for the purpose of loading or unloading such goods into or from their vehicles after purchase or hire,</p> <p>Direct vehicle access was also a specific requirement of the future tenants of the specialised retail component of the building.</p> <p>Car park screening</p> <p>The proposed vertical and horizontal elements and window display cases have been provided in accordance with the Part 14G.5 of the DCP, noting these were the subject of extensive conversations during the amendments to the site specific DCP with Council.</p> <p>Based on ongoing discussions with Council, the emphasis on the display boxes to ‘active’ the street has been reduced due to the inclusion of an additional pedestrian entrance. Further, the existing lower ground entrance foyer has been further enhanced to ensure it remains well defined, adding to the overall ‘activation’ of the frontage, without overly relying on the display boxes.</p> <p>Proposed land use</p> <p>It is also noted that the proposed land use on the lower ground, upper ground, and level 1 (all levels proposed by large format retailers) are designed consistent with the market expectation/demand, being ‘inward facing’. That is, these uses do not operate in a way that a more generalised retailer would, which tend to face outward to market products to passing pedestrians. As noted above, direct access to parking is considered a key component of tenant requirements due to the types of goods sold which is also picked up in the specialised retail land use definition in the LEP.</p>

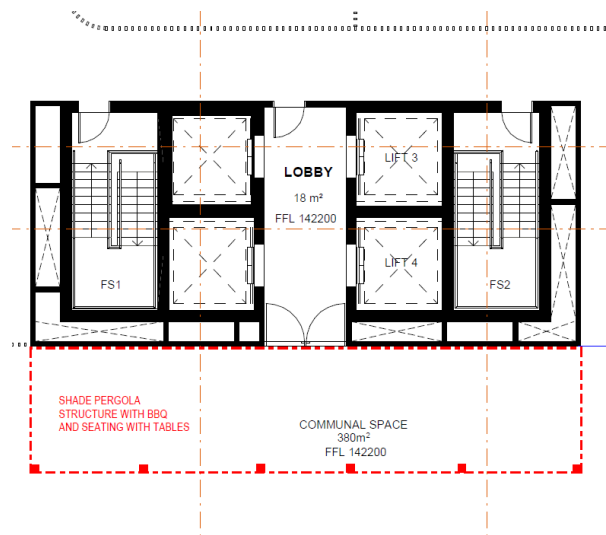
Council Comment	Project Team Response
	<p>The proposed location of the substation has been carefully considered. The substation needs to be located on the street frontage to meet the energy authority requirements. The current location enables the substation to sit below the upper ground parapet without impacting on the stairs down to the office lobby and café. To minimise the impact on the frontage from the substation an opportunity may exist to rotate the substation 90 degrees which may also result in some additional deep soil planting. Consideration to this alternative design will be provided prior to construction however the final location of the substation will be subject to cable routes, turning radius and the utility / stair arrangement at lower ground and energy authority requirements.</p>
<p>Building Height</p> <p><i>The proposed building height exceedance is noted. Further information is to be provided to clarify the logic of the location of the proposed tower which creates the proposed height exceedance. Overshadowing of neighbouring photovoltaic (PV) panels and solar amenity appears to be acceptable, however, further analysis should be provided.</i></p>	<p>The location of building height exceedance is a result of the lift core location and the requirement to have a flexible central core office floor plates.</p> <p>The lift core has been located in response to a combination of factors:</p> <ul style="list-style-type: none">- Vehicular movement paths and parking outlined above,- Retail customer circulation and requirement for travelators (long rigid structural elements with very limited flexibility).- Separate office 'front door' on lower ground- Separate loading vehicle entry and exit and coordination of turn table spatial requirements- Fire egress paths at the ground and lower ground. <p>Central Core Floor Plate - The Pymble Business Park has very high office vacancy rates and low tenant demand. To provide flexibility for the maximum range of tenant sizes a central core floor plate has been adopted. The central core is more readily split into smaller tenancies while maintaining natural light for workers avoiding excess depth from façade to core.</p> <p>The above factors have resulted in the core being located centrally towards the western side of the site. When this core</p>

Council Comment	Project Team Response
	<p>location is wrapped by office floor space at the upper levels it has resulted in a slight exceedance in the building height as required under the controls.</p> <p>It is noted that in its assessment report to the LPP, Council has accepted the reasons for the proposed height variation provided within the clause 4.6 variation.</p>
<p>Sustainability</p> <p><i>The following as a minimum must be demonstrated on architectural documents:</i></p> <p>a) <i>Electric Vehicle (EV) charging infrastructure preparedness in the car park.</i></p> <p>b) <i>Maximised rooftop PV with consideration for a green roof to assist with urban cooling and performance of rooftop PV.</i></p> <p>c) <i>Natural daylight and ventilation is to be maximised to internal spaces.</i></p> <p>d) <i>Green Star Rating commitments are to be demonstrated. Note these need to be demonstrated at DA, CC and through tender, construction to as-built for certification. Four-star rating is considered very low and should be easily exceeded.</i></p> <p>e) <i>Dark tinted glazing is to be avoided. Where glazed curtain walls are proposed, external shading devices are to be integral to the façade design.</i></p>	<p>a) The project shall provide EV charging infrastructure as per NCC requirements. A total of 29 car park bays will be reserved for electric vehicles and are to be “EV ready”. Refer to Architects’ drawings indicating all bays allocated to electric vehicles labelled “EV”.</p> <p>b) Solar PV will be installed on the building rooftop. Total system capacity will be at least 100Kwp. Refer to architect drawings for solar array layout. Given the limited space available with the PV and required building plant and equipment, a useable and effective green roof has been deemed unfeasible.</p> <p>c) ESD report outlines daylight strategies in Section 2 and section 5.3. Ventilation strategy is through efficient mechanical HVAC system design, outlined in the ESD report in Section 2 and 5.1.</p> <p>d) Glazing is sufficient to ensure internal amenity and ESD measures can be achieved, consistent with moder office design. If external blades are mandated by Council, this can be addressed post consent either as an amended plan condition, or during the detailed design stage.</p>
<p>Rooftop communal open space</p> <p><i>The proposed communal facilities provide high quality amenity for workers. However, shade protection for hot conditions is required to achieve the desired amenity. Shade structures/pergolas will need to be considered in the proposed height exceedances.</i></p> <p><i>Consideration should be given to inclusion of a green roof with PV panels to help mitigate urban heat loads and assist in maximising the productivity of PV panels.</i></p>	<p>A shade pergola structure with BBQ and seating/tables underneath is proposed adjacent the lift core on the rooftop and is</p>

Council Comment

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shown on the submitted plans. The location is central, and unlikely to be visible from adjacent properties.



Amenity

The following comments are made in relation to amenity:

- a) Retail spaces 1 and 2 have little to no opportunities for receiving natural daylight or ventilation. As for previous comments, there are opportunities for daylight amenity to be improved for the Upper Ground Floor.
- b) Retail 3 has minimal address to the lobby due to the configuration of Retail 4 wall at gridline F. This could be improved by moving the tenancy wall to align with the egress corridor.

- The target occupier of Retail 1 and 2 typically occupy “industrial” style premises with limited to no natural light. Their customers are familiar with the products, presentation and layout of their stores i.e. Petbarn, Supercheap Auto.
- The large format retailers targeted for this locality are those typically sharing a customer base similar to the adjacent Bunnings. Similar to Bunnings, these retailers have inward facing tenancies with a curated and airconditioned offering which does not rely on external light or natural ventilation. These retailers typically have racking around perimeter walls so glazing is considered a constraint on retail efficiency. The

Council Comment	Project Team Response
<p>c) <i>Internal travelators at Level 1 would benefit from access to daylight (subject to fire separation distances). This could possibly be achieved by reallocating the narrow Retail 4 corridor to the lobby space (along gridlines E to G).</i></p> <p>d) <i>Shading – effective external and internal shading will be required for glazing exposed to east through north and west.</i></p>	<p>tenant relies on a brand awareness from signage and marketing rather than high street shopping activation.</p> <ul style="list-style-type: none"> • Glazing is present on Upper Ground when travelling up towards Level 1. The proponent has sought to increase glazing along the southern wall (along gridlines G & H) to increase access to daylight.
<p>Site analysis</p> <p><i>Appendix E – Urban Design Report provides a comprehensive consideration of the site. However, further testing of an alternative arrangement with the tower built-form on the high north-eastern side of the site should be provided to clarify the reasons for the proposed height exceedance along the low south-western side of the site.</i></p> <p><i>A streetscape study for permitted development neighbouring the site along Bridge Street is needed to for an urban design review of the wider context of the development and the proposed height exceedance if retained in its current location.</i></p> <p><i>It is noted the podium level outdoor space located on the north-eastern side enjoys full solar access and flipping the tower for a south-western outdoor space would be impacted by self-shadowing before 12pm. However, extrapolating from the provided solar study, it appears it would still achieve high levels of solar amenity after 12pm.</i></p>	<p>As was discussed with Council, the design of the proposal has resulted from both the constraints of the site, along with the commercial needs of the future tenants. Elevator cores, travelators and parking have driven the bulk and massing of the proposal, while also ensuring adequate floor plates can be delivered on the site.</p> <p>The Urban Design Report prepare by Urbis and included with the package of information submitted with the DA provides an analysis of the existing and future urban and visual context of the site, considering both the current context and the emerging Pymble Business Park context as set out through planning controls.</p>
<p>Landscape setbacks and deep soil areas</p> <p><i>The proposed development does not meet Controls 1 and 4 and Objectives 1, 2, 4 and 5 in Part 9A.3 of KDCP and Control 4 and Objectives 1, 2, 3, and 5, in Part 14G.4 of the KDCP.</i></p> <p><i>The north-eastern side setback is required to be a minimum of 2m. The proposal provides only 1.2m in the wider section toward the rear and almost nil setback in the front portion. The design is to be amended to provide a minimum 2m setback along the northern boundary, or as necessary to retain the existing healthy trees.</i></p> <p><i>The front setback should include a minimum 2.5m wide deep soil zone. The proposal currently provides deep soil only over an area measuring approximately 12.4m in length and 3.6m in width. To achieve a softer interface with the public domain, the proposal shall retain as many existing trees in the front setback as possible. It is recommended that the existing substation be retained in its current location (within the area of approximately</i></p>	<p>As described above, the proposal has been amended to shift the entire site south, allowing a minimum 2m side setback along the northern boundary. With this additional setback, and the intent to retain the existing basement ‘shell’, additional tree retention along the northern side setback has been achieved, namely trees 34, 35, 36, 37, 38 and 39.</p> <p>Additional opportunities for deep spoil planting in the front setback are now shown on plan, while excoriating Council’s requirement for an additional pedestrian access location from Bridge Street to the upper ground level.</p>

Council Comment	Project Team Response
<p>6.3m by 8.4m) and that Trees 7, 8 and 9 be retained. The existing substation may be upgraded, maintaining its location, if required.</p> <p>In accordance with BCA requirements, the fire booster assembly is to be attached to the building envelope near the main entry. However, the proposal locates this structure adjacent to the south-western driveway within the front landscape setback. This location reduces the available deep soil area for landscaping and creates an undesirable interface with the public domain, thereby diminishing the local landscape character. It is recommended that the fire booster assembly be integrated within the building envelope to minimise visual and landscape impacts.</p>	
<p>Tree removal</p> <p>The removal of Trees 2–9 (located in the front setback) and Trees 34–48 (along the north-eastern side setback) is not acceptable. These trees provide a high level of amenity and environmental value to the locality, contributing significantly to streetscape amenity and local landscape character, and are considered to have moderate to high retention value. The design should be revised to retain as many of these trees as possible.</p> <p>The proposed layout must provide a minimum 2m of deep soil along the northeastern setback, or a larger setback where necessary, to retain existing healthy trees.</p> <p>As aforementioned, to achieve a softer interface with the public domain, it is recommended that the existing substation be retained in its current location and that Trees 7, 8 and 9, be preserved.</p>	<p>Trees 2-9 remain unviable for retention with the proposed design, however trees 34, 35, 36, 37, 38 and 39.</p>
<p>Tree Retention</p> <p>The arborist’s report fails to provide an accurate assessment of the impact on Trees 19, 20 and 32 in accordance with the standards set out under AS4970-2025. Amended plans and an updated arborist’s report are to be submitted to resolve the following issues:</p> <p>a) T19 <i>Eucalyptus saligna</i> (Sydney Blue Gum)</p> <p>The proposed basement structures and turning path will encroach into the Tree Protection Zone (TPZ) by 44.6m² (30.6%) and 4.4m² (18.8%) into the Structural Root Zone (SRZ) which is a major encroachment under AS4970-2025.</p>	<p>As discussed above, the retention of the existing Eucalypts at the rear of the property was a key design driver forming part of the site specific DCP amendments, whereby a greater setback in this area was sought to ensure their retention. Further justification is provided below, noting there appears to have been a misunderstanding of the submitted architectural plans.</p> <p>Tree 19 – The extent of encroachment due to the basement is less than 15% as stated in the arborist’s report. It appears that Council have included the encroachment of the proposed entry ramp</p>

Council Comment	Project Team Response
<p><i>Amended plans are required to reduce the encroachment to an acceptable level. This will require the redesign of the proposed building and stormwater structures to reduce the encroachment to no more than 10% of the TPZ and outside the SRZ.</i></p> <p><i>b) T20 Eucalyptus saligna (Sydney Blue Gum)</i></p> <p><i>The proposed basement structures and turning path will encroach into the TPZ by 85.9m² (17.48%) which is a major encroachment under AS4970-2025. Amended plans are required to reduce the encroachment to an acceptable level. This will require the redesign of the proposed building and relocation of stormwater structures to reduce the excavation to no more than 10% of the TPZ.</i></p> <p><i>c) T32 Eucalyptus saligna (Sydney Blue Gum)</i></p> <p><i>The proposed basement and above building structures will encroach into the TPZ by 76.2m² (25.9%) which is a major encroachment under AS4970-2025. Amended plans are required to reduce the encroachment to an acceptable level. This will require the relocation/redesign of the proposed structures to reduce the encroachment to no more than 10% of the TPZ.</i></p>	<p>however as stated in the arborist’s report, the assessment is based on this entry ramp being suspended above the ground within he TPZ and not increasing the encroachment or impact.</p> <p>Tree 20 – The extent of encroachment due to the basement is less than 12% as stated in our report. It appears that Council have included the encroachment of the proposed entry ramp however as stated in the arborist’s report, our assessment is based on this entry ramp being suspended above the ground within he TPZ and not increasing the encroachment or impact.</p> <p>Tree 32 – In their calculation of encroachment of the TPZ of 25.9%, council have not taken into consideration the presence of existing basement retaining walls which are required to be considered under clause 3.2.2 of AS4970-2025. The proposed new basement is inside of the existing basement walls which are providing an existing barrier to root development at this point.</p>
<p>Communal Open spaces</p> <p><i>The proposal does not satisfy Controls 9 -11of Part 9C.7 of the KDCP. Planting above structures on the Level 2 terrace in singular pots is not acceptable. Built-in planter boxes capable of supporting trees with a minimum mature height of 4-6m, along with small-leaved screening shrubs, should be provided around the periphery of areas of use. This will deliver a green horizontal element to the neighbouring properties and streetscape while providing a high level of amenity for communal area users.</i></p> <p><i>Communal open space on the roof terrace should include trees in larger built-in planter boxes. Proposed BBQ and shade structures must be integrated into the architectural design rather than added as loose elements in the landscape plan.</i></p> <p><i>All built-in planter boxes must be consistently depicted across architectural, landscape, and drainage plans, with complete information regarding soil depths, drainage outlets, irrigation supply, and maintenance access.</i></p>	<p>In respect to the level 2 terrace, design has been updated to incorporate built-in planter boxes with supporting small-leaved screening shrubs to improve streetscape. This is included on the architectural plans included with this response.</p>

Council Comment	Project Team Response												
<p>The following inconsistencies are noted:</p> <p>a) <i>Landscape plans, arborist report and architectural plans present inconsistent information in relation to the retention/ removal of Trees 2 and 3.</i></p> <p>b) <i>The proposal does not address the landscape recommendations outlined in the submitted Wind Environmental Statement, which identifies the following measures to mitigate strong winds and improve comfort for pedestrians and users of communal areas:</i></p> <ul style="list-style-type: none"> • <i>Retention of existing trees along Bridge Street.</i> • <i>Provision of additional evergreen trees capable of reaching a minimum height of 4m within the Level 2 outdoor area; and</i> • <i>Inclusion of dense planting with a minimum height of 1.5m around the rooftop communal areas.</i> 	<p>Noted, have amended.</p> <p>a) Landscape plan has been updated. It is noted however that due to time constraints, the Arboricultural Development Impact Assessment Report could not be updated, noting it requires final architectural plans to be updated. In lieu of this, a letter of support from the arborist has been providing which supports the retention of trees 34, 35, 36, 37, 38 and 39 if the plans are to be amended as shown.</p> <p>b) The wind report has been updated to provide recommendations which are now included in the design.</p>												
<p>Landscape plan</p> <p><i>The submitted landscape plan does not comply with the requirements of Part 18.6 of the KDCP. A revised plan that incorporates Blue Gum High Forest (BGHF) species suitable for the mapped Canopy Remnant area is required. The revised plan must include the planting of appropriate BGHF mid-storey and understorey species, with densities and maintenance measures adequate to ensure the long-term health of retained BGHF trees and to enhance habitat connectivity. It is recommended that the applicant consult with the project ecologist with regards to species selection.</i></p>	<p>As noted above, the applicant is wholly supportive of this requirement and would welcome these requirements to be reflected on an amended plan condition relating to the landscape plans.</p>												
<p>Carparking</p> <p><i>There is inconsistent information in relation to Gross Floor Area (GFA). GFA from the various sources is as follows:</i></p> <table border="1" data-bbox="353 1141 1102 1264"> <thead> <tr> <th>Land Use</th> <th>Statement of Environmental Effects</th> <th>Traffic Impact Assessment</th> <th>Architectural Plans</th> </tr> </thead> <tbody> <tr> <td>Bulky Goods (GFA)</td> <td>3,332m²</td> <td>3,396m²</td> <td>4,112m²</td> </tr> <tr> <td>Office/Commercial (GFA)</td> <td>5,557m²</td> <td>4,526m²</td> <td>5,908m²</td> </tr> </tbody> </table>	Land Use	Statement of Environmental Effects	Traffic Impact Assessment	Architectural Plans	Bulky Goods (GFA)	3,332m ²	3,396m ²	4,112m ²	Office/Commercial (GFA)	5,557m ²	4,526m ²	5,908m ²	<p>From the latest GFA calculation drawing issued, and individual areas provided on each level for each use, total retail is 5,474m² and total commercial is 4,532m²</p> <p>This results in the following car parking requirements:</p> <ul style="list-style-type: none"> • Retail: 5,474 / 33 = 156 spaces • Commercial: 4,532 / 28 = 161 spaces <ul style="list-style-type: none"> ○ Total 317 spaces
Land Use	Statement of Environmental Effects	Traffic Impact Assessment	Architectural Plans										
Bulky Goods (GFA)	3,332m ²	3,396m ²	4,112m ²										
Office/Commercial (GFA)	5,557m ²	4,526m ²	5,908m ²										

Council Comment	Project Team Response
<p><i>The GFA that applies to this application needs to be clarified, as this would impact on the requirement for car parking.</i></p>	<p>As described in the Traffic Report which supports this application, Council's parking rates for bulky goods retail stores appear to be excessively high compared to industry research. Reference is therefore made to the Trip Generation and Parking Generation Surveys for Bulky Goods / Hardware Stores prepared by Hyder for TfNSW that informed the trip and parking generation rates published in the TfNSW Guide to Transport Impact Assessment, TS 00085, Version 1.1 (GTIA).</p> <p>Applying the average rates from this study to the project results in the following parking demand:</p> <ul style="list-style-type: none">• Retail: $5,474 / 45.7 = 119$ spaces• Commercial: $4,532 / 100 = 45$ spaces• Total 164 spaces <p>As seen above, if parking is calculated in accordance with GTGD rates for bulky goods retail stores and reduced rates for the commercial office component of the development, then the development is nominally required to provide a minimum of 164 spaces. In response, the proposed development has provided a total of 186 parking spaces in a multi-level carpark, thereby being superior to the actual parking demands that can be reasonably expected to be generated by the proposed development.</p> <p>As has been discussed in the GTP supplied with the application, site specific actions and incentives to manage travel demands and embrace the principles of sustainable transport to maximise the use of transport modes that have a lower environmental impact such as walking, cycling, public transport, or car share schemes and the like which will reduce the need to provide on-site parking.</p> <p>Further, the peak usage times of the site will greatly vary, with the larger format retail parking likely to see peaks outside of the standard 9am – 5pm Monday to Friday experienced by the commercial tenancies.</p>

Council Comment	Project Team Response
<p>Access points</p> <p><i>A sight triangle for visibility to pedestrians on the footpath has been identified on the architectural plans, with a note that there is to be no obstruction greater than 1m in this area, however this should be reduced to 600mm.</i></p>	<p>These have been updated on the architectural plans.</p>
<p>Servicing</p> <p><i>The loading dock can only accommodate 1 large rigid truck at any time, and possibly 2 small rigid trucks simultaneously. Therefore, a delivery management plan should be provided so that the limited servicing space is managed appropriately.</i></p> <p><i>Clause 3.4.4 of AS2890.2 states that the maximum grade on an access driveway together with the connecting circulation roadway shall be 1:20 (5%) for a distance extending from the property line for at least 6 m or the longest wheelbase of any vehicle likely to use the driveway, whichever is the greater. Given the loading dock, turntable and swept paths indicate capacity to accept 12.5m long large rigid trucks, the length of internal roadway at 1:20 (5%) should be extended from 6m to 6.85m minimum.</i></p> <p><i>Clarification is required that the visibility splay for service vehicles in the area (indicatively marked up with a green triangle in Figure 1 below) has been provided.</i></p> <p><i>Also, clarification is required on the heavy vehicle swept paths, which are currently shown on the architectural plans as straying outside the proposed driveway crossing (circled in green in Figure 1 above). Clarification is required that heavy vehicles can access the service area while staying wholly within the driveway crossing</i></p>	<p>A Loading Dock Management Plan has been provided with this response.</p> <p>The truck required for the site is 11m, not 12.5m, therefore no amendments to the internal roadway have been provided.</p> <p>As noted on the drawings and in the traffic report, the largest vehicle servicing the site (11m) can adequately enter and exit.</p>
<p>Green Travel Plan</p> <p><i>The following concerns are raised with the submitted Green Travel Plan:</i></p> <p><i>a) The change in mode split to walking and public transport for journeys to work is ambitious. The target walking mode share and catchment should be reviewed.</i></p> <p><i>b) The Transport Access Guide should also include catchment maps for the various modes of travel.</i></p> <p><i>c) The recommendation that Council install time limits for on-street parking is to be removed.</i></p>	<p>a) As described in the Green Travel Plan, the site is within a 750 metre walk from Pymble Station and 1.2 kilometres from Gordon Station. Further, the site is well connected by bus services that run along the Pacific Highway and Ryde Road. Considering that a large portion of the development is office space, an 18% increase in public transport trips to the site from the existing mode split is not unreasonable, especially if appropriate travel demand management measures are employed. As for active transport trips, given that there is a significant uplift proposed in the surrounding area based on</p>

Council Comment	Project Team Response
	<p>the TOD precinct around Gordon Station, it is expected that there will be a large influx of both potential shoppers and workers within a reasonable active transport catchment to the site. Therefore, the proposed active transport mode split is not considered unreasonable.</p> <p>b) There is no Travel Access Guide currently prepared. It is proposed that a Travel Access Guide become part of the condition to grant an Occupation Certificate, and it will be completed before that. This is to ensure a more accurate Travel Access Guide that is developed in conjunction with building management.</p> <p>c) Agree, this will be updated to be removed.</p>
<p>Preliminary Construction Traffic Management</p> <p><i>An indicative construction traffic management plan (CTMP) is to be submitted. The plan is to show construction vehicles entering and exiting the site in a forward direction. A Swept Path analysis is also to show the largest vehicle to be used entering and exiting the site for the demolition, excavation and construction stages, stockpiles and all necessary tree protection fencing. Consultation with the project arborist is recommended. Discussion on a potential location for a work zone is also to be provided unless it can be demonstrated that all loading and unloading is carried out within the site.</i></p>	<p>A Preliminary Construction Management Plan has been provided with this report. It is noted that a detailed CMP is required post consent and prior to CC. The level of detail provided with this response is commensurate to the stage of the project.</p>
<p>Owner's Consent</p> <p><i>The pipeline within the easement to which connection is proposed is in disrepair in sections. The CCTV identified that there is a collapsed pipe under Bunnings driveway/OSD and that obstructed access under the decking of "The Pymble Grind" stopped further downstream inspection. The Survey and CCTV was consequently abandoned. In addition, the inspection also encountered having holding water (approx. 90%) in the pit which prevented downstream CCTV continuation.</i></p> <p><i>Should the existing drainage system be not functioning hydraulically, the existing stormwater pipeline and pit is required to be repaired and / or upgraded within the</i></p>	<p>The proposal is not increasing the site's stormwater discharge quantity, as was confirmed in the stormwater management plan submitted with the original DA package. That is, the site current discharge equal to or more stormwater than is proposed under the future scenario.</p> <p>As such, the obligation of this consent, is to prove that to the property boundary. Providing downstream upgrades to</p>

Council Comment	Project Team Response
<p><i>drainage easement. Council would require owners' consent from the Strata Corporations of all burdened properties, which has not been provided.</i></p>	<p>infrastructure not required nor triggered by this development is not the obligation of the proponent.</p> <p>Further, it is noted that the downstream discharge pipe has not been upgraded in accordance with the approved plans for that site, being the adjacent/neighbouring Bunning site. A letter prepared by AT&L which accompanies this response details this matter further.</p>
<p>Water Management</p> <p><i>The proposal seeks to discharge into an existing inter-allotment drainage easement potentially containing a pit via a 300mm – 600mm diameter pipe. Supporting hydraulic calculations are to be submitted to confirm that the pipeline to which connection is proposed has sufficient hydraulic capacity to accept the post developed flows. This shall be in the form of DRAINS modelling or equivalent.</i></p>	<p>The proponent's obligations, noting the above, end at the property boundary. That is, if the proposed development does not worsen or increase discharge rates, it is not the proponent's responsibility to manage downstream infrastructure.</p>
<p>Waste</p> <p><i>The development should provide both types of recycling. It is suggested that the commercial and retail businesses in this development will generate more than 3 x 1100 litres of paper and cardboard per week. However, the benefit of having a commercial waste and recycling service is that the seven bins at this complex could theoretically be serviced 6 days per week. ie: the paper recycling bin could be serviced six days per week if needed.</i></p> <p><i>The following additional information is required:</i></p> <ul style="list-style-type: none"><i>a) Confirmation of the design of the turntable for a HRV as per AS 2890.2</i><i>b) Maintenance plan for the turntable, include a second motor to be installed.</i><i>c) Dock management plan including any priority for waste vehicles, booking system and traffic management system for when the dock is occupied, access out of hours.</i>	<p>A loading dock management plan, prepared by Traffix, is attached to this response.</p>
<p>Cooling tower</p>	<p>A response has been prepared by JHA, the project's ESD specialist, and is included at Appendix G. As outlined in the conclusion of the advice, due to the nature of the development and the associated</p>

Council Comment	Project Team Response
<p><i>The architectural plans prepared by Reid Campbell (Issue 12, dated 17/03/2025) show roof-mounted cooling and heating plant, including boilers, pumps, chillers, and cooling towers.</i></p> <p><i>Council does not support this approach as the installation of cooling towers introduces significant obligations under the NSW Public Health Regulation 2022, including requirements for system registration, risk management planning, monthly microbial testing, and chemical dosing. These create ongoing compliance and maintenance burdens for the occupier or managing agent.</i></p> <p><i>For a development of this scale, it is more typical to use air-cooled condenser units or split systems, which achieve the same outcome with lower regulatory and operational risk.</i></p>	<p>scale of the specialized retail areas, the proposed chilled water/heating water system is considered to provide better reliability, flexibility energy efficiency, and longevity in comparison to a refrigerant based VRV/VRF system.</p>
<p>Retail food restrictions</p> <p><i>Although the basement-level architectural plans show a grease trap, the Statement of Environmental Effects prepared by Urbis (August 2025) states that only domestic type food waste will be generated from the operation of the site. Should consent be granted, a condition will be imposed requiring separate consent to be sought for the use of any retail tenancy as a food or drink premises.</i></p>	<p>Noted. No action needed.</p>

2.3 Councils Reasons for Refusal Table

Table 3 Councils Reasons for Refusal and Project Team Responses

Council Reason for Refusal	Project Team Response
<p>Lack of street activation</p> <p><i>The design and siting of the structures within the front setback and the design of the Lower Ground floor does not provide for an active street frontage and is therefore inconsistent with the desired character of Bridge Street.</i></p> <p><u>Particulars</u></p> <ul style="list-style-type: none"> a) <i>The proposed development does not provide for both a landscaped setback and a minimum 50% active street frontage as required by control 2 in Part 14G.5 in Ku-ring-gai Development Control Plan (KDCP). The landscaped setback is largely confined to an area of 12.5 metres wide and 4.2 metres deep. The active frontage associated with the office entry at the Lower Ground floor is limited to a width of 4.92 metres or 11.4% of the building frontage.</i> b) <i>The proposed development includes only minimal floor to ceiling glazing fronting Bridge Street which restricts visual connection between Bridge Street and the Lower Ground Floor uses. This is non-compliant with control 4 in Part 9C.8 and control 2 (ii) in Part 14G.5 in KDCP.</i> c) <i>As detailed in Reason 2, the pedestrian entries are not well defined which further reduces the ability to provide for an active street frontage. This is non-compliant with Control 4 in Part 14G.5 in KDCP.</i> d) <i>The location of the substation, egress stairs from Basement 1, hydrant boosters and pedestrian stairs significantly restrict the provision of a suitable active street frontage.</i> e) <i>Above the Lower Ground floor level, visual connection is not achieved between the development and Bridge Street as retail signage zones are proposed to a majority of the Upper Ground Floor and Level 1 fronting Bridge Street</i> f) <i>The proposed development is therefore inconsistent with objectives 2, 3 and 4 in Part 14G.5 in KDCP.</i> 	<ul style="list-style-type: none"> a) The site-specific controls contained in the DCP, require that the proposal provide a landscaped setback, with a minimum of 50% active frontage. Unlike traditional LEP clauses relating to activation, the DCP defines activation examples as window display cases or cases for displaying goods, floor to ceiling glazing for visual connection, and well-defined pedestrian entries and foyers. Following discussions with Council which have resulted in an additional pedestrian access being added, the site now more the sufficiently provides activation in a form anticipated in the DCP. That is, other than the two vehicular access points, the entire frontage is made up of one of the three examples cited in the DCP. b) Part 14G.5 of the DCP trumps this control insofar as the requirements for activation, given the site-specific nature of Part 14. c) With the inclusion of an additional pedestrian entry, designed in consultation with Council, and improvements to the existing entry foyer, it is understood that the compliance with Part 14G.5. d) 'Activation', as described in the DCP, is achieved for more than 50% of the site frontage. e) Display boxes, along with an additional pedestrian access location, deliver improved visual connection between the development and bridge Street. f) N/A

Council Reason for Refusal	Project Team Response
<p>Design of building entries</p> <p><i>The proposed building entries to both the office and retail spaces do not positively contribute to the building façade design, streetscape nor do they enhance the active street frontage.</i></p> <p><u>Particulars</u></p> <p>a) <i>The retail entry is not directly accessible nor visible from the street. There is no path to this retail entry that is visible from the street. It can only be accessed via the Upper Ground Level car park or via the internal travelator from Lower Ground floor. This is contrary to Control 2 in Part 9C.4 in KDCP which requires buildings to address the street with entries directly accessible and visible from the street.</i></p> <p>b) <i>The Lower Ground floor office entry is not level with the footpath nor is it appropriately articulated to enable clear identification. A staircase is required to access the office entry from the footpath. There is also a hydrant booter alongside this staircase which will reduce visibility from the public domain. This is non-compliant with Controls 3 and 4 in Part 9C.4 in KDCP.</i></p> <p>c) <i>The retail and office entries are inconsistent with Objectives 1 and 2 in Part 9C.4 in KDCP as they are not clear, nor easily identifiable. They do not positively contribute to the streetscape nor enhance an active street frontage.</i></p> <p>d) <i>The planned future character for Bridge Street, as referred to in Part 14G.1 (i) in KDCP is to ensure building entries and frontages have direct physical access and visual surveillance from ground floors of the building. The proposed retail and office entries do not provide for direct physical access from Bridge Street nor enable visual surveillance of Bridge Street.</i></p>	<p>Following engagement with Council, the design has been amended to:</p> <ul style="list-style-type: none"> • Improve and enhance the visual appeal of the existing, lower ground foyer, which is accessed at grade / level from Bridge Street, and • Provide an additional pedestrian access location, via stairs, from Bridge Street to the Upper Ground level. <p>With the incorporation of the above design changes, it is considered that the proposal delivers adequate, well defined, pedestrian access locations into the development from bridge street, while also allowing for activation, as required by the DCP.</p>
<p>Tree impacts associated with building setbacks</p> <p><i>The proposed building setback fails to ensure the retention of significant trees and does not provide sufficient landscaping to soften the built form.</i></p> <p><u>Particulars</u></p> <p>a) <i>The proposed removal of Trees 7, 8, and 9, (located in the western corner of the site) and Trees 34, 35, 36, 38, 39, and 41 (adjacent to the north-eastern side</i></p>	<p>Changes described above have satisfied this requirement. Namely, the proposal has been amended to:</p> <ul style="list-style-type: none"> • Minimum 2m setback along the northern/side setback. • Retention of eucalypts along same boundary.

Council Reason for Refusal	Project Team Response
<p><i>setback) is not acceptable. These trees provide a high level of amenity and environmental value to the locality, contributing significantly to streetscape amenity and local landscape character, and are considered to have moderate to high retention value.</i></p> <p>b) <i>The proposed development includes a 1.2 metres north-eastern side setback (in the wider section toward the rear) and a 0.3 metre north-eastern setback (in the narrower section at the front). This proposed setback is non-compliant with the 2 metres minimum deep soil setback required to the north side boundary as specified in Control 4 (iii) in Part 14G.4 in KDCP.</i></p> <p>c) <i>The proposed development includes only a 12.5 metres wide by 4.3-metres deep section of landscaping within the front setback to Bridge Street. The other landscape areas are confined to narrow zones alongside the pedestrian stair, substation and sides of the building. This is non-compliant with Control 4 (i) in Part 14G.4 in KDCP which requires a front landscape setback to Bridge Street of 5 metres. The design of the proposed access driveways, fire booster assembly, substation and access stairs significantly reduce the opportunity of providing the required front landscape setback and the protection of existing trees.</i></p> <p>d) <i>This is inconsistent with Objective 5 in Part 14G.4 in KDCP which states –</i></p> <p><i>5 Retain existing trees and vegetation and minimise the impacts of new development.</i></p> <p><i>The planned future character of Bridge Street, as stated in (i) in Part 14G.1 in KDCP is to ensure developments “...have well-considered and landscaped front, side and rear setbacks”. The proposed development will not provide for a suitable landscaped front nor north-eastern side setback. A failure to provide for a suitable landscape setting to the development will result in a development that will fail to contribute to the urban character, quality and amenity of the employment precinct which is inconsistent with Objective 4 in Part 14G.1 in KDCP.</i></p>	<p>Noting this amendment, trees 34, 35, 36, 37, 38 and 39 can now feasibly be retained, in addition to those already proposed for retention (trees 19-30, and 32).</p>
<p>4. Inadequate water management</p> <p><i>The application has failed to demonstrate that the proposed stormwater management system will not avoid, minimise or mitigate adverse impacts to adjoining properties.</i></p>	<p>AT&L have prepared a response to support this request.</p> <p>Further, the following is provided:</p>

Council Reason for Refusal	Project Team Response
<p><u>Particulars</u></p> <p>a) <i>The proposed development seeks to discharge into an existing inter-allotment drainage easement potentially containing a pit via a 300 – 600 millimetres diameter pipe. No supporting hydraulic calculations have been submitted to confirm that the pipeline to which connection is proposed has sufficient hydraulic capacity to accept the post developed flows. A DRAINS model or equivalent has not been submitted.</i></p> <p>b) <i>The CCTV did not traverse the entire pipeline within the easement and therefore it cannot be determined that the pipeline to which connection is proposed is in good working order and can hydraulically service the development. Should the existing drainage system be not functioning hydraulically, the existing stormwater pipeline and pit is required to be repaired and / or upgraded within the drainage easement. Council would require owners’ consent from the Strata Corporations of all burdened properties, which has not been provided.</i></p> <p>c) <i>The requirements of Chapter 6, Section 6.6 of the SEPP (Biodiversity and Conservation) 2021 are therefore not satisfied as it has not been adequately demonstrated that the proposed development will not have an adverse impact on the regulated catchment.</i></p> <p>d) <i>The proposed development is contrary to Clause 6.5 ‘Stormwater and water sensitive urban design’ of the Ku-ring-gai Local Environmental Plan (KLEP) and Part 24 of the KDCP.</i></p>	<p>a) The submitted stormwater report clearly demonstrates that the proposal:</p> <ul style="list-style-type: none"> - Discharges stormwater at a rate equal to, or less, than the current development, and - Discharges stormwater at a quality at a satisfactory rate. <p>The obligation of the applicant therefore ceases at the property boundary, as the development does not trigger nor require the augmentation of infrastructure downstream to accommodate the development. That is, the downstream infrastructure remains the obligation of the owner to maintain to enable upstream development.</p> <p>b) The maintenance of this infrastructure remains with the owner, being Bunnings.</p> <p>c) The obligation of the applicant to confirm quality and quantity discharge to the property boundary has been provided in the application material. Therefore, this requirement has been met.</p> <p>d) Council DCP requires that our proposed development reduce peak flows from the site and comply with maximum peak flows and minimum OSD volume sizing. Additionally, a rainwater tank has been shown in the proposed documentation. All hardstand and roof areas are generally to be captured and directed to the OSD tank with any bypass areas to be limited to landscaping and setback with existing foliage. The OSD tank has been designed to limit flows for the site from all impervious areas to 40.5 l/s as per the Stormwater Management Report - REP001-03-24-1248-Stormwater Management Report (rev 03). Refer AT&L 24-1248 DA Civil Drawing Package for further details.</p>

Council Reason for Refusal	Project Team Response
	<p>There is no evidence of water retention or detention within the existing development. It is likely with the proposed measures in place, peak flows post developed will be reduced.</p>
<p>5. Parking, traffic and access impacts</p> <p><i>The application has failed to adequately demonstrate that the proposed development will have acceptable traffic and parking impacts.</i></p> <p><u>Particulars</u></p> <p><i>a) No detailed assessment of queuing and delays in West Street/Bridge Street and Suakin Street in the weekday PM peak has been undertaken to understand the impacts of vehicles departing the site.</i></p> <p><i>b) The visibility splay for service vehicles has not been provided. It has not been demonstrated that heavy vehicles can access the service area while staying wholly within the driveway crossing.</i></p> <p><i>c) A minimum of 29 bicycle parking spaces for employees is not provided within the development to comply with the requirements of the KDCP.</i></p> <p><i>d) It has not been demonstrated that there is no obstruction greater than 600 millimetres for the sight triangle for visibility to pedestrians at the north-eastern car park access.</i></p> <p><i>e) The length of the internal service roadway from the property boundary is noncompliant with AS2890.2 in that it is 6 metres and not a minimum of 6.85 metres.</i></p> <p><i>f) The submitted Green Travel Plan is deficient and inadequate in the following respects -</i></p> <ul style="list-style-type: none"> <i>i. the change in mode split from driving to walking and public transport for journeys to work is ambitious.</i> <i>ii. the Transport Access Guide does not show catchment maps for the various modes of travel.</i> 	<p>Traffic have provided a detailed response to each point raised by Council, and confirm the proposed development complies with the relevant parking requirements and is expected to operate with minimal traffic impacts.</p> <p>A response to the points raised regarding the GTP has been responded to above.</p>

Council Reason for Refusal	Project Team Response
<p>iii. <i>the recommendation that Council install time limits for on-street parking should be removed.</i></p> <p>iv. <i>The length of the internal service roadway from the property boundary does not</i></p> <p>v. <i>comply with the minimum requirements of AS2890.2.</i></p> <p>g) <i>Based on the insufficient information identified in a) and f) above, the potential traffic safety, road congestion and parking implications from the proposed development cannot be quantified. The proposed development therefore fails to satisfy Section 2.122 (4)(b)(iii) in SEPP (Transport and Infrastructure) 2021.</i></p>	
<p>6. Adverse impacts on land mapped as canopy remnant</p> <p><i>The proposed development will result in adverse impacts upon parts of the site that is mapped as canopy remnant under the KDCP.</i></p> <p><u>Particulars</u></p> <p>a) <i>The site contains land mapped as canopy remnant under Part 18.6 of the KDCP. Tree 31 (Angophora costata), identified as part of the canopy remnant, is proposed to be removed to facilitate the building footprint.</i></p> <p>b) <i>Part 18.6 of KDCP requires the retention of trees identified as canopy remnant and recognises the ecological role of canopy remnants in supporting habitat, species diversity and ecosystem services.</i></p> <p>c) <i>The proposed landscaping does not provide planting that reflects the relevant vegetation community associated with the canopy remnant. In particular, the planting scheme does not incorporate species characteristic of Blue Gum High Forest to reinforce the ecological character of the remnant canopy.</i></p> <p>d) <i>The proposed landscaping does not provide an appropriate mix of groundcover, shrubs and trees within the canopy remnant area, as required by Control 2(iii) in Part 18.6 in the KDCP. The absence of a functional mid-storey and understorey limits structural diversity and ecological function.</i></p> <p>e) <i>The Landscape Plan does not specify planting densities, spatial configuration or establishment measures sufficient to demonstrate that the long-term health of</i></p>	<p>A response has been prepared by the project ecologist EMM which responds to this point.</p>

Council Reason for Refusal	Project Team Response
<p><i>retained canopy trees or the ecological function of the canopy remnant will be maintained or enhanced.</i></p>	
<p>7. Inadequate details relating to waste management</p> <p>The proposed development has failed to demonstrate that waste collection can be appropriately managed within the loading dock without adverse impact.</p> <p><u>Particulars:</u></p> <p><i>a) No design details of the turntable for a heavy rigid vehicle (HRV) as per AS 2890.2 has been provided.</i></p> <p><i>b) No maintenance plan for the turntable, including the second motor to be installed, has been provided.</i></p> <p><i>c) A dock management plan has not been provided that includes any priority for waste vehicles, booking system and traffic management system for when the dock is occupied and access out of hours.</i></p> <p><i>d) The development has not provided both mixed and paper/cardboard recycling.</i></p>	<p>All points have been responded to above, noting an updated Waste Management Plan has been provided, along with the dock management plan and maintenance plan.</p>
<p>8. Design of communal areas</p> <p><i>The design of the communal area including the Level 2 outdoor area and roof top communal space does not give appropriate regard to landscaping and the amenity of the spaces.</i></p> <p><u>Particulars</u></p> <p><i>a) Planting in singular pots above structures on the Level 2 terrace is not acceptable as these pots are of an insufficient size to support the required landscaping. The proposal does not satisfy the requirements of Part 9C.7, Controls 9, 10, and 11 of the KDCP.</i></p> <p><i>b) Built-in planter boxes capable of supporting trees with a minimum mature height of 4–6 metres, along with small-leaved screening shrubs, have not been provided along the periphery of all communal areas.</i></p>	<p>a) Planters on the level 2 terrace are accepted by the applicant and will be included with the final suite or architectural drawings to be provided to Council post consent (via an amended plan condition).</p> <p>b) As above.</p> <p>c) Amended plans provided with this response pack which have been described above, and show improved communal open space rooftop areas, including a pergola and BBQ/seating.</p> <p>d) Per point a above.</p> <p>e) Noted, the Wind Report has been updated to ensure recommendations are now shown / proposed.</p> <p>f) This will be the subject of a future use DA for this space if required.</p>

Council Reason for Refusal	Project Team Response
<p>c) Communal open spaces on the roof terrace do not include trees planted in larger built-in planter boxes. Proposed BBQ and shade structures are not fully integrated into the landscape design.</p> <p>d) All built-in planter boxes are not consistently depicted across the architectural, landscape, and drainage plans and complete information regarding soil depths, drainage outlets, irrigation supply, and maintenance access is not provided.</p> <p>e) The proposal does not address the landscape measures outlined in the submitted Wind Environmental Statement, which identifies the following actions to mitigate strong winds and improve comfort for pedestrians and communal area users:</p> <ul style="list-style-type: none"> i. Retention of existing trees along Bridge Street. ii. Provision of additional evergreen trees capable of reaching a minimum height of 4 metres within the Level 2 outdoor area. iii. Inclusion of dense planting with a minimum height of 1.5 metres around rooftop communal areas. <p>f) The outdoor area on Level 2 and the roof top communal open space does not include the provision of sun shading devices which will reduce the usability and amenity of the spaces. This is non-compliant with Part 9C.7 control 11 (i) in KDCP.</p>	
<p>9. Failure to provide a preliminary construction traffic management plan</p> <p><i>A preliminary Construction Traffic Management Plan has not been provided.</i></p> <p><u>Particulars</u></p> <p>a) <i>No indicative Construction Traffic Management Plan (CTMP) has been submitted. The CTMP is required to show construction vehicles entering and exiting the site in a forward direction.</i></p> <p>b) <i>No swept path analysis has been provided showing the largest vehicle to be used entering and exiting the site for the demolition, excavation and construction stages as well as the location of stockpiles and all necessary tree protection fencing. Consultation with the project arborist is recommended. Discussion on a potential location for a work zone is also to be provided unless it can be demonstrated that all loading and unloading is carried out within the site.</i></p>	<p>A preliminary construction management plan has been provided with this response.</p>

Council Reason for Refusal	Project Team Response
<p>10. Inconsistent and insufficient information</p> <p><i>The application contains insufficient and inconsistent information to enable a detailed assessment of the application.</i></p> <p><u>Particulars</u></p> <p><i>a) There is inconsistent information in relation to gross floor area (GFA) for the various uses within the development. Therefore, parking and traffic impacts cannot be accurately determined.</i></p> <p><i>b) The landscape plans, arborist’s report, and architectural plans present inconsistent information regarding the retention and removal of Trees 2 and 3.</i></p> <p><i>c) A NABERS Commitment agreement has been prepared however is not executed therefore it is unclear whether it is in place as required by Subsection (3) in Section 3.3 in Chapter 3 of SEPP (Sustainable Buildings) 2022. Consequently, it has not been demonstrated that the proposal is capable of achieving the energy and water use standards in Schedule 3 of this SEPP.</i></p> <p><i>d) Details regarding shading and glare control to the external façades of the building have not been provided, therefore it cannot be determined with the proposed development satisfies Controls 7 and 8 in Part 9C.1 in KDCP.</i></p> <p><i>e) The application has not provided sufficient information to demonstrate that roof mounted cooling and heating plant, including boilers, pumps, chillers, and cooling towers are required instead of alternate heating/cooling systems that have lower regulatory and operational risk. The installation of cooling towers introduces significant obligations under the NSW Public Health Regulation 2022, including requirements for system registration, risk management planning, monthly microbial testing, and chemical dosing. These create ongoing compliance and maintenance burdens for the occupier or managing agent. For a development of this scale, it is more typical to use air-cooled condenser units or split systems.</i></p>	<p>a) Was originally addressed with the response pack.</p> <p>b) Will be updated post consent noting the need for amendment plans conditions on the architectural and landscape plans.</p> <p>c) An updated NABERS Agreement has been provided with this response.</p> <p>d) Per the DA application set, a combination of sun shading feature elements, vertical and horizontal blades integrated with the curtain wall systems, and overhanging “hood” structures at podium level, are intended to provide sun path shading throughout the day. These elements are combined with the use of low E tinted glass for the reduction of SHGC and to provide glare control. The specifications for these items, including the projection of sunshade blades from the façade cannot be defined until detailed ESD and Part J reporting has been completed. The shading devices indicated in the DA application elevations and sections have been integrated with the building façade design. They are intended to be procured as part of the curtain walls and window systems. Their detailed design development for construction procurement will respond to the requirements of detailed ESD and Part J reporting.</p> <p>e) A response has been prepared by JHA, the project’s ESD specialist, and is included at Appendix G. As outlined in the conclusion of the advice, due to the nature of the development and the associated scale of the specialized retail areas, the proposed chilled water/heating water system is considered to provide better reliability, flexibility energy efficiency, and longevity in comparison to a refrigerant based VRV/VRF system.</p>

2.4 Ku-ring-gai Council Local Planning Panel Comments Response Table

Table 4 Ku-ring-gai Council LPP and Project Team Responses

Ku-ring-gai Council LPP Comment	Project Team Response
<p>A. Ku-ring-gai Local Planning Panel, as the consent authority on behalf of the Sydney North Planning Panel, defers determination of development application eDA0462/25 for the demolition of the existing structures and construction of a mixed use commercial (specialised retail and office) building, basement parking and associated works on land at No 4-10 Bridge Street, Pymble.</p>	<p>Noted.</p>
<p>B. The application is deferred in order to give the applicant the opportunity to address the reasons for refusal in the Council's Development Assessment Report, together with further consideration of the matters raised in the Request for Further Information (RFI) letter from the Council, dated 10 December 2025. The applicant is to provide a full response within 21 days.</p> <p>In this regard, the Panel advises the applicant that all matters in the RFI and reasons for refusal are to be addressed and in particular, amendments should be made to the proposal (including but not limited) to:</p>	<p>Noted.</p>
<p>1. Provide a 2m building setback on the northern side of the site, as required by the site specific DCP and in order to maintain the existing trees, which the Panel has been advised by Council will be capable of being retained within this space.</p>	<p>The design enables a minimum 2m setback along the northern side setback of the proposal.</p>
<p>2. Relocate some or all of the at-grade parking at the front of the site, in order to improve street activation. It is noted that the nature of the permissible use 'specialised retailing' does not inherently require street frontage 'convenient' car parking nor is this use associated with an "impulsive convenient shopping trip" (as cited as a reason for the position of the car parking in the Applicant's Response to the RFI dated 27 January 2026).</p>	<p>Following the publishing of the LPPs recommendation on the 16 March 2026, the proponent engaged with Council and its consultant Urban Designer to discuss how best to address this recommendation. The proponent met with Council on 31 March 2026 to walk through several options in relation to relocating some or all of the at grade parking. Through presentation of these options it became clear that relocating the at-grade parking would result in sub-optimal design outcomes including:</p> <ul style="list-style-type: none"> Impacts to how vehicles circulate through the building between the upper and lower levels,

- Impact on pedestrian entries due to ramps and driveways.
- Significant reduction in retail floorspace below the typical minimums expected by Specialised Retail tenants.

Council accepted some above ground car parking can be provided however expressed a desire for the frontage to 'do more' in relation to activation beyond reliance on the proposed window display boxes which were acknowledged one of several options available within the PBP DCP (KDCP14G.5) to provide effective screening of the at-grade car parking. As such discussions moved to how the design could 'improve' and better represent the site's pedestrian entries and experience in line with the objectives and controls of the PBP DCP. There was general agreement within this meeting that these elements could be looked at in more detail however, Council resolved to review the information presented to provide more detail on their preferred approach to inform any redesign.

Further to this, it is also noted that advice has been provided by 'One Retail', who are engaged by the proponent to advice on and manage leasing of the site. As outlined in the letter, convenience parking is critical to the types of tenants sought by the proponent.

<p>3. Delete the proposed above parapet roof sign shown on the montage as 'Retail 1'.</p>	<p>Accepted and requested this be a requirement on the amended plan condition for a complete architectural set.</p>
<p>4. Delete references to 'Retail' use on the drawings and replace with the words 'specialised retail', consistent with the permissible use in the zone.</p>	<p>As above.</p>
<p>5. Provide amended drawings or offer solutions to resolve the technical issues raised by the Council including requirements for waste management, allowing for access by a HRV and amendment to the cooling towers.</p>	<p>No changes are required with regards top waste management or cooling towers. These have been addressed above.</p>
<p>C. Following deferment, the Council is requested to prepare a supplementary assessment report on the RFI Response submitted by the Applicant on 27 January 2026 and the additional amendments in response to B above. This is to be reported to the Panel as soon as practicable. The Panel will then determine the application on the available</p>	<p>Noted.</p>

information. A further meeting of the Panel will be held in this regard. The applicant may be invited to address the Panel at the discretion of the Panel Chair.

D. Date of Decision: 16 March 2026

Noted.

E. Reason for the Decision: *This is a Regionally Significant Development Application which now has been referred to the Local Planning Panel for determination as a result of recent Act and Regulation amendments.*

Noted.

At the meeting, the applicant requested deferral of the application. This is agreed in light of the vagaries of the process to date and the significant investment in a development that will contribute to the regeneration of this important regionally significant employment generating precinct.

The Panel was briefed on, and post the meeting, has been provided with the applicant's RFI Response, but a full assessment was not reported to the Panel, as it was unable to be formally considered by the Council. It is appropriate that the Panel make a determination based on the intended application. The Panel has identified in the decision that the issues already advised to the applicant and in the reasons for refusal need to be addressed by the applicant.

F. How community views were taken into consideration: *The views of the community were requested by way of notification of the application in accordance with Council's Community Participation Plan, however, no submissions were received.*

Noted.

3 Conclusion

This letter and the accompanying documentation have been prepared in response to the matters raised by Ku-ring-gai Council. We trust that the information contained within this letter and the supporting suite of documentation adequately responds to the matters raised by Council and will enable the assessment to be finalised, with a favourable determination of the DA.

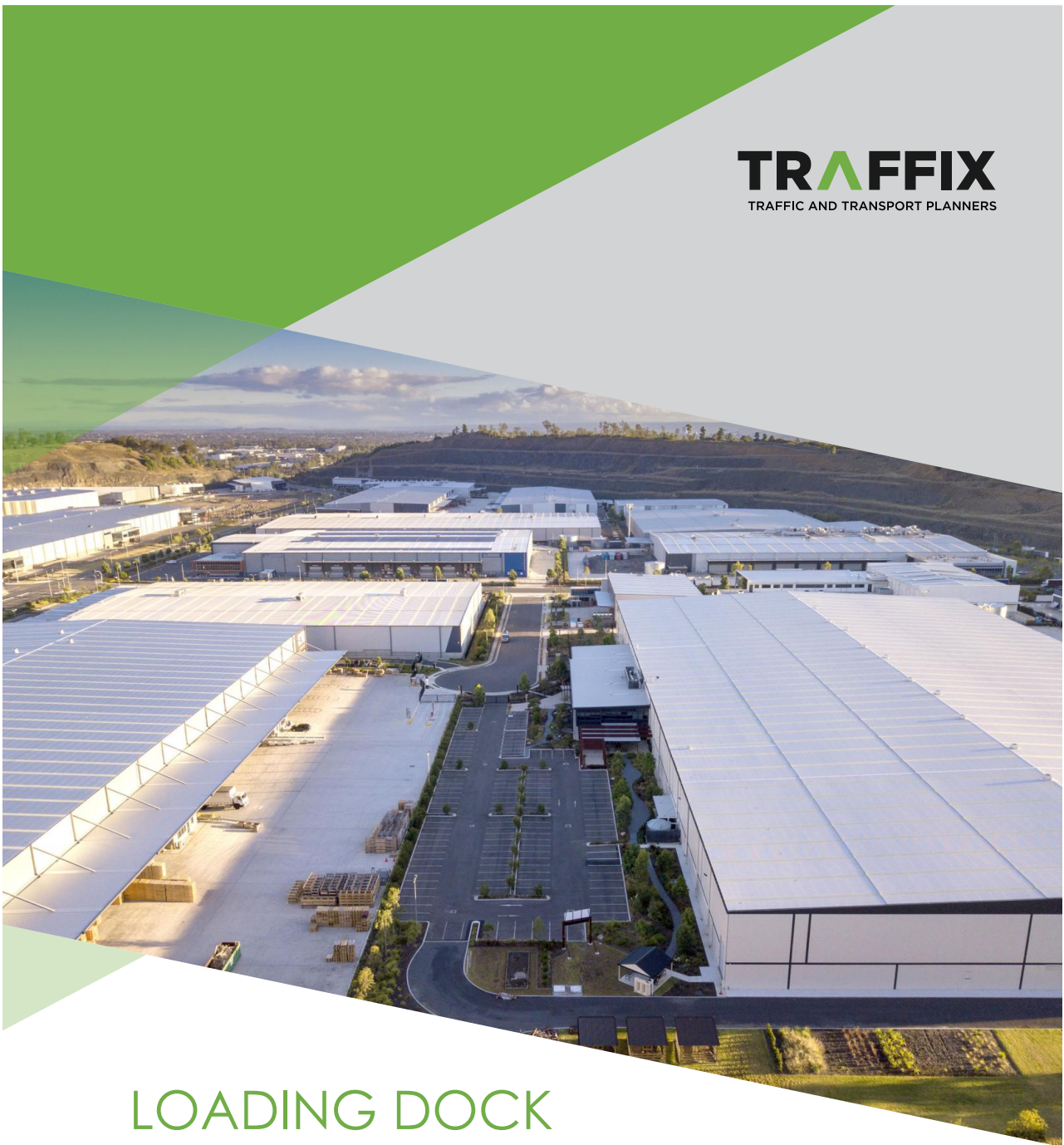
Should you wish to discuss further, please do not hesitate to contact the undersigned.

Kind regards,



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TRAFFIX
TRAFFIC AND TRANSPORT PLANNERS



LOADING DOCK MANAGEMENT PLAN

**Proposed Mixed-Use Development
4-10 Bridge Street, Pymble NSW 2073**

Reference: 22.113r03v02
Date: April 2026

Suite 2.08, 50 Holt St
Surry Hills, NSW 2010

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DOCUMENT VERIFICATION

Job Number	22.113			
Project	4-10 Bridge Street, Pymble NSW 2073			
Client	Fife Capital			
Revision	Date	Prepared By	Checked By	Signed
v02	08/04/2026	Anderson Suriono	Thomas Yang	<i>Thomas Yang</i>



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Appendices

Appendix A: Swept Path Analysis

Appendix B: Driver Code of Conduct



1. INTRODUCTION

This Loading Dock Management Plan (“LDMP”) has been prepared by TRAFFIX on behalf of Fife Capital to govern the day-to-day operation of the mixed-use development at 4-10 Bridge Street, Pymble. The development is located within the Ku-ring-gai Local Government Area (LGA) and has been assessed under that Council’s controls.

This report documents the findings of our investigations and has been prepared to satisfy the correspondence required by the Ku-ring-gai Council to supplement the Transport Impact Assessment (Ref. 22.113r02v03, dated 28th January 2026) of the Development Application (DA) and our letter responding to Council comments dated 26 March 2026.

The report is structured as follows:

- Section 2: Describes the site and its location and outlines suggested truck routes
- Section 3: Describes the loading dock in terms of delivery requirements and scheduling
- Section 4: Outlines the loading dock management requirements and responsibilities
- Section 5: Outlines the driver procedures and responsibilities
- Section 6: Presents the overall conclusions



2. SITE FEATURES

2.1 Location and Site

The subject site is located at 4-10 Bridge Street (Lot 41 on DP630346), approximately one (1) kilometre northwest of Gordon Town Centre and Gordon Railway Station. In a local context, the subject site is situated on the southern side of Bridge Street, approximately 85 metres southwest of the intersection of Bridge Street and Pacific Highway.

The site is an irregular shaped configuration and has a total site area of approximately 2,873m². It has a north-western frontage to Bridge Street measuring approximately 49 metres, a north-eastern, south-eastern and south-western boundary to Bunnings Warehouse measuring approximately 61 metres, 43 metres and 59 metres respectively.

The site currently accommodates a three (3) storey commercial building and on-site carpark. Vehicular access is currently provided via a two-way driveway on Bridge Street.

A Location Plan is presented in **Figure 1** and a Site Plan is presented in **Figure 2** which provides an appreciation of the site in the context of neighbouring properties and surrounding streets.



Figure 1: Location Plan



Figure 2: Site Plan



2.2 Site Vehicular Access

The subject development proposes a total of 186 car parking spaces with access to Bridge Street which is a local access road.

A combined light vehicle entry and exit driveway is provided at the north-eastern end of the Bridge Street site frontage and a separate egress only driveway has been provided at the south-western end of the Bridge Street site frontage.

A separate service driveway is also provided for dedicated access and egress to the on-site loading dock, separating light and heavy vehicle movements to ensure safe and efficient site operations.

2.3 Loading Dock Access

An on-site loading dock is located internal to the subject site on the lower ground level accommodating a variety of waste and commercial vehicles up to and including an 11 metres long heavy rigid vehicle.

The loading dock will be configured with a truck turntable, and the associated manoeuvring areas / driveway has been designed to accommodate the swept path analysis of rigid trucks up to 11 metres long, allowing them to always enter and exit the site whilst travelling in a forward direction. A height clearance of 4.5 metres is to be provided which is suitable to accommodate all commercial vehicles accessing the lower ground loading dock.

Vehicular access to the loading dock will be via the Bridge Street access, with a swept path analysis of the 11-metre-long rigid truck presented in **Appendix A**, demonstrating satisfactory vehicle movements.



2.4 Suggested Service Vehicle Delivery Routes

In order to minimise impacts to surrounding residents and businesses, suggested service vehicle routes to and from the subject site are as follows with an overview provided in **Figure 3** below:

To Site:

1. Arrive via Pacific Highway from the north and south
2. Turn left/right onto Bridge Street, westbound
3. Turn left into site.

From Site (Westbound):

1. Exit site and turn left onto Bridge Street, westbound
2. Turn left onto West Street, southbound
3. Turn left onto Ryde Road.

From Site (Eastbound):

1. Exit site and turn right onto Bridge Street, eastbound
2. Turn left onto Pacific Highway, northbound.

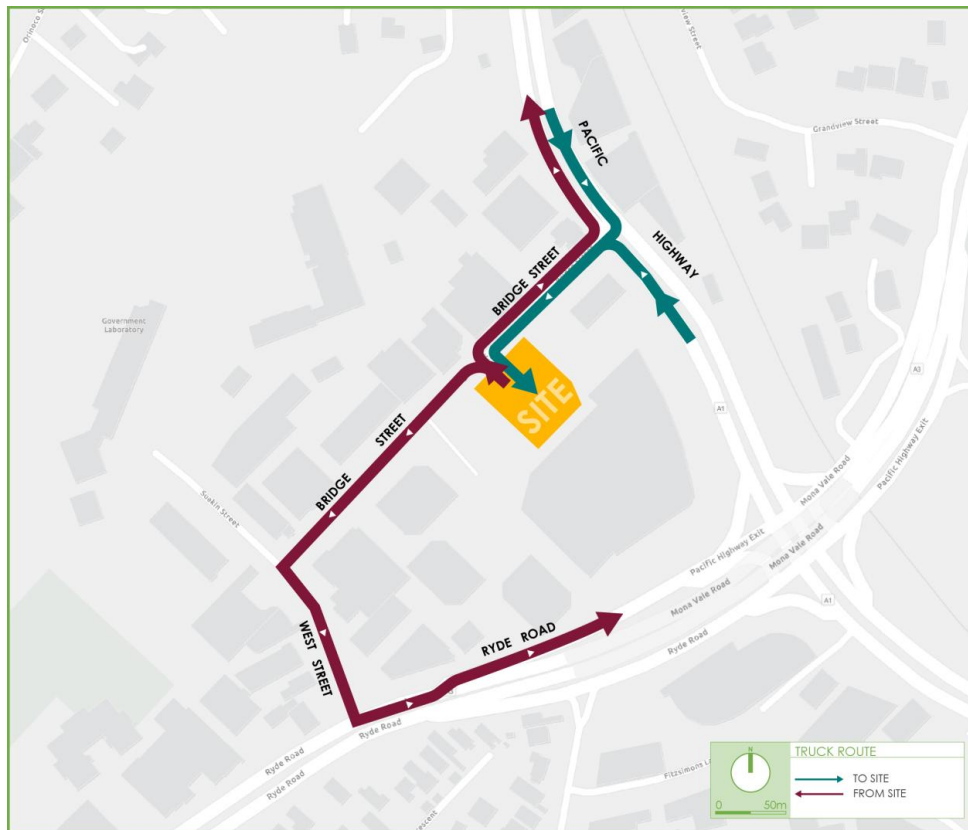


Figure 3: Suggested Service / Commercial Vehicle Delivery Routes



3. LOADING DOCK

3.1 Delivery Requirements

All occupants will be required to advise the Building Manager, prior to utilising the loading dock for any deliveries longer than 15 minutes for inclusion into the schedule of deliveries. All deliveries are restricted to a maximum 11-metre-long Heavy Rigid Vehicle (HRV) with a maximum head height of 4.5 metres.

3.2 Waste Collection

All refuse collection is to occur from within the lower ground floor loading dock, accommodating up to the size of an 11-metre-long HRV waste collection vehicle. These collection activities are to be scheduled at regular times and outside peak periods (late evening or early morning), with these activities to be included within the schedule of deliveries.

On designated refuse collection times, bins will be wheeled from the waste room/storage areas on the lower ground floor and be placed within proximity of the loading area for collection. It is emphasised that no bins are to be placed outside the marked loading area, with all vehicular circulation areas within the lower ground floor to be kept clear at all times.

Reference should be made to the waste consultant's report prepared separately.



3.3 Waste Servicing Scheduling

An indicative schedule has been drafted in **Table 1**. All waste and recycling services will be provided by a private waste contractor.

Table 1: Schedule of Regular Servicing

Type of Waste	No. of Delivery Days per Week	Delivery Times	Duration
Waste	1	TBC - Between 6:00am – 4:00pm (Mon-Fri)	20 mins
Paper Cardboard & Recycling	1	TBC - Between 6:00am – 4:00pm (Mon-Fri)	20 mins
Container Recycling	1	TBC - Between 6:00am – 4:00pm (Mon-Fri)	20 mins

The above schedule outlines a generic window for the type of deliveries of all waste and recycling services. Scheduling of all servicing requirements for each week is to be managed and maintained by the Building Manager and is required to be updated as new requests to utilise the loading dock are received and allocated to a specific period. It is emphasised that the scheduling of deliveries is to be evenly distributed throughout the day and outside peak periods, as far as practicable. Accordingly, the schedule will ensure that no vehicle is required to queue on-street and allow for an efficient yet prompt resolution of any potential conflicts.



4. MANAGEMENT

4.1 General Requirements

A Loading Dock Manager (LDM) (or designated personnel) will be appointed to monitor and coordinate the developments servicing and refuse collection activities within the site. The LDM is to manage an electronic database of all servicing schedules, including the details of the receiver, delivery contractor, delivery times and size of vehicles.

The operation of the site and movements of vehicles shall comply with the following requirements:

- All personnel within the loading area shall observe relevant workplace health and safety regulations and policies.
- No unauthorised personnel are permitted within the loading area;
- All vehicles utilising the on-site loading area comply with the following specifications:
 - Maximum Size: 11m Heavy Rigid Vehicle (11,000mm length x 2,500mm wide);
 - Clearance Height: 4.5 metres;
 - The vehicle must not obstruct Bridge Street when loading/unloading
 - Operation must be monitored by the LDM or authorised personnel
- Service vehicles utilising the lower ground floor loading dock will be required to:
 - Ensure the vehicle is situated wholly within the loading bay and not obstruct any vehicle circulation areas; and
 - Forward entry and forward egress out of the loading dock in a forward direction, which is to be accommodated using the vehicle turntable noting that satisfactory manoeuvre is shown on the swept path analysis prepared in **Appendix A**.
- All service vehicles are required to enter/egress the development in a forward direction via Bridge Street;
- All service vehicles are required to be parked wholly within the loading dock only;
- Operation must be monitored by the LDM or authorised personnel; an
- The loading bay shall be allocated and set aside for loading/unloading activities only and shall not be used for other purposes (e.g. longer term parking and storage of goods).



4.2 Loading Dock Manager Responsibilities

It will be the responsibility of the LDM to ensure that the Loading Dock is coordinated well and operates efficiently for all users. In particular:

- To advise tenants on the procedures when use of the loading dock is required for service vehicles. This can be in the form of a document detailing the booking process and what the tenant information is required to advise the vehicle driver when attending;
- The LDM will vacate any pedestrians inside the loading area prior to service vehicles entering or leaving the loading dock;
- All deliveries are to be scheduled with the LDM at which time this LDMP and the Driver Procedures and Driver Responsibilities (discussed in **Section 5**), will be provided to the respective contractor;
- Scheduling deliveries so that they are evenly distributed throughout the day, as far as practicable, to ensure that vehicles are not required to layover on the public road at any time;
- Scheduling regular servicing and refuse collection outside peak periods so as to minimise any potential conflicts with circulating vehicles;
- Liaising with the waste contractors to ensure unimpeded access to loading bays;
- Ensuring that the loading bay is vacant for the preferred waste collection timeframes agreed with the waste contractors; and
- Ensuring that the loading bay is vacant at the times that deliveries are scheduled as only a single vehicle can be accommodated within each loading bay at any given time.



4.3 Complaints Management System

A complaint management system will be implemented by the Building Manager with the following principles to be adopted:

- Each complaint will be logged with the Building Managers with a response to be given within seven (7) days;
- Once the complaint has been logged, the Building Manager will investigate the complaint including referencing the loading dock schedule so that the delivery person/company in question can be contacted; and
- Building Manager will take the necessary action required and advise the user that lodged the complaint of the resolution and action taken.

4.4 Monitoring

A monitoring and review process for the LDMP will be set out by the Building Manager to ensure that the LDMP is updated regularly, thereby improving its relevance and effectiveness. Any changes will require review and approval from the Building Manager, prior to implementation.

The Building Manager will be designated with the responsibility of maintaining the LDMP. Regular review of the success measures outlined in this plan should be undertaken intermittently to determine whether alternative or supplementary measures are necessary.

It is recommended that a review be conducted on an annual basis to monitor the plan.



5. DRIVERS

5.1 Driver Procedures

Drivers are to observe the following procedures when using the loading dock:

1. All irregular drivers who have not been formally inducted into the site must review the following driver procedure and Code of Conduct, sign the form and return the form before confirmation of the booking.
2. Drivers must have confirmation from the Building Manager, by calling the dedicated mobile phone number, that they are permitted to use the Loading Bay at their allocated timeframe. They are to ensure that their vehicle does not exceed 11m in length and 4.5m in height.
3. Drivers are to enter and egress the development in a forward direction via the vehicular access on Bridge Street;
4. Drivers required to stop at the boundary and give way to any pedestrians, prior to egressing the development.
5. While loading and unloading the engine must be switched off. The driver must ensure their vehicle is wholly within the loading bay, with all vehicle circulation areas to remain clear at all times; and
6. Drivers must leave the Loading Dock within the specified timeframe or under the direction of the LDM.



5.2 Driver Responsibilities

Drivers should comply with the following to ensure the loading areas minimise disruption to other stakeholders:

- All personnel within the loading area shall observe relevant workplace health and safety regulations and policies.
- Unnecessary noise impacts will not be tolerated and the following are to be abided at all times:
 - Comply with all maximum gazetted speed limits on all roads, or a lesser speed as dictated by site-specific signage;
 - Not use engine braking where noise is likely to adversely impact neighbours; and
 - Not use obscene language on radio or intercom communication.
- Avoid any other noise emitting activities for example loud music or raised voices:
 - Raised voices should be avoided;
 - No shouting or yelling permitted; and
 - Radio volume to be turned down.
- All delivery and service vehicles are to be parked within the Loading Dock only;
- Bins are to be clear of the Loading Dock at all times except during waste collection;
- Bins are to be clear of vehicular circulation areas during waste collection;
- No vehicle is to wait on-street in the vicinity of any public road; and
- As far as practicable, no reverse movements are required for the lower ground floor loading dock which is required to be performed under supervision, noting that reverse movements are not required for the lower ground floor loading area given that a turntable accommodating vehicles up to an 11m HRV is provided.

In addition to the above, all delivery drivers are to comply and sign the Driver Code of Conduct included in **Appendix B** prior to attending the site. This will be done through the Descartes Dock Appointment System (or similar system) with all regular delivery drivers being inducted into the site and all irregular deliveries have the delivery outline and Code of Conduct that must be reviewed, signed and returned before confirmation of the delivery time.



6. CONCLUSIONS

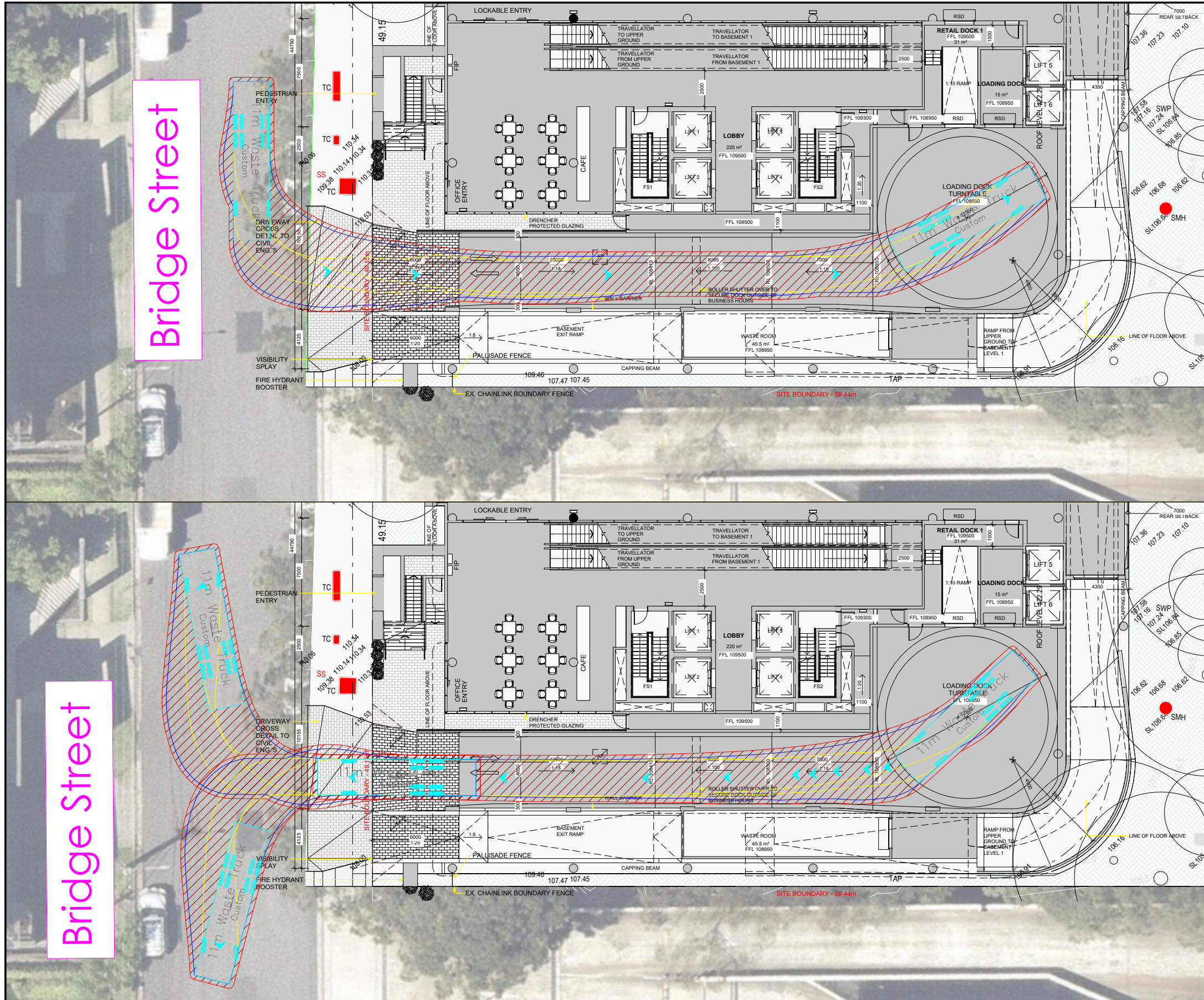
In Summary:

- This LDMP has been prepared to support the development application for the proposed mixed-use development at 4-10 Bridge Street, Pymble. The LDMP has been developed to ensure there are minimal potential conflicts and no impacts to the public domain from the development's service vehicles, noting that at no stage will loading and servicing be permitted on-street.
- Waste collection and servicing for the tenancies are to be undertaken on-site within the lower ground floor loading dock that is able to accommodate up to 11-metre-long heavy rigid vehicles.
- A LDM will be appointed to manage the loading dock in accordance with relevant regulations and policies to ensure that vehicles utilising the on-site loading bays comply with service vehicle specifications, comply with signposted restrictions and other relevant rules necessary to ensure the equitable, accessible, safe and efficient use of the loading bay. Other responsibilities of the LDM will include coordination and communication with residents, tenants and waste contractors, with all complaints lodged with the Building Manager via a complaint management system.
- The loading dock will be managed by the LDM through effective and comprehensive scheduling of all servicing requirements, which are to be scheduled outside peak periods, as far as practical, thereby minimising potential queuing and conflicts.
- All drivers accessing the loading bays will be required to communicate with the LDM to obtain permission, ensure all necessary requirements outlined by the LDM are met and that they have received and understood instructions regarding site access, and use of the loading bays.
- It is noteworthy that the LDMP is subject to change based on a monitoring and review process to ensure its ongoing success.

This LDMP supports the Development Application to mitigate and minimise any potential impacts or conflicts during the development's loading and servicing activities.

APPENDIX A

Swept Path Analysis

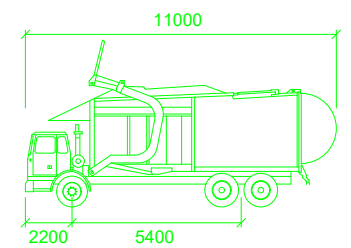


Bridge Street

Bridge Street

Notes:
 This drawing is prepared for information purposes only. It is not to be used for construction.
 TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.
 Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (AS/NZS 2890.1:2004 Parking facilities - Off-street car parking, and/or AS2990.2:2002 Parking facilities - Off-street commercial vehicle facilities). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

Rev.	Revision Note	By.	Date
A	LDMP Swept Path	AS	31-03-26



11m Waste Truck

	mm
Width	: 2500
Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 45.8

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect
 Client
 File Capital

Scale / Plan Orientation
 0 2.5 5 7.5 10m
 1:250 @ A3

Project Description
 4-10 Bridge Street, Pymble

Drawing Prepared By
TRAFFIX
 TRAFFIC AND TRANSPORT PLANNERS
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 Surry Hills, NSW 2010 | f: +61 2 9830 4481
 PO Box 1124 | w: www.traffix.com.au
 Strawberry Hills, NSW 2012

Drawing Title
 Swept Path Analysis
 Proposed '1200065_A1003 - Lower Ground' Site Plan
 11.0m Heavy Rigid Vehicle (HRV)
 Loading Dock Manoeuvre
 Top: Forward Ingress Bottom: Forward Exit

Drawn: AS	Checked: TY	Date: See Rev.
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Project No. 22.113	Drawing Phase LDMP	Drawing No. TX.01	Rev. A
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APPENDIX B

Drivers Code of Conduct

DRIVER CODE OF CONDUCT

Vehicle drivers attending the site must comply with the following:

- a) hold a current appropriate licence for the vehicle they are operating ;
- b) strictly comply with all traffic regulations;
- c) comply with all maximum gazetted speed limits on all roads, or a lesser speed as dictated by the site specific signage;
- d) drive in a manner at all times that is in accordance with road conditions;
- e) yield "right of way" whenever appropriate to ensure safe passage of other road users
- f) at all times leave adequate distance between vehicles to allow safe passing by other road users, as required;
- g) decrease vehicle speeds to minimise dust and noise around private dwellings, road works and stationary vehicles;
- h) not use engine braking where noise is likely to adversely impact on residents;
- i) remain calm and courteous when in contact with other road users, members of the public, landowners;
- j) not use obscene language on radio or intercom communication;
- k) accurately complete required paperwork prior to departure;
- l) maintain vehicles in a clean and tidy condition;
- m) ensure that there is no littering;
- n) avoid any other noise emitting activities for example loud music;
- o) Raised voices should be avoided ;
- p) No shouting or yelling permitted;
- q) radio volume to be turned down;
- r) reverse movements to be minimised;
- s) truck engines to be turned off during deliveries;
- t) Truck cooling plant for refrigerated vehicles to be turned off during deliveries;

I,(Print name) of (company name)
hereby agree to abide by the above conditions (a)-(t)

Signed:

Date:



4-10 Bridge Street, Pymble

Response to Ku-ring-gai Council Questions

Fife Capital

Level 12
89 York Street
Sydney NSW 2000

Prepared by:

SLR Consulting Australia Pty Ltd

SLR Project No.: 610.031661.00001

Client Reference: 4-10 Bridge St

9 April 2026

Revision: 3.0

Making Sustainability Happen

Fife Capital
4-10 Bridge Street, Pymble

9 April 2026
SLR Project No.: 610.031661.00001
SLR Ref No.: 610.031661.00001-R02-v3.0-
20260409.docx

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
3.0	9 April 2026	Andrew Quinn, Alex Moxon	Miles Mason	Andrew Quinn

Basis of Report

This report has been prepared by SLR Consulting Australia Pty Ltd (SLR) with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with Fife Capital (the Client). Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid. SLR may have used AI in the preparation of this document. Any AI content has been reviewed and verified by the author.

This report is for the exclusive use of the Client. No warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from SLR.

SLR disclaims any responsibility to the Client and others in respect of any matters outside the agreed scope of the work.



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Appendix A – Dock Management Plan



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1.0 Introduction

In September 2024 SLR prepared a waste management plan to support approval of the commercial mixed-use development proposed to be constructed at 4-10 Bridge Street, Pymble. The Development is to consist of:

- 5,890 m² of commercial office space
- 4,112 m² of retail space
- Car parking and
- Café, lobby and reception areas.

The DA package was submitted to Ku-ring-gai Council. Council has provided the following comments:

7 Inadequate details relating to waste management

The proposed development has failed to demonstrate that waste collection can be appropriately managed within the loading dock without adverse impact.

Particulars

- a) No design details of the turntable for a heavy rigid vehicle (HRV) as per AS 2890.2 has been provided.*
- b) No maintenance plan for the turntable, including the second motor to be installed, has been provided.*
- c) A dock management plan has not been provided that includes any priority for waste vehicles, booking system and traffic management system for when the dock is occupied and access out of hours.*
- d) The development has not provided both mixed and paper/cardboard recycling.*

The sections below deal with each of the questions and issues raised by Council.



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2.0 Turntable Design

Figure 1 below shows the design of a 12.5 m heavy-vehicle turntable that complies with AS 2890.2.

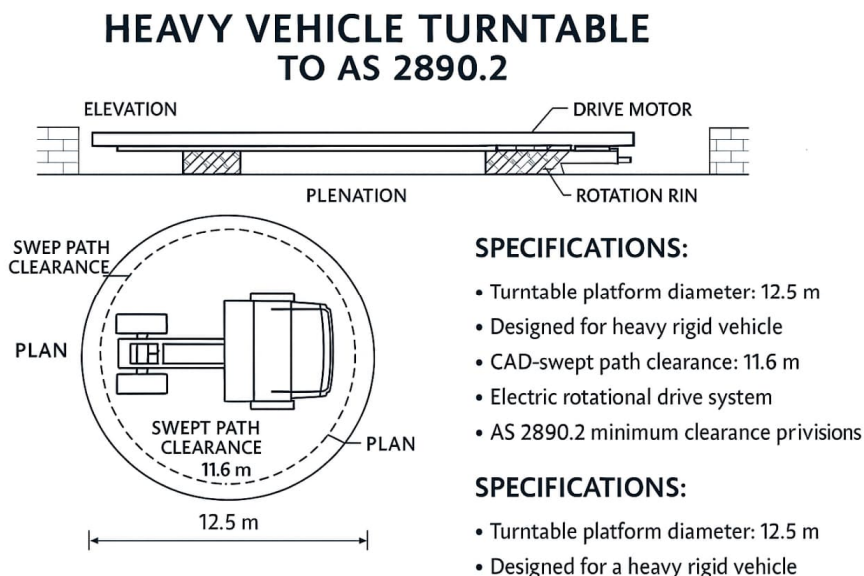


Figure 1 Turntable design

The following sections show written specifications for the turntable.

2.1 AS 2890.2:2018: Parking facilities, Part 2: Off-street commercial vehicle facilities.

AS 2890.21 governs:

- Design vehicle selection and dimensions for commercial and heavy vehicles including rigid trucks and semis
- Swept-path analysis using CAD, replacing template-based methods in the latest edition
- Clearance requirements for turntables, introduced explicitly in AS 2890.2:2018
- Safe access, circulation, and operational geometry for off-street commercial vehicle areas.

2.2 Turntable Geometry

The platform diameter is 12.5 m which is suitable for heavy rigid vehicles and complies with AS 2890.2 requirements.

¹ <https://standardsau.com/preview/AS%202890.2-2018.pdf>



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The swept path envelope is 11.6 m diameter. This is CAD-generated as required by AS 2890.2.

Turntable clearance allowances, the radial clearance between vehicle extremities and pit walls are mandated in AS 2890.2:2018.

This design includes:

- ~450 mm radial clearance from vehicle extremities
- ≥100 mm vertical under-deck clearance for mechanical rotation elements.

2.3 Structural and Mechanical System

2.3.1 Platform Construction

- 12 mm steel deck plate
- Cross-beam stiffeners (structural steel compliant with heavy commercial loading)
- Anti-slip applied surface
- Hot-dip galvanised or epoxy industrial coating.

2.3.2 Centre Bearing and Rotation Support

- Heavy-duty slewing ring bearing
- Perimeter support via polyurethane-coated rollers
- Bearing designed to withstand HRV axle loading.

2.3.3 Drive System

- Electric rotational drive
- Dual 5–7.5 kW motors with worm-gear speed reduction
- Speed range: 0–0.5 rpm
- Fail-safe braking and position indexing.

2.4 Load Capacity

AS 2890.2 requires designs to accommodate the loads of commercial vehicles including heavy rigid vehicles. This turntable is rated for 40 t static load capacity which is suitable for HRVs with load margin.

2.5 Safety Systems

AS 2890.2 includes provisions for pedestrian safety, access arrangements, and safe operation of commercial vehicle facilities. Included features:

- Pedestrian exclusion zone markings
- Non-slip surface
- Emergency stop stations at entry and exit
- Obstruction sensors
- Lock-pin engagement system while stationary



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- Automatic soft-start/stop rotation.

2.6 Pit And Installation Details

Pit Diameter - 13.1 m (platform Ø + 600 mm clearance).

Pit Depth - 700–750 mm depending on roller configuration and drainage.

Foundation:

- Reinforced concrete slab
- Drainage sump or pump-out system
- Waterproof membrane beneath mechanical elements.

2.7 Site Integration Requirements

Per AS 2890.2's mandatory guidance on access driveways, circulation geometry and loading arrangement design:

- Minimum driveway width: 3.5–4.0 m for HRV access
- Minimum straight approach: 10–12 m
- No reversing required—improves safety compliance
- Safe pedestrian separation around servicing areas.

2.8 Summary

This 12.5 m AS-compliant heavy vehicle turntable is suitable for HRVs and includes:

- AS 2890.2 design-vehicle compliance
- CAD-verified swept-path envelope
- Required radial and pedestrian clearances
- Drawings
- Structural, mechanical and safety specifications.

Suppliers include:

- Safe Tech - <https://www.safetech.com.au/turntables/>
- Australian Turntables - <https://www.turntables.com.au/loading-docks-turntables/>.

3.0 Turntable Maintenance Plan

This Heavy Vehicle Turntable – Maintenance Plan has been prepared for a 12.5 m AS 2890.2-compliant turntable. The plan outlines the inspection, servicing, and upkeep requirements for the heavy vehicle turntable, incorporating a dual-motor drive system for redundancy and increased torque.

3.1 Purpose of This Maintenance Plan

The purpose of this Maintenance Plan is to:

- Ensure safe and reliable operation of the heavy-vehicle turntable.
- Minimise downtime and extend equipment life.



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- Maintain compliance with operational and safety expectations for commercial vehicle facilities.
- Provide a structured inspection, servicing, and record-keeping framework.

3.2 Scope of Equipment Covered

This plan applies to the complete turntable system, including:

- Structural deck and support frame
- Slewing ring bearing
- Perimeter load-support rollers
- Electric drive motors and gearboxes
- Control system and sensors
- Emergency stop systems
- Locking pins
- Pit structure, drainage, and access hatch
- Protective coatings and surface finishes.

3.3 Roles and Responsibilities

3.3.1 Owner / Operator

- Ensure maintenance is carried out at required intervals
- Maintain records and logbooks
- Report faults immediately
- Permit equipment shutdowns for servicing.

3.3.2 Maintenance Contractor

- Conduct inspections, lubrication, adjustments, and replacements
- Provide service reports and identify defects
- Maintain compliance with WHS duties
- Tag-out/lock-out isolation of electrical systems during work.

3.4 Maintenance Frequency Summary

Interval	Activity Type
Before each use	Safety checks and visual inspection
Monthly	Basic mechanical and safety inspection
Quarterly (3-monthly)	Structural, electrical, and mechanical service
Annually	Comprehensive service and alignment checks
5-Yearly Major Overhaul	Bearing restoration/replacement; drive upgrades



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3.5 Detailed Maintenance Requirements

3.5.1 Pre-Operational (Daily / Per Use) Checks

Performed by trained site staff.

Visual checks:

- No debris in pit or on deck
- No foreign objects near rollers or ring
- No visible damage to platform surface
- No oil leaks from drive motors or gearbox.

Functional checks:

- Test emergency stop
- Check warning lights and buzzer (if installed)
- Confirm smooth rotation without unusual noise
- Confirm turntable locks engage/disengage correctly.

If any abnormal behaviour is detected:

→ **Turntable must be removed from service immediately.**

3.6 Monthly Maintenance Tasks

Performed by maintenance contractor or trained technician.

Mechanical:

- Lubricate slewing ring per OEM requirements
- Grease roller bearings
- Check roller alignment and wear
- Inspect deck bolts and welds for fatigue
- Inspect primary and secondary motor coupling.

Electrical:

- Inspect electrical connections, both motors
- Run diagnostic on control panel
- Test brake operation, both motors.

Safety:

- Inspect signage and exclusion zone markings
- Test emergency stop redundancy
- Check operation of obstruction sensors.

3.7 Quarterly Service

Structural:

- Inspect structural frame, welds, and supports



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- Check for corrosion and re-coat where needed
- Verify pit drainage functions correctly.

Drive System:

- Check gearbox oil levels in both motor gearboxes
- Inspect drive wheels / friction rollers for wear
- Inspect speed controller, relay integrity, wiring condition
- Verify both motors operate independently and jointly.

Control System:

- Test all input/output functions
- Verify safety interlocks (lock pins, gate switches, etc.)
- Update firmware if applicable.

3.8 Annual Service - Major Inspection

Performed by manufacturer-approved technician.

Slewing Ring:

- Full wear measurement
- Bolt torque test (critical)
- Grease-flushing and renewal.

Structural:

- Ultrasonic thickness testing of platform (if required)
- Full corrosion inspection and protective coating audit.

Electrical/Control:

- Load test both electric motors
- Calibration of position sensors
- Recalibrate dual-motor synchronisation sensors
- Full emergency stop and lock-pin certification.

Documentation:

- Update annual maintenance certificate
- Record all measured tolerances v OEM allowable limits.

3.9 Five-Year Major Overhaul

May require temporary decommissioning.

Overhaul tasks:

- Remove and refurbish or replace slewing bearing
- Replace all perimeter rollers
- Replace or rebuild both drive motors and gearboxes



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4-10 Bridge Street, Pymble

9 April 2026
SLR Project No.: 610.031661.00001
SLR Ref No.: 610.031661.00001-R02-v3.0-
20260409.docx

- Upgrade control system for compliance with latest safety requirements
- Complete structural repaint or full hot-dip galvanising, if removed
- Recalibrate dual-motor synchronisation sensors
- Renew all wiring if insulation age greater than five years old.

3.10 Fault Reporting Procedure

If any fault is identified:

- Stop operation immediately
- Activate lock-out/tag-out both motors
- Report to maintenance supervisor
- Record fault in logbook
- Contractor inspects within 24–48 hours
- Turntable restored to service only after written sign-off.

3.11 Spare Parts and Consumables

Recommended to keep onsite:

- Emergency stop switches
- Limit switches / sensors
- Grease cartridges
- Roller bearings
- Drive motor belts/couplings
- Touch-up paint/coating kit.

Long-lead-time components (slewing ring, motors, drives) should be ordered through OEM.

3.12 Maintenance Log Template

TURNABLE MAINTENANCE RECORD

Date:

Technician:

Service Interval: (Daily / Monthly / Quarterly / Annual / Overhaul)

Motor serviced (A/B):

Tasks Completed:

Parts Replaced:

Measurements Taken (bearing play, torque, etc.):

Safety Systems Tested:

Operational Test Result:

Notes / Defects Identified:

Technician Signature:



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20260409.docx

Supervisor Sign-off:

3.13 Compliance Statement

This maintenance plan aligns with:

- Safe operational requirements of AS 2890.2-compliant commercial vehicle facilities
- Industry standards for mechanical rotating platforms
- WHS obligations for plant maintenance
- Manufacturer-recommended maintenance practices for heavy-duty turntables.

4.0 Dock Management Plan

A dock management plan for this premises is attached in Appendix A.

5.0 Recyclables

The following is the section from the waste plan that updated waste quantities that include mixed recyclables, paper and cardboard recycling.

5.1 Estimated Quantities of Operational Waste

5.1.1 Bins

We have used the waste generation rates in the KDCP to estimate the amounts of waste that may be generated from all areas. The waste generation rates for the development uses in the KDCP are shown in Table 1 below.

Table 1 Waste generation rates

Assumed Retail Mix	Council Classification	L/100 m ² /day	
		Garbage	Recycling
Specialised retail	Shops with over 100 m ² floor area	50	50
Café	Restaurant	660	130
Commercial offices	Offices	10	10

Estimates of the weekly waste quantities have been calculated using the figures in Table 1 above, and the floor areas in the drawing *1200065_A0006 - GFA CALCULATIONS (13).pdf*

We have also assumed that the retailers will be open seven days per week and the café and offices five days per week.

The compositions of the recycling streams are assumed to be those shown in Table 2.

Table 2 Proportions of recycling streams

Tenant	Proportion Paper and Cardboard	Proportion Recyclable Containers	Source
Specialised retail	93%	7%	Reducing business waste – Retail ISBN 978-1-76039-460-8 EPA 2016/0501 March 2017
Café	85%	15%	Reducing business waste – Cafés and restaurants ISBN 978-1-76039-630-5 EPA 2016/0773 March 2017



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Tenant	Proportion Paper and Cardboard	Proportion Recyclable Containers	Source
Offices	98%	2%	Industry fact sheets - Commercial offices EPA 2012/0341 November 2012 ISBN 978-1-74293-876-9

Estimated waste quantities are shown in Table 3 below.

Table 3 Estimated waste quantities

Floor	Use	KDCP Classification	GFA (m ²)	Total per Day (L)			Total per Week (L)		
				Garbage	Paper and Cardboard	Recyclable Containers	Garbage	Paper and Cardboard	Recyclable Containers
Lower Ground	Retail 1	Shops with over 100m ² floor area	1,238	619	574	45	4,333	4,019	314
Lower Ground	Café	Restaurant	55	363	61	11	1,815	303	55
Upper Ground	Retail 2	Shops with over 100m ² floor area	1,050	525	487	38	3,675	3,409	266
Level 1	Retail 3 and 4	Shops with over 100m ² floor area	1,769	885	820	64	6,192	5,743	449
Level 2	Indoor area	Offices	926	93	86	7	463	429	34
Level 3	Offices	Offices	1,241	124	121	3	621	605	15
Level 4	Offices	Offices	1,241	124	121	3	621	605	15
Level 5	Offices	Offices	1,241	124	121	3	621	605	15
Level 6	Offices	Offices	1,241	124	121	3	621	605	15
Total			10,002	2,981	2,512	177	18,960	16,324	1,178

The table shows that about 18.9 m³ of garbage and about 16.3 m³ of paper and cardboard and 1,180 L of recyclable containers could be generated each week.

The drawings show a loading dock and heavy vehicle entry with overhead clearance of about 4.9 m. This clearance will allow rear lift collection vehicle but not front lift. As a mobile bins of 1100 L capacity suitable for collection by a rear lift vehicle have been assumed to be the bins used at the development.

We have also assumed that tenants will not have individual bins but will share common bins provided for the whole development.

5.1.2 Waste storage area required

The waste storage areas for the Development must be large enough to adequately store all quantities of operational waste and recycling between collections.

All waste storage area calculations have used typical bin dimensions, as shown in Table 4 below.

Table 4 Dimensions and approximate footprint of bins

Bin Capacity	Height (mm)	Depth (mm)	Width (mm)	Footprint (m ²)
1100 L	1470	1245	1370	1.71

To allow for ready movement of bins into and out of the bin storage area, the bin storage floor area will be at least 200% of the total minimum bin footprint. This can also act as a contingency in the event of spikes in waste generation.



Fife Capital
4-10 Bridge Street, Pymble

9 April 2026
SLR Project No.: 610.031661.00001
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Table 5 below shows the number of bins and the space required for bins of different capacity. These bins are typically used in a retail setting like that proposed.

Table 5 Bin numbers and space

Bin capacity	Collection Frequency per Week			Total Number of Bins			Space Bin Required (m ²)			Total Space Bin Required including Manoeuvring (m ²)
	Garbage	Paper and Cardboard	Recyclable Containers	Garbage	Paper and Cardboard	Recyclable Containers	Garbage	Paper and Cardboard	Recyclable Containers	
1100 L	4	3	1	5	5	1	8.5	8.5	1.7	37.5

The table shows that a minimum of 37.5 m² of waste storage space should be allowed for, assuming 1100 L bins are used.

5.1.3 Bulky Waste

The KDCP make no mention of bulky waste storage space being required for commercial or retail developments, however, SLR recommends 8 m² of space be made available for this material. The total amount of waste storage space recommended is shown in Table 6 below.

Table 6 Total waste storage space

Waste Bin Space	Bulky Waste Storage	Total Waste Storage Space
37.5 m ²	8 m ²	45.5 m ²

5.1.4 Space allowed for waste storage

The drawings show a waste storage room near the loading dock turntable opposite the loading dock itself. This room has an area of 45.5 m² which is adequate to store the proposed number of bins and bulky waste. This is shown in Figure 2 below.

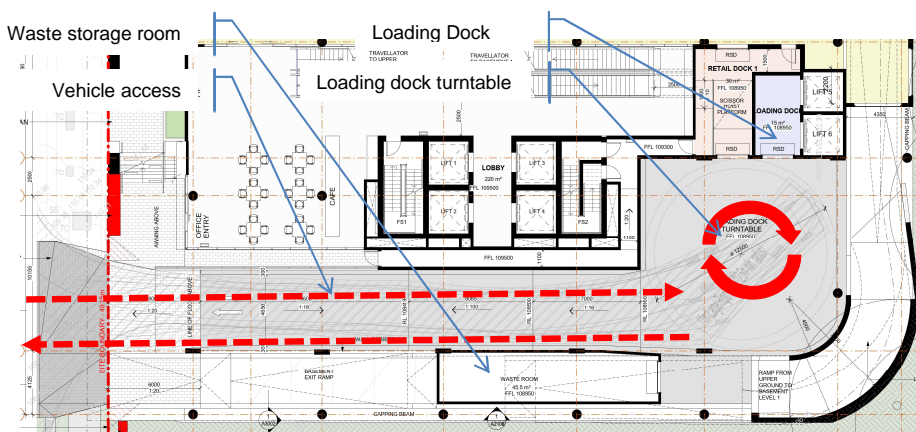


Figure 2 Waste room size and location





Appendix A Dock Management Plan

4-10 Bridge Street, Pymble

Response to Ku-ring-gai Council Questions

Fife Capital

SLR Project No.: 610.031661.00001

9 April 2026



4-10 BRIDGE STREET LOADING DOCK MANAGEMENT PLAN

This plan stipulates the responsibilities and procedures relevant to the development Loading Dock to ensure safe and efficient movement of vehicles, persons and goods. The Plan has been prepared by SLR Consulting on behalf of Fife Capital.

ACCESS

- Waste Vehicles will enter from Bridge street in a forward direction. The vehicle will park on the Loading Dock turntable adjacent to the waste room and will exit the Loading Dock in a forward direction.
- Unless otherwise approved by Management, the Loading Dock is restricted to goods delivery and/or refuse collection.
- Pedestrian access through the Loading Dock hardstand is restricted at all times to authorised persons only or for fire escape egress as required.

LOADING FACILITIES

- The Loading Dock and turntable is designed for use by vehicles up to an 11m Rigid Vehicle in size.
- The waste storage room is 45.5m² which is adequate to cater for the proposed number of bins and bulky waste.
- Bins will be brought from the waste storage room to the Waste Collection Vehicle (propped on the turntable) to be deposited.

HOURS OF OPERATION

- 24/7 or as permitted by law/regulations.
- At the time of drafting there are no limitations on the hours of operation for the loading dock/deliveries, however the Landlord makes no representations or guarantee on this moving forward.

INCIDENTS

- A log must be kept of all incidents occurring on-site. It should be brought to the attention of Site Management any incidents which require Landlord intervention to either manage or eliminate the risk of the incident reoccurring.

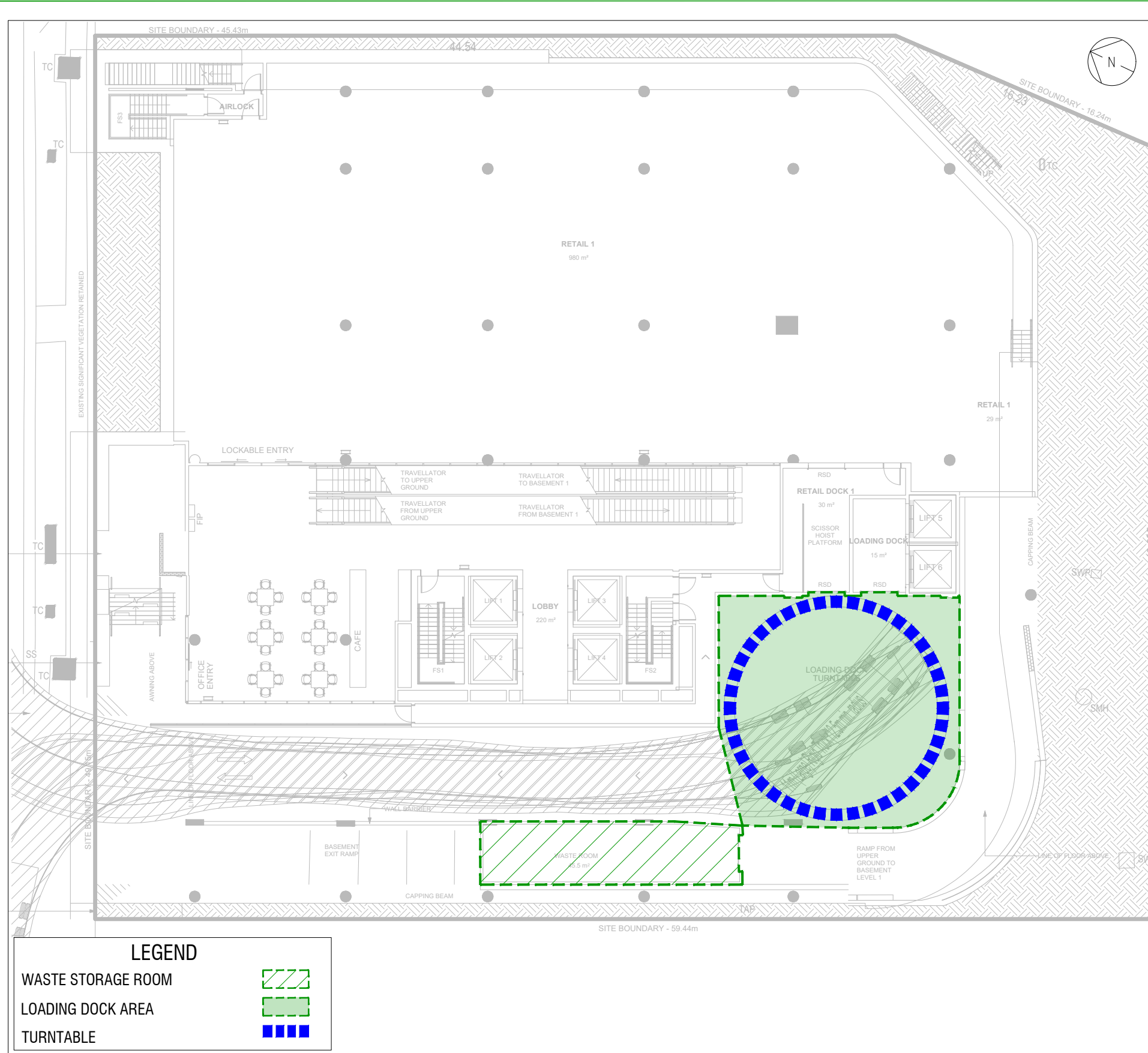
RESPONSIBILITIES - SITE MANAGER/FACILITIES MANAGER

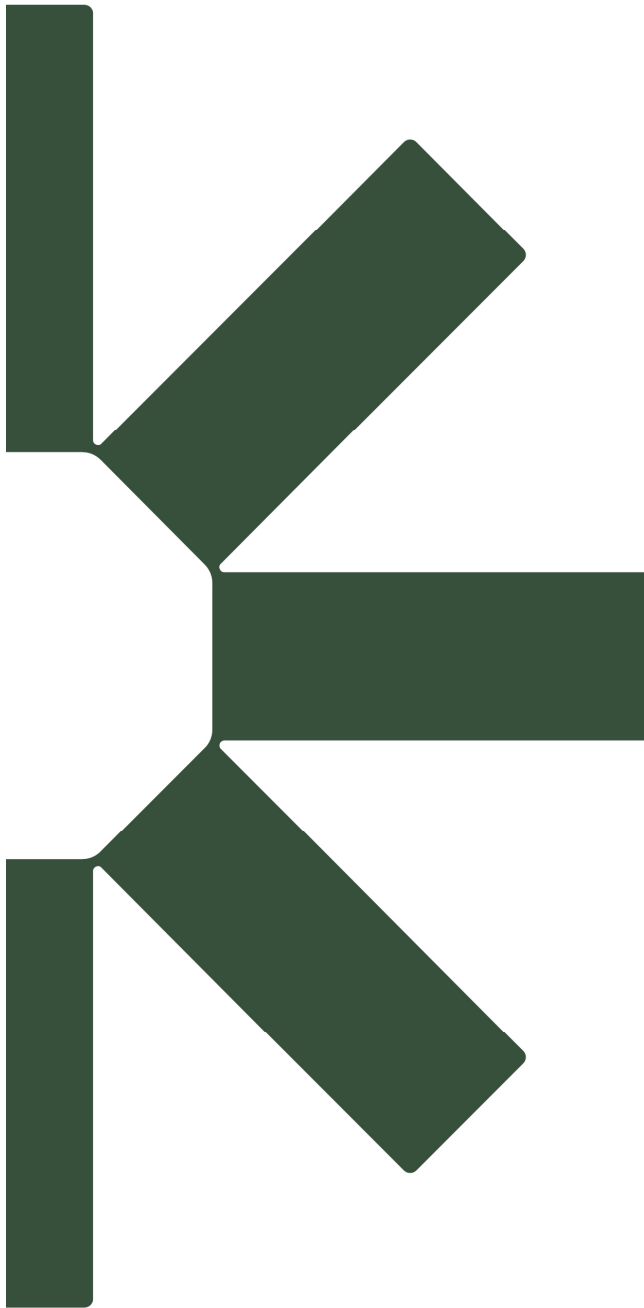
- Ensure all staff and associates are provided with appropriate training to undertake required tasks. This includes the responsibility to ensure that all persons are familiar with site specific requirements through appropriate site induction procedures, including those specific to the Loading Dock.
- Conduct all business in a safe and legal manner.
- Be familiar with and address their respective duty of care requirements in accordance with the applicable state Work Health and Safety legislation.
- All users of the Loading Dock must wear high visibility clothing.
- Drivers are to operate their vehicles in a safe and professional manner with consideration for all other users of the Loading Dock.
- Manage deliveries and book vehicle access to ensure only one vehicle is attending site at any one time to prevent the need for queuing on the external road network.
- The Loading Dock hardstand and Shared Tennant Dock are not to be used to store any items such as goods and equipment without Management approval.
- In the event of an incident occurring within the Loading Dock, Management is to be notified immediately.

RESPONSIBILITIES - OTHER TENANT STAFF AND ASSOCIATES

- All users of the Loading Dock must take reasonable responsibility for their own health and safety when present in loading areas. All WH&S policies, procedures and instructions must be adhered to.
- All users of the Loading Dock must wear high visibility clothing.
- Staff and associates are to advise Management of any situations in which they know, or think may, present a risk to workplace health and safety.
- Drivers are to operate their vehicles in a safe and professional manner with consideration for all other users of the Loading Dock.
- In the event of an incident occurring within the Loading Dock, Management is to be notified immediately.
- Daily visual inspections of waste storage areas will be undertaken by site personnel and inspection checklists and logs recorded for reporting to the site manager each week or as required.

Version 1.0 - 02/04/26





Making Sustainability Happen



TRAFFIX
TRAFFIC AND TRANSPORT PLANNERS

Suite 2.08, 50 Holt St
Surry Hills, NSW 2010
PO Box 1124
Strawberry Hills NSW 2012
t: (02) 8324 8700
w: www.traffic.com.au
acn: 065132961
abn: 66065132961

Reference: 22.113r04v02

9 April 2026

Fife Capital
Level 12, 89 York Street
SYDNEY NSW 2000

Attention: Marie Karkoulas

**Re: 4-10 Bridge Street, Pymble – Proposed Mixed-Use Development
Response to Request for Information**

Dear Marie,

We refer to the subject property and proposed mixed-use development located at 4-10 Bridge Street, Pymble.

TRAFFIX has been forwarded comments from Ku-ring-gai Council concerning the proposal in an email dated 26 March 2026.

TRAFFIX has reviewed all relevant comments and has responded to each issue below. This is with reference to the Traffic Impact Assessment (TIA) report, which accompanied the Development Application (Ref: 22.113r02v03 dated 28 January 2026).

Reference should also be made to the latest architectural plans submitted separately to Council which are presented at reduced scale in **Attachment 1**.

**Ku-ring-gai Council Comments:****5. Parking, traffic and access impacts**

- a) *No detailed assessment of queuing and delays in West Street/Bridge Street and Suakin Street in the weekday PM peak has been undertaken to understand the impacts of vehicles departing the site.*

TRAFFIX Response:

In response to Council's comments, additional traffic surveys at the West Street / Bridge Street / Suakin Street have been undertaken on Thursday 26 March 2026 during the PM road network peak period between 4:00pm and 6:00pm.

The associated impacts of the development traffic generation on this intersection having regard to the traffic distribution shown in Figure 9 of the TIA has been subsequently assessed using the SIDRA Intersection 10 to determine its performance characteristics under existing and post development traffic conditions as follows:

- 2026 Base Case; and,
- 2026 Base Case + Proposed Development.

The SIDRA model produces a range of outputs, the most useful of which are the degree of saturation (DoS) and average vehicle delay per vehicle (AVD). The AVD is in turn related to a level of service (LoS) criteria. These performances measures can be interpreted using the following expectations:

- DoS** the DoS is a measure of the operational performance of individual intersections. As both queue length and delay increase rapidly as DoS approaches 1, it is usual to attempt to keep DoS to less than 0.9. When DoS exceeds 0.9 residual queues can be anticipated, as occurs at many major intersections throughout the metropolitan area during peak periods. In this regard, a practical limit at 1.1 can be assumed. For intersections controlled by roundabout or give way / stop control, satisfactory intersection operation is generally indicated by a DoS of 0.8 or less.
- AVD** the AVD for individual intersections provides a measure of the operational performance of an intersection. In general, levels of acceptability of AVD for individual intersections depend on the time of day (motorists generally accept higher delays during peak commuter periods) and the road system being modelled (motorists are more likely to accept longer delays on side streets than on the main road system).
- LoS** this is a comparative measure which provides an indication of the operating performance of an intersection as shown in Table 1.



Table 1: Intersection Performance Indicators (TfNSW)

Level of Service (LoS)	Average Delay per Vehicle (secs/veh)	Traffic Signals, Roundabout	Give Way, Stop Signs
A	less than 14	Good operation	Good operation
B	15 to 28	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	29 to 42	Satisfactory	Satisfactory but accident study required
D	43 to 56	Operating near capacity	Near capacity and accident study required
E	57 to 70	At capacity, at signals incidents will cause excessive delays. Roundabouts require other control mode	At capacity and requires other control mode
F	More than 70	Unsatisfactory and requires additional capacity.	Unsatisfactory and requires other control mode or major treatment.

A summary of the modelled results is provided in Table 2. Reference should also be made to the SIDRA outputs provided in Attachment 2 which provide detailed results for individual lanes and approaches.

Table 2: Existing and Development Intersection Performance

Intersection	Period	Scenario	Degree of Saturation	Average Delay	Level of Service
Bridge St, Suakin St & West St	PM	Existing	0.162	5.0	A
		Existing + Development	0.192	5.4	A

It can be seen from Table 2 that the additional traffic expect to be generated by the proposal could not be expected to result in any negative traffic implications, and that the West Street / Bridge Street / Suakin Street intersection is expected to operate satisfactorily with LoS A under both existing and existing plus development scenarios.

Accordingly, the proposed development is expected to operate satisfactorily with minimal traffic impacts. Continued support is therefore given to the proposed development on transport planning grounds.



- b) *The visibility splay for service vehicles has not been provided. It has not been demonstrated that heavy vehicles can access the service area while staying wholly within the driveway crossing.*

TRAFFIX Response:

Please refer to the swept path analysis provided in **Attachment 3**, which demonstrates that an 11m rigid truck (design vehicle) is able to access the service area while remaining wholly within the proposed service driveway crossing.

We also confirm that the minimum 5-second gap sight distance for a 50 km/h frontage road, being 69m, is readily available in both directions for service vehicles egressing the site, in accordance with Clause 3.4.5 of AS 2890.2:2018.

- c) *A minimum of 29 bicycle parking spaces for employees is not provided within the development to comply with the requirements of the KDCP.*

TRAFFIX Response:

The submitted architectural plans already includes provision for a minimum of 29 bicycle parking spaces in accordance with Council requirements, near the end-of-trip facilities on basement level 1, thereby complying with the requirements of the KDCP.

- d) *It has not been demonstrated that there is no obstruction greater than 600 millimetres for the sight triangle for visibility to pedestrians at the north-eastern car park access.*

TRAFFIX Response:

The plans provided in **Attachment 1** have been updated to ensure there are no obstructions greater than 600mm within the pedestrian sight triangle, maintaining adequate visibility to pedestrians at the north-eastern car park access driveway.

- e) *The length of the internal service roadway from the property boundary is noncompliant with AS2890.2 in that it is 6 metres and not a minimum of 6.85 metres*

TRAFFIX Response:

The project architect has confirmed that adjustments to the loading dock ramp, including gradient and length changes to achieve a minimum 6.85m section not exceeding a 5% grade from the property boundary in accordance with AS 2890.2:2018, are feasible and can be adopted.

The DA design is however currently under review with Council for other matters. At this stage, no changes are proposed to the service driveway and these updates can be incorporated once Council's position is finalised to ensure a consistent and coordinated outcome.



6. Parking, traffic and access impacts

- a) *No design details of the turntable for a heavy rigid vehicle (HRV) as per 2890.2 has been provided.*

TRAFFIX Response:

Details of the turntable accommodating a 11m rigid truck have been provided on the submitted plans, including the relevant swept path and dimensional allowances.

It is noted that the final turntable design will be subject to the selected supplier, who will be required to ensure compliance with the approved dimensional parameters. This includes accommodating an 11m rigid vehicle with a minimum 0.3 m clearance, in accordance with AS 2890.2:2018.

Closing

Based on the additional assessment and findings provided in our RFI response, it is clear that the proposed development complies with the relevant parking requirements and is expected to operate satisfactorily with minimal traffic impacts. Continued support is therefore given on transport planning grounds.

We trust the above is of assistance and please contact the undersigned should you have any queries. In the event that any concerns remain, we request an opportunity to discuss these with Council officers prior to any determination being made.

Yours faithfully,

Traffix

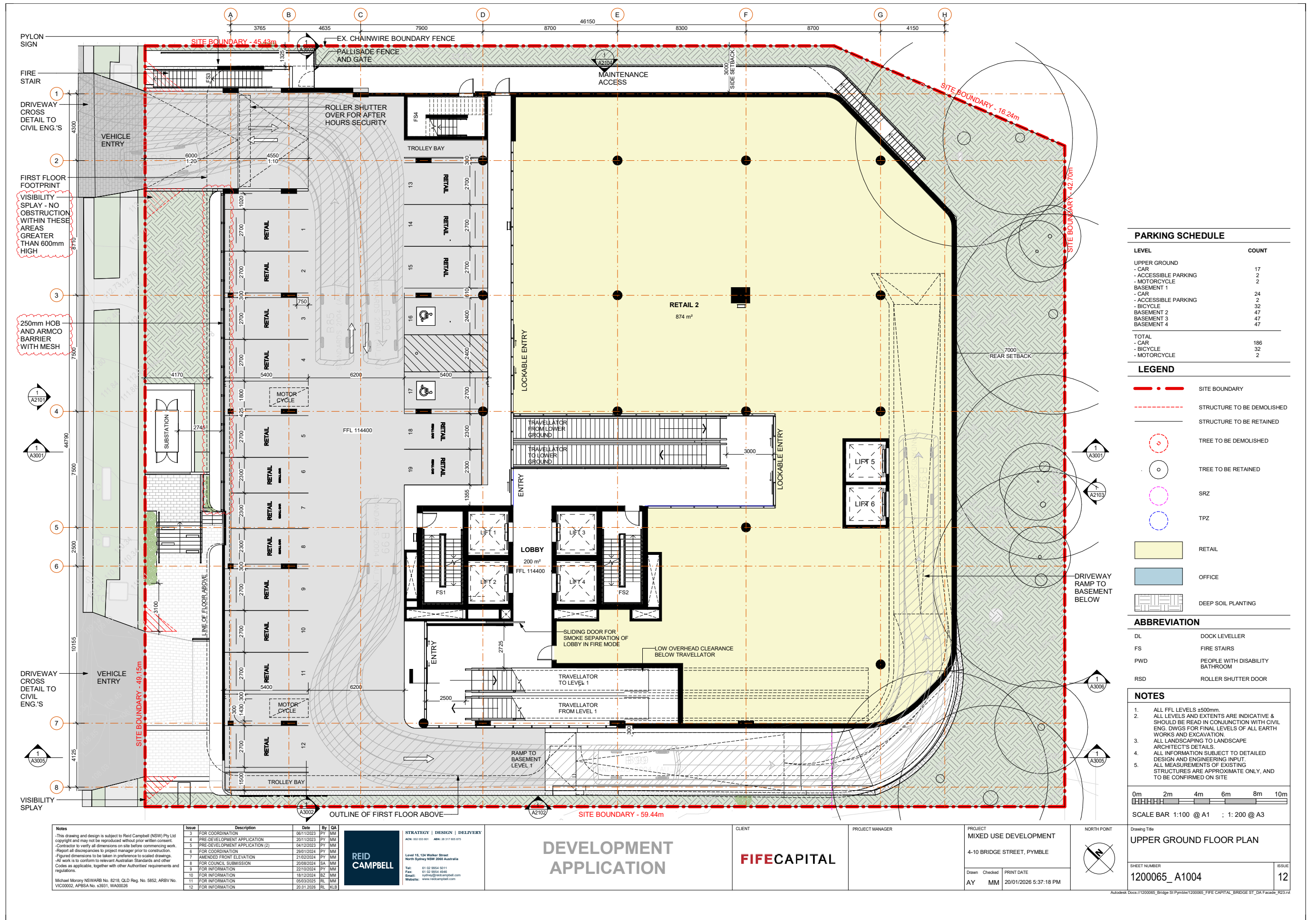
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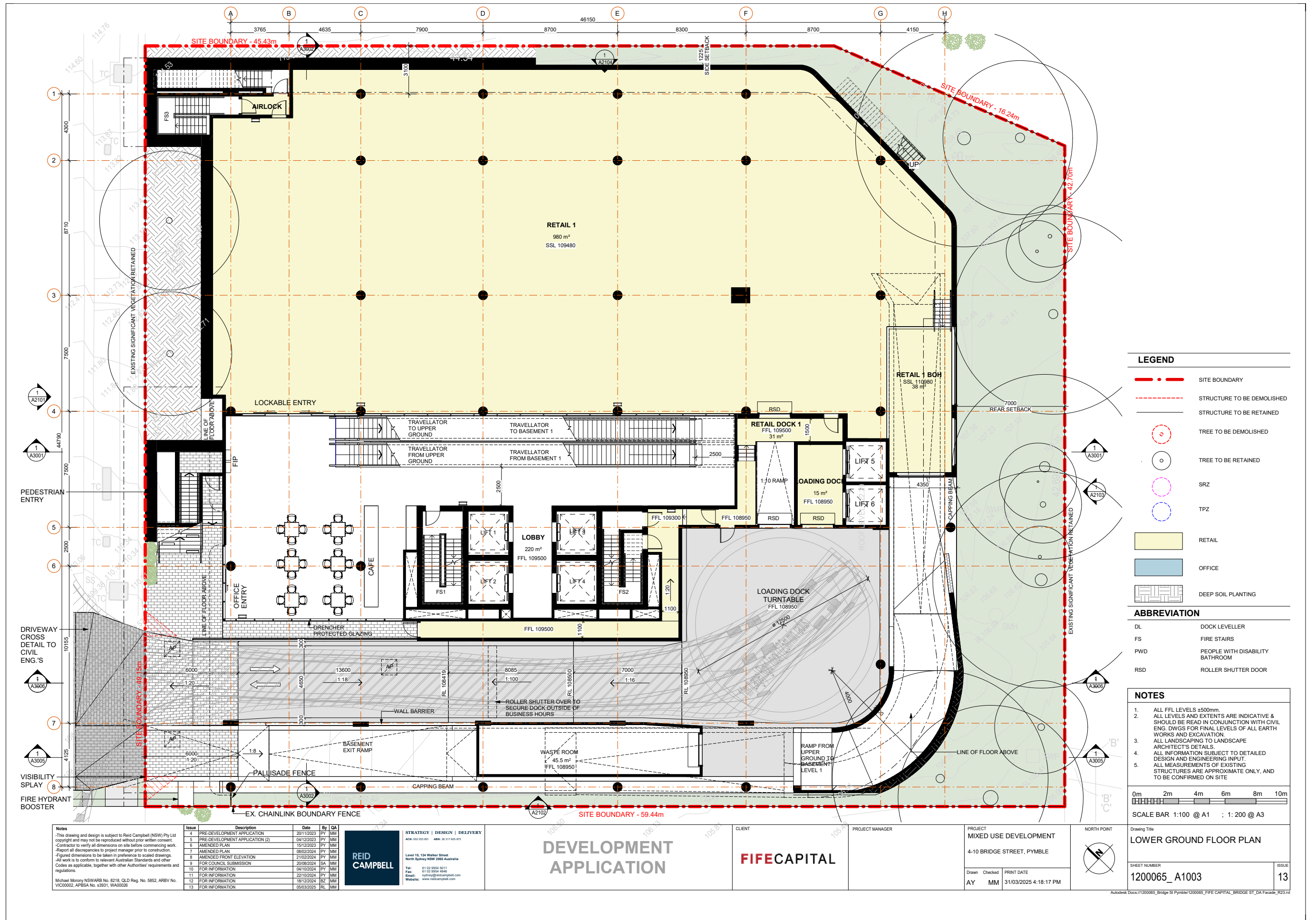
Thomas Yang
Executive Engineer

Encl: *Attachment 1 – Revised Architectural Plans*
Attachment 2 – SIDRA Movement Summaries
Attachment 3 – Swept Path Analysis

ATTACHMENT 1

Revised Architectural Plans





LEGEND

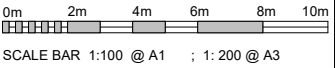
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- - - - - STRUCTURE TO BE DEMOLISHED
- - - - - STRUCTURE TO BE RETAINED
- TREE TO BE DEMOLISHED
- TREE TO BE RETAINED
- SRZ
- TPZ
- RETAIL
- OFFICE
- DEEP SOIL PLANTING

ABBREVIATION

- DL DOCK LEVELLER
- FS FIRE STAIRS
- PWD PEOPLE WITH DISABILITY BATHROOM
- RSD ROLLER SHUTTER DOOR

NOTES

1. ALL FFL LEVELS ±500mm.
2. ALL LEVELS AND EXTENTS ARE INDICATIVE & SHOULD BE READ IN CONJUNCTION WITH CIVIL ENG. DWGS FOR FINAL LEVELS OF ALL EARTH WORKS AND EXCAVATION.
3. ALL LANDSCAPING TO LANDSCAPE ARCHITECT'S DETAILS.
4. ALL INFORMATION SUBJECT TO DETAILED DESIGN AND ENGINEERING INPUT.
5. ALL MEASUREMENTS OF EXISTING STRUCTURES ARE APPROXIMATE ONLY, AND TO BE CONFIRMED ON SITE.



Issue	Description	Date	By	DA
4	PRE-DEVELOPMENT APPLICATION	20/11/2023	PY	MM
5	PRE-DEVELOPMENT APPLICATION (2)	04/12/2023	PY	MM
6	AMENDED PLAN	15/12/2023	PY	MM
7	AMENDED PLAN	08/02/2024	PY	MM
8	AMENDED FRONT ELEVATION	21/02/2024	PY	MM
9	FOR COUNCIL SUBMISSION	20/08/2024	SA	MM
10	FOR INFORMATION	04/10/2024	PY	MM
11	FOR INFORMATION	22/10/2024	PY	MM
12	FOR INFORMATION	18/12/2024	BZ	MM
13	FOR INFORMATION	05/03/2025	RL	MM

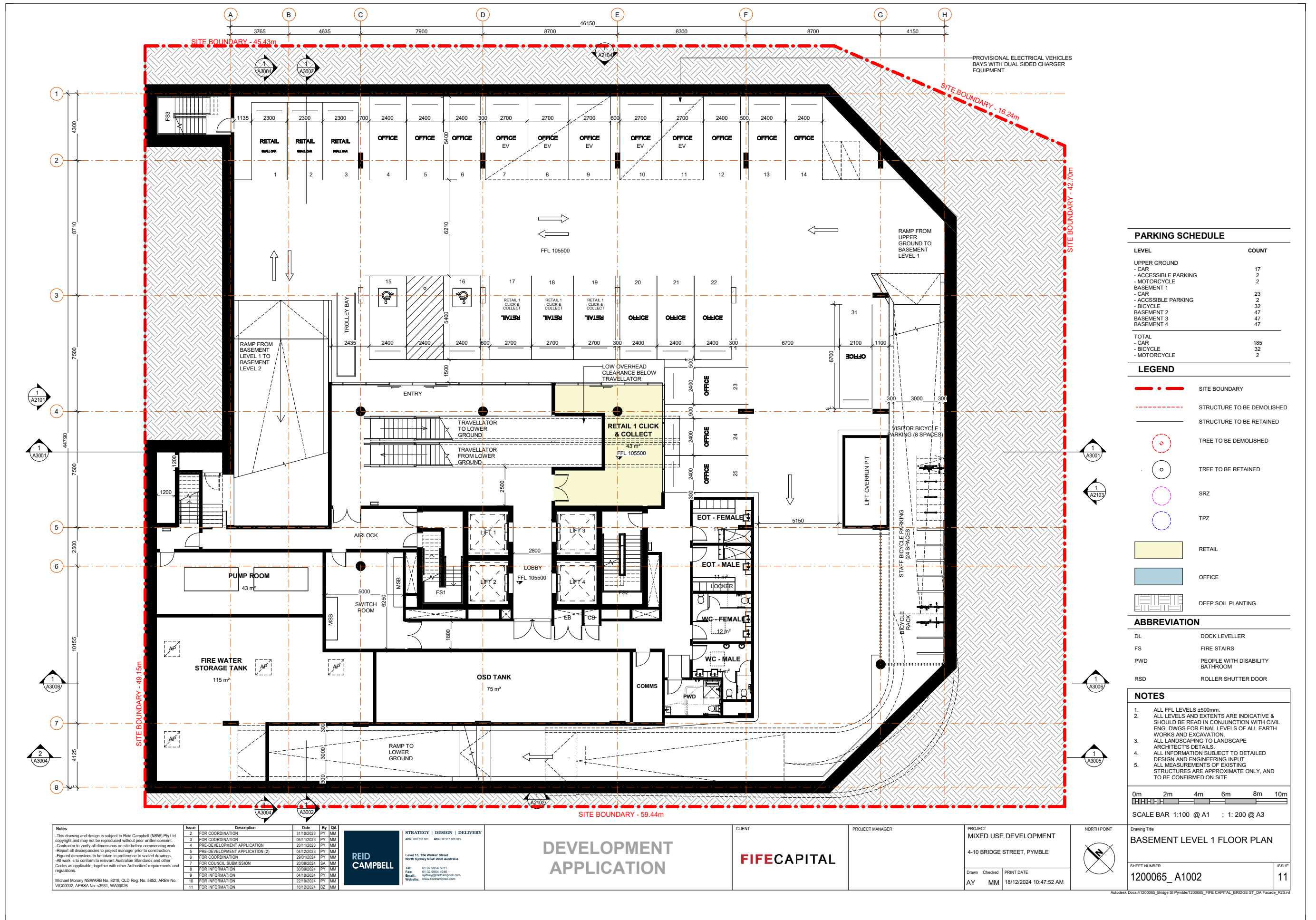
STRATEGY | DESIGN | DELIVERY
 ACN: 102 033 801 ABN: 28 317 055 875
REID CAMPBELL
 Level 15, 124 Walker Street
 North Sydney NSW 2060 Australia
 Tel: 61 02 9554 5011
 Fax: 61 02 9554 4540
 Email: info@reidcampbell.com
 Website: www.reidcampbell.com

DEVELOPMENT APPLICATION

FIFECAPITAL

CLIENT PROJECT MANAGER
 PROJECT MIXED USE DEVELOPMENT
 4-10 BRIDGE STREET, PYMBLE

NORTH POINT
 Drawing Title: **LOWER GROUND FLOOR PLAN**
 SHEET NUMBER: **1200065_A1003**
 ISSUE: **13**



PARKING SCHEDULE

LEVEL	COUNT
UPPER GROUND	
- CAR	17
- ACCESSIBLE PARKING	2
- MOTORCYCLE	2
BASEMENT 1	
- CAR	23
- ACCESSIBLE PARKING	2
- BICYCLE PARKING	32
BASEMENT 2	47
BASEMENT 3	47
BASEMENT 4	47
TOTAL	185
- CAR	32
- BICYCLE	32
- MOTORCYCLE	2

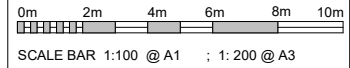
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- STRUCTURE TO BE RETAINED
- TREE TO BE DEMOLISHED
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- OFFICE
- DEEP SOIL PLANTING

ABBREVIATION

DL	DOCK LEVELLER
FS	FIRE STAIRS
PWD	PEOPLE WITH DISABILITY BATHROOM
RSD	ROLLER SHUTTER DOOR

- NOTES**
- ALL FFL LEVELS ±500mm.
 - ALL LEVELS AND EXTENTS ARE INDICATIVE & SHOULD BE READ IN CONJUNCTION WITH CIVIL ENG. DWGS FOR FINAL LEVELS OF ALL EARTH WORKS AND EXCAVATION.
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 - ALL INFORMATION SUBJECT TO DETAILED DESIGN AND ENGINEERING INPUT.
 - ALL MEASUREMENTS OF EXISTING STRUCTURES ARE APPROXIMATE ONLY, AND TO BE CONFIRMED ON SITE.



Notes

- This drawing and design is subject to Reid Campbell (NSW) Pty Ltd copyright and may not be reproduced without prior written consent.
- Contractor to verify all dimensions on site before commencing work.
- Report all discrepancies to project manager prior to construction.
- Figured dimensions to be taken in preference to scaled drawings.
- All work is to conform to relevant Australian Standards and other Codes as applicable, together with other Authorities' requirements and regulations.

Michael Morony NSWARB No. 8218, QLD Reg. No. 5852, ARBV No. VIC00002, APBSA No. s3931, WA00025

Issue	Description	Date	By	QA
1	FOR COORDINATION	31/10/2023	PY	MM
2	FOR COORDINATION	08/11/2023	PY	MM
3	PRE-DEVELOPMENT APPLICATION	20/11/2023	PY	MM
4	PRE-DEVELOPMENT APPLICATION (2)	04/12/2023	PY	MM
5	FOR COORDINATION	29/01/2024	SA	MM
6	FOR COUNCIL SUBMISSION	20/08/2024	SA	MM
7	FOR INFORMATION	30/09/2024	PY	MM
8	FOR INFORMATION	04/10/2024	PY	MM
9	FOR INFORMATION	22/10/2024	PY	MM
10	FOR INFORMATION	18/12/2024	BZ	MM
11	FOR INFORMATION			

REID CAMPBELL

STRATEGY | DESIGN | DELIVERY

Level 15, 124 Walker Street
North Sydney NSW 2060 Australia

Tel: 61 02 9554 9011
Fax: 61 02 9554 4540
Email: info@reidcampbell.com
Website: www.reidcampbell.com

DEVELOPMENT APPLICATION

FIFECAPITAL

CLIENT: FIFECAPITAL

PROJECT MANAGER: [Name]

PROJECT: MIXED USE DEVELOPMENT

4-10 BRIDGE STREET, PYMBLE

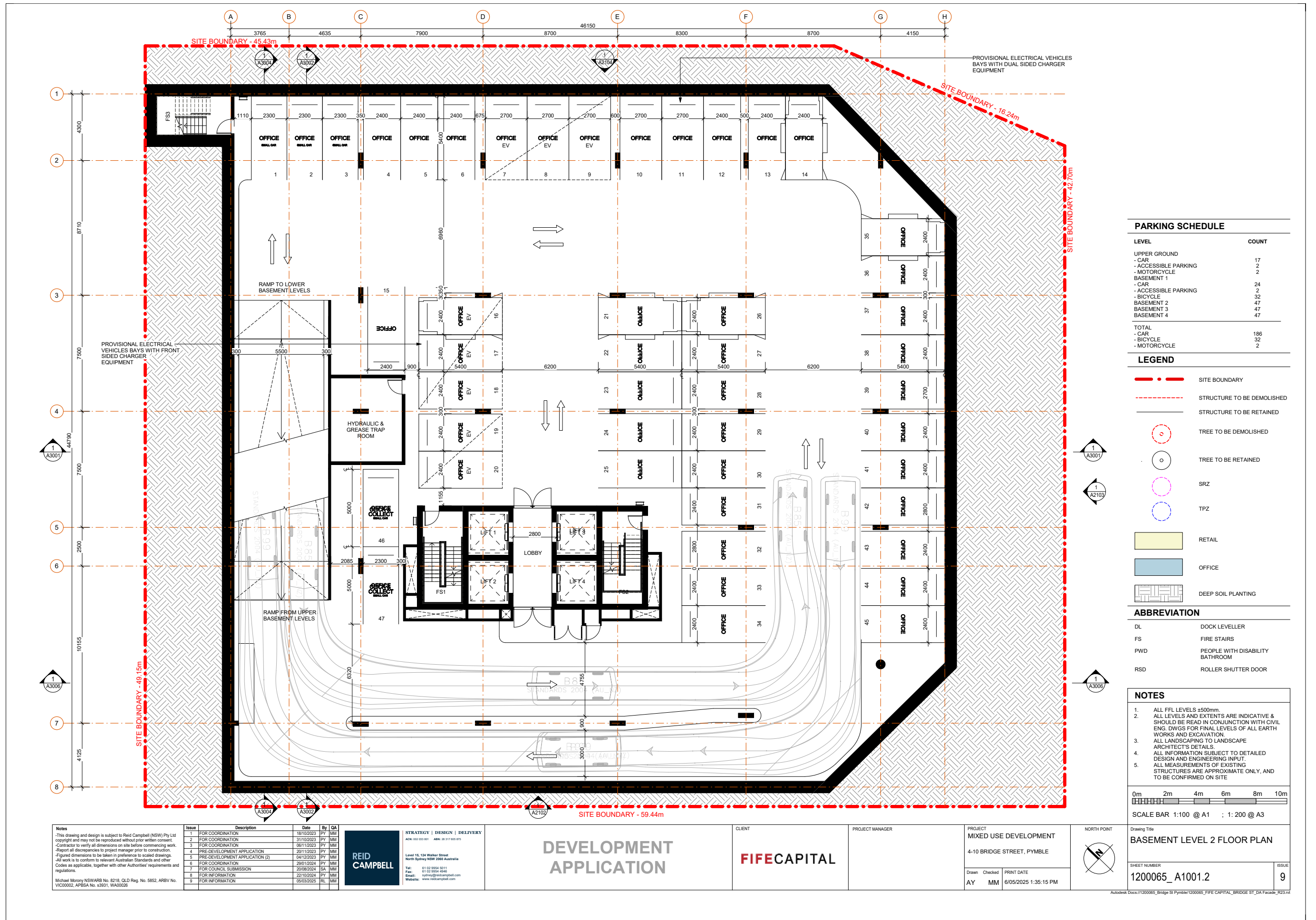
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NORTH POINT

Drawing Title: **BASEMENT LEVEL 1 FLOOR PLAN**

SHEET NUMBER: **1200065_A1002**

ISSUE: **11**



PARKING SCHEDULE

LEVEL	COUNT
UPPER GROUND	
- CAR	17
- ACCESSIBLE PARKING	2
- MOTORCYCLE	2
BASEMENT 1	
- CAR	24
- ACCESSIBLE PARKING	2
- BICYCLE	32
BASEMENT 2	47
BASEMENT 3	47
BASEMENT 4	47
TOTAL	186
- CAR	32
- BICYCLE	47
- MOTORCYCLE	2

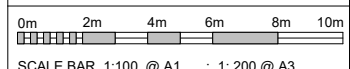
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Issue	Description	Date	By	QA
1	FOR COORDINATION	18/10/2023	PY	MM
2	FOR COORDINATION	31/10/2023	PY	MM
3	FOR COORDINATION	06/11/2023	PY	MM
4	PRE-DEVELOPMENT APPLICATION	20/11/2023	PY	MM
5	PRE-DEVELOPMENT APPLICATION (2)	04/12/2023	PY	MM
6	FOR COORDINATION	29/01/2024	PY	MM
7	FOR COUNCIL SUBMISSION	20/06/2024	SA	MM
8	FOR INFORMATION	22/09/2024	PY	MM
9	FOR INFORMATION	05/03/2025	RL	MM

STRATEGY | DESIGN | DELIVERY

ACN: 002 033 801 ABN: 28 317 035 875

REID CAMPBELL

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Email: info@reidcampbell.com
Website: www.reidcampbell.com

DEVELOPMENT APPLICATION

FIFECAPITAL

CLIENT: FIFECAPITAL

PROJECT MANAGER:

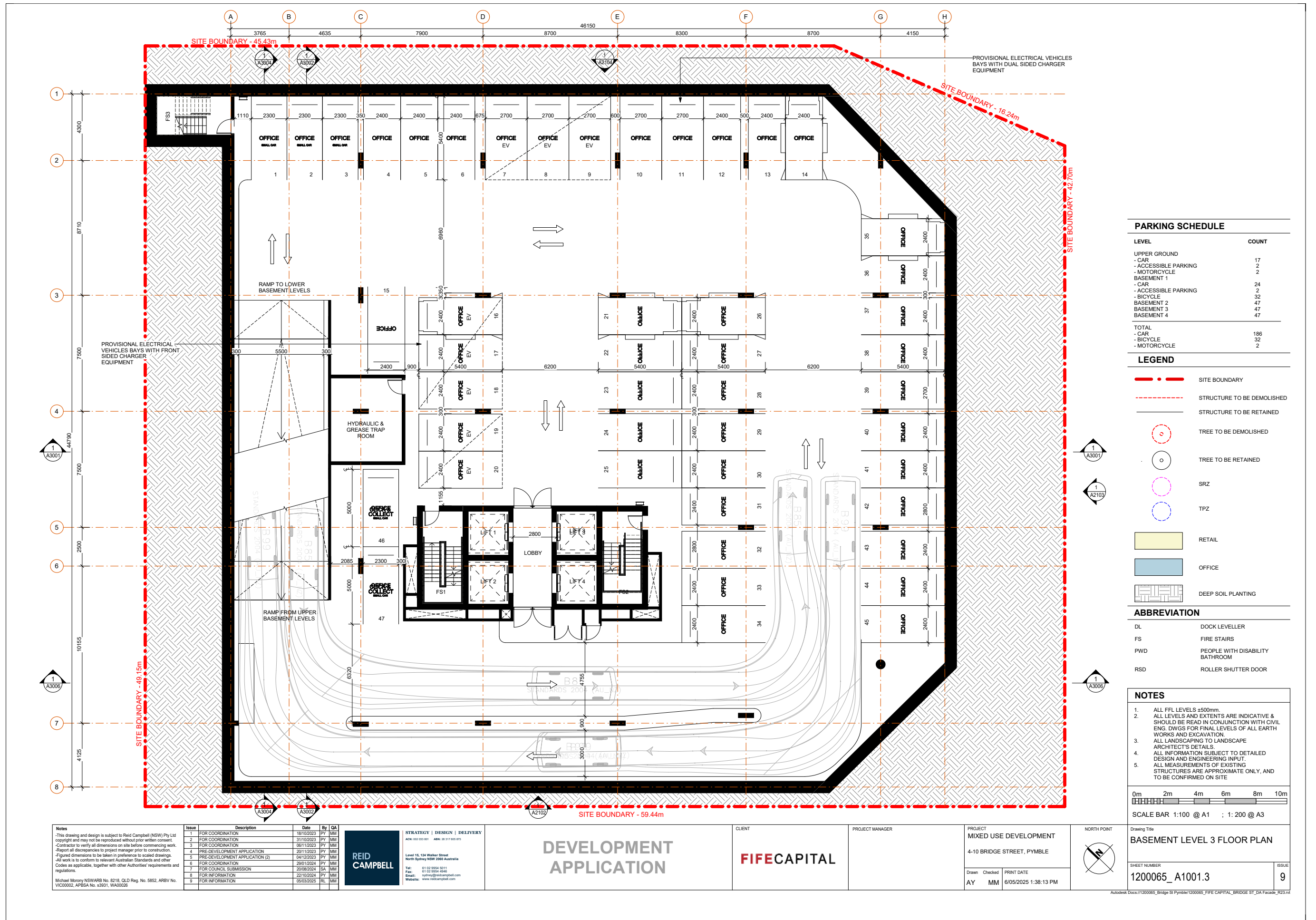
PROJECT: MIXED USE DEVELOPMENT
4-10 BRIDGE STREET, PYMBLE

Drawn: AY Checked: MM PRINT DATE: 6/05/2025 1:35:15 PM

NORTH POINT

Drawing Title: **BASEMENT LEVEL 2 FLOOR PLAN**

SHEET NUMBER: 1200065_A1001.2 ISSUE: 9



PARKING SCHEDULE

LEVEL	COUNT
UPPER GROUND	
- CAR	17
- ACCESSIBLE PARKING	2
- MOTORCYCLE	2
BASEMENT 1	
- CAR	24
- ACCESSIBLE PARKING	2
- BICYCLE	32
BASEMENT 2	47
BASEMENT 3	47
BASEMENT 4	47
TOTAL	
- CAR	186
- BICYCLE	32
- MOTORCYCLE	2

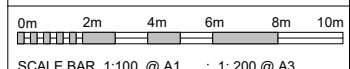
LEGEND

- - - SITE BOUNDARY
- - - - - STRUCTURE TO BE DEMOLISHED
- STRUCTURE TO BE RETAINED
- TREE TO BE DEMOLISHED
- TREE TO BE RETAINED
- SRZ
- TPZ
- RETAIL
- OFFICE
- DEEP SOIL PLANTING

ABBREVIATION

DL	DOCK LEVELLER
FS	FIRE STAIRS
PWD	PEOPLE WITH DISABILITY BATHROOM
RSD	ROLLER SHUTTER DOOR

- NOTES**
- ALL FFL LEVELS ±500mm.
 - ALL LEVELS AND EXTENTS ARE INDICATIVE & SHOULD BE READ IN CONJUNCTION WITH CIVIL ENG. DWGS FOR FINAL LEVELS OF ALL EARTH WORKS AND EXCAVATION.
 - ALL LANDSCAPING TO LANDSCAPE ARCHITECT'S DETAILS.
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7	FOR COUNCIL SUBMISSION	20/06/2024	SA	MM
8	FOR INFORMATION	22/09/2024	PY	MM
9	FOR INFORMATION	05/03/2025	RL	MM

STRATEGY | DESIGN | DELIVERY

ACN: 002 033 801 ABN: 28 317 035 875

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DEVELOPMENT APPLICATION

FIFECAPITAL

CLIENT: FIFECAPITAL

PROJECT MANAGER:

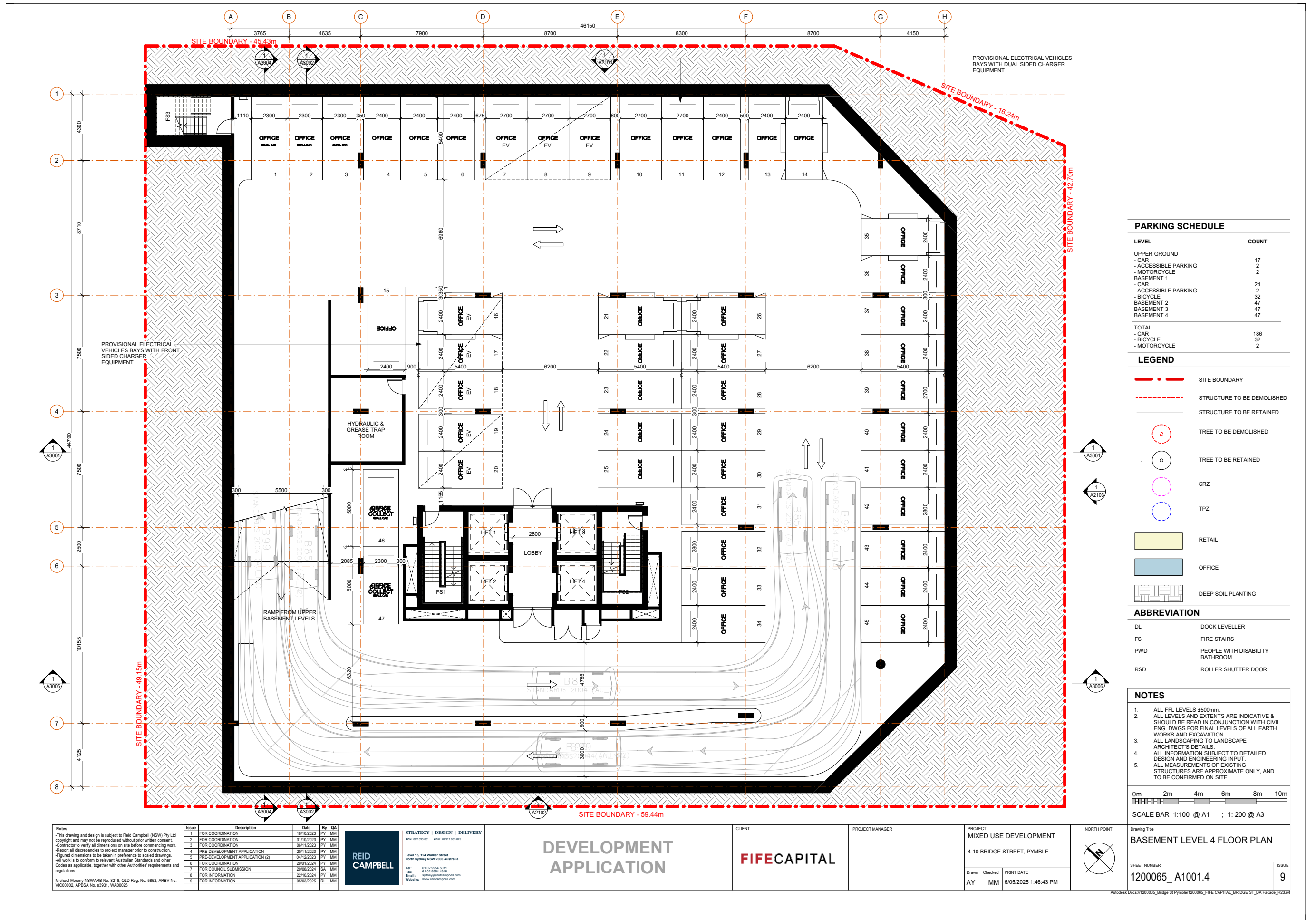
PROJECT: MIXED USE DEVELOPMENT
4-10 BRIDGE STREET, PYMBLE

Drawn: AY Checked: MM PRINT DATE: 6/05/2025 1:38:13 PM

NORTH POINT

Drawing Title: **BASEMENT LEVEL 3 FLOOR PLAN**

SHEET NUMBER: 1200065_A1001.3 ISSUE: 9



PARKING SCHEDULE

LEVEL	COUNT
UPPER GROUND	
- CAR	17
- ACCESSIBLE PARKING	2
- MOTORCYCLE	2
BASEMENT 1	
- CAR	24
- ACCESSIBLE PARKING	2
- BICYCLE	32
BASEMENT 2	47
BASEMENT 3	47
BASEMENT 4	47
TOTAL	186
- CAR	32
- BICYCLE	32
- MOTORCYCLE	2

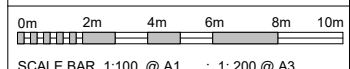
LEGEND

- - - SITE BOUNDARY
- - - - - STRUCTURE TO BE DEMOLISHED
- STRUCTURE TO BE RETAINED
- TREE TO BE DEMOLISHED
- TREE TO BE RETAINED
- SRZ
- TPZ
- RETAIL
- OFFICE
- DEEP SOIL PLANTING

ABBREVIATION

DL	DOCK LEVELLER
FS	FIRE STAIRS
PWD	PEOPLE WITH DISABILITY BATHROOM
RSD	ROLLER SHUTTER DOOR

- NOTES**
- ALL FFL LEVELS ±500mm.
 - ALL LEVELS AND EXTENTS ARE INDICATIVE & SHOULD BE READ IN CONJUNCTION WITH CIVIL ENG. DWGS FOR FINAL LEVELS OF ALL EARTH WORKS AND EXCAVATION.
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 Michael Morony NSWARB No. 8218, OLD Reg. No. 5852, ARBY No. VIC00002, APBSA No. s3931, WA00026

Issue	Description	Date	By	QA
1	FOR COORDINATION	18/10/2023	PY	MM
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8	FOR INFORMATION	22/09/2024	PY	MM
9	FOR INFORMATION	05/03/2025	RL	MM

STRATEGY | DESIGN | DELIVERY
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 Email: info@reidcampbell.com
 Website: www.reidcampbell.com

DEVELOPMENT APPLICATION

FIFECAPITAL

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 PROJECT
MIXED USE DEVELOPMENT
 4-10 BRIDGE STREET, PYMBLE
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NORTH POINT
 Drawing Title
BASEMENT LEVEL 4 FLOOR PLAN
 SHEET NUMBER
1200065_A1001.4
 ISSUE
9

ATTACHMENT 2

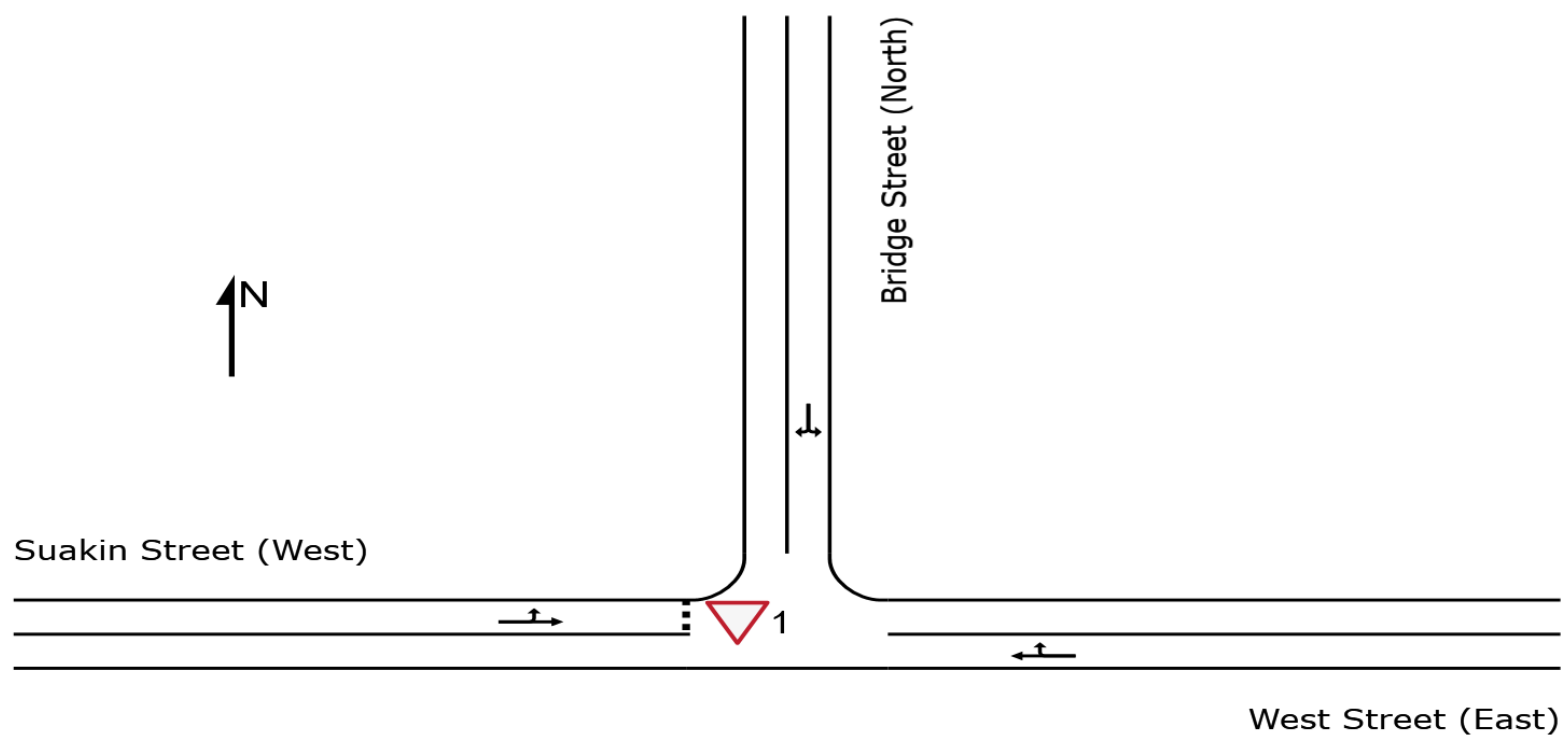
SIDRA Movement Summaries

SITE LAYOUT

▽ Site: [1] Bridge Street, West Street & Suakin Street Intersection - Ex PM (Folder1)

Bridge Street, West Street & Suakin Street Intersection
Site Category: (None)
Give-Way (Two-Way)
Site Scenario: 2 | Existing PM

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SIDRA INTERSECTION 10.0 | Copyright © 2000-2026 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: HP Inc. | Licence: NETWORK / 1PC | Created: Tuesday, 31 March 2026 2:11:18 PM
Project: O:\22\22.113\Modelling\22.113m03v01 TRAFFIX 4-10 Bridge Street, Pymble [2023 Surveys].spx

MOVEMENT SUMMARY

Site: [1] Bridge Street, West Street & Suakin Street Intersection - Ex PM (Folder1)
 Output produced by SIDRA INTERSECTION Version: 10.0.9.250

Bridge Street, West Street & Suakin Street Intersection
 Site Category: (None)
 Give-Way (Two-Way)
 Site Scenario: 2 | Existing PM

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec						km/h	
East: West Street (East)															
5	T1	All MCs	26	0.0	26	0.0	0.072	0.1	LOS A	0.4	2.6	0.13	0.42	0.13	47.4
6	R2	All MCs	100	1.1	100	1.1	0.072	4.7	LOS A	0.4	2.6	0.13	0.42	0.13	46.0
Approach			126	0.8	126	0.8	0.072	3.7	NA	0.4	2.6	0.13	0.42	0.13	46.3
North: Bridge Street (North)															
7	L2	All MCs	252	1.3	252	1.3	0.162	4.6	LOS A	0.2	1.6	0.03	0.52	0.03	45.9
9	R2	All MCs	43	2.4	43	2.4	0.162	4.6	LOS A	0.2	1.6	0.03	0.52	0.03	45.7
Approach			295	1.4	295	1.4	0.162	4.6	NA	0.2	1.6	0.03	0.52	0.03	45.9
West: Suakin Street (West)															
10	L2	All MCs	43	0.0	43	0.0	0.077	4.9	LOS A	0.3	2.1	0.28	0.51	0.28	45.7
11	T1	All MCs	44	0.0	44	0.0	0.077	5.0	LOS A	0.3	2.1	0.28	0.51	0.28	46.0
Approach			87	0.0	87	0.0	0.077	4.9	LOS A	0.3	2.1	0.28	0.51	0.28	45.9
All Vehicles			508	1.0	508	1.0	0.162	4.4	NA	0.4	2.6	0.10	0.50	0.10	46.0

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
 Vehicle movement LOS values are based on average delay per movement.
 Minor Road Approach LOS values are based on average delay for all vehicle movements.
 NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
 Two-Way Sign Control Capacity Model: SIDRA Standard.
 Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
 Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
 Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
 Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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 Project: O:\22\22.113\Modelling\22.113m03v01 TRAFFIX 4-10 Bridge Street, Pymble [2023 Surveys].spx

MOVEMENT SUMMARY

Site: [1 (2)] Bridge Street, West Street & Suakin Street Intersection - Prop PM (Folder1)
 Output produced by SIDRA INTERSECTION Version: 10.0.9.250

Bridge Street, West Street & Suakin Street Intersection
 Site Category: (None)
 Give-Way (Two-Way)
 Site Scenario: 3 | Proposed PM

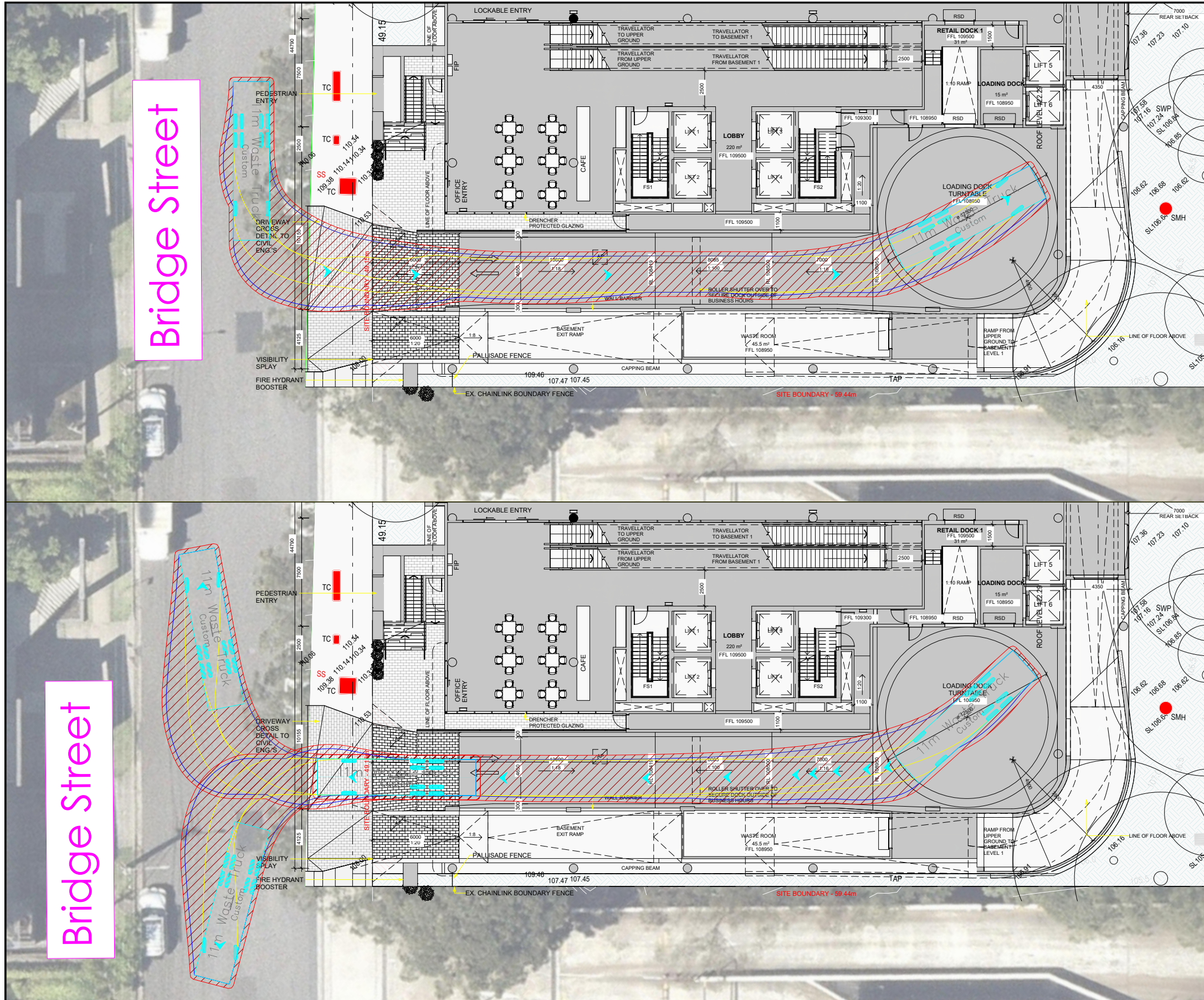
Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec			veh	m			
East: West Street (East)															
5	T1	All MCs	26	0.0	26	0.0	0.079	0.1	LOS A	0.4	2.9	0.13	0.43	0.13	47.3
6	R2	All MCs	113	0.9	113	0.9	0.079	4.7	LOS A	0.4	2.9	0.13	0.43	0.13	46.0
Approach			139	0.8	139	0.8	0.079	3.8	NA	0.4	2.9	0.13	0.43	0.13	46.2
North: Bridge Street (North)															
7	L2	All MCs	308	1.0	308	1.0	0.192	4.6	LOS A	0.2	1.7	0.02	0.52	0.02	45.9
9	R2	All MCs	43	2.4	43	2.4	0.192	4.6	LOS A	0.2	1.7	0.02	0.52	0.02	45.7
Approach			352	1.2	352	1.2	0.192	4.6	NA	0.2	1.7	0.02	0.52	0.02	45.9
West: Suakin Street (West)															
10	L2	All MCs	43	0.0	43	0.0	0.081	4.9	LOS A	0.3	2.2	0.31	0.52	0.31	45.6
11	T1	All MCs	44	0.0	44	0.0	0.081	5.4	LOS A	0.3	2.2	0.31	0.52	0.31	45.9
Approach			87	0.0	87	0.0	0.081	5.2	LOS A	0.3	2.2	0.31	0.52	0.31	45.8
All Vehicles			578	0.9	578	0.9	0.192	4.5	NA	0.4	2.9	0.09	0.50	0.09	45.9

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
 Vehicle movement LOS values are based on average delay per movement.
 Minor Road Approach LOS values are based on average delay for all vehicle movements.
 NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
 Two-Way Sign Control Capacity Model: SIDRA Standard.
 Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
 Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
 Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
 Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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 Project: O:\22\22.113\Modelling\22.113m03v01 TRAFFIX 4-10 Bridge Street, Pymble [2023 Surveys].spx

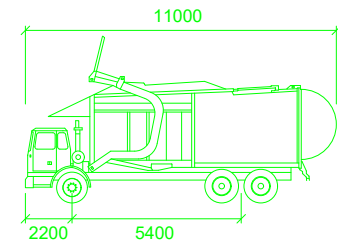
ATTACHMENT 3

Swept Path Analysis



Notes:
 This drawing is prepared for information purposes only. It is not to be used for construction.
 TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.
 Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (AS/NZS 2890.1:2004 Parking facilities - Off-street car parking, and/or AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

Rev.	Revision Note	By	Date
A	LDMP Swept Path	AS	31-03-26



11m Waste Truck

	mm
Width	: 2500
Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 45.8

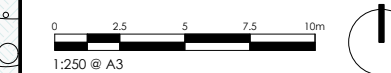
Swept Path Legend

	Wheel Path
	Vehicle Body Envelope
	Clearance Envelope (300mm)

Architect

Client
 Five Capital

Scale / Plan Orientation



Project Description
 4-10 Bridge Street, Pymble

Drawing Prepared By

TRAFFIX
 TRAFFIC AND TRANSPORT PLANNERS

Suite 2.08, 50 Holt Street | t: +61 2 8324 8700
 Surry Hills, NSW 2010 | f: +61 2 9830 4481
 PO Box 1124 | w: www.traffix.com.au
 Strawberry Hills, NSW 2012

Drawing Title
 Swept Path Analysis
 Proposed '1200065_A1003 - Lower Ground' Site Plan
 11.0m Heavy Rigid Vehicle (HRV)
 Loading Dock Manoeuvre
 Top: Forward Ingress Bottom: Forward Exit

Drawn: AS Checked: TY Date: See Rev.

22.113d11v01 TRAFFIX [250506 Plans] LDMP 11m Heavy Rigid Vehicle Swept Path Analysis

Project No.	Drawing Phase	Drawing No.	Rev.
22.113	LDMP	TX.01	A



PEDESTRIAN WIND ENVIRONMENT STATEMENT

4-10 BRIDGE STREET, PYMBLE

WI350-01F02(REV3)- WS REPORT

APRIL 9, 2026

Prepared for:

Select Core Property Pty Limited

Level 12, 89 York Street, Sydney, NSW 2000



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DOCUMENT CONTROL

Date	Revision History	Issued Revision	Prepared By (initials)	Instructed By (initials)	Reviewed & Authorised by (initials)
January 31, 2024	Initial.	0	BY	MM	MLO
September 02, 2024	Updated rooftop to current design.	1	BY	MM	MLO
March 27, 2025	Update to latest drawing set.	2	MLO	MM	KA
April 9, 2026	Update treatment plan.	3	MLO	MM	MLO

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This document is issued subject to review and authorisation by the Team Leader noted by the initials printed in the last column above. If no initials appear, this document shall be considered as preliminary or draft only and no reliance shall be placed upon it other than for information to be verified later.

This document is prepared for our Client's particular requirements which are based on a specific brief with limitations as agreed to with the Client. It is not intended for and should not be relied upon by a third party and no responsibility is undertaken to any third party without prior consent provided by Windtech Consultants. The information herein should not be reproduced, presented or reviewed except in full. Prior to passing on to a third party, the Client is to fully inform the third party of the specific brief and limitations associated with the commission.



EXECUTIVE SUMMARY

This report presents an opinion on the likely impact of the 4-10 Bridge Street, located in Pymble, on the local wind environment at the critical outdoor areas within and around the subject site. The effect of wind activity has been examined for the three predominant wind directions for the region, namely the north-easterly, southerly, and westerly winds. The analysis of the wind effects relating to the proposed development have been carried out in the context of the local wind climate, building morphology and land topography.

The conclusions of this report are drawn from our extensive experience in this field and are based on an examination of the latest architectural drawings. No wind tunnel testing has been undertaken for the subject development, and hence this report addresses only the general wind effects and any localised effects that are identifiable by visual inspection of the architectural drawings provided (received January and April 2026). Any recommendations in this report are made only in-principle and are based on our extensive experience in the study of wind environment effects.

The results of this assessment indicate that the development has incorporated several design features and wind mitigating strategies and is expected to be suitable for the intended use for the majority of the outdoor trafficable areas. However, there are some areas that are likely to be exposed to stronger winds. It is expected that the wind effects identified in the report can be ameliorated with the consideration of the following treatment strategies into the design of the development:

- Ground level areas:
 - Retain proposed vegetation, ensuring they are of densely foliating evergreen shrubs or trees.
 - Retain proposed building overhang.
- 2nd Storey Outdoor Area:
 - Retain existing ground level trees along the eastern side of the site.
 - Retain proposed balustrades.
 - Retain proposed vegetation, ensuring they are of densely foliating evergreen variety.
- Rooftop Communal Space:
 - Retain proposed planters with tree planting, ensuring they are of a densely foliating evergreen variety.
 - Retain proposed pergola.
 - Retain proposed balustrades, ensuring the height of 1.2m.
 - Retain proposed louvered fences, ensuring the height of 1.2m.
 - Retain proposed cooling tower, planting area.

With the inclusion of the abovementioned recommendations in the final design, it is expected that wind conditions for the various trafficable outdoor areas within and around the development will be suitable for their intended uses, and that the wind speeds will satisfy the applicable criteria for pedestrian comfort and safety. Nonetheless, wind tunnel testing is recommended to be undertaken at a more detailed design to quantitatively assess the wind conditions and to optimise the size and extent of the treatments required.

CONTENTS

1	Introduction	1
2	Description of Development and Surroundings	3
3	Regional Wind	5
4	Wind Effects on People	6
5	Results and Discussion	7
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Appendix A Wind Effects Glossary

1 INTRODUCTION

An opinion on the likely impact of the proposed design on the local wind environment affecting pedestrians within the critical outdoor areas within and around the subject development is presented in this report. The analysis of wind effects relating to the proposed development has been carried out in the context of the predominant wind directions for the region, building morphology of the development and nearby buildings, and local land topography. The conclusions of this report are drawn from our extensive experience in the field of wind engineering and studies of wind environment effects.

No wind tunnel testing has been undertaken for this assessment. Hence this report addresses only the general wind effects and any localised effects that are identifiable by visual inspection, and any recommendations in this report are made only in-principle.

A list of the architectural drawings referenced for this assessment is provided in Table 1 below.

Table 1: List of architectural drawings referenced for this assessment.

Drawing/file name	Revision number	Date
A0002 – Site Analysis	8	13/11/2024
A1003 – Lower Ground Floor Plan	13	05/03/2025
A1004 – Upper Ground Floor Plan	11	05/03/2025
A1005 – Level 1 Floor Plan	12	18/12/2024
A1006 – Level 2 Floor Plan	11	17/03/2025
A1007 – Level 3 Floor Plan	10	18/12/2024
A1008 – Level 4-6 Floor Plan	11	05/03/2025
A1009 – Roof Plan	9	18/12/2024
A2001 – Street Elevation	9	18/12/2024
A2101 – Front (North-West) Elevation	12	05/03/2025
A2102 – Side (South-West) Elevation	12	05/03/2025
A2103 – Rear (South-East) Elevation	10	18/12/2024
A2104 – Side (North-East) Elevation	12	05/03/2025
A3001 – Section A	8	17/03/2025
A3002 – Section B	9	17/03/2025
A3004 – Ramp – Section 1	7	22/10/2024
A3005 – Ramp – Section 2	7	22/10/2024
A3006 – Ramp – Section 3	9	22/10/2024
A4001 – Upper Bridge Street Perspective	11	05/03/2025
A4002 – Lower Bridge Street Perspective	11	05/03/2025
A4003 – Axonometric – South West	9	18/12/2024
A4004 – Axonometric – South East	9	18/12/2024
ASK-010 – Lower Ground Floor Plan - Proposed Podium Activation	-	08/04/2026
ASK-011 – Upper Ground Floor Plan - Proposed Podium Activation	-	08/04/2026
ASK-012 – Roof Plan - Proposed Roof Pergola	-	08/04/2026
ASK-010 – Lower Ground Floor Plan - Proposed Podium Activation - Landscape Markup	-	09/04/2026
ASK-012 – Roof Plan - Proposed Roof Pergola - Landscape Markup	-	09/04/2026

2 DESCRIPTION OF DEVELOPMENT AND SURROUNDINGS

The site is located at 4-10 Bridge Street, Pymble, and is bounded by Bridge Street to the north and medium rise commercial buildings/warehouses to the east, south and west.

The buildings surrounding the subject development are predominately medium rise commercial buildings and low-rise residential buildings, with a few mid-rise apartment buildings to the south-east along the Pacific Highway.

A survey of the land topography indicates a steep slope towards the south-west in the area immediately surrounding the site and a gradual slope towards the south-east.

An aerial image of the subject site and the local surroundings is shown in Figure 1, with the frequency and magnitude of the prevailing winds is superimposed for each wind direction.

The existing site consists of a 3-storey commercial building. The proposed development is 7 storeys high.

The critical outdoor trafficable areas associated with the proposed development, which are the focus of this assessment with regards to wind effects, are listed as follows:

- Ground Level areas, and pedestrian footpath.
- 2nd Storey outdoor area.
- Rooftop communal space.

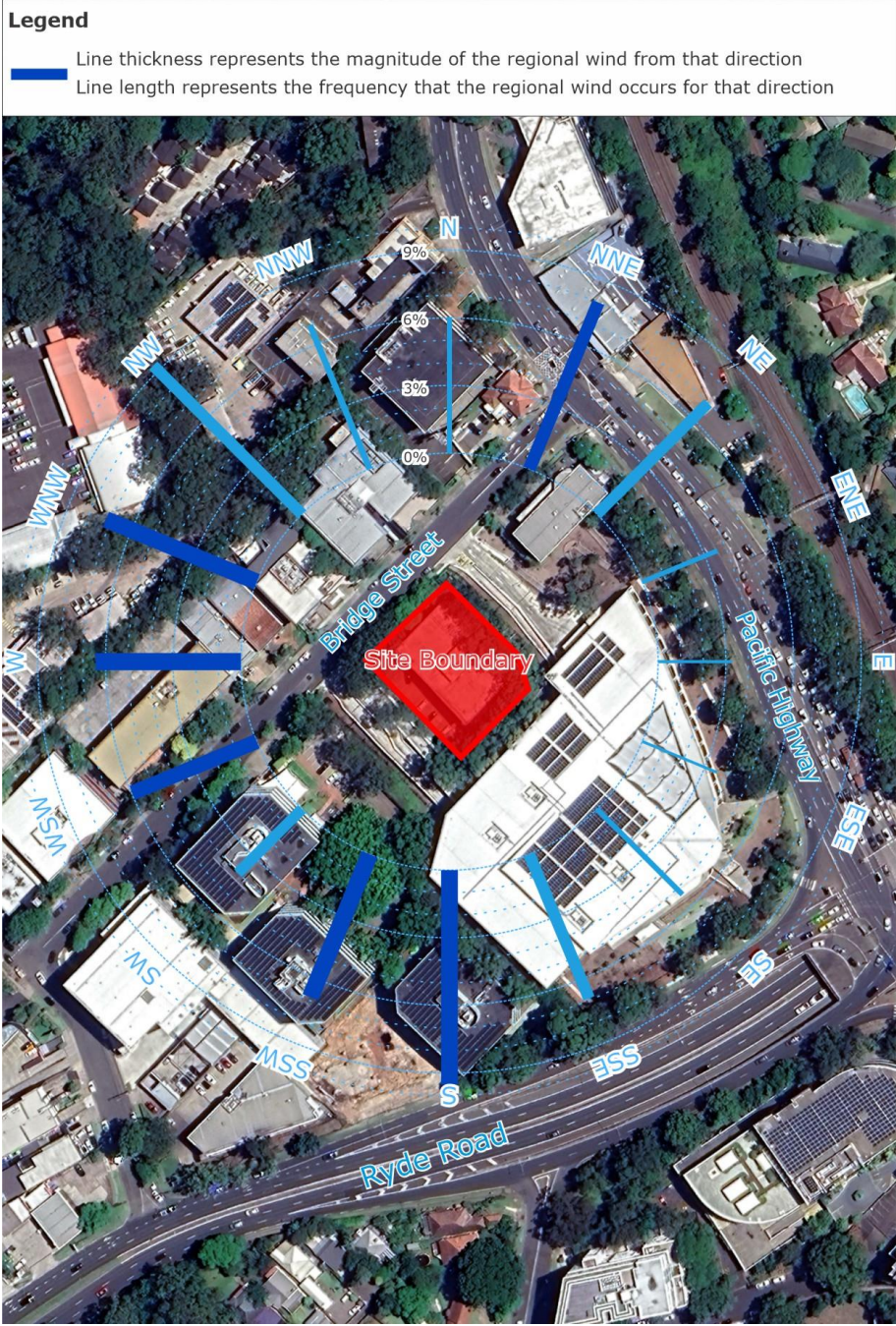


Figure 1: Aerial Image of the Site Location and Prevailing Wind Directions

3

REGIONAL WIND

The Sydney region is governed by three principal wind directions that can potentially affect the subject development. These winds prevail from the north-east, south, and west. These wind directions were determined from an analysis undertaken by Windtech Consultants of recorded directional wind speeds obtained from the meteorological station located at Kingsford Smith Airport by the Bureau of Meteorology (recorded from 1995 to 2016). The data has been corrected to represent winds over standard open terrain at a height of 10m above ground level. The results of this analysis are presented in Figure 2 in the form of a directional plot of the annual and 5% exceedance mean winds for the region. The frequency of occurrence of these winds is also shown in Figure 2.

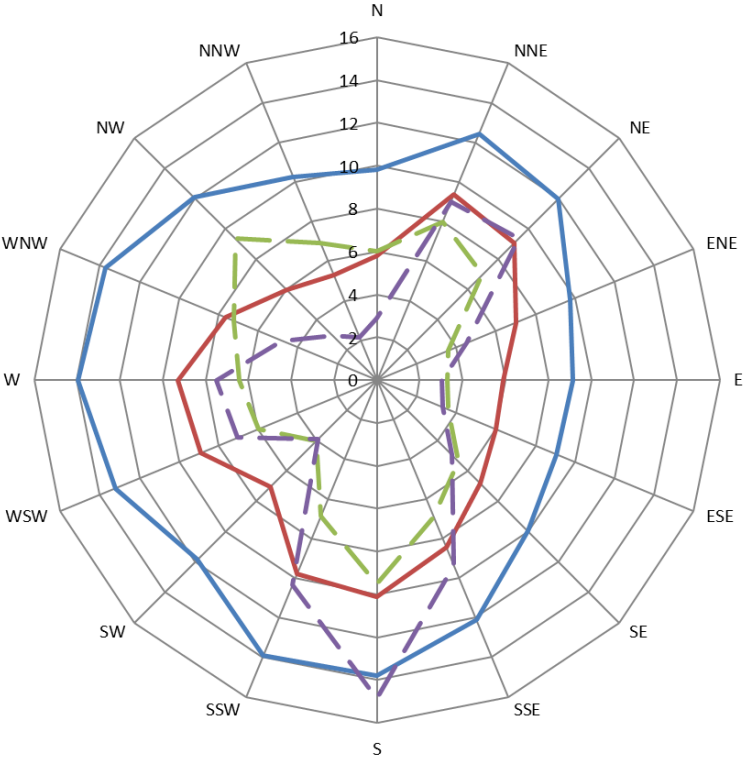


Figure 2: Directional Annual and 5% Exceedance Hourly Mean Wind Speeds (referenced to 10m height in standard open terrain), and Frequencies of Occurrence, for the Sydney Region

4 WIND EFFECTS ON PEOPLE

The acceptability of wind in any area is dependent upon its use. For example, people walking, or window-shopping will tolerate higher wind speeds than those seated at an outdoor restaurant. Various other researchers, such as A.G. Davenport, T.V. Lawson, W.H. Melbourne, and A.D. Penwarden, have published criteria for pedestrian comfort for pedestrians in outdoor spaces for various types of activities. Some Councils and Local Government Authorities have adopted elements of some of these into their planning control requirements.

For example, A.D. Penwarden (1973) developed a modified version of the Beaufort scale which describes the effects of various wind intensities on people. Table 2 presents the modified Beaufort scale. Note that the effects listed in this table refers to wind conditions occurring frequently over the averaging time (a probability of occurrence exceeding 5%). Higher ranges of wind speeds can be tolerated for rarer events.

Table 2: Summary of Wind Effects on People (A.D. Penwarden, 1973)

Type of Winds	Beaufort Number	Mean Wind Speed (m/s)	Effects
Calm	0	Less than 0.3	Negligible.
Calm, light air	1	0.3 – 1.6	No noticeable wind.
Light breeze	2	1.6 – 3.4	Wind felt on face.
Gentle breeze	3	3.4 – 5.5	Hair is disturbed, clothing flaps, newspapers difficult to read.
Moderate breeze	4	5.5 – 8.0	Raises dust, dry soil and loose paper, hair disarranged.
Fresh breeze	5	8.0 – 10.8	Force of wind felt on body, danger of stumbling
Strong breeze	6	10.8 – 13.9	Umbrellas used with difficulty, hair blown straight, difficult to walk steadily, wind noise on ears unpleasant.
Near gale	7	13.9 – 17.2	Inconvenience felt when walking.
Gale	8	17.2 – 20.8	Generally impedes progress, difficulty balancing in gusts.
Strong gale	9	Greater than 20.8	People blown over.

It should be noted that wind speeds affecting this particular development can only be accurately quantified with a wind tunnel study. This assessment addresses only the general wind effects and any localised effects that are identifiable by visual inspection and the acceptability of the conditions for outdoor areas are determined based on their intended use. Any recommendations in this report are made only in-principle and are based on our extensive experience in the study of wind environment effects.

5 RESULTS AND DISCUSSION

The expected wind conditions affecting the development are discussed in the following sub-sections of this report for the various outdoor areas within and around the subject development. The interaction between the wind and the building morphology in the area is considered and important features taken into account including the distances between the surrounding buildings and the proposed building form, as well as the surrounding landform. Note that only the potentially critical wind effects are discussed in this report. A glossary of the different wind effects described in this report included in Appendix A.

For this assessment, the wind speed criteria for pedestrian comfort that are considered are listed as follows:

- Walking Criterion (8m/s with a 5% probability of exceedance)
for general circulation and pedestrian thoroughfares, e.g. footpaths, private balconies/terraces, through-site links etc.
- Standing (Short Exposure) Criterion (6m/s with a 5% probability of exceedance)
for stationary activities generally less than an hour, e.g. waiting areas, communal terraces, main entries, café seating etc.
- Sitting (Long Exposure) (4m/s with a 5% probability of exceedance)
for stationary activities longer than an hour, e.g. outdoor cinemas, outdoor fine dining etc.

Note that the above wind comfort levels are derived from the Lawson (1975) criteria. Although this assessment is qualitative in nature, the abovementioned criteria for pedestrian comfort are considered when assessing the wind environment impacts. However, all areas are also assessed with consideration to a pedestrian safety criterion of 23m/s for the annual maximum gust.

5.1 Ground Level Areas

The ground level areas of proposed development are exposed to the north-easterly and westerly prevailing winds. Due to the orientation of Bridge Street, the north-easterly winds are expected to side stream along the pedestrian footpath, creating adverse wind conditions, particularly around the corners of the development. The proposed and existing vegetation are expected to ameliorate these wind effects.

Furthermore, the proposed development is exposed to the westerly prevailing wind. These winds are expected to impact the main entrance and the northwest aspect of the development by down-washing along the building's façade. The slight overhang of the upper ground level over the entrance located on the lower ground floor is expected to reduce the effect of downwash. The inclusion of the proposed landscaping and planter boxes along the Bridge Road aspect are expected to further protect the building entry from the prevailing winds and inhibit the impact of side-streaming winds along the footpath. The retail 2 entrances located on the upper ground floor are recessed into the development, therefore the winds are expected to stagnate and not impact the wind comfort these areas.

The proposed treatments for ground level area are shown in Figure 3. With the inclusion of the abovementioned recommendations, the ground level is expected to be suitable for the walking criteria along the pedestrian footpath and the standing criteria at the entrances of the development.

Treatments Legend

- Retain proposed vegetation, ensuring they are of densely foliating evergreen shrubs or trees
- Retain proposed building overhang





Figure 3: Recommended Treatment for the Ground Level

5.2 2nd Storey Outdoor Area

The 2nd Storey Outdoor Area is located at the northeastern aspect of the development, and is exposed to the north-easterly, southerly, and westerly prevailing winds.




The north-easterly winds are expected to downwash off the northeastern façade of the building, directly impacting the outdoor area. The neighbouring building is expected to provide some shielding to the area, and the building overhang is expected to shield the entrances from the down washing winds. The proposed standard height balustrades and existing ground level trees located around the eastern side of the site are also expected to provide shielding to the area from the north-easterly direction.

The southerly prevailing wind are expected to side stream along the southeastern building facade and corner accelerates around the eastern corner of the building, impacting the wind conditions of the area. The neighbouring building is expected to provide some shielding from the southerly winds. The proposed vegetation located at the southeast aspect of the development, the existing ground level trees located around the eastern side of the site, and the proposed balustrades are expected to further reduce the effect of the southerly winds.

The westerly prevailing winds are expected to corner accelerate around the north facing corner and directly affect the outdoor area. There are no neighbouring buildings on the westerly side, leaving the area exposed to the prevailing wind. Retaining the proposed standard height balustrades are expected to shield the area from the prevailing wind. The abovementioned densely foliating evergreen planting/trees is expected to slow down the corner accelerating winds, improving the wind comfort of the area.

The abovementioned treatments are shown in Figure 4 below. With the inclusion of the abovementioned treatments, the 2nd Storey Outdoor Area is expected to be suitable for standing criteria.

Treatments Legend

-  Retain existing trees
-  Retain proposed balustrades
-  Retain proposed vegetation, ensuring they are of densely foliating evergreen variety

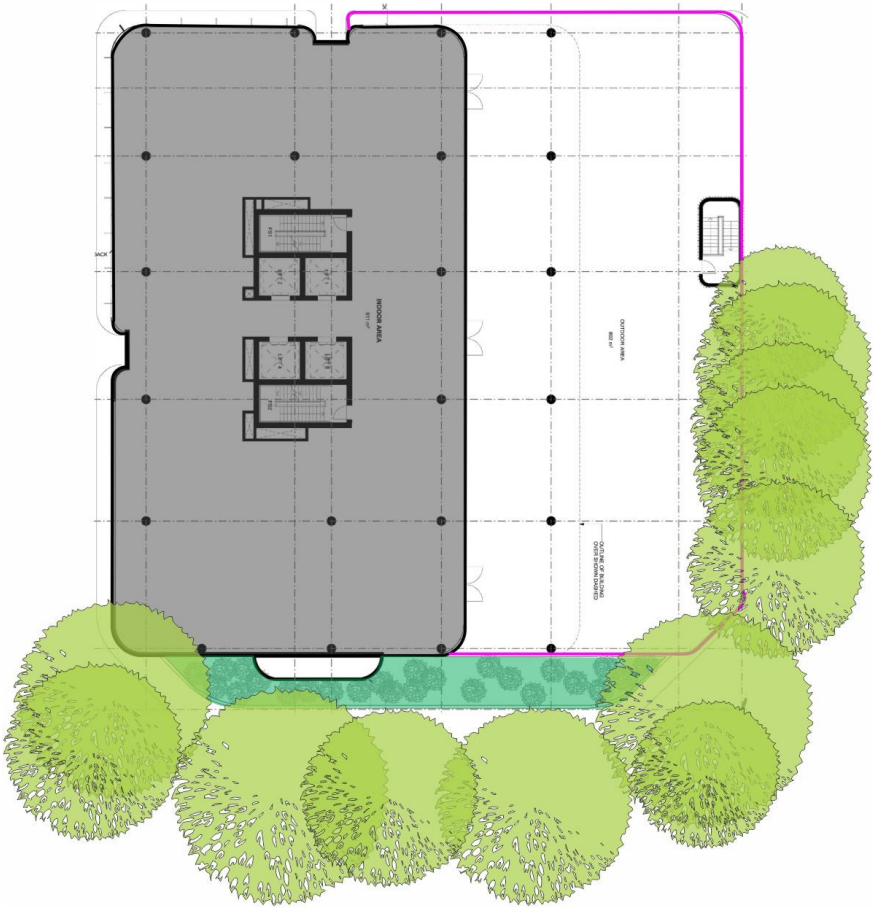



Figure 4: Recommended Treatment for Outdoor area on 2nd Storey

5.3 Rooftop Communal Space

The rooftop communal space is exposed to the prevailing north-easterly, southerly, and westerly winds. The north-easterly winds are expected to directly impact the southeast area of the communal space, disrupting the wind comfort of the space. The north-easterly winds are also expected to impact the proposed communal space directly. The proposed standard height balustrade is expected to reduce the impact of the north-easterly winds. Additionally, it is recommended that the proposed louvered fences, cooling tower and the proposed planting areas are retain along the eastern aspect of the communal area, to further mitigate the oncoming winds.

The southerly prevailing winds are expected to directly impact the development, creating adverse wind conditions for the communal area. These winds are expected to impact both the southwestern and southeastern areas of the communal space. The proposed standard height balustrades are expected to reduce the effect of the oncoming winds. The proposed pergola structure and the proposed planters with trees are recommended to further ameliorate the impact of the prevailing winds.

The westerly prevailing winds are expected to directly impact the southwestern area of the communal space, side stream along the rooftop lobby, and potentially corner accelerate around the southern corner of the mechanical rooms. The proposed balustrade is expected reduce the effect of the prevailing wind. It is recommended to retain the proposed planters with tree planting and pergola structure to inhibit the prevailing winds from reattaching and side-streaming, ensuring suitable conditions.

The abovementioned treatments are shown in Figure 5 below. With the inclusion of the abovementioned treatments, the rooftop communal space is expected to be suitable for standing criteria.

Treatments Legend

- Retain proposed planter and tree planting, ensuring they are of a densely foliating evergreen variety
- Retain proposed pergola
- Retain proposed balustrades, ensuring the height of 1.2m
- ⋯ Retain proposed louvered fences, ensuring the height of 1.2m
- Retain proposed cooling tower, planting area


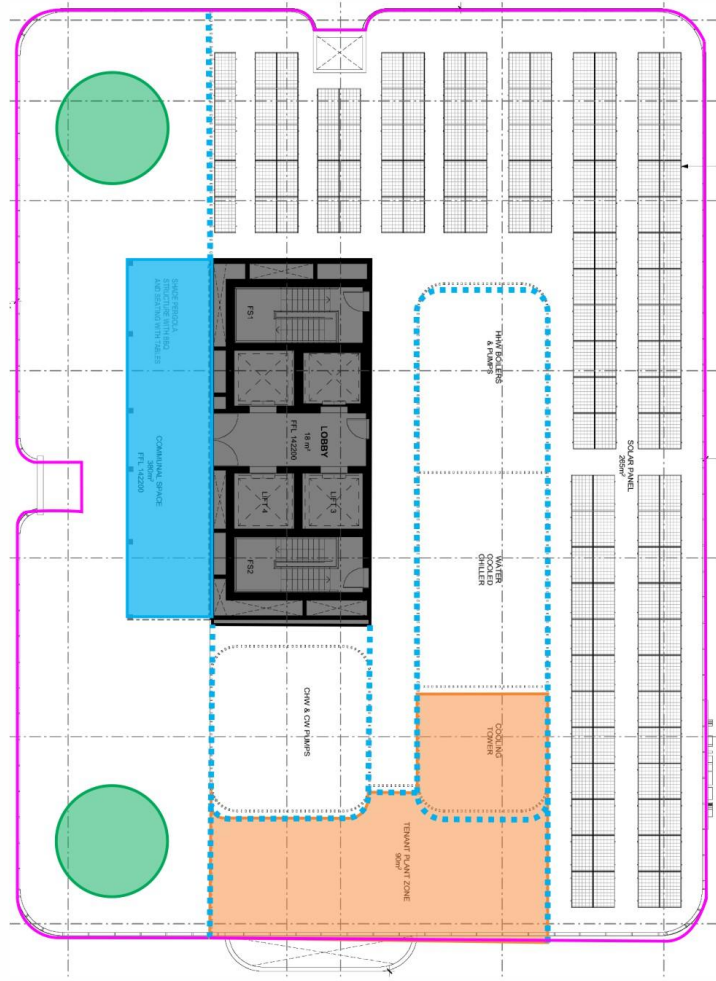



Figure 5: Recommended Treatment for Rooftop Communal Space

6 REFERENCES

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APPENDIX A WIND EFFECTS GLOSSARY

A.1 Downwash and Upwash Effects

The downwash wind effect occurs when wind is deflected down the windward face of a building, causing accelerated winds at pedestrian level. This can lead to other adverse effects as corner acceleration as the wind attempts to flow around the building, as seen in Figure A.1.

This can also lead to recirculating flow in the presence of a shorter upstream building, causing local ground level winds to move back into the prevailing wind.

The upwash effect occurs near upper level edge of a building form as the wind flows over the top of the building. This has the potential to cause acceleration of winds near the leading edge, as well as potentially reattaching onto the roof area. This effect causes wind issues particularly near the leading edges of tall building and on the rooftop areas if there is sufficient depth along the wind direction. Upwash is more apparent in taller towers and podia.

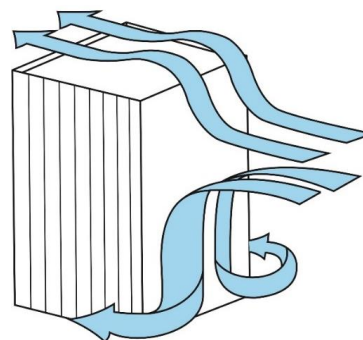


Figure A.1: Downwash Leading to Corner Wind Effect, and Upwash Effects

A.2 Funnelling/Venturi Effect

Funnelling occurs when the wind interacts with two or more buildings which are located adjacent to each other, which results in a bottleneck, as shown in Figure A.2. This causes the wind to be accelerated through the gap between the buildings, resulting in adverse wind conditions and pedestrian discomfort within the constricted space. Funnelling effects are common along pedestrian links and thoroughfares generally located between neighbouring buildings that have moderate gaps between them.

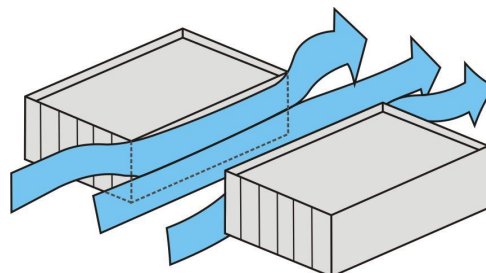


Figure A.2: Funnelling/Venturi Wind Effect

A.3 Gap Effect

The gap effect occurs in small openings in the façade that are open to wind on opposite faces, as seen in Figure A.3. This can involve a combination of funnelling and downwash effects. Presenting a small gap in the façade on the windward aspect as the easiest means through which the wind can flow through can result in wind acceleration through this gap. The pressure difference between the windward façade and the leeward façade also tends to exacerbate the wind flow through this gap.

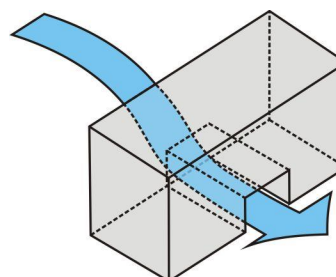


Figure A.3: Gap Wind Effect

A.4 Sidestream and Corner Effects

The sidestream effect is due to a gradual accumulation of wind shearing along the building façade that eventuates in an acceleration corner effect. The flow is parallel to the façade and can be exacerbated by downwash effects as well, or due to corner effect winds reattaching on the façade.

This is shown in Figure A.4. The corner refers to the acceleration of wind at the exterior vertical edge of a building, caused by the interaction of a large building massing with the incident wind, with the flow at the corner being accelerated due to high pressure differentials sets up between the windward façade and the orthogonal aspects. It can be further exacerbated by downwash effects that build up as the flow shears down the façade.

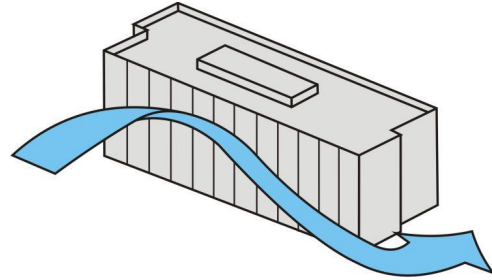


Figure A.4: Sidestream and Corner Wind Effect

A.5 Stagnation

Stagnation in a region refers to an area where the wind velocity is significantly reduced due to the effect of the flow being impeded by the bluff body. For a particular prevailing wind direction, this is typically located near the middle of the windward face of the building form or over a short distance in front of the windward face of a screen or fence. Concave building shapes tend to create an area of stagnation within the cavity, and wind speeds are generally low in these areas.



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9 April 2026

Ladula Karunatilake
Fife Capital
Via email to: ladula.karunatilake@fifecapital.com.au

Re: 4-10 Bridge Street Commercial re-development project: Response to council comments

Dear Ladula

1 Project understanding

Fife Capital have submitted a development application (DA) to Ku-ring-gai Council (Council) for the redevelopment of an existing three-storey commercial building at 4-10 Bridge Street, Pymble. Council have recently provided comments on the DA.

EMM Consulting Pty Ltd (EMM) have been engaged by Fife Capital to assist in the response to Council 's comments, specifically those outlined in point 6 of the response relating to *adverse impacts on land mapped as canopy remnant*. EMM's prior involvement with the project includes the provision of the project Ecological Constraints Assessment (EMM 2024).

2 Consideration of comments

Council's comments outlined in section 6 are listed below with accompanying comments and our recommendations.

6. Adverse impacts on land mapped as canopy remnant

The proposed development will result in adverse impacts upon parts of the site that is mapped as canopy remnant under the KDCP.

The majority of trees mapped within the Canopy Remnant mapped area will be retained with direct impacts largely limited to clearing of one semi mature Smooth-barked Apple (*Angophora costata*.)

Particulars

a) The site contains land mapped as canopy remnant under Part 18.6 of the KDCP. Tree 31 (*Angophora costata*), identified as part of the canopy remnant, is proposed to be removed to facilitate the building footprint.

This comment is noted and we understand that Tree 31 is part of the mapped Canopy Remnant. Efforts have been made to retain as many native trees as practicable within the Canopy Remnant mapped remnant area, however it is not viable to retain Tree 31 as part of the project, given that its canopy conflicts with the proposed building.

b) Part 18.6 of KDCP requires the retention of trees identified as canopy remnant and recognises the ecological role of canopy remnants in supporting habitat, species diversity and ecosystem services.

We recognise the importance of tree retention and the ecological role of canopy remnants in supporting habitat, species diversity and ecosystem services. Approximately thirteen trees are being retained within the Canopy Remnant area, with one indigenous tree being cleared (Tree 31 *Angophora costata*).

c) The proposed landscaping does not provide planting that reflects the relevant vegetation community associated with the canopy remnant. In particular, the planting scheme does not incorporate species characteristic of Blue Gum High Forest to reinforce the ecological character of the remnant canopy.

d) The proposed landscaping does not provide an appropriate mix of groundcover, shrubs and trees within the canopy remnant area, as required by Control 2(iii) in Part 18.6 in the KDCP. The absence of a functional mid-storey and understorey limits structural diversity and ecological function.

e) The Landscape Plan does not specify planting densities, spatial configuration or establishment measures sufficient to demonstrate that the long-term health of retained canopy trees or the ecological function of the canopy remnant will be maintained or enhanced.

We recommend that a revised landscape plan is provided, which incorporates indigenous species characteristic of Blue Gum High Forest in the Sydney Basin Bioregion Critically Endangered Ecological Community (CEEC), into the planting within the Canopy Remnant area. The landscape plan will incorporate specific densities, spatial configuration and establishment measures to assist with maintenance and functioning of the Canopy Remnant.

The landscape plan will adhere to the controls outlined in 18.6 of the KDCP including:

Planting within land identified as Canopy Remnant is to consist of:

- i) not less than 30% locally native species;*
- ii) species that reflect the relevant vegetation communities within the area; and*
- iii) a mix of groundcover, shrubs and trees and is to exclude monocultures.*

Regarding the structure of the planted vegetation, we recommend that planting is limited to groundcover, shrubs and small trees; excluding large trees, such as Sydney Blue Gum (*Eucalyptus saligna*). Large tree species are already present at high density and additional planting would likely have perverse outcomes regarding the health, structure and long-term persistence of the vegetation.

A list of potential species for use on the site is provided in Table 2.1. This is compiled from the characteristic species list in the NSW scientific determination for Blue Gum High Forest CEEC. This list is not exhaustive and other species known to occur in the community may be used. Large canopy species (predominately those from *Angophora* and *Eucalyptus* genus) have been removed. It is recommended that species selection is undertaken in consultation with an ecologist prior to lodgement of a Construction Certificate.

Table 2.1 | Groundcover, midstory and smaller tree species characteristic of Blue Gum High Forest (NSW Scientific Determination)

Scientific name
<i>Acmena smithii</i>
<i>Adiantum aethiopicum</i>
<i>Allocasuarina torulosa</i>
<i>Alphitonia excelsa</i>
<i>Asplenium flabellifolium</i>
<i>Backhousia myrtifolia</i>
<i>Blechnum cartilagineum</i>
<i>Breynia oblongifolia</i>
<i>Calochlaena dubia</i>
<i>Carex maculata</i>
<i>Cissus hypoglauca</i>
<i>Clematis aristata</i>
<i>Clerodendrum tomentosum</i>
<i>Dianella caerulea</i>
<i>Doodia aspera</i>
<i>Elaeocarpus reticulatus</i>
<i>Entolasia marginata</i>
<i>Entolasia stricta</i>
<i>Eustrephus latifolius</i>
<i>Ficus coronata</i>
<i>Glochidion ferdinandi</i> var. <i>ferdinandi</i>
<i>Glycine clandestina</i>
<i>Hydrocotyle laxiflora</i>
<i>Leucopogon juniperinus</i>
<i>Lomandra longifolia</i>
<i>Marsdenia rostrata</i>
<i>Maytenus silvestris</i>
<i>Morinda jasminoides</i>
<i>Notelaea longifolia</i> forma <i>longifolia</i>
<i>Oplismenus aemulus</i>
<i>Oplismenus imbecillis</i>

Scientific name
<i>Oxalis perennans</i>
<i>Pandorea pandorana</i>
<i>Persoonia linearis</i>
<i>Pittosporum revolutum</i>
<i>Pittosporum undulatum</i>
<i>Platylobium formosum</i>
<i>Poa affinis</i>
<i>Polyscias sambucifolia subsp. A</i>
<i>Pratia purpurascens</i>
<i>Pseuderanthemum variabile</i>
<i>Pteridium esculentum</i>
<i>Rapanea variabilis</i>
<i>Smilax australis</i>
<i>Smilax glyciphylla</i>
<i>Tylophora barbata</i>
<i>Viola hederacea</i>

3 Closing

I trust this clarifies the matter and addresses the concerns raised by Council in Section 6. Please feel free to contact me should you require any further information.

Yours sincerely



Eugene Dodd
Associate Ecologist
edodd@emmconsulting.com.au

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NABERS Agreement to Rate

Version 1.2 — November 2024

Please complete all fields highlighted in yellow in the document and upload it to the Agreement to Rate application form at <https://agreements.nabers.gov.au/>

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Background

- A NABERS is a federal government-backed program administered by the National Administrator which aims to:
- (a) stimulate market recognition and demand for buildings with improved greenhouse performance; and
 - (b) allow building owners, managers and tenants to understand the greenhouse impact of their buildings.
- B This Agreement details the process by which the Applicant registers its intention to develop a building project in the course of which a building will be measured by one or more of the NABERS rating tools to evidence its environmental sustainability and thereby obtain one or more Certified Performance Ratings.
- C As part of this Agreement, the following project milestones for the building must be completed:

Certified Performance Rating	In accordance with Clause 8(d) of the Agreement, the Applicant must notify the National Administrator when the Project has obtained a Certified Performance Rating which must be received within two years of the Occupancy Certificate Date.
Occupancy Certificate Date	The Applicant must notify the National Administrator of the Occupancy Certificate Date. In accordance with Clause 4(a) of the Agreement, this must be received within six years of the Agreement.

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Project details

ITEM #	PROJECT	
1	Project name	4-10 Bridge Street Pymble
2	Project address (number, street, suburb and postcode)	4-10 Bridge Street Pymble NSW 2073
3	Lot number or Parcel Identifier	41/-/DP630346
4	Project type	New build
5	Specification Refer to definitions	New project
6	Short description of project Type of project: <ul style="list-style-type: none"> Predicted NLA/rated area Number of floors Number and type of buildings on site including mixed uses within the buildings (if more than one building type, then an Agreement to Rate is required for each building) 	Commercial 10,038.5m2 12 Floors (inclusive of basements) 1 building
7	Space type (select one only) <ul style="list-style-type: none"> Offices Hotels Shopping centres Data centres Apartment buildings Residential aged care and retirement living Warehouses and cold stores Schools Retail Stores 	Office base building
8	Rating Scope	Office base building
9	Rating Tool	<input checked="" type="checkbox"/> NABERS Energy <input checked="" type="checkbox"/> NABERS Water <input type="checkbox"/> NABERS Embodied Carbon <input type="checkbox"/> NABERS Indoor Environment (Offices only) <input type="checkbox"/> NABERS Waste (Offices only)
ITEM #	FURTHER PROJECT DETAILS	
10	Intended use/s of the Agreement to Rate	State requirement If other, click to enter text
11	Consent authority type	Local council
12	Consent authority name	Ku-Ring-Gai Council
13	Project status at time of agreement	Development Application phas

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APPLICANT DETAILS	
Business name	Perpetual Corporate Trust Limited as custodian for SOF Pymble Trust
ABN/ACN	48 852 668 670
Postal Address	Level 12/89 York St, Sydney NSW 2000
The Applicant is a Trustee company and wishes to benefit from Schedule 2 (Select "Not Applicable" if the Applicant is not a Trustee company)	Yes Custodian for SOF Pymble Trust
Name of Applicant's contact	Vanessa Milosev
Applicant's email address	vanessa.milosev@perpetual.com.au
Applicant's position	Registered proprietor

REPRESENTATIVE DETAILS (Only to be completed if the Applicant wishes to appoint an external representative to act on its behalf: see Clause 15.6)	
Business name of Representative	Fife Asset Services Pty Limited
Name of Representative's contact	Ladula Karunatilake
Representative's position	Asset Manager
Representative's role in project	Asset Manager
Representative's email address	ladula.karunatilake@fifecapital.com.au

PAYMENT DETAILS (Please complete the details of the company to be paying the invoice for this Agreement: see Clause 2)	
Trading Name	Fife Asset Services Pty Limited
ABN/ACN	17 128 896 800
Billing postal address	Level 12/89 York St, Sydney NSW 2000
Billing email address	accounts@fifeassetservices.com.au

NATIONAL ADMINISTRATOR DETAILS	
Contact	Attn: NABERS Agreement to Rate Administrator
Postal address	Request via email postal address details if required
Contact email address	nabers@environment.nsw.gov.au

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For NABERS National Administrator use only

<i>Agreement number</i>	<i>For National Administrator use only</i>
<i>Agreement Date</i>	<i>For National Administrator use only</i>

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Operative provisions

1 Interpretation

1.1 Definitions

- (a) Meanings apply to capitalised terms used in this Agreement as specified in this provision, unless the context otherwise requires.
- (b) The words outlined on the left of the below table have the meaning prescribed to them on the right of the below table:

Accredited Assessor	A person who is Independent, authorised by the National Administrator and listed on the Website, who determines the Certified Performance Rating in accordance with: (a) the Rules; and (b) applicable process determined by the National Administrator, as updated from time to time.
Agreement	This NABERS Agreement to Rate, including all schedules and any policies, guidelines and other documents referred or attached to this NABERS Agreement to Rate.
Agreement Date	The date of signature by the National Administrator of this Agreement.
Agreement Fee	The relevant fee(s) required for payment by the Applicant under this Agreement, as specified by the National Administrator on the Website as at the Agreement Date.
Agreement to Rate	Agreements entered into by property owners and/or developers to design and construct buildings in a manner that results in one or more Certified Performance Ratings. This Agreement is classified as an Agreement to Rate.
Applicant	The entity identified in the project details.
Applicants Personnel	The employees, officers, agents, professional advisors, subcontractors of the Applicant.
Authority	Any governmental, semi-government, statutory, public, local government or other authority or body having jurisdiction under or in connection with this Agreement.
Business Day	A day which is not Saturday, Sunday or a public holiday in Sydney, New South Wales.
Certified Performance Rating	A rating of zero to six stars that may be awarded by the National Administrator for the Project, having assessed the actual operational performance of a Space Type in accordance with the Rules following the collection of data starting from the Data Collection Start Date.
Claims	Any claims, suits, liabilities, losses, damages, fines, costs, settlement payments or expenses (including legal costs on a solicitor and own client basis).

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Confidential Information	Any trade secrets, financial information, information relating to the operations, affairs or business and any other scientifically valuable information of whatever description and in whatever form (whether written or oral, visible or invisible) of a party but does not include information that: <ul style="list-style-type: none"> (a) is in the public domain; or (b) is independently known or developed by the party receiving the information other than as a result of a breach of this Agreement or any other obligation of confidentiality owed by or to any other person.
Existing Projects	Any project or refurbishment which: <ul style="list-style-type: none"> (a) does not require a development consent from any relevant Authority; and (b) is not a New Project.
GST	Any tax levied under the GST Law.
GST Law	<i>A New Tax System (Goods and Services Tax) Act 1999</i> (Cth).
Independent	A person that has not had any direct or indirect: <ul style="list-style-type: none"> (a) involvement with the design, construction or commissioning of the Project; (b) interest (pecuniary or otherwise) in any part of the Project; or (c) involvement in any capacity with the Applicant.
Intellectual Property	Means all intellectual property rights, including: <ul style="list-style-type: none"> (a) copyright, patents, trademarks (including goodwill in those marks), designs, trade secrets, know how, rights in circuit layouts and domain names; (b) any application or right to apply for registration of any of the rights referred to in paragraph (a); and (c) all rights of a similar nature to any of the rights in paragraphs (a) and (b) which may subsist in Australia or elsewhere, <p>whether or not such rights are registered or capable of being registered.</p>
Law	Any requirement of any statute, regulation, proclamation, ordinance or by-law, present or future, and whether state, federal or otherwise.
NABERS	The National Australian Built Environment Rating System.
NABERS IP	Is the Intellectual Property that NABERS or the National Administrator makes available for the Project or purpose of this Agreement, whether upon commencement of this Agreement or during the term of this Agreement, which includes, without limitation: <ul style="list-style-type: none"> (a) The Rating Tool;

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	(b) any other Intellectual Property owned by or otherwise licensed to the National Administrator in relation to the NABERS program.
National Administrator	The Crown in the right of the State of New South Wales acting through The Treasury represented by the Office of Energy and Climate Change, as the entity responsible for administering, managing and developing the NABERS national government program.
New Projects	Any project and/or refurbishment which requires the attainment of, and compliance with, a development consent from the relevant Authority.
Occupancy Certificate	A document issued with respect to the Project by the relevant Authority certifying that the that the building(s): (a) work has been completed for the Project: (i) in accordance with the approved plans and development consent; and (ii) (all applicable Laws; and (b) is suitable for occupation.
Occupancy Certificate Date	In relation to: (a) New Projects: the date on which the Project in its entirety obtains an Occupancy Certificate; or (b) Existing Projects: the date on which all building work is complete and the premises is able to be occupied.
Personal Information	Means all information that is defined to be personal information in accordance with the Privacy Laws.
Personnel	Any employee, officer or agent of a party.
Privacy Laws	Means: (a) the <i>Privacy Act 1988</i> (Cth) as amended from time to time; and (b) the <i>Privacy and Personal Information Protection Act 1998</i> (NSW).
Project	The project as described in the project details.
Project Specification	Either a New Project or Existing Project and for this Project, is as specified in Item 4 of the project details.
Rating Scope	The rating scope selected in Item 7 of the project details.
Rating Tool	The NABERS rating tools that may be used for the purposes of assessing eligibility for a Certified Performance Rating, and at the date of this Agreement they are available at the Website and may be updated during the term of this Agreement.
Representative	The entity (if any) nominated by the Applicant as its representative, specified in the project details.

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Rules	The NABERS rules applicable to the relevant Space Type as published on the Website as at the Agreement Date and as updated during the term of this Agreement.
Space Type	The category of building, or part of a building, that is: (a) specified in Item 6 of the project details; and (b) able to have its performance assessed through a NABERS rating system.
Status	The official status of this Agreement from time to time as determined by the National Administrator from time to time. The possible status identifiers are set out in Schedule 1.
Termination Notice	Means a written notice issued by the National Administrator to the Applicant terminating this Agreement in accordance with Clause 8.1.
Website	The NABERS website currently located at www.nabers.gov.au .

1.2 Interpretation of rules

The following rules of interpretation apply to this Agreement:

- (a) **(headings)**: headings and subheadings are for convenience only and do not affect interpretation, except for specified cross-references;
- (b) **(plurality)**: words denoting the singular number include the plural, and the converse also applies;
- (c) **(gender)**: words denoting any gender include all genders;
- (d) **(parties)**: any reference to a party to any agreement or document includes its:
 - (i) successors;
 - (ii) permitted assigns; and
 - (iii) substitutes by way of novation;
- (e) **(expressions)** an expression importing:
 - (i) a person, includes any company, partnership, joint venture, association, trust, corporation or other body corporate and any authority as well as an individual; and
 - (ii) an entity, includes any person, company, partnership, joint venture, association, trust, corporation or other body corporate and any authority as well as an individual;
- (f) **(amendments)**: any reference to any agreement or document includes that agreement or document as amended at any time;
- (g) **(provisions)**: any reference to a provision is a reference to a clause of, or schedule or annexure to, this Agreement including each subclause, paragraph and subparagraph of that provision;
- (h) **(references)**: any reference to:
 - (i) a clause, schedule or annexure is a reference to a clause of, or schedule or annexure to, this Agreement;

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- (ii) any legislation includes all delegated legislation made under it and amendments, consolidations, replacements or re-enactments of any of them;
 - (iii) a reference to \$ is to Australian currency unless denominated otherwise; and
 - (iv) a document includes all amendments or supplements to, or replacements, assignments, transfers or novations of, that document;
- (i) **(time)**:
- (i) a period of time is specified and dates from a given day or the day of an act or event, it is to be calculated exclusive of that day;
 - (ii) if an act prescribed under this Agreement to be done by a party on or by a given day is done after 5.00 pm on that day, it is taken to be done on the next day; and
 - (iii) a reference to time is a reference to Sydney time; and
- (j) **(specifics)**: the use of the words “including” or “for example” or any similar expressions or derivatives are without limitation.

2 Creating an agreement

2.1 When are the parties bound by this Agreement to Rate

An Agreement to Rate on the terms of this document as submitted to the National Administrator via the Website is agreed if all of the following have occurred:

- (a) the Applicant has completed the project details;
- (b) the document is signed by or on behalf of the Applicant by a person with authority to bind the Applicant to its terms;
- (c) the Applicant has successfully submitted the Agreement Fee via the Website using the payment methods provided and a receipt has issued; and
- (d) the National Administrator acknowledges receipt of the document and the Agreement Fee and returns a duly executed countersigned document.

2.2 Amending the project details to add further Certified Performance Ratings

- (a) The Applicant may request an amend the project details to add or delete a Rating Tool at any time prior to the Occupancy Certificate Date for no additional fees by email.
- (b) The amendment will become effective once the National Administrator sends an email acknowledging it has agreed to the request and the project details have been amended accordingly.
- (c) The Applicant is solely responsible for the performance of the Applicant's obligations under this Agreement, including any monies payable to third parties (for example without limitation, all subcontractors, the Estimator, the Reviewer and the Accredited Assessor).

2.3 No refund of agreement fee

The Applicant acknowledges that the Agreement Fee is not refundable under any circumstance, and the Applicant will not be entitled to recover any or all of the Agreement Fee that has been paid to the National Administrator.

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2.4 GST

- (a) Words used in this clause that are not defined in Clause 1.1 have the meaning given in the GST Law.
- (b) Unless otherwise specified, all amounts payable under this Agreement are exclusive of GST.
- (c) If a supply made under this Agreement is a taxable supply, the recipient of that taxable supply (**Recipient**) must, in addition to any other consideration, pay to the party making the taxable supply (**Supplier**) the amount of GST in respect of the supply.
- (d) The Recipient will only be required to pay an amount of GST to the Supplier if and when the Supplier provides a valid tax invoice to the Recipient in respect of the taxable supply.
- (e) If there is an adjustment to a taxable supply made under this Agreement, then the Supplier must provide an adjustment note to the Recipient.
- (f) The amount of a party's entitlement under this Agreement to recovery or compensation for any of its costs, expenses or liabilities is reduced by the input tax credits to which that party is entitled in respect of those costs, expenses or liabilities.

3 Term and purpose

This Agreement commences on the Agreement Date and expires on the date on which the last Certified Performance Rating is awarded to the Applicant for the Project, unless terminated earlier in accordance with these terms.

4 Certified Performance Ratings

- (a) The Applicant must promptly notify the National Administrator of the Occupancy Certificate Date once achieved, which must be within 6 years of the Agreement Date.
- (b) The Applicant must:
 - (i) arrange and pay for an Accredited Assessor to conduct, lodge and obtain a Certified Performance Rating for the Project;
 - (ii) inform the Accredited Assessor that this Agreement is in place so that "Agreement to Rate" option is selected when the Accredited Assessor lodges the Certified Performance Rating; and
 - (iii) comply with all applicable Rules relating to data collection for the:
 - (A) Certified Performance Rating generally; and
 - (B) Certified Performance Rating application process.
- (c) The parties acknowledge that the rights that the Applicant enjoys if a Certified Performance Rating is awarded, are governed by separate terms and conditions.
- (d) The Applicant must notify the National Administrator when the Certified Performance Rating has been obtained.
- (e) On and from the date that the last of the requested Certified Performance Rating is awarded the National Administrator may update the final Status of the Agreement on the Website and list the Certified Performance Ratings for the Project on the Website.

5 Publicity rights

- (a) On and from the Agreement Date, the National Administrator may at its discretion publish on the Website:

© State of New South Wales
The National Australian Built Environment Rating System (NABERS)

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- (i) the Applicant's business name, Project Name, Space Type and Rating Scope as set out in the project details;
 - (ii) the applicable Status; and
 - (iii) if applicable the Certified Performance Rating for the Project.
- (b) Clause 5(a) survives expiry or earlier termination of this Agreement.
- (c) The National Administrator will endeavour to update the Applicant's Status on the Website every month.
- (d) Notwithstanding Clause 5(c) the National Administrator does not warrant the correctness of the information on the published on the Website. The Applicant must promptly notify the National Administrator if it becomes aware that any information relating to the Applicant on the Website is incorrect or otherwise misleading.

6 Applicant warranties, acknowledgements and indemnities

6.1 Warranties and undertakings

The Applicant warrants and undertakes that:

- (a) it has the corporate power to own its assets and to carry on its business as it is now being conducted;
 - (i) it has control of the Project and it has the right, power and authority to enter into, perform and observe its obligations under this Agreement;
 - (ii) to the best of its knowledge after making diligent inquiry, and except as otherwise disclosed to the National Administrator, no conflict of interest exists, may be perceived to exist or is likely to arise in the performance by the Applicant of its obligations under this Agreement;
 - (iii) all specifications and information that the Applicant provides to the National Administrator (including any employees, agents and independent contractors of those people) under this Agreement will be accurate and complete to the best of the Applicant's knowledge;
 - (iv) all information provided by the Applicant under or in connection with this Agreement is:
 - (A) true, correct and complete in all material aspects; and
 - (B) not misleading or deceptive;
 - (v) it has consulted with a legal adviser and obtained legal advice in respect of its rights and obligations under this Agreement or acknowledges that it has had the opportunity to do so; and
 - (vi) it will comply at all times with all applicable Laws in exercising its rights under this Agreement.
 - (vii) it will not reproduce, display or distribute any NABERS IP or any documents provided to it in connection with this Agreement in any way for any public or commercial purpose, including display on a website or in a networked environment unless with the prior written express authorisation of the National Administrator or otherwise in accordance with this Agreement.
- (b) The Applicant acknowledges that the National Administrator including its employees, agents and independent contractors, rely on the:
 - (i) information that the Applicant provides under this Agreement; and

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- (ii) the warranties and undertakings provided by the Applicant under this Agreement.

6.2 If the Applicant is a Trust

- (a) Without limitation to Clause 6.1, if the Applicant enters into this Agreement as a trustee of a trust (**Trust**), the Applicant represents and warrants that:
 - (i) the Trust has been duly established;
 - (ii) it is the sole trustee of the Trust and no action has been taken to remove or replace it;
 - (iii) on demand by the National Administrator, it will provide a true and correct copy of the trust deed of the Trust;
 - (iv) the Applicant has been validly appointed as the sole trustee of the Trust unless otherwise notified and approved by the National Administrator;
 - (v) there has been no action taken, or to the Applicant's knowledge proposed, to remove the Applicant as trustee;
 - (vi) the Applicant has full and valid power and authority to enter into this Agreement, own the assets in connection with this Agreement, and perform the obligations under it on behalf of the Trust;
 - (vii) the Applicant has entered into this Agreement for the proper administration and benefit of the Trust;
 - (viii) the Applicant has obtained or duly satisfied all necessary resolutions, consents, approvals and procedures to enter into this Agreement and perform its obligations under it;
 - (ix) entry into this Agreement is for the benefit of the beneficiaries of the Trust and as trustee it is authorised and empowered under the Trust Deed to enter into and to perform its obligations and satisfy or discharge its liabilities under this Agreement;
 - (x) the Applicant is not in breach of the deed establishing the Trust (**Trust Deed**); and
 - (xi) the Applicant has the right to be indemnified out of the assets of the Trust for any and all liabilities incurred by it under this Agreement.
- (b) To the extent that the Applicant is a trustee company, the Applicant may have the benefit of Schedule 2 provided that the Applicant indicates its desire to benefit from Schedule 2 in the appropriate section of the project details.
- (c) Prior to the Trustee being replaced as the trustee of the Trust in accordance with the Trust Deed:
 - (i) the Trustee must procure that the replacement trustee enters into a new agreement with the National Administrator on the same terms as this Agreement;
 - (ii) the Trustee (as outgoing trustee) must procure an agreement from the National Administrator on terms acceptable to the National Administrator, under which the National Administrator releases the Trustee from the requirement to observe and perform any future obligation under this Agreement;
 - (iii) the Trustee (as outgoing trustee) must release the National Administrator, from the requirement to observe and perform any future obligation under this Agreement; and
 - (iv) the Trustee (as the outgoing trustee) must pay the reasonable costs and expenses of the National Administrator in relation to entering into a new agreement under this Clause 6.2(c).

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- (d) Subject to any applicable limitations of liabilities under Schedule 2 (if applicable), the Trustee indemnifies the National Administrator, and agrees to keep the National Administrator indemnified, in respect of any loss or liability in any way connected with a breach of a warranty in Clause 6.1 above.

6.3 Reliance on Warranties

- (a) Each warranty will, unless otherwise specified, be made on the signing of this Agreement by the Applicant and be repeated each day of the term of this Agreement.
- (b) As soon as practicable after becoming aware of any matter which is likely to impact upon the accuracy of a warranty, or the Applicant's ability to comply with a warranty, the Applicant must give written notice to the National Administrator detailing that matter and its likely impact on the Applicant's ability to comply with that warranty.
- (c) The Applicant acknowledges and agrees that the National Administrator has entered into this Agreement and performs this Agreement in reliance on the warranties.

6.4 Acknowledgement

- (a) The Applicant acknowledges that: an assessment whether to grant a Certified Performance Rating, while regulated by specific rules developed by the National Administrator, also require discretion and judgment on the part of the National Administrator; and
- (b) the decision whether to grant or deny certification to a Project will be based on the results of an assessment by the National Administrator on any information that the National Administrator may reasonably require or use to determine the appropriateness of awarding a Certified Performance Rating for the Project. The National Administrator will act reasonably in exercising any such discretion or judgment.

6.5 Release and indemnity

- (a) The Applicant indemnifies and will keep indemnified the National Administrator and the State of NSW and their officers, employees and agents (**Indemnified Parties**) from and against any Claims incurred or threatened against the Indemnified Parties arising out of or in connection with:
- (i) the carrying out of works for the Project;
 - (ii) a breach by the Applicant or the Applicants Personnel of this Agreement;
 - (iii) the negligent, wrongful or unlawful act or omission by or on the part of the Applicant or the Applicant's Personnel in connection with this Agreement; or
 - (iv) a breach of a warranty under Clause 6.2;
 - (v) any matter concerning a breach or alleged breach of Schedule 2 of the *Competition and Consumer Act 2010* (Cth) by the Applicant or its Personnel.
- (b) The Applicant's liability to indemnify the Indemnified Parties under Clause 6.5(a) will be reduced proportionally to the extent that the National Administrator caused any such Claim.
- (c) The Applicant releases the Indemnified Parties from all Claims and suits related to or arising from this Agreement and the Applicant's participation in the NABERS program, including but not limited to the use of, or reliance on, the Rating Tool:
- (d) The Applicant acknowledges that the Accredited Assessor is not an agent of the National Administrator.
- (e) The Applicant agrees that in no event that the National Administrator have any liability under this Agreement whatsoever, nor in respect of any decision by the National

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Administrator to refuse a Certified Performance Rating to the Project (or a portion of the Project) for any reason.

6.6 Limitation of liability

To the extent permitted by Law, in no event will the National Administrator be liable to the Applicant for any indirect, special, incidental, economic or consequential damage or damages for negligence or any loss of profit however arising under this Agreement.

6.7 Survival of releases and indemnity

This Clause 6 survives the expiry or termination of this Agreement.

7 Transfer of rights in the project

- (a) If the Applicant wishes to sell, transfer or otherwise dispose of all or part of its rights in relation to the Project including the Project property (**Project Rights**), the Applicant must:
 - (i) notify the National Administrator in writing at least 30 Business Days' prior to the sale, transfer or other disposal of its Project (**Notice of Dealing**). The Notice of Dealing must include:
 - (A) the business details of the incoming party (Incoming Party), including a current ASIC company search; and
 - (B) details of any contracts, deeds or other agreements proposed to be entered into in respect of the sale, transfer or disposal (**Dealing**);
 - (ii) provide a copy of this Agreement to the Incoming Party; and
 - (iii) provide any other information requested by the National Administrator (acting reasonably), which may include, without limitation, copies of any proposed or finalised Dealings.
- (b) Without limitation to any other rights the National Administrator may have, the National Administrator may, in its absolute discretion, elect to:
 - (i) on written notice to the Applicant, terminate this Agreement without further liability to the National Administrator on and from the completion date of any Dealing (**Date of Completion**);
 - (ii) execute a deed of novation with the Applicant, Incoming Party and National Administrator, in which case the Applicant:
 - (A) must use reasonable endeavours to procure that the Incoming Party executes a deed of novation with the National Administrator and Applicant on terms on terms acceptable to the parties, acting in good faith; and
 - (B) is responsible for all costs associated with the negotiation and execution of the deed of novation; and
 - (iii) enter into a new Agreement to Rate to replace this Agreement with the Incoming Party.
- (c) If the National Administrator elects to:
 - (i) terminate this Agreement under Clause 7(b)(i), then on and from the Date of Completion this Agreement is terminated without the need for any further act, unless otherwise agreed by the parties to this Agreement;
 - (ii) novate this Agreement under Clause 7(b)(ii), then this Agreement will be subject to the deed of novation; or

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- (iii) enter into a new Agreement to Rate with the Incoming Party, then this Agreement terminates on the date that the new Agreement to Rate takes effect, as notified by the National Administrator to the Applicant in writing, without the need for any further act unless otherwise agreed by the parties to this Agreement.
- (d) Termination of this Agreement under Clauses 7(b)(i) or 7(b)(iii), or novation under Clause 7(b)(ii) above, does not affect the rights, remedies or liabilities of the parties accruing prior to the date of termination or novation.
- (e) The Applicant consents, and must procure that the Incoming Party consents, to the National Administrator publicising on the Website any novation or termination of this Agreement pursuant to this clause.

8 Termination

8.1 Termination by the National Administrator

Without prejudice to any of the National Administrators other rights, the National Administrator may terminate this Agreement by providing the Applicant with a Termination Notice, with effect on and from the date specified in the Termination Notice, if:

- (a) the Applicant is in breach of any term of this Agreement and that breach objectively is:
 - (i) incapable of remedy;
 - (ii) capable of remedy but the Applicant has failed to remedy the breach within a reasonable period (having regard to the nature of the breach) after the National Administrator has given written notice requiring it to do so;
- (b) the NABERS program ceases;
- (c) the National Administrator no longer administers the NABERS program;
- (d) the Applicant engages in any conduct with respect to, or in connection with, this Agreement (including with respect to any NABERS IP) that is:
 - (i) misleading or deceptive (including by omitting relevant facts); or
 - (ii) in the National Administrator's reasonable opinion is likely to, or does, mislead or deceive (including by omitting relevant facts);
- (e) the Applicant:
 - (i) infringes or breaches the NABERS IP;
 - (ii) has not been awarded an Occupancy Certificate within six years after the Agreement Date; or
 - (iii) has not been awarded all the Certified Performance Ratings by a date two years after the Occupancy Certificate Date;
- (f) to the extent permitted by Law, any of the following events occur by or in relation to the Applicant:
 - (i) an administrator is appointed;
 - (ii) any legal action, not being in the reasonable estimation of the National Administrator a disputed action, is commenced, a judicial order is made, or resolution is passed for the liquidation of the Applicant;
 - (iii) the Applicant ceases business, or a proposal is put for cessation of the Applicant's business; or

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- (iv) the Applicant, if a natural person, becomes the subject of a sequestration order or entering into a composition, deed of assignment or deed of arrangement pursuant to Part X of the *Bankruptcy Act 1966* (Cth) with his or her creditors.

8.2 Termination by the Applicant

- (a) The Applicant may immediately terminate this Agreement, by written notice to the National Administrator, if the Applicant sells, transfers or otherwise disposes of its rights in the Project and the Incoming Party does not wish to be bound by this Agreement or enter into a similar agreement with the National Administrator.
- (b) The Applicant may terminate this Agreement by written notice to the National Administrator if the National Administrator breaches this Agreement and fails to remedy such breach within a reasonable period (having regard to the nature of the breach) following receipt of notice from the Applicant requiring the breach to be remedied.
- (c) The Applicant may terminate this Agreement at any time with the consent of the National Administrator, which consent may be given or refused in the National Administrator's absolute discretion.

8.3 Consequences of termination

- (a) A party's right of termination under this Agreement does not exclude or otherwise diminish the rights of that party to terminate this Agreement arising from common law, statute or any other term of this Agreement.
- (b) Termination of this Agreement:
 - (i) does not affect the rights, obligations and liabilities of the parties accrued prior to the date that the termination is effected; and
 - (ii) does not constitute a waiver of, and is without limitation to, any other rights or remedies of National Administrator, including without limitation, the right to seek and obtain damages for any breach of this Agreement by the Applicant or the Applicant's Personnel.

9 Confidentiality

9.1 Confidential Information

- (a) Both parties must:
 - (i) keep confidential all the Confidential Information provided to it by the other party; and
 - (ii) not disclose any Confidential Information to a third party,
 - (iii) unless with the disclosing parties prior written consent or otherwise in accordance with this Agreement.
- (b) One party may disclose the Confidential Information of the other, if:
 - (i) such disclosure is required by Law;
 - (ii) such disclosure is necessary to perform the obligations under this Agreement and provided the recipient of the Confidential Information agrees to keep it confidential;
 - (iii) such disclosure is required to be made to prospective purchasers and capital partners of the Applicant, provided that the Applicant procures that each recipient of the Confidential Information strictly observes the obligations of the Applicant under this clause;

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- (iv) the Confidential Information is or becomes generally available in the public domain through no breach of this Agreement; or
- (v) the National Administrator or the Applicant can demonstrate that it knew the Confidential Information before the other party to this Agreement disclosed such Confidential Information.
- (vi) The National Administrator may disclose Confidential Information to:
 - (vii) the relevant executive government of the National Administrator and/or the NABERS program (being either an Australian State Government or Australian Commonwealth Government) (Relevant Government) for the purpose of that government's functions or duties;
 - (viii) the Parliament or a Parliamentary Committee of the Relevant Government; and
 - (ix) present Ministers and their personnel of the Relevant Government.
- (c) The parties agree that negotiations relating to this Agreement constitutes Confidential Information until the Agreement Date.
- (d) This Clause 9 continues to apply after expiry or termination of this Agreement.

9.2 Privacy

- (a) The Applicant will:
 - (i) ensure that Personal Information that the National Administrator provides, or the Applicant collects under or in connection with this Agreement is used only for the purposes of this Agreement and is protected against loss and against unauthorised access, use, modification or disclosure or against other misuse;
 - (ii) unless the National Administrator is otherwise required or authorised by law to do so, not disclose any Personal Information without the written consent of:
 - (A) the individual to whom the Personal Information relates; or
 - (B) the National Administrator; and
 - (iii) comply with all Privacy Laws and any other applicable privacy laws and data protection laws as may be in force from time to time which regulate the collection, storage, use, access and disclosure of Personal Information.
- (b) The Applicant consents to the National Administrator disclosing or otherwise dealing with any data, Personal Information or other information more generally collected under this Agreement for the purposes of administering the NABERS program, reporting on the NABERS program, statistical and accounting purposes and otherwise performing the National Administrators functions and duties. This may include disclosure to NSW State and Commonwealth government agencies, parliament, executive, or present Ministers (and their offices employees) for the purposes noted above, acknowledging that the Commonwealth government owns and funds the NABERS program. The Applicant may obtain details of any Personal Information about the Applicant that the National Administrator holds by contacting the National Administrator.

10 Records, access and disclosure of information

- (a) The Applicant must maintain and keep in good condition records, books of account and documents relating to the Project that are relevant to this Agreement (**Records**) for a minimum of 7 years after expiry or termination of this Agreement, including:
 - (i) project architectural drawings and specifications (design and as-built);

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- (ii) project services drawings and specifications (design and as-built);
 - (iii) the Project's progress against key milestones; and
 - (iv) any other information relevant to this Agreement.
- (b) The National Administrator may request copies of the Records. The Applicant must promptly provide the requested Records to the National Administrator.
- (c) If requested by the National Administrator, the Applicant must:
- (i) authorise the National Administrator and any Australian State Government or Australian Commonwealth Government department or agency that has provided moneys to the National Administrator for the purposes of the Project, to undertake audits, to examine and inspect, at reasonable times and on reasonable Notice, any records held by the Applicant, and allow any such Records to be copied; and
 - (ii) provide all reasonable assistance in order for the any Australian State Government or Australian Commonwealth Government department or agency to properly carry out the inspections and audits referred to in this clause.
- (d) The Applicant acknowledges that under the *Government Information (Public Access) Act 2009 (NSW)*, the National Administrator may be required to publicly disclose information about this Agreement. None of the disclosure obligations require the disclosure of:
- (i) the commercial-in-confidence provisions of a contract;
 - (ii) any matter that could reasonably be expected to affect public safety or security; or
 - (iii) information which would be exempt from disclosure if it were the subject of an application under the *Government Information (Public Access) Act 2009*.
- (e) The Applicant may nominate any items the Applicant considers are confidential and why, to assist the National Administrator in determining what items to disclose.

11 Duties, taxes, levies and charges

The Applicant must promptly pay:

- (a) any duty, taxes, levies or charges payable in relation to the execution and performance of this Agreement, or any agreement or document executed or effected under this Agreement; and
- (b) any taxable supply subject to the receipt of an appropriate tax invoice and/or that is imposed upon either party as a result of entering into and/or performing that party's obligations under this Agreement.

12 Assignment

12.1 General

Subject to Clause 7, the Applicant may not assign, transfer or novate any right or liability under this Agreement without the written prior consent of the National Administrator. The Applicant must comply with all requirements of the National Administrator in respect of any such assignment, transfer or novation.

12.2 Change in National Administrator

- (a) If the National Administrator ceases to be the NSW Treasury represented by the Office of Energy and Climate Change (acting for and on behalf of the State of New South Wales) for

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any reason prior to termination or expiry of this Agreement, then the National Administrator may require the Applicant to enter into a deed:

- (i) to vary this Agreement to replace the definition of “National Administrator” with the new National Administrator; or
 - (ii) of assignment or novation with the new National Administrator, to effect an assignment or novation of this Agreement on the same terms and conditions as this Agreement to the new National Administrator (with only those changes required to effect the assignment or novation, or as otherwise agreed by the parties), for the balance of the term of this Agreement.
- (b) The Applicant acknowledges that the National Administrator may be subject to a Machinery of Government change throughout the term of this Agreement. Without limiting the options available to the National Administrator under Clause 12.2(a), the Applicant acknowledges that changes made to the title, structure, department, legal entity, function or operations of the National Administrator as a result of an order made under State legislation may automatically apply to this Agreement on the terms specified in the State legislation without the need for further action.

13 Notices

13.1 Form

Any notice to or by a party under this Agreement must be in writing and signed by the sender or, if a corporate party, an authorised officer of the sender, including any director, secretary or person notified in that capacity by that corporate party, or under the seal of or any power of attorney conferred by the sender.

13.2 Service method

Service of communication by mail will be deemed to have been effected on the fifth Business Day after posting to the address nominated in the project details.

13.3 Change of address

Either party may change the address to which communications are to be directed by giving written notice to the other party of such changes by serving notice pursuant to this clause.

13.4 Email

A communication will be sufficiently served for the purposes of this Agreement if such communication is sent by email to the email address nominated in the project details and will be deemed to be duly given or made, when the email is opened and receipt acknowledged except where the time of dispatch is not between 09:00 am and 5:00 pm on a Business Day, in which case the notice will be deemed to have been received at the commencement of business on the next Business Day.

14 Dispute resolution

14.1 Notice of dispute

- (a) If a dispute arises in relation to this Agreement (**Dispute**), a party must comply with this Clause 14 before starting arbitration or court proceedings, except proceedings for urgent interlocutory relief.
- (b) A party claiming that a Dispute has arisen must notify the other party within 5 to 10 Business Days of that party becoming aware the Dispute has arisen (**Dispute Notice**).

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- (c) Within 15 Business Days' of the Dispute Notice, a senior representative from each party must meet to discuss the Dispute and use all reasonable endeavours acting in good faith to resolve the Dispute by joint discussions.

14.2 Mediation

- (a) If the Dispute is not resolved:
 - (i) within 20 Business Days of notification under Clause 14.1; or
 - (ii) such longer period as agreed by the parties in writing,either party may refer Dispute to mediation in accordance with Clause 14.1 and the other party must submit to the mediation.
- (b) The mediation will be administered by Resolution Institute (RI) ACN 008 651 232.
- (c) The mediator will be a person who is independent of the parties and who is appointed by agreement of the parties or, failing agreement within five Business Days from the day on which the matter has been referred to mediation, by a person nominated by RI through its nomination service. The fees in respect of the nomination service provided by RI are to be borne equally by the parties.
- (d) Any mediation meetings or proceedings under this clause must be held in Sydney.
- (e) The RI Mediation Rules (as amended from time to time) will apply to the mediation.
- (f) Unless otherwise stated in the RI Mediation Rules (as amended from time to time) the remuneration of the mediator will be split evenly by the parties. Each party to a dispute must pay its own costs of complying with this clause.
- (g) All communications during the mediation are confidential and must be treated as made in the course of compromise and settlement negotiations for the purposes of the applicable rules of evidence.
- (h) It is a condition precedent to the right of either party to commence arbitration or litigation, that it has first offered to submit the Dispute to mediation.

14.3 Commencing proceedings

A party must not start court proceedings in relation to a Dispute until it has exhausted the procedures in this Clause 14 unless the party seeks injunctive or other urgent interlocutory relief.

14.4 Continuation of rights and obligations

Despite the existence of a Dispute, each party must continue to perform this Agreement.

14.5 Exception

Despite the provisions of this Clause 14, the National Administrator will not be required to comply with this clause and may terminate this Agreement with immediate effect or exercise its other rights under this Agreement or at Law if the National Administrator determines, in its absolute discretion, that the Applicant is responsible for or involved with any false, misleading or deceptive conduct or conduct that is likely to be false, misleading or deceptive in respect of any matter arising from this Agreement.

15 Miscellaneous

15.1 Survival

The parties agree that Clauses 1, 2.3, 2.4, 5, 6, 8.3, 9, 13, 14 and 15 of this Agreement will survive termination of this Agreement.

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15.2 National Administrator assignment, novation or transfer

- (a) Nothing in this Agreement restricts or otherwise limits the National Administrators rights to transfer, assign, novate, dispose of or encumber any of its rights, obligations or interests under this Agreement (**Dealing**). The Applicant acknowledges that the National Administrator may undertake any Dealing at any time on notice to the Applicant. The Applicant must promptly undertake and execution any action required to effect the required Dealing, including executing any required documentation (on terms acceptable to the National Administrator).
- (b) The Applicant acknowledges that:
- (i) the National Administrator may be subject to a machinery of government change by executive order made under New South Wales legislation (**Order**); and
 - (ii) an Order is not an assignment, transfer, novation or disposal of any part of this Agreement; and
 - (iii) each Order will be effected in accordance with the terms of the relevant Order.

Without limitation, a machinery of government change may include changes to the title, structure, department, function or operations of the National Administrator as a result of the relevant Order.

The parties will promptly undertake and execute any action required to comply with each relevant Order.

15.3 Applicable law

This Agreement is governed by and construed under the laws of the State of New South Wales.

15.4 Jurisdiction

Each party agrees to submit to the non-exclusive jurisdiction of the courts of New South Wales, including without limitation, with respect to both itself and its property.

15.5 Third parties

This Agreement confers rights only upon a person expressed to be a party or expressed to benefit from this Agreement, and not upon any other person, including an Applicant's Representative or the Applicant's Personnel.

15.6 Applicant's Representative

If the Applicant nominates a Representative:

- (a) the Applicant confirms that the Representative has been granted authority to administer the Agreement in relation to the Project on its behalf, and with the full knowledge of the Applicant;
- (b) the Applicant accepts that it will be liable under this Agreement for the actions of its Representative, as if those same actions were taken by the Applicant;
- (c) the Applicant must notify the National Administrator promptly of the revocation of authority of any Representative;
- (d) the National Administrator may rely on instructions and information provided by the Representative as if they were provided by the Applicant;

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- (e) any information or instructions provided by the Representative to the National Administrator, the Estimator, the Reviewer or the Accredited Assessor will be deemed to have been given by the Applicant; and
- (f) the National Administrator may discuss the Project and all matters arising under this Agreement with the Representative as if the Representative were the Applicant.

15.7 Pre-contractual negotiation

This Agreement constitutes the entire agreement and understanding of the parties with respect to the subject matter. It sets out the only conduct, representations, warranties, covenants, conditions or understandings (collectively, the “**Conduct**”) relied on by the parties and supersedes all earlier Conduct between the parties in connection with its subject matter. Neither party has relied on nor is relying on any other Conduct in entering into this Agreement and completing the transactions contemplated by it.

15.8 Further assurance

Each party must execute any document and perform any action necessary to give full effect to this Agreement, whether prior or subsequent to performance of this Agreement.

15.9 Waivers

Any failure or delay by any party to exercise any right under this Agreement does not operate as a waiver and the single or partial exercise of any right by that party does not preclude any other or further exercise of that or any other right by that party.

15.10 Remedies

The rights of a party under this Agreement are cumulative and not exclusive of any rights provided by Law.

15.11 Severability

Any provision of this Agreement which is invalid in any jurisdiction is invalid in that jurisdiction to that extent, without invalidating or affecting the remaining provisions of this Agreement or the validity of that provision in any other jurisdiction.

15.12 Joint and several liability

Any obligation to be performed or restriction to be observed under this Agreement by two or more persons binds them jointly and severally.

15.13 Counterparts

This Agreement may be executed in any number of counterparts. All counterparts taken together constitute one agreement.

15.14 Electronic Executions

- (a) Each party consents to this document and any variations of this document being signed by electronic signature by the methods set out in this clause.
- (b) This clause applies regardless of the type of legal entity of the parties. If this document or any subsequent variations are signed on behalf of a legal entity, the persons signing warrant that they have the authority to sign.

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- (c) For the purposes of this clause, the parties agree that the following methods validly identify the person signing and indicate that person's intention to sign this document and any variation of it:
- (i) insertion of the person's name on to the document;
 - (ii) insertion of the person's name on to the document; or
 - (iii) use of a stylus or touch finger on a touch screen to sign the document provided that in each of the above cases, words to the effect of "Electronic signature of me, [NAME], affixed by me on [DATE]" are also included on the document;
 - (iv) use of a reliable electronic signature and exchange platform (such as DocuSign or AdobeSign) to sign the document; or
 - (v) as otherwise agreed in writing (including via email) between the parties.
- (d) The parties agree that the above methods are reliable as appropriate for the purpose of signing this document and that electronic signing of this document by or on behalf of a party indicates that party's intention to be bound.
- (e) A signed copy of this document transmitted by email or other means of electronic transmission shall be deemed to have the same legal effect as delivery of an original executed copy of this document for all purposes.

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Executed as an Agreement

Signed for and on behalf of National Administrator by its authorised signatory but not so as to incur personal liability:

Electronic signature of me [name] affixed by me on 00/00/00 [time pm/am]	Electronic signature of me [name] affixed by me on 00/00/00 [time pm/am]
----- Signature of Authorised Signatory	----- Signature of Witness
----- Name of Authorised Signatory	----- Name of Witness
Director, NABERS and Building Sustainability, Communities and Greater Sydney Delivery Division	12 Darcy Street, Parramatta NSW 2150
----- Position of Authorised Signatory	----- Address of Witness

By signing this document, the witness states that it witnessed the signing of this document over audio visual link (and signed as a witness in counterpart if applicable) in accordance with section 14G of the *Electronic Transactions Act 2000* (NSW).

Date


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Insert correct execution block for the Applicant entity, e.g. see various execution blocks below.

Executed as an Agreement

by Perpetual Corporate Trust Limited (ACN 000 341 533) by its attorney under power of attorney registered book 4676, No. 134 dated 18 September 2014 who has no notice of revocation of the said power of Attorney in the presence of:

Electronic Signature of me Anita Soetanto affixed by me on 08/04/2026 at 5:41pm

Signed by:  Electronic signature of me [name] affixed by me on 00/00/00 [time pm/am]
3F09D94A24324D0...

Signed by:  Electronic signature of me [name] affixed by me on 00/00/00 [time pm/am]
C32047835ED84CD

Signature of witness

Signature of attorney

Electronic Signature of me Brittany Hevey affixed by me on 08/04/2026 at 5:44pm

By signing this document, the witness states that it witnessed the signing of this document over audio visual link (and signed as a witness in counterpart if applicable) in accordance with section 14G of the *Electronic Transactions Act 2000* (NSW)

Brittany Hevey

Anita Soetanto

Name of witness in full

Name of attorney Manager - Custody

Level 14, 123 Pitt Street Sydney NSW 2000

Address of witness

Client Services Officer

Occupation of witness

Where an individual is executing in its personal capacity:

Where a company is executing under section 127(1) of the *Corporations Act* and the company has multiple officers:

Executed by [Name of Developer] (ACN [ACN#]) in accordance with section 127(1) of the *Corporations Act 2001*:

Electronic signature of me [name] affixed by me on 00/00/00 [time pm/am]
Signature of Director

Electronic signature of me [name] affixed by me on 00/00/00 [time pm/am]
Signature of Director/ Secretary

Name of Director in full

Name of Director/Secretary in full

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Where a company is executing under section 127(1) of the Corporations Act and the company has a sole director/secretary:

Executed by **[Name of Developer]** (ACN [ACN#]) in accordance with section 127 of the Corporations Act 2001 (Cth):

Electronic signature of me
[name] affixed by me on
00/00/00 [time pm/am]

Signature of Director/Secretary

Name of Director/Secretary in full

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Schedule 1 Rating licence period, rights and status

Possible Status options are as follows:

STATUS NAME	DESCRIPTION
In progress	<ul style="list-style-type: none"> The Agreement to Rate document has been counter-signed by NABERS. Awaiting performance ratings to be certified for all rating types associated with the Agreement to Rate.
Complete	<ul style="list-style-type: none"> Performance ratings for all of the rating types associated with the Agreement to Rate have been certified. This is a final status for the Project.
Not valid — terminated by the National Administrator	<ul style="list-style-type: none"> If the National Administrator terminated an Agreement to Rate. This status is a final status for the Project.
Not valid — terminated by Applicant	<ul style="list-style-type: none"> If the Applicant terminates an Agreement to Rate. This status is a final status for the Project.
Not valid — terminated due to Project transfer	<ul style="list-style-type: none"> If the Applicant sells some or all of the Project and the purchaser does not sign a deed of novation of the Agreement.

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Schedule 2 Liability limitations

Option 1: Limitation of Trustee Liability

For Schedule 2, this Option 1 should be used when the Applicant is a trustee company for a Trust. If however, the Trust involves a Custodian, then Option 2 (next page) will be more suitable.

This Schedule is only applicable to a trustee company.

- 1 The Trustee enters into this Agreement in its capacity as the trustee for the Trust constituted by a trust deed (**Trust Deed**).
- 2 Subject to Clause 4 of this Schedule, liability arising under or in connection with this Agreement (except under or in connection with Clause 1 of this Schedule above) is limited and can be enforced against the Trustee only to the extent to which the Trustee, having sought indemnification to the maximum extent possible, is actually indemnified in respect of that liability out of the assets of the Trust. This limitation of the Trustee's liability extends to all liabilities and obligations of the Trustee in any way connected with any representation, warranty, conduct, omission, agreement or transaction related to this Agreement.
- 3 No party to this Agreement or any person claiming through or on behalf of them will be entitled to:
 - (a) claim from or commence proceedings against the Trustee in respect of any liability in any capacity other than as the trustee of the Trust;
 - (b) seek the appointment of a receiver, receiver and manager, liquidator, an administrator or any similar office-holder to the Trustee, or prove in any Liquidation, administration or arrangement of or affecting the Trustee, except in relation to the assets of the Trust; or
 - (c) enforce or seek to enforce any judgment in respect of a liability under this Agreement or otherwise against the Trustee in any capacity other than as Trustee of the Trust,except under or in connection with Clause 1 of this Schedule above.
- 4 Notwithstanding any other provision of this Agreement, Clauses 2 and 3 of this Schedule do not apply to any obligation or liability of the Trustee to the extent to which there is, in respect of that obligation or liability, whether under the Trust Deed or by operation of Law, a reduction in the extent of the Trustee's indemnification, or loss of the Trustee's right of indemnification, out of the assets of the Trust as a result of Trustee's failure to properly perform its duties as trustee of the Trust.
- 5 Nothing in Clause 4 of this Schedule will make the Trustee liable for any claim for an amount greater than the amount which the National Administrator would have been able to claim and recover from the assets of the Trust in relation to the relevant obligation or liability if the Trustee's right of indemnification, out of the assets of the Trust had not been prejudiced by the failure of the Trustee to properly perform its duties.

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Option 2: Limitation of Custodian and Trustee liability

For Schedule 2, this Option 2 should be used when the Applicant involves a Custodian of a trust.

This Schedule is only applicable to a custodian and a trustee company

Definitions

1 A reference to “Custodian” and “Trustee” means the entities identified in the project details.

The Custodian

- 2 The Custodian enters into this Agreement as agent of the Trustee. The Custodian only acts in accordance with the terms and conditions of the document under which it is appointed as the Trustee's agent and is not liable under any circumstances to any party under this Agreement.
- 3 The Custodian must carry out the obligations under this Agreement to the extent that the same are capable of being carried out by it as Custodian and are not capable of being carried out by the Trustee (**Custodian Obligations**).
- 4 The Trustee must perform the obligations under this Agreement with the exception of the Custodian Obligations and must procure that the Custodian performs the Custodian Obligations.
- 5 This limitation of the Custodian's liability applies despite any other provision of this Agreement and extends to all liabilities and obligations of the Custodian in any way connected with any obligation including representation or warranty arising out of this Agreement.
- 6 The Custodian is not required to do or refrain from doing anything under this Agreement unless the Custodian's liability is limited in the same manner as set out in Clause 2.
- 7 No attorney, agent, receiver or receiver and manager appointed under this Agreement has authority to act on behalf of the Custodian in a way which exposes the Custodian to any liability.
- 8 If, whether by the express provisions of this Agreement or by implication of law, the Custodian makes or is taken to have made any representation or warranty then, those representations and warranties are taken to have been made by the Trustee.

The Trustee

- 9 The Trustee enters into this Agreement in its capacity as the trustee for the Trust constituted by a trust deed (**Trust Deed**).
- 10 Subject to Clause 11 of this Schedule, liability arising under or in connection with this Agreement is limited and can be enforced against the Trustee only to the extent to which the Trustee, having sought indemnification to the maximum extent possible, is actually indemnified in respect of that liability out of the assets of the Trust. This limitation of the Trustee's liability extends to all liabilities and obligations of the Trustee in any way connected with any representation, warranty, conduct, omission, agreement or transaction related to this Agreement.
- 11 No party to this Agreement or any person claiming through or on behalf of them will be entitled to:
 - (a) claim from or commence proceedings against the Trustee in respect of any liability in any capacity other than as the trustee of the Trust;
 - (b) seek the appointment of a receiver, receiver and manager, liquidator, an administrator or any similar office-holder to the Trustee, or prove in any Liquidation, administration or arrangement of or affecting the Trustee, except in relation to the assets of the Trust; or

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(c) enforce or seek to enforce any judgment in respect of a liability under this Agreement or otherwise against the Trustee in any capacity other than as Trustee of the Trust,

except under or in connection with Clause 10 of this Schedule above.

- 12 Notwithstanding any other provision of this Agreement, Clauses 10 and 11 of this Schedule do not apply to any obligation or liability of the Trustee to the extent to which there is, in respect of that obligation or liability, whether under the Trust Deed or by operation of Law, a reduction in the extent of the Trustee's indemnification, or loss of the Trustee's right of indemnification, out of the assets of the Trust as a result of Trustee's failure to properly perform its duties as trustee of the Trust.
- 13 Nothing in Clause 10 of this Schedule will make the Trustee liable for any claim for an amount greater than the amount which the National Administrator would have been able to claim and recover from the assets of the Trust in relation to the relevant obligation or liability if the Trustee's right of indemnification, out of the assets of the Trust had not been prejudiced by the failure of the Trustee to properly perform its duties.

Birds Tree Consultancy

Consulting Arborist AQF5/AQF8 • Expert Witness • LiDAR Scan/Mapping • GIS • Resistograph Testing



9th April 2026

Urbis
Angel Place, Level 8,
123 Pitt Street
SYDNEY NSW 2000

Attention: **Andrew Hobbs**

Dear Andrew,

**RE: REVIEW OF REVISED SITE CONSTRAINTS – 4-10 BRIDGE STREET
PYMBLE**

As requested, we have reviewed the proposed revised site constraints for the abovementioned project as defined by Site Constraints drawing 1200065_ A0003 Issue 9 provided. This drawing shows the site setback from the northern boundary to be extended such that the proposed building and basement alignment will be inside the existing basement retaining wall.

If this revised building alignment is adopted and the proposed building and basement alignment is within the existing basement wall, the existing basement wall being retained to retain existing soil levels and on the basis that there are not additional landscape or stormwater elements that encroach within the Notional Root Zones (NRZ) of the subject trees, then Trees 33 to 48 (inclusive) as defined in Birds Tree Consultancy Arboricultural Impact assessment Report Revision F dated 12/05/2025, will remain viable to be retained.

Birds Tree Consultancy

Glenn Bird Grad Cert/Arboriculture (Uni of Melbourne) DipHort(Arb)

FIFECAPITAL



4-10 BRIDGE STREET PYMBLE

KU-RING-GAI COUNCIL, URBIS, REID CAMPBELL, FIFE CAPITAL
31/03/26
PRIVATE & CONFIDENTIAL

CONTENTS

1	ACTIVE FRONTAGE
2	ALTERNATIVE PARKING CONFIGURATIONS
3	PEDESTRIAN ENTRY
4	SIGNAGE BOXES
5	BUILDING SETBACKS
6	DISCUSSION

ACTIVE FRONTAGE

A Lot to Juggle



- Vehicle entry
- Vehicle exit
- Loading entry
- Substation
- Hydrant
- Multiple entries
- Mixed uses
- signage
- Basement fire & utilities
- Street character
- Display cases
- Topography
- Setbacks
- Deep soil
- Footpath levels
- Building levels
- Ramps
- Landscape



surveillance of the public domain.

4 To enhance the quality and character of the public domain in the employment precinct.

5 To contribute to the locality by creating distinctive buildings.

6 Ensure any above ground parking is of high quality design that is integrated within the building screened from the public domain and does not adversely impact the streetscape.

7 To ensure appropriately sized floor plates can be provided to facilitate the broad mix of use permitted in the Business Park.

Buildings are to be designed in accordance with Figures 14G.5.1-1.

1 Provide active street frontages along Pacific Highway, Swain Street and West Street in line with Part 9C.10 of this DCP.

2 Provide active street frontages along Bridge Street with a combination of landscaped setbacks and **display cases for active uses that contribute to the active street frontage**. Examples include:

- i) **Window displays or display cases for displaying goods;**
- ii) **Floor to ceiling clear glazing for visual connection with ground floor internal spaces;**
- iii) **Well defined pedestrian entries and foyers;**

4 Building entries are to be designed as per Part 9C.4 of the DCP and are to be level with adjoining footpaths, with openings doors and windows that allow a direct visual connection between the building and the street. See Figure 9C.10-1.

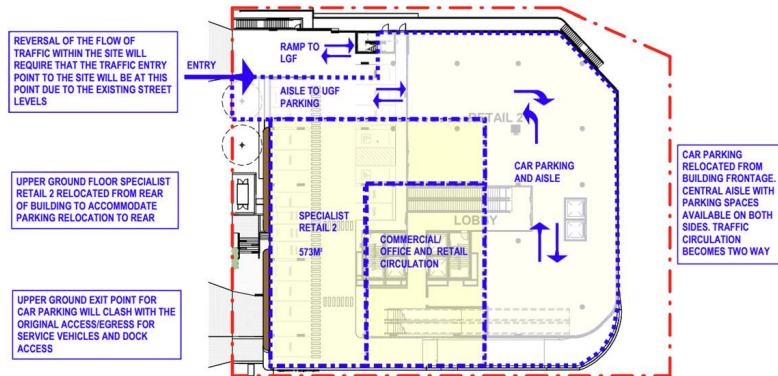
Notes:

- 1. **Notes: 1. To facilitate the development of Specialist Retail Premises and other uses which require large floor plates, Part 9C.2 Corridor 1 and Corridor 2 do not apply within the Pyrmont Business Park.**
- 2. **Provide buildings on corner and visually prominent sites that have distinct articulation addressing their location in line with Part 9C.2 of this DCP.**
- 3. **Landmark sites are to have a landmark building that is unique and well articulated. This is to be achieved through the use of distinctive architectural**

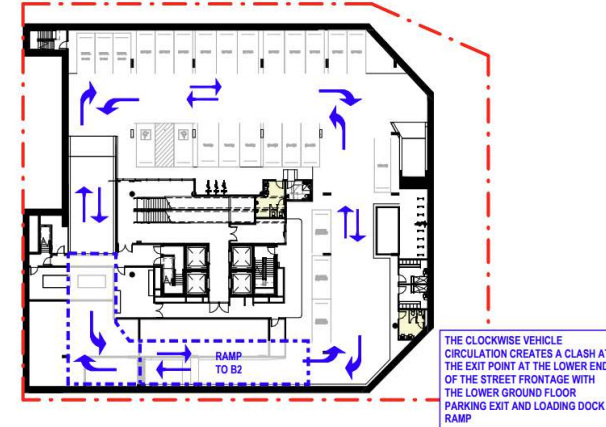
PYRMONT BUSINESS

CAR PARKING - ALTERNATIVE A

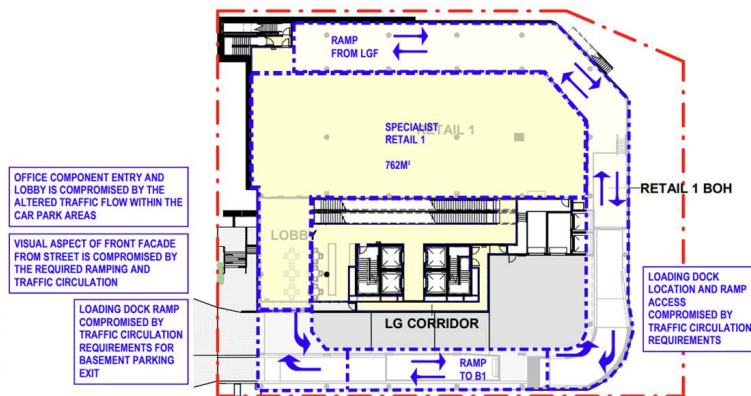
FIFECAPITAL



4 UPPER GROUND - GFA CALCULATIONS
1 : 400



2 BASEMENT 1 - GFA CALCULATIONS
1 : 400
GFA - 0sqm



3 LOWER GROUND - GFA CALCULATIONS
1 : 400

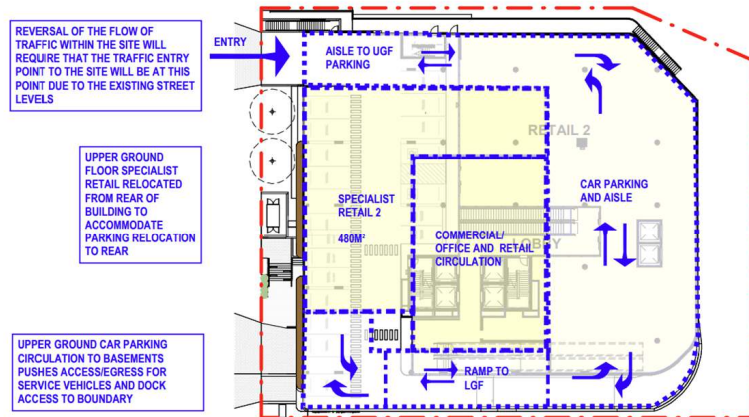
- UG retail facade on street
- UG – parking dead end;
- UG – clash with escalators
- Retail 1 – 760m²
- Retail 2 – 573m²
- B1 – Street front utilities clash with ramps

STREET – ALTERNATIVE A



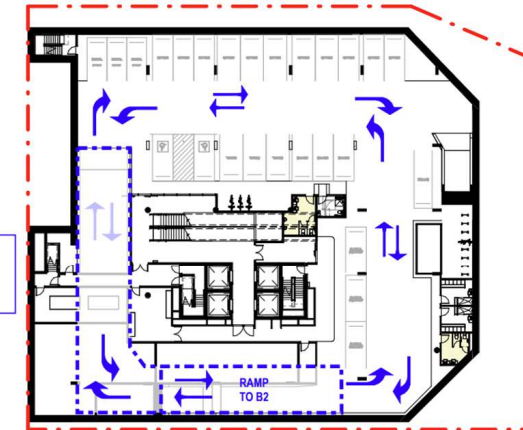
CAR PARKING - ALTERNATIVE B

FIFECAPITAL



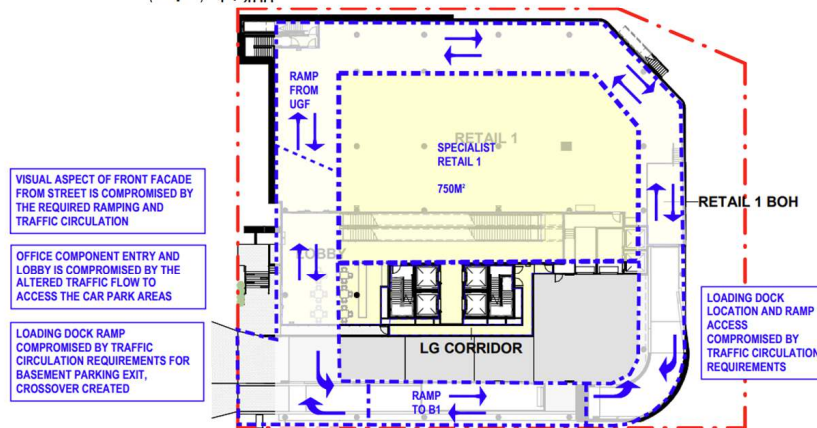
CAR PARKING RELOCATED FROM BUILDING FRONTAGE. CENTRAL AISLE WITH PARKING SPACES AVAILABLE ON BOTH SIDES. TRAFFIC CIRCULATION BECOMES TWO WAY

VISIBILITY FROM STREET TO TIAL SERVICES/FIRE STRUCTURE AT BASEMENT IS COMPROMISED AND IJCTED



4 UPPER GROUND - GFA CALCULATIONS

1 : 400



3 LOWER GROUND - GFA CALCULATIONS

1 : 400

GFA - 1,293sqm

2 BASEMENT 1 - GFA CALCULATIONS

1 : 400

GFA - 0sqm

- UG retail facade on street
- UG – parking flow through;
- UG - clash with escalators
- LG clash with loading and no street entry
- Retail 1 – 750m²
- Retail 2 – 480m²
- B1 – Street front utilities

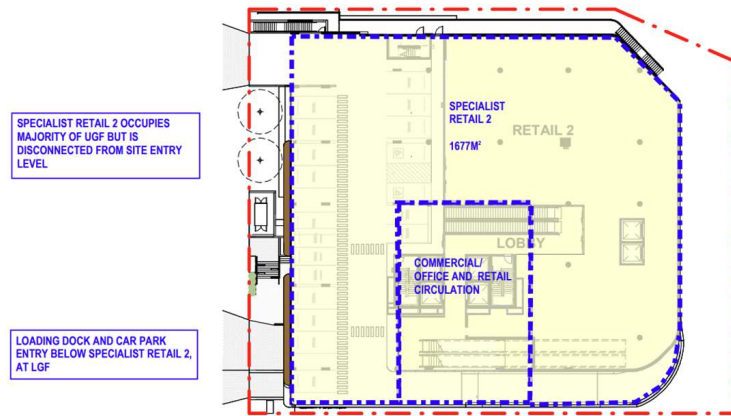
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STREET – ALTERNATIVE B

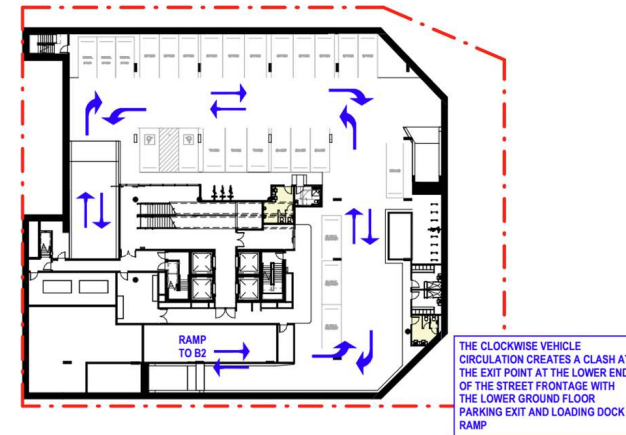


CAR PARKING - ALTERNATIVE C

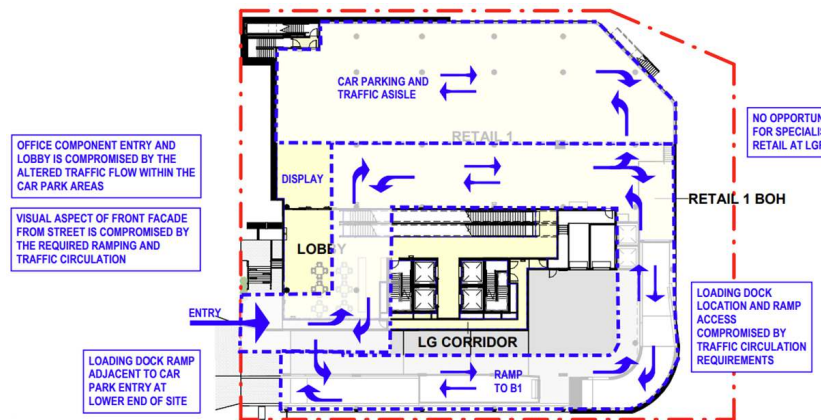
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4 UPPER GROUND - GFA CALCULATIONS
1 : 400
GFA - 1,050sqm



2 BASEMENT 1 - GFA CALCULATIONS
1 : 400
GFA - 0sqm



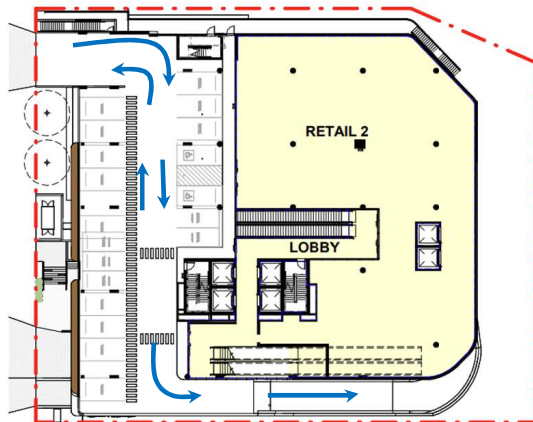
3 LOWER GROUND - GFA CALCULATIONS
1 : 400
GFA - 1,293sqm

- UG retail facade on street
- UG - maximised retail dedicated frontage; no 'entry'
- LG - clash with escalators
- LG - clash with loading
- LG - no street entry/office lobby
- Retail 1 - 0m²
- Retail 2 - 1,677m²
- B1 - Street front utilities workable

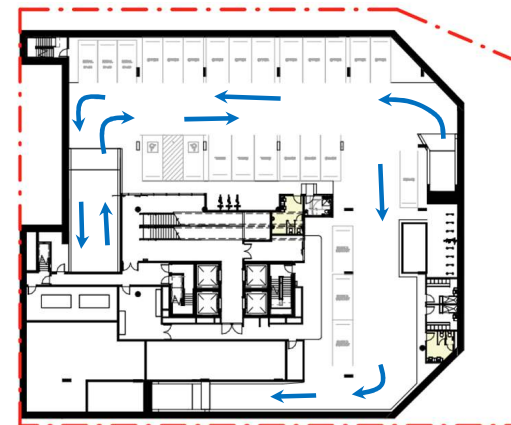
STREET – ADJUSTMENT C



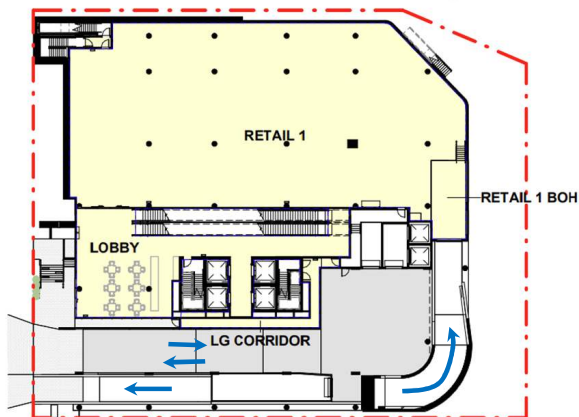
CAR PARKING – SUBMITTED PROPOSAL



4 UPPER GROUND - GFA CALCULATIONS
1 : 400
GFA - 1,050sqm



2 BASEMENT 1 - GFA CALCULATIONS
1 : 400
GFA - 0sqm

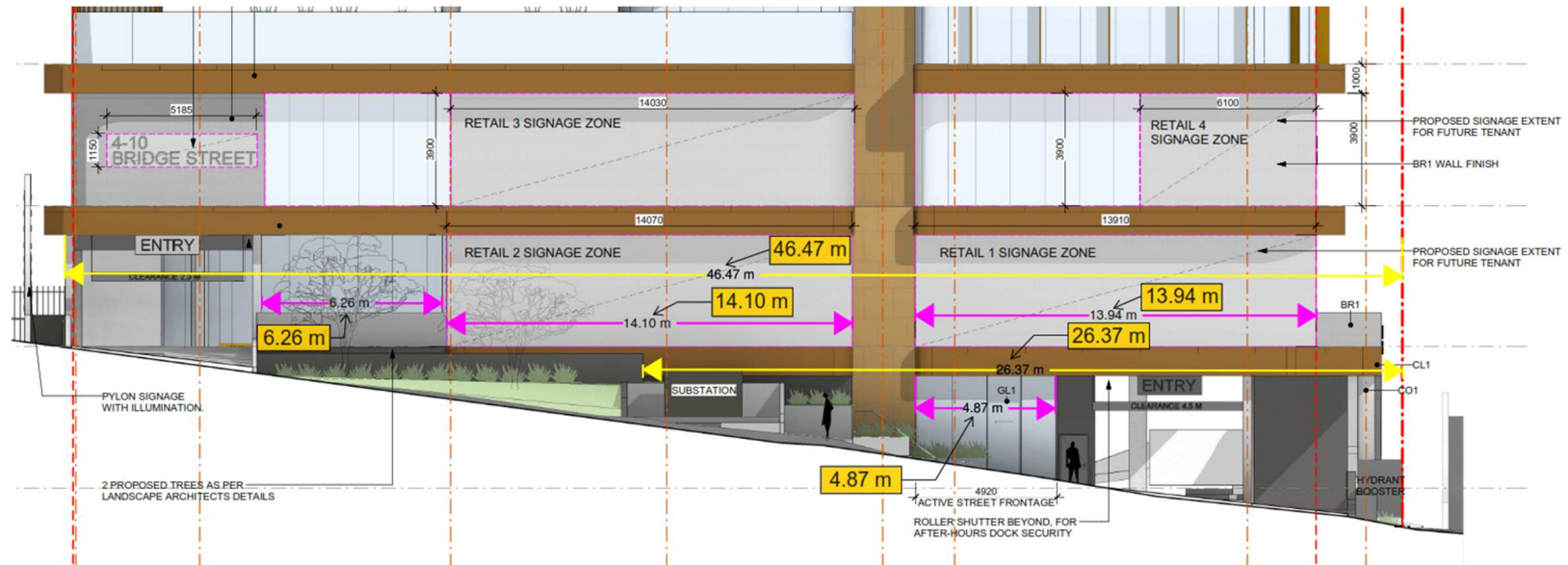


3 LOWER GROUND - GFA CALCULATIONS
1 : 400
GFA - 1,293sqm

- UG – display box on street
- UG – flow through parking
- UG – pedestrian entry with VT
- LG – escalator entry
- LG – separate office lobby
- LG – coordinated loading
- Retail 1 – 980m²
- Retail 2 – 874m²
- BI – Street front utilities coordinated

ACTIVE FRONTAGE

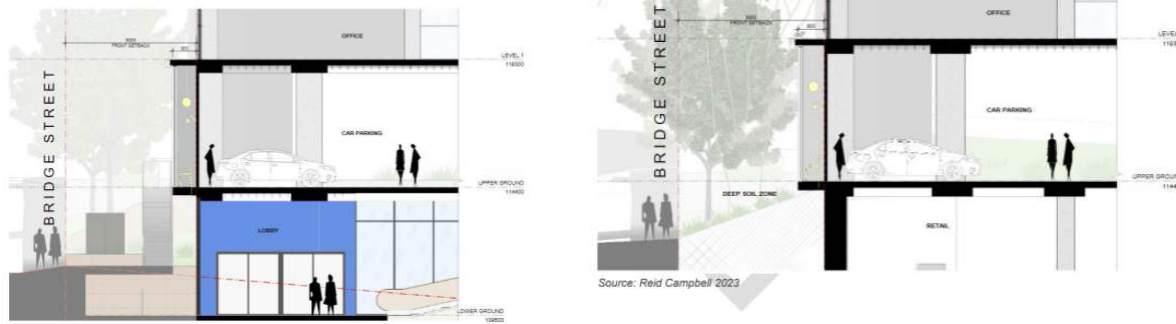
Bridge St



- ~33m active frontage over two levels (~70%)
- Window display cases for active frontage
- Integrated parking screened from public without impact on street scape

DISPLAY CASES

Figure 6 Retail Display Sections



ELEVATION – PROPOSALS

- Submitted Proposal – concealed parking

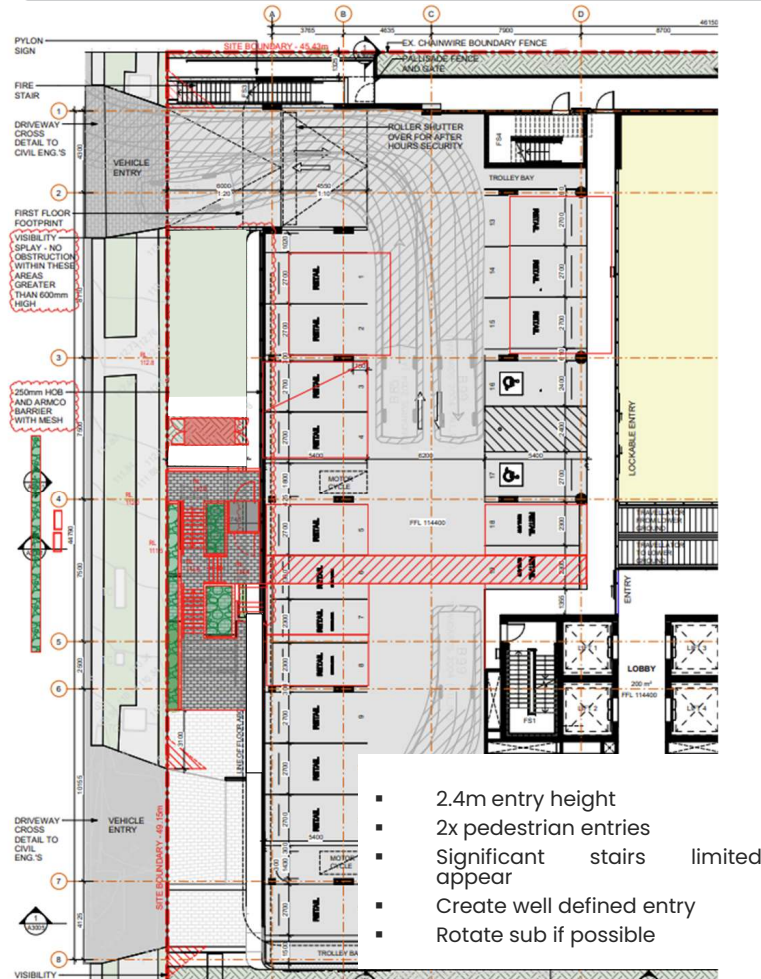


- RFI Proposal – exposed parking

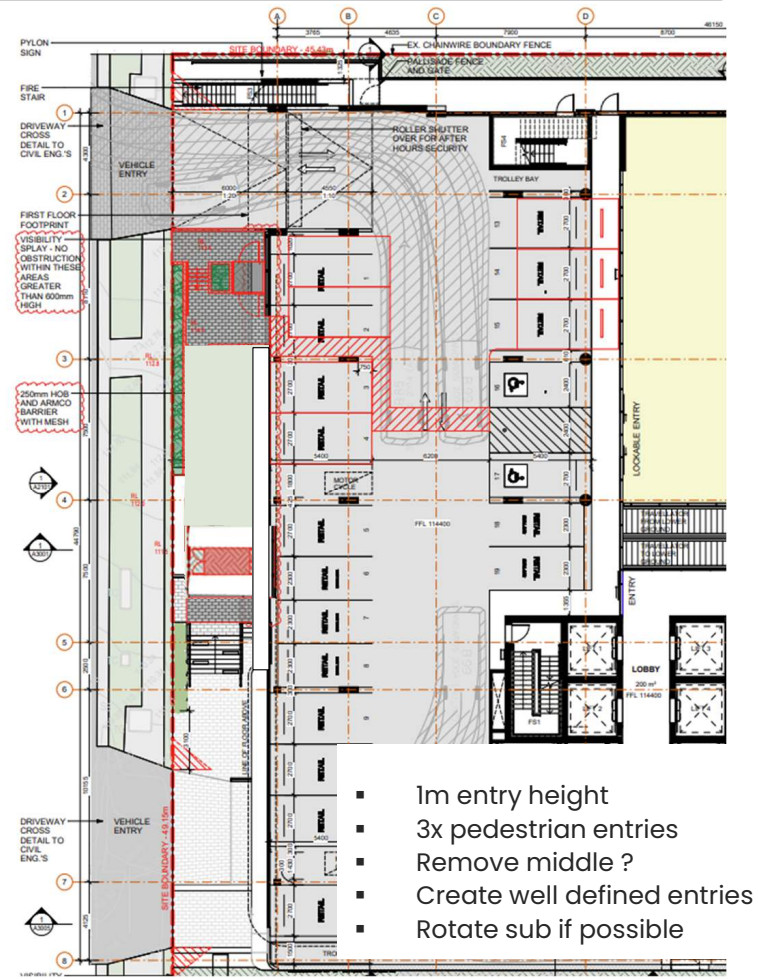


PEDESTRIAN ENTRY

Pedestrian Entry - Version 1

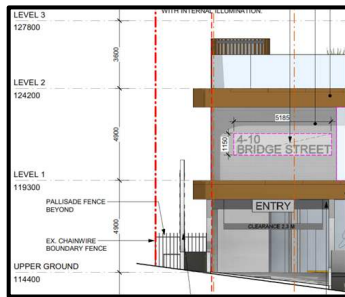
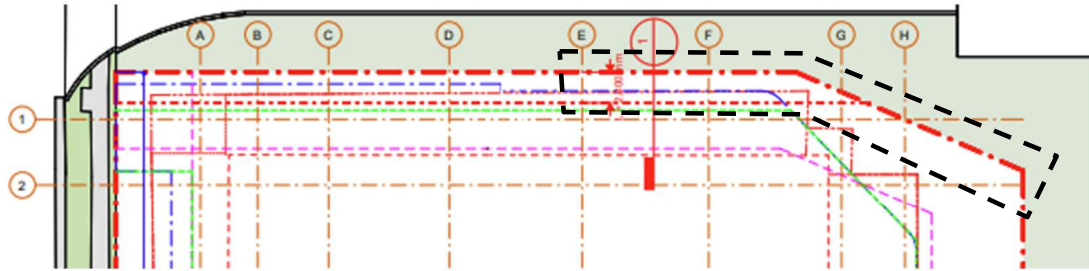


Version 2



FIFECAPITAL

BUILDING SETBACKS



Scaffold construction challenges for bushy foliage



Proposed condition:

- Maintain 2m DCP setback
- Maintain eucalypt trees south of grid line E

LEGEND

	SITE BOUNDARY
	SITE SETBACKS
	EXISTING BUILDING FOOTPRINT TO BE DEMOLISHED
	EXISTING BASEMENT FOOTPRINT TO BE DEMOLISHED
	EXISTING HARDSTAND TO BE DEMOLISHED
	PROPOSED BASEMENT FOOTPRINT
	PROPOSED LOWER GROUND FLOOR FOOTPRINT
	PROPOSED LEVEL 2-6 FOOTPRINT

DISCUSSION

- General
- Content of submission
- Format of submission
- Timing of submission

From: Luke Donovan
Sent: Thursday, 2 April 2026 11:06 AM
To: 'Andrew Hobbs'
Cc: Michael Wiseman; Ladula Karunatilake; Christophe Charkos; Brodee Gregory
Subject: Street activation/entry - eD0462/25 - 4-10 Bridge Street

Good morning Andrew,

Thankyou for returning my call.

Council staff and its Urban Design Consultant have considered Alternatives A, B and C ('Alternatives') and the Current Proposal.

We agree that the Alternatives will likely result in an inferior entry/activation outcome as compared to the Current (Submitted) Proposal.

We still have concerns with the Current Proposal.

We accept –

- some upper ground car parking can be provided at the front of the site under the Current Proposal
- that display cases with signage (if appropriately detailed via perspective/sections and the like) can help provide street activation.

We do not agree –

- that a sufficient degree of activation & visible entry is provided at both the lower ground and upper ground floor

At lower ground floor –

- we believe the current stair can be re-designed or preferably deleted and DDA path/ramp be provided direct from footpath to lower ground floor entry lobby.
- the substation can be re-orientated

At Upper Ground Floor –

- we agree that the pedestrian entries (Version 1 and 2) are not great outcomes.
- We do however believe that an inviting pedestrian entry (2.4m wide) can be provided from footpath through a landscaped zone with a stair (and landing) providing access through the shared zone in the upper ground carparking. Council would likely favourably consider the loss of 1 or 2 additional retail spaces to accommodate this requirement.
- We believe that landscaped zones can be provided –
 - o between northeastern vehicular entry and this new pedestrian entry
 - o between new pedestrian entry and re-orientated substation
 - o between re-orientated substation and level ramped entry to lower ground floor

Contrary to your position, I rely on Control 2 and Objectives 2 and 3 in Part 14G.5 in KDCP – which I believe is not complied with under the Current Proposal.

Council's preferred outcome -

We would love to see a cohesive architectural response at podium level addressing the above requirements – which we believe is possible if you provide level DDA entry at lower ground floor, a new pedestrian entry at upper ground floor, clear detail relating to display boxes/signage and integrated landscaping.

Whilst not desirable, if you are having difficulty with the display boxes/signage zones and its sizing/positioning on the street elevation, you could consider presenting to Council an Option 1 and/or Option 2.

Other matters

These comments are in addition to those landscaping comments provided yesterday.

These comments do not touch on Council's other concerns relating to - water management, CTMP, driveway/sightlines, Green Travel Plan, canopy remnant planting, waste management, communal open space, NABERS, heating/cooling systems – which will need to be addressed as part of the amended plan package.

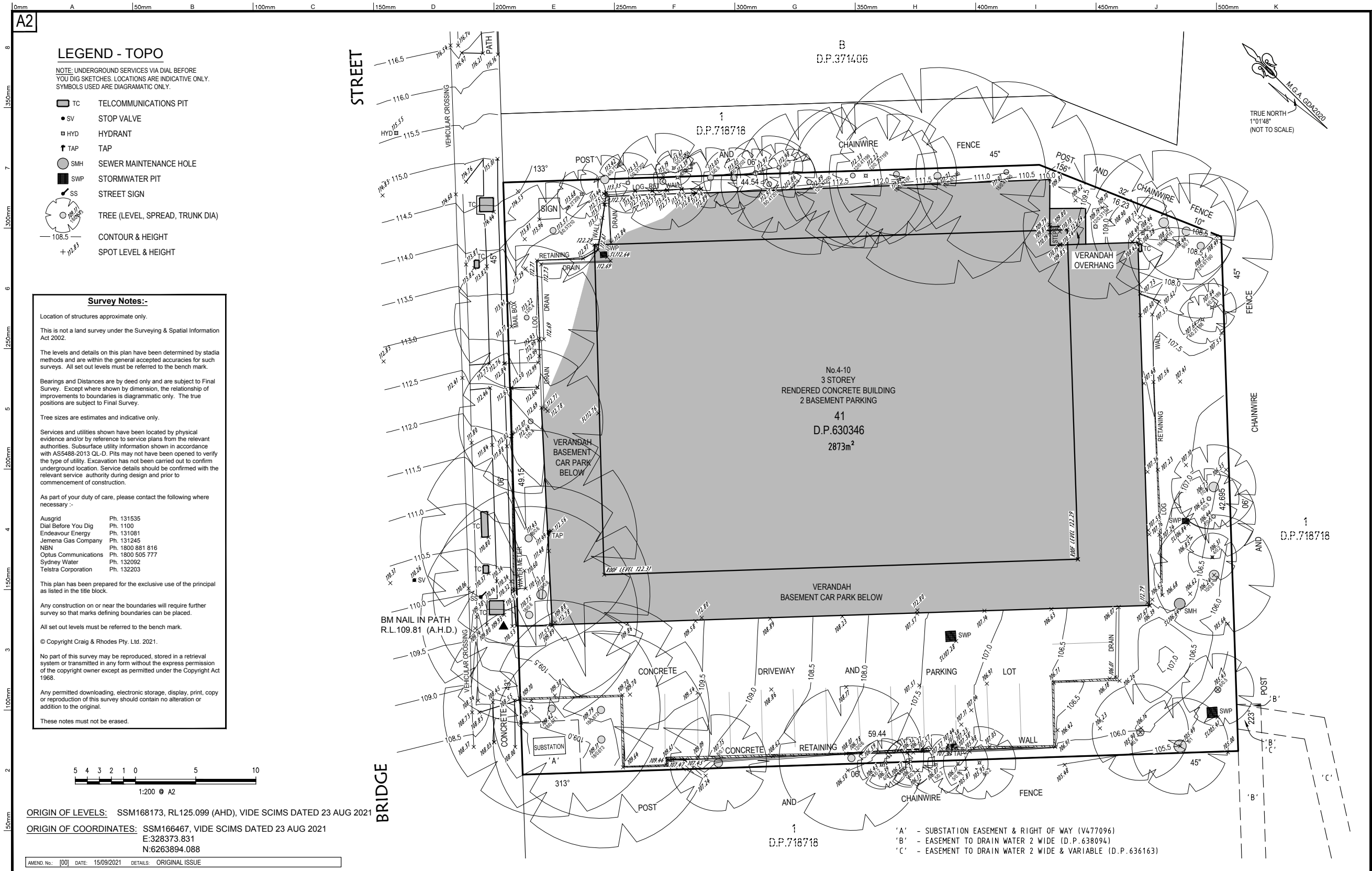
The amended plan package will also need to delete the parapet roof sign (Retail 1), change the labelling relating to uses – to address the requirements of the Panel.

The time period to provide this amended plan package remains as articulated by Brodee in her earlier emails.

Kind regards

Luke

Luke Donovan • J.P. • Executive Assessment Officer • Ku-ring-gai Council
• krg.nsw.gov.au



- LEGEND - TOPO**
- NOTE: UNDERGROUND SERVICES VIA DIAL BEFORE YOU DIG SKETCHES. LOCATIONS ARE INDICATIVE ONLY. SYMBOLS USED ARE DIAGRAMATIC ONLY.
- TC TELCOMMUNICATIONS PIT
 - SV STOP VALVE
 - HYD HYDRANT
 - TAP TAP
 - SMH SEWER MAINTENANCE HOLE
 - SWP STORMWATER PIT
 - SS STREET SIGN
 - TREE (LEVEL, SPREAD, TRUNK DIA)
 - 108.5 CONTOUR & HEIGHT
 - +112.83 SPOT LEVEL & HEIGHT

Survey Notes:-

Location of structures approximate only.

This is not a land survey under the Surveying & Spatial Information Act 2002.

The levels and details on this plan have been determined by stadia methods and are within the general accepted accuracies for such surveys. All set out levels must be referred to the bench mark.

Bearings and Distances are by deed only and are subject to Final Survey. Except where shown by dimension, the relationship of improvements to boundaries is diagrammatic only. The true positions are subject to Final Survey.

Tree sizes are estimates and indicative only.

Services and utilities shown have been located by physical evidence and/or by reference to service plans from the relevant authorities. Subsurface utility information shown in accordance with ASS488-2013 QL-D. Pits may not have been opened to verify the type of utility. Excavation has not been carried out to confirm underground location. Service details should be confirmed with the relevant service authority during design and prior to commencement of construction.

As part of your duty of care, please contact the following where necessary:-

Ausgrid	Ph. 131535
Dial Before You Dig	Ph. 1100
Endeavour Energy	Ph. 131081
Jemena Gas Company	Ph. 131245
NBN	Ph. 1800 881 816
Optus Communications	Ph. 1800 505 777
Sydney Water	Ph. 132092
Telstra Corporation	Ph. 132203

This plan has been prepared for the exclusive use of the principal as listed in the title block.

Any construction on or near the boundaries will require further survey so that marks defining boundaries can be placed.

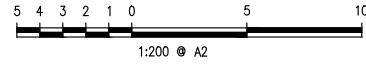
All set out levels must be referred to the bench mark.

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These notes must not be erased.



ORIGIN OF LEVELS: SSM168173, RL125.099 (AHD), VIDE SCIMS DATED 23 AUG 2021

ORIGIN OF COORDINATES: SSM166467, VIDE SCIMS DATED 23 AUG 2021
 E:328373.831
 N:6263894.088

AMEND. No. [00] DATE: 15/09/2021 DETAILS: ORIGINAL ISSUE



Principal: FIFE CAPITAL

Scale: 1:200 Date: 15/9/2021 Council Ref.

Datum: AHD & MGA2020 L.G.A. KU-RING-GAI

Calc's: D.E. Drawn: G.A. Proj.Man: A.K. Client Ref.

Project: DETAIL SURVEY
 LOT 41 D.P.630346
 No.4-10 BRIDGE STREET, PYMBLE

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351-21G T01[00]
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