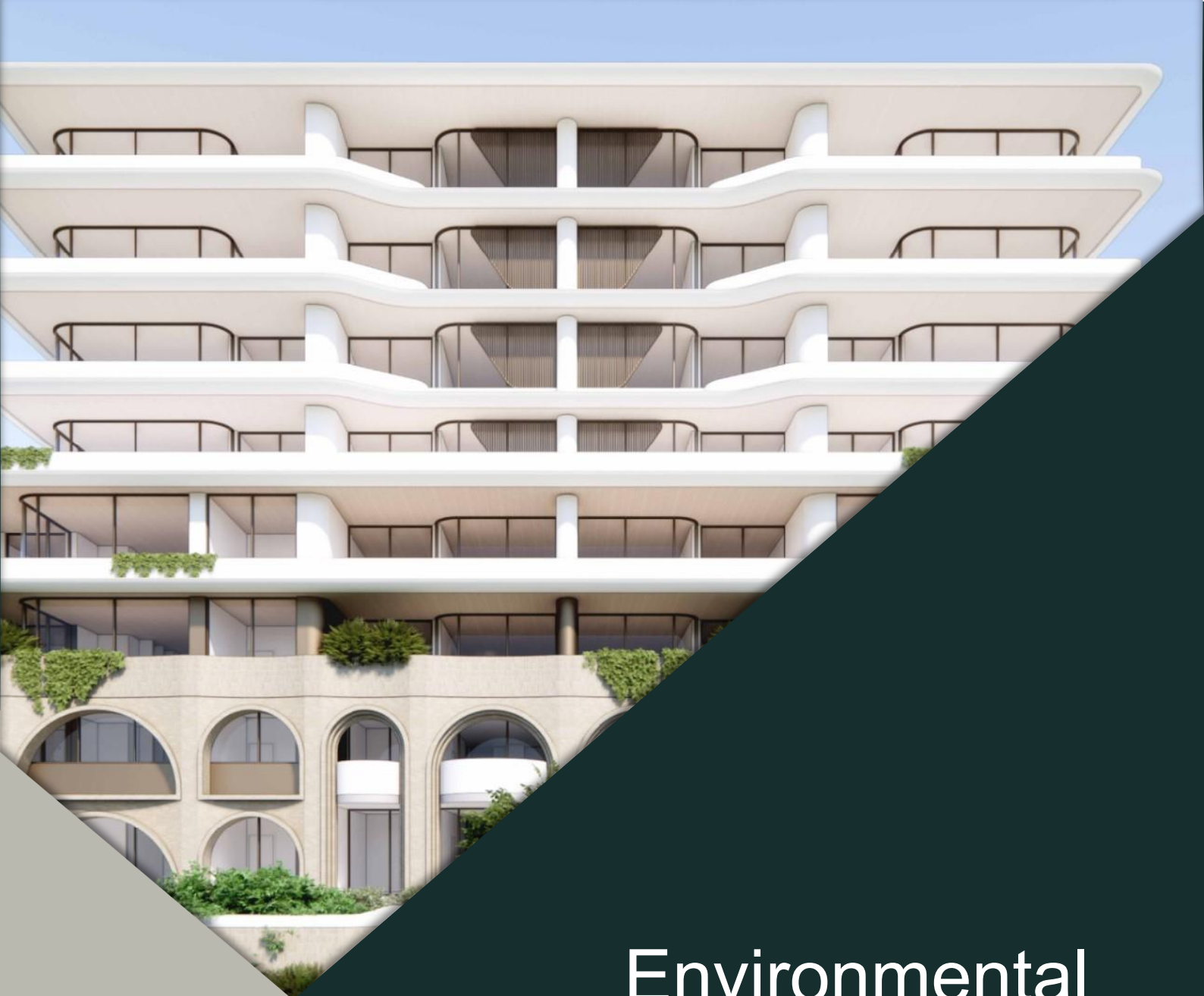




Environmental Impact Statement

State Significant Development
Application (SD-83478456)
21, 23 & 25 McIntosh Street and 55
Werona Avenue, Gordon

Submitted to Department of Planning, Housing &
Infrastructure

17 July 2025

gyde.com.au

EDYG

Acknowledgment of Country



Towards Harmony by Aboriginal Artist Adam Laws

Gyde Consulting acknowledges and pays respect to Aboriginal and Torres Strait Islander peoples past, present, Traditional Custodians and Elders of this nation and the cultural, spiritual and educational practices of Aboriginal and Torres Strait Islander people. We recognise the deep and ongoing connections to Country – the land, water and sky – and the memories, knowledge and diverse values of past and contemporary Aboriginal and Torres Strait communities.

Gyde is committed to learning from Aboriginal and Torres Strait Islander people in the work we do across the country.

This report was prepared by:

Approver: Georgia Sedgmen
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Project: State Significant Development Application (SD-83478456)
Report Version: Final

This report was reviewed by: Georgia Sedgmen and Mel Krzus

Disclaimer

This report has been prepared by Gyde Consulting with input from a number of other expert consultants (if relevant). To the best of our knowledge, the information contained herein is neither false nor misleading and the contents are based on information and facts that were correct at the time of writing. Gyde Consulting accepts no responsibility or liability for any errors, omissions or resultant consequences including any loss or damage arising from reliance in information in this publication.

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Contents

Declaration	vii
Executive Summary.....	1
The Site	1
Emerging Context	2
Heritage context	2
Project Description	3
Project objectives	3
Proposed Development.....	4
Planning History	5
Design Development	5
Potential Environmental Impacts.....	5
Mitigation Measures	8
Justification for the Project	8
1. Introduction.....	10
1.1 Proponent Details.....	10
1.2 The Site	10
1.2.1 Site description	10
1.2.2 Existing and future context	11
1.2.3 Landowners consent.....	11
1.3 Transport Oriented Development.....	12
1.4 Description of proposal	12
1.4.1 Project objectives.....	12
1.4.2 Permissibility and development standards	13
1.4.3 Management of affordable housing	13
1.4.4 Estimated cost of development.....	13
1.5 Related Development.....	13
2. Site Analysis	14
2.1 The site's characteristics	14
2.1.1 Regional context	14
2.1.2 TOD context and site accessibility	14
2.1.3 Heritage Context.....	15
2.1.4 Transport, parking and accessibility	16
2.1.5 Water management	16
2.1.6 Ground and groundwater conditions	17
2.1.7 Contamination.....	18
2.1.8 Trees and landscaping	18
2.1.9 Biodiversity.....	19
2.1.10 Flood risk	20
2.1.11 Bushfire risk	21
2.1.12 Aboriginal heritage	21
2.1.13 Environmental heritage.....	22
2.1.14 Site and adjoining development photographs	22
2.2 The site's context	24
2.2.1 Existing and emerging site context.....	24
3. Strategic Planning Context	26
3.1 Summary	26
3.2 Strategic Planning Justification	26

4.	Project Description.....	30
4.1	Project overview	30
4.2	Project description.....	30
4.2.1	Overview	30
4.2.2	Building A.....	31
4.2.3	Building B.....	31
4.2.4	Building C.....	31
4.3	Summary development statistics	31
4.4	Materiality and façade treatment.....	32
4.5	Connecting with Country strategy	33
4.6	Tree removal	34
4.7	Landscaping and communal open space	35
4.8	Private open space	36
4.9	Demolition	36
4.10	Excavation.....	37
4.11	Civil works	37
4.12	Parking and access.....	38
4.13	Waste management	39
4.14	Ecologically sustainable development	41
4.15	Staging and delivery.....	42
4.16	Infrastructure	42
4.17	Estimated cost of development and job creation	43
4.18	Project alternatives.....	43
5.	Statutory Planning Considerations	45
5.1	Power to grant approval	45
5.2	Permissibility	45
5.3	Other approvals.....	45
5.4	Pre-conditions to exercising power to grant approval	46
5.5	Mandatory matters for consideration	47
5.5.1	Ku-ring-gai Council's preferred alternative scenario	58
6.	Community Engagement	60
6.1	Engagement activities and outcomes	60
6.2	Ongoing engagement.....	61
7.	Assessment & Mitigation of Impacts.....	62
7.1	Detailed Assessment	63
7.1.1	SEAR 1 – Statutory Context	63
7.1.2	SEAR 6 – Built Form and Urban Design	66
7.1.3	SEAR 7 – Environmental Amenity	72
7.1.4	SEAR 8 – Visual Impact	75
7.1.5	SEAR 9 – Transport.....	77
7.1.6	SEAR 10 – Noise and Vibration	80
7.1.7	SEAR 14 – Trees and Landscaping	84
7.1.8	SEAR 16 – Biodiversity.....	86
7.1.9	SEAR 22 – Environmental Heritage	90
7.2	Standard Assessment	93
7.2.1	SEAR 2 – Estimated Development Cost and Employment	93
7.2.2	SEAR 3 – Contributions and Public Benefit.....	94
7.2.3	SEAR 4 – Engagement.....	95

7.2.4	SEAR 5 – Design Quality.....	97
7.2.5	SEAR 11 – Water Management	98
7.2.6	SEAR 12 – Ground and Groundwater Conditions	99
7.2.7	SEAR 13 – Contamination and Remediation	101
7.2.8	SEAR 15 – Ecologically Sustainable Development (ESD).....	102
7.2.9	SEAR 17 – Waste Management.....	103
7.2.10	SEAR 18 – Social Impact	105
7.2.11	SEAR 19 – Flood Risk	112
7.2.12	SEAR 20 – Bush Fire Risk.....	113
7.2.13	SEAR 21 – Aboriginal Cultural Heritage.....	113
7.2.14	SEAR 23 – Public Space	115
7.2.15	SEAR 24 – Hazards and Risks.....	115
7.3	Cumulative Impact Assessment.....	116
7.3.1	Relevant future projects for CIA	116
8.	Justification of the Project	118
8.1	Proposed development	118
8.2	Consistency with strategic context.....	118
8.3	Consistency with statutory context.....	118
8.4	Stakeholder and community views.....	119
8.5	Likely impacts of the development.....	119
8.6	Mitigation actions and compliance	119
8.7	Site suitability	119
8.8	Public interest.....	119
9.	Conclusion	121

Appendices

Reference No.	Report Name	Consultant	Date
A	SEARS table	Gyde Consulting	
B	Statutory compliance table	Gyde Consulting	
C	Community engagement table (Report)	Gyde Consulting	
D	Mitigation measures table	Gyde Consulting	
E	Owners consent		
F	Authorisation letter		
G	Aboriginal due diligence assessment	Biosis	21 May 2025
H	Arboricultural impact appraisal and method statement	Ezigrow	22 May 2025
Ha	Preliminary Arboricultural impact Statement	Sydney Arborist	27 August 2024
I	Historical archaeological assessment	Biosis	21 May 2025
J	SSDA design report	PMDL Architects	May 2025
K	Architectural drawings	PMDL Architects	May 2025

Reference No.	Report Name	Consultant	Date
L	Biodiversity development assessment report	Keystone Ecological	21 May 2025
M	Clause 4.6 variation request	Gyde Consulting	29 May 2025
N	Community housing provider	EchoRealty	20 March 2025
O	Connecting with Country advice	Austral Archaeology	23 May 2025
P	Crime Prevention Through Environmental Design	Gyde Consulting	29 May 2025
Q	EDC report	Mitchell Brandtman	23 May 2025
R	Geotechnical desktop study	Morrow Geotechnics	26 May 2025
S	Heritage impact statement	Urbis	29 May 2025
T	Integrated water management report	Hydracor Consulting Engineers	21 May 2025
U	Landscape drawings	Studio IZ	May 2025
V	Noise and vibration impact assessment	Acoustic Logic	28 May 2025
W	Preliminary construction traffic & pedestrian management plan	Traffix	May 2025
X	Preliminary & detailed site contamination investigation report	Geo-technical Engineering	29 May 2025
Y	Social impact assessment	Gyde Consulting	29 May 2025
Z	Stormwater management plans	Hydracor Consulting Engineers	May 2025
AA	Survey	Burton & Field	19 July 2024
BB	Traffic impact assessment	Traffix	May 2025
CC	Waste management plan	Dickens Solutions	May 2025
DD	Ecologically Sustainable Development	Goldfish & Bay	May 2025
EE	BASIX Certificate	Goldfish & Bay	May 2025
FF	NABERS Embodied Emissions	Goldfish & Bay	May 2025
GG	Section J	Goldfish & Bay	May 2025
HH	BDAR Data – Sent via dropbox	Keystone Ecological	

Declaration

Project Details	
Project Name	Residential Development with In-Fill Affordable Housing at McIntosh Street and Werona Avenue, Gordon
Application Number	SD-83478456
Address of the land in respect of which the development application is being made	21, 23 & 25 McIntosh Street & 55 Werona Avenue, Gordon
Proponent Details	
Proponent Name	CPDM Pty Ltd
Proponent Address	Suite G02, 22 Atchinson Street, St. Leonards NSW 2065
Details of person by whom this EIS was prepared	
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Declaration by Registered Environmental Assessment Practitioner	
Name	Georgia Sedgmen
PIA member number	62291
Organisation registered with	Planning Institute of Australia

Declaration

In relation to the information which has been relied upon in the preparation of this application, I note that the data continues to be updated and refined. This may give rise to the need to update this report in due course. However, the information presented relies upon the most current information available at this time and allows me to form a review that the environmental impacts are acceptable.

The undersigned declares that this EIS:

- has been prepared in accordance with sections 190 – 193 of the Environmental Planning and Assessment Regulation 2021.
- contains all available information relevant to the environmental assessment of the development, activity or infrastructure to which the EIS relates.
- does not contain information that is false or misleading.
- addresses the Planning Secretary's environmental assessment requirements (SEARs) for the project;
- identifies and addresses the relevant statutory requirements for the project.
- including any relevant matters for consideration in environmental planning instruments.
- has been prepared having regard to the State Significant Development Guidelines - Preparing an Environmental Impact Statement (DPIE, December 2021).
- contains a simple and easy to understand summary of the project as a whole, having regard to the economic, environmental and social impacts of the project and the principles of ecologically sustainable development.
- contains a consolidated description of the project in a single chapter of the EIS.
- contains an accurate summary of the findings of any community engagement.
- contains an accurate summary of the detailed technical assessment of the impacts of the project as a whole.

Signature:



Date

17 July 2025

Executive Summary

This Environmental Impact Statement (EIS) has been prepared on behalf of CPDM Pty Ltd (who act on behalf of Werona Ave Residence Holdings Pty Ltd), in support of State Significant Development Application (SSDA) SSD-83478456. The application involves residential development with in-fill affordable housing at 21, 23 & 25 McIntosh Street and 55 Werona Avenue, Gordon. The site is located within an accessible area as per the definition in the *State Environmental Planning Policy (Housing) 2021*, as it is located within 400m walking distance of Gordon Railway Station.

This EIS has been prepared having regard to the Department of Planning and Environment's (DPE) *State Significant Development Guidelines – Preparing an Environmental Impact Statement* and addresses the project's Planning *Secretary's Environmental Assessment Requirements* (SEARs) dated 6 May 2025.

Pursuant to Schedule 1, Section 26A of *State Environmental Planning Policy (Planning Systems) 2021* (Planning Systems SEPP), the proposal is classified as State Significant Development (SSD) for the purposes of the *Environmental Planning and Assessment Act 1979* (EP&A Act) as the proposed residential component of the development is located within the Six Cities Region and has a residential component with an Estimated Development Cost (EDC) greater than \$75 million.

The proposed development meets the thresholds and as such, is classified as SSD and will be assessed by the Department of Planning, Housing and Infrastructure (DPHI or the Department) and determined by the Minister of Planning and Public Spaces. SEARs were issued on the 05 May 2025. This submission is in accordance with the Department's guidelines for SSD applications lodged under Part 4 of the EP&A Act, and addresses the issues raised in the SEARs.

This EIS and the accompanying documents are submitted to the Department.

The Site

The site is located at 21, 23 & 25 McIntosh Street and 55 Werona Avenue, Gordon and is within the Ku-ring-gai Local Government Area (LGA). The site is legally described as:

Table 1 Legal description

Address	Lot
21 McIntosh Street	Lot A in DP 339345
23 McIntosh Street	Lot 5 in DP 651557
25 McIntosh Street	Lot 1 in DP 167505
55 Werona Avenue	Lot 11 in DP 1078667

The site has an area of 7,776sqm and currently contains single dwelling houses, with associated structures. The main frontage of the site is on McIntosh Street, with a secondary access being from 55 Werona Avenue, via an existing access handle.

The site falls from its southern boundary of the Werona Avenue property (RL113.44) to north-east corner of 25 McIntosh Street (RL 107.56) by 5.88m. There is a noticeable change in the existing topography across the sites, with the higher side being the southern part of the Werona Avenue site and the lower side being along the McIntosh Street boundary.

The site is located to the east of Pacific Highway and is within walking distance (400m) of entrance to the Gordon Railway Station.

An aerial image of the site is provided below in Figure 1.



Figure 1 Aerial image of the site (Source: Gyde)

Emerging Context

The site is located within 400m walking distance of Gordon Railway Station and is an area in transition due to the Transport Orientated Development (TOD), In-fill affordable housing and Low and Medium Rise Housing (LMR) planning reforms. The area has been identified under the TOD (Ku-ring-gai preferred scenario) and LMR program to encourage more affordable, well-designed homes in well-located areas enabling more people to live close to transport, jobs, services and amenities. The area is subject to the new Low and Mid Rise (LMR) housing reforms, which will see land within 800m of the station providing for increased density, in areas where the TOD provisions do not apply. This is relevant to the sites surrounding the development, as they are no longer identified as TOD sites. In addition to this, DPHI are also encouraging the delivery of new in-fill affordable housing to meet the needs of very low, low and moderate income households through up to 30% bonus height and FSR provisions.

In the context of these recent planning reforms, the site and its surroundings are likely to transition towards a medium density, enabling the faster delivery of much need market rate and affordable housing in well-located areas and helping DPHI reach their goal of delivering more housing across Sydney and NSW.

Heritage context

The site is located near a number of State and local heritage items and also is adjacent to and forms part of Heritage Conservation Areas (HCA). To the west of 21 McIntosh Street is the State heritage listed, Eryldene House at 17 McIntosh Street (item no. 18 in Schedule 5 of KLEP). To the south-west of 55 Werona Avenue is the locally listed heritage items of 'Rochester' (51 Werona Avenue) and a dwelling house at 49 Werona Avenue, and to the south is a locally listed heritage dwelling house at 14 Forsyth Street.

No. 25 McIntosh Street forms part of the Gordon Park Estate, McIntosh and Ansell HCA. While to the west of 21 McIntosh Street is the Gordon Park HCA.



Figure 2 Heritage context, site identified in green (Source: Gyde Consulting)

Project Description

Project objectives

The key objective of the proposed development is the delivery of housing, including much needed affordable housing to reflect the NSW Government's priority to increasing housing supply in accessible areas and deliver more diverse housing options in Ku-ring-gai LGA.

The key objectives of the proposal include:

- Facilitating the redevelopment of an underutilised site providing greater residential density and respecting the landscape character of the site and street.
- Providing high-quality residential development that encourages the 'downsizer' market to sell existing family homes and relocate to apartments closer to public transport, aligning with the State Government's strategic approach to transit orientated development.
- Delivering a high-quality urban design outcome which contributes to a safe, secure and active environment.
- Delivering high-quality affordable housing with a mix of unit sizes to reflect the varying needs of the community.
- Ensuring a high level of residential amenity by providing good levels of sunlight, daylight, natural ventilation, private open space and a significant communal open space offering.

- Implementing acceptable mitigation measures to ameliorate the potential impacts on the nearby State heritage listed building and the demolition of a dwelling within the HCA and in doing so facilitate the orderly and economic development of the land, giving effect to the NSW Government TOD policy.

Proposed Development

The proposed development seeks consent for three new residential flat buildings with in-fill affordable housing. The proposal will include:

- Demolition of all existing structures and associated outbuildings, including swimming pools and tennis courts
- Partial clearing of site
- Construction of a residential development, involving three residential flat buildings having a maximum height of 8 storeys
- 162 residential apartments of which 33 will be affordable housing units, of which 29 (15%) will be retained as affordable housing of 15 years and 4 (2%) will be retained as affordable housing in perpetuity
- Excavation for two basement levels, containing 191 car parking spaces and associated services
- Removal of 29 trees
- Landscaping of common areas.

In accordance with the In-fill Affordable Housing SEPP provisions, the development seeks a 30% height incentive by providing 15% of the total GFA as affordable housing. An additional 2% of the total GFA will be affordable housing, in perpetuity, in accordance with the TOD Housing SEPP provisions.

A photomontage of the proposed development is provided in the figure below.

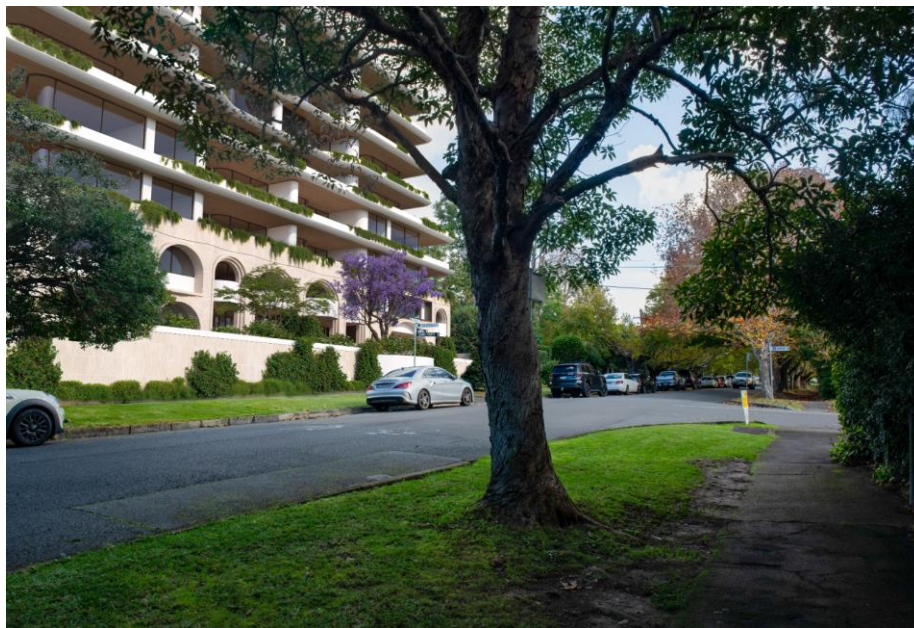


Figure 3 Photomontage showing the proposed development looking west along McIntosh Street (Source: Modata)

The proposed site layout plan is provided in the figure below.



Figure 4 Proposed site layout (not to scale) (Source: PMDL)

Planning History

There are no relevant approvals or applications applying to the land.

Design Development

The project has been developed with consideration of the following:

- The requirements of the project-specific SEARs, dated 6 May 2025
- Relevant planning legislation, guidelines, policies and other relevant expert material supporting this EIS
- Preliminary feedback from the Department during the scoping meeting and SEARs request process
- Community input provided during the preliminary engagement activities in May 2025
- Technical co-ordination with the project team in April and May 2025.

Potential Environmental Impacts

The potential environmental impacts as a result of the proposal have been considered in depth throughout this EIS and are summarised below.

Economic

Mitchell Brandtman provided an estimate of the employment generation of the proposal. The proposal will result in positive economic outcomes by generating employment opportunities during the construction and operational phase:

- The development is estimated to generate up to 389 jobs during the design and construction phase (183 direct jobs and 206 indirect jobs).
- During the operational phase it is expected that the project will generate up to 11 jobs.

Social

The development will provide additional well-located housing in proximity to a range of existing services and facilities. The proposal would result in a range of social benefits, including:

- The Proposal will provide 162 residential apartments inclusive of 33 affordable apartments, which increases housing availability in Sydney.
- The apartment mix will further diversify housing in the LGA which may be more suitable for the growing number of couples without children, lone person households, and older people.
- Affordable housing in the area is likely to enable key workers to live closer to their places of employment, which has a broad range of social, economic and environmental benefits.
- While a significant proportion of households in Ku-ring-gai own their homes, the increasing number of lone-person households and underutilisation of bedrooms in larger dwellings suggests a potential trend of older residents living in under-occupied homes, which could impact their financial security.
- Older Ku-ring-gai residents or those planning for retirement years may benefit from a more diverse range of housing options close to supermarkets and pharmacies, as well as good access to public transport, which may benefit them economically and help them to age in place.
- Over time the increased population may contribute to the vibrancy of the area which in turn builds on the sense of place and local character.
- Incoming residents are likely to benefit from new housing located within walking distance of goods and services, a range of public transport options and other social infrastructure.
- The small increase in the population generated by the proposal is unlikely to place excess demand on existing infrastructure.
- The benefits of having a full provision of goods, services and social infrastructure accessible by walking and public transport can have long term health and wellbeing impacts that may extend to the broader community.

Connection to Country

The proposed development integrates Connecting with Country principles into the design to support ongoing education and acknowledgement of First Nations culture. In particular, Connecting with Country principles have been integrated in the landscape design and plant species selection.

Crime Prevention through Environmental Design

The upper levels of the proposed development will provide good passive surveillance along Stanhope Road and create a sense of safety in the area. A Crime Prevention through Environmental Design (CPTED) Report accompanies this EIS to consider how the design of the development minimises the risk of crime.

Built Environment

Planning controls set a clear vision for the desired future character of Gordon as a Transport Orientated Development area. The Design Report provides a detailed design analysis of how the proposed development responds to the site's locality and surrounding context. This includes an assessment against the emerging and existing controls relevant to the area, including the Low and Medium Rise Housing Controls and the emerging Ku-ring-gai TOD controls.

As detailed in the Design Report, the development delivers:

- Sustainable features that are energy-efficient to ensure environmental living that meets the needs of the community whilst minimising environmental impacts

- Generous outdoor spaces including balconies or terraces for each apartment and deep soil landscaped areas to help filter views and enhance the site's aesthetics

Visual Impacts

A Visual Impact Analysis (VIA) has been included as part of the Design Report. The VIA demonstrates that the development will be visible from Rosedale Road and moderately visible from McIntosh Street. In these locations the visibility of the development is softened by the material palette and existing and proposed vegetation and planting. Other viewpoints analysed do not illustrate any significant visual impact. Where glimpses of the development may be caught from other areas, these views will be at least partially screened by existing topography, built form or vegetation. It is considered the proposed development will only result in high visual impacts in views from nearby residential areas directly adjoining the development site.

It should also be noted that adjacent sites are anticipated to come forwards for medium to high density development, in accordance with the TOD and LMR provisions. Therefore, while the impact may be higher in the immediate context, consideration needs to be given to the likely temporary nature of the impact in the context of the desired character and scale of development.

Noise and Vibration

The Noise and Vibration Assessment concludes that the proposed development is capable of complying with all relevant acoustic criteria through means of standard acoustic treatment and management. All recommended mitigations in this report will be implemented as necessary through ongoing design development to ensure the applicable acoustic design requirements are satisfied.

Traffic

The Transport Impact Assessment indicates that the proposal complies with the relevant parking requirements. Traffic modelling undertaken by Traffix indicates that the proposal would not have a significant impact on the operation of the surrounding road network, with all intersections maintaining an acceptable level of service. As such, no improvements or intersection upgrades are required.

Water Management

The concept stormwater drainage system has been designed in accordance with relevant standards and Ku-ring-gai Council requirements.

Ecologically Sustainable Development

Through a combination of energy, water and other ESD strategies, the project will comply with the minimum requirements for sustainable development. The project has been designed under the guidance of BASIX, NCC's Section J Energy Efficiency and also the KDCP.

Natural Environment

Landscape Design

The landscape has been designed to be responsive to site, the local region and specific to place. The development includes several landscaped communal open space areas to encourage social interaction. Rooftop terraces are provided on Buildings A, B and C. The landscaped areas have been designed to encourage social interaction, play and respite through the inclusion of bar seating, bench seating and a BBQ area. The landscape design reflects the local landscape and contributes to the urban character, visual quality and biodiversity of the area.

Biodiversity

As detailed in the Landscape Plans, a total of 29 trees will be removed as part of the proposed development. The design process has undertaken extensive assessment to maintain and minimise incursions where possible on site, however these trees recommended for removal are not reflective of significant vegetation

and are required to be removed to facilitate the development. Positively, the majority of the trees on site are being retained and do not have significant encroachments that may impact health.

The BDAR concludes that the proposed development avoids almost all of the current extent of the Sydney Turpentine-Ironbark Forest (STIF) on site. With this retention concentrating on the large and mature trees as the canopies provide connectivity for fauna in the urban landscape. While a very small area of STIF is proposed to be lost, the development will result in no net loss with respect to biodiversity values. The loss of 0.06 hectares of PCT 3262 will be mitigated by 1 ecosystem credit of PCT 3262.

The above impacts are manageable and can be mitigated successfully through the effective implementation of the mitigation measures provided in Appendix D of this EIS.

Mitigation Measures

Mitigation measures recommended from the expert consultant reports have been incorporated into the design of the development, with additional measures recommended to be included as conditions of consent, to mitigate residual impacts.

The suggested mitigation measures relate to:

- Noise and Vibration
- Transport
- Trees and Landscaping
- Biodiversity
- Social impact
- Water Management
- Ground and Groundwater Conditions
- Contamination and Remediation
- Ecologically Sustainable Development
- Waste Management
- Aboriginal Cultural Heritage
- Environmental Heritage

This EIS concludes the proposal is of an appropriate density, scale and mass for the site, will generate significant social benefit and not result in any unreasonable environmental impact. Any potential impacts can be appropriately managed through a series of mitigation measures. Accordingly, it is a suitable and appropriate development for the site and is worthy of approval.

Justification for the Project

This EIS has assessed the proposed development in accordance with the relevant statutory and strategic framework, as well as the potential environmental impacts in accordance with the SEARS, and the resultant mitigation measures.

The proposal is justified on the basis that:

- All impacts can be satisfactorily ameliorated through mitigation measures.
- The proposal is permissible with development consent pursuant to Chapter 5, s155 of the Housing SEPP.
- The proposed density is consistent with that envisaged in TOD (noting that TOD applies to the site) and infill affordable housing provisions in the Housing SEPP.
- The proposal aligns with the strategic planning context of the site.
- Creates 389 new jobs during construction and 11 jobs during operation.

- The proposal results in positive social benefits in delivering diverse housing in the Ku-ring-gai LGA and affordable housing to address the identified demand.
- The site is suitable for the proposal in that it is not constrained by way of contamination, flooding, bushfire, Aboriginal heritage or geotechnical/groundwater conditions.

This EIS concludes the proposal is of an appropriate density, scale and mass for the site and will generate significant additional housing, including affordable housing, in an accessible location, consistent with planned intent with the Gordon TOD precinct. The abovementioned impacts are proposed to be appropriately managed through mitigation measures. The proposed development is a suitable and appropriate development for the site and is worthy of approval.

1. Introduction

1.1 Proponent Details

The Proponent for this State Significant Development Application (SSDA) is:

Table 2 Proponent details

Details	
Proponent Name	CPDM Pty Ltd
Address	Suite G02, 22 Atchinson Street, St. Leonards NSW 2065
ACN	662 647 001
Contact Person	Ross Norton
Contact Details	rossn@cpdm.com.au 0409 941 600

1.2 The Site

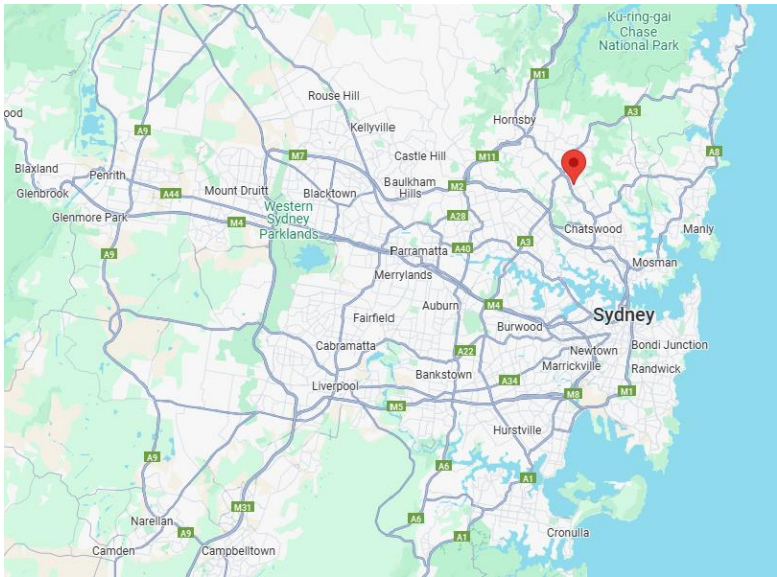
1.2.1 Site description

The site is located at 21, 23 & 25 McIntosh Street and 55 Werona Avenue, Gordon and is within the Ku-ring-gai Local Government Area (LGA). The site is legally described as:

Table 3 Legal description

Address	Lot
21 McIntosh Street	Lot A in DP 339345
23 McIntosh Street	Lot 5 in DP 651557
25 McIntosh Street	Lot 1 in DP 167505
55 Werona Avenue	Lot 11 in DP 1078667

A map of the site in its regional setting is provided below in Figure 5.



1.2.2 Existing and future context

The site has an area of 7,776sqm and currently contains single dwelling houses, with associated structures such as swimming pools, tennis court and gardens on large regular and battle-axe allotments. The main frontage of the site is on McIntosh Street, with a secondary access being from 55 Werona Avenue, via an existing access handle.

The site falls from its southern boundary of the Werona Avenue property (RL113.44) to north-east corner of 25 McIntosh Street (RL 107.56) by 5.88m. There is a noticeable change in the existing topography across the sites, with the higher side being the southern part of the Werona Avenue site and the lower side being along the McIntosh Street boundary.

The site is located to the east of Pacific Highway and is within walking distance (400m) of entrance to the Gordon Railway Station.

The site is well located in terms of services and facilities. Gordon Recreation Ground is located approx. 200m walk to the north of the site. Gordon Town Centre is located approx. 500m to the north of the site, providing a variety of shops and services. Nearby services and facilities are identified in Figure 6 below.



Figure 6 Site context (Source: Gyde Consulting)

1.2.3 Landowners consent

The site is owned by Werona Ave Residence Holdings Pty Ltd. Landowner's consent accompanies this SSDA.

Further, Werona Ave Residence Holdings have given authorisation for CPDM Pty Ltd to prepare and lodge this application on their behalf. Their authorisation letter accompanies this application.

1.3 Transport Oriented Development

The proposed development is a direct response to the Department of Planning, Housing and Infrastructure's (DPHI) Transport Orientated Development (TOD) program as per Chapter 5 of *State Environmental Planning Policy (Housing) 2021* (Housing SEPP) and the delivery of affordable housing within the Sydney region as per Chapter 2 of the Housing SEPP. The proposal will deliver a high-quality residential development with in-fill affordable housing within walking distance (400m) of the Gordon Railway Station. The site is identified as a TOD site pursuant to the Housing SEPP.

1.4 Description of proposal

The proposed development involves the demolition of all existing structures and the construction of three, eight storey residential flat buildings with in-fill affordable housing and associated works. The proposal includes:

- Demolition of all existing structures and associated outbuildings, including swimming pools and tennis courts
- Partial clearing of site
- Construction of a residential development, involving three residential flat buildings having a maximum height of 8 storeys
- 162 residential apartments of which 33 will be affordable housing units, of which 29 (15%) will be retained as affordable housing of 15 years and 4 (2%) will be retained as affordable housing in perpetuity
- Excavation for two basement levels, containing 191 car parking spaces and associated services
- Removal of 29 trees
- Landscaping of common areas.

1.4.1 Project objectives

The key objective of the proposed development is the delivery of housing, including much needed affordable housing to reflect the NSW Government's priority to increasing housing supply in accessible areas and deliver more diverse housing options in Ku-ring-gai LGA.

The key objectives of the proposal include:

- Facilitating the redevelopment of an underutilised site providing greater residential density and respecting the landscape character of the site and street.
- Providing high-quality residential development that encourages the 'downsizer' market to sell existing family homes and relocate to apartments closer to public transport, aligning with the State Government's strategic approach to transit orientated development.
- Delivering a high-quality urban design outcome which contributes to a safe, secure and active environment.
- Delivering high-quality affordable housing with a mix of unit sizes to reflect the varying needs of the community.
- Ensuring a high level of residential amenity by providing good levels of sunlight, daylight, natural ventilation, private open space and a significant communal open space offering.
- Implementing acceptable mitigation measures to ameliorate the potential impacts on the nearby State heritage listed building and the demolition of a dwelling within the HCA and in doing so facilitate the orderly and economic development of the land, giving effect to the NSW Government TOD policy (that applies to this site).

1.4.2 Permissibility and development standards

The proposal seeks to rely on the provisions in section 155 of Chapter 5 of the Housing SEPP relating to a TOD which allows for a maximum floor space ratio (FSR) of up to 2.5:1 and a maximum building height of 22m for a site within a TOD area.

The proposal also seeks to rely on the provisions in Chapter 2, Part 2, Division 1 of the Housing SEPP for in-fill affordable housing which enables a 30% building height incentive, on the proviso of providing 15% of the total gross floor area (GFA) as affordable housing. The Housing SEPP GFA and building height incentive are in addition to the TOD GFA and building height development standards applicable to the site under section 155, Chapter 5 of the Housing SEPP.

1.4.3 Management of affordable housing

The TOD and in-fill affordable housing components of the proposal will be managed by EchoRealty, a registered community housing provider. Of the 33 affordable units, 4 units (2%) will be managed in perpetuity (TOD) and 29 units (15%) will be affordable for a minimum of 15 years (in-fill) commencing on the day an occupation certificate is issued.

1.4.4 Estimated cost of development

As indicated in the accompanying Estimated Development Cost (EDC) report, the EDC for the proposed development is \$158,129,992, excluding GST.

The proposal will create approximately 389 jobs through the construction phase and 11 jobs through the operational phase.

1.5 Related Development

There are no recent approvals or relevant planning history on the site.

2. Site Analysis

2.1 The site's characteristics

2.1.1 Regional context

The site is located in the Ku-ring-gai LGA about 16km north-west of the Sydney Central Business District, as illustrated below.

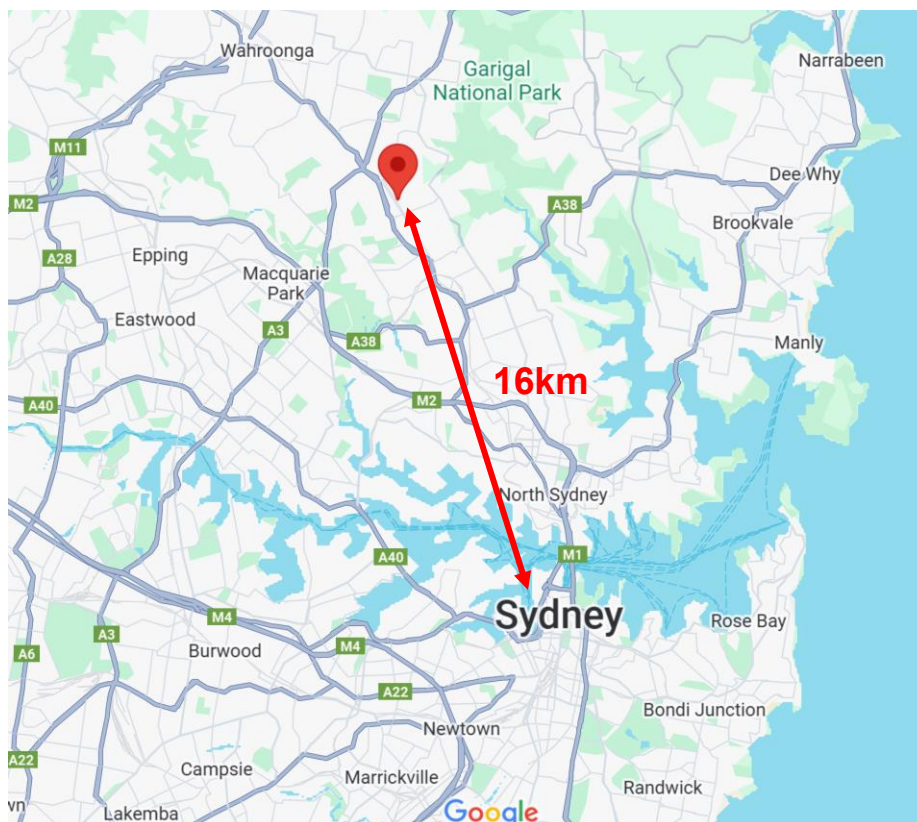


Figure 7 Regional context (Source: Google Maps)

2.1.2 TOD context and site accessibility

In May 2024, the NSW Government designated Gordon along with Lindfield, Roseville and Killara as 'Tier 2' TOD areas which seek to focus on increasing housing and commercial density around these major transport hubs. The TOD areas are based on a 400m ring from the entrance of the existing railway stations. The subject site is located within 400m walking distance of the entrance to the Gordon Railway Station. The site therefore presents an exciting opportunity to accommodate additional housing, including affordable housing, in a residential flat building (refer to Figure 8 below).

The site is highly accessible being 400m walking distance (along McIntosh Street and Werona Avenue) to the Gordon Town Centre situated mostly on the eastern side of Pacific Highway and to a smaller extent the western side of Pacific Highway.



Figure 8 Map showing the location of TOD sites in pink. The site is located with a red line (Source: NSW Planning Portal)

2.1.3 Heritage Context

As identified on Figure 9, the site is located near a number of State and local heritage items and also is adjacent to and forms part of Heritage Conservation Areas (HCA). To the west of 21 McIntosh Street is the State heritage listed, Eryldene House at 17 McIntosh Street (item no. 18 in Schedule 5 of the Ku-ring-gai Local Environmental Plan (KLEP)). 19 McIntosh Street is located between the development site and Eryldene House. To the south-west of 55 Werona Avenue is the locally listed heritage items of 'Rochester' (51 Werona Avenue) and a dwelling house at 49 Werona Avenue, and to the south is a locally listed heritage dwelling house at 14 Forsyth Street.

No. 25 McIntosh Street forms part of the Gordon Park Estate, McIntosh and Ansell HCA. While to the west of 21 McIntosh Street is the Gordon Park HCA.



Figure 9 Heritage context, site identified in red (Source: Gyde Consulting)

2.1.4 Transport, parking and accessibility

Transport

The site is located 400m southeast of Gordon Railway Station. The Railway Station is serviced by the:

- North Shore Line with trains running every 5-10 minutes during peak times and every 15 minutes during off-peak times
- Northern Line with trains running every 15 minutes during the day
- Central Coast & Newcastle Line with trains running every 15 minutes during the peak.

The Gordon to St LIVES Chase (loop bus service) is also located at the Railway Station. These buses run every 35 minutes from the Railway Station.

Pacific Highway, which is west of the site, is classified as a State road which serves as a major north-south arterial link in close proximity to the site, providing connectivity between Warringah Freeway and M1 Pacific Motorway. McIntosh Street is a local road under Ku-ring-gai Council comprising one traffic lane in each direction plus kerbside parking.

Parking and accessibility

The three properties on McIntosh Street all benefit from vehicular access directly from McIntosh Street. The Werona Avenue property benefits from vehicular access from an existing battle-axe driveway, extending from the eastern side of Werona Avenue.

Pedestrian access to each of the existing dwellings is via the same access points as described above.

2.1.5 Water management

Based on the existing Survey Plan prepared by Burton & Field surveying & land development, the site contains various stormwater pits and pipes of minor nature. Based on the overland flow assessment by Hydracor (refer to the accompanying Integrated Water Management Report), in relation to the requirements

of Ku-ring-gai Council and Flood Risk Management Manual (NSW DPE), dated 2023, the subject site is not subject to flood related controls.

2.1.6 Ground and groundwater conditions

Geotechnical

The site contains fill/topsoil underlain with shale and laminate bedrock. Using the subsurface information from previous geotechnical investigations, published data and archived information, the proposed geotechnical units for the site have been developed to characterise the soil and rock strata and are presented below:

Unit	Material	Generalised Description
1	Fill	Generally mixed soils, likely to be uncontrolled and poorly compacted.
2	Residual Soil	CLAY/ Sand, stiff grading to hard, medium plasticity.
3	Extremely Low Strength Shale	Extremely weathered SHALE, extremely low to very low strength, fine grained.
4	Extremely Low Strength Sandstone	Extremely weathered SANDSTONE, extremely low to very low strength, fine grained.
5	Low Strength Shale	Highly weathered SHALE, low strength, fine grained.
6	Low Strength Sandstone	Highly weathered SANDSTONE, low strength, fine grained.
7	Medium to High Strength Shale	Moderately weathered to fresh SHALE, medium to high strength, fine grained.
8	Medium to High Strength Sandstone	Moderately weathered to fresh SANDSTONE, medium to high strength, fine grained.

Figure 10 Summary of Inferred Subsurface Conditions (Source: Morrow Geotechnical)

Groundwater

Morrow Geotechnical have undertaken a desktop review of publicly available groundwater data. Based on this data and their experience within local geology and ground water monitoring, they note that proposed excavation of the site intersects the groundwater table. Morrow Geotechnical note that hydrogeological conditions at the site are typical of a generally low to moderate permeability rock mass. Minor seepage to open excavations may occur at the soil/rock boundary in response to surface water infiltration following rainfall events.

The Conceptual Groundwater Assessment has determined that the proposed development may be carried out without detrimental impact to the regional groundwater regime.

Salinity

The site is not in a mapped area of high salinity potential and further assessment is not required.

Acid sulphate soils

The Ku-ring-gai LEP Acid Sulfate Soils Map (Ref. Sheet ASS_014) identifies the proposed development site as being within an area classified as Class 5. To evaluate the likelihood of acid sulphate soils on-site, a desktop assessment was conducted, considering the topographic and geomorphic features outlined in geotechnical report by Morrow Geotechnics. The report concluded that given that acid sulphate soils are typically found in saturated estuarine environments and low-lying areas near sea level, the likelihood of acid sulphate soils occurring at the proposed development site, based on the assessment, is very low. As a result, further investigation into the presence of acid sulphate soils is not required.

2.1.7 Contamination

The Preliminary and Detailed Site Investigation (PSI and DSI) has reviewed the site's historical uses which have been predominately residential since before 1930 and accordingly the site has no historical contaminated purpose. The surrounding properties have also been used historically for residential purposes during the same period.

Based on the findings of the DSI, there is potential for fill materials to have been introduced to site to raise the site surface or create a level building platform for the existing or past developments. When sourced from an unknown origin, the quality of the fill is not known and therefore may be contaminated. It is unlikely that groundwater and soil vapor are contaminated.

Subsurface conditions across the site were assessed via nineteen boreholes. All the results showed levels below the Site Assessment Criteria level that is considered unsuitable for residential uses and there was no asbestos detected.

2.1.8 Trees and landscaping

70 trees were assessed in the Arborist Report of which:

- 19 trees were assessed as important trees, all of these trees have a high potential to contribute to the amenity or ecology of the area. The majority of these trees existing in the access corridor (driveway) for 55 Werona Avenue, which is not proposed to be developed, or are positioned around the site boundaries either within the site or on the neighbouring private properties
- 3 important trees are proposed to be removed
- 26 other trees are proposed to be removed

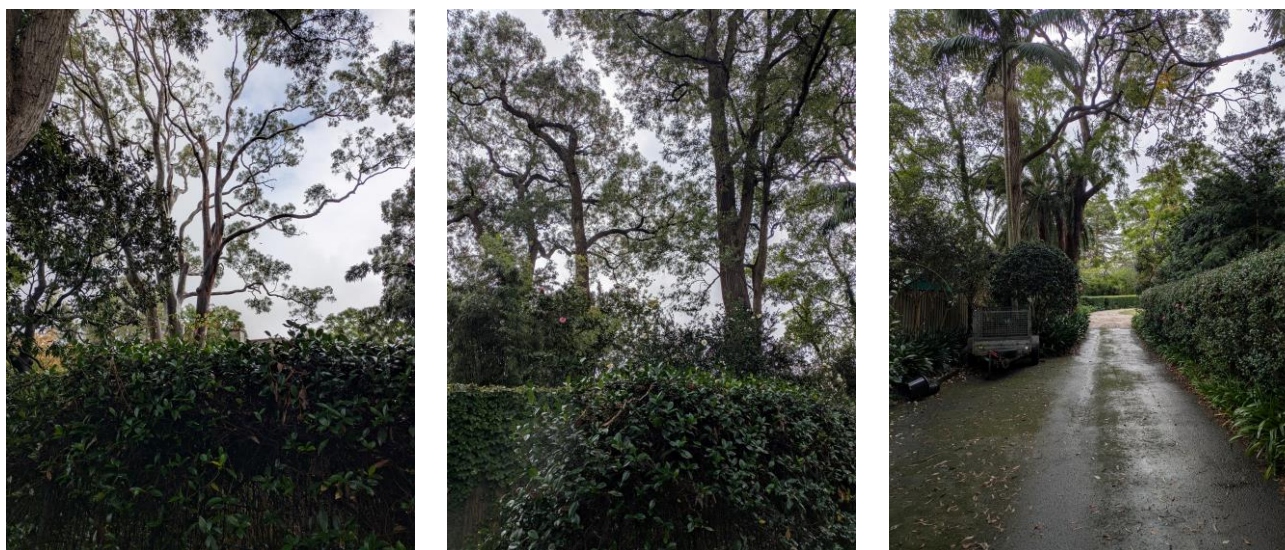


Figure 11 Site and neighbouring property's existing landscape qualities

2.1.9 Biodiversity

As displayed in Figure 12 and Figure 13, the site is identified as containing areas of Biodiversity Values. Keystone Ecological prepared a Biodiversity Development Assessment Report (BDAR) to accompany this EIS.

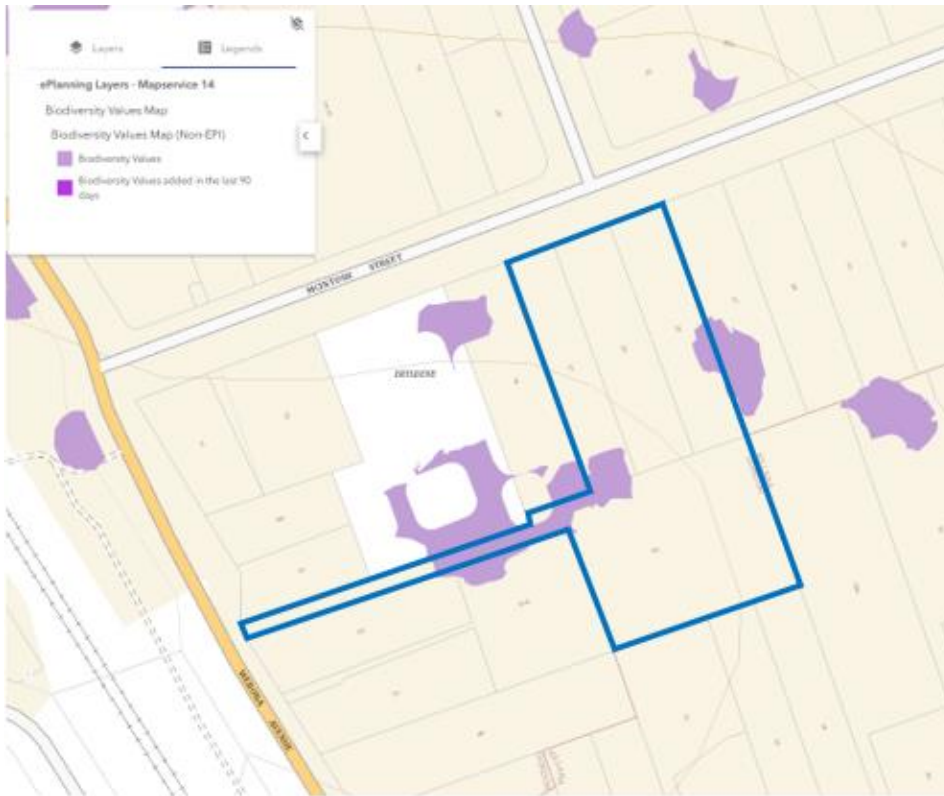


Figure 12 Extract of biodiversity values map, site outlined in blue (Source: NSW Government)

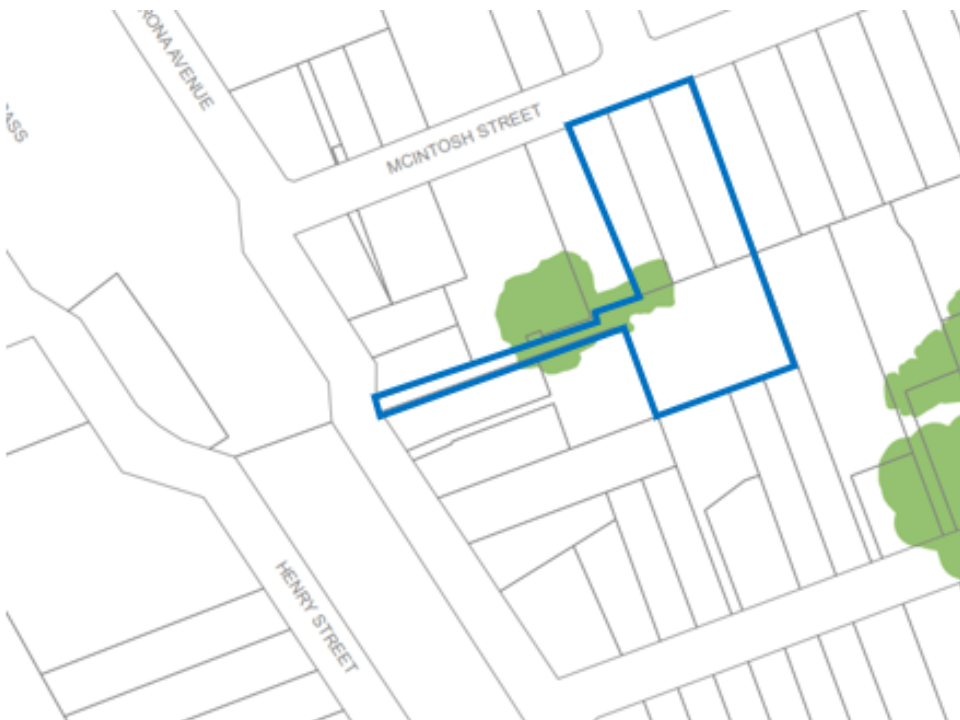


Figure 13 Extract of terrestrial biodiversity map, site outlined in blue (Source: Ku-ring-gai LEP 2015)

Based on the assessment of the plant community types (PCT), the native vegetation on the site is likely to comprise of the 4 following candidates:

- PCT 3321 Cumberland Shale-Sandstone Ironbark Forest;
- PCT 3592 Sydney Coastal Enriched Sandstone Forest;
- PCT 3136 Blue Gum High Forest (BGHF); and
- PCT 3262 Sydney Turpentine Ironbark Forest (STIF).

Following a detailed analysis, the BDAR confirms that PCT 3262 is the most appropriate species for assessment of the vegetation on the site, which is a Sydney Turpentine Ironbark Forest. The overall condition of PCT 3262 is considered to be poor, with a highly simplified structure comprising only a few remnant trees and a few native forbs and grasses within the context of formal landscaped gardens. The location of native vegetation on the site is shown in Figure 14 below.

The proposal will directly impact a maximum of 0.06 hectares of Sydney Turpentine Ironbark Forest which will require an offset of one ecosystem credit.



Figure 14 Distribution of patches of native Vegetation on site (Source: Keystone Ecological)

2.1.10 Flood risk

As illustrated in Figure 15, the site is not affected by flood risk.

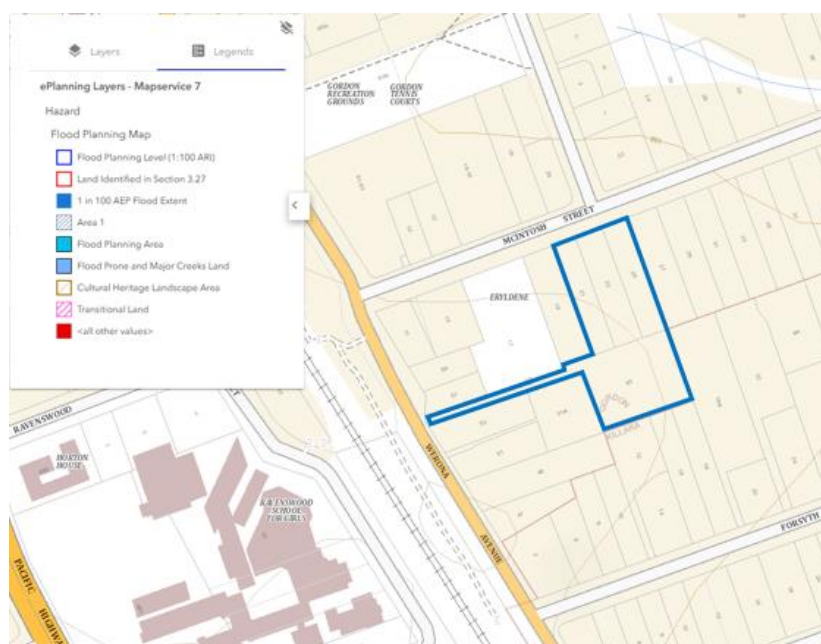


Figure 15 Flood map, site unaffected (Source: NSW Spatial Viewer)

2.1.11 Bushfire risk

The site is not bushfire affected (Figure 16).

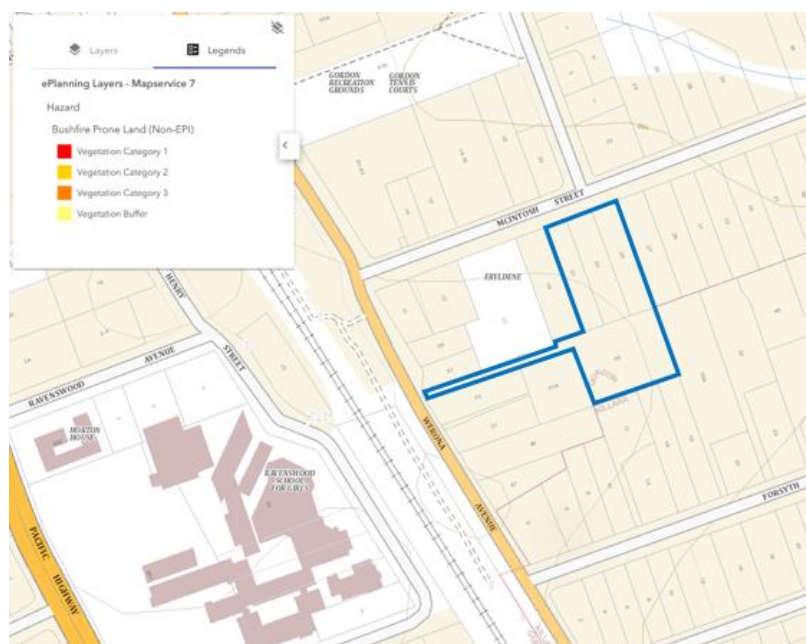


Figure 16 Bushfire map, site unaffected (Source: NSW Spatial Viewer)

2.1.12 Aboriginal heritage

Biosis has prepared an Aboriginal Due Diligence Assessment, which notes:

- The site is situated on Ashfield Shale which commonly features artefact sites and the erosional Glenorie soil landscape, which reduces the potential for sub-surface artefact deposits to be present due to historical vegetation clearance, modern disturbance and movements within soils.

- A field investigation was undertaken by Biosis on 14 May 2025, by a heritage consultant. The field investigation determined that the site has a low archaeological potential for Aboriginal artefacts to be present due to the existing disturbance within the study area.

2.1.13 Environmental heritage

Historical archaeology

Biosis has prepared a Historical Archaeological Assessment to accompany this EIS. The report confirms that the McIntosh Street properties were originally part of the land grant made to Michael Aspinall in 1823. The sites were first developed in the 1890s with the construction of three houses, one on each site. The original house on no. 21 McIntosh Street has been demolished and replaced with a more modern dwelling in the 1940s. The original houses on nos. 23 and 25 McIntosh Street have remained and have been significantly redeveloped.

No. 55 Werona Avenue forms part of the original land grant made to William Foster in 1821. The site and the surrounding land were first subdivided in the 1890s with a single dwelling being present on the site the 1920s. This dwelling remains on the site.

Subdivision and the construction of ancillary structures, including driveways, swimming pools and landscaping surrounding the current dwellings on both McIntosh Street and Werona Avenue have continued through the 20th century.

Heritage

Urbis have prepared a Heritage Impact Statement (HIS) to accompany this EIS. The HIS confirms that the site is not listed as a heritage item however, no. 25 McIntosh Street is located in the Gordon Estate, Macintosh and Ansell HCA under the KLEP.

The Gordon Park Estate, McIntosh and Ansell Conservation Area is listed for the following reasons:

Historically, the area represents the fine residential development of Gordon during the nineteenth and twentieth century. The area provides evidence of the 1823 land grant to Michael Ansell and the subsequent subdivision of this grant by Robert McIntosh as the Gordon Park Estate. This subdivision demonstrates the development resulting from the construction of the North Shore rail line at the end of the nineteenth century.

The area largely retains the overall form and layout of the original subdivision pattern with consistent streetscapes of houses in their garden setting. The building stock includes a high proportion of quality houses, representing examples of late federation and inter-war architecture. The buildings survive reasonably intact within mature gardens.

The conservation area is of local heritage significance in terms of its historical, aesthetic and representative values. This satisfies three of the Heritage Council criteria of local heritage significance for local listing (NSW SHI, 2024).

Furthermore, the site is near to a number of heritage items and HCAs, as identified under Schedule 5 of the KLEP. One item, no. 17 McIntosh Street which is known as Eryldene House, is located on both Schedule 5 of the KLEP and the State Heritage Register. Figure 9 above indicates the location of the site in relation to the adjoining and adjacent heritage items.

2.1.14 Site and adjoining development photographs

The following figures are site photographs taken by Gyde Consulting on 12 May 2025.



Figure 17 Existing battle-axe driveway and entry gates at no. 55 Werona Avenue (Source: Gyde)



Figure 18 Existing driveway at no. 55 Werona Avenue (Source: Gyde)



Figure 19 Front of no. 21 McIntosh Street (Source: Gyde)



Figure 20 Existing rear garden of no. 55 Werona Avenue (Source: Gyde)



Figure 21 Rear garden of no. 21 McIntosh Street (Source: Gyde)



Figure 22 Western side of no. 21 McIntosh Street, looking at no. 19 McIntosh Street (Source: Gyde)



Figure 23 Rear garden of no. 23 McIntosh Street (Source: Gyde)



Figure 24 Eastern side of no. 25 McIntosh Street (Source: Gyde)



Figure 25 Rear garden of no. 25 McIntosh Street (Source: Gyde)

2.2 The site's context

2.2.1 Existing and emerging site context

Built form context

The locality is in a state of transition from a low-density residential environment in proximity of the existing Gordon Railway Station and the mixed-use Gordon town centre, to a medium-density residential area supporting the nearby town centre uses and maximising the locality's accessible qualities. This transition is the desired outcome of the NSW Government's TOD program which seeks to increase housing supply, including affordable housing, in accessible and well serviced areas.

PMDL Architects have prepared an image to illustrate the potential uplift in density surrounding the site that may be achieved pursuant to the TOD program (Ku-ring-gai Preferred scenario) and Low and Mid-Rise Housing reforms (LMR). Figure 26 below illustrates the changing context brought on by both of these initiatives.

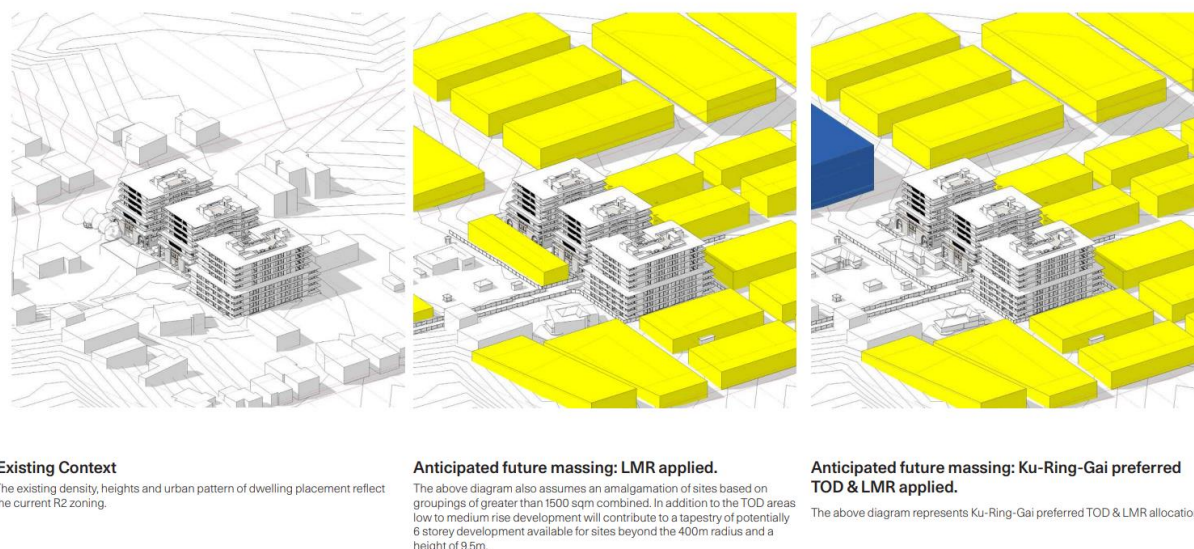


Figure 26 Changing Context (Source: PMDL Architects)

The changing characteristics of the immediate neighbourhood is evident in the recent TOD proposals that have been lodged with the DPHI (and are currently under assessment or in the EIS preparation phase). These include:

Table 4 Nearby SSDAs

Address	Description of SSDA	Stage
3-9 Park Avenue, Gordon	Construction of a residential flat building with infill affordable housing comprising 100 units, including 31 affordable housing units (SSD-78775458)	Response to submissions
3A, 3B, 5A and 7 Burgoyne Street and 1 and 3 Pearson Avenue and 4 Burgoyne Lane, Gordon	Demolition of the existing structures on the site and construction of two (2) residential flat buildings with communal open space, associated demolition works, landscaping and shared car parking in basement levels (SSD-823954759)	Exhibition

3. Strategic Planning Context

3.1 Summary

The proposed development aligns with the strategic planning context relevant to the site by providing affordable housing in an accessible area. The development vision is to deliver a high-quality, transit-oriented residential flat development for the Ku-ring-gai LGA.

3.2 Strategic Planning Justification

The relevant strategies, policies and guidelines are addressed in Table below.

Table 5 Strategic documents relevant to the proposed development

Strategic Plans	Comments
National Housing Accord	In October 2022, the National Housing Accord was introduced by the Federal Government, pledging to construct 1 million houses in prime locations within a five-year timeframe, commencing in 2024. Given the growing demand for the population to live in the vicinity of their work and in areas with high amenity, residential flat buildings are emerging as a highly feasible housing option. In more detail, the Accord delineated the imperative for enhanced backing of institutional investment. The National Housing Supply and Affordability Council, in collaboration with State Governments, are currently reviewing barriers to innovation in housing. Considering this, the Federal Government is exploring methods to incentivise innovative housing options. The proposed development is in alignment with the above priorities, as it aims to increase housing by implementing a contemporary housing model, in a highly accessible location.
Future Transport 2056	The Future Transport Strategy sets the strategic directions for future mobility in New South Wales, which aims to deliver safe, healthy, sustainable, accessible and integrated passenger and freight public transport journeys. The Future Transport Strategy provides a framework for integrating transport and planning to identify opportunities for development to enable the aims of the policy. The strategy discusses the importance of development within an accessible distance of existing and proposed public transport infrastructure. The proposed development is in a highly favourable location, within a 400m walking distance of the Gordon Railway Station. Approximately a five-minute walk, the station is serviced by the T1 North Shore (Berowra to City via Gordon line) and the T9 Northern Line (Hornsby to North Shore via City line) which provides a service every 15min in commuter peak periods. The station also provides access to the Central Coast and Newcastle lines (Newcastle to Central via Strathfield or Gordon). Pymble Railway Station to the north and Killara Railway Station to the south are both serviced by other frequent connections to the surrounding suburbs.
Draft Green Places Design Guide (GANSW)	The Draft Greener Places Design Guide framework provides information on how to design, plan, and implement green infrastructure in urban areas throughout NSW. The draft guide provides a consistent methodology to help State and Local government, and industry create a network of green infrastructure.

Strategic Plans	Comments
	A high-quality landscape scheme, which incorporates the four core principles of the Guide, has been designed for the development and includes: • Plant species suited to the microclimatic conditions • A mix of native, indigenous and exotic species • High-quality communal open space including three communal roof terraces that support community occupation and social interaction opportunities • A variety of species that reflects the existing character of Ku-ring-gai with its generous urban forests and large stands of mature trees • Reinforces the prominence and value of the existing landscape in the LGA.
The Greater Sydney Region Plan – A Metropolis of Three Cities	The Greater Sydney Region Plan sets out a strategic plan for Greater Metropolitan Sydney. The Plan sets out a vision for transforming Sydney into a metropolis of three cities: • The Western Parkland City • The Central River City • The Eastern Harbour City The site is located within the Eastern Harbour City. The Plan sets out a vision for the Eastern Harbour City which includes urban renewal, increased infrastructure and services, more open space and public places. The Plan states that investment in jobs and grown in strategic centres will be supported. Objective 10 of the plan identifies a need for 157,500 new homes to be delivered in the Eastern Harbour City between 2016-2036. Objective 11 sets out the importance of new homes being diverse and affordable. The proposed development will deliver much needed new homes, including a mix of unit sizes and affordable homes, in a highly accessible location.
North District Plan	Greater Metropolitan Sydney is divided into five districts, with each having its own plan. The district plans are a guide to implementing the Regional Plan and provide the basis for future strategic planning at a local level. The site is located within the North District. The North District Plan identifies the need for new housing in the right places to meet demand for different housing types, tenure, price points, locations and design. The Plan also identifies the need for new housing to be coordinated with local infrastructure, including access to public transport. The proposed development seeks to contribute to housing supply and diversity in a well-connected, sustainable location. Being located within 400m of Gordon Railway Station and various bus stops, the proposed development will encourage the use of public transport to reduce emissions and contributed to creating an accessible neighbourhood.
Transport Oriented Development (TOD) Program	The Transport Oriented Development (TOD) planning reforms encourage sustainable and mixed-use development around existing transport links, ensuring housing is well-located and accessible. The NSW State-led program was divided into two parts: Accelerated Precincts and TODs. Gordon Railway Station forms part of Stage 2 which amended planning controls within 400m of 37 stations across NSW. The TOD program helps to accelerate housing supply by providing opportunities for walkable, well-located housing. The proposed

Strategic Plans	Comments
Guidance to Transport Oriented Development	development seeks to utilise this program to contribute to the housing supply whilst providing affordable housing. The Guidance to Transport Oriented Development (TOD) document outlines new planning controls aimed at increasing housing density and improving accessibility around key transport hubs. The document also provides guidance on how matters such as heritage, biodiversity and affordable housing should be considered when developing proposals in TOD areas. Heritage In accordance with this guidance, and LEP requirements, Urbis have prepared a Heritage Impact Statement (HIS) to accompany this EIS. This considers how the proposal impacts adjoining and surrounding properties in the HCA, “...<i>having regard for the aim of [increasing] housing density, and change in built form as the area transitions over time.</i>” (Guidance to Transport Oriented Development, DPHI). Biodiversity In accordance with the guidance document and other relevant legislation, this SSDA considers the likely affect of the development on threatened species. As the development site contains areas of biodiversity value a BDAR accompanies this application. Affordable housing Affordable housing has been calculated in accordance with the Guidance document.
Low and Mid-Rise Housing Policy	The Low and Mid-Rise (LMR) Housing Policy aims to deliver more diverse and affordable housing across the state by providing a suite of legislative reforms that guide residential development towards greater density in well-located and accessible areas. The Policy, which will see land within 800m of the station providing for increased density, in areas where the TOD provisions do not apply, is relevant in relation to the land to the east and south of the site along McIntosh Street and Werona Avenue, which is not otherwise identified as a TOD site.
Ku-ring-gai Development Control Plan (DCP)	It should be noted that the current controls in the Ku-ring-gai DCP do not reflect the changing character of Ku-ring-gai LGA, as well as Sydney as a whole, as a result of recent State planning reforms. Changes to planning controls, in particular the Infill Affordable Housing and TOD provisions, are allowing for higher density residential developments around transport hubs. Gordon, as well as much of the LGA, currently primarily features low density developments, characterised by single family homes on larger blocks. When considering the strategic context of the site and the intended future character of the locality, these recently introduced planning controls should be given more weight than the out-dated controls set out in the non-statutory DCP.
Ku-ring-gai Local Strategic Planning Statement (LSPS)	The Ku-ring-gai LSPS outlines the vision and planning priorities for Ku-ring-gai's future development. The LSPS emphasises local infrastructure, housing, local character and heritage. The proposed development provides much-needed affordable housing options located close to public transport services, contributing to the LSPS goal of providing affordable housing that strengthens the local residential community and of providing housing close to transport facilities to meet the existing and future requirements of a growing, changing community.

Strategic Plans	Comments
	The development has been carefully designed to integrate and complement the existing character of McIntosh Street and Werona Avenue, as well as respecting the adjoining State heritage item and the Gordon Park Estate, McIntosh and Ansell Conservation Area for no. 25 McIntosh Street. The development aligns with the LSPS's focus on managing growth in a way that conserves and enhances Ku-ring-gai's unique visual and landscape character.
Connecting to Country Framework	The Connecting to Country Framework acts as a guide for developing connections with Country to inform the planning, design, and delivery of built environment projects in NSW. Connection to Country will be incorporated throughout the lifecycle of the proposal and has formed part of the design development process.

As demonstrated above, the proposed development is entirely in alignment with the strategic planning framework for the site.

4. Project Description

4.1 Project overview

The proposal is residential development with infill affordable housing at 21, 23 and 25 McIntosh Street and 55 Werona Avenue, Gordon.

4.2 Project description

4.2.1 Overview

The proposal seeks development consent for a new residential flat development with in-fill affordable housing. The proposal will include the following works:

- Construction of a residential development varying in height up to 8 storeys;
- 162 residential units of which 33 will be affordable housing units (17%) comprising 15% to be retained as affordable for 15 years and 2% to be retained as affordable in perpetuity;
- Excavation for two basement levels with 191 car spaces and associated services;
- Removal of 29 existing trees on site; and
- Landscaping (including tree planting) and a communal space network including rooftop terraces.



Figure 27 Site plan (Source: PMDL Architects)

A plan of the proposed development is provided in Figure , which demonstrates the location and layout of the proposed three buildings on the site. A summary of each of the proposed buildings is provided below.

4.2.2 Building A

Building A is rectangular in shape and runs east-west adjacent to the northern site boundary adjoining McIntosh Street. Building A is setback a minimum 10m from the northern boundary and a minimum 6m from the eastern and western boundaries. Building A:

- Contains 44 apartments of which two are affordable apartments.
- Contains 5,228.09sqm of GFA of which 225sqm is affordable housing.
- Contains 2 lobbies / cores. Each core has access to natural light and ventilation.
- Is up to 8 storeys or a maximum 30.4m in height.
- Contains the driveway at the north-west corner and the substation in the north-east corner.

4.2.3 Building B

Building B is a similar size and shape to building A, similarly oriented east-west. Building B is located between Building A and Building C and is setback a minimum 12m from Building A and a minimum 6m from the eastern and western boundaries. Building B:

- Contains 46 apartments of which 9 are affordable apartments.
- Contains 5,340.89sqm of GFA of which 923sqm is affordable housing.
- Contains 2 lobbies / cores
- Is up to 8 storeys or a maximum 30.5m in height

4.2.4 Building C

Building C is larger than the other buildings and is C-shaped around a central courtyard area. Building C is also oriented east-west adjoining the southern boundary of the site. Building C is a minimum 12m from Building B and a minimum 6m from the eastern, southern and western boundaries. Building C:

- Contains 72 apartments of which 22 are affordable apartments.
- Contains 8,035.56sqm of GFA of which 2,137sqm is affordable housing.
- Contains 2 lobbies / cores.
- Is up to 8 storeys or a maximum 29.9m in height

4.3 Summary development statistics

The following table provides a summary of the proposal:

Table 6 Development summary

Component	Proposal
Site area	7,776sqm
Topography	10.31 metres from RL117.85 at the western end of the existing driveway on Werona Avenue to RL107.54 in the north-east corner. Excluding the driveway, the site fall is only 6.8m to the south-west corner RL113.62
Market dwellings	129
Affordable housing dwellings	33
Total number of dwellings	162
Unit mix	1B – 18 units or 11%

Component	Proposal
	2B – 84 units or 52% 3B – 60 units or 37%
Maximum Height of buildings	30.5m (RL 140.62) (Building B)
Floor space ratio (FSR)	2.39:1
Gross floor area (GFA)	18,591.24 sqm of which 3,285 sqm is affordable housing GFA
Market car parking spaces	173
Affordable housing car parking spaces	18
Total car parking spaces	191
Bicycle spaces	178
Soft landscape area	2,991.5sqm or 38.4% of the site area
Deep soil planting (greater than 6 m wide)	962.54sqm or 12.4% of the site area
Communal open space	1,957sqm or 25% of the site area
Tree removal	29 trees
Tree replacement ratio	66 new trees (2.27:1)
Excavation	Up to 8.1m
EDC	\$158,129,992 excluding GST
Job creation	389 jobs during construction and 11 jobs during operation

4.4 Materiality and façade treatment

The proposed materials and façade treatment are detailed in the accompanying architectural drawings. Excerpts of the drawings are shown below.



Figure 28 Proposed Materials (Source: PMDL Architects)

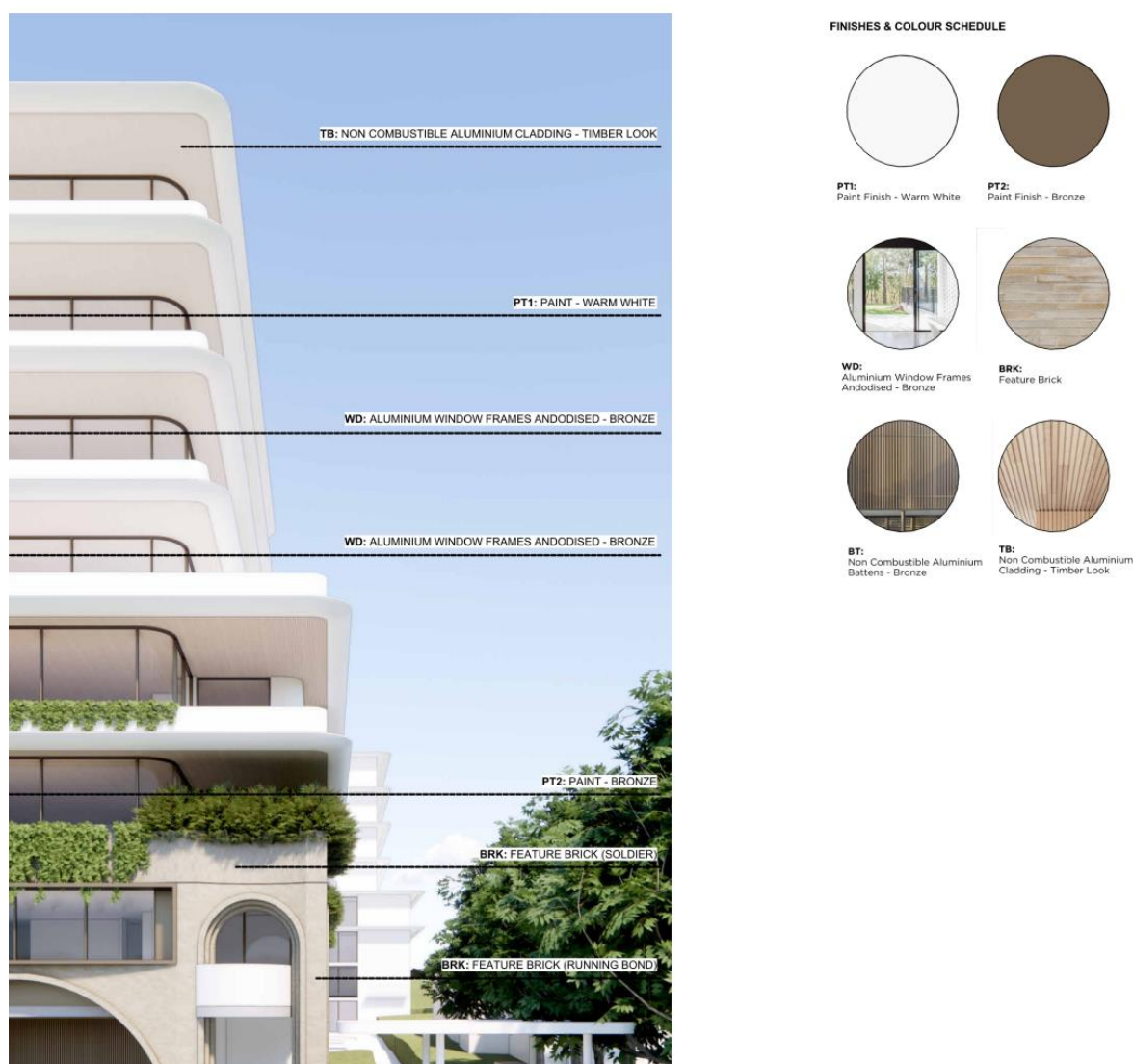


Figure 29 Proposed Materials and Finishes (Source: PMDL Architects)

4.5 Connecting with Country strategy

The traditional inhabitants of the Gordon area are the Dharug or Darrkinyung people. A site survey has confirmed that there is a low likelihood for Aboriginal cultural materials to occur as a result of recent development of the land.

No formal consultation with Aboriginal stakeholders has been undertaken as it is unlikely artefacts and relics will be found in the site boundaries. Notwithstanding, the following strategies may be implemented through the detailed design of the proposal prior to construction certificate:

- Including native species that reflect historic cultural landscape into the landscape design
- Including features on the exterior of the buildings
- Including a formal Acknowledgement of Country at key building entry points or communal spaces
- Including use of Aboriginal words, motifs or materials – with permission – into design elements, for example screens, fences or paving
- Including references to the original landscapes present within the site
- Including curved and organic circulation paths that reflect traditional movement through Country

- Including water sensitive urban design that responds to natural hydrology and supports downstream ecological health.

Section 1.5 of the Connecting with Country letter provides recommendations on how the detailed design development of the scheme can integrate Country-centred values. These recommendations include:

- Identifying stakeholders and seeking their feedback on culturally appropriate and meaningful themes and opportunities that may be integrated into the design
- Arranging a site-based cultural design workshop to allow Aboriginal participants to respond directly to the site's conditions, contribute cultural insights, and identify spatial opportunities for Country-centre design outcomes
- Establishing a workshop with the project's architects and landscape designers to identify opportunities to integrate the feedback from the workshop into the site layout, planting, wayfinding, materials, interpretation and public domain
- Refining the design to reflect seasonal cycles, movement pathways and cultural motifs
- Identifying opportunities for ongoing Aboriginal involvement in post-approval stages of the project
- Preparing a cultural design strategy to be implemented during construction and operation.

4.6 Tree removal

A total of 29 trees are proposed for removal to accommodate the lower-level and basement excavation associated with the proposal. Figure 30 below identifies the trees proposed for removal in red and the trees proposed for retention in green.

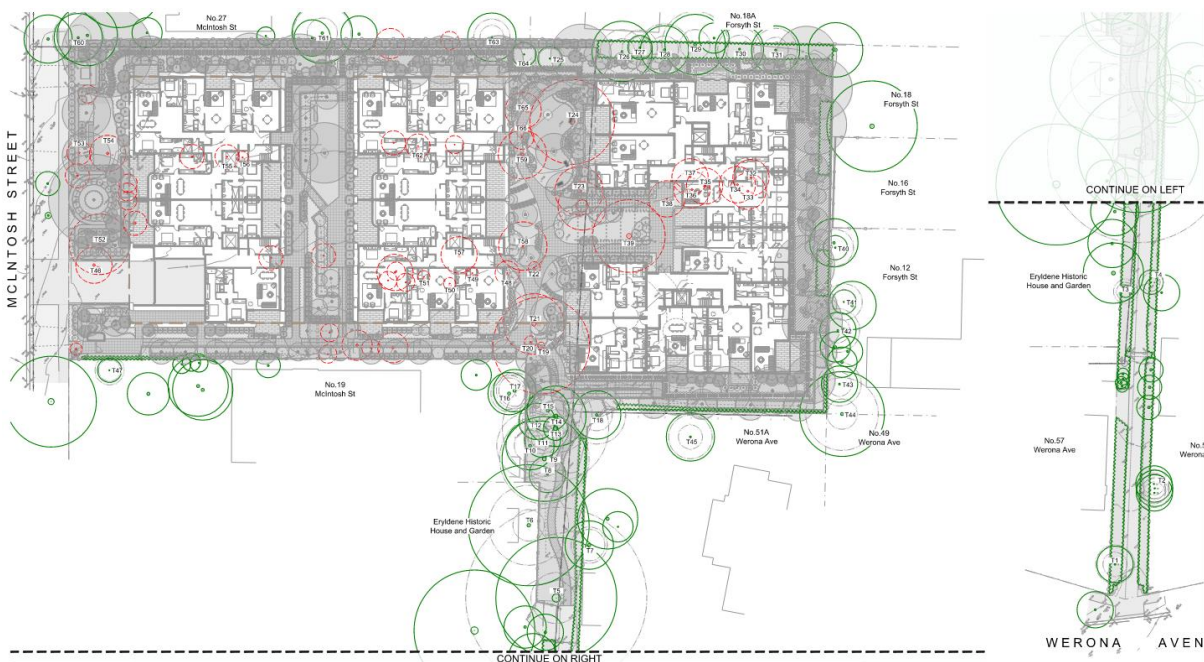


Figure 30 Tree removal plan (Source: Studio IZ)

The impacts associated with tree removal and the mitigation measures are discussed further in section 7.1.7 of this EIS.

4.7 Landscaping and communal open space

The proposed landscaping plan is shown in the figures below.

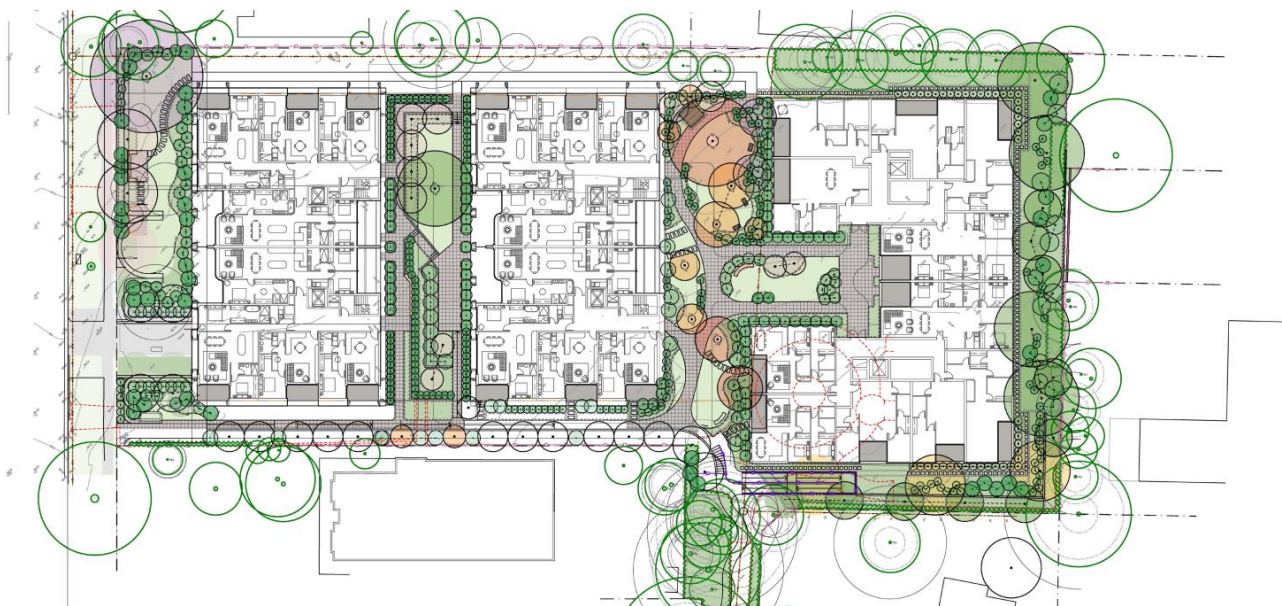


Figure 31 Landscape design and open space strategy. Note: Illustrative Drawing Only (Source: PMDL Architects)

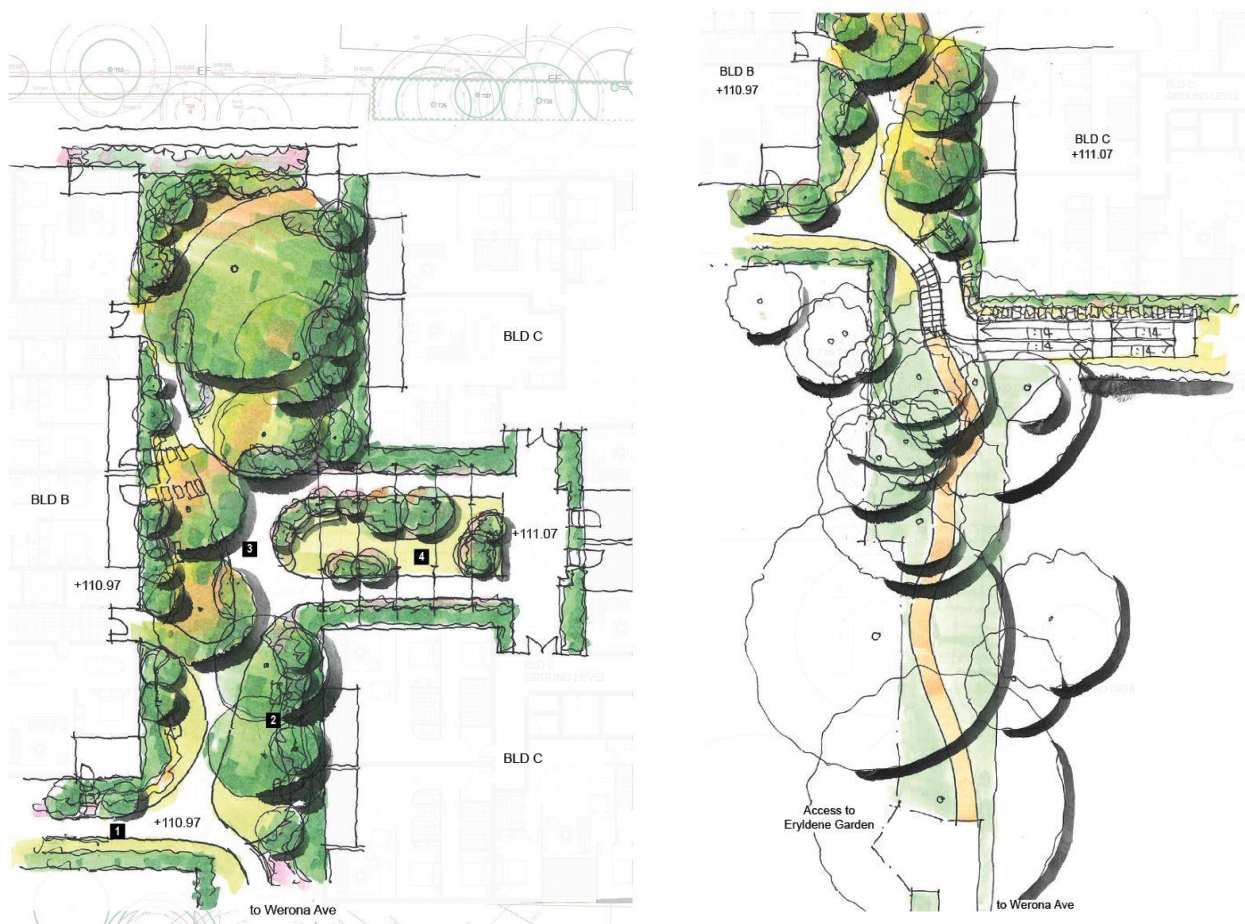


Figure 32 Initial landscape design sketches (Source: Studio IZ)

The development incorporates extensive landscaped areas that foster a dialogue between architecture and nature. The design integrates tall trees, shrubs, and ground covers reflective of local species characteristic of sandstone-derived soils, reinforcing ecological integrity and resilience.

A key focus is the preservation of selected vegetation and the strategic introduction of native trees along the access handle and within the rear setback deep soil zones, including remnants of Iron Bark forest patches and mature trees identified as having high ecological value. This approach enhances biodiversity while maintaining the natural character of the site.

In contrast, the front setback and podium gardens, where solar access is more abundant, embrace the local heritage garden character. These spaces adopt an exotic garden scheme, featuring deciduous flowering trees, Camellias, Rhododendrons, and a vibrant mix of cottage – style perennials creating a lush and inviting environment. The frontage garden and podium gardens follow a relaxed and informal approach, seamlessly integrating the built form with open space.

Finally, communal open spaces, garden beds, and planter areas are thoughtfully integrated throughout the site to enhance amenity, outdoor recreational opportunities and intimate spaces for storytelling. These spaces provide a dynamic interaction between built form and nature, enriching a sense of place and overall liveability.

The landscape design delivers:

- Centrally located COS, between buildings A & B, and buildings B & C, which complements the built form and provides opportunity to gather, stay and play, while increasing tree canopy cover and deep soil planting on perimeter.
- COS on the rooftop of each of the buildings – enhance habitats and biodiversity and creates more intimate functions.
- A main shared pedestrian path to Werona Avenue improving accessibility to the site. This path will primarily function as a pedestrian connection and allow vehicular access to the rear of 17 McIntosh Street, Gordon.
- The design dedicates places for gathering, communal roof spaces and COS.

Refer to Studio IZ's Landscape Plans and PMDL Architects' Design Report for details of the upper-level COS and planting schedule.

The proposed landscape offering is significant being:

- Soft landscape area – 2,991.5sqm or 38.4% of the site area
- Deep soil area (equal or greater than 6m depth) – 962.54sqm or 12.4% of the site area
- COS – 1,957 sqm or 25.16% of the site
- With respect to trees, 16 of the 19 trees of high value will be retained, with a total of 41 of the 70 existing trees to be retained. 66 new trees will be planted, in addition to significant shrub, grass and groundcover planting.

4.8 Private open space

Each apartment benefits from private open space by way of a ground floor terrace, a balcony or a larger scale balcony. These spaces all meet or exceed ADG requirements. These spaces are accessible from the apartments living rooms. Refer to the accompanying architectural drawings prepared by PMDL Architects.

4.9 Demolition

All existing site structures are proposed to be demolished to accommodate the proposal. The figure below illustrates demolition plan as prepared by PMDL Architects.



Figure 33 Demolition plan (Source: PMDL Architects)

4.10 Excavation

The finish floor level (FFL) will be RL139.62 for Building A and RL140.62 for Buildings B and C, with a maximum depth of 8.1m of excavation for the basement levels. The Geotechnical Investigation prepared by Morrow Geotechnics accompanying this EIS has provided a range of recommendations to be implemented as part of the excavation works for the project which are discussed further in section 7.2.6.

4.11 Civil works

The proposed development includes civil works which are illustrated in the Civil Drawings prepared by Hydracor, in addition to excavation discussed above, and includes the following:

- Site establishment works including installation of sediment and erosion control measures, signage and a site office;
- Construction/installation of stormwater management works including a pit and pipe network to drain stormwater to the proposed on-site detention/rainwater system, before being discharged to the street drainage system in McIntosh Street; and
- Construction of retaining walls and associated structural support.

Details of the civil works associated with the development will be provided as part of the detailed design of the development following the granting of consent.

4.12 Parking and access

The parking and access arrangement is illustrated in the Architectural Drawings prepared by PMDL Architects and assessed in the Transport Impact Assessment prepared by Traffix, both of which accompanying this EIS.

The development proposes:

- Driveway access via the western side of McIntosh Street,
- Two levels of basement parking spanning most of the site comprising:
 - 191 car parking spaces, of which 18 car parking spaces are allocated for the affordable dwellings and 173 car parking spaces are allocated for the non-affordable dwellings
 - 21 residential parking spaces
 - 178 bicycle parking spaces
 - Residential storage areas
 - Bin storage areas for general waste, recycling and bulky good
 - Plant and services.
- Waste management will occur within Basement 1, with Council's waste truck accessing the basement level via the vehicle driveway on McIntosh Street.



Figure 34 Proposed driveway from McIntosh Street (Source: PMDL Architects)

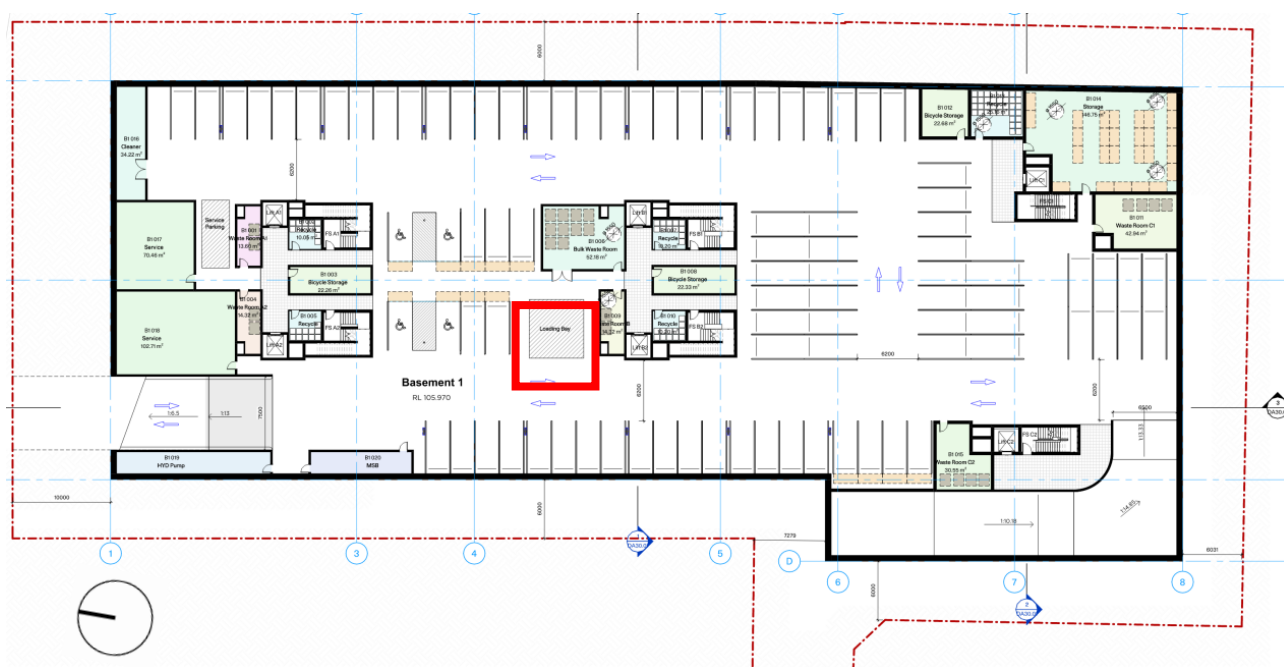


Figure 35 Proposed Basement 1, with waste collection and loading area identified in red(Source: PMDL Architects)

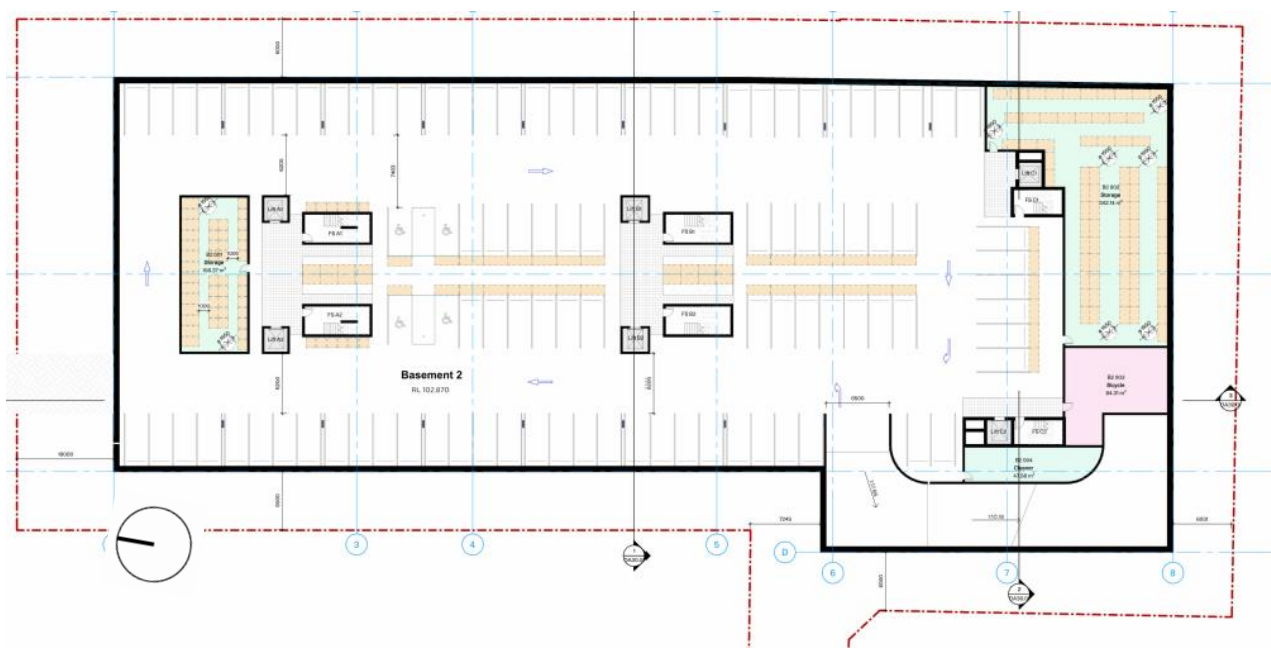


Figure 36 Proposed Basement 2 (Source: PMDL Architects)

Once the development is completed, there will no longer be access for vehicles available via the existing driveway from no. 55 Werona Avenue. Vehicle access will be maintained up to Eryldene House. From this point, the existing access will be used solely for pedestrian access from the site to Werona Avenue.

4.13 Waste management

A detailed Waste Management Plan (WMP) has been prepared by Dickens Solutions to accompany this EIS. The WMP describes demolition & construction and ongoing operational management of waste.

Demolition and construction waste management

The proposal seeks to demolish all existing dwellings and associated structures. Anticipated demolition quantities are as follows:

Table 7 Type and amount of materials generated through excavation (Source: Dickens Solutions)

Materials	Amount
Excavated materials and overburden	1,400 cubic metres / 2,380 Tonnes
Green waste	500 cubic metres / 75 Tonnes
Bricks and masonry	600 cubic metres / 600 Tonnes
Concrete	500 cubic metres / 1,200 Tonnes
Plasterboard and fibro	250 cubic metres / 87.50 Tonnes
Metals / steel / guttering and downpipes	600 cubic metres / 210 Tonnes
Roof tiles / tiles	450 cubic metres / 337.50 Tonnes
Fixture and fittings (door fittings, other fixtures, etc)	500 cubic metres / 175 Tonnes
Glass, electrical & light fittings, PC items, ceramics	250 cubic metres / 87.50 Tonnes
Residual waste	505 cubic metres / 505 Tonnes

For the most part, these materials will be classified in accordance with the Department of Environment, Climate Change and Water NSW Waste Classification Guidelines and transported off-site.

In terms of construction, it is anticipated that between 75% and 85% of all materials generated by construction activities will be recycled or re-used either on-site or transported off-site.

Operational waste management

Each residential unit will be fitted with a cabinet to store receptacle/s for storing waste and recyclable materials.

Each of the proposed RFBs will have a garbage chute system installed adjacent to their lift cores. The garbage chute system will only remove general waste material by discharging the waste into one of the bin/chute rooms in Basement 1. The collector bin will be a 1,100-litre mobile waste bin.

Recycling materials will be delivered into bin rooms on each floor adjacent to the lift cores. These storage rooms contain a 240-litre mobile recycling bin for comingled recycling materials and a 240-litre blue lidded bin for paper and cardboard. These areas will be maintained by Building Management and emptied into recycling storage areas on Basement 1.

An excerpt of the ground floor of Building A illustrates the location of the chute system and recycling bin storage area adjacent to the lift cores.

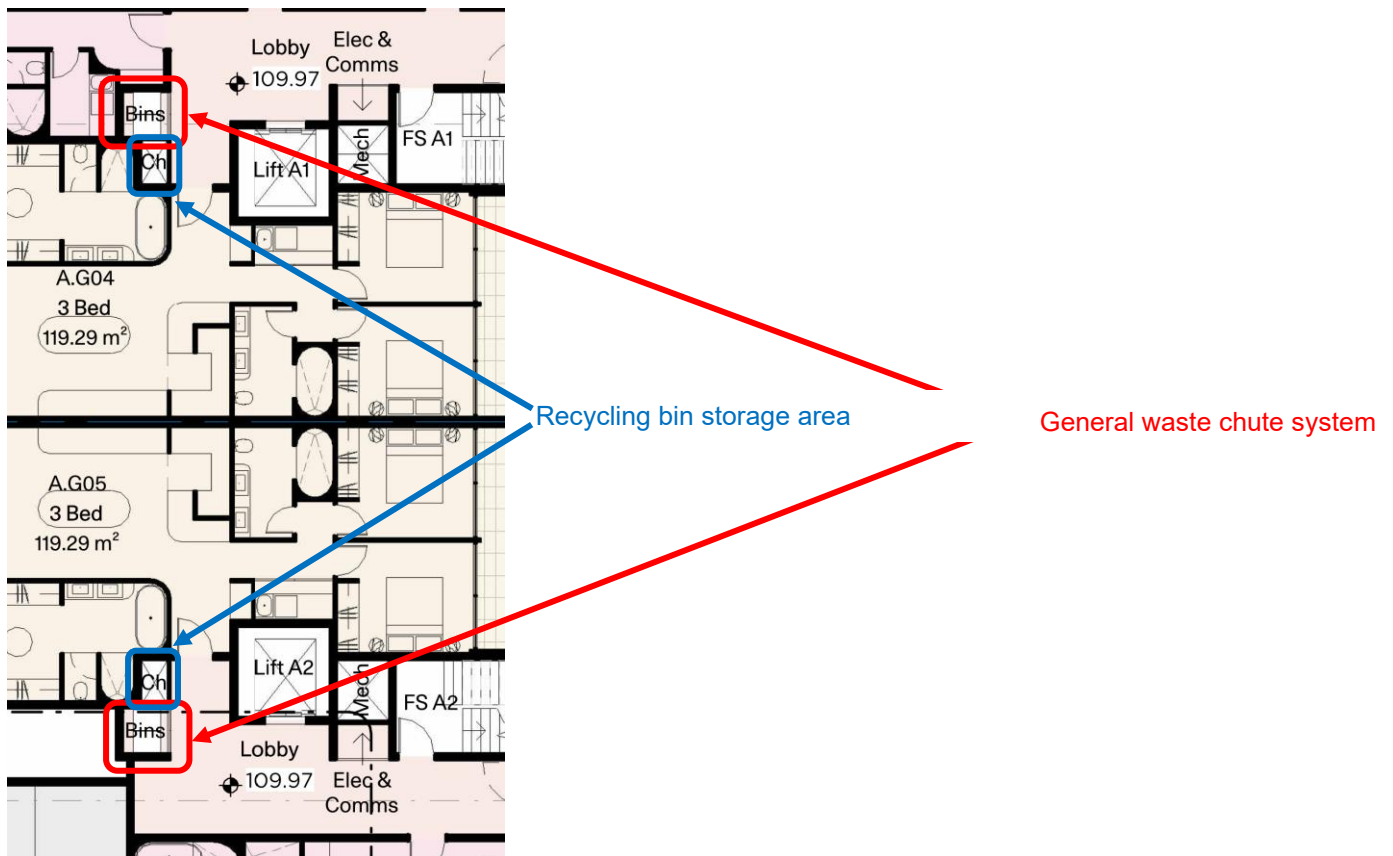


Figure 37 Excerpt of ground floor of Building A (Source: PMDL Architects)

Building Management will monitor the levels of general waste or recycling materials in each bin and replace them with empty ones.

Ongoing management and maintenance of the chute system will involve:

- Displaying signage indicating appropriate use of all waste management systems, including what can and cannot be recycled.
- Educating residents in the correct use of the chute.
- Providing regular maintenance, including cleaning and unblocking chutes.
- Regular inspection of the chute and bin rooms to ensure all waste and recyclables are managed appropriately.

The general waste and recycling will be collected by Council, with their garbage trucks entering Basement 1. Building Management will organise for all bins to be relocated to the Loading Area / Collection Area on collection days.

Bulky waste will be stored separately within Basement 1. Building Management will arrange collection at suitable times.

4.14 Ecologically sustainable development

Goldfish and Bay has confirmed that the following ESD principles have been incorporated into the design and will be maintained during the detailed design and operational stages of the development:

- Passive design to reduce energy consumption and maintain thermal comfort
- Optimised shading design capturing daylight while minimising harmful glare
- Target 90% diversion of construction and demolition waste

- High efficiency water fixtures to reduce portable water demand
- Extensive landscaping, including native species
- WSUD principles integrated with rainwater capture and reuse
- Exceeding natural ventilation requirements
- BASIX requirements achieved for energy, water and thermal comfort

Refer to the accompanying ESD Report and BASIX Certificate.

4.15 Staging and delivery

The proposed development will be completed by a single Building Contractor, who will employ three separate construction teams, being:

- Structure Team
- Building Envelope & Facade Team
- Internal Fit-out & Finishes Team

Each tower will be completed sequentially via each separate team:

- Structure
- Building Envelope & Facade
- Internal Fit-out & Finishes

The project will be completed in the following order:

- Building C
- Building B
- Building A.

In terms of delivery program, the total program is likely to be about 30 months. The staging relates to the construction of the development, with no staging being proposed for occupation. The following provides an indication of the various stages and the likely timing to deliver each stage:

Table 8 Anticipated construction program

Stage	Timing
Excavation Amplification of services via Rosedale Road Basement car park Up to and including ground floor transfer slab	9 months
Construction of residential towers C, B & A	18 months
External works and landscaping	3 months
Total program	30 months

4.16 Infrastructure

Infrastructure and upgrades will be agreed as part of the detailed design and construction certification stage of the project. A new substation is anticipated as being required and an indicative location is identified on the drawings. The substation is located to the north of building A fronting McIntosh Street. The substation will be screened on all sides by high quality planting. The indicative substation location is shown in the figure below.

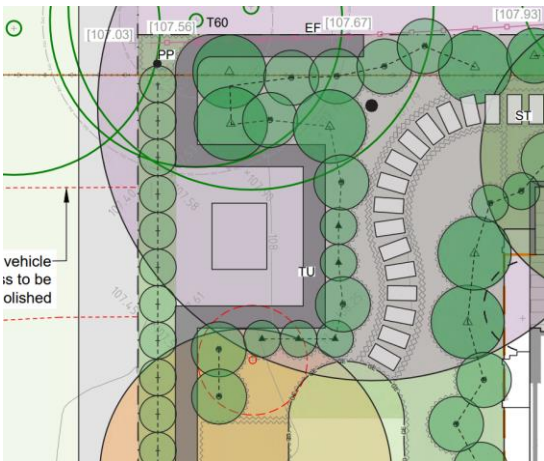


Figure 38 Indicative substation locations (Source: StudioIZ)

As detailed in the Stormwater Drawings all stormwater runoff from the site is collected by roof drainage or surface inlet pits and is directed to an OSD tank at the front of the site (located under the access driveway) and discharged via a new 600mm diameter pipe along McIntosh Street. The pipe will connect to an existing pipe on Rosedale Road.

4.17 Estimated cost of development and job creation

The Estimated Cost of Development (EDC) is \$158,129,992 (excl. GST), as calculated in the EDC Report accompanying this EIS.

The scheme will create approximately 389 jobs during the construction period and 11 jobs during operation.

4.18 Project alternatives

Alternatives have been considered from two perspectives:

- Planning perspective – having regard to the relevant development standards; and
- Architectural perspective – establishing the most appropriate design outcome for the site.

Planning alternatives

During the establishment of the TOD provisions, the Department undertook analysis to identify and evaluate the most appropriate outcome for these highly accessible and well serviced sites, as follows.

Table 9 Planning alternatives

Planning option	Description
Do nothing	The ‘do nothing’ scenario would result in the site being left undeveloped as single dwellings. The site is a large site which has the potential to play a key role in delivering additional and diverse housing in an accessible location. The ‘do nothing’ option is inconsistent with the local, regional and State strategic context which prioritises increasing housing supply, especially, affordable housing in accessible locations.
KLEP 2015 compliant scheme	RFBs are not permissible in the R2 zone in the KLEP 2015. The highest possible residential yield at the site would be dwelling houses, which could not deliver any affordable housing in proximity of the railway station. Given the strategic context, the proximity of the site to the Gordon Railway Station and demand for affordable housing within the LGA, this scenario does

Planning option	Description
	not result in the most desirable outcome as it does not address affordable housing needs.
TOD compliant scheme	While this scenario would deliver residential development orientated towards sustainable travel, aligning with the TOD program, only 2% affordable housing would be delivered, which is not the superior planning outcome. The FSR achievable under this scenario would be 3.25:1. Like the proposal (see TOD + in-fill scheme option) the maximum FSR cannot be achieved under the TOD compliant scheme option whereby ensuring amenity for future residents and managing impacts to adjoining neighbours.
TOD + in-fill scheme	This scenario is deemed to be the most appropriate from a planning perspective in that it delivers the maximum amount of affordable housing 17%. As demonstrated in this EIS, the development outcome and proposed yield on the site can be achieved in while managing the environmental impacts resulting from the proposal and delivering a contextually appropriate development.

5. Statutory Planning Considerations

5.1 Power to grant approval

Division 4.7 of the *Environmental Planning and Assessment Act 1979* (the Act) establishes a specific framework to consider projects classed as SSD. SSD is development deemed to be of State significance and includes certain classes of development above a certain value, which are graded as important to the NSW Government.

Section 4.36(2) of the Act states:

“(2) A State environmental planning policy may declare any development, or any class or description of development, to be State significant development.”

In-fill affordable housing constitutes SSD pursuant to section 26A in Schedule 1 of the Planning Systems SEPP. The site is located within the Eastern Harbour City with an EDC for the residential component greater than \$75 million, thereby constituting SSD pursuant to the SEPP.

5.2 Permissibility

RFBs are prohibited in the R2 Low Density Residential zone pursuant to the KLEP 2015. Notwithstanding, Chapter 5 of the Housing SEPP makes RFBs permissible in the R2 zone on the land. Specifically:

- The R2 zone is defined as a ‘relevant residential zone’ in section 151 of the Housing SEPP.
- The site is located in the Ku-ring-gai LGA and a TOD area, being around 400m from Gordon Railway Station, hence Chapter 5 is applicable to the site under section 151 of the Housing SEPP.
- Section 154(1) of the Housing SEPP makes RFBs permissible with development consent on the site given the site is part of a TOD area in a relevant residential zone.

The proposed development is therefore permissible with development consent under section 154 of the Housing SEPP.

5.3 Other approvals

Section 4.41 of the Act identifies certain authorisations that are not required for SSD and section 4.42 of the Act identifies certain authorisations that cannot be refused if they are necessary for carrying out SSD (refer to the **Error! Reference source not found.**below).

Table 10 Summary of Other Approvals

NSW Legislation	Requirement for subject application
<u>Approvals that do not apply to SSD</u>	
<i>Fisheries Management Act 1994</i>	No
<i>Heritage Act 1977</i>	No
<i>National Parks and Wildlife Act 1974</i>	No
<i>Rural Fires Act 1997</i>	No
<i>Water Management Act 2000</i>	To be confirmed via geotechnical testing
<u>Legislation that must be applied consistently</u>	
<i>Fisheries Management Act 1994</i>	No
<i>Mine Subsidence Compensation Act 1961</i>	No
<i>Mining Act 1992</i>	No

NSW Legislation	Requirement for subject application
<i>Petroleum (Onshore) Act 1991</i>	No
<i>Protection of the Environment Operations Act 1997</i>	No
<i>Roads Act 1993</i>	Yes, section 138 of the <i>Roads Act 1993</i> is to be applied to enable provision of a new driveway to a public road via McIntosh Street.
<i>Pipelines Act 1967</i>	No

5.4 Pre-conditions to exercising power to grant approval

The table below sets out the pre-conditions to be fulfilled by the consent authority prior to exercising their power to grant development consent.

Table 11 Pre-conditions to exercising power to grant approval

Instrument	Response
<i>Biodiversity Conservation Act 2016</i>	Pursuant to Section 7.9 of this instrument, SSDAs must be accompanied by a Biodiversity Development Application Assessment Report (BDAR) unless the Planning Agency Head, and the Environment Agency Head determine that the proposed development is not likely to have any significant impact on biodiversity values. This determination is referred to as a BDAR Waiver. The site is located in an urban area and will not have significant impact on any biodiversity values. Notwithstanding, a BDAR has been prepared and is submitted with this application in accordance with the relevant requirements.
<i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i>	Section 2.122 of the Transport and Infrastructure SEPP (T&I SEPP) requires the consent authority to provide Transport for NSW (TfNSW) with written notice of the development application for 'traffic-generating development' and take into considered any response. The Proponent understands the subject SSD will be referred to TfNSW. Traffix has prepared a TIA to inform the referral, which accompanies this SSDA.
<i>State Environmental Planning Policy (Resilience and Hazards) 2021</i>	Section 4.6 of the Resilience and Hazards SEPP sets out that a consent authority must not consent to the carrying out of any development on land unless: • It has considered whether the land is contaminated; • If the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be after remediation); and • If the land requires remediation to make it suitable for the use, it is satisfied that the land will be remediated before the land is used for that purpose. The Preliminary and Detailed Site Investigation (PSI and DSI) were prepared to consider the future use of the site for residential development. The Report notes that there is no visual evidence of industrial, commercial or waste related land uses within the site boundaries. It is considered unlikely that surrounding land use activities have contributed to contamination on the subject site. The age and construction of some of the site's buildings has potential for asbestos containing materials and lead-based paints to comprise part of the external fabrics. Section 4.13 of this EIS describes how hazardous materials will be managed through the demolition and excavation process.

Instrument	Response
	Further, 7.2.5 provides an assessment of the proposed waste management regime. The Report concludes that based on observations made during the field investigations, the sampling and analysis program conducted at the site (including the drilling and sampling of 19 boreholes), the proposed land-use and with respect to relevant statutory guidelines, it is concluded that the site is suitable for the proposed land-use and further assessment and/or remediation and validation is not warranted.
<i>State Environmental Planning Policy (Biodiversity and Conservation) 2021</i>	Chapter 2 of the BC SEPP applies to the site as it is considered a 'non-rural' area in the Ku-ring-gai LGA and an R2 zone. Section 6 of the BC SEPP sets out that a person must not clear vegetation in a non-rural area of the State without authority conferred by a permit granted by council under that part. In the case of the subject proposal, the permit (subject to the issue of a development consent) would be granted under this SSD. The proposed tree removal forms part of the proposed development for which consent is sought.
<i>State Environmental Planning Policy (Sustainable Buildings) 2022</i>	Chapter 2 of the SB SEPP sets out standards for residential development – BASIX. Schedule 1 of the SB SEPP sets out the standards that apply to the proposal being BASIX development meeting the definition in paragraph (a) of the definition of 'BASIX development' in the Regulation. A BASIX Certificate accompanies this EIS. The Certificate complies with Clause 27 of the EP&A Regulation 2021.

5.5 Mandatory matters for consideration

The table below sets out the matters that a consent authority will be required to consider in deciding whether to grant consent to the SSD. These matters will be addressed in detail in the EIS.

Table 12 Matters for consideration

Legislation	Matters for Consideration	Comment
The Act		
Section 1.3 Objects of Act	<i>(a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources,</i> <i>(b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,</i> <i>(c) to promote the orderly and economic use and development of land,</i> <i>(d) to promote the delivery and maintenance of affordable housing,</i>	The proposal is consistent with the objects of the Act, as set out below. The social and economic welfare of the community is promoted through the provision of 162 new dwellings including 33 affordable units. The State's resources are unimpacted. The proposal incorporates ESD measures including passive design measures, optimised shading design, target 90% diversion of construction and demolition waste, high efficiency fixtures, provision of EV ready infrastructure, extensive landscaping and WSUD principles, exceeding natural ventilation requirements, achieving BASIX and 7-star average and minimum 6-star minimum NatHERS rating.

	(e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats, (f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage), (g) to promote good design and amenity of the built environment, (h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants, (i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State, (j) to provide increased opportunity for community participation in environmental planning and assessment.	The development outcome promotes the orderly and economic use of the land in achieving a density which delivers much needed housing in a highly accessible and well serviced area. As explained in this EIS, the environment is protected through responsive design and various mitigation measures. The built and cultural heritage of the site and surrounds has been adequately assessed by Urbis and Biosis. Proper construction will be undertaken by the Proponent who will build and deliver the project. The buildings will be maintained to ensure the protection of the health and safety of their occupants. The engagement strategy has increased the opportunity for community participation and will be continued during the exhibition and assessment process.
Section 4.15 Evaluation	the provisions of: • relevant environmental planning instruments • any proposed instrument that is or has been subject of public consultation under the Act • any development control plan • any planning agreement • the regulations • likely impacts of the development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality • suitability of the site for the development • any submissions made in accordance with the Act or Regulations • the public interest.	The relevant EPIs are addressed in section 5 of this EIS. There is no draft EPI applying to the site/proposal. DCPs are not a relevant consideration for an SSDA proposal. The proposal is not subject to a planning agreement. The likely impacts of the development are assessed in section 7 of this EIS. The site is suitable for the development as set out in section 8.7 of this EIS. Submissions made will be considered post exhibition of the SSDA. Engagement has been undertaken pre submission as detailed in section 0 of this EIS and in the report that accompanies this application. The development is in the public interest as it will provide additional market and affordable housing in a well-serviced and highly accessible location.
Housing SEPP		
	15(c) Development to which division applies	
	(1) This division applies to development that includes residential development if— (a) the development is permitted with consent under Chapter 3, Part 4,	The site is zoned R2 Low Density Residential. While the KLEP prohibits RFBs in the R2 zone, Chapter 5 of the Housing SEPP permits RFBs in this relevant residential zone.

<i>Chapter 5 or another environmental planning instrument, and</i>	
<i>(b) the affordable housing component is at least 10%, and</i>	The proposal seeks to provide 17% of the total GFA (inclusive of the bonus GFA) for affordable housing purposes. 15% will be provided as affordable housing for a period of 15 years and 2% provided in perpetuity.
<i>(c) all or part of the development is carried out—</i> <i>(i) for development on land in the Six Cities Region, other than in the City of Shoalhaven local government area—in an accessible area, or</i> <i>(ii) for development on other land—within 800m walking distance of land in a relevant zone or an equivalent land use zone.</i>	The site is in an 'accessible area' being within 400m of Gordon Railway Station.
<i>(2) Affordable housing provided as part of development because of a requirement under another chapter of this policy, another environmental planning instrument or a planning agreement is not counted towards the affordable housing component under this division.</i>	Not relevant.
18 Affordable housing requirements for additional building height	
<i>(1) This section applies to development that includes residential development to which this division applies if the development—</i> <i>(a) includes residential flat buildings or shop top housing, and</i> <i>(b) does not use the additional floor space ratio permitted under section 16.</i>	This development includes residential flat buildings and is not utilising the additional floor space ratio permitted under section 16. The applicable maximum FSR under Chapter 5 (TOD) of the Housing SEPP is 2.5:1. The proposed total FSR is 2.39:1, which is a permissible FSR without the additional FSR control.
<i>(2) The maximum building height for a building used for residential flat buildings or shop top housing is the maximum permissible building height for the development on the land plus an additional building height of up to 30%, based on a minimum affordable housing component calculated in accordance with subsection (3).</i>	The applicable building height under Chapter 5 (TOD) of the Housing SEPP is 22m. In accordance with section 18(2) the maximum permissible height is to be 30% above the TOD provision. Therefore, the maximum permissible height is 28.6m. The maximum height of the building is 30.5m in height (Building B). This exceedance occurs only at the lift overruns which provide access to the rooftop communal spaces. The exceedance is as a result of these communal roof tops, and the generous 3.2m floor to floor heights.

	Refer to the attached Clause 4.6 variation request prepared by Gyde in Appendix D for justification for this minor variation.
(2) <i>The minimum affordable housing component, which must be at least 10%, is calculated as follows—</i> $\text{affordable housing component} = \frac{\text{additional building height}}{(\text{as a percentage})} \div 2$	The minimum affordable housing component is at least 15%. The proposal includes 3,285 sqm of affordable housing GFA or 17.7%.
19 Non-discretionary development standards – the Act, section 4.15	
(1) <i>The object of this section is to identify development standards for particular matters relating to residential development under this division that, if complied with, prevent the consent authority from requiring more onerous standards for the matters.</i> <i>Note—</i> <i>See the Act, section 4.15(3), which does not prevent development consent being granted if a non-discretionary development standard is not complied with.</i>	Noted.
(2) <i>The following are non-discretionary development standards in relation to the residential development to which this division applies—</i> (a) <i>a minimum site area of 450m²,</i>	Complies The site area is 7,776sqm.
(b) <i>a minimum landscaped area that is the lesser of—</i> (i) <i>35m² per dwelling, or</i> (ii) <i>30% of the site area,</i>	Complies Provides 2,991.5sqm or 38.4% of the site area as landscape area.
(c) <i>a deep soil zone on at least 15% of the site area, where—</i> (i) <i>each deep soil zone has minimum dimensions of 3m, and</i> (ii) <i>if practicable, at least 65% of the deep soil zone is located at the rear of the site,</i>	Not applicable – refer to s19(3) below.
(d) <i>living rooms and private open spaces in at least 70% of the dwellings receive at least 3 hours of direct solar access between 9am and 3pm at mid-winter,</i>	Not applicable – refer to s19(3) below.
(e) <i>the following number of parking spaces for dwellings used for affordable housing—</i> (i) <i>for each dwelling containing 1 bedroom—at least 0.4 parking spaces,</i>	Complies The number of car parking spaces required for the affordable housing component has been assessed in the TIA prepared by Traffix. 18 car parking spaces are required for the affordable housing component of the proposed development. 18 car parking

(ii) for each dwelling containing 2 bedrooms—at least 0.5 parking spaces, (iii) for each dwelling containing at least 3 bedrooms— at least 1 parking space,	spaces will be provided, thereby complying with the affordable housing parking requirement.
(f) the following number of parking spaces for dwellings not used for affordable housing— (i) for each dwelling containing 1 bedroom—at least 0.5 parking spaces, (ii) for each dwelling containing 2 bedrooms—at least 1 parking space, (iii) for each dwelling containing at least 3 bedrooms—at least 1.5 parking spaces,	Complies The number of car parking spaces required for the non-affordable housing component has been assessed in the TIA prepared by Traffix. 170 car parking spaces are required for the non-affordable housing component. 173 car parking spaces are proposed, which exceeds the requirement.
(g) the minimum internal area, if any, specified in the Apartment Design Guide for the type of residential development,	Complies The minimum internal apartment areas are achieved. Refer to SSDA Design Report prepared by PMDL Architects.
(3) Subsection (2)(c) and (d) do not apply to development to which Chapter 4 applies.	Noted – Chapter 4 applies to this development. Accordingly, subsection (2)(c) and (d) do not apply.
20 Design Requirements	
(1) Development consent must not be granted to development for the purposes of dual occupancies, manor houses or multi dwelling housing (terraces) under this division unless the consent authority has considered the Low Rise Housing Diversity Design Guide, to the extent to which the guide is not inconsistent with this policy.	Not applicable – refer to section 20(2) which identifies that subsection (1) does not apply to development to which Chapter 4 applies.
(2) Subsection (1) does not apply to development to which Chapter 4 applies.	Noted.
(3) Development consent must not be granted to development under this division unless the consent authority has considered whether the design of the residential development is compatible with— (a) the desirable elements of the character of the local area, or (b) for precincts undergoing transition—the desired future character of the precinct.	<i>Project Venture Development Pty Ltd v Pittwater Council</i> provides guidance when considering the compatibility of a proposal within its local area. Of relevance from the case: <u>Compatibility</u> is different from sameness – buildings can exist together in harmony without having the same density, scale or appearance, though as the difference in these attributes increases, harmony is harder to achieve. <u>Compatibility</u> is not always desirable – there are situations where the planning controls envisage a change of character, in which case compatibility with the future

character is more appropriate than with the existing.

Where compatibility is desirable, physical and visual impacts need to be considered

– for new development to be visually compatible with its context, it should contain or at least respond to, the essential elements that make up the character of the surrounding urban environment... The most important contributor to urban character is the relationship of built form to surrounding space, a relationship that is created by building height, setbacks and landscaping. In special areas, such as conservation areas, architectural style and materials are also contributors to character.

There are other contributing factors, including height, setbacks and landscaping – buildings do not have to be the same height to be compatible. Where there are significant differences in height, it is easier to achieve compatibility when the change is gradual rather than abrupt. The extent to which height differences are acceptable depends also on the consistency of height in the existing streetscape... Landscaping is also an important contributor to urban character.

To assess the matters above, two questions should be considered:

Are the proposal's physical impacts on surrounding development acceptable?

The physical impacts include constraints on the development potential of surrounding sites.

The proposals physical impacts on the surrounding developments are considered further in Section 7 below and are deemed to be acceptable subject to adopting the recommended mitigation measures.

Is the proposal's appearance in harmony with the buildings around it and the character of the street?

The site is located within a precinct that is undergoing transformation as a result of the TOD and LMR planning controls and NSW Government's priority to increase housing stock in well located areas.

The desired future character is informed by these provisions which aim to increase housing diversity, affordable housing, 400m of Gordon Railway Station (in the case of the site).

The desirable elements of the character of the local area are set out below.

Leafy street character on either side of McIntosh Street containing substantial street tree planting.

Accessibility of the site to Gordon Railway Station.

The identification of four lower north shore railway stations (including Gordon) as being capable of accommodating additional density and increasing housing supply including affordable housing.

The TOD and LMR planning controls anticipate an inevitable change in the character of the area.

The desired future character of the precinct is considered to be a higher density environment which provides additional housing opportunities, namely, diversity of housing choice, affordability and accessibility to the nearby local centre and public transport.

The proposal is considered compatible with its local area in that the TOD and LMR regimes envisages a change in character and is this indicative of the future character of the area comprising greater intensity of development. The physical impacts of the proposal are acceptable as set out in this EIS. The proposed building height on the site responds to the site's significant level change, compliant building separation is provided, and the proposed architectural character seeks to deliver a contemporary RFB while respecting the site's heritage context. Importantly the landscape street character is maintained and enhanced.

21 Must be used for affordable housing for at least 15 years

(1) Development consent must not be granted to development under this division unless the consent authority is satisfied that for a period of at least 15 years commencing on the day an occupation certificate is issued for the development—

(a) the development will include the affordable housing component required for the development under section 16, 17 or 18, and

(b) the affordable housing component will be managed by a registered community housing provider.

Noted, capable of compliance

The Proponent commits to this outcome, and it is their expectation this will be conditioned by the Department at the consent stage.

Capable of compliance

The affordable housing component will be managed by a social housing provider. Negotiations are currently underway with

		EchoRealty to manage the affordable housing units.
	<i>(2) This section does not apply to development carried out by or on behalf of the Aboriginal Housing Office or the Land and Housing Corporation.</i>	Not applicable.
	22 Subdivision permitted with consent	
	<i>Land on which development has been carried out under this division may be subdivided with development consent.</i>	Not applicable.
Chapter 4 Design of Residential Apartment Development	<i>142 Aims of chapter – 149 Apartment Design Guide prevails over development control plans</i>	Noted. Refer to the ADG Compliance Table prepared by PMDL Architects in the SSDA Design Report.
Chapter 5 Transport oriented development	<i>151 Definitions Relevant residential zone Transport oriented development area</i>	The R2 zoning of the land is defined as a relevant residential zone. The site is located within a 'Tier 2' TOD area.
	<i>152 Land to which this chapter applies Ku-ring-gai</i>	Consistent – chapter applies. The site is in the Ku-ring-gai LGA and is within 400m of Gordon Railway Station.
	<i>153 Relationship to other environmental planning instruments</i> If there is an inconsistency between this chapter and another provision of this or another EPI, whether made before or after the commencement of this chapter, this chapter prevails to the extent of an inconsistency.	Noted.
	<i>154 Development permitted with development consent in a TOD area</i>	Consistent RFBs are permitted with development consent in the R2 zone.
	<i>155 Maximum building height and maximum floor space ratio</i> This section identifies development standards for development under this chapter that, if complied with, prevent the consent authority from requiring more onerous standards for matters. Maximum HOB for RFBs: 22 metres Maximum FSR for RFBs: 2.5:1	Noted. As per earlier in this table, a 30% height and FSR bonus has been applied to these base TOD development standards.
	<i>156 Affordable housing</i> 2% of the GFA to be used for affordable housing and managed by a registered community housing provider in perpetuity.	Complies 2% of the GFA will be utilised for affordable housing in perpetuity to satisfy the TOD provisions.
	<i>157 Affordable housing parking spaces (a) for each dwelling containing 1 bedroom—0.4 parking space,</i>	Complies Achieves the minimum parking requirements, as discussed earlier.

	(b) for each dwelling containing 2 bedrooms—0.5 parking space, (c) for each dwelling containing 3 or more bedrooms—1 parking space.	
	159 Minimum lot width 21 metre wide at the front building line.	Complies The site has a width of approximately 53m therefore complying with s159.
	160 Active street frontages	Not applicable.
	161 Consideration of the Apartment Design Guide	Complies Refer to the ADG Compliance Table prepared by PMDL Architects in the accompanying SSDA Design Report.
<i>Ku-ring-gai Local Environmental Plan 2015</i>		
2.2 Zoning of the land to which this Plan applies	The zoned R2 Low Density Residential. RFBs are prohibited in the R2 zone in the KLEP. Notwithstanding, the site benefits from the provisions under Chapter 5 of the Housing SEPP, which make RFBs permissible with consent.	Noted. Permissibility of land uses is governed by the planning provisions in the Housing SEPP by enabling RFBs in a prescribed residential zone, that is the R2 Low Density Residential zone. The SEPP prevails over the KLEP.
2.3. Zone objectives and Land Use Table	<i>To provide for the housing needs of the community within a low density residential environment.</i> <i>To enable other land uses that provide facilities or services to meet the day to day needs of residents.</i> <i>To provide for housing that is compatible with the existing environmental and built character of Ku-ring-gai.</i>	The proposed development will deliver additional housing, including 17% affordable housing. This will contribute to meeting the housing needs of the community. The residential proposal does not impact the provision of facilities or services on other suitably zoned sites. The proposal is compatible with the future environmental and built character of Ku-ring-gai and particularly Gordon, being close to the Gordon Railway Station.
4.3 Height of Building	The applicable building height is 9.5m.	Not applicable – refer to discussion earlier in this EIS.
(2) The height of a building on any land is not to exceed the maximum height shown for the land on the Height of Buildings Map .		
4.4 Floor Space Ratio	The applicable FSR is 0.3:1.	Not applicable – refer to discussion earlier in this EIS.
(2) The maximum floor space ratio for a building on any land is not to exceed the floor space ratio shown for the land on		

the Floor Space
Ratio Map.

5.10 Heritage Conservation

(a) to conserve the environmental heritage of Ku-ring-gai,

(b) to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views,

(c) to conserve archaeological sites,

(d) to conserve Aboriginal objects and Aboriginal places of heritage significance.

The site is close to a number of State and locally listed heritage items, including Eryldene House at 17 McIntosh Street (item no. 18 in Schedule 5 of KLEP). To the south-west of 55 Werona Avenue is the locally listed heritage items of 'Rochester' (51 Werona Avenue) and a dwelling house at 49 Werona Avenue, and to the south is a locally listed heritage dwelling house at 14 Forsyth Street.

No. 25 McIntosh Street forms part of the Gordon Park Estate, McIntosh and Ansell HCA. While to the west of 21 McIntosh Street is the Gordon Park HCA.

The image below identifies the site (in green) and the nearby heritage items.



This SSDA is supported by an Aboriginal Due Diligence Assessment and Heritage Impact Statement.

Section 7.1.9 of this EIS provides a detailed assessment on the heritage item of the proposal.

The site is not affected by Aboriginal heritage, see section 7.2.13 of this EIS.

6.1 Acid sulfate soils

(2) Development consent is required for the carrying out of works described in the table to this subclause on land shown on the Acid Sulfate Soils Map as being of the class specified for those works.

The site is classified as Class 5 on the Acid Sulfate Soils Map. Works are not within 500 metres of adjacent Class 1, 2, 3 or 4 land.

Yes.

6.2 Earthworks

(1) The objective of this clause is to ensure that earthworks for which development consent is required will not have a detrimental impact on environmental functions and

The Geotechnical Investigation prepared by Morrow Geotechnics considers the excavation and filling required on site to facilitate the proposed development.

<i>processes, neighbouring uses, cultural or heritage items or features of the surrounding land.</i>		
6.5 Stormwater and water sensitive urban design <i>(1) The objective of this clause is to avoid or minimise the adverse impacts of urban stormwater on the land on which development is to be carried out, adjoining properties, native bushland, waterways and groundwater systems.</i>		A detailed stormwater management plan supports the proposal. The stormwater report confirms the development does not result in adverse stormwater impacts on the subject land or the adjoining land and groundwater systems.
6.6 Requirements for multi dwelling housing and residential flat buildings <i>2) Despite any other provision of this Plan, development consent must not be granted for the erection of multi dwelling housing or a residential flat building on a lot in a residential zone unless the lot has an area of at least 1,200 square metres and minimum dimensions (width and depth) of at least— (a) if the area of the land is less than 1,800 square metres—24 metres, or (b) if the area of the land is 1,800</i>	The site has a total area of 7,776sqm. The site has a width and depth of more than 30m.	Complies with requirements for RFBs.

square metres or
more—30 metres.

In conclusion, the assessment contained in this EIS identifies that the proposal achieves a high degree of compliance with the relevant planning framework. Where there is any deviation, with respect to the KLEP provisions and the minor height variation, adequate justification is provided, as summarised below:

- The base KLEP height and FSR provisions are not applicable nor appropriate given the prevailing TOD and Infill provisions which effectively supplement the KLEP (and DCP) controls.
- Height variation - The proposal provides a building height of 30.5m, exceeding the maximum permissible building height by 1.9m. The height exceedance is required to facilitate access to the rooftop communal open space of each building. There is no habitable floor space above the maximum permitted height.

Whilst the exceedance of up to 1.9m represents a technical variation, the impact associated with this height breach is indiscernible and does not result in any additional overshadowing, visual privacy or solar access impacts. This is discussed further in the Clause 4.6 accompanying this EIS.

5.5.1 Ku-ring-gai Council's preferred alternative scenario

Chapter 5 of the Housing SEPP relating to Transport Orientated Development no longer applies to the Ku-ring-gai local government area, with the exception of lots that on, or before, 13 June 2025, had valid SEARs and SSD applications lodged but not yet determined.

The TOD provisions are proposed to be replaced by the Ku-ring-gai Council's preferred alternative scenario, which was endorsed by Council at the Extraordinary Meeting dated 5 June 2025.

Ku-Ring-Gai Council's Preferred Alternative Scenario contains revised planning controls for Gordon, including updated zoning, height of building, FSR and affordable housing maps as shown in the figures below. A summary of the relevant changes is as follows:

- The Land Zoning Map has been updated. The site remains zoned as R2 and no changes to zoning immediately adjacent to the site is proposed.

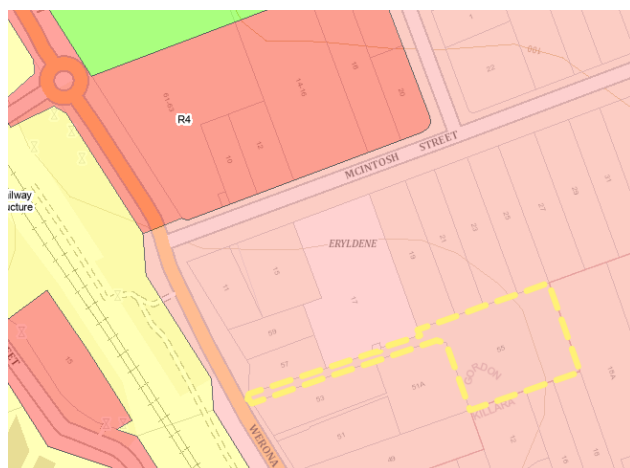


Figure 39 Existing Land Zoning Map (Source: NSW Planning Portal)

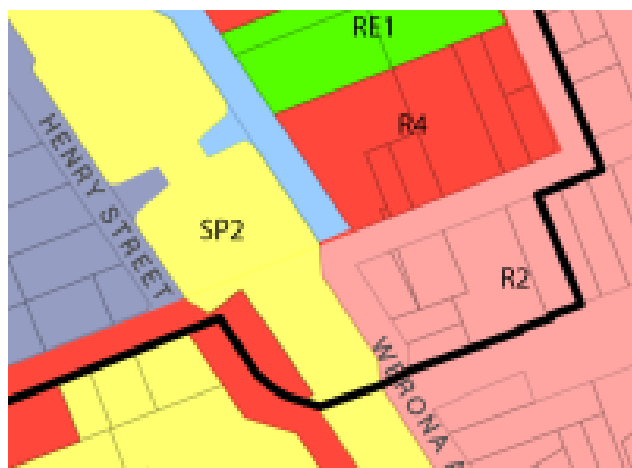


Figure 40 Preferred Alternative Scenario Land Zoning Map (Source: KRG Council)

- The Height of Building Map remains at 9.5m. Immediately to the north west of the site the height has increased from 9.5m to 18.5m, significantly increasing the density of this area. This pattern is repeated to the north and west of the site, with the height of building controls increasing closer to Gordon Station up to 83.5m and stepping down to 18.5m of the edge of the R4 zoned land.

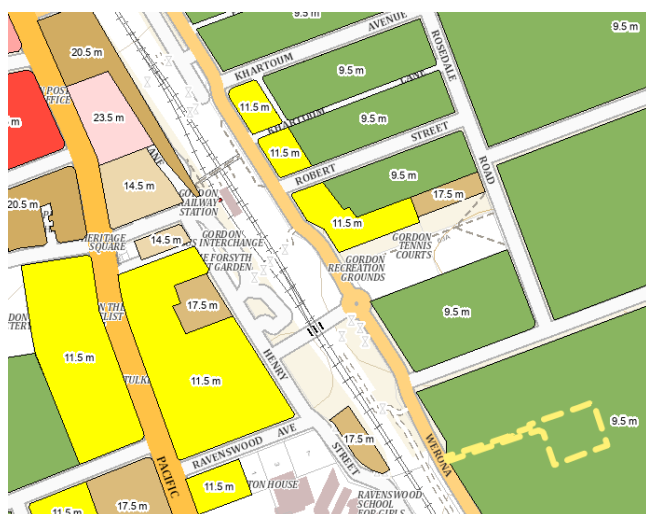


Figure 41 Existing Height of Buildings Map (Source: NSW Planning Portal)

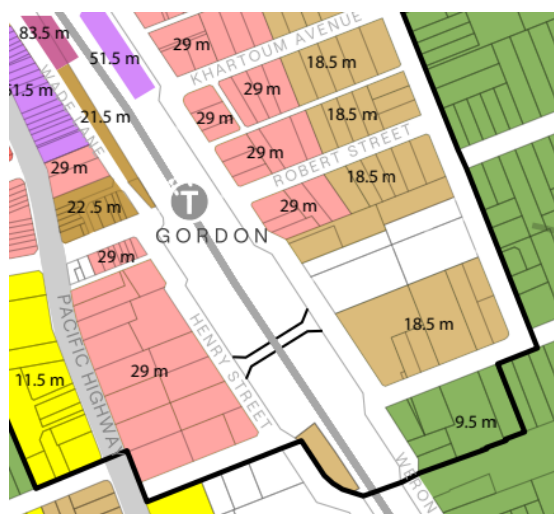


Figure 42 Preferred Alternative Scenario Height of Buildings Map (Source: KRG Council)

- The FSR Map has been updated to reflect the increased density of the height of buildings. The FSR on the site remains at 0.3:1. The area immediately to the north west has increased to 1.3:1. Densities up to 8:1 are proposed in Gordon centre.



Figure 43 Existing FSR Map (Source: Ku-Ring-Gai LEP)

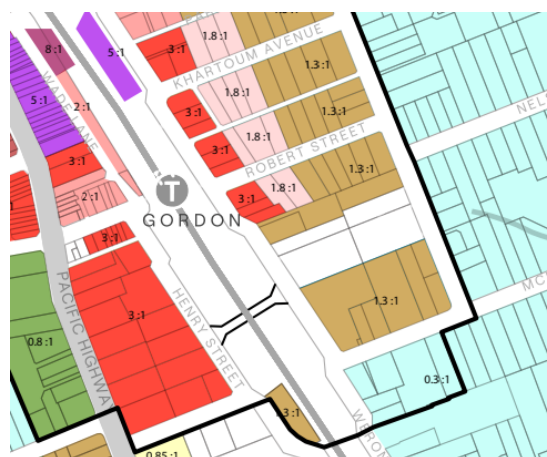


Figure 44 Preferred Alternative Scenario FSR Map (Source: KRG Council)

6. Community Engagement

Engagement has been undertaken in accordance with the Department's *Undertaking Engagement Guidelines for State Significant Projects*. An Engagement Report has been prepared by Gyde to accompany this EIS, which summarises the following:

- The SEARs for stakeholder and community consultation;
- The relevant stakeholders who have been consulted with;
- The consultation and engagement process undertaken, including key meetings with stakeholders;
- A summary of feedback received, and issues raised, by specific stakeholders, and
- How feedback has been considered in the development of the SSD application.

6.1 Engagement activities and outcomes

The Department

Email correspondence between Gyde and the Infill Affordable Housing team at DPHI confirmed the request for SEARs could be submitted. The SEARs were requested on 5 May 2025 and were issued on 6 May 2025. Communication with staff at DPHI is ongoing and will continue as part of the assessment of the SSDA.

Ku-ring-gai Council

Ku-ring-gai Council have not been formally consulted as part of the pre-lodgement consultation. It is understood Council are aware of the various proposals being pursued in the TOD areas. Council will have an opportunity to review the proposal and provide feedback as part of the exhibition process undertaken by DPHI following lodgement of the SSDA.

First Nations consultation

As detailed in the Aboriginal Due Diligence Assessment, the field investigation undertaken on 14 May 2025 by the qualified aboriginal heritage consultant team did not identify any Aboriginal sites or objects, or areas with the potential to contain intact soils with Aboriginal archaeological material. Therefore, no further archaeological works are required, and consultation/engagement is not required.

Consultation with local Aboriginal groups will be undertaken to inform the integration of Connecting with Country principles into the landscape design and elements of the external appearance and materiality of the development.

The community

Gyde has undertaken a pre-lodgement engagement program which involved:

- a) Publishing of a project website providing information on the project scope and access to the community survey. Contact information was also made available to provide a point of contact for neighbours community members and stakeholders to access information from the project team.
- b) Distribution of a community survey which was available on the project website. The survey provided an opportunity to provide feedback on the proposal and how it may impact the local community.
- c) Distribution of community information flyer in which includes information about the proposal and invites residents to access more information through the project website.

The research found:

- The sentiment amongst residents was mixed, with 32% of responses being very positive and 60% being very negative.
- Residents recognised the need for affordable housing for essential workers, and more housing choice in Gordon close to public transport and considered these to be important aspects of the proposal. Respondents wanted more information on the affordable housing element of the proposal.

- Respondents indicated a desire for mature trees to be retained, with the existing tree canopy protected and impacts to wildlife minimised.
- Respondents noted the visual privacy of adjoining/neighbouring residents as being an important aspect of the proposal.
- High quality housing in the local area and buildings of an appropriate height and scale were identified as key attributes most valued by the Gordon community.
- Other comments noted by respondents believed that the development is out of character for the local area, and should be located west of the Pacific Highway, closer to the station, or in other suburbs that are better suited for additional housing such as North Sydney, Chatswood and Crows Nest.
- Positive responses identified the proposal will support the provision of affordable housing close to public transport, with one response requesting other residents in nearby parts of the streets be contacted to sell their properties for redevelopment.

6.2 Ongoing engagement

Following lodgement of the EIS, further engagement activities are planned to provide the community with information about the proposal and invite feedback. These activities include two community drop in sessions and will support continued awareness for the project and offer opportunities for the community to raise any additional matters for consideration during the assessment process.

As detailed in the Engagement Report, following an approval, the construction works at the site would include notification of the commencement of works and consultation on works with the potential to impact nearby receivers.

The Proponent and their project team will continue to engage and work with all relevant agencies and authorities to ensure all regulatory requirements are met and that conditions of consent are complied with.

7. Assessment & Mitigation of Impacts

In accordance with the Department's *State Significant Development Guidelines – Preparing an Environmental Report*, this section:

- Responds to the SEARs for the project;
- Provides a detailed summary of the results of the assessment of the potential impacts of the project;
- Summarises the key findings of the detailed technical studies in the appendices;
- Gives detailed reasons to justify any predicted exceedances of relevant standards or performance measures; and
- Identifies mitigation measures, where required.

The assessment of impacts has been differentiated into two categories, including:

Detailed Assessment

This assessment relates to the key issues of the proposed development and provides a robust statement of environmental impacts associated with the proposal and the relevant technical studies.

Standard Assessment

This assessment relates to matters that present minor or nil impact and are generally consistent with the relevant standard and controls that apply to the particular subject.

Detailed Assessment

The matters set out in the SEARs that require a detailed impact assessment comprise:

- SEAR 1 – Statutory Context
- SEAR 6 – Built form and Urban Design
- SEAR 7 – Environmental Amenity
- SEAR 8 – Visual Impact
- SEAR 9 – Transport
- SEAR 10 – Noise and Vibration
- SEAR 14 – Trees and Landscaping
- SEAR 16 – Biodiversity
- SEAR 22 – Environmental Heritage

These are dealt within in section 7.1 of this report.

Standard Assessment

The matters set out in the SEARs that require a standard impact assessment comprise:

- SEAR 2 – Estimated Cost of Development
- SEAR 3 – Contributions and Public Benefit
- SEAR 4 – Engagement
- SEAR 5 – Design Quality
- SEAR 11 – Water Management
- SEAR 12 – Ground and Groundwater Conditions
- SEAR 13 – Contamination and Remediation
- SEAR 15 – Ecologically Sustainable Development
- SEAR 17 – Waste Management

- SEAR 18 – Social Impact
- SEAR 19 – Flood Risk
- SEAR 20 – Bush Fire Risk
- SEAR 21 – Aboriginal Cultural Heritage
- SEAR 23 – Public Space
- SEAR 24 – Hazards and Risks

These are dealt within in section 7.2 of this report.

Cumulative Impact

Section 7.3 of this report contains the cumulative impact assessment.

This section of the EIS is to be read in conjunction with:

- Appendix A – SEARs Table
- Appendix B – Statutory Compliance Table
- Appendix C – Mitigation Measures Table
- Appendix D – Clause 4.6 Variation Request (Height of Buildings)
- All technical consultant reports accompanying this SSDA.

7.1 Detailed Assessment

7.1.1 SEAR 1 – Statutory Context

Table 13 SEAR 1 – Statutory context

SEAR Requirements	Documentation
1. Address all relevant legislation, environmental planning instruments (EPIs) (including drafts), plans, policies, guidelines and planning circulars. 2. Identify compliance with applicable development standards and provide a detailed justification for any non-compliances. 3. Provide an explanation of how the development as described in the EIS is consistent with the development as was described in the request for SEARs (including any components that were not SSD) and provide a justification for any differences. 4. Address the requirements of any approvals applying to the site, including any concept approval, any endorsed or draft master plan, precinct plan or any recommendation from Gateway determination. 5. Provide an accurate summary of the detailed assessment of the impacts of the project and integrate the findings and recommendations of technical reports into the justification and evaluation of the project as a whole. 6. If affordable housing is being proposed, provide the name and ABN of the registered community	1. Refer to Section 5 of this EIS. 2. Refer to Clause 4.6 Variation Request (Appendix D) 3. The development is consistent with the development described in the SEARs. In accordance with the SEARs request, the development is located at 21, 23 and 25 McIntosh Street and 55 Werona Avenue. The development is distributed across three buildings. A minor reduction in the number of apartments is proposed (from 163 to 162) to reflect detailed design development. The number of storeys has also reduced from nine to eight. The affordable housing provision has increased from approx. 25 to 33. 4. N/A – no approvals relevant to the site that would impact the proposal. 5. This is provided in the Executive Summary. 6. Refer to Community Housing Provider at Appendix N

SEAR Requirements	Documentation
housing provider that will be responsible for managing the affordable housing component, along the documentation confirming the provider's agreement to this responsibility.	

Condition of the existing environment

The site forms part of the Gordon Tier 2 TOD area, being 400m south-east of the Gordon Railway Station. The introduction of the TOD areas in May 2024, was implemented by the NSW Government as a much-needed response to the National Housing Accord 2022 and the need to deliver additional housing, including affordable housing. Highly accessible areas are considered as those within 400m of existing railway lines. The site is serviced by the North Shore Railway Line as set out earlier in this EIS and benefits from the walking proximity of the Gordon local centre.

The locality is already experiencing a transition from its historic lower density scale to mid to high rise scale within the TOD corridors. There are a number of SSDs within Gordon (refer to section 2.2.1 of this EIS) which are under assessment or in the EIS preparation phase which similarly seek to respond to the TOD prioritisation of the NSW Government. None of these current applications are in the immediate proximity to the proposed development.

As noted under Section 5.5.1, Chapter 5 of the Housing SEPP relating to Transport Orientated Development no longer applies to the Ku-ring-gai local government area, with the exception of lots that on, or before, 13 June 2025, had valid SEARs and SSD applications lodged but not yet determined.

The TOD provisions are proposed to be replaced by the Ku-ring-gai Council's preferred alternative scenario, which was endorsed by Council at the Extraordinary Meeting dated 5 June 2025.

Ku-Ring-Gai Council's Preferred Alternative Scenario contains revised planning controls for Gordon, including updated zoning, height of building, FSR and affordable housing maps as shown in the figures below. A summary of the relevant changes is set out in Section 5.5.1.

Condition of the proposed environment

The proposal involves the construction of a new RFB development, formed of three buildings, comprising in-fill affordable housing. The project is consistent with the NSW Government's TOD program and priority to increasing housing supply, in accessible and well serviced areas, in the case of Gordon, within 400m of Gordon Railway Station.

The existing environment will be altered to facilitate the proposed development. The change in environment is suitable having regard to the design, the assessment contained in this EIS, and subject to the recommended mitigation measures.

Detailed impact assessment

Compliance check

The statutory context relating to the site/proposal and the development's compliance with these standards is addressed in detail in Section 5 of this EIS and the Clause 4.6 Variation Request.

The proposal:

- Is consistent with the objects of the Act.
- Has been evaluated against the matters for consideration in s4.15 of the Act.
- Is declared SSD in Schedule 1, section 26A of the Planning Systems SEPP
- Is permissible with development consent pursuant to Chapter 5 of the Housing SEPP
- Comprises in-fill affordable housing pursuant to Chapter 2, Part 2, Division 1 of the Housing SEPP.

- Is consistent with the desired future character of the TOD locality.
- Is consistent with the relevant planning controls and best represents the orderly and economic use of the land.
- Is considered highly unlikely that a significant impact on matters of national environmental significance protected under the *Environment Protection and Biodiversity Conservation Act 1999*.

Variation to Height of Building standard

A Clause 4.6 Variation Request has been prepared by Gyde to justify the variation (maximum 1.9m) to the height of building standard. An assessment of the proposed variation is provided in sub-section 7.1.2 of this EIS in response to SEAR 6 Built Form and Urban Design.

SEARs addressed

This EIS addresses each of the SEARs. Refer to Appendix A for confirmation.

Approvals required

Yes, section 138 of the *Roads Act 1993* is to be applied consistently as the proposal includes the creation of a driveway in a public road, McIntosh Street.

Impact assessment

An accurate environmental assessment of the impacts is undertaken in section 7 of the EIS.

CHP

A registered community housing provider will be responsible for managing the affordable housing component. Negotiations are currently underway with EchoRealty to confirm the preferred provider's agreement to this responsibility.

Consideration of potential site isolation of no. 19 McIntosh Street

No. 19 McIntosh Street adjoins the site to the west and separates the development site from the State listed heritage dwelling, Erydene. No. 19 also forms part of the Tier 2 TOD area to the east of the Gordon Railway Station (refer to Figure 45).



Figure 45 No. 19 to the west of the site, highlighted in yellow (Source: NSW Spatial Viewer)

No. 19 appears to meet the minimum lot width requirements, under section 159 of the Housing SEPP, and would be able to achieve an increase in density and building height, as achievable under Chapter 5 of the Housing SEPP. The uplift in density and redevelopment of this site would not be to the same extent as is proposed on the development site due to the smaller lot area and its proximity to the State-listed Eryldene.

Mitigation measures

None required.

7.1.2 SEAR 6 – Built Form and Urban Design

Table 14 SEAR 6 – Built form and urban design

SEAR Requirements	Documentation
- Demonstrate how the proposed built form (layout, height, bulk, scale, separation, setbacks, interface and articulation) addresses and responds to the context, site characteristics, streetscape and existing and future character of the locality. - If relevant, provide an assessment of the development against: - The design principles for seniors housing set out in Schedule 8 of <i>State Environmental Planning Policy (Housing) 2021</i> (Housing SEPP) and the <i>Seniors Housing Design Guide</i>.	Architectural Drawings, including the Schedule of Colours, Materials and Finishes (Appendix K) Design Report, including the Design Verification Statement (Appendix J) Survey Plan (Appendix AA) The allocation and GFA of the affordable units are identified on drawing ref. DA00.01

SEAR Requirements	Documentation
– The design principles for residential apartment development set out in Schedule 9 of the Housing SEPP and the <i>Apartment Design Guide</i> (ADG). This should be a table which demonstrates how each dwelling (including affordable dwellings) performs against the ADG design criteria. • If affordable housing is proposed, provide a floorplan outlining the gross floor area and dwellings that are provided as affordable housing.	

Condition of the existing environment

Section 2.2 of this EIS details the existing environment surrounding the site. The site comprises four existing lots southeast of the centre of Gordon and Gordon Railway Station. The built form environment surrounding the subject site predominantly comprises detached, single and two storey dwellings on large lots. The dwellings are surrounded by landscaped yards with majority large, established trees lining streets and front and rear setbacks.

The built form typology changes to the northwest of the site which comprises a range of medium density townhouse developments closer to Gordon Station, interspersed with public open space and recreation areas.

Condition of the proposed environment

The desired future character of the Gordon area is a liveable, walkable, connected, and safe precinct which builds upon the transit and land use opportunities of Gordon Railway Station. The locality is in a state of transition from a low-density residential environment in proximity of the existing Gordon Railway Station and centre to a higher density residential area supporting the nearby town centre uses and maximising the locality's accessible qualities. This transition is the desired outcome of the NSW Government's TOD program which seeks to increase housing supply, including affordable housing, in accessible and well serviced areas.

The immediate neighbourhood demonstrates the changing character of the broader locality with the number of TOD proposals that have recently been lodged with the DPHI (and are currently under assessment or in the EIS preparation phase). The development has also been designed with consideration of the Ku-ring-gai preferred scenario and the LMR controls.

Detailed impact assessment

Design principles

The impact of the proposed development has been carefully considered as part of the design of the built form. In particular, consideration has been given to the design principles in schedule 9 of the Housing SEPP in the design of the development. A response to each of the design principles against the proposed development is provided below.

- **Principle 1: Context and neighbourhood character**

The layout and design of the three buildings complements the existing character of Gordon which is evolving. The development incorporates architectural details, materials, and a scale that aligns with the envisaged character within the TOD precincts identified by the NSW Government. It enhances the streetscape by acknowledging established setbacks and contributing to urban greenery through street tree replacement. The proposal applies a 10m setback from the street consistent with established dwellings and to promote a garden setting consistent with context.

The proposal adopts a massing approach that integrates with anticipated urban patterns. It respects historical architectural elements while introducing subtle modern refinements to maintain functionality and relevance. The proposal establishes a strong sense of place through the well-balanced distribution of communal open spaces within a garden setting. The development strengthens pedestrian connectivity, reinforcing TOD principles of density, accessibility, and sustainable urban living.

- **Principle 2: Built form and scale**

As the land zoning transitions to accommodate increased density closer to Gordon Railway Station, consideration of the build form has been given to balance the scale, bulk, and height to align with both existing and emerging urban character. The proposal responds to its context by maintaining a cohesive relationship with adjacent properties through setback consistency and articulation in the façade treatment that respects the evolving streetscape. All setbacks and separation are consistent with the ADG when applied to the number of storeys, separation and use.

The overall development is predominantly below the maximum building height of 28.6m however minor penetrations (up to 1.9m) in the maximum height plane is required to facilitate access to the rooftop communal open space of each building as illustrated in Figure 46 below. As considered further in the Clause 4.6 these penetrations result in no additional overshadowing and are not visible from street level as they are centrally located away from site frontages.

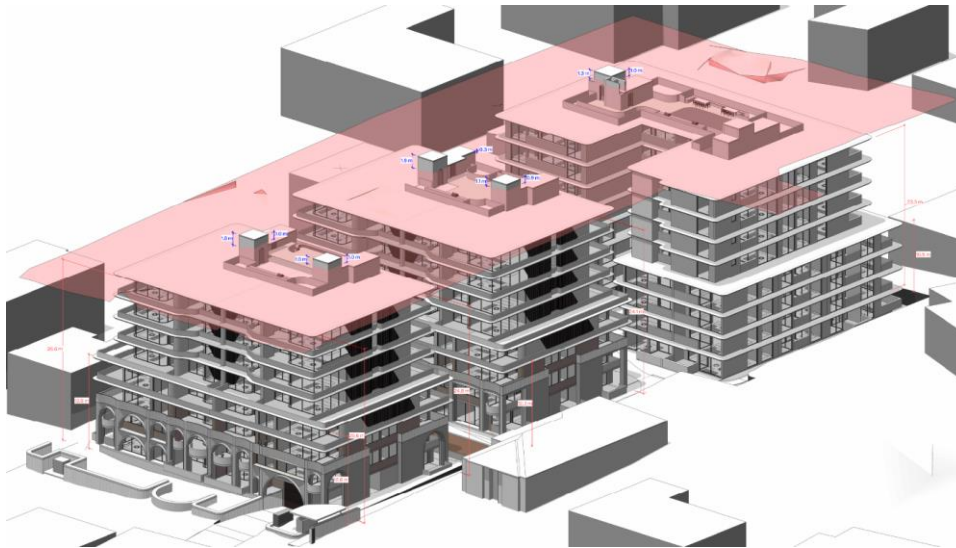


Figure 46 Height blanket of the proposed development (Source: PMDL)

- **Principle 3: Density**

The density of the proposed development aligns with the densities anticipated by the NSW Government with the establishment of the TOD precincts, which benefit from being well located near goods, services and transport to serve the population within the relevant catchment. The projected population in the locality will benefit from sustainable growth without overwhelming local infrastructure. The sites proximity to public transport and commercial hubs supports a pedestrian-friendly and transit-oriented lifestyle making the density both practical and future-ready.

The construction of 162 apartments will contribute to a variety of dwelling types, sizes and inclusions. The dwellings will include a range of layouts catering for a diverse range of lifestyles promoting a vibrant community. The proposal is also consistent with local needs through the provision of a total of 17% of the development as affordable housing.

The proposed development density is considered to be appropriate, noting that the proposed FSR of 2.39:1 is lower than the maximum permissible density of 3.25:1. The maximum density has not been fully realised on the site - this demonstrates the balance that has been achieved between the site, it's constraints and

opportunities (including the nearby heritage assets and the aspirate to retain a green and leafy character for the area) and the maximum yield permitted on the site.

due to the access to reliable services such as roads and utilities, access to public transport, proximity to jobs within Gordon's commercial precinct, and access to community facilities including schools, healthcare and recreation spaces.

- **Principle 4: Sustainability**

The proposal incorporates a range of sustainability features in the design and operation of the development including compliance with the BASIX criteria and sustainability requirements, and ensuring energy efficiency, water conservation and thermal comfort.

The design of the development exceeds the cross-ventilation requirements in the ADG through thoughtfully locating openings to enhance natural airflow, reducing reliance on mechanical cooling. Solar access and natural light penetration are achieved through maximising glazing and strategic orientation to allow abundant daylight, improving energy efficiency.

External elements such as overhands and awnings provide shading to mitigate heat gain and provide passive thermal comfort while reducing cooling loads. Solar panels support renewable energy generation and decrease dependency on grid electricity.

Landscaping incorporates drought-resistant plantings which contribute to water efficiency, biodiversity, and urban cooling both around the buildings and as incorporated planters. Active transport is also encouraged through provision of secure and accessible bike storage reducing vehicle dependency.

- **Principle 5: Landscape**

Communal open space within the development is a key focus of the design which will enhance resident well-being through accessible green areas for relaxation, recreation, and social interaction. These spaces seamlessly integrate with the natural environment, fostering a strong connection to nature.

The landscape strategy incorporates low-maintenance, drought-tolerant plantings reducing water consumption and upkeep. Deep soil planting supports a thriving urban ecosystem, enabling the growth of canopy trees that contribute to established biodiversity, shade provision, and improved air quality.

A deep respect for local ecology is reflected in the preservation of remnant blue gum trees, reinforcing their significance in the natural landscape and ensuring they remain a defining feature of the site and retained back drop when viewing Eryldene. Thoughtful positioning of new plantings complements these existing trees, creating a harmonious and enduring garden setting.

- **Principle 6: Amenity**

The proposed development provides generous apartment layouts with well-proportioned interiors to maximize functionality, ensuring natural light, ventilation, and adaptability for residents. Private and shared open spaces such as balconies, courtyards, and landscaped communal areas promote relaxation and outdoor enjoyment. Acoustic and thermal comfort is maintained with the provision of high-quality insulation and passive design principles which in turn enhance internal living conditions.

The subject site is accessible, with the development being designed to capitalise on the walkability to Gordon station through thoughtful design and location of pedestrian pathways, ensuring ease of movement within and beyond the development. Social spaces, seating areas, and recreational zones are interspersed within the communal areas of the development to encourage resident interaction and engagement.

The development has been designed with CPTED principles in mind to ensure safety and security of residents and visitors, with well-lit areas, clear sight-lines, and secure access points contributing to a safe living environment.

Incorporation of these initiatives within the development strengthens urban liveability, ensuring a well-balanced, comfortable, and community-oriented residential experience.

- **Principle 7: Safety**

Safety is ensured with the proposed development through integration of CPTED principles as outlined in the CPTED report submitted with this application. Secure access points ensure controlled entry while providing residents with a sense of privacy and protection. Separation of vehicle and pedestrian access enhances walkability, reduces traffic risks and promotes a safe, community-focused atmosphere.

Landscape and built form design contribute to safety through defined pathways, landscaping elements, and architectural markers to create intuitive and secure entry points for residents and visitors. Strategic placement of lighting and unobstructed sight lines enhance visibility, discouraging unwanted activity and improving safety for pedestrians.

Public and private spaces are delineated through zoning and planted segregation ensuring clear distinctions between shared areas and private residences, reducing conflict while enhancing security. The development provides a well-protected living environment that prioritises comfort, accessibility, and community well-being. A discrete wayfinding and signage strategy will be developed during the Construction Certification stage to identify each building.

- **Principle 8: Housing diversity and social interaction**

The proposed development provides a mix of unit sizes and layouts accommodating different household needs, from singles and families to down-sizers. Adaptable and universally designed dwellings within the development ensure housing is suitable for people of all ages, abilities and income.

Landscaped common open spaces/courtyards and rooftop gardens promote social engagement and relaxation. Reduced steps in common spaces improve mobility for all residents, particularly those with additional needs. Further, the development meets Silver and Platinum standards in the Liveable Housing Guidelines ensuring accessibility and ease of movement.

Clearly defined transitions between private residences and communal spaces support a sense of belonging, with pedestrian-friendly paths, seating areas, and activated ground floor spaces fostering engagement with the broader neighbourhood.

The development creates a socially sustainable environment that encourages inclusivity, connection, and long-term community vibrancy.

- **Principle 9: Aesthetics**

The use of setbacks, projections, and varied textures creates depth and shadow, breaking down bulk and promoting visual interest. Strong horizontal lines, such as balcony ledges and façade banding, reduce the impact of vertical massing, fostering a more human-scaled experience.

Material selection considers local architectural language, ensuring continuity with adjacent developments while reinforcing site identity. This is particularly reinforced with the heritage aspects of the locality, with the Heritage Impact Statement prepared by Urbis confirming the proposal is sensitive to the character of Gordon Park Estate, McIntosh & Ansell Conservation Area, and the extant structures located on the subject site. Whilst the building will be of a different scale and typology, the proposal exists in a legislative context that facilitates uplift, and development in the locality is envisaged to be similar to the proposed development. The proposal provides a suitable balance between heritage conservation and new development.

Materiality incorporates a balanced mix of masonry, glass, and metal finishes which enhance durability and contributes to a refined, unified aesthetic. The inclusion of vaulted masonry offers a sculptural and timeless quality, creating expressive focal points within the façade.

Greenery is incorporated into the architecture which softens the built form, enhances biodiversity, and provides an engaging relationship between private and public spaces. By integrating these design principles, the development strengthens the urban fabric, promoting visual cohesion while offering a distinctive, high-quality aesthetic that complements its surroundings.

Height Exceedance

The site has a maximum building height of 17.5m in the KLEP and a maximum FSR of 0.3:1. The proposal seeks to apply the TOD and In-fill Affordable Housing provisions under the Housing SEPP which provides opportunity for a maximum building height of 28.6m.

The proposal provides a building height of 30.5m, exceeding the maximum permissible building height by 1.9m. The height exceedance is required to facilitate access to the rooftop communal open space of each building. There is no habitable floor space above the maximum permitted height.

Whilst the exceedance of up to 1.9m represents a technical variation, the impact associated with this height breach is indiscernible and does not result in any additional overshadowing, visual privacy or solar access impacts. This is discussed further in the Clause 4.6 accompanying this EIS.

TOD and Infill Provisions

The locality is in a state of transition from a low-density residential environment in proximity of the existing Gordon Railway Station and the mixed-use Gordon town centre, to a medium-density residential area supporting the nearby town centre uses and maximising the locality's accessible qualities. This transition is the desired outcome of the NSW Government's TOD program which seeks to increase housing supply, including affordable housing, in accessible and well serviced areas.

The proposed built form, which arises as a result of the TOD and Infill provisions, is reasonable in the evolving context of the subject site. Figure 47 below provides a massing diagram of the bulk, scale, building mass and building height that can be achieved as a result of the TOD provisions, the Low and Mid Rise Housing provisions in Chapter 6 of the Housing SEPP, and the Ku-ring-gai Preferred Scenario.

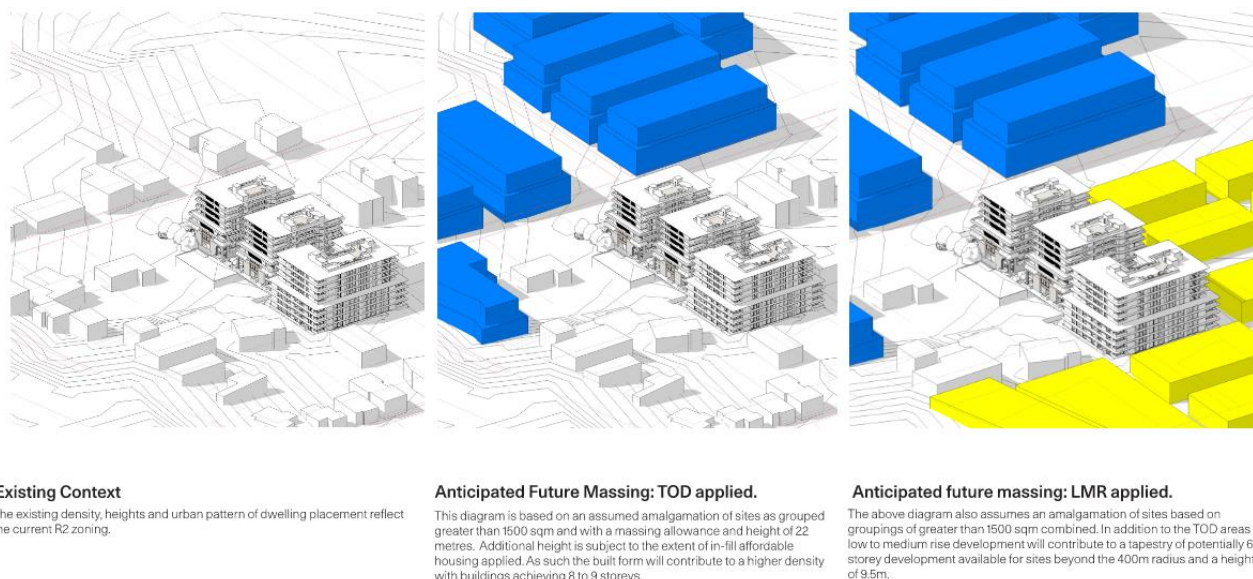


Figure 47 Existing and emerging context diagrams (Source: PMDL)

Based on the above, the proposed built form and urban design associated with the additional height and floor space is reasonable, with the higher density TOD provisions towards the Gordon Centre, and the lower to medium density LMR provisions providing a transition towards the lower density residential areas to the south and east.

Mitigation measures

There are no mitigation measures associated with the built form and urban design of the project. Input into the design has been provided from a planning, urban design and heritage perspective, and PMDL have incorporated these comments into the architectural plans in the preparation of the plans submitted with this SSDA.

7.1.3 SEAR 7 – Environmental Amenity

Table 15 SEAR 7 – Environmental amenity

SEAR Requirements	Documentation
- Assess amenity impacts on the surrounding locality, including solar access, visual privacy, view loss and view sharing, as well as wind, lighting and reflectivity impacts. A high level of environmental amenity for any surrounding residential or other sensitive land uses must be demonstrated. - Provide a solar access analysis of the overshadowing impacts of the development within the site, on surrounding properties and public spaces (during winter solstice) at hourly intervals between 9am and 3pm, comparing the proposed development, existing situation and where applicable, a development with no bonuses applied.	Included in design report (Appendix J): - Shadow Diagrams - Chapter 4 Housing SEPP Assessment (ADG)

Condition of the existing environment

Section 2.2 of this EIS provides an overview of the existing site and surrounding environment. The existing level of amenity continues to change considerably, as Gordon is developed in accordance with the desired future character envisioned by the TOD and LMR programs.

Condition of the proposed environment

The proposed development has a high level of residential amenity as detailed in the Architectural Design Report.

Detailed impact assessment

Solar Access

As detailed in the Architectural Plans, 148 units (91%) receive more than 2 hours solar access mid-winter. Only 8 units (5%) receive no sunlight mid-winter therefore complying with the relevant requirements of the ADG.

Overshadowing

A thorough analysis was undertaken to assess the overshadowing impact on neighbouring properties, particularly to the heritage item Eryldene. An extract of the Shadow Diagrams is provided in Figure 48.

Shadow placement studies have considered hourly between 9:00 AM and 3:00 PM on the day of the winter solstice to determine compliance with the Apartment Design Guide (ADG) and to evaluate how sunlight interacts with the built environment.

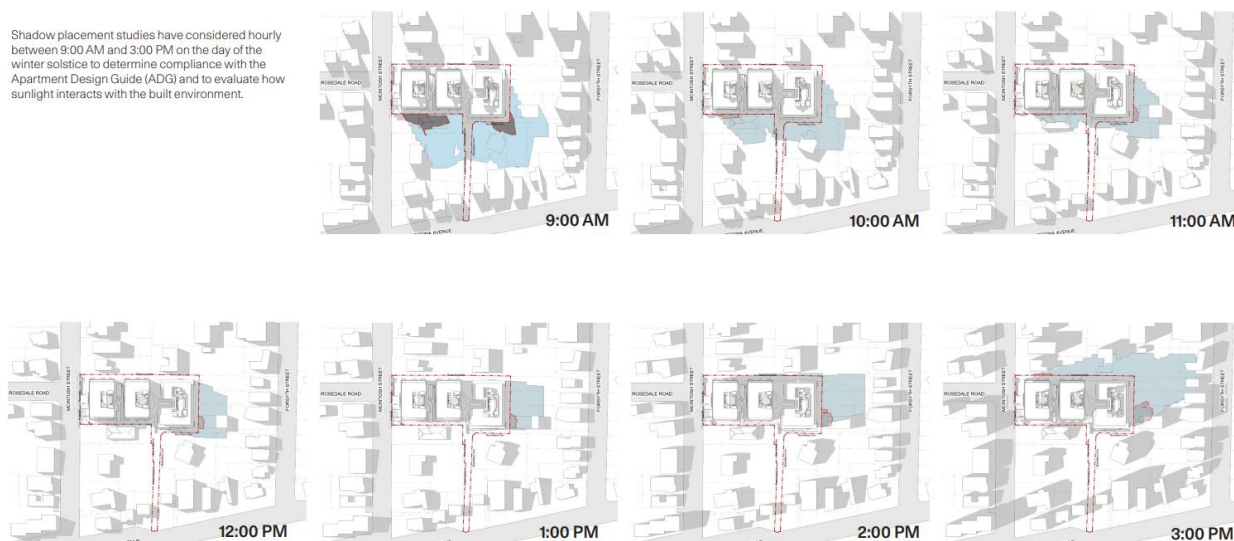


Figure 48 Shadow Diagrams (21st June) (Source: PMDL)

As demonstrated in the shadow diagrams, the building form has been shaped by the predominant street setback and ADG building separation setback to minimise overshadowing to the neighbouring properties. As demonstrated, more than 50% of adjacent residential gardens will still receive sunlight exceeding 3 hours at mid-winter.

Visual Impacts

A Visual Impact Analysis has been prepared by PMDL within the design report. The visual impacts from nearby residential areas (including the State listed Eryldene House) are provided in the figures below.

View from Rosedale Road looking toward the South form



Existing



Proposed

View in McIntosh Street looking south/east towards State Listed residence and gardens of Eryldene



Existing



Proposed

Viewed from 51 Werona Street looking North East



Existing



Proposed

Figure 49 Visual analysis of the proposal from various points (Source: PMDL and Modata)

Privacy

The proposed development has been designed to protect the privacy of adjoining residential developments and to ensure adequate visual privacy is achieved for future residents. The following key measures are proposed to provide privacy between apartments within the site and to adjacent residential dwellings:

- The built form has been set back a minimum of 6m from the eastern boundary and western boundary. Landscape planting is also proposed along these boundaries to further address any privacy concerns.
- Between the proposed buildings, the built form is adequately setback and separated according to the building separation distance required within the ADG - Visual Privacy.
- Balconies are inset within the building to increase privacy and direct views away from adjoining properties.
- Landscaping screening and fencing is provided around private outdoor spaces at ground level. Providing adequate screening from users of the shared communal space at ground level.
- The provision of mass planting along the perimeter of the site at ground level to increase screening and maintaining visual privacy.

Overall, the proposed development will maintain the privacy of nearby residential development and protect the privacy of future residents.

The area surrounding the site is undergoing a transformation in character from low to medium / high density residential consistent as envisaged by the TOD and LMR program for well-located areas around transport hubs. In this context, the proposed development is considered to be consistent with the developing character of its locality. This is discussed further in the following section.

Table 16 Mitigation Measures – Environmental Amenity

Category of Measures	Detail
Mitigation Measures – Incorporated into Design of Project	N/A
Mitigation Measures – Required as Conditions to address Residual Impacts	N/A

7.1.4 SEAR 8 – Visual Impact

This section provides an assessment of the visual impact of the proposal based on the analysis provided by PMDL Architects in the SSDA Design Report.

Table 17 SEAR No. 8

SEAR	Section	Documentation
No. 8 – Visual Impact		
- Provide a visual analysis of the development from key viewpoints, including photomontages or perspectives showing the proposed and likely future development. - If the proposal would result in significant visual impact not anticipated by the planning controls, provide a visual impact assessment that addresses the visual impacts of the development on the existing catchment.	6.1.3	Visual Impact Analysis (within the Design Report in Appendix J)

Existing Environment

The visual character of the surrounding area is considered to be:

- Emerging medium density residential development in close proximity to the Gordon railway station. The nature and character of the area changes to mixed use towards Gordon train station.
- Low and medium density residential precincts including largely traditional single dwelling houses on substantial land parcels interspersed with medium density residential complexes surrounding the Gordon town centre and railway station.
- Formalised open space including playing fields, tennis courts and parklands of varying scale, interspersed within the low and medium density residential precincts.

The existing locality displays a mix of urban character types, including rail infrastructure at the Gordon railway station, emerging medium and high-density residential housing between the Pacific Highway and train line. There is an existing higher density characteristic towards the west of Pacific Highway.

The site and surrounding areas are identified as a Ku-ring-gai preferred TOD and LMR areas, which covers land around the station and east of the Pacific Highway, including the site and its surrounds. Accordingly, the built environment in the locality is likely to transform as per the desired future character of the area as envisaged by the TOD program, resulting in some change to the visual character of the Precinct.

Therefore, it is reasonable to anticipate that the character of Gordon will be changing, with a number of low-density residential sites in nearby R4, R2 and R3 zones likely to be redeveloped at a higher density in accordance with these provisions.

In the context of this current planning environment, the visual character of the area will likely transform in the future.

Proposed Environment

The proposal seeks to utilise the provisions of Chapter 5 of the Housing SEPP relating to TOD which allows for a maximum FSR of 2.5:1 and a maximum building height of 22m for sites within a TOD Area.

The proposal also seeks to utilise the provisions of Chapter 2, Part 2, Division 1 of the Housing SEPP for in-fill affordable housing which enable a 30% height incentive subject to providing 15% of the total GFA as affordable housing. The Housing SEPP related floor area and height proposed as part of this application are in addition to the gross floor area and building height provisions applicable to the site according to Chapter 5 TOD of the Housing SEPP.

Visual Analysis Discussion

A Visual Impact Analysis has been included as part of the accompanying SSDA Design Report. Separate visual analysis images have been prepared based on the existing context and the future context with the proposed development as illustrated in Figure 49 above.

The visual analysis includes consideration of critical viewpoints within the likely view catchment of the site have been selected as representative locations that would:

- Be potentially subject to changes in views as a result of the development; and
- Be sensitive to these changes to views as a result of the expectations of viewers.

Based on the assessment and consideration of the proposal, the development is considered to be visible from Rosedale Road and moderately visible from McIntosh Street. In these locations the visibility of the development is softened by the material palette and existing and proposed vegetation and planting. Other viewpoints analysed do not illustrate any significant visual impact. Where glimpses of the development may be caught from other areas, these views will be at least partially screened by existing topography, built form or vegetation. It is considered the proposed development will only result in high visual impacts in views from nearby residential areas directly adjoining the development site.

It should also be noted that adjacent sites are anticipated to come forwards for medium to high density development, in accordance with the TOD and LMR provisions. Therefore, while the impact may be higher in the immediate context, consideration needs to be given to the likely temporary nature of the impact in the context of the desired character and scale of development.

The area surrounding the site is undergoing a transformation in character from low to medium / high density residential consistent as envisaged by the TOD and LMR program for well-located areas around transport hubs. In this context, the VIA considered that the proposed development will be consistent with the developing character of its locality.

Mitigation Measures

None required.

7.1.5 SEAR 9 – Transport

Table 18 SEAR 9 – Transport

SEAR Requirements	Documentation
- Provide a Transport Impact Assessment (TIA) in accordance with the processes and methodology recommended in the <i>Guide to Transport Impact Assessment</i> (GITA) published by TfNSW. - If the construction of the development would cause interruptions to regular pedestrian and transport routes (including public transport, active transport or general traffic), a preliminary Construction Traffic (or Transport) Management Plan (CTMP) should be prepared as part of the TIA to mitigate any such impacts.	Transport Impact Assessment (Appendix BB) Preliminary Construction Traffic Management Plan (PCTMP) (Appendix W)

Condition of the existing environment

The TIA prepared by Traffix outlines the existing traffic conditions of and surrounding the site. In summary:

- The site fronts and is surrounded by local roads, including Werona Avenue, McIntosh Street, Rosedale Road and Arthur Street. These local roads provide a single lane of traffic in each direction and a maximum speed of 50km/hr. Parking is generally allowable kerbside of each of these local roads

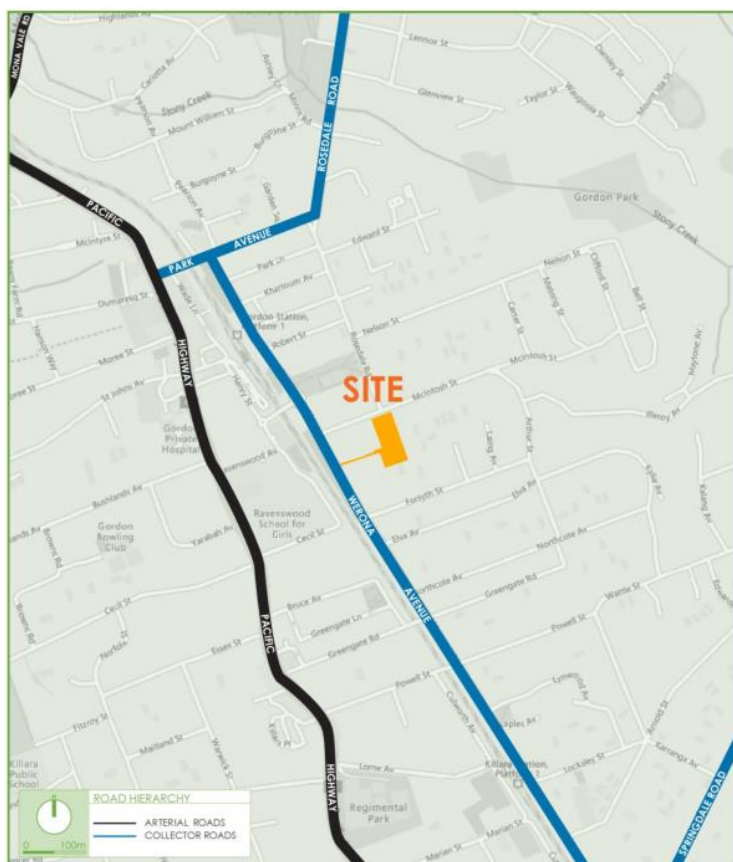


Figure 50 Road hierarchy (Source: Traffix)

- The key intersections near the site include:

- Werona Avenue / McIntosh Street
- McIntosh Street / Rosedale Road
- McIntosh Street / Arthur Street

These intersections are priority-controlled T-junctions with all movements being permitted.

- There are a number of bus services along the Pacific Highway, including:
 - No. 195 – Gordon to St Ives Chase (loop service)
 - No. 196 – Mona Vale to Gordon
 - No. 197 – Mona Vale to Macquarie University
 - No. 560 – Gordon to West Pymble (loop service)
 - No. 562 – Gordon to Macquarie University.
- Gordon Railway Station provides access to the T1 North Shore and Western Line and the T9 Northern Line services.

There are also established footpaths on McIntosh Street and Werona Avenue providing access to the Gordon Railway Station, Gordon town centre and the Pacific Highway.

Condition of the proposed environment

Vehicle Access

Vehicle access to the basement car park and loading dock will be via a single driveway on McIntosh Street. The proposed driveway will not create any conflicts with existing driveways along McIntosh Street and provides sufficient sightlines for safe egress into and from the site.

Servicing

A loading bay and collection area for waste are centrally located within Basement 1.

Waste collection is proposed to be undertaken by Council from Basement 1 and suitable manoeuvrability within the space has been provided. A sept path analysis is included in the TIA.

Car Parking

The scheme proposes to provide 191 car parking spaces, of which 18 will be allocated to the affordable housing component, 152 will be allocated to the non-affordable housing component and 21 visitor parking spaces.

All parking spaces and accessibility into and within the basement levels comply with the relevant Australian Standard (AS2890.1, AS2890.2, AS2890.3 and AS2890.6).

Bicycle Parking

178 bicycle parking spaces are provided within Basement 1 and Basement 2. This provision complies with the Council's DCP.

Detailed impact assessment

Traffic

Traffic modelling undertaken by Traffix indicates that the proposal would not have a significant impact on the operation of the surrounding road network, with all intersections maintaining an acceptable level of service. As such, no improvements or intersection upgrades are required.

Car Parking

Chapter 2 In-fill Affordable Housing and Chapter 5 TOD of the Housing SEPP have the same parking requirements for affordable housing developments. The requirements for both the affordable housing and non-affordable housing components of the proposal have been determined against these requirements. The TIA identifies that 18 parking spaces are required for the affordable housing component, and 152 parking

spaces are required for the non-affordable housing component. The proposed scheme provides 170 parking spaces to meet this requirement, together with 21 visitor parking spaces (refer to Figure 51 below).

Table 2: Car Parking Rates and Provisions

Type	Number	Car Parking Rates	Parking Required	Parking Provided
In-Fill Affordable Housing – SEPP (Housing) 2021 – Affordable Housing Dwellings (Minimum Rates)				
One-bedroom	3	0.4 spaces per dwelling	1.2	18
Two-bedroom	13	0.5 spaces per dwelling	6	
Three-bedroom	11	1 spaces per dwelling	11	
Sub Total			18	18
In-Fill Affordable Housing – SEPP (Housing) 2021 – Dwellings not used for Affordable Housing (Minimum Rates)				
One-bedroom	15	0.5 spaces per dwelling	7.5	152
Two-bedroom	71	1 space per dwelling	71	
Three-bedrooms or more	49	1.5 spaces per dwelling	73.5	
Sub Total			152	152
Residential Visitor Parking Requirement – Ku-ring-gai DCP 2024				
Residential Visitor	162	0.166 spaces per dwelling	27*	21
TOTAL			170-197*	191

*Visitor Parking spaces are discretionary and are not required to be provided in accordance with SEPP (Housing) 2021.

Figure 51 Car parking requirements and provision under the Housing SEPP and Ku-ring-gai Council's DCP (Source: Traffix)

A Preliminary Construction Traffic Management Plan, also prepared by Traffix, confirms that, subject to further detailed planning prior to the commencement of works on site, the construction can be appropriately managed.

As such, based on the assessment undertaken in the TIA, the traffic and transport impacts arising from the proposal are considered acceptable.

Mitigation measures

Table 19 SEAR 9 – Transport Mitigation Measures

Category of Measures	Detail
Mitigation Measures – Incorporated into Design of Project	- Provision of residential parking in accordance with the Housing SEPP minimum requirements. - Provision of bicycle spaces in accordance with the DCP 2024 provisions. - The basement parking areas and loading docks achieve relevant Australian Standard requirements. - Ensure sufficient head height clearance of the ramp to provide safe access into and out of the basement for trucks and servicing vehicles.
Mitigation Measures – Required as Conditions to address Residual Impacts	Prior to the commencement of works, prepare a detailed construction traffic management plan detailing:

Category of Measures	Detail
	- The proposed construction access routes; - Indicative construction programme; - Expected construction vehicle types and volumes; - Car parking arrangement and site access during construction; and - Safety measure to minimise impacts to pedestrians and cyclists. • During construction, construction hours are as follows: - Monday to Friday – 7.00am to 6.00pm - Saturday – 8.00am to 1.00pm - Sunday / Public Holiday – no work

7.1.6 SEAR 10 – Noise and Vibration

Table 20 SEAR 10 – Noise and vibration

SEAR Requirements	Documentation
• Provide a noise and vibration impact assessment prepared in accordance with the relevant NSW Environment Protection Authority (EPA) guidelines. The assessment must detail construction and operational noise and vibration impacts on nearby sensitive receivers and structures and outline the proposed management and mitigation measures that would be implemented.	Noise and Vibration Impact Assessment (Appendix V)

Condition of the existing environment

The site is located in Gordon fronting McIntosh Place (to the north). Pedestrian and vehicular access to the site is proposed via McIntosh Place, with a secondary pedestrian access via Werona Avenue. The immediate urban context surrounding the site is characterised by predominantly residential land uses.

The T1 north shore rail line (including Gordon Railway Station) is located approximately 200m to the west of the development site. The site however lies outside the assessment zones identifies in the Development Near Rail Corridors and Busy Roads – Interim Guideline (Department of Planning, 2008), and therefore a rail noise assessment is not required. The Interim Guideline shows that other vibration sensitive buildings up to 60m from the rail line should be assessed. In order to ensure that rail vibration does not adversely impact on the proposed development, a noise and vibration assessment has been undertaken.

Proposed Environment

The development will comprise an 8-storey residential flat development, with 2 levels of basement car parking and communal outdoor areas located at Ground Level and 3 communal roof terraces. The acoustic environment will change due to the increased density of occupants and associated activity (such as car movements to and from the site).

Detailed Impact Assessment

Acoustic Logic have prepared a Noise and Vibration Assessment (Appendix V) dated May 2025 that investigates the noise impacts onto the site from nearby roads and distant rail corridor and potential noise

impacts from future mechanical plant servicing the development. The Assessment also assesses the impact of the development on the acoustic environment of the surrounding area.

As part of this Assessment, 7 sensitive receivers were identified and split into 3 noise catchment areas for assessment as shown in Figure 52. The project noise trigger level for the site is of low intrusiveness and project amenity noise levels.



Figure 52 Nearest sensitive receivers (Source: Acoustic Logic)

Road Traffic Noise

For land use developments with the potential to create additional traffic on public streets the development should comply with the EPA *Road Noise Policy*. Noise levels generated by traffic should not exceed the noise levels when measured at a nearby property.

Traffic Noise Emission

The predicted increase in traffic noise levels resulting from traffic generation by the proposed development is less than 2dB. The increase in traffic noise levels as a result of additional vehicle movements from the proposed development is predicted to comply with the relevant criteria detailed in section 5.1.2 of the Noise and Vibration Impact Assessment.

Operational Noise Emission

Mechanical Plant Noise

Mechanical plant noise emission will be generated by the condenser units located on the roof top plant deck. Final mechanical plant selections for the proposed development have not been made at the time of this

report. The mechanical plant noise emission assessment has been conducted based on the following indicative selections and associated sound power levels.

Item		Octave Band Centre Frequency, Hz							
		63	125	250	500	1k	2k	4k	8k
Building A									
CU-1 (27 units)	Daikin RXYMQ5BVM	67	64	63	58	57	54	49	42
CU-2 (13 units)	Daikin RXYMQ6BVM	69	66	67	59	57	54	55	41
CU-3 (4 units)	Daikin RXYMQ9BVM	69	70	67	65	62	59	53	47
Building B									
CU-1 (28 units)	Daikin RXYMQ5BVM	67	64	63	58	57	54	49	42
CU-2 (14 units)	Daikin RXYMQ6BVM	69	66	67	59	57	54	55	41
CU-3 (4 units)	Daikin RXYMQ9BVM	69	70	67	65	62	59	53	47
Building C									
CU-1 (43 units)	Daikin RXYMQ5BVM	67	64	63	58	57	54	49	42
CU-2 (22 units)	Daikin RXYMQ6BVM	69	66	67	59	57	54	55	41
CU-3 (7 units)	Daikin RXYMQ9BVM	69	70	67	65	62	59	53	47

Note:

Figure 53 Mechanical Plant Sound Power Levels, dB (Source: Acoustic Logic)

Predicted noise emission from the plant outlined above to adjacent sensitive receivers comply with the established noise emission criteria due to shielding provided by the proposed development structure. The Noise Impact Assessment concludes that no additional mitigation measures are required to control the noise emission from the roof top plant.

Internal Acoustic Requirements.

The Assessment concludes that the proposed site is capable of complying with all relevant internal acoustic criteria through means of standard acoustic treatment and management. No additional building upgrades are required.

Construction Noise Emission Assessment

The proposed following hours of construction work are as follows:

- Monday to Friday – 7:00am to 5:00pm

- Saturdays – 7:00am to 3:00pm
- Sundays and Public Holidays – No Construction Unless by Special Arrangement

The worst-case predicted noise impacts during construction are presented in tables 13, 14 and 15 of the Assessment. The analyses indicates that noise emissions are expected to exceed NMLs and HNAMLs during the demolition stage when activities such as Rig Piling is occurring close to receiver boundaries.

A preliminary construction noise assessment has been undertaken with the highest expected sound power levels for plant and equipment typically used for excavation and construction. Please refer to the Noise Impact Assessment accompanying this EIS for further detail.

Conclusion

The Noise Impact Assessment concludes that no additional mitigation measures are required to control the noise emissions from the roof top plant. Furthermore, the road traffic noise generated by the proposed development is compliant with the EPA *Road Noise Policy*.

The proposed site is capable of complying with all relevant internal acoustic criteria through means of standard acoustic treatment and management. All recommended mitigations in this report will be implemented as necessary through ongoing design development to ensure the applicable acoustic design requirements as satisfied.

With respect to Construction Noise, a detailed Noise Management Plan is to be prepared for the site prior to the issue of Construction Certificate detailing the site-specific plant and equipment to be used, expected periods of construction, and noise and vibration management treatments and procedures to be implemented.

Mitigation measures

Category of Measures	Detail
Mitigation Measures – Incorporated into Design of Project	N/A
Mitigation Measures – Required as Conditions to address Residual Impacts	Glazing Indicative Rw values for façade elements must be as follows: • 4mm toughened glass– Rw 27. • For all glazing systems, it is necessary to ensure that the acoustic performance of the window/sliding door frame does not downrate the acoustic performance of the glass. All operable window/door elements requiring an Rw rating of 30 are to have acoustic seals (equal to q-lon). • Doors to be minimum 44mm thick solid core timber (minimum 32 kg/m² surface density), fitted with full perimeter acoustic seals equal to Raven RP10 to the top and sides and Raven RP38 to the underside of a hinged door Internal Sound Insulation All walls and floors and separation of services shall comply with the National Construction Code - Building Code of Australia 2022 (BCA). Construction Noise and Vibration Assessment A detailed Noise Management Plan is to be prepared for the site prior to the issue of Construction Certificate detailing the site-specific

Category of Measures	Detail
	plant and equipment to be used, expected periods of construction, and noise and vibration management treatments and procedures to be implemented. Plant Future plant selection must comply with the requirements identified in the Noise and Vibration Assessment.

7.1.7 SEAR 14 – Trees and Landscaping

This section provides a detailed assessment of the proposed development in accordance with the requirements of SEAR No. 14 Trees and Landscaping.

Table 21 SEAR 14 – Trees and landscaping

SEAR Requirements	Documentation
- Provide a landscape plan, that: - Details the proposed site planting, including location, number and species of plantings, heights of trees at maturity and proposed canopy coverage (as a percentage of the site area). - Provides evidence that opportunities to retain significant trees have been explored and/or inform the plan. - If the proposal involves impacts to trees, provide an Arboricultural Impact Assessment that assesses the number, location, condition and significant of trees to be removed and retained including: - Any existing canopy coverage to be retained on-site. - Tree root mapping. If the proposal involves significant impact to tree-protection zones of retained trees identified as being significant.	Landscape Plans (Appendix U) Arboricultural Impact Appraisal and Method Statement (Appendix H)

Condition of the existing environment

The Arboricultural Impact Appraisal and Method Statement prepared by Ezigrow Arboricultural Consulting provides a detailed assessment of the existing trees on the site.

The trees to be retained on-site are primarily of high value being a mix of native and exotic species. The existing vegetation is a combination of manicured landscaping with shrubs and gardens, mainly for screening, as the existing site is currently low-density residential housing. There are a substantial number of trees within the site which are low priority for retention.

Condition of the proposed environment

Trees within the footprint of the development require removal. Significant trees identified in the report by Ezigrow are proposed to be retained and are incorporated as part of the deep soil zones within the site. The landscape design proposes to maximise tree canopy across the site through the use of raised planters and mounding, with a focus on predominantly native planting. Species which contribute to the existing ecological makeup of the site have been selected being compatible with the context.

The landscaping proposal is described in section 4.7 of this EIS and shown in the Landscape Plans prepared by Studio IZ. The proposed landscape offering is positive outcome for the site comprising:

- Soft landscape area – 2,991.5qm or 38.4% of the site area
- Deep soil area – 962.54sqm or 12.4% of the site area. This relates to the area equal to or greater than 6m, therefore the actual deep soil area across the site is greater than this.
- Communal open space – 1,957sqm or 25.16% of the site area

Detailed impact assessment

A total of 29 trees are proposed for removal as detailed in section 4.6 of this EIS, including:

- 3 high category trees will be required to be removed. These should be replaced within the site and on the nature strip.
 - Tree No's 19, 21 and 59
- 26 low and very low priority trees are proposed for removal. None of these are significant or worthy of retention.
 - Tree No's 20, 22, 23, 24, 32, 33, 34, 35, 36, 37, 38, 39, 46, 48, 49, 50, 51, 52, 54, 55, 56, 57, 58, 62, 65, 66.
- 16 important trees could be impacted by the proposed development. These trees have a high potential to contribute to the amenity or ecology of the area. The proposed works do not encroach on any of the TPZs, however construction activities can cause harm if not protected appropriately.
 - Tree No's 5, 6, 9, 13, 14, 26, 28, 29, 40, 41, 42, 43, 45, 60, 61 and 63

A total of 66 new trees are proposed to replace the 29 trees proposed for removal. Trees are proposed to be replaced with like species to enable the establishment of a robust urban tree canopy. The intent is to preserve the leafy character of Gordon and mitigate the heat island effect through strategic planting. The proposal will include 25% of the site area as communal open space which is located at the ground floor and rooftop spaces. These comprise native planting enhancing and protecting local flora and fauna.

A comprehensive Landscaping Plan has been prepared by Studio IZ which details the landscaping design and proposed planting across the site. This plan has been coordinated with other consultants on the project to ensure the transition from building to landscaping is seamless, safe and inviting.

Conclusion

Overall, the proposed buildings have been positioned to retain significant trees, where possible, noting that only 3 trees required to be removed have high retention value (with 29 trees to be removed in total). These 3 trees are located within the proposed building footprints and therefore unable to be retained. The proposed tree removal is adequately mitigated through the planting of 66 replacement trees across the site.

Mitigation measures

Table 22 Mitigation Measures – Trees and Landscaping

Category of Measures	Detail
Mitigation Measures – Incorporated into Design of Project	• To mitigate the loss of existing trees, a tree replacement strategy as per the Landscaping Plans will be implemented to retain and enhance canopy coverage across the development. A total of 66 new trees are proposed to replace the 29 trees proposed for removal. • The inclusion of communal areas at the ground and rooftop levels will assist in incorporating

Category of Measures	Detail
	planting areas, promoting habitat and enhancing local biodiversity on-site.
Mitigation Measures – Required as Conditions to address Residual Impacts	- Landscaping to be delivered on-site as per the landscaped plans prepared by Studio IZ. - Prior to and during construction, the mitigation measures outlined in Ezigrow's Arboricultural Impact Appraisal and Method Statement are to be implemented.

7.1.8 SEAR 16 – Biodiversity

Table 23 SEAR 16 – Biodiversity

SEAR Requirements	Documentation
- Unless a waiver has been granted, provide a Biodiversity Development Assessment Report (BDAR) that assesses any biodiversity impacts associated with the development in accordance with the <i>Biodiversity Conservation Act 2016</i> and the <i>Biodiversity Assessment Method 2020</i>. OR - If the development is on biodiversity certified land, provide information to identify the site (using associated mapping) and demonstrate the proposed development is consistent with the relevant biodiversity measure conferred by the biodiversity certification.	Biodiversity Development Assessment Report (Appendix L)

Detailed Impact Assessment

The site is located in a highly urbanised environment with limited biodiversity values present in the immediate surrounds as part of the Sydney Basin bioregion and Cumberland subregion. Notwithstanding, there are two mapped areas of biodiversity value on the Biodiversity Values Map and the BDAR prepared by Keystone Ecological provides an assessment of the impacts of the proposed development on biodiversity values of the site.

The BDAR confirms a total of 0.06 ha of native vegetation will be impacted and as the minimum lot size for the site is less than 1 hectare and the area of native vegetation being impacted is less than 1 hectare, a Small Area Assessment has been used in the assessment and preparation of the BDAR.

A Biodiversity Assessment Method (BAM) plot was measured on 14 May 2025 as identified in Figure 48 below which captures the maximum number of locally native trees that are considered to be naturally occurring on the site and therefore are the best representation of native vegetation on the site.

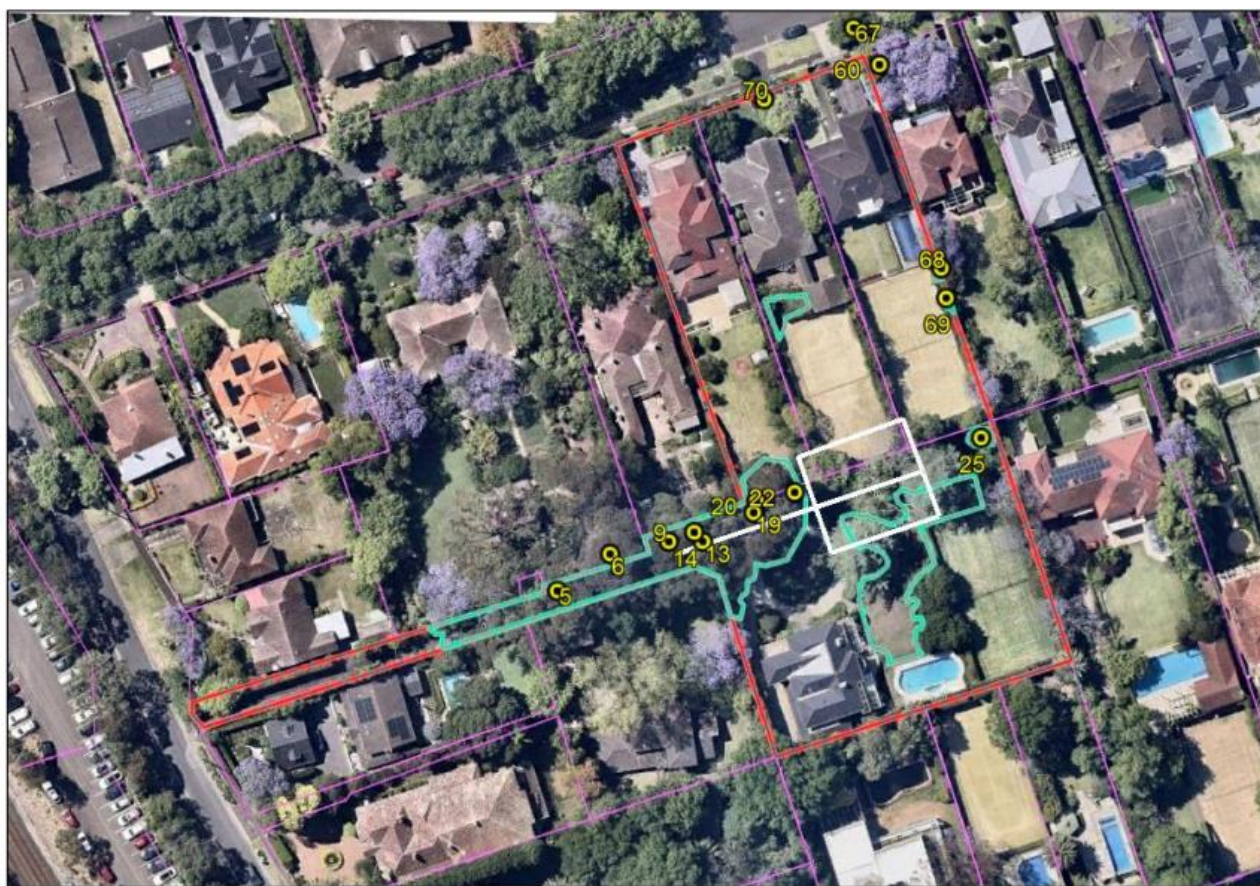


Figure 54: BAM plot identified in white with native vegetation numbered (green = naturally occurring, yellow and blue = planted, pink = exotic trees) (Source: Keystone Ecological)

Based on the assessment of the plant community types (PCT), the native vegetation on the site is likely to comprise of the 4 following candidates:

- PCT 3321 Cumberland Shale-Sandstone Ironbark Forest;
- PCT 3592 Sydney Coastal Enriched Sandstone Forest;
- PCT 3136 Blue Gum High Forest (BGHF); and
- PCT 3262 Sydney Turpentine Ironbark Forest (STIF).

Following a detailed analysis, the BDAR confirms that PCT 3262 is the most appropriate species for assessment of the vegetation on the site, which is a Sydney Turpentine Ironbark Forest. The overall condition of PCT 3262 is considered to be poor, with a highly simplified structure comprising only a few remnant trees and a few native forbs and grasses within the context of formal landscaped gardens.

The figure below shows the areas identified as PCT 3262 on the site.



Figure 55 Areas of PCT 3262 identified in green (Source: Nearmap)

Part 7 of the BDAR provides an assessment of impacts associated with the proposal which is discussed as follows:

Avoid: The BDAR notes that the proposal will retain almost all of the current extent of STIF on site. Importantly this retention is concentrating on the large and mature trees as the canopies provide connectivity for fauna in the urban landscape. The loss of STIF ground covers will be ameliorated by translocation and enrichment. STIF is already highly fragmented in its local occurrence. These do not represent important areas of habitat and therefore the loss of the small isolated patches on site will not significantly increase fragmentation or isolation. Connectivity across the landscape will be virtually unaltered with no appreciable increase in distance between fragments in the immediate vicinity due to the very small size of the patches on site and the retention of most of the STIF trees.

Vegetation: The proposal results in direct impacts requiring removal of 0.06 hectares of PCT 3262, which is associated with a TEC, Sydney Turpentine Ironbark Forest. This will require an offset obligation of one ecosystem credit.

Threatened Species: The site does not provide habitat for any candidate threatened species. Therefore, no offset obligation is generated for species.

Indirect Impacts: The following indirect impacts have the potential to occur during or as a result of the proposed works:

- Presence of companion animals.
- Potential establishment of nuisance plant species from landscape areas into the retained areas on site or nearby patches of PCT 3262 STIF.
- Increased nutrients in runoff from development area into the retained PCT 3262 trees, potentially favouring weed species.
- Intensification of stormwater runoff.
- Erosion and mobilisation of soil with stormwater runoff during construction.
- Spread of weeds during civil works.
- Introduction of soil pathogens.

Conclusion

The BDAR concludes that the proposed development avoids almost all of the current extent of the STIF on site. With this retention concentrating on the large and mature trees as the canopies provide connectivity for fauna in the urban landscape. While a very small area of STIF is proposed to be lost, the development will result in no net loss with respect to biodiversity values. The loss of 0.06 hectares of PCT 3262 will be mitigated by 1 ecosystem credit of PCT 3262.

Mitigation Measures

A range of mitigation measures and the associated extent, timing and frequency are provided as part of the BDAR which are summarised below and are included in the Mitigation Measures table for the project.

Table 24 Mitigation Measures – Biodiversity

Impact	Mitigation
Direct impact to resident individuals of fauna species residing in habitat in the development footprint.	- Clearing to be conducted under ecological supervision. - Adaptive management strategies to be employed such as pre-clearing surveys, relocation of individuals, care for injured wildlife, and euthanasia of feral species in accordance with appropriate licences and approvals.
Potential impact to fauna species potentially occupying tree hollows and / or other specific habitat features.	Clearing to be conducted under ecological supervision and using a professional bee rescue service in accordance with appropriate licences and approvals.
Potential adverse impacts on native wildlife due to the increased presence of humans, presence of uncontrolled companion animals (particularly Cats). Potential impacts include abandonment or avoidance of previously occupied or otherwise suitable habitat and retreat into other areas. For territorial species, this can further result in antagonistic behaviours with conspecifics.	- Educational material is to be provided to all residents regarding the potential impacts to biodiversity of uncontrolled pets and human activity. - Residents to be encouraged to keep cats indoors or within an enclosure at all times and not allowed to roam.
Landscaping species becoming a nuisance in the nearby bushland.	- The Landscape Plan (as it develops in detailed design) is to continue to rely on planting species consistent with those that occur naturally in BGHF or those that are not known to have weed potential. - Regular sweeps for weeds and low impact controls to be implemented per the Landscape Plan and scheduled maintenance.
Landscaped areas induce disruptions to foraging guilds of birds, encouraging a super abundance of aggressive Noisy Miners.	The Landscape Plan not to rely heavily on species (e.g. Grevilleas) known to favour Noisy Miners.

Impact	Mitigation
Increased spill over of noise, activity, scent, and light into the nearby bushland areas.	• Install external lighting only where necessary for safety. • Prohibit external up lights, lights directed into the retained trees, or any bright lighting that spills into nearby bushland.
Introduction of soil-borne pathogens, particularly <i>Phytophthora cinnamomi</i> .	• Standard hygiene controls are to be observed as part of the civil management works plan. • All plant material to be introduced to the site must be certified as disease-free.
Increased soil nutrients from changes to runoff that may provide further opportunities for weed infestations.	• Weeds arising from this potential impact to be controlled by actions detailed in the Landscape Plan and as part of ongoing maintenance.
Possible impacts on water quality in remaining native habitats, with pollutants in runoff (herbicides/fertilisers) carried from landscaped areas to nearby habitats.	• A carefully chosen planting palette using native species will require fewer chemical inputs. Therefore, it is important that the planting list in the Landscape Plan is appropriate to serve to mitigate this potential impact at its source. The landscape plans have been designed to comply with this.
The proposal results in direct impacts requiring removal of 0.06 hectares of PCT 3262, which is associated with a TEC, Sydney Turpentine Ironbark Forest.	• This will require an offset obligation of one ecosystem credit.

7.1.9 SEAR 22 – Environmental Heritage

Table 25 SEAR 22 – Environmental heritage

SEAR Requirements	Documentation
• Where there is potential for direct or indirect impacts on environmental heritage, provide a Statement of Heritage Impact and Archaeological Assessment (where required), in accordance with the relevant guidelines.	Statement of Heritage Impact (Appendix S) Archaeological Assessment (Appendix I)

Detailed impact assessment

Historical archaeology

The Historical Archaeological Assessment confirms that areas of archaeological potential were identified in the site. These include nine areas of moderate archaeological potential which relate to former residential and associated structures or features, including deposits of brick or timer footings or wall foundations, concrete slabs, cut and fill deposits, rubbish pits, demolition deposits, floor surfaces, and stone or brick paver path or patio surfaces.

However, the Assessment states that these structures or features have been affected by more recent construction and redevelopment works of the dwellings and associated structures. As such, none of the potential archaeological resources identified in the site, either of low or moderate potential, meet the requirements for local or State significance.

Therefore, although structures and features were discovered at the site, they do not constitute archaeological resources and the development may proceed without further investigations or archaeological works.

Heritage

A HIS has been prepared by Urbis to determine potential impacts of the proposed residential development on the Gordon Park Estate, McIntosh and Ansell HCA and on the nearby heritage items, in particular the State-heritage listed Eryldene.

Section 6 of the HIS provides a detailed assessment of the impacts. In summary, the development has been assessed to have an acceptable impact on the HCA and the nearby heritage items as:

- All existing dwellings on the site, which are proposed to be demolished, have all been significantly altered and do not contribute to the character of the HCA
- The proposal, which includes in-fill affordable housing, will provide a needed source of high-density residential living opportunities within a TOD precinct, in response to Chapter 5 of the Housing SEPP.
- Although the proposal will be of a different scale and typology than the existing character of the neighbourhood, the current legislative context facilitates and encourages the significant uplift, as being proposed in this SSDA. The proposed development reflects the planned future character of the area around 400m around the Gordon Railway Station
- The design of the proposed residential buildings is sensitive to the HCA. The bulk of the development will be located outside of the HCA area, with only the north corner of the site being affected by the HCA listing.
- The form, massing and materiality of the proposal is influenced by the local visual context of the site based on its location, topography and the established setback pattern along McIntosh Street. Further design development on the elevational treatment will proceed following consent to ensure the building's appearance is complementary to the HCA.
- Due to the shape of the site, most of the proposed building bulk will be located within the central part of the site and will be recessed when viewed in the context of McIntosh Street.
- The key design principles, including a solid podium, glazing set deep back behind the line of the façade and substantial vegetation, will ensure that any potential impacts to adjoining and surrounding properties are minimised. Further, the existing dwelling at no. 19 McIntosh Street helps provide separation between the proposed development and Eryldene, ensuring a visual buffer for the State-heritage listed dwelling. Refer to section 5.2b Visual Context of the PMDL SSDA Design Report
- The substantial mature landscaping along McIntosh Street softens the views to the houses, including Eryldene, which is also substantially setback and obscured from the street by vegetation
- Retention of street trees, where possible, will benefit the existing character of the HCA's streetscape. Planting of mature trees along the McIntosh Street and Werona Avenue boundaries will create and ensure continuity of the leafy character of the HCA and maintain the character of views towards Eryldene.

Conclusion

The HIS concludes that the proposed development is recommended for approval from a heritage perspective, subject to the recommendations in the report, which are addressed in the mitigation measures below.

Mitigation measures

Table 26 Mitigation measures – Environmental Heritage

Category of Measures	Detail
Mitigation Measures – Incorporated into Design of Project	N/A
Mitigation Measures – Required as Conditions to address Residual Impacts	Archaeology

Category of Measures	Detail
	• Although the likelihood of the subject area retaining any historical relics is low, it is recommended that unexpected finds and human remains procedures be implemented as harm mitigation measures post SSDA approval and prior to construction. • If any archaeological deposits or features are unexpectedly discovered during any site works, the following steps must be carried out: – All works within the vicinity of the find must immediately stop. The find must not be moved 'out of the way' without assessment. The find must be cordoned off and signage installed to avoid accidental impact. – The site supervisor or another nominated site representative must contact either the project archaeologist (if relevant) or Heritage NSW (Enviroline 131 555) to contact a suitably qualified archaeologist. – The nominated archaeologist must examine the find, provide a preliminary assessment of significance, record the item and decide on appropriate management measures. Such management may require further consultation with Heritage NSW, preparation of a research design and archaeological investigation/salvage methodology and notification of the discovery of a relic to Heritage NSW in accordance with S.146 of the Heritage Act 1977. – Depending on the significance of the find, reassessment of the archaeological potential of the subject area may be required and further archaeological investigation undertaken. – Reporting may need to be prepared regarding the find and approved management strategies. – Works in the vicinity of the find would only recommence upon receipt of approval from Heritage NSW. • Should clearly identifiable human remains be uncovered anywhere within the subject site, the following procedure should be implemented: – All works within the vicinity of the find must immediately stop. The find must be cordoned off and signage installed to avoid accidental impact. – The site supervisor or other nominated manager must notify the NSW Police and Heritage NSW (Enviroline 131 555). – The find must be assessed by the NSW Police, which may include the assistance of a qualified forensic anthropologist.

Category of Measures	Detail
	– Management recommendations are to be formulated by the NSW Police, Heritage NSW and site representatives. – Works are not to recommence until the find has been appropriately managed. • In the event that bones are uncovered which may be human but cannot be confirmed by onsite staff, a suitably qualified archaeologist or heritage specialist should be contacted in the first instance to determine how to proceed.

7.2 Standard Assessment

7.2.1 SEAR 2 – Estimated Development Cost and Employment

This section outlines the findings of the EDC Report prepared by Mitchell Brandtman to demonstrate compliance with SEAR No. 2 Estimated Development Cost and Employment.

Table 27 SEAR 2 – Estimated development cost and employment

SEAR Requirements	Documentation
• Provide the estimated development cost (EDC) of the development prepared in accordance with relevant planning circular using the Standard Form of EDC Report. • As applicable, the EDC Report must separately specify the EDC of: • Address all relevant legislation, environmental planning instruments (EPIs) (including drafts), plans, policies, guidelines and planning circulars. – The residential component of the development. – The tenant component of the built-to-rent development. – The seniors housing component of the development.	EDC Report (Appendix Q)

Standard impact assessment

An EDC Report has been prepared by Mitchell Brandtman to accompany this EIS. The EDC of the development is \$158,129,992 (excl. GST). The proposal is entirely residential in nature, and as such, the EDC of the residential component is the same value as the total EDC for the project.

The report has been prepared in accordance with the Act, the Regulation, Planning Circular (PS-24002) and the AIQS Practice Standard for calculating EDC in NSW.

During the construction, 183 jobs will be created directly, and 206 jobs will be created indirectly. An additional 11 jobs will be generated during the operational phase of the project.

Mitigation measures

None required.

7.2.2 SEAR 3 – Contributions and Public Benefit

This section demonstrates compliance with SEAR No. 3 Contributions and Public Benefit.

Table 28 SEAR 3 – Contributions and public benefit

SEAR Requirements	Documentation
- Address the requirements of any relevant contribution plan(s), planning agreement or EPI requiring a monetary contribution, dedication of land and/or works-in-kind agreement, and include details of any proposal for further material public benefit. - Where a voluntary planning agreement is proposed, prepare a draft planning agreement in accordance with the <i>Planning agreements – Practice Note- February 2021</i>.	Address in EIS

Standard impact assessment

Ku-ring-gai Contributions Plan 2010

Section 7.11 of the Act enables consent authorities (typically Council's) to levy developer contributions, as a condition of development consent, towards the cost of providing local public infrastructures and facilities required because of development.

The Ku-ring-gai Contributions Plan 2010 applies to all development that increases the demand for facilities and amenities for which this contribution plan provides. This includes all forms of residential development that create additional dwellings. As such, this contributions plan applies to the subject proposal.

The site is located in the *southern area outside of the specified town centres and local centre catchment map* as shown below.

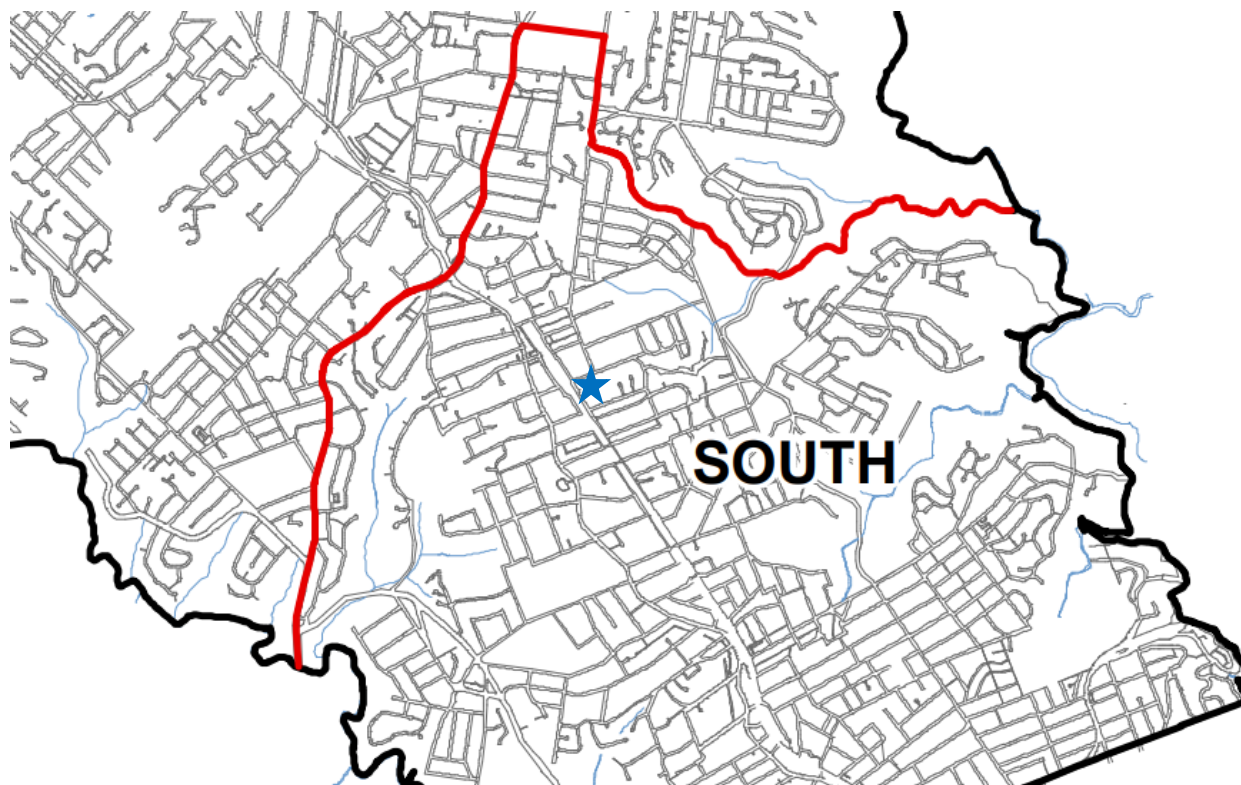


Figure 56 s7.11 affectation map, site in southern area, site marked with a blue star (Source: Ku-ring-gai Council, annotated by Gyde)

The development is therefore subject to the contribution rates for this catchment as shown below.

Contribution Rates	Person	Dwelling Houses			Units, Townhouses, Villas				Other Residential			Retail	Business
	Per Capita	2bedroom/1car land	3bedroom/1car rural	Studio/Bachelors	1bedroom	2bedrooms	3bedrooms	Seniors/Living	Nelder addition	Non-private dwelling		Per square metre of GFA	Per square metre of GFA
	1.0	1.9	2.6	1.0	1.2	1.7	2.1	1.3	2.6	1.0			
Northern Areas Outside those Specified on the Town Centres and Local Centre Catchment Maps at figures 1.2-1.8 (all suburbs north of Ryde Road and Mona Vale Road plus St Ives)													
Local parks and Local sporting facilities	\$6,015.80	\$11,430.02	\$15,641.08	\$6,015.80	\$7,218.96	\$10,226.86	\$12,633.18	\$7,820.54	\$15,641.08	\$6,015.80		NA	NA
Local recreational and cultural, Local social facilities	\$1,029.49	\$1,956.03	\$2,676.68	\$1,029.49	\$1,235.39	\$1,750.13	\$2,161.93	\$1,338.34	\$2,676.68	\$1,029.49		NA	NA
Total	\$7,045.29	\$13,386.06	\$18,317.76	\$7,045.29	\$8,454.35	\$11,977.00	\$14,795.11	\$9,158.88	\$18,317.76	\$7,045.29		NA	NA
Southern Areas Outside those specified on the Town Centres and Local Centre Catchment Maps at figures 1.2-1.8 (all suburbs south of Ryde Road and Mona Vale Road excluding St Ives)													
Local parks and Local sporting facilities	\$5,593.20	\$10,627.07	\$14,542.31	\$5,593.20	\$6,711.83	\$9,508.43	\$11,745.71	\$7,271.15	\$14,542.31	\$5,593.20		NA	NA
Local recreational and cultural, Local social facilities	\$1,029.49	\$1,956.03	\$2,676.68	\$1,029.49	\$1,235.39	\$1,750.13	\$2,161.93	\$1,338.34	\$2,676.68	\$1,029.49		NA	NA
Total	\$6,622.69	\$12,583.10	\$17,218.98	\$6,622.69	\$7,947.22	\$11,258.57	\$13,907.64	\$8,609.49	\$17,218.98	\$6,622.69		NA	NA

It should be noted that the s7.11 plan, is mutually exclusive to the s7.12 Contribution Plan. Indirect contributions under s7.12 relate only to development that is not subject to s7.11 contributions under the Ku-ring-gai Plan 2010. Therefore, s7.12 contributions are not applicable to the proposal.

Housing and Productivity Contribution

The Housing and Productivity Contribution (HPC) recently replaced the previous Special Infrastructure Contribution (SIC). The HPC applies to development applications lodged on or after 1 October 2023, including SSDAs.

Contributions go toward the provision of State and regional infrastructure needed to unlock development and support forecast growth, such as roads, park, hospitals, and schools. The HPC applies a broad-based charge to the whole of the LGA located within Greater Sydney, Illawarra-Shoalhaven, Lower Hunter and Central Coast regions for specified types of development, including but not limited to:

- Residential development that intensifies land-use where new dwellings are created, such as houses, apartments, terraces and dual occupancies.

The proposal is for the purposes of a new RFB and hence may be subject to this contribution.

Mitigation measures

The Department will impose contribution condition(s) as required on a future development consent.

7.2.3 SEAR 4 – Engagement

This section outlines the findings of the Engagement Report prepared by Gyde to demonstrate compliance with SEAR No. 4 Engagement.

Table 29 SEAR 4 – Engagement

SEAR Requirements	Documentation
- Demonstrate that engagement and consultation activities have been undertaken in accordance with the <i>Undertaking Engagement Guidelines for State Significant Projects</i> and identify how issues raised, and feedback received, have been considered in the design of the project. - If the development would have required an approval or authorisation under another Act but for the application of s4.41 of the EP&A Act or requires an approval or authorisation under another Act to be applied consistently by s4.42 of the EP&A Act, the agency relevant to that approval or authorisation must be consulted.	Engagement report (Appendix C) Connecting with Country Letter (Appendix O)

Standard impact assessment

Condition of the existing environment

The existing environment at the site comprises multiple detached dwellings across large residential lots, within proximity to Gordon Railway Station.

The site has a slight slop toward McIntosh Street and forms part of a predominantly low-density residential area, partially within a heritage conservation area, but is generally characterised by aging housing stock and limited housing diversity.

Condition of the proposed environment

The proposed development will replace the existing dwellings with a high-quality RFB development comprising 162 new apartments, including an affordable housing component (33 units).

The proposal aligns with the site's designation within a Tier 2 TOD area and responds to the need for additional, diverse housing options within walking distance of major transport and local services.

Pre-lodgement engagement

A pre-lodgement engagement program was undertaken as discussed in section 0 which involved:

- Publishing of a project website providing information on the project scope and access to the community survey. Contact information was also made available to provide a point of contact for neighbours community members and stakeholders to access information from the project team.
- Distribution of a community survey which was available on the project website. The survey provided an opportunity to provide feedback on the proposal and how it may impact the local community.
- Distribution of community information flyer in which includes information about the proposal and invites residents to access more information through the project website.

The research found:

- The sentiment amongst residents was mixed, with 32% of responses being very positive and 60% being very negative.
- Residents recognised the need for affordable housing for essential works, and more housing choice in Gordon close to public transport strongly and considered these to be important aspects of the proposal. Respondents wanted more information on the affordable housing element of the proposal.
- Respondents indicated a desire for mature trees to be retained, with the existing tree canopy protected and impacts to wildlife minimised.
- Respondents noted the visual privacy of adjoining/neighbouring residents as being an important aspect of the proposal.
- High quality housing in the local area and buildings of an appropriate height and scale were identified as key attributes most valued by the Gordon community.
- Other comments noted by respondents believed that the development is out of character for the local area, and should be located west of the Pacific Highway, closer to the station, or in other suburbs that are better suited for additional housing such as North Sydney, Chatswood and Crows Nest.
- Positive responses identified the proposal will support the provision of affordable housing close to public transport, with one response requesting other residents in nearby parts of the streets be contacted to sell their properties for redevelopment.

Post-lodgement engagement

Following lodgement of the EIS, further engagement activities will provide the community with information about the proposal and invite feedback. These activities will support continued awareness of the project and offer opportunities for the community to raise any additional matters for consideration.

Connecting with Country Strategy

The traditional inhabitants of the Gordon area are the Dharug or Darrkinyung people. A site survey has confirmed that there is a low likelihood for Aboriginal cultural materials to occur as a result of recent development of the land.

No formal consultation with Aboriginal stakeholders has been undertaken as it is unlikely artefacts and relics will be found in the site boundaries. Notwithstanding, the following strategies may be implemented through the detailed design of the proposal prior to construction certificate:

- Including native species that reflect historic cultural landscape into the landscape design
- Including features on the exterior of the buildings
- Including a formal Acknowledgement of Country at key building entry points or communal spaces
- Including use of Aboriginal words, motifs or materials – with permission – into design elements, for example screens, fences or paving
- Including references to the original landscapes present within the site
- Including curved and organic circulation paths that reflect traditional movement through Country
- Including water sensitive urban design that responds to natural hydrology and supports downstream ecological health.

Section 1.5 of the Connecting with Country letter provides recommendations on how the detailed design development of the scheme can integrate Country-centred values. These recommendations include:

- Identifying stakeholders and seeking their feedback on culturally appropriate and meaningful themes and opportunities that may be integrated into the design
- Arranging a site-based cultural design workshop to allow Aboriginal participants to respond directly to the site's conditions, contribute cultural insights, and identify spatial opportunities for Country-centre design outcomes
- Establishing a workshop with the project's architects and landscape designers to identify opportunities to integrate the feedback from the workshop into the site layout, planting, wayfinding, materials, interpretation and public domain
- Refining the design to reflect seasonal cycles, movement pathways and cultural motifs
- Identifying opportunities for ongoing Aboriginal involvement in post-approval stages of the project
- Preparing a cultural design strategy to be implemented during construction and operation.

Mitigation measures

Table 30 Engagement Mitigation Measures

Category of Measures	Detail
Mitigation Measures – Required as Conditions to address Residual Impacts	Ongoing communication with the Council, NSW Government agencies, First Nations representatives and other key stakeholders as the project progresses. Engage with the First Nations community to incorporate Connecting with Country as part of the detailed design of the project.

7.2.4 SEAR 5 – Design Quality

This section outlines the findings of the SSDA Design Report prepared by PMDL Architecture to demonstrate compliance with SEAR No. 5 Design Quality.

Table 31 SEAR 5 – Design quality

SEAR Requirements	Documentation
• Demonstrate how the development will achieve: – Design excellence in accordance with any applicable EPI provisions. – Good design in accordance with the seven objectives for good design in Better Placed. • Demonstrate that the development: – Where required by an EPI or concept approval, or where proposed, has been subject to a competitive design process, carried out in accordance with an endorsed brief and Design Excellence Strategy; or – In all other instances, has been reviewed by the State Design Review Panel (SDRP) where required under the NSW SDRP: Guidelines for Project Teams. • Recommendations of the jury and Design Integrity Panel (Where a competitive design process has been held) or the SDRP are to be addressed prior to lodgement.	Design Report (Appendix J)

Standard impact assessment

The proposal has not yet been reviewed by the State Design Review Panel. The SSDA Design Report demonstrates how the proposed development will achieve good design in accordance with the seven objectives for good design in Better Placed.

The proposal does not trigger a requirement for Design Excellence or a Design Competition.

Mitigation measures

None required.

7.2.5 SEAR 11 – Water Management

Table 32 SEAR 11 – Water management

SEAR Requirements	Documentation
• Detail the proposed drainage design and servicing infrastructure to be incorporated as part of the development (stormwater and wastewater). • Demonstrate how the development complies with council's drainage requirements and identify proposed stormwater treatment and water quality management measures to minimise adverse environmental impacts.	Integrated Water Management Plan (Appendix T) Stormwater Drawings (Appendix Z)

Standard impact assessment

An Integrated Water Management Plan and Stormwater Management Plan have been prepared by Hydracor to detail the proposed drainage design with regard to Stormwater.

All stormwater runoff from the site will be collected by roof drainage or surface inlet pits and directed to an OSD tank at the front of the site (located under the access driveway) and discharged via a new 600mm diameter pipe along McIntosh Street. The pipe will connect to an existing pipe on Rosedale Road.

The concept stormwater drainage system has been designed in accordance with relevant standards and Ku-ring-gai Council requirements. The design aims to convey all stormwater generated from the site to the public drainage infrastructure in Rosedale Road via a new pipe along McIntosh Street. An OSD Tank has been provided to restrict flows from low to high storm events. A rainwater tank, pit filters and storm filter cartridges all work together to treat stormwater prior to discharging into the Council network as per Ku-Ring-Gai Council's treatment targets.

Mitigation Measures

Table 33 Mitigation Measures – Water Management

Category of Measures	Detail
Mitigation Measures – Incorporated into Design of Project	N/A
Mitigation Measures – Required as Conditions to address Residual Impacts	- Stormwater drainage system designed in accordance with the requirements outlined in AS3500.3 and of Ku-ring-gai Council's Development Control Plan Part 24. - The stormwater management strategy including on-site stormwater detention, stormwater quality and stormwater drainage are designed in accordance with the relevant requirements of Ku-ring-gai Council Development Control Plan Part 24 and AS 3500.3.

7.2.6 SEAR 12 – Ground and Groundwater Conditions

Table 34 SEAR 12 – Ground and groundwater conditions

SEAR Requirements	Documentation
- Assess potential impacts on soil resources and related infrastructure and riparian lands on and near the site and including soil erosion. - Where required provide a Groundwater Impact Assessment in accordance with relevant Groundwater Guidelines. If the proposed development is on land identified as having high salinity or acid sulfate soil potential in an EPI provide a Salinity management Plan or Acid Sulfate Soil Management Plan that includes appropriate management measures and strategies.	Geotechnical Assessment (Appendix R) including: Groundwater Impact Assessment Acid Sulfate Soils Management Plan

The Geotechnical Desktop Study prepared by Morrow confirms that a Groundwater Impact Assessment, Salinity Management Plan or Acid Sulfate Soils Management Plan are not required for this development, for the following reasons:

- “The site is not in an area of riparian lands and further assessment is not required.”*
- Concept Groundwater Impact Assessment provided in Sections 2.3, 2.4 & 4.5 of this report. The site is not in a mapped acid sulfate soil area and further assessment is not required.*
- The site is not in a mapped area of high salinity potential and further assessment is not required.”*

Morrow Geotechnical have undertaken a desktop review of publicly available groundwater data. Based on this data and their experience within local geology and ground water monitoring, they note that proposed

excavation of the site intersects the groundwater table. Morrow Geotechnical note that hydrogeological conditions at the site are typical of a generally low to moderate permeability rock mass. Minor seepage to open excavations may occur at the soil/rock boundary in response to surface water infiltration following rainfall events.

The Conceptual Groundwater Assessment has determined that the proposed development may be carried out without detrimental impact to the regional groundwater regime.

Further Geotechnical site conditions are considered under Section 2.1.6 of this EIS.

Table 35 Mitigation Measures – Ground and Groundwater Conditions

Category of Measures	Detail
Mitigation Measures – Incorporated into Design of Project	N/A
Mitigation Measures – Required as Conditions to address Residual Impacts	General The development must be undertaken in accordance with the Geotechnical Recommendations set out under section 4 of the Geotechnical Desktop Study prepared by Morrow. Further drilling and long-term groundwater studies must be taken prior to issue of a Construction Certificate in order to confirm the conceptual geotechnical and hydrogeological models presented in the Geotechnical Desktop Study. A comprehensive geotechnical investigation should be undertaken prior to the commencement of construction. The Intrusive investigation can be used to assess the nature and sequence of the subsurface strata, including physical and mechanical properties for use in specifying geotechnical design parameters. The investigation must consist of at least six boreholes extending to a minimum depth of 5 m below the proposed excavation level. Furthermore, geotechnical inspections and verifications may be necessary during construction to confirm that design requirements and assumptions are met. These assessments can include verifying foundation materials, assessing soil/rock bearing capacity for shallow footings, and inspecting bored piles. Excavation Conditions • All excavated material transported off site should be classified in accordance with NSW EPA 2014 - Waste Classification Guideline Part 1; Classifying Waste. • A suitably qualified geotechnical engineer is to assess the condition of exposed material at foundation or subgrade level to assess the ability of the prepared surface to act as a foundation or as a subgrade. • Observation of the material within pile excavations should be undertaken at the start of piling works to confirm that material across the site is in accordance with the geotechnical model presented in this report. • Regular inspections of battered and unsupported excavations, where proposed, to confirm geotechnical conditions and to assess the suitability of design assumptions and to provide further advice with regards to excavation retention/ support and proposed construction methodologies, if required. Groundwater Conditions • Where groundwater ingress is encountered during pile excavation, concrete is to be placed as soon as possible upon completion of pile

Category of Measures	Detail
	excavation. Pile excavations should be pumped dry of water prior to pouring concrete, or alternatively a tremmie system could be used.

7.2.7 SEAR 13 – Contamination and Remediation

Table 36 SEAR 13 – Contamination and remediation

SEAR Requirements	Documentation
In accordance with Chapter 4 of the <i>State Environmental Planning Policy (Resilience and Hazards) 2021</i>, assess and quantify any soil and groundwater contamination and demonstrate that the site is suitable (or will be suitable, after remediation) for the development.	Preliminary Site Investigation & Detailed Site Investigation Report (Appendix X)

Standard Impact Assessment

The Preliminary and Detailed Site Investigation (PSI and DSI) was prepared to consider the future use of the site for residential development. The Report notes that there is no visual evidence of industrial, commercial or waste related land uses within the site boundaries. It is considered unlikely that surrounding land use activities have contributed to contamination on the subject site.

The age and construction of some of the site's buildings has potential for asbestos containing materials and lead-based paints to comprise part of the external fabrics.

The Report concludes that based on observations made during the field investigations, the sampling and analysis program conducted at the site (including the drilling and sampling of 19 boreholes), the proposed land-use and with respect to relevant statutory guidelines, it is concluded that the site is suitable for the proposed land-use and further assessment and/or remediation and validation is not warranted.

Mitigation Measures

Table 37 Mitigation Measures – Contamination and Hazardous Materials

Category of Measures	Detail
Mitigation Measures – Incorporated into Design of Project	N/A
Mitigation Measures – Required as Conditions to address Residual Impacts	- Prepare an unexpected finds protocol. - A full hazardous materials assessment will be undertaken prior to demolition works. Where any hazardous materials have been identified, they are to be removed and managed in accordance with SafeWork and any other relevant statutory requirements or recommendations of the Hazmat assessment.

7.2.8 SEAR 15 – Ecologically Sustainable Development (ESD)

Table 38 SEAR 15 – ESD

SEAR Requirements	Documentation
- Identify how ESD principles (as defined in section 193 of the EP&A Regulation) are incorporated in the design and ongoing operation of the development. - Where relevant, provide an assessment of the development against the standards for non-residential development set out in Chapter 3 of <i>State Environmental Planning Policy (Sustainable Buildings) 2022</i>.	ESD Report (Appendix DD) Nabers Embodied Emissions (Appendix FF) Section J (Appendix JJ) BASIX (Appendix EE)

Standard Impact Assessment

As detailed in the ESD Report, the proposed development incorporates ESD principles in accordance with Section 193 of the EP&A Regulation through an integrated approach to design, construction, and operation. Key strategies include passive solar design, thermal insulation, natural ventilation, renewable energy (25kW solar PV system), high-efficiency HVAC and lighting systems, water-sensitive urban design, low-VOC materials, construction waste minimisation, and provision for active and sustainable transport. The measures implemented during construction and operation aim to reduce greenhouse gas emissions, enhance occupant wellbeing, and promote environmental stewardship.

The sustainability targets for the development will be achieved in an integrated and staged approach through first minimising the need for energy consumption (via passive measures) and then consumption optimisation (energy efficiency) and use of renewable resources where possible.

In particular, the following design initiatives will improve the performance of the development and deliver long term energy efficiency during the life of the building:

- Optimising the size of the mechanical plant to ensure the plant is working at its peak efficiency and minimise the capital cost of the plant.
- Having high efficiency lighting and air conditioning equipment will reduce the energy consumption of the buildings.
- Variable Speed Drives (VSD) controls the speed of pumps, fans, and other mechanical plant to ensure that they are only using as much power as it is needed.
- Commissioning of all services equipment to ensure their correct operation.
- A high-performance façade will limit the heat entering the buildings, reducing air conditioning system sizes and the energy use over the year.
- A mixed mode approach allowing the buildings to be naturally ventilated when outdoor conditions are suitable allowing significant energy reduction by not requiring the air conditioning system to operate at all times.
- Emission reductions and material optimisation.
- Maximise use of non-toxic building materials.
- Maximise use of materials that are recyclable.
- Minimise Waste in Construction.
- Minimise Waste in Operation.
- Renewable Energy generation – Solar PV & Heat Pump technology.

Through a combination of energy, water and other ESD strategies, the project will comply with the minimum requirements for sustainable development. The project will be designed under the guidance of BASIX, NCC's Section J Energy Efficiency and also the KDCP.

Mitigation Measures

Table 39 Mitigation Measures – Ecologically Sustainable Development

Category of Measures	Detail
Mitigation Measures – Incorporated into Design of Project	The ESD report has considered the inputs applied by the Architects and appropriately provided reverse feedback on the requirements to ensure compliance with the relevant requirements.
Mitigation Measures – Required as Conditions to address Residual Impacts	The following should be implemented during the Construction Certificate design phase. • Where practical, consider the use of Solar PV with Battery Energy Storage System (BESS). Ensure existing plans to add backup generation based on demand. • Review material datasheets for in-service temperature range and allow for a nominal tolerance on peak temperatures based on today's values. Select materials which have a higher temperature tolerance if required. • Develop a Drought Management Plan. Water restrictions would likely be signposted well in advance. Consider alternative water supply. • Check the design includes overflow outlets in parapet. Add to design if required. • Check whether capacity of overflow slots and drainage system is sufficient to allow for increased rainfall intensity. Increase either/both if required. • Ensure secondary overflow system provided and check if systems can manage increased flows. Implement further measures if required. • Primary storm water drainage system to be designed to cater for a minimum of a 100- year storm. System to also have full backup of either piped overflow or overland flow designed to a higher storm intensity. Consider other feasible mitigation measures as required. • Consider options for protecting the mechanical plant in design. Implement if required. • Screen outlets with hail guards. • Check wind load thresholds in engineering for façade and glazing. Adopt heat treated glazing for greater impact strength if required. • Consider in design and highlight risk for building managers. Include wet weather management plan in facilities management contract. • Evacuation plan to be developed by FM company, including use of link to nearby hospitals for particularly vulnerable occupants. Consider use of non-latching outside air smoke detectors to shut down outside air systems in the event of a bushfire situation.

7.2.9 SEAR 17 – Waste Management

Table 40 SEAR 17 – Waste management

SEAR Requirements	Documentation
• Provide the measures to be implemented to manage reuse, recycle and safely dispose of	Waste Management Report (Appendix CC)

SEAR Requirements	Documentation
waste, including in accordance with any council waste management requirements. Identify appropriately sited waste storage areas, collection access paths/roads, and appropriate servicing arrangements for the site.	

Condition of the existing environment

The site is currently occupied by four residential dwellings. Each of these dwellings benefit from kerbside storage and collection of general waste and recyclable bins.

Condition of the proposed environment

Demolition and construction

A demolition and construction waste management strategy has been prepared by Dickens Solutions. This sets out the mitigation measures for excavated waste, hazardous waste, unexpected finds (asbestos, contaminated soils) and the on-site storage of materials.

Operational

An operational waste strategy has been devised to meet Council's controls and best practice waste strategies.

- All units are provided with storage area capable of holding separate receptacles for general waste, recycling and food waste.
- A single waste chute for general waste is proposed in each building core. Waste will be collected within waste storage areas on Basement 1.
- Building Management will monitor bin capacities under general waste chute and exchange full bins with empty bins on the track systems where required.
- Separate areas for recyclable bins are also provided on Basement 1.
- A bulky waste room is proposed on Basement 1.

Standard impact assessment

The WMP prepared by Dickens Solutions confirms the proposal includes appropriate demolition and construction, and operational waste management strategies to ensure it addresses relevant waste requirements, including Council's DCP requirements, as relevant.

Mitigation measures

Table 41 SEAR 17 – Waste Management Mitigation Measures

Category of Measures	Detail
Mitigation Measures – Incorporated into Design of Project	- Appropriate storage within apartments, communal areas and Basement 1 is provided. - The operational waste management strategy is consistent with Council's controls.
Mitigation Measures – Required as Conditions to address Residual Impacts	Prior to commencement of works, ensure the demolition and construction waste management measures in the Waste Management Plan prepared by Dickens Solutions, dated 27 May 2025, are detailed in the environmental management plan for the construction works.

Category of Measures	Detail
	Prior to occupation, ensure waste management measures are in place in accordance with the Waste Management Plan prepared by Dickens Solutions, dated 27 May 2025.

7.2.10 SEAR 18 – Social Impact

Table 42 SEAR 18 – Social impact

SEAR Requirements	Documentation
The EIS must consider social impacts and, should any significant social impacts be identified, a Social Impact Assessment must be prepared in accordance with the <i>Social Impact Assessment Guideline for State Significant Projects</i>.	Social Impact Assessment (Appendix Y)

Condition of the existing environment

Social Locality

The site is currently occupied by 4 dwelling houses, one dwelling house on each allotment. The site is an irregular shaped land parcel with an approximate area of 7,776sqm and fronts McIntosh Street. The site locality is as follows:

- The site is approximately 400 metres from Gordon Train Station, and a short walk to Gordon Centre on the Pacific Highway.
- Buses frequent the Pacific Highway that provide access to upper and lower North Shore centres, including the major Chatswood shopping centre.
- There are passive and recreation spaces within 800m of the site, including Gordon Recreation Ground a multi-purpose sporting facility and park with four tennis courts a recreational park and playgrounds and seating. Schools and a golf course and are also close by. Ku-ring -gai National Park is easily accessible from the site. Major health facilities, including North Shore Hospital, are also easily accessible by bus and train.
- Major health facilities, including North Shore Hospital, are also easily accessible by bus and train.

Social Baseline

The Social Impact Assessment considered the local demographic characteristics of the study area. This is summarised below:

The local area is defined by SA1 12103140738 and SA1 12103140721, the 2021 Census collection areas which includes the site.

The population of the local area are those most likely to be primarily impacted by the proposed development.

The geographic area as defined by the ABS enables selected demographic data to be identified. This data informs the approach to engagement and helps to consider any mitigation measures that may be specifically required based on population characteristics. Key characteristics of the local area include:

- The nominated SA1s have a combined population of 670.
- Median age was 42.
- There were 21 0–4-year-olds, 59 5–11-year-olds, and 59 12–17-year-olds
- The age grouping with the highest representation are those aged 35–49 with 132 people, followed by 110 people aged 65 and over.

- 294 out of the 670 people living in the SA1s were born overseas, or approximately 44% of residents
 - There were 101 households made up of couples with children, and 65 couples without children.
 - There were 52 lone person households
 - The average household size in SA1 12103140738 was 2.41, and 3.17 in SA1 12103140721
 - The dominant dwelling structure in SA1 12103140738 was medium density housing, at 81. There were 36 high density dwellings. The dominant dwelling structure in SA1 12103140721 was separate houses, at 95. There were no high or medium density dwellings
 - There were 78 households renting in SA1 12103140738, and three in SA1 12103140721. In both SA1s there were 44 home owners.
 - Median household income in 12103140738 was \$1,867, and in SA1 12103140721 \$3,769
 - 107 people in 12103140738 had a long term health condition – 34 with mental health issues, and 12 with asthma
 - 76 people in SA1 12103140721 had a long term health condition – 16 with a mental health condition, and 17 with asthma
- 26 people in the SA1 12103140738 travelled to work on public transport, and 47 by car. In the SA1 12103140721, 3 people travelled by public transport, and 24 by car¹.

Affordable Housing

The EP&A Act defines affordable housing as housing that is affordable and targeted to people on very low, low or moderate incomes (from 0% to 120% of Greater Sydney's median household income). It is generally subsidised or offered at below market rents.

At the 2021 Census, there were 820 of the 7,963 households had rental payments that were greater than 30% of household income in the Gordon – Killara SA2.

Key Findings

The SIA noted the following key findings:

- There are significant inadequacies in the current provision of library facilities in the LGA, impacting on Council's ability to provide modern high quality library services. Branch libraries regularly experience overcrowding and are out-dated in terms of finishes, fitout and furniture.
- Council's community buildings are on the whole inadequate to meet the needs of the existing population and will be unable to absorb growing numbers of users, or respond to changing interests and needs.
- The majority of facilities have small spaces that are not flexible and limited in their capability to accommodate many uses, with many facilities accommodating a single or limited number of users.
- The majority of existing facilities in Ku-ring-gai are old, out-dated and no longer fit for purpose.
- The condition of some facilities is extremely poor, and a number of facilities have been closed due to safety issues related to their poor condition.
- Existing facilities are well-used and at, or close to, capacity, despite their poor condition.
- There is a high and growing demand for space for larger meetings and group activities, functions, events and performances.
- The northern parts of Ku-ring-gai have less community facilities than the southern parts – this means that some residents have better access than others. The eastern sector/St Ives area has a lack of community facility space for community use for meetings, classes, activities (such as dance, fitness and playgroup) and community hire for private functions.
- There are few dedicated spaces that can be used for large visual and creative arts groups within the LGA. The Ku-ring-gai Art Centre is at capacity and has limited or no opportunity for future growth.

¹ The 2021 ABS Census collected travel to work data during the COVID 19 Pandemic and may not be representative of ongoing trends.

- Council does not have a built-for-purpose gallery space. The Ku-ring-gai Art Centre has a small exhibition space; however, artists are frequently required to use other private spaces to meet their needs
- Council does not have a heritage resource centre that would provide advice and support to foster an appreciation of heritage and its stewardship. Such a centre would service heritage property owners, local residents, students, heritage consultants, historical researchers, and visitors to the area.
- Many practicing artists utilise studio space outside of the LGA due to a lack of available space locally.
- There are no publicly accessible film making or multimedia facilities available in the LGA.
- Council currently does not provide sound recording studios for local musicians.
- The provision of low cost studio spaces can also promote and support artist-in-residence programs.
- There is a need for an integrated and strategic planning framework in relation to the location and management of Council's cultural venues.
- Ku-ring-gai's population is increasingly culturally diverse. In 2016, about 39% of the population was born overseas, including just over 25% from non-English speaking countries. About 28% of Ku-ring-gai's residents speak a language other than English at home, with the most common languages being Cantonese, Mandarin and Korean.

Proposed Development

The approval of the proposal would lead to significant physical change at the site, enabling the construction of a new and taller buildings, excavation, landscaping, and other associated works at the site.

While the proposed development may be taller than existing nearby buildings, this height increase aligns with the State Government's TOD policy and in-fill affordable housing policy within the Housing SEPP 2021. The TOD provisions allow for increased building height and floor space ratio in areas with access to transport infrastructure, when affordable housing is included. Gordon has been identified as a designated TOD Area, benefiting from good access to public transport, including Gordon Railway Station, which connects the area to employment hubs and enhances its amenities and services. It is expected that future developments in this area will take advantage of its proximity to transport and high levels of local amenity.

The Social Impact Assessment considered potential social impacts from the proposed development, including:

- Way of life
- Community
- Access
- Culture
- Health and Wellbeing
- Surroundings
- Livelihoods
- Decision making systems

Impacts

The development will provide additional well-located housing in proximity to a range of existing services and facilities. The proposal would result in a range of social benefits, including:

- The Proposal will provide 162 residential apartments inclusive of 33 affordable apartments, which increases housing availability in Sydney.
- The apartment mix will further diversify housing in the LGA which may be more suitable for the growing number of couples without children, lone person households, and older people.
- Affordable housing in the area is likely to enable key workers to live closer to their places of employment, which has a broad range of social, economic and environmental benefits.

- While a significant proportion of households in Ku-ring-gai own their homes, the increasing number of lone-person households and underutilization of bedrooms in larger dwellings suggests a potential trend of older residents living in under-occupied homes, which could impact their financial security.
- While Ku-ring-gai is generally considered a highly advantaged area in Australia, despite the overall high-income levels, housing costs, including rent and mortgage repayments, are relatively high in Ku-ring-gai. This can put a strain on the budgets of older individuals, especially those on fixed incomes like pensions.
- Older Ku-ring-gai residents or those planning for retirement years may benefit from a more diverse range of housing options close to supermarkets and pharmacies, as well as good access to public transport, which may benefit them economically and help them to age in place.
- The Traffic Impact Assessment found that there will be no adverse impact to the performance of the intersections because of the generated traffic.
- Tree lined streets are central to the existing character of the area.
- The small number of dwellings will not contribute greatly to population numbers or change community characteristics.
- Over time the increased population may contribute to the vibrancy of the area which in turn builds on the sense of place and local character.
- Incoming residents are likely to benefit from new housing located within walking distance of goods and services, a range of public transport options and other social infrastructure.
- The small increase in the population generated by the proposal is unlikely to place excess demand on existing infrastructure.
- The benefits of having a full provision of goods, services and social infrastructure accessible by walking and public transport can have long term health and wellbeing impacts that may extend to the broader community.
- The Noise Impact Assessment, which also includes in-principal Construction Noise Assessment (CAN) and Construction Vibration Assessments (CVA) and controls for construction, identifies several mitigation measures to limit the negative impacts associated with construction.
- The NIA concludes that no additional mitigation is required to control noise emission from roof top plant to comply with noise criteria established for the site.
- The Arborist Impact Assessment identifies the need for the removal of 29 trees. The proposed landscape plan will mitigate the loss of vegetation across the development.

Whilst there is the potential for some negative impacts to arise as a result of the proposal, these were generally considered to be of low to moderate residual impact significance following the implementation of mitigation measures. These could include:

- While it is unlikely there is notable material negative impact on sense of place, some residents may view any apartment buildings counter to the character of the area. This may result in minor negative impacts to the health and wellbeing of some residents.
- Older people and those with long term health conditions close to the site may be susceptible to impacts related to construction activity.
- Effective noise management is crucial for maintaining the quality of life in residential areas and minimizing potential health and psychological impacts from noise pollution.
- The proposed increased density of the site is likely to be viewed by some residents as having a negative impact on the amenity of the Street and area in general.

Despite this, following the application of mitigation and management measures, most impacts are considered adequately mitigated through the implementation of phase mitigation and management measures. The development is in line with the planning strategies and fits into the area's gradual transformation. Therefore, the cumulative visual impacts, along with recent and future medium-to-high-density developments, are deemed acceptable.

Crime Prevention Through Environmental Design

The SIA is supported by a Crime Prevention Through Environmental Design (CPTED) (Appendix P) prepared by Gyde Consulting. The Crime Risk Assessment evaluates the potential for crime in an area. It provides an indication of both the likely magnitude of crime and likely crime type. The Assessment includes an evaluation and recommendations for surveillance, access control and territorial reinforcement.

The CPTED provides the following recommendations:

- While the architectural design offers opportunities for natural observation, the incorporation of formal surveillance via CCTV cameras strategically positioned (such as at the building entrances, along the entry / egress point from McIntosh Street and Werona Avenue) could serve as a deterrent for potential offenders, enhancing the overall surveillance capacity on the premises. CCTV should be provided at the two gated entrances to the site from McIntosh Street and Werona Avenue.
- Effective lighting contributes to public perception by reducing fear, increasing community activity, improving visibility, defining activity spaces and increasing the chance that offenders will be detected and apprehended. Effective lighting will specifically be required along the entry / egress path from both McIntosh Street and Werona Avenue, and within the communal areas to the access doors to each building. A lighting plan should be prepared prior to construction to ensure adequate illumination of all pedestrian areas is provided, noting that the lighting plan will also need to consider the recommendations of the BDAR.
- Ensure landscaping across the site is well maintained, particularly along the access handle in between the fenced boundary of Nos.51A, 53 and 57 Werona Avenue and No.17 McIntosh Street, with lower-level shrubs should reach a mature height of no more than 500mm above ground level and trees a minimum canopy height of 1.8m when mature.
- Basement plant rooms and service areas to be accessible by authorised personnel only.
- The access handle in between the fenced boundary of Nos.51A, 53 and 57 Werona Avenue and No.17 McIntosh Street will include a gate that prevents unauthorized pedestrian entry. The pedestrian access from McIntosh Street will also be gated.
- At the detailed design stage, distinct design cues—such as colours, materials, landscaping, signage, lighting and other elements—should be developed to further reinforce the entry / egress points at the gates from McIntosh Street and Werona Avenue. This should also be provided to distinguish the different access points between Buildings A, B and C. This can be done through different coloured paving, signage and the like.
- Building management shall provide upkeep of the site including general cleanliness and landscaping to ensure the development remains inviting and well-presented.
- Landscaping along the access handle shall be well maintained.

Mitigation measures

Table 43 Mitigation Measures – Social Impact

Category of Measures	Detail
Mitigation Measures – Incorporated into Design of Project	Amenity • As identified in the Noise Impact Assessment, implement the complying mitigation features necessary to comply with the required internal noise levels • The access handle in between the fenced boundary of Nos.51A, 53 and 57 Werona Avenue and No.17 McIntosh Street includes a gate that prevents unauthorized pedestrian

Category of Measures	Detail
	entry. The pedestrian access from McIntosh Street will also be gated.
Mitigation Measures – Required as Conditions to address Residual Impacts	Way of Life – Traffic and Parking • Prepare a Green Travel Plan for the site prior to Construction Certificate. Community • Continue to provide information to the community throughout the construction stage Health and Wellbeing • Comply with the recommendations and mitigation measures identified in the Noise Impact Assessment. In addition to these measures, the contractor shall: – Prepare a management procedure to deal with noise and vibration complaints. – Make allowance for notification by letterbox drop for all occupied buildings within 50m of the construction site. Notification should provide detailed estimated duration of demolition, excavation and construction. • A Construction Traffic Management Plan (CTMP) shall be prepared prior to Construction Certificate. The purpose of the CTMP shall be to detail the construction vehicle routes, access and parking arrangements, coordination with other construction occurring in the area, and how impacts on existing traffic, pedestrian and bicycle networks would be managed and mitigated. At a minimum, the Plan shall consider: – Construction vehicle related movements and times – Impacts of construction vehicles on On-street parking – Impacts on neighbouring properties – Impacts on pedestrians – Cumulative construction traffic impact. Surroundings • Prepare a Tree Protection Plan (TPP) in accordance with the Australian Standards prior to Construction Certificate. The TPP shall include an updated health and condition report on all trees to be retained. CPTED While the architectural design offers opportunities for natural observation, the incorporation of formal surveillance via CCTV cameras strategically positioned (such as at the building entrances, along the entry / egress point from McIntosh Street and Werona Avenue) could serve as a deterrent for potential offenders, enhancing the

Category of Measures	Detail
	overall surveillance capacity on the premises. CCTV should be provided at the two gated entrances to the site from McIntosh Street and Werona Avenue. Effective lighting contributes to public perception by reducing fear, increasing community activity, improving visibility, defining activity spaces and increasing the chance that offenders will be detected and apprehended. Effective lighting will specifically be required along the entry / egress path from both McIntosh Street and Werona Avenue, and within the communal areas to the access doors to each building. A lighting plan should be prepared prior to construction to ensure adequate illumination of all pedestrian areas is provided, noting that the lighting plan will also need to consider the recommendations of the BDAR. Ensure landscaping across the site is well maintained, particularly along the access handle in between the fenced boundary of Nos.51A, 53 and 57 Werona Avenue and No.17 McIntosh Street, with lower-level shrubs should reach a mature height of no more than 500mm above ground level and trees a minimum canopy height of 1.8m when mature. Basement plant rooms and service areas to be accessible by authorised personnel only. The access handle in between the fenced boundary of Nos.51A, 53 and 57 Werona Avenue and No.17 McIntosh Street will include a gate that prevents unauthorized pedestrian entry. The pedestrian access from McIntosh Street will also be gated. At the detailed design stage, distinct design cues—such as colours, materials, landscaping, signage, lighting and other elements—should be developed to further reinforce the entry / egress points at the gates from McIntosh Street and Werona Avenue. This should also be provided to distinguish the different access points between Buildings A, B and C. This can be done through different coloured paving, signage and the like. Building management shall provide upkeep of the site including general cleanliness and landscaping to ensure the development remains inviting and well-presented. Landscaping along the access handle shall be well maintained.

7.2.11 SEAR 19 – Flood Risk

Table 44 SEAR 19 – Flood risk

SEAR Requirements	Documentation
- Identify the flood planning area and level as set out in the relevant EPI and other supporting documents to determine: - The flood extent and velocity up to the Probable Maximum Flood and risk on-site having regard to adopted flood studies and, floodplain risk management studies and plan. - The site access and egress routes. - The potential effects of climate change. - Any relevant provisions of the <i>NSW Flood Risk Management Manual</i>, and any other relevant guidelines. - Where the development is occurring on flood prone land a flood impact and risk assessment (FIRA) must be prepared having regard to the <i>Flood Impact and Risk Assessment – Flood Risk Management Guide LU01</i>. When determining the scope and category of the FIRA the requirements outlined in the FIRA guide must be considered. - 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, property modification measures, operational procedures or Flood Emergency Response Plan).	The site is not identified in a flood planning area.

Standard Impact Assessment

The site is located within the upper reaches of Rocky Creek and is located within the 'Draft Middle Harbour Northern Catchments Flood Study' prepared by BMT, project No. A10091, Revision 00, dated 14 July 2023 (BMT 2023) which is yet to be adopted by Ku-ring-gai Council. Based on the information extracted from the Draft Middle Harbour Northern Catchments Flood Study, the site is flood free during all flood events up to and including the Probable Maximum Flood (PMF) event.

An assessment of the local overland flow catchments near the site was undertaken by Hydracor. It has been determined that any 1% AEP overland flows largely generated by the site will be managed by the site's internal stormwater system.

Based on the findings of the site-specific overland flow assessment in relation to the requirements of Ku-ring-gai Council and Flood Risk Management Manual (NSW DPE), dated 2023, Hydracor have determined the site is not subject to flood related controls.

The site is not located on flood prone land and therefore a Flood Risk Assessment was not required as part of the SEARs.

Mitigation Measures

None required.

7.2.12 SEAR 20 – Bush Fire Risk

Table 45 SEAR 20 – Bush fire risk

SEAR Requirements	Documentation
If the development is on mapped bush fire prone land, or a bush/grass fire threat is identified on or adjoining the site, provide a bush fire assessment that details proposed bush fire protection measures and demonstrates compliance with <i>Planning for Bush Fire Protection</i>.	The site is not mapped on bushfire prone land.

Standard Impact Assessment

The subject site is not mapped on the Bush Fire Prone Land Map. Therefore, no Bushfire Risk Assessment was required as part of the SEARs.

Mitigation Measures

None required.

7.2.13 SEAR 21 – Aboriginal Cultural Heritage

Table 46 SEAR 21 – Aboriginal cultural heritage

SEAR Requirements	Documentation
- Where there is known, or reasonably likely, to be Aboriginal cultural heritage on or near the site demonstrate that impacts have been adequately investigated and assessed by: - Identifying that an appropriate prior planning process has already considered these impacts, eg a rezoning or development application, or - Providing an initial assessment of the potential impacts. - If potential impacts are significant, provide an Aboriginal Cultural Heritage Assessment Report (ACHAR) which: - Identifies, describes and assesses any impacts to Aboriginal cultural heritage sites or values associated with the site. - Is prepared in accordance with relevant guidelines.	Aboriginal Due Diligence Assessment (Appendix G)

Standard Impact Assessment

Biosis has prepared an Aboriginal Due Diligence Assessment (Appendix G). This notes that:

- The site is situated on Ashfield Shale which commonly features artefact sites and the erosional Glenorie soil landscape, which reduces the potential for sub-surface artefact deposits to be present due to historical vegetation clearance, modern disturbance and movements within soils.
- An AHIMS extensive register search was undertaken on Thursday 13 May 2025 which identified 96 Aboriginal archaeological sites within a 4km radius, centred on the study area. There are no recorded sites within the study area, with the closest registered site being located approximately 1.3 kilometres east of the study area.
- A field investigation was undertaken by Biosis on 14 May 2025, by a heritage consultant. The field investigation determined that the site has a low archaeological potential for Aboriginal artefacts to be present due to the existing disturbance within the study area.
- The Due Dilligence Assessment concludes that there is low potential for Aboriginal sites to be located within the study area due to extensive disturbances associated with residential land use and development. Therefore, no further archaeological works are required. The results of this assessment are also demonstrated in the due diligence flow chart provided by the Code.

The Assessment made the following recommendations:

- All Aboriginal objects and Places are protected under the NPW Act. It is an offence to knowingly disturb an Aboriginal site without a consent permit issued by Heritage NSW. Should any Aboriginal objects be encountered during works associated with this proposal, works must cease in the vicinity and the find should not be moved until assessed by a qualified archaeologist. If the find is determined to be an Aboriginal object, the archaeologist will provide further recommendations. These may include notifying Heritage NSW and Aboriginal stakeholders.
- Aboriginal ancestral remains may be found in a variety of landscapes in NSW, including middens and sandy or soft sedimentary soils. If any suspected human remains are discovered during any activity, you must:
 - Immediately cease all work at that location and not further move or disturb the remains.
 - Notify the NSW Police and Heritage NSW' Environmental Line on 131 555 as soon as practicable and provide details of the remains and their location.
 - Not recommence work at that location unless authorised in writing by Heritage NSW.

Mitigation Measures

Table 47 Mitigation Measures – Aboriginal Cultural Heritage

Category of Measures	Detail
Mitigation Measures – Incorporated into Design of Project	N/A
Mitigation Measures – Required as Conditions to address Residual Impacts	Unexpected Finds Protocol • Should any unexpected Aboriginal objects be encountered during works associated with this proposal, works must cease in the vicinity and the find should not be moved until assessed by a qualified archaeologist. If the find is determined to be an Aboriginal object the archaeologist will provide further recommendations. These may include notifying the Heritage NSW and Aboriginal stakeholders.

7.2.14 SEAR 23 – Public Space

Table 48 SEAR 23 – Public space

SEAR Requirements	Documentation
- If public space is proposed as part of the development, demonstrate how the development: - Maximises the amount, access to and quality of public spaces (including open space, public facilities and streets/plazas within and surrounding the site), reflecting relevant design guidelines and advice from the local council and the Department. - Provides accessible public space. - Maximise permeability and connectivity. - Maximises the amenity of public spaces in line with their intended use, such as through adequate facilities, solar access, shade and wind protection. - Maximises street activation. - Minimises potential vehicle, bicycle and pedestrian conflicts.	N/A

Standard impact assessment

The application does not include the provision or delivery of public space. As such, no public space plan is required to accompany the SSDA.

Mitigation measures

None required.

7.2.15 SEAR 24 – Hazards and Risks

Table 49 SEAR 24 – Hazards and risks

SEAR Requirements	Documentation
- If the development is affected by above ground dangerous goods storage from the surrounding developments and / or underground high-pressure dangerous goods pipelines in the vicinity of the proposal location: - Report on any consultation outcomes with operators. - Consider whether the development would cause these storages non-compliance with <i>Australian Standards</i>. - Where applicable, provide a Hazard Analysis in line with relevant guidelines and planning circular.	N/A

Standard impact assessment

The site is not near to any above ground dangerous goods storage or underground high-pressure dangerous goods pipelines. As such, a hazard analysis is not required.

Mitigation measures

None required.

7.3 Cumulative Impact Assessment

7.3.1 Relevant future projects for CIA

The Guidelines identify that the purpose of issue-specific CIA and combined CIA is to further build on the technical EIS assessments by considering the cumulative impacts of the proposed project on key matters when other future proposed projects are included in the assessment.

The CIA is considered against the relevant SEAR items below.

- **SEAR 6 – Built form and urban design**

- The site's locality has been subject to gradual change in urban character in recent years following the introduction of planning controls which encourage high density residential development within proximity of transport nodes and town centres. This is more prevalent in the changing context of Gordon as a result of its highly accessible nature. Gordon is located along the T1 Northern Line, has a highly accessible town centre with a high level of amenity for residents, and is easily accessed from the Pacific Highway or Gordon Railway Station.
- Further to this, the TOD and Low and Mid-Rise Housing controls have further accelerated density and building height in and around the Gordon centre and contributed to the transforming nature of the locality.

- **SEAR 8 – Visual impact**

- The cumulative visual impacts of the proposal with recent and likely future medium to high density residential development in the locality would be consistent with the future character envisaged by the controls and is deemed acceptable in this context.
- The addition of similar scale developments in the locality is likely to result in a positive cumulative impact, with development being located close to the local centre and railway station, and providing a built form and visual impact that is consistent within the 800m catchment as envisaged as part of the TOD and LMR reforms. The lack of additional development in the immediate locality in the short term is likely to result in less of a positive cumulative impact.

- **SEAR 9 – Transport**

- The proposed development is identified as a TOD site. TOD sites are areas that encourage higher density development close to key transport corridors. Therefore, surrounding sites within close proximity of Gordon Railway Station have the potential for future development under the provisions of the TOD controls. Development of surrounding properties under the TOD controls has the potential to increase traffic in the surrounding area.
- The proposal is forecast to add a negligible 24-31 traffic movements in the commuter peak hours of the day and therefore traffic impacts, even when considered other developments in the area, would be very minor.
- Traffic modelling undertaken as part of the TIA has demonstrated that the impact of additional trips associated with the proposal on the surrounding road network would be minimal, with no changes in level of service or typical delays for drivers in the area.

- **SEAR 16 – Biodiversity**

- The proposal is supported by a BDAR prepared by Keystone Ecological which provides an assessment of the site and broader context. Based on a review of the landscape features within a 1.5km radius, the

subject site and vegetation does not form part of a vegetation corridor or stream, and does not provide a significant contribution to the biodiversity significance of the area. The site and adjoining/nearby sites that benefit from the same development potential are unlikely to result in a significant adverse ecological or biodiversity impact if development of a similar scale or nature were to be proposed.

- **SEAR 22 – Environmental heritage**

- The study found that the proposed development will not result in adverse heritage impacts to the Gordon Park Estate, McIntosh and Ansell Conservation Area. The HIS notes that the subject site and existing structures provide little contribution to the significance of the HCA. The HIS also notes in relation to cumulative impact that the proposed scheme will provide additional dwellings of a similar nature to those that are planned for within the vicinity to address the demand for residential accommodation nearby public transport options such as the North Shore railway corridor.

8. Justification of the Project

8.1 Proposed development

Having regard to the environmental, economic and social considerations, the project is justified for the following reasons:

- The proposal is in a highly accessible and well-serviced area being within 400m of Gordon Railway Station, the local centre, bus stops, local schools and other services.
- The proposal is permissible with development consent under Chapter 5 of the Housing SEPP.
- The proposal complies with the maximum FSR standard under the Housing SEPP and involves a minor variation to the height standard (to permit enhanced communal amenity for COS DDA access) while ensuring a good design outcome and a desirable planning outcome in delivering 162 new homes, including 33 affordable.
- The proposal has been carefully designed to provide a contextual response to its setting and delivering contemporary and high-quality residential apartments.
- The proposal will deliver 33 affordable housing units (2% in perpetuity and 15% for a period of 15 years), delivering much needed, high-quality affordable housing in a well-located area to meet the needs of families and key workers who are an integral part of the Ku-ring-gai community.
- The proposal aligns with the State Government's strategic approach to TOD by placing high quality residential units within walking distance of Gordon Railway Station.
- The proposed development is a direct response to the strategic vision and objectives for the delivery of additional housing supply, stated in such documents as the National Housing Accord 2022, Housing 2041, and Transport Oriented Development Program 2023.
- The proposed development will provide for a high-quality urban design outcome that will contribute to a safe, secure and active environment.
- The proposed development will facilitate the delivery of a high level of quality communal open space and resident amenity areas, which greatly contributes to the landscape setting of the site.
- The assessment of the proposal has demonstrated that the development will not result in any unreasonable environmental impacts that cannot be appropriately managed, consistent with the relevant planning controls for the site.

8.2 Consistency with strategic context

The project demonstrates strong strategic merit by aligning with several key regional and local plans. It supports the National Housing Accord by contributing to the goal of constructing 1 million homes in prime locations, offering a contemporary housing model that promotes proximity to work and amenities. The development is strategically located 400m from Gordon Railway Station, leveraging excellent public transport connections as identified in the Future Transport 2056 Strategy. The proposal adheres to the Draft Greener Places Design Guide by incorporating high-quality landscaping that integrates green infrastructure and multi-functional public spaces. Further, connecting with Country opportunities will be further developed as the design development progresses.

8.3 Consistency with statutory context

An assessment of the proposal against the statutory planning context is provided in section 5 of this EIS. The proposal is consistent with the objects of the Act, Chapter 2 and 5 of the Housing SEPP and relevant KLEP 2015 controls. The proposal is permissible with development consent under Chapter 5 of the Housing SEPP. A clause 4.6 variation request has been prepared to justify the variation to the Height of Building standard. The variation adequately addresses the requisite matters for consideration and is well founded. Compliance

with the standard would not yield any benefit, but rather, reduced opportunities for communal open space and landscaping.

8.4 Stakeholder and community views

- Prior to lodgement, key stakeholders were consulted, and their feedback has been considered and design changes made to propose a superior outcome for the development, see section 6.1 of this EIS.
- The proposal responds to community views in that:
 - The development provides new housing in walking distance of Gordon Railway Station giving effect to the TOD reforms.
 - The project enhances the streetscape character of McIntosh and Werona Avenues and respects the leafy character.
 - PMDL's design is a high-quality built form which is integrated within the landscape setting.
- Engagement with the community and response to relevant agencies will continue/occur post submission.

8.5 Likely impacts of the development

This EIS has demonstrated that the proposal will have an overall positive environmental, social and economic impact.

- The scale and nature of the economic, social and environmental impacts of the development have been assessed, on balance, to be either negligible, minor or manageable through mitigation measures.
- The proposal will result in positive economic outcomes in providing 389 jobs during construction and 11 during operation.
- The proposal will deliver a positive social outcome in providing 33 affordable dwellings.
- The proposed density and intensification of the residential land use by the proposal is consistent with that envisaged under the TOD/infill planning controls. The amenity impacts that arise as a result of the proposal have either been managed via design measures as discussed in this EIS and illustrated in the accompanying documentation or can be adequately managed via residual mitigation measures as set out herein.
- No cumulative impact will arise as a result of the development.

8.6 Mitigation actions and compliance

Mitigation measures have been included in section 7 of this EIS. These relate to common and known residual impacts that cannot be mitigated during design, including transport, noise and vibration, water management, trees and landscaping, environmental heritage, engagement, ground and groundwater conditions, ESD, waste management and Aboriginal cultural heritage.

8.7 Site suitability

The suitability of the land to accommodate this development has been established in Chapter 2 and 5 of the Housing SEPP and as relevant in the KLEP 2015. The site is not affected by any policy that restricts development because of any environmental restrictions that cannot be suitably managed or mitigated against.

The site is suitable as the development is permissible under Chapter 5 of the Housing SEPP, is consistent with the aims/objective of Chapter 2 and 5 of the Housing SEPP and does not result in any unreasonable environmental impacts. The project on balance provides a positive development outcome.

8.8 Public interest

The proposal is in the public interest because:

- It is permissible under the Chapter 5 of the Housing SEPP.
- It is consistent with the aims and objectives of Chapter 2 and 5 of the Housing SEPP, as relevant.
- It delivers on the desired outcomes of the TOD Program and aligns with the relevant strategic context.
- It has been demonstrated in this EIS and the accompanying documentation that the proposal will not result in any unreasonable environmental impact and will deliver several positive outcomes, including provision of additional housing, including affordable units.

9. Conclusion

This EIS has been prepared to consider the environmental, social and economic impacts of the proposed residential development, including infill affordable housing at 21, 23 and 25 McIntosh Avenue and 55 Werona Avenue, Gordon. This EIS has addressed the issues outlined in the SEARs and has been prepared in accordance with the *Department's State Significant Development Guidelines - Preparing an Environmental Impact Statement*.

The site is located within 400m of the existing Gordon Railway Station and forms part of the 'Tier 2' TOD area and is hence subject to the provisions in Chapter 5 of the Housing SEPP. RFBs are permissible with development consent in the R2 Low Density Residential zone under Chapter 5 of the Housing SEPP. The delivery of this project will provide 162 new homes, including 33 affordable dwellings in a highly accessible and well-serviced location. The proposal is consistent with the in-fill affordable housing and TOD planning reforms.

It is evident that the locality is in a state of transition to a higher density environment. The proposal is consistent with the desired future character for the site and surrounds and aligns with the strategic priority established by the NSW Government.

Based on the detailed assessment undertaken in this EIS, we conclude that it is in the public interest that consent be granted to the proposal, subject to the implementation of suitable conditions of consent reflecting the mitigation measures in this EIS and Appendix D.