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## **FLOOD RISK ASSESSMENT**

**ALDI GORDON**

810 Pacific Highway

Gordon NSW 2072

## Document Control Record

|                     |                                                                                   |
|---------------------|-----------------------------------------------------------------------------------|
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## 1. Project Description

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### 1.1 Project Description

This Flood Risk Assessment prepared by Van Der Meer Consulting on behalf of Ecove/Sterling Projects is submitted to the Department of Planning, Housing and Infrastructure (DPHI) State Significant Development Application (SSD-101444458) for a mixed-use development, located at 810 Pacific Highway, Gordon, 2072.

This SSDA seeks approval for:

- Demolition of all existing improvements and structures on the site.
- Construction of a 28-storey building, for use as a mixed-use development comprising of residential, commercial and retail uses.
- Construction of 6 basement levels for parking and servicing, with vehicle access from Radford Place.
- Landscaping and public domain works.
- Extension and augmentation of services and infrastructure as required.
- For a further detailed project description, please refer to the Environmental Impact Statement prepared by Pegasus Advisory.

This report should be read in conjunction with the Environmental Impact Statement prepared by Pegasus Advisory, the Architectural Plans prepared by PBD Architects, and the other accompanying technical documents that form part of the State Significant Development Application (SSD-101444458).

### 1.2 Background

Development consent (DA-0610/17) was issued on 12 December 2018 by the Sydney North Planning Panel for the demolition of existing buildings and the construction of a mixed-use development on the subject site. The approved scheme provided for:

- 56 apartments in a shop-top housing format, comprising a mix of one, two and three-bedroom dwellings.
- An Aldi supermarket and a small retail tenancy at ground floor level, supported by storage, loading and back-of-house facilities at the lower ground level.
- Three basement levels containing 142 car parking spaces for residents, visitors, and retail customers.
- Associated landscaping, signage, earthworks and tree removal, including the relocation of a Canary Island Date Palm.

The consent was issued as a Deferred Commencement Approval, subject to the satisfaction of several preconditions. The consent was subsequently modified on three occasions:



- MOD0222/20 (21 September 2021)
- MOD0194/21 (18 November 2021)
- MOD0061/25 (13 November 2025)

These modifications collectively removed the deferred commencement condition, amended the development description, and incorporated an amended construction traffic management plan into the approved documentation. MOD0061/25 approved the increased depth of excavation, realigned basement walls in the northeast corner and modified conditions relating to the issue of construction certificates to allow preliminary basement excavation to occur independently. This SSDA will amend the existing Development Consent and associated modifications. Notwithstanding, preliminary works are proposed to proceed under the current consent to meet Aldi's contractual requirement to be established and operating on the site by 2028.

### 1.3 Planning Context

The planning context for the site has evolved significantly since the original consent was issued. In April 2024, the Department of Planning, Housing and Infrastructure (DPHI) identified the site as being located within a Transport Oriented Development (TOD) precinct. In parallel, Ku-ring-gai Council progressed a preferred planning framework for Gordon Town Centre, including proposed amendments to the Ku-ring-gai Local Environmental Plan 2015 (KLEP 2015). Following a Council-initiated legal process, legislative amendments removed access to TOD uplift for proposals that had not been submitted in June 2025. As part of the resolution of this legal process, Council formally endorsed its preferred planning framework for Gordon Town Centre on 5 June 2025. That framework was subsequently accepted by the Department, with minor amendments, and implemented through an amendment to the KLEP 2015 via the *State Environmental Planning Policy Amendment (Ku-ring-gai Station Precincts) 2025*, which commenced on 14 November 2025.

The proposed development responds to the amended KLEP 2015 and, in addition, seeks to utilise the floor space ratio and height incentives available under Chapter 2, Part 2, Division 1 of the *State Environmental Planning Policy (Housing) 2021*.

### 1.4 Document Purpose and Structure

The report aims to address the Flood Risk Assessment component of item 19 of the Secretary's Environmental Assessment Requirements (SEARs) issued for the project on 9 December 2025.

SEARs issued for the project on SSD-101444458 (refer to Table 1). In particular, the report addresses:

*Table 1 SEARs for flooding*

| Sear           | Sear Description                                                                                                       | Report Name and Section |
|----------------|------------------------------------------------------------------------------------------------------------------------|-------------------------|
| 19. Flood Risk | Identify the flood planning area and level as set out in the relevant EPI and other supporting documents to determine; | Section 3               |



|  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |
|--|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
|  | <ul style="list-style-type: none"> <li>• The flood extent and velocity up to the Probable Maximum Flood risk on-site having regard to adopted flood studies and, floodplain risk management studies and plans</li> <li>• The site access and egress routes</li> <li>• The potential effects of climate change</li> <li>• Any relevant provisions of the NSW Flood Risk Management Manual, and any other relevant guidelines</li> </ul> <p>Where the development is occurring on flood prone land a flood impact and risk assessment (FIRA) must be prepared having regard to the Flood Impact Assessment – flood Risk Management Guide LU01. When determining the scope and category of the FIRA the requirements outlines in the FIRA guide must be considered.</p> <p>Detail any flood risk management measures that are to be incorporated as part of the development having regard to relevant guidelines (including any design solutions, flood modification measures, operational procedures or Flood Emergency Response Plan)</p> |  |
|--|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|



## 2. Site Information

### 2.1 Site Topography

The existing ground level varies across the site from with a peak elevation of 126 m AHD along Pacific Highway. The catchment slopes downward towards the west as shown in Figure 1.

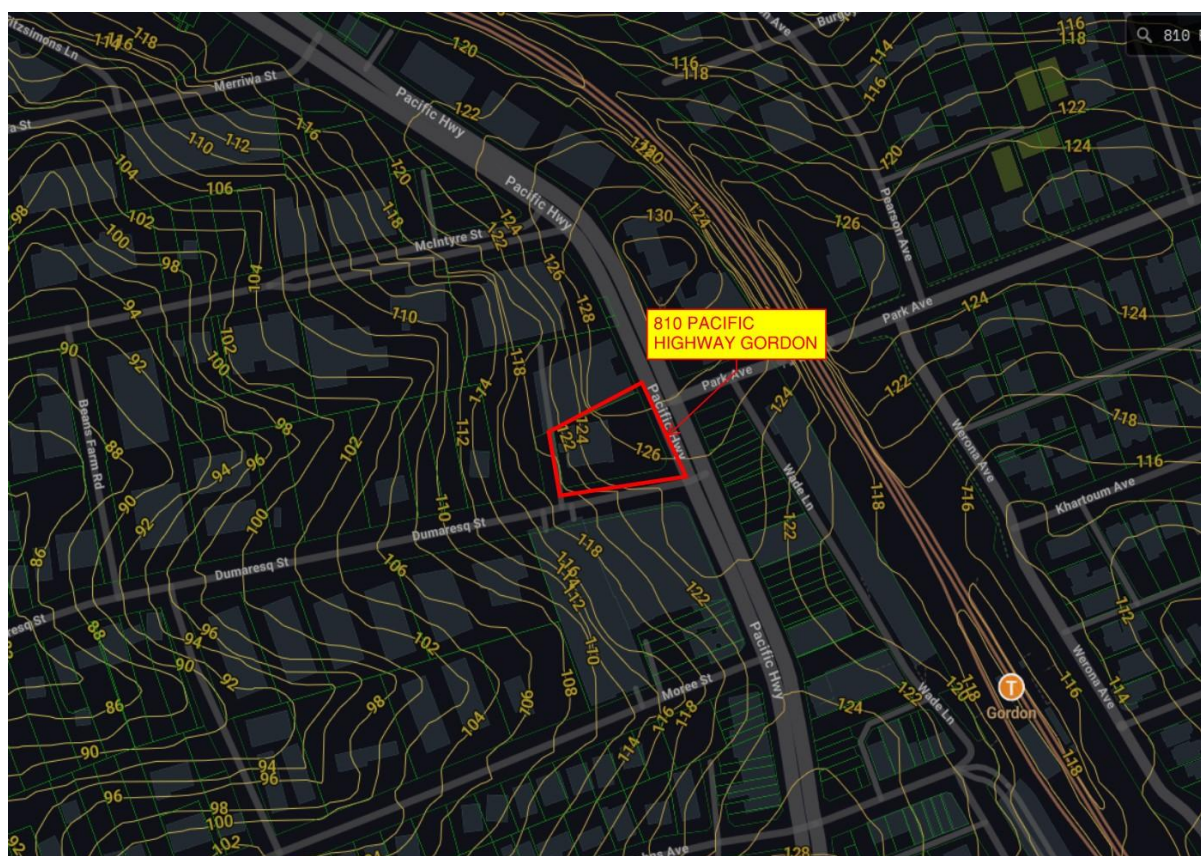


Figure 1: Topography of the site and surrounding area (Source: MECONE Mosaic Maps)

### 2.2 Catchment Information

The site is located within the Blackbutt Creek Catchment, which has a total area of 4.9 km<sup>2</sup> and includes several watercourses and overland flow paths within the suburbs of Pymble, West Pymble, Gordon and Killara. The catchment is bound by Pacific Highway to the east and Fiddens Wharf Road to the south. Blackbutt Creek discharges into the Lane Cove River at the south-western corner of the catchment.

Land use within the catchment is mainly low-density residential housing with high density apartment development and commercial development along the western boundary in Gordon and Pymble. High density residential developments have occurred in the study area since the existing drains model was developed in 2005, mainly along the upper sections of the catchment in Pymble and Gordon near Pacific Highway. The indicative location of the subject site shown in Figure 2.



Figure 2: Watercourses within Blackbutt Creek catchment (Source: Blackbutt Creek Flood Study, 2014)



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### 3. Flood Risk Assessment

#### 3.1 Blackbutt Creek Catchment Flood Study, 2014 – Blackbutt Creek Flood Extent

A Flood Study of Blackbutt Creek Flood Study was conducted by Ku-Ring-Gai Council and published in 2014. Results of the study demonstrate the proposed site is not inundated during the 1% AEP and PMF flood events as shown in Figure 3 and Figure 4. The site is situated on the upstream end of Blackbutt Creek Catchment and not located within the flood planning area. As a result, there is no flood risk for the subject site.

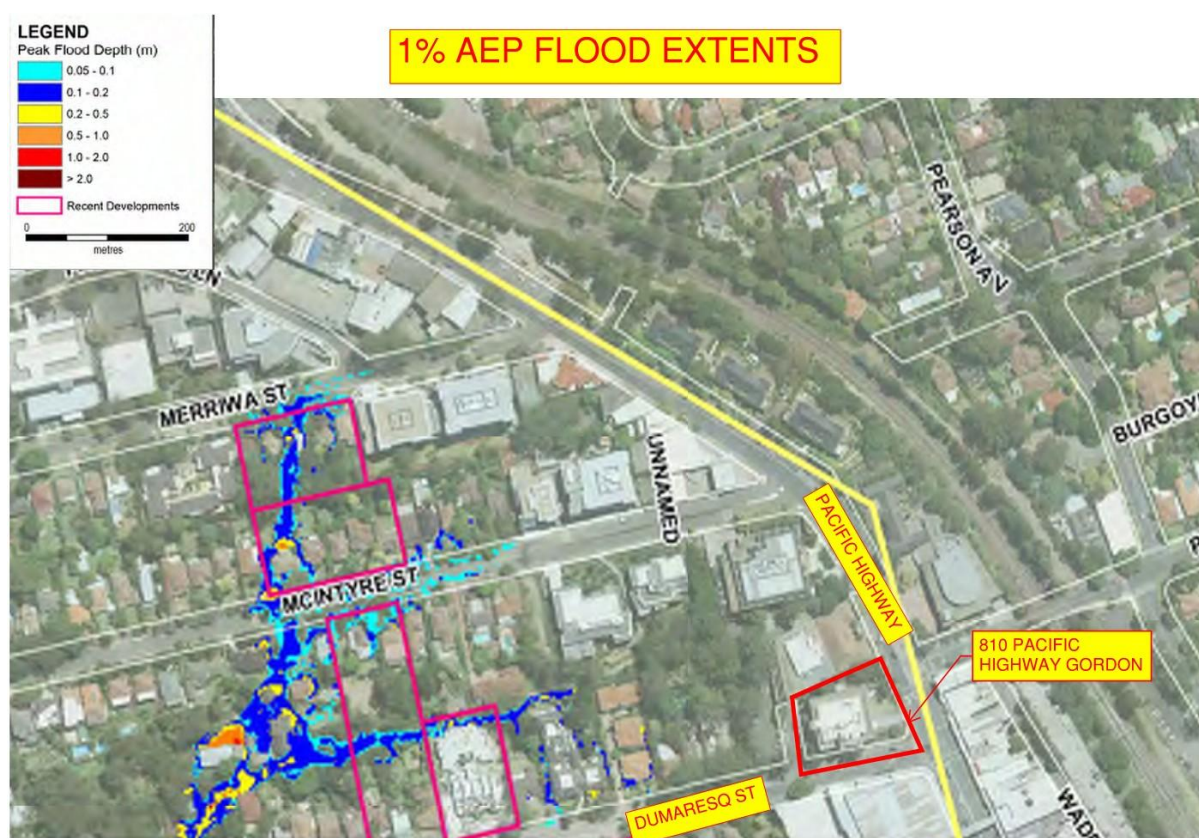


Figure 3: 1% AEP Flood extent (Source: Blackbutt Creek Flood Study, 2014)

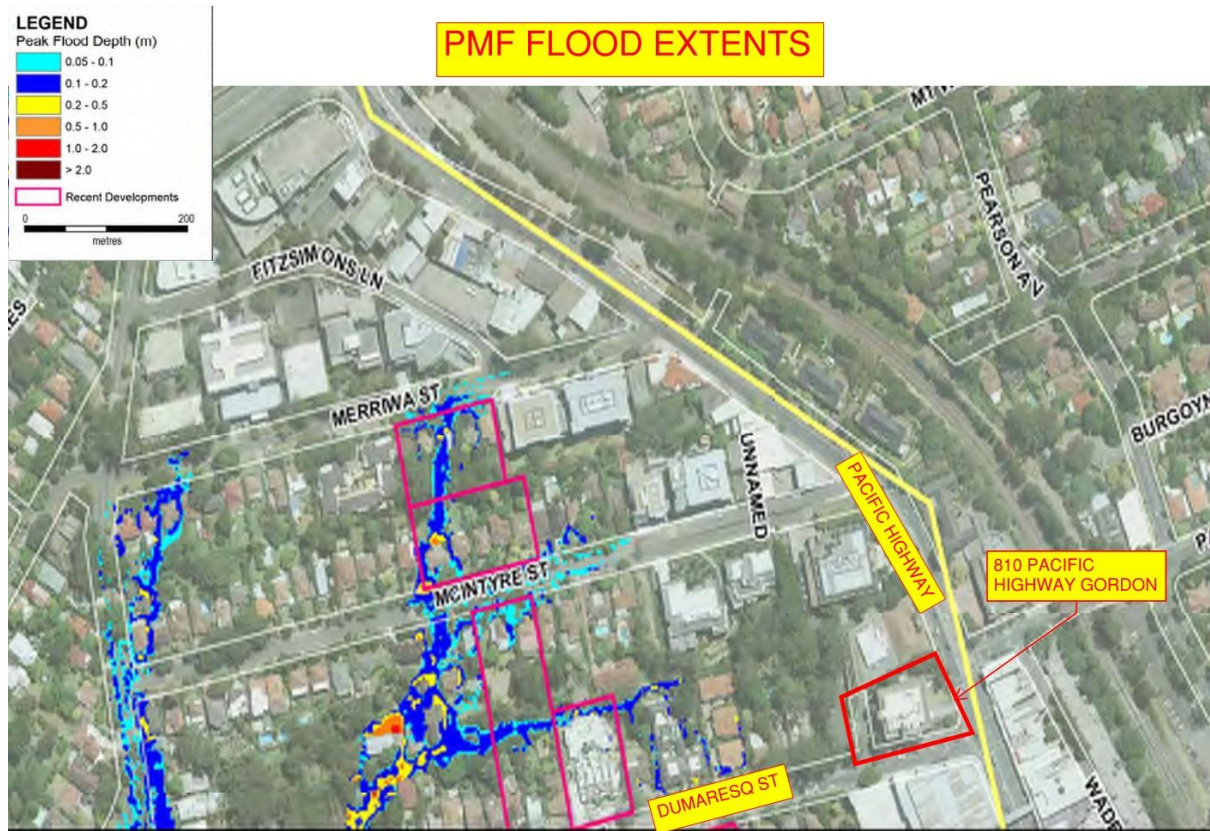


Figure 4: PMF Flood extent (Source: Blackbutt Creek Flood Study, 2014)

### 3.2 Climate Change Considerations

The potential impact of climate change on flooding within the study area was evaluated by assessing increases in the 1% AEP storm rainfall intensity of 10%, 20% and 30%. According to the 2014 TUFLOW model used in the Blackbutt Creek Catchment Flood Study, the site remains outside the projected flood extent under all climate change scenarios as illustrated in Figure 5.



Figure 5: 30% Increase in Rainfall Intensity (Source: Blackbutt Creek Flood Study, 2014)

### 3.3 Flood Planning Requirements

Ku-Ring-Gai DCP specifies prescriptive controls for development on Flood-prone land, which vary depending on Flood risk and land use which is commercial and residential. The *Blackbutt Creek Flood Study* adopts a freeboard of 0.3 m above the 1% AEP flood surface for overland flooding.

Ku-Ring-Gai Council's DCP Section 24D.2 Flood Studies and the Design Flood Standards 2024:

"Where a Catchment Flood Study has been completed and the site is identified on the Flood Planning Area map any development proposal is to demonstrate:

- Development is confined to a part of the site which is flood free."

The site is not located within the flood-prone land. Therefore, the flood planning level (FPL) requirement does not apply to the site. The site will have a stormwater management strategy to manage local stormwater run-off. The site has been graded to fall away from the building entrances, and an overflow route is provided. Figure 6 is the Flood Planning Area map taken from the Blackbutt Creek Catchment Flood Study. It shows the subject site is outside the flood planning zones and flood free, thus satisfying council's DCP.

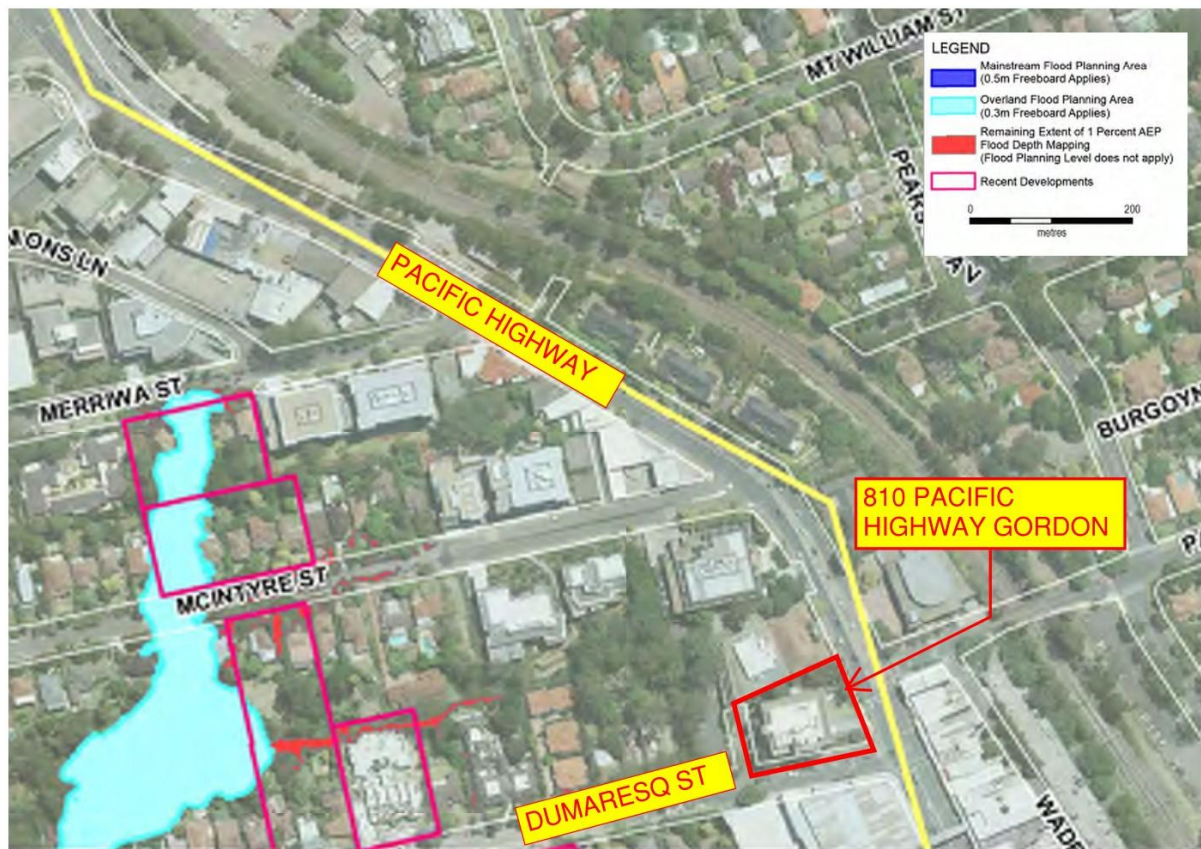


Figure 6: Blackbutt Creek Catchment flood planning area (Source: Blackbutt Creek Catchment Flood Study, 2014)

## 4. Conclusions and Recommendations

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This report has addressed the SEARs issued for the 810 Pacific Highway mixed use development project (SSD- 101444458) by assessing the onsite and offsite flood risk associated with the proposed development. The following recommendations have been made:

1. A flood impact assessment is not required; the subject site is located outside of the flood extent including the PMF based on the Blackbutt Creek Catchment Flood Study, 2014.
2. Flood Planning Level (FPL) is not required since the site is located outside flood extent, thus does not require flood related development controls.
3. The site will have a stormwater management strategy to manage any stormwater run-off. The site has been graded to fall away from building entrances, and an overland flow path is provided.

The proposed development complies with the requirements of Ku-ring-gai Council flood planning policy.

