

Response to Submissions

SSD - 100006957

Built-to-Rent SSD – Chatswood 'Dive Site'

Submitted to Department of Planning, Housing and Infrastructure
on behalf of Landcom

26 June 2026



Acknowledgment of Country

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.



Towards Harmony by Aboriginal Artist Adam Laws

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Appendices

Ref.	Title	Prepared by
1	Environmental Impact Statement	Gyde Consulting
2	Rezoning Proposal	Gyde Consulting
3	Architectural Plans	Fender Katsalidis
4	Architectural Design Statement	Fender Katsalidis

5	Electromagnetic Energy Letter	Brendon Woods Consulting
6	Heritage Impact Statement	Tropman and Tropman architects
7	Landscape Plan	Oculus
8	Pedestrian Wind Report Addendum	RWDI Australia
9	Rail Infrastructure Assessment	Arcadis
10	School Infrastructure	Department of Education
11	Services Consultant Advice Notice	Integrated Group Services
12	Stormwater Management Plan	BG&E
13	Traffic and Transport Letter	SCT Consulting
14	Visual Impact Assessment Addendum	Colliers
15	Waste Management Plan Addendum	MRA Consulting Group

1. Introduction

The application (SSD-100006957) was lodged with the Department of Planning, Housing and Infrastructure (DPHI) on 13 March 2026 on behalf of Landcom for a residential development at 339 Mowbray Road, 569, 589, and 607 Pacific Highway, and 5-8 Bryson Street, Chatwood known as the Chatswood 'Dive' Site (the Site).

This SSDA will seek approval for a mixed-use tower, consisting of a 'residential flat building' for the purposes of Build-to-Rent residences, and 'commercial premises'.

Pursuant to Schedule 1, Part 27 Build-to-rent housing of *State Environmental Planning Policy (Planning Systems) 2021* (Planning Systems SEPP), the proposal is classified as State Significant development (SSD) as the proposal meets the threshold requirements, as it:

- Includes development of land in the Eastern Harbour City, with an estimated development cost greater than \$50 million, current pre-SSDA submission estimates of the proposed development are greater than \$100 million excluding GST.
- The tenanted component of the proposed development has a value at least 60% of the estimated development cost of the proposed development, and
- Does not involve development that is prohibited under an environmental planning instrument. (*Subject to the approval of the concurrent Rezoning Proposal*).

Therefore, this SSD is permissible under Chapter 3, Part 4, Section 72 (3) of the Housing SEPP, with an applicable SSD pathway via of Schedule 1 (Section 27) of the Planning Systems SEPP. This report has been prepared with consideration to 'State Significant Development Guidelines – Preparing a submissions report' (March 2026).

2. Purpose of this Report

This report has been prepared in response to issues raised in community submission during the public re-exhibition of the proposal. The purpose of this report is to provide a comprehensive response to submissions received from the community and to demonstrate how the project team has evolved the scheme to address this feedback.

The report follows a detailed review and analysis of all submission received during the re-exhibition period. Design amendments and associated updates to technical studies have been coordinated by Landcom in consultation with relevant specialists in traffic and transport, heritage, architecture and urban design, landscaping, flooding, acoustics, civil engineering, rail engineering and others to ensure that all technical issues have been properly addressed.

Overall, the report demonstrates that the proposal has been developed through a robust, consultative and evidence-based process, with each stage of review ensuring consistency with State and local planning frameworks. It confirms that all relevant environmental, social, and design considerations raised by the community have been properly assessed, and that the amended proposal achieves a balanced outcome aligned with the strategic objectives and statutory requirements relevant to the proposal. The responses provided in Section 4.3.3 of this report have been supplied by Landcom, informed by input from the consultant team, and Section 7.1 responds to issues raised in community submissions regarding the community consultation process itself.

3. Project amendments and clarifications

The proposed scheme has been revised following a review of responses received from the public and agencies (including DPHI) during the exhibition period.

3.1 Proposed Changes

The key proposed project amendments comprise of the following:

3.1.1 Amendments

- OSD tank moved from under western townhouses to under waste loading and waste storage.
- Changes to ground level waste rooms to include taps and allocation of extra bin. Allocation of Contingency bin space in waste chute rooms and FOGO bin nominated.
- High level window accidentally omitted from western studio apartment to the north of the core has been reinstated to achieve cross ventilation intended.
- Level 3 to Level 4 floor-to-floor height from 3.2m to 3.8m, which is the maximum increase that can be accommodated by the proposed scissor stair and core arrangement. Total building height has consequently changed marginally.
- Rearrangement/redistribution of facade elements, including glazing and solid panels and feature elements .
- Refinements to internal layouts of apartments.
- Reconfiguration of BOH plant, storage and waste areas.
- Rainwater tank located below Ground Floor slab and integrated with OSD tank.
- Substation relocated adjacent to lot boundary.
- Ground floor building levels adjusted to suit an accessible and equitable design of public realm levels.
- The replacement of Cf02 – pigmented solid panel (precast finish or similar) with fibre cement cladding (or similar alternative).
- Landscaping - Planting layout updated and refined to incorporate the changes listed above.

3.2 Objectives of the development

The key objective of the proposed development is the delivery of housing, including much needed affordable housing to reflect the housing needs and demographics of the local area. The key objectives of the proposed development are to:

- Provide for diverse housing contributions in a high amenity and highly accessible location.
- Contribute to the local economy through its provision of varying commercial and retail tenancy opportunities.
- Establish climate conscious development which moves towards a sustainable future and a 'Net Zero 2050'.
- Ensure development and open space meaningfully incorporate Connecting with Country principles and reflect local Aboriginal community culture.
- Provide a built form character that appropriately responds to the planning and environmental context and setting.

- Identify, minimise and mitigate any potential impacts on the environment, traffic and parking, and any other features.

4. Analysis of Submissions

4.1 Breakdown of Submissions

The exhibition of the SSDA was undertaken between 25 March to the 15 April 2026. A total of 26 submissions were received from the public / community during the exhibition period. In addition, 8 submissions were received from various authorities.

On 4 June 2025 DPHI wrote to the Proponent, Landcom, requesting a written response to the issues raised in public and agency submissions, pursuant to Section 59(2) of the *Environmental Planning & Assessment Regulation, 2021*. DPHI also carried out an assessment of the SSDA and issued their Request for Information (RFI) on 12 May 2026 requesting a response to key issues raised.

This section of the Report provides an analysis of the submissions received during the public exhibition of the SSDA including the individuals and agencies who made submissions. Submissions have also been categorised based on the type of issue raised.

In addition to submissions received from the community, submissions were received from the following authorities:

1. DPHI
2. Willoughby City Council
3. Transport for NSW
4. Sydney Trains
5. Sydney Metro
6. Heritage NSW
7. Ausgrid
8. Lane Cove Council

Of the combined total of submissions (inclusive of public and agency) received:

- 13 submissions (38%) objecting to the proposal.
- 7 submission (21%) supporting the proposal.
- 6 submission (18%) commenting on the proposal.
- 8 submission/advice were provided by agency/council (23%).

4.2 Location of community submissions

The application received 13 objections, 7 in support, and 6 comment submissions.

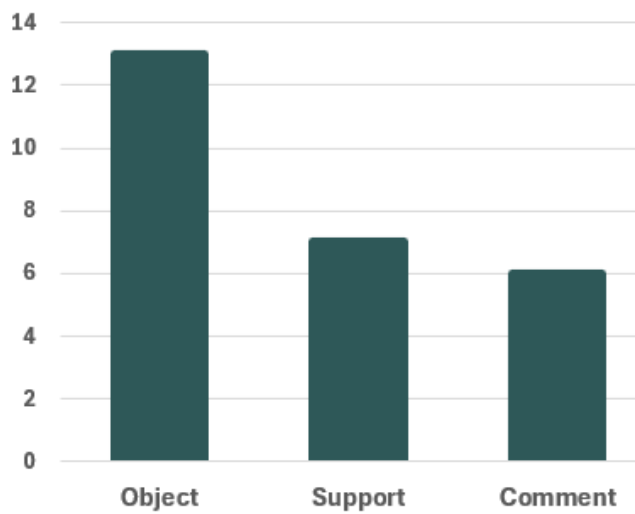


Figure 1. Breakdown of Community Submissions

Submissions were received from the following locations:

Table 1: Locations of Submissions

Locality	Number of Submissions
Objections	
Artarmon	3
Chatswood	2
Lane Cove North	2
North Ryde	2
Mosman	1
Lane Cove	1
Killara	1
Roseville	1
Comment	
Chatswood	2
Sydney	1
Lane Cove	1
Chatswood West	1
Woolloomooloo	1
Support	
Chatswood	2
Emu Heights	1
Robertson, NSW	1
Lane Cove North	1

Ashfield	1
Ashbury	1
Total	26

4.3 Breakdown of Community Submissions

4.3.1 Analysis of Community Supported Outcomes

The submissions identified the following positive outcomes of the proposal:

- provision of increased housing supply\,
- delivery of the Build-to-Rent typology and the associated benefits,
- location of the building for accessibility and the quality design of the proposal,
- promotion of local economic viability in commercial tenancies and additional persons in the locality,
- support of key workers, including health and education workers, that have better access to work and high amenity living.



Figure 2. Breakdown of Submissions in Support

4.3.2 Key issues raised by the community

Analysis of the 26 submissions received shows that concerns were concentrated around a number of recurring themes, with the most frequently cited matters relating to traffic impacts (10 mentions), infrastructure impacts (7), uplift and scale (6), NSW site opportunity and need for a school (6), extensive changes to the LEP (6).

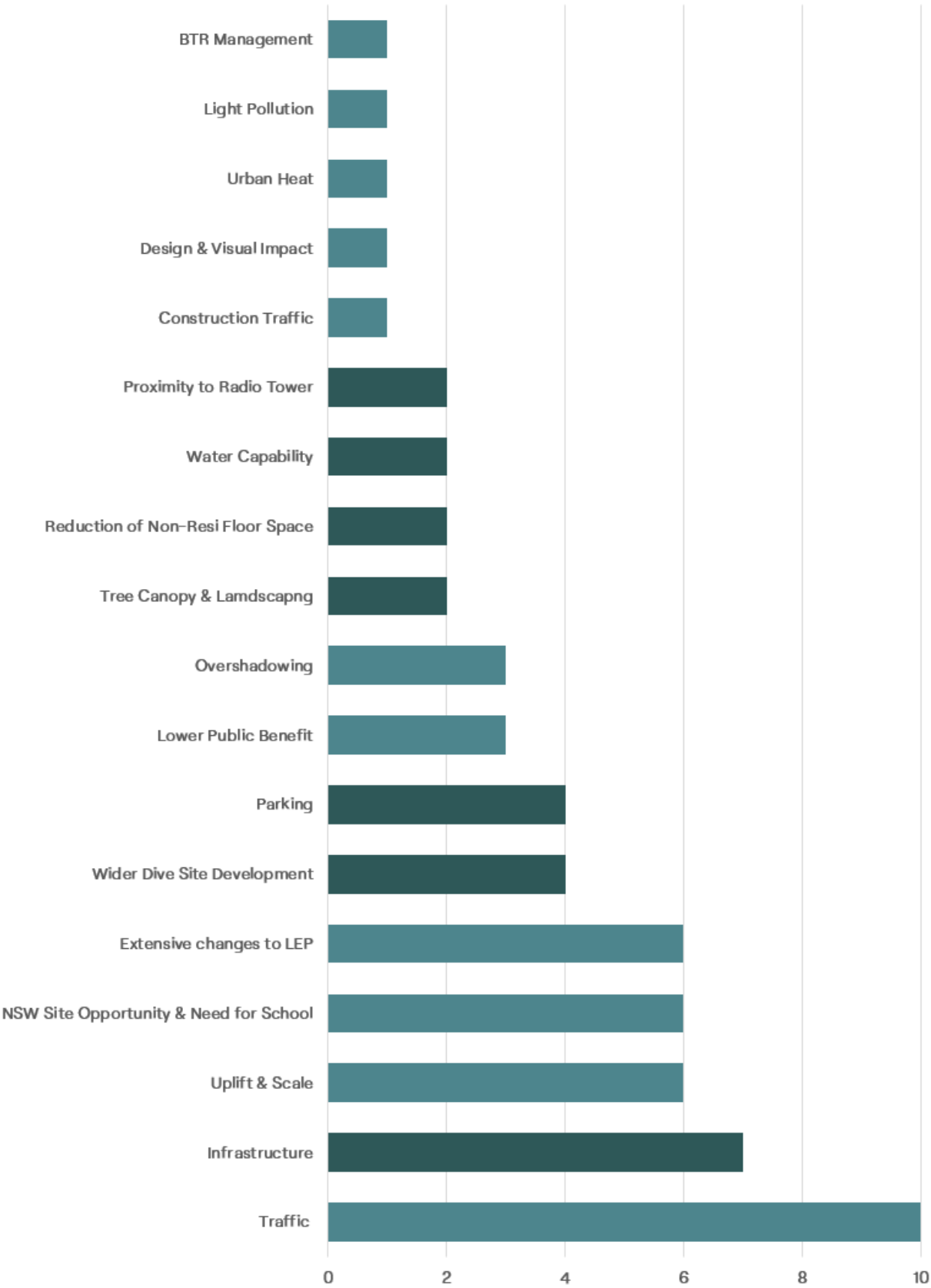


Figure 3 Key issues identified in public submissions (Source: Gyde Consulting)

The submissions have been appended as part of this package. High-level responses to community-raised issues are provided in Section 7.1.2 of this report.

4.3.3 Categorising Issues

The issues are grouped into the categories adopted from the *'State Significant Development Guidelines – Preparing a submissions report'* (March 2026).

Category and Issue	Summary
Project related (e.g. the site, the project area, the physical layout and design, key uses and activities, timing)	
Uplift and Scale	- Over intensification from both height and scale, especially in comparison to surrounding sites and too many additional people causing sub-issues e.g. traffic, infrastructure issues. - Increasing uplift with no public benefit
Parking	- Not enough parking to support the residents, visitors and workers, and no parking currently exists on 3 roads surrounding the Dive Site, - Parking is needed for essential workers when public transport is unavailable. - Parking rates don't align with Council rates in the DCP.
Reduction of non-residential floor space	The lack of non-residential floor space will not support the new residents.
Proximity to Radio Tower	- Proximity and height of building would disrupt telecommunication/radio signals and broadcasting. - Proximity and height of building would result in electromagnetic impacts on the building and future residents.
Design and Visual Impact	The built form is out of context to the area.
Procedural matters (e.g. level or quality of engagement, compliance with the SEARs, identification of relevant statutory requirements)	
Extensive changes and non-compliance to LEP	- Proposed amendments to the LEP are too extensive of a departure from existing controls; both in number of clauses changing and the proposed extent of change to individual clauses, including height and non-residential floor space. - Utilisation of the SSD pathway allows for too great of a separation from the local controls, both the LEP and DCP controls.
BTR management	- Confirmation on how the BTR will ensure the units are made available to essential workers and at an affordable price - Confirmation on how the BTR will avoid short term rentals (e.g. Air-BNB) in the development in the long-term.
Economic, environmental, and social impacts (e.g. amenity, air, biodiversity, heritage)	
Traffic	- Increase of residents will lead to excessive traffic impacts in addition to surrounding development. - Mowbray Road and Pacific Highway are already congested; the proposal will only increase this issue. - Retail uses will only increase traffic issues by driving trip generation and large truck usage.
Infrastructure Impacts	Impact of increased residents and on public transport infrastructure – bus, train, metro capacity.

Category and Issue	Summary
	- Impact of increased residents on road infrastructure. - Pressure on community infrastructure such as schools, healthcare services, and open space.
Lower Public Benefit	Reduction in affordable housing, non-residential floor space, and active street frontages will allow lower the potential public benefits of the site.
Overshadowing	- The proposal will generally cause overshadowing impacts. - The proposal will overshadow the Great Northern Hotel to the south-west.
Tree Canopy and Landscaping	Tree canopy should be maximised on site to minimise heat impacts, including the maximisation of trees on the wider Dive Site.
Water Capability	- Ensure that the Sydney Water has capabilities to service the site and proposed development. - Concern regarding recent water system overflow, which the site would contribute to.
Construction Traffic	During the construction phase, heavy vehicle activities would further aggravate the already highly congested traffic.
Urban Heat	The site is an identified heat trap and should be designed to minimise the urban heat island effect.
Light Pollution	- Light facing residential areas should be minimised during night. - Lighting principles in the EIS should be made a condition of consent to manage light spill and glare. - Construction lighting should be minimised.
Electromagnetic energy (EME) emissions	- Due to the proximity to the TXA Radio Tower to the south, the BTR development should have regard to EME emissions on human health and safety risks. - Due to the proximity to the TXA Radio Tower to the south, the BTR development should have regard to radiofrequency (RF) transmissions on operation of the tower.
Justification and evaluation of the project as a whole (e.g. justification for the project, consistency of project with Government plans, policies or guideline)	
Wider Chatswood Dive Site	Evaluation of the BTR project cannot be separated from the other application on the site.
NSW Opportunity Site and previous identification as a school	- The site previously identified as an opportunity site by NSW Government and should be used for infrastructure of greater public benefit as it is in a key location and currently un-developed. - The site was previously earmarked for a school and school infrastructure, therefore should be utilised for this use.
Reduction of non-residential floor space	- The proposal reduces the residential floor space from the existing LEP control, of which to great of a change, and should provide the amount as per the LEP. - The LEP control requires that the ground floor be used for non-residential purposes only, however the ground floor plans submitted with the application showing residential apartments on the ground floor.

Category and Issue	Summary
Issues that are beyond the scope of the project (e.g. broader policy issues) or not relevant to the project.	
Wider Chatswood Dive Site	- Raising impact of wider Chatswood Dive Site and implication of 1,500 new homes and associated parking or traffic / issues. - The whole site and masterplan, inclusive of the BTR development, needs to be re-designed.
Response to SEARs	The BTR SSD doesn't respond to SEARs dated 5 December 2025.

5. Actions Taken Since Exhibition

5.1 Additional Technical Studies

Further technical studies have been undertaken to provide a response to submissions and inform the design changes set out in this Report. These are summarised in Sections 6 and 7 of this report.

5.2 Amendments to the Project – Overview

In response to the comments raised during exhibition, the RFI issued by the DPHI and as a result of ongoing design development, the SSD application has been amended to achieve an improved built form outcome on the site.

The proposal remains generally as detailed in Section 3 of the EIS (prepared by Gyde, dated 6 March 2026). The proposed design amendments to the SSDA proposal are described at a high-level as follows, with Table 2 providing a numerical comparison of the as lodged and as amended scheme:

5.2.1 Amendments

- OSD tank moved from under western townhouses to under waste loading and waste storage.
- Changes to ground level waste rooms to include taps and allocation of extra bin. Allocation of Contingency bin space in waste chute rooms and FOGO bin nominated.
- High level window accidentally omitted from western studio apartment to the north of the core has been reinstated to achieve cross ventilation intended.
- Level 3 to Level 4 floor-to-floor height from 3.2m to 3.8m, which is the maximum increase that can be accommodated by the proposed scissor stair and core arrangement. Total building height has consequently changed marginally.
- Rearrangement/redistribution of facade elements, including glazing and solid panels and feature elements .
- Refinements to internal layouts of apartments.
- Reconfiguration of BOH plant, storage and waste areas.
- Rainwater tank located below Ground Floor slab and integrated with OSD tank.
- Substation relocated adjacent to lot boundary.
- Ground floor building levels adjusted to suit an accessible and equitable design of public realm levels.
- The replacement of Cf02 – pigmented solid panel (precast finish or similar) with Cs01 fibre cement cladding (or similar alternative).
- Landscaping - Planting layout updated and refined to incorporate the changes listed above.

5.2.2 Revised Development Statistics

The description of development is proposed to be amended as follows (amendments in *red*):

Table 2: Amended development summary

Component	Proposal
Total Dive Site area	18,854 sqm
Proposed Lot Area	2,789 sqm
Height of buildings	80.473m (RL183.4)
FSR	5.81:1
Total GFA	16,206 sqm
Residential GFA	15,380.7 sqm
Non-residential GFA	339.2 sqm
Internal Amenity GFA	486 sqm
Total number of units	180
Unit mix	Studio – 31 / 17% 1 Bed – 74 / 41% 2 Bed – 64 / 36% 3 Bed – 11 / 6%
Total Car Spaces	37
Resident Car Spaces	37
Retail Car Spaces	Nil
Accessible Car Spaces	6
Bicycle spaces	18
Motorbike spaces	3
Storage cages	28
Deep soil planting - non-ADG compliant (less than 6m depth).	Ground Floor: 278sqm (10%) Level 3/Communal Open Space: 505sqm (18.1%)
Tree Canopy Cover	Ground Floor: 352sqm (12.5%) Level 3/Communal Open Space: 808sqm (29%)
Communal open space	1,356m ² / 48%
Job creation	88 – Construction 15 – Operational

5.3 Amended Description of Development

The description of development is proposed to be amended as follows (amendments in *red*):

- Site subdivision and construction of a high density 23-storey mixed-use building for the delivery of 180 apartments, including a mixed-use podium and residential tower with a height of 80.473m, and associated services, including the: Ground floor, including 5 residential dwellings facing the future

streetscape, residential lobby and internal services, commercial/retail tenancies, services, lift shaft and fire stairs.

- Level 1 and 2 Podium, including 8 dwellings inclusive of 5 terraces on Level 1, 37 car spaces total, services, lift core and fire stairs.
- Level 3 Podium, including the communal internal amenity area and communal outdoor space, services, lift core and fire stairs.
- Level 4-10 Tower, including 8 dwellings per floor, services, lift core and fire stairs.
- Level 11-22 Tower, including 9 dwellings per floor, services, lift core and fire stairs.
- Civil works, earthworks, and external landscaping, consisting of a mix of hard and green space and a public art feature.

6. Response to Agency Submissions

This section provides a detailed response to the agencies and other matters raised by the community during exhibition.

6.1 Department of Planning, Housing and Infrastructure

The table below contains a response to the issues raised in submissions as key issues reviewed from agency and Council submissions.

Table 3: Summary of response to DPHI comments. Please refer to the original submission for full details.

Council Comment / Issue	Response
Electro-magnetic Emissions (EME)	
The site is near Critical Infrastructure, (Communications - Broadcasting), at 192-196 Hampden Road, Artarmon, (the TXA site). 1. Provide an Electromagnetic Emissions (EME) Assessment to assess potential EME risks on workers during construction and the future occupants of the building, and any potential electronic interference risks (EMI).	Addendum letter prepared by Brendon Woods Consulting Pty Ltd, dated 22 June 2026, concludes that the proposal <i>“fully complies with ARPANSA EME exposure limits and does so with substantial safety margin, presents no known credible risk of harmful EMI to building systems or occupants, and would result in only minor and localised broadcast effects that do not compromise service quality.”</i> <i>“The proposed Build-to-Rent development represents a safe, compliant and appropriate form of development.”</i> As such it is believed no further modelling is required and the proposal is acceptable.
2. The EME Assessment should be prepared based on the existing development context with regard to future development to the south within the wider Chatswood Dive Site.	
3. If the desk-top EME modelling indicates any EME exposure across the development site, (or in the case of borderline compliance with exposure limits), a further detailed assessment shall be prepared involving physical EME measurements.	
Broadcasting Coverage	
4. Provide a Broadcasting Coverage Assessment to assess potential broadcasting coverage impacts associated with the operation of the TXA site.	Addendum letter prepared by Brendon Woods Consulting Pty Ltd, dated 22 June 2026, states <i>“The TXA broadcast antennas are located at heights of approximately 142-197 metres, which is significantly above the proposed building height of 80m... The analysis undertaken by Gain IT, confirms that signal strength remains well above usable thresholds and that any effects would be minor, localised, and recover quickly with distance. Accordingly, there is no basis to conclude that the proposal would result in any significant degradation of broadcast services.”</i>
Public Domain and Ground Plane	
The proposed development represents the first stage of the broader redevelopment of the Chatswood Dive Site and must demonstrate a high standard of access, safety, and usability at the ground plane from initial occupation and into the future. 5. Provide additional sections, plans, and detailed drawings to demonstrate how ground plane elements integrate with the adjacent public domain, including Frank Channon Walk, and with	The BTR development within the Chatswood Dive Site has been considered and design as a whole with the wider public domain works. During the early design stages, key priorities including inclusive design, passive surveillance and connectivity were implemented to ensure that the BTR development would not constrain, but contribute to the user experience within the site. Access The public domain for the precinct has been delivered to provided a truly accessible and inclusive ground plane

Council Comment / Issue	Response
future stages of the development. The design must minimise the need for future rework and must not constrain or limit opportunities for ongoing public domain improvements.	experience. The public domain levels aim to maintain a 1:40 maximum fall where possible, with only steeper 1:20-1:30 walkways included to tie into the existing street levels at Nelson Street. Shared zones are nominated to western and southern interface to the BTR development to promote connectivity, and to slow traffic movement through the precinct. DDA access is maintained at the lobby entrance to the BTR, with stair access only to residences on the ground floor to the eastern and western facade. <i>Safety</i> When considering the spatial arrangement of the overall site, great consideration was placed on locating retail to the north east corner, to provide a gateway arrival into the precinct off Frank Channon Walk, and to the south to provide activation to the central open space opportunity. Residential was located on the western and eastern facades to provide passive surveillance and informal activation to the adjacent garden that interfaces Frank Channon Walk. This promotes eyes on the public domain, supported by a considered public lighting strategy and playful interventions within the public realm. When considering the residential interface, we ensured that there was a layered landscape approach to provide offset from the public footpath, but still allow for framed views into the public domain. <i>Usability</i> As outlined above, the integration of residential, lobbies and retail along the facades helps to promote active frontages that face onto the public domain including streets, gardens and public open space opportunities. The overall approach to an inclusive and intergenerational design response ensures that there is a level of functionality to the design that can be accessed by all.
Wind Impacts	
The Pedestrian Wind Assessment does not adequately address the north-east corner of the site, which is proposed to accommodate a retail spill-out zone and play area, yet is identified as unsuitable for seating. While the report concludes that all ground-level areas will be suitable for their intended uses, this is contingent on substantial tree planting across the site.	The updated Pedestrian Wind Assessment confirms that the site prior to substantial tree planting across the site are not expected to create an unsuitable environment. RWDI confirm that the surrounding typical height of the neighbourhood buildings is between 1-3 storeys and no significant structures exist close to the site that will considerably alter the local microclimate. The existing street trees are also expected to further diffuse the winds leading to conditions that are generally expected to be suitable for passive use throughout the year. Wind conditions exceeding the safety criterion are also not expected. A letter prepared by RWDI (Appendix 8) confirms that Wind conditions are expected to range from sitting to standing use within most of the retail spill-out zone and increase to strolling and walking use conditions moving away from the corner and within the play area. It is noted that the wind impacts within the play area are considered appropriate for the intended use of the space

Council Comment / Issue	Response
	without mitigation. However, conditions within the seating areas are generally above the target sitting criterion. Further analysis of wind flows indicates that wind impacts around the corner are governed by surface-level winds from the west flowing along Nelson Street and southerly winds channelling through the play-area.
6. Further information is required to demonstrate how the proposed tree planting, at the time of the Build-to-Rent (BTR) site commencement, will achieve the necessary wind mitigation outcomes to support the intended use of these spaces.	The letter (Appendix 8) further confirms that with the inclusion of the BTR landscaping, the overall wind environment is predicted to improve substantially compared to the baseline scenario with all areas noted to be suitable for sitting to standing use.
7. Provide updated landscape plans illustrating the proposed ground plane landscape treatment, including the planting of trees at the commencement of the BTR site.	Appendix 8 confirms that additional wind mitigation measures are generally not required due to the improved wind environment, however slightly elevated winds at the corner of the retail spill-out zone (approaching standing use) have been considered further through a review of the updated Day 1 landscape design. Therefore, the review of proposed Day 1 landscape design is expected to further improve the local wind conditions around the north-east corner of the development and is expected to enable the space to achieve the target criteria for both the spill-over zone and the play-area.
Overshadowing	
Provide a quantitative solar access analysis assessing overshadowing impacts from the BTR tower on the future central public park adjoining to the south and Mowbray House, including its curtilage, within the broader Chatswood Dive Site. The analysis is to have regard to the State Design Review Panel advice regarding solar access to the future public park and include shadow diagrams at hourly intervals between 9:00am and 3:00pm during the winter solstice.	FK Architects have provided detailed shadow diagrams at hourly intervals between 9.00am-3.00pm on 21 June for 2 x scenarios. Scenario 1 includes the proposed BTR and adjoining development. Scenario 2 combines the proposed BTR, adjoining development and also potential development of adjoining sites that currently have Housing Delivery Authority (HDA) requests with the Department. Scenario 1 are the diagrams that should be relied upon as they show DAs that are either approved or currently under assessment and provide a true reflection of anticipated solar impact. Scenario 2 are considered speculative and are not certain. Despite this, the two scenarios show that between 9-10am and from 2pm-3pm mid-winter; the future central park will receive greater than 50% sunlight. Under Scenario 1 the park receives solar access for at least 40% of the park throughout the whole day in mid-winter and generally achieves 50% or more (with the exception of at 11am and 1pm). Given the urban environment in which this proposal is located, this is considered acceptable.
Apartment Design Guide (ADG)	
<i>Natural cross ventilation</i> Some of the dwellings along the western elevation, including studio units on Levels 4 to 8 and the townhouses at podium level, do not appear to achieve natural cross ventilation, and consistency with the requirements in the ADG may have been overstated.	High level window accidentally omitted from western studio apartment to the north of core on the typical tower has been reinstated to achieve cross ventilation intended. While it is recognised that some apartments do not achieve cross ventilation, the ADG only requires 60% of apartments to be naturally cross ventilated in the first 9-storeys of the building, of which the development achieves on 34 of 56 dwellings in the first 9 levels.

Council Comment / Issue	Response
8. Provide updated plans and a dwelling schedule confirming compliance with the ADG cross ventilation requirements. Where variations from the ADG design criteria are proposed, detailed justification is to be provided.	Further the narrow depths of the apartments will encourage natural ventilation in single aspect. The plans also ensure the area of unobstructed window openings are over 5% of the floor area served as per the ADG to ensure single aspect apartments have access to quality ventilation. Details of apartments that achieve cross ventilation requirements and justification is provided in the Architectural Design Statement (Appendix 4).
<i>Balcony sizes</i> 9. Provide a schedule of the number of apartments that do not comply with the minimum balcony sizes.	FK Architects have provided Drawing DA575 which provides the ADG compliance for the balconies. 46.6% of the proposed apartments comply with the minimum balcony dimensions.
<i>Setbacks</i> 10. Provide plans illustrating whether the upper-level building setbacks are consistent with the ADG requirements, as identified in the draft Concept Masterplan Guidelines for the wider Chatswood Dive Site.	The built form has been sited and designed to ensure the upper-level setback is consistent with the ADG. Drawing DA104 being level 04-10 Floor Plan depicts the required ADG 18m and 24m separation distances. This drawing shows the anticipated future development on the site and demonstrates the proposal achieves this.
<i>Solar access</i> 11. Under both the existing context and with future development to the north at 9-19 Nelson Street and 10 Gordon Avenue (SSD-93766223) and 613-627 Pacific Highway (SSD-73505961), provide the following: a) a quantitative solar access analysis assessing overshadowing impacts on the communal open space at podium level. This is to include shadow diagrams at hourly intervals from 9:00am to 3:00pm during the winter solstice. b) revised sun-eye diagrams clearly identifying which dwellings receive solar access under each scenario.	a) Drawing numbers DA400 and DA401 show shadow diagrams as at June 21 for hourly intervals between 9am and 3pm. These diagrams confirm the following direct solar access is received at the outdoor COS areas during this time. % OF COMMUNAL OUTDOOR SPACE RECEIVING DIRECT SUNLIGHT AT HOURLY INTERVALS : 9AM : 74.2 % 10AM : 45.8 % 11AM : 0 % 12PM : 82.2 % 1PM : 48.6 % 2PM : 22.7 % 3PM : 48.2 % ADG requires 50% of the COS to receive direct solar for 2hrs during 9am to 3pm. This building achieves compliance despite it being spread over the whole day. b) Drawing numbers DA450 and DA451 provide the number of units which receive solar access mid-winter. ADG requires min 70% of apartments to receive min 2hr sunlight, this proposal complies with this as shown in the summary below. 2+ HOURS DIRECT SOLAR ACCESS 141/180 = 78.3% 0-2 HOURS DIRECT SOLAR ACCESS 37/180 = 20.5% 0 HOURS DIRECT SOLAR ACCESS 2/180 = 1.1%

Council Comment / Issue	Response
Traffic, Parking and Access	
12. Provide an updated Transport Impact Assessment (TIA) in response to issues raised by Council and Transport for NSW addressing: a) trip generation based on the Guide to Transport Impact Assessment (GTIA) 2024	It is recognised that Guide to Transport Impact Assessment (GTIA) 2024 (TS 00085 Version 1.1), which came into effect on 4 November 2024. As per the letter prepared by SCT Consulting (Appendix 13), the GTIA acknowledged different trip generation estimation methods depending on the context and resources of a proposed development. The Chatswood Dive Site BTR TIA adopted the “benchmarking method” where SCT Consulting have benchmarked the site’s travel characteristics with similar surveyed sites (high density developments in St Leonards and Chatswood) to determine an average rate. This approach to estimating trip generation rates are considered valid and acceptable in the Guide to Transport Impact Assessment (GTIA) 2024 (TS 00085 Version 1.1). Hence, no change is required to estimate vehicle trip generation for the residential, commercial, and retail components of the BTR proposal.
b) additional traffic and parking survey s on a weekend	As per the letter prepared by SCT Consulting (Appendix 13), SCT have confirmed that it is industry standard that traffic modelling and impact assessment are prepared based on one typical weekday of traffic surveys. Other SSDAs in Chatswood CBD area have also been approved based on one typical weekday of traffic surveys. This approach of traffic modelling and impact assessment has also been agreed with Transport for NSW. SCT do not propose the need for any additional traffic data collection for this TIA.
c) traffic modelling of the network PM peak period	As per the letter prepared by SCT Consulting (Appendix 13), SCT have confirmed that it is industry standard that traffic modelling and impact assessment are undertaken for the development-generated peak hours, especially for a development that has a majority of residential use with ancillary retail/office uses. Other similar SSDAs in Chatswood CBD area have also been approved based on modelling of development-generated peak hours. This approach of traffic modelling and impact assessment has also been agreed with Transport for NSW. SCT do not propose the need for any additional traffic modelling for this TIA.
d) potential traffic queuing from vehicles entering and exiting Nelson Street	As stated in section 5.3.3 of the TIA, the BTR development is expected to generate a maximum of 29 vehicle trips during any peak period, which is equivalent to one vehicle every two minutes. This level of traffic generation alone is relatively low and falls well below typical daily fluctuations experienced during peak periods. Hence, no traffic modelling is required typically to quantify the traffic impacts of this level of traffic increase onto the surrounding road network. TfNSW has not raised any concerns or any specific mitigation measures on the operation of the intersection of Pacific Highway Nelson Street as a result of the BTR development.

Council Comment / Issue	Response
e) the operation of the signal -controlled ramp system during power failure conditions and vehicle swept path analysis	Noted, as discussed in section 4.2.1 of the TIA, the proposed internal traffic signals are considered appropriate according to Clause 3.2.2 of AS2890.1 2004. The car park is expected to generate a maximum of 29 vehicle trips during a peak period and would generate relatively low traffic volumes with limited potential for two-way conflicts. As part of the detailed design for the Construction Certificate, a car parking operational management plan will be developed to confirm the operation of the car park and how conflicting vehicle movements can be managed under blackout conditions.
f) sight distance from the vehicular access point along Nelson Street	As per the letter prepared by SCT Consulting (Appendix 13), a cul de sac by nature accommodates low traffic volumes and primarily serves local residents. Note 2 to Figure 3.2 of AS2890.1 (Clause 3.2.4) states that “a check to the left is not required at a divided road where the median is wide enough to shelter a vehicle leaving the driveway.” This establishes that left side sight distance is primarily relevant where a right turn movement is reasonably expected. In the case of a cul de sac, vehicles exiting the site would not turn right into the dead end and would only turn left to exit the street. Accordingly, sight distance requirements for this development are limited to vehicles approaching from the right, from the neighbouring lot to the north. Vehicles travelling between the subject site and the adjoining northern lot have clear intervisibility within the cul de sac and are therefore able to negotiate movements prior to entering the road network. As such, no sight distance issues are anticipated. Additionally, the adjoining lot to the north will have its access relocated to Gordon Street as per Council's site specific DCP controls for that site. Once this occurs, the cul-de-sac will exclusively serve the subject development, further reducing traffic interaction and potential conflict at the access location.
g) the provision of appropriate end -of -trip facilities including details of bicycle parking, showers, lockers, and associated amenities to support and encourage cycling as a viable mode of transport	Bicycle parking will be provided to support and encourage cycling as a viable mode of transport. No end-of-trip facilities are warranted as a result of the small scale ancillary non-residential uses.
h) connectivity between the development and the surrounding walking and cycling network .	Multiple accesses are provided at the BTR development to connect with existing walking and cycling facilities surrounding the development including those along Nelson Street, Mowbray Road, Pacific Highway and Frank Channon Walk.
Heritage	
13. Update the Statement of Heritage Impact by clarifying the overshadowing impacts to Mowbray House, noting it is different to the impacts identified on the solar access analysis submitted with the Environmental Impact Statement (EIS)	An updated Statement of Heritage Impact (Appendix 6) with consideration to the updated Architectural Plans (Appendix 3) has been prepared which confirms that the impacts to Mowbray House, when occurring, are minimal and temporary. Extensive overshadowing only occurs from 1-2pm due to the tall and slender tower design that allows for

Council Comment / Issue	Response
	fast moving shadows and has therefore been considered by Tropman & Tropman to be a minor impact.
14. Provide an updated Visual Impact Assessment (VIA) with additional viewpoints in accordance with requirements raised by Heritage NSW	A letter prepared by Colliers (Appendix 14) confirms that no additional viewpoints are required and therefore an updated VIA is not required. The letter confirms that the additional views requested would not be necessary, provide a clear view of the built form, or have already been addressed. Refer to Appendix 14 for further detail.
Waste Management Plan	
15. Provide an updated Waste Management Plan in response to the design and waste management issues raised by Council.	A letter prepared by MRA Consulting Group (Appendix 15) with consideration to the updated Architectural Plans (Appendix 3) provides a detail response to each item raised by Council in relation to waste management. Further, changes to ground level waste rooms were made to include taps and allocation of extra bin. Allocation of Contingency bin space in waste chute rooms on apartment levels and FOGO bin nominated. OSD tank moved from under western townhouses to under waste loading and waste storage in below ground floor slab, indicated on amended Architectural Plans (Appendix 3)
Stormwater	
16. Provide updated stormwater drainage plans in response to the issues raised by Council demonstrating: a) that the existing and proposed stormwater infrastructure can convey site discharge, protect downstream and adjacent drainage assets, and prevent adverse impacts on the surrounding drainage network; and b) measures to manage overland flow, emergency overflow events, and potential system failure scenarios.	BG&E Civil Engineers have provided updated plans and a cover letter dated 5 June 2026 which addresses the matters raised. (Appendix 12) The OSD tank has been amended to ensure overland flow path is achievable from the OSD tank internally within the building and out down the driveway. Levels have been added to the stormwater plan and an overland flow route has also been added to demonstrate how it will work. This portion of the site is not identified as flood-affected. The proposal is considered an improvement for the following: • An OSD tank base above the kerb line, so it will not be affected by tailwater in Council's network • This is an improvement as the predevelopment of the metro site had no OSD. • The street has been disconnected from the other side as a result of the metro due to the bridge being removed, this reduces the catchment in the street.
Podium Level (communal open space)	
17. Consideration should be given to increasing the floor -to-floor height to improve amenity and enhance the usability of undercroft spaces, as well as to better support conditions for plant growth within the planters .	To ensure usability and functionality of the podium level by allowing sufficient room for services, the podium level (Level 3-4) floor-to-floor height has been increased by 600mm. This change has been reflected in the updated Architectural Plans (Appendix 3) prepared by FK.
Substation	
18. Provide detailed plans showing improved integration of the substation with the built form	Oculus have provided an additional detailed plan and elevation at Appendix 7 which identifies the substation.

Council Comment / Issue	Response
and landscaping to minimise its visual impact along the Nelson Street frontage of the BTR site.	Mass planting, including targeted screen planting, is proposed along the south, east, and west sides of the substation kiosk. The north side of the substation connects to the Nelson Street footpath to provide access. Trees are proposed to the south of the substation, between the building and the kiosk, to provide additional screening for residents and minimise visual impact along Nelson Street
Public Art Strategy	
19. Confirm whether the public art strategy for the south-east corner of the BTR site involves local indigenous artists, and how it incorporates Connecting with Country principles.	A public art strategy will be provided at Construction Certificate (CC) Stage to allow for greater time to consult with Council, the completion of which as part of. When the strategy is developed it will provide confirmation on the artist acquired for the identified piece. Based on consultation with Council, it is the intention that an indigenous artist is involved and greater detail will be provided around Connecting with Country principles.

6.2 Willoughby City Council (WCC)

The table below contains a response to the issues raised in submissions.

Table 4: Summary of response to WCC comments. Please note that comments have been summarised. Please refer to the original submission for full details.

Council Comment / Issue	Response
Current and Future Need for Education Facilities	
Council requests that the data and assumptions used to confirm that the site is not required for education facilities is published	In late 2024 the NSW Department of Education completed an analysis of student enrolment trends and determined that the project for a new primary school in Chatswood is no longer required at this time. An email provided by Department of Education, dated 10 June, (Appendix 10) provides formal confirmation that the Chatswood Dive Site is not required to accommodate future growth, and the existing planned upgrades have sufficient capacity. This letter advises, <i>“Over the past decade, the Department of Education has upgraded more than 10 public schools in the Chatswood, St Leonards, Willoughby and North Sydney area, providing significantly increased capacity to enable projected long-term demand to be met. This includes Chatswood Public School’s upgrade, completed in 2024, within a kilometre of the Dive site. The school would have capacity to meet demand from the proposed Dive site development.”</i> Additionally, this letter advises other schools in the area are currently having capacity upgrades, or recently completed. The data associated with the requirements for education facilities, and its release, falls under the jurisdiction of the Department of Education. Despite this, the Department of Education have confirmed that the increase of residents as a

Council Comment / Issue	Response
	result of the proposed development does not require additional educational infrastructure. Please refer to the Department of Education project update below which confirms capacity is sufficient to accommodate future growth: https://www.schoolinfrastructure.nsw.gov.au/content/dam/infrastructure/projects/c/chatswood-education-precinct/2024/november-/Upgrading_schools_in_Chatswood_Willoughby_and_North_Sydney.pdf
Affordable Housing	
Council objects to the proposed removal of the site from the Affordable Housing Map. Council objects to any consent allowing the housing to revert to market housing. The consent should require that the housing be provided as affordable housing only and the site should retain the requirement for any future provision of market housing to be accompanied by a 10% affordable housing contribution.	While the proposed development does not include affordable housing, the provision of 180 Built-to-Rent homes in an accessible location and at a discounted rate for key workers ensures sufficient social benefit for the community.
Public Infrastructure	
Council anticipates a VPA offer to be associated with the redevelopment of the site. Council requests the submission of the offer as soon as is practicable to ensure that none of the required upgrades should be delivered with the proposed BTR development.	A VPA is currently being undertaken with Council that does not set out integral infrastructure for the purposes of this application, nor is it directly associated with the development. Items raised by Council for inclusion and upgrade are separately being undertaken.
Sydney Water Capacity	
Obtain written confirmation from Sydney Water that the existing sewer and water supply infrastructure can service the development, and identify any required upgrades and their delivery.	The capacity assessment is currently being undertaken with Sydney Water and any infrastructure required to service the development will be provided during the construction of the development.
Dedication of Land to Council	
Council requests that the footpath and cul-de-sac at the North Eastern corner of the site in Nelson Street, currently owned by Sydney Metro, be dedicated to Council as a public road through a condition of consent. The pathway and road should be restored and dedicated at the end of construction.	Noted, the footpath and cul-de-sac currently included within Lot 2 in DP221896 will be restored and dedicated to Council after construction is complete. This is recommended to be included as a condition of consent to be actioned after completion of construction.
Active Street Frontages	
Council requests that Nelson Street remain identified on the Active Street Frontages Map and that the future development scheme for the balance of the Dive Site be designed to accommodate a high-quality commercial and retail interface along Nelson Street.	To accommodate the items raised by the State Design Review Panel to achieve design excellence, an active frontage over Nelson Street is not plausible and therefore the identification in the Active Street Frontages Map is required to establish a positive design outcome.
Vehicle Access and Parking	

Council Comment / Issue	Response
Additional details are required confirming backup power provision or fail-safe signal operation to ensure that conflicting vehicle movements cannot occur under blackout conditions. Swept path diagrams are to be provided showing how the one lane and 2-way ramp would work to confirm compliance with AS2890.1.	Noted, as discussed in section 4.2.1 of the TIA, the proposed internal traffic signals are considered appropriate according to Clause 3.2.2 of AS2890.1 2004. The car park is expected to generate a maximum of 29 vehicle trips during a peak period and would generate relatively low traffic volumes with limited potential for two-way conflicts. As part of the detailed design for the Construction Certificate, a car parking operational management plan will be developed to confirm the operation of the car park and how conflicting vehicle movements can be managed under blackout conditions.
Parking Infrastructure	
The following recommendations are made to ensure parking infrastructure is adequate and responsive to contemporary transport needs: • A condition of consent should be imposed requiring the car parking space be EV-ready as per the Willoughby Development Control Plan (WDCP). • A condition of consent be included requiring completion of a detailed Loading Dock Management Plan (LDMP), including: – Delivery and waste booking systems. – Scheduling outside peak pedestrian periods. – On-site management and supervision. • Inclusion of at least one carshare parking space within the on-site car park, subject to feasibility investigation with a carshare operator. • E-bike charging facilities for the bicycle parking. • Finalisation and implementation of a site-specific Green Travel Plan (GTP). The above listed requirements are to be required by a condition of consent to ensure adequate parking infrastructure is provided to meet contemporary transport needs.	Noted.
Stormwater Management	
On Site Detention and Emergency Overflow Amended civil and drainage plans addressing the above matters are required to demonstrate that the proposed stormwater system can safely manage emergency overflow events and system failure conditions.	This has been discussed in Section 6.1 subpoint 16 above on p19. Amended civil and drainage plans have been prepared and attached in Appendix 12.
Downstream Capacity and Existing Infrastructure Amended civil and drainage plans addressing the above matters are required to demonstrate that the existing and proposed stormwater	

Council Comment / Issue	Response
infrastructure can safely accommodate site discharge, protect affected drainage assets, and avoid adverse impacts on the surrounding drainage network.	
Construction Phase Management and Liability	
A detailed and enforceable Construction Traffic and Parking Management Plan (CTPMP) is required as a condition of consent, prior to the commencement of any works, and meet the requirements listed above to ensure construction vehicles park on-site, and to minimise impacts on the surrounding road network, public domain and nearby residents.	Noted. Landcom will prepare an updated CPTMP in response to the conditions of consent prior to the commencement of works.
Detailed public domain plans are required to be submitted to Council for approval prior to the issue of a Construction Certificate.	Noted. Landcom will provide public domain plans prior to the issue of a CC.
Waste Management	
Updated waste management documentation and amended plans are required to address deficiencies relating to construction waste arrangements, organics capacity, chute room and bin provision on each residential level, bin carting arrangements, charity recycling space, and the design and functionality of waste storage areas.	Refer to the letter prepared by MRA Consulting Group (Appendix 15) which provides a detailed response to each item raised by Council. The Waste Management Plan and Architectural Plans have been amended, where relevant, to address the issues raised by Willoughby Council in their letter forming part of the DPHI RtS. The updates to the WMP and responses above demonstrate compliance with the relevant requirements of the Willoughby DCP (2023) and NSROC Guidelines (2018), including appropriate organics capacity, bin provision, storage design, and servicing arrangements. The proposed waste management system is functional, flexible, and capable of supporting ongoing building operations, with sufficient detail provided in both the WMP and architectural plans.
Traffic Impact Assessment	
Traffic Surveys and Data Collection Additional traffic surveys taking into account the above points are required to demonstrate that the adopted traffic inputs are representative of site-specific operating conditions.	As per the letter prepared by SCT Consulting (Appendix 13), SCT have confirmed that it is industry standard that traffic modelling and impact assessment are prepared based on one typical weekday of traffic surveys. Other SSDAs in Chatswood CBD area have also been approved based on one typical weekday of traffic surveys. This approach of traffic modelling and impact assessment has also been agreed with Transport for NSW. SCT do not propose the need for any additional traffic data collection for this TIA.
Peak Period Selection and Modelling Methodology Additional modelling or comparative analysis taking into consideration the above points is required to demonstrate that the adopted peak period is conservative.	As per the letter prepared by SCT Consulting (Appendix 13), SCT have confirmed that it is industry standard that traffic modelling and impact assessment are undertaken for the development-generated peak hours, especially for a development that has a majority of residential use with ancillary retail/office uses. Other similar SSDAs in Chatswood

Council Comment / Issue	Response
	CBD area have also been approved based on modelling of development-generated peak hours. This approach of traffic modelling and impact assessment has also been agreed with Transport for NSW. SCT do not propose the need for any additional traffic modelling for this TIA.
Traffic Capacity, Queue Propagation and Network Performance No specific mitigation measures, operational improvements or network management strategies are proposed. Further assessment and, where necessary, mitigation measures are required to demonstrate acceptable network performance.	As stated in section 5.3.3 of the TIA, the BTR development is expected to generate a maximum of 29 vehicle trips during any peak period, which is equivalent to one vehicle every two minutes. This level of traffic generation alone is relatively low and falls well below typical daily fluctuations experienced during peak periods. Hence, no traffic modelling is required typically to quantify the traffic impacts of this level of traffic increase onto the surrounding road network. TfNSW has not raised any concerns or any specific mitigation measures on the operation of the intersection of Pacific Highway Nelson Street as a result of the BTR development.
Public Art	
The proponent must submit to the satisfaction of the Certifier a detailed Public Art Plan prepared in consultation Council. The detailed public art plan must be developed and implemented in accordance with Council's Public Art Policy and Procedures and Guidelines. A condition of consent for a Public Art Plan has been provided in Attachment 2.	A Public Art Plan can be prepared in in accordance with the Willoughby Public Art Policy prior to the Occupational Certificate rather than the Construction Certificate to allow for a sufficient consultation with Council without delaying the delivery of Key Worker housing. The Public Art Plan is not required for consent.
Pedestrian Capacity Assessment	
Submit a pedestrian capacity and footpath width assessment for Nelson Street and Frank Channon Walk, confirming these links can accommodate future pedestrian demand generated by the development.	The proposed development includes an additional 180 units which is a minor addition to the usage of the Frank Channon Walk towards Chatswood or existing footpaths in the locality. Due to the minimal addition to pedestrian movement a pedestrian capacity and footpath width assessment is not considered necessary. There is no proposed change to the Nelson Street footpath or Frank Channon Walk as part of this SSDA.

6.3 Transport for NSW (TfNSW)

The table below contains a response to the issues raised in submissions.

Table 5: Summary of response to TfNSW comments. Please note that comments have been summarised. Please refer to the original submission for full details.

TfNSW Comment / Issue	Response
Construction Traffic Impacts	
The preliminary Construction Traffic Management Plan (CTMP) does not specify the exact location of construction vehicle access. This detail must be clearly identified in the detailed CTMP to ensure safe traffic operations during the construction phase. 1. An updated Construction Pedestrian Traffic Management Plan (CPTMP) detailing construction	Noted. Landcom will prepare an updated CPTMP in response to the conditions of consent.

TfNSW Comment / Issue	Response
vehicle routes, number and type of vehicles, hours of operation, access arrangements and traffic control should be submitted to TfNSW for review and endorsement prior to the issue of a construction certificate.	
2. A Road Occupancy Licence (ROL) shall be obtained from Transport Management Centre (TMC) for any works that may impact on traffic flows on Pacific Highway during construction activities. A ROL can be obtained through https://myrta.com/oplinc2/pages/security/oplincLogin.jsf.	Noted. If required, Landcom will obtain a ROL in response to the conditions of consent for any works that may impact on traffic flows on Pacific Highway during construction activities.
Traffic Impact Assessment	
The applicant's TIA has adopted TDT 2013/04a (Guide to Traffic Generating Developments Updated Traffic Surveys) for the calculation of vehicle trip generation. However, TDT 2013/04a has been superseded by the Guide to Transport Impact Assessment (GTIA) 2024 (TS 00085 Version 1.1), which came into effect on 4 November 2024. Accordingly, the TIA report should be updated (or addendum TIA provided) to provide the trip generation calculation based on the current guidelines. Vehicle trip generation for the residential, commercial, and retail components should be recalculated in accordance with the latest GTIA requirements.	It is recognised that Guide to Transport Impact Assessment (GTIA) 2024 (TS 00085 Version 1.1), which came into effect on 4 November 2024. As per the letter prepared by SCT Consulting (Appendix 13), the GTIA acknowledged different trip generation estimation methods depending on the context and resources of a proposed development. The Chatswood Dive Site BTR TIA adopted the "benchmarking method" where SCT Consulting have benchmarked the site's travel characteristics with similar surveyed sites (high density developments in St Leonards and Chatswood) to determine an average rate. This approach to estimating trip generation rates are considered valid and acceptable in the Guide to Transport Impact Assessment (GTIA) 2024 (TS 00085 Version 1.1). Hence, no change is required to estimate vehicle trip generation for the residential, commercial, and retail components of the BTR proposal.
The TIA report presents modelling results for existing conditions only. It is noted that the subject SSDA seeks consent for the site preparation and development of a 23-storey mixed use development, consisting of commercial premises and a residential flat building with 180 build-to-rent dwellings. While the traffic impact of the subject SSDA on the classified road network (considered in isolation) is unlikely to be significant and modelling of the classified road network impacts may not be warranted, it is understood that the applicant will ultimately seek approval under a Concept Master Plan (SSD-100360960) for development of the Chatswood 'Dive Site' more broadly to accommodate four towers consisting of a commercial/retail podium and approximately 1,500 dwellings and associated uses. The applicant should consider the subject SSDA impact in the context of any surrounding approved developments, and the development planned for the remainder of the Chatswood 'Dive Site' (SSD-	The cumulative impacts of the BTR and the Concept and Stage 1 SSD (SSD-100360960) have been considered in the TMAP prepared as part of the SSD-100360960. This will be submitted separately for TfNSW's consideration.

TfNSW Comment / Issue	Response
100360960) more broadly and consider including details of the cumulative impact in the TIA.	
It is requested that the applicant confirm whether any of the internal roads with proposed 'shared zones' will be constructed as part of this stage. Further, the applicant is also requested to confirm if the Bryson Street access from Pacific Highway is proposed to be retained or closed as part of this SSDA. It should be noted that all vehicular access to the future development (for SSD-100006957 and SSD-100360960) is to be obtained via the local road network as vehicular access to the Pacific Highway will not be supported.	The vehicular access to the BTR development is proposed directly via Nelson Street. Hence none of the internal roads with proposed 'shared zones' will be constructed as part of the BTR development. Bryson Street access from Pacific Highway is proposed to be closed as part of this SSDA and the Concept and Stage 1 SSD (SSD-100360960).
It is noted that vehicle movements will be controlled by internal traffic signals at each end of the ramp. Traffic control within the site should not result in queues extending to the Pacific Highway and the internal traffic signals should not be positioned so that they are visible to traffic external to the development.	Noted, as discussed in section 4.2.1 of the TIA, the proposed internal traffic signals are considered appropriate according to Clause 3.2.2 of AS2890.1 2004. The car park is expected to generate a maximum of 29 vehicle trips during a peak period and would generate relatively low traffic volumes with limited potential for two-way conflicts.
It is noted that vehicular access to the development is proposed via the cul-de-sac at the end of Nelson Street, where sight distance for drivers is limited. Appropriate mitigation measures need to be provided to ensure safety at the proposed access point, or the access should be relocated to a location that provides adequate sight distance along Nelson Street.	A cul-de-sac by nature accommodates low traffic volumes and primarily serves local residents. Note 2 to Figure 3.2 of AS2890.1 (Clause 3.2.4) states that <i>"a check to the left is not required at a divided road where the median is wide enough to shelter a vehicle leaving the driveway."</i> This establishes that left-side sight distance is primarily relevant where a right-turn movement is reasonably expected. In the case of a cul-de-sac, vehicles exiting the site would not turn right into the dead end and would only turn left to exit the street. Accordingly, sight-distance requirements for this development are limited to vehicles approaching from the right, from the neighbouring lot to the north. Vehicles travelling between the subject site and the adjoining northern lot have clear intervisibility within the cul-de-sac and are therefore able to negotiate movements prior to entering the road network. As such, no sight-distance issues are anticipated. Additionally, the adjoining lot to the north will have its access relocated to Gordon Street as per Council's site-specific DCP controls for that site. Once this occurs, the cul-de-sac will exclusively serve the subject development, further reducing traffic interaction and potential conflict at the access location.
Given the site's proximity to key pedestrian and cycling infrastructure, including Frank Channon Walk and shared paths along Pacific Highway, and noting the estimated active transport demand, the TIA should further consider the provision of appropriate end-of-trip facilities. This should include details of bicycle parking, showers, lockers, and associated amenities to support and encourage cycling as a viable mode of transport. The adequacy of these facilities should be demonstrated in accordance with relevant guidelines	Bicycle parking will be provided to support and encourage cycling as a viable mode of transport. No end-of-trip facilities are warranted as a result of the small-scale ancillary non-residential uses.

TfNSW Comment / Issue	Response
and in the context of the estimated active transport trips.	
The report should also demonstrate safe and convenient connectivity between the development and the surrounding walking and cycling network.	Multiple accesses are provided at the BTR development to connect with existing walking and cycling facilities surrounding the development including those along Nelson Street, Mowbray Road, Pacific Highway and Frank Channon Walk.
Car Parking	
While the Willoughby Development Control Plan (DCP) does not provide the parking rate for built-to-rent developments, it requires parking for affordable housing to be compliant with the parking rate provided in the State Environmental Planning Policy (Housing) 2021 (SEPP) guideline. However, the proposed 23-storey building is expected to be taller than the maximum building height permitted under Chapter 5 & 6 of the SEPP, and therefore the adopted 0.2 space/dwelling rate may not be appropriate for this development. As the SSDA proposes a mixed-use building, which Willoughby DCP provides a minimum and maximum parking rate, it is recommended that consideration is given to adjusting the parking provision with consideration also to the DCP.	Parking provision complies with the Housing SEPP and Willoughby Council DCP. The priority of the provision is to meet parking demand needs, while discouraging car ownership. This ensures that the proposal aligns with the principles and visions of the various state and local transport plans. The Housing SEPP requirements of a rate of 0.2 space/dwelling is still valid for the overall BTR development proposal, and a provision of 36 spaces for the 180 BTR unit is compliant. There is a shortfall of one car parking spaces in relation to the retail component of the proposal. This is justified as the small-scaled ground floor retail may only generate parking demand for staff which in this case the staff is expected to travel to work using public transport given the site's proximity to Chatswood and Artarmon stations.
Environmental Impact Statement	
Section 5.4.1, page 57 – The section states that “The proposed works include the provision of a driveway and the roll kerb for vehicles being work in a public road, being Nelson Street. Concurrence from TfNSW regarding the proposed works will be defined as a mitigation measure under Appendix 3 and is recommended to be included as a condition of consent to be achieved prior to the issue of a Construction Certificate”. A similar statement is included in Section 7.1.5.4 (page 108). Nelson Street is a local road under the care and control of Willoughby City Council and therefore a Section 138 consent under the Roads Act 1993 should be sought from Council without the need for concurrence from TfNSW.	Noted, the EIS been amended to recognise concurrence with Council is required rather than TNSW.
Mitigation Measures Table	
Table 1, SEAR 9 Transport, page 3 – TfNSW requests that the proposed condition of consent requiring concurrence from TfNSW under Section 138 of the Roads Act 1993 be deleted. Instead, include a new condition requiring a Section 138 consent from Willoughby City Council for any works proposed on the Nelson Street road reserve.	Noted, the Mitigation Measures Table has been amended to recognise concurrence with Council is required rather than TfNSW.
Table 1, SEAR 9 Transport, page 3 – TfNSW notes the proposed condition of consent requiring the development, including landscaping, within the	Noted, the Mitigation Measures Table has been amended.

TfNSW Comment / Issue	Response
easements identified within Appendix 8 to be provided prior to the provision of an Occupation Certificate. This condition has been proposed under the 'prior to construction' column, however it appears that it should be proposed under the 'ongoing operation' column.	

6.4 Sydney Trains

The table below contains a response to the issues raised in submissions.

Table 6: Summary of response to Sydney Trains comments. Please note that comments have been summarised. Please refer to the original submission for full details.

Sydney Trains Comment / Issue	Response
Proposed Conditions to Impose	
1. Prior to the issue of a Construction Certificate, the Applicant shall provide an accurate survey locating the development with respect to the rail boundary and rail infrastructure. This work is to be undertaken by a registered surveyor, to the satisfaction of Sydney Trains' representative.	Noted.
2. Prior to the issue of a Construction Certificate, the Applicant shall undertake a services search to establish the existence and location of any rail services. Persons performing the service search shall use equipment that will not have any impact on rail services and signalling. Should rail services be identified within the subject development site, the Applicant must discuss with Sydney Trains as to whether these services are to be relocated or incorporated within the development site.	Noted.
3. If required by Sydney Trains, prior to the commencement of works or at any time during the excavation and construction period deemed necessary by Sydney Trains, a joint inspection of the rail infrastructure and property in the vicinity of the project is to be carried out by representatives from Sydney Trains and the Applicant. These dilapidation surveys will establish the extent of any existing damage and enable any deterioration during construction to be observed. The submission of a detailed dilapidation report will be required within 10 days following the undertaking of the inspection, unless otherwise notified by Sydney Trains.	Noted.
4. If required by Sydney Trains, prior to the issue of the Occupation Certificate, or at any time during the excavation and construction period deemed necessary by Sydney Trains, a joint inspection of the rail infrastructure and property in the vicinity of the project is to be carried out by representatives from Sydney Trains and the Applicant. These dilapidation surveys will establish the extent of any existing damage and enable any deterioration during construction to be observed. The Certifier is not to	Noted.

Sydney Trains Comment / Issue	Response
issue the final Occupation Certificate until written confirmation has been received from Sydney Trains confirming that this condition has been satisfied.	
5. Prior to the issue of an Occupation Certificate (whether an interim or final Occupation Certificate), a report must be prepared and submitted to the Certifying Authority and Council certifying that the completed development meets the requirements of State Environmental Planning Policy (Transport and Infrastructure) 2021 and with the Department of Planning and Infrastructure's Development Assessment Guideline titled "Development Near Rail Corridors and Busy Roads - Interim Guidelines" as set down in the subject condition of this consent. Such a report must include external and internal noise levels to ensure that the external noise levels during the test are representative of the typical maximum levels that may occur at this development, and that internal noise levels meet the required dB(A) levels. Where it is found that internal noise levels are greater than the required dB(A) level, necessary corrective measures must be carried out to ensure that internal noise levels are compliant with the requirements of this consent.	Noted.
6. The Applicant shall provide a Geotechnical Engineering report to Sydney Trains for review by Sydney Trains' Geotechnical section prior to the commencement of works. The report shall demonstrate that the development has no negative impact on the rail corridor or the integrity of the infrastructure through its loading and ground deformation and shall contain structural design details/analysis for review by Sydney Trains. The report shall include the potential impact of demolition and excavation, and demolition- and excavation-induced vibration in rail facilities, and loadings imposed on Sydney Trains Facilities by the development.	Noted.
7. Given the possible likelihood of objects being dropped or thrown onto the rail corridor from balconies, windows, and other external features (e.g., roof terraces and external fire escapes) that are within 20 metres of, and face, the rail corridor, the development must have measures installed, to the satisfaction of Sydney Trains (e.g., awning windows, louvres, enclosed balconies, window restrictors etc.) which prevent the throwing of objects onto the rail corridor. The Certifier is not to issue the Construction Certificate until written confirmation has been received from Sydney Trains confirming that this condition has been satisfied.	Noted.
8. A risk analysis, which shall determine the required level of derailment protection (if any), shall be carried out in consultation with Sydney Trains. This risk analysis will determine the redundancy requirements	Noted.

Sydney Trains Comment / Issue	Response
or the minimum collision loads specified in Australian Standard AS5100 that needs to be complied with. The risk assessment is to be prepared in accordance with the Sydney Trains Safety Management System. The Certifier shall not issue the Construction Certificate until it has received written confirmation from Sydney Trains that the risk analysis has been prepared and the Certifier has also confirmed that the measures recommended in this risk analysis have been indicated on the Construction Drawings.	
9. The design, installation and use of lights, signs, and reflective materials, whether permanent or temporary, which are (or from which reflected light might be) visible from the rail corridor must limit glare and reflectivity to the satisfaction of the rail operator. The Certifier is not to issue the Construction Certificate until written confirmation has been received from Sydney Trains confirming that this condition has been satisfied.	Noted.
10. If required by Sydney Trains, prior to the issue of a Construction Certificate a Risk Assessment/Management Plan and detailed Safe Work Method Statements (SWMS) for the proposed works are to be submitted to Sydney Trains for review and comment on the impacts on rail corridor. The Certifier is not to issue the Construction Certificate until written confirmation has been received from Sydney Trains confirming that this condition has been satisfied.	Noted.
11. No metal ladders, tapes, and plant, machinery, or conductive material are to be used within 6 horizontal metres of any live electrical equipment. This applies to the train pantographs and catenary, contact and pull-off wires of the adjacent tracks, and to any aerial power supplies within or adjacent to the rail corridor.	Noted.
12. Prior to the issuing of a Construction Certificate, the Applicant must submit to Sydney Trains a plan showing all craneage and other aerial operations for the development and must comply with all Sydney Trains' requirements. If required by Sydney Trains, the Applicant must amend the plan showing all craneage and other aerial operations to comply with all Sydney Trains' requirements. The Certifier is not to issue the Construction Certificate until written confirmation has been received from the Sydney Trains confirming that this condition has been satisfied.	Noted.
13. During all stages of the development, the Applicant must take extreme care to prevent any form of pollution entering the rail corridor. Any form of pollution that arises as a consequence of the development activities shall remain the full responsibility of the Applicant.	Noted.

Sydney Trains Comment / Issue	Response
14. Excess soil is not allowed to enter, be spread, or stockpiled within the rail corridor (and its easements) and must be adequately managed/disposed of.	Noted.
15. The Applicant must ensure that all drainage from the development is adequately disposed of and managed and not allowed to be discharged into the rail corridor unless prior written approval has been obtained from Sydney Trains.	Noted.
16. Rainwater from the roof must not be projected and/or falling into the rail corridor and must be piped down the face of the building which faces the rail corridor.	Noted.
17. Prior to the issuing of any Occupation Certificate the Applicant must provide to Sydney Trains for review and endorsement a plan of how future maintenance of the development facing the rail corridor is to be undertaken. The Certifier is not to issue any Occupation Certificate until written confirmation has been received from Sydney Trains confirming that this condition has been satisfied. The maintenance plan must be implemented for the life of the approved development.	Noted.
18. The Applicant/Developer shall not at any stage block any nearby rail corridor access gate(s) and should make provision for easy and ongoing 24/7 access by rail vehicles, plant, and equipment to support maintenance and emergency activities.	Noted.
19. No scaffolding is to be used facing the rail corridor unless prior written approval has been obtained from Sydney Trains. To obtain approval the Applicant will be required to submit details of the scaffolding, the means of erecting and securing this scaffolding, the material to be used, and the type of screening to be installed to prevent objects falling onto the rail corridor. Unless agreed to by Sydney Trains in writing, scaffolding shall not be erected without isolation and protection panels.	Noted.
20. Sydney Trains advises they have a High Voltage Transmission Line (11 & 33kV) immediately adjacent to the development site. The proposed development should note the requirements of the below electrical standards/guidelines: a. ISSC 20 – Guideline for the Management of Activities within Electricity Easements and Close to Electricity Infrastructure. b. The Safe Approach Distances (SADs) in the Sydney Trains Document titled “SMS-06-GD-0268 – Working Around Electrical Equipment”. c. “WorkCover Code of Practice – Work near Overhead Power Lines (The Code)”	Oculus have reviewed High Voltage Transmission Line mapping from Ausgrid which indicated the nearest transmission line, approximately 600m south east of the site and is not expected to cause any impacts or require alignment with the identify guidelines or codes. ArcGIS data, MapServer and the Site Detailed Survey have also been reviewed which identified no information indicating the presence of overhead high voltage transmission lines in proximity to the site.

Sydney Trains Comment / Issue	Response
21. In addition, all Landscaping should be in accordance with the Sydney Trains High Voltage Powerline Tree Management Plan.	As above, the site is not identified near a High Voltage Transmission Line and therefore does not need to be designed in accordance with the identified management plan.
22. Prior to the issuing of a Construction Certificate, the following final version rail specific items are to be submitted to Sydney Trains for review, comment, and written endorsement: a. Machinery to be used during excavation/construction. b. Demolition, excavation, and construction methodology and staging.	Noted.
23. The Certifier is not to issue the Construction Certificate until it has received written confirmation from Sydney Trains that this condition has been complied with.	Noted.
24. Sydney Trains or Transport for NSW, and persons authorised by those entities for the purpose of this condition, must be permitted to inspect the site of the development and all structures to enable it to consider whether those structures have been or are being constructed and maintained in accordance with the approved plans and the requirements of this consent, on giving reasonable notice to the principal contractor for the development or the owner or occupier of the part of the site to which access is sought.	Noted.
25. Prior to the issuing of an Occupation Certificate the Applicant is to submit as-built drawings to Sydney Trains and Council. The as-built drawings are to be endorsed by a Registered Surveyor confirming that there has been no encroachment into TAM (Transport Asset Manager of NSW, formerly TAHE) property or easements, unless agreed to by TAM (Transport Asset Manager of NSW, formerly TAHE). The Certifier is not to issue the final Occupation Certificate until written confirmation has been received from Sydney Trains confirming that this condition has been satisfied.	Noted.
26. If required, prior to the issue of a Construction Certificate, Sydney Trains' External Interface Management team is to be contacted to determine the need for public liability insurance cover. If insurance cover is deemed necessary, this insurance must be for a sum as determined by Sydney Trains and shall not contain any exclusion in relation to works on or near the rail corridor and rail infrastructure and must be maintained for the duration specified by Sydney Trains. The Applicant is to contact Sydney Trains External Interface Management team to obtain the level of insurance required for this particular proposal. Prior to issuing the Construction Certificate the Certifier must witness	Noted.

Sydney Trains Comment / Issue	Response
written proof of this insurance in conjunction with Sydney Trains' written advice to the Applicant on the level of insurance required.	
27. If required, prior to the issue of a Construction Certificate, Sydney Trains' External Interface Management team is to be contacted to determine the need for the lodgement of a Bond or Bank Guarantee for the duration of the works. The Bond/Bank Guarantee shall be for the sum determined by Sydney Trains. Prior to issuing the Construction Certificate the Certifier must witness written advice from Sydney Trains confirming the lodgement of this Bond/Bank Guarantee. The Bond/Bank Guarantee must allow Sydney Trains to draw upon the Bond/Bank Guarantee to cover any amounts paid by Sydney Trains to address impacts of construction on the rail corridor and rail infrastructure.	Noted.
28. The Applicant must ensure that at all times they have a representative (which has been notified to Sydney Trains in writing), who: i. oversees the carrying out of the Applicant's obligations under the conditions of this consent and in accordance with correspondence issued by Sydney Trains; ii. acts as the authorised representative of the Applicant; and iii. is available (or has a delegate notified in writing to Sydney Trains that is available) on a 7 day a week basis to liaise with the representative of Sydney Trains, as notified to the Applicant.	Noted.
29. Without in any way limiting the operation of any other condition of this consent, the Applicant must, during demolition, excavation and construction works, consult in good faith with Sydney Trains in relation to the carrying out of the development works and must respond or provide documentation as soon as practicable to any queries raised by Sydney Trains in relation to the works.	Noted.
30. Where a condition of consent requires consultation with Sydney Trains, the Applicant shall forward all requests and/or documentation to the relevant Sydney Trains External Interface Management team. In this instance the relevant interface team is North Interface, and they can be contacted via email on North_Interface@transport.nsw.gov.au.	Noted.

6.5 Sydney Metro

The table below contains a response to the issues raised in submissions.

Table 7: Summary of response to Sydney Metro comments. Please note that comments have been summarised. Please refer to the original submission for full details.

Sydney Metro Comment / Issue	Response
Engineering	
Following this review, Sydney Metro advises that it is not in a position to properly consider the potential impacts of the proposed development until the additional information set out below (Additional information) is provided for Sydney Metro's further review:	The Rail Impact Assessment (RIA) (Appendix 9) dated 25 June 2026, has been prepared which considers the proposed BTR works in the context of the nearby Sydney Metro infrastructure, including the Chatswood dive structure, rail corridor, tunnel and associated protection reserves.
a) Cross-sectional drawings showing the position and distances from the rail corridor (including Sydney Metro First and Second Reserves) and Metro Infrastructure.	Cross-sectional drawings are included in this report showing the position and distances from the rail corridor. Also, the structural design details are explained.
b) Confirmation of tension piles/anchors to be installed against the potential uplift load.	This report concludes "... that no measurable displacement, change in stress or adverse structural action is anticipated during pre-construction, construction, operation or end-of-life demolition".
c) Structural design details, including foundation layouts.	All works are outside of the First Reserve with a limited extent of encroachment into the Second Reserve and it is concluded that the proposed development can proceed without adverse impact to existing Sydney metro infrastructure.
d) An Engineering Impact Assessment with details in accordance with Section 7.2 of the Sydney Metro Corridor Protection Guidelines.	The RIA (Appendix 9) has been provided which assesses the site against the Sydney Metro Corridor Protection Guidelines. Section 3 of the report identifies what part of the RIA addresses various sections.
e) An Electrolysis Analysis in accordance with Section 7.7 of the Sydney Metro Corridor Protection Guidelines.	The RIA (Appendix 9) has been provided which provides an Electrolysis Technical memo in Appendix H which assesses against Section 7.7 of the Sydney Metro Corridor Protection Guidelines. The executive summary provides electrolysis control measures for the BTR tower.
f) Updated Noise and Vibration Impact Assessment, which discusses the impacts of metro rail line operation on the completed development.	The Noise and Vibration Impact Assessment report (dated 10 December 2025) addresses the impacts of metro rail line operation on the development in the Executive Summary, Section 3.2, Section 5.1, and Section 5.3.
Traffic Impact Assessment	
a) Section 1.4 of the TIA states the shared zone design is to accommodate a fire appliance vehicle at the Sydney Metro Maintenance Facility. Please provide further detail.	These matters were consulted on and accepted by TfNSW and Sydney Metro on behalf of MTS in late December 2025. They are external to the BTR SSDA development and, accordingly, are not considered relevant to the assessment of the BTR SSD.
b) It is understood that Landcom is currently in discussions with MTS regarding a staging area for plant and vehicles, which is required to be made available at all times. The area is required to be sufficient to hold up to 40 vehicles, which will be used to maintain the Network. Please update the TIA to include this detail.	
c) As outlined in the EIS, access to the permanent maintenance facility via Mowbray Road is required to	

Sydney Metro Comment / Issue	Response
be maintained in perpetuity as part of any future proposal. Please update the TIA to reflect this.	

6.6 Heritage NSW

The table below contains a response to the issues raised in submissions.

Table 8: Summary of response to Heritage NSW comments. Please note that comments have been summarised. Please refer to the original submission for full details.

Heritage NSW Comment / Issue	Response
Visual Impact Assessment	
An updated VIA to include the following additional viewpoints: - o View from SHR listed Chatswood South Uniting Church, located at the corner of Mowbray Road and the Pacific Highway. - o View from SHR listed 'Hilton' located at 313-315 Mowbray Road. - o View from the intersection of Hampden Road and Mowbray Road. The CMP identifies this as a key view of locally listed heritage item Mowbray House.	A letter prepared by Colliers (Appendix 14) confirms that no additional viewpoints are required and therefore an updated VIA is not required. The letter confirms that the additional views requested would not be necessary, provide a clear view of the built form, or have already been addressed. Refer to Appendix 14 for further detail.
Statement of Heritage Impact	
The SoHI should be updated to assess heritage impacts related to the additional views requested in relation to the Visual Impact Assessment	As above, the additional views were not considered necessary and therefore no update to the SoHI is required.
The assessment of impacts related to the overshadowing of Mowbray House should be clarified as the SoHI assessment (p 69) does not correlate with the overshadowing shown in the architectural drawings.	The SoHI (Appendix 6) has been updated to include the most recent architectural plans and provide an amended overshadowing impact analysis as part of the statement.
The SoHI should include an assessment of the heritage impacts of the SSD against CMP Policy 13 'Form of New Development'. This policy is relevant to new development on the Chatswood Dive Site but has not been considered in the SoHI.	The SoHI (Appendix 6) has been revised to include an assessment of the heritage impacts against CMP Policy 13.
Historical Archaeology	
The AA assesses that the SSD site has nil (archaeologically cleared) and nil to low archaeological potential. We agree with the conclusions and recommendations of the AA.	Noted.

6.7 Ausgrid

The table below contains a response to the issues raised in submissions.

Table 9: Summary of response to Ausgrid comments. Please note that comments have been summarised. Please refer to the original submission for full details.

Ausgrid Comment / Issue	Response
Design & Construction	

Ausgrid Comment / Issue	Response
Should ground levels change above Ausgrid's underground cables in areas such as footpaths and driveways, Ausgrid must be notified, and written approval provided prior to the works commencing. Should ground anchors be required in the vicinity of Ausgrid underground cables, the anchors must not be installed within 300mm of any cable, and the anchors must not pass over the top of any cable.	Noted.
Overhead Powerlines	
Consideration should be given to the positioning and operating of cranes, scaffolding, and sufficient clearances from all types of vehicles that are expected be entering and leaving the site. The "as constructed" minimum clearances to the mains must also be maintained. These distances are outlined in the Ausgrid Network Standard, NS220 Overhead Design Manual. It is the responsibility of the developer to verify and maintain minimum clearances onsite.	Noted.
New Driveways - Proximity to Existing Poles	
Proposed driveways shall be located to maintain a minimum clearance of 1.5m from the nearest face of the pole to any part of the driveway, including the layback, this is to allow room for future pole replacements. Ausgrid should be further consulted for any deviation to this distance.	Noted. The proposed driveway is located at least 1.5m away from the nearest part of a pole. No further design action is considered necessary in relation to this item.
New or modified connection	
To apply to connect or modify a connection for a residential or commercial premises. Ausgrid recommends the proponent to engage an Accredited Service Provider and submit a connection application to Ausgrid as soon as practicable.	Noted.

6.8 Lane Cove Council

The table below contains a response to the issues raised in submissions.

Table 10: Summary of response to Lane Cove Council comments. Please note that comments have been summarised. Please refer to the original submission for full details.

Council Comment / Issue	Response
Height Increase	
The rezoning and proposed BTR development proposes a height that would increase Lot 15 from 53m to 85m for to permit a 23-storey tower in the north-eastern corner of the site. The increase of height would be an overdevelopment of the site and would dominate the urban form. Given the surrounding character, the scale and height of the proposal is not considered to provide an appropriate height transition to the established	The site is located within the Chatswood CBD precinct, which was strategically earmarked for increased heights and density and in accessible location supported by the NSW government for increase in density in the push for TOD development. Approximately 21 major projects are in the pipeline or approved for the Chatswood CBD precinct and is representative of the strategic position and gradual and deliberate shift towards a higher-density, mixed-use environment. A significant proportion

Council Comment / Issue	Response
medium density development on the western side of the Pacific Highway and southern side of Mowbray Road. It is recommended the proposal BTR development not exceed the maximum height of the current LEP of 53m. It is considered appropriate for the entirety of the site to remain at 53m height control. Permitting Lot 15 to increase to 85m would set a strong precedent for other Lots within the site to increase in height. This would result in greater amenity impacts to medium density properties located south and west of the site in terms of shadows and visual bulk.	of these relate to in-fill high-rise residential development. This emerging local character will result in a pattern of taller buildings, bulk, and density more consistent with its role as a strategic centre. It is also representative of the strategic push for housing within Chatswood as an area of high amenity and accessibility. At the proposed height of 80.473m (RL 183.4), the proposal is in general alignment with the high-density built forms that has been approved to the north. The proposed development responds appropriately to this changing context and the proposed addition to this character has considered the evolving height plane and character of the Chatswood CBD. The proposal establishes a use and built form outcome aligned with other development within the area. In this context, the new high-rise development does not represent an adverse impact but rather a well-considered and complementary addition to the evolving strategic centre. As established in the EIS, the built form proposed minimises the bulk of the development by introducing a tall and slender tower over a larger podium. The tower, with dimensions of approximately 20m by 45.5m, is a slender built form oriented north-south to maximise solar access and minimise shadow impacts. The bulk of the podium is recognised as the bulk reflects SDRP feedback and need for efficient project delivery.
Traffic and Parking Impacts	
The site is located at the very southern end of the Chatswood CBD. It is 0.65km walking distance from Chatswood Railway Station. Due to the location, it is considered appropriate to defer/rely on the maximum parking rates in the DCP being 116 spaces. A development for 180 apartments and zero visitor spaces will put significant strain on the limited on street carparking available in the area. If the proposal was to be redesigned to meet the maximum rates of the DCP of 116 spaces this would significantly reduce on-street parking impacts to surrounding areas.	The site is within 650m of Chatswood Station and Artarmon Train Station. Chatswood Station has commuter parking, bike racks and bus connections. Given the reduced parking rates and the availability of bus and train services within the region, public transport is likely to be the key mode of transport for the residents of the proposed development. It is expected that persons travelling to and from the site would utilise public transport for the majority of trips. Further, the Housing SEPP requires 36 residential spaces and the BTR provides 36 residential spaces all located off street and parking for bicycles and motorbikes are provided. The priority of the SEPP provision is to meet parking demand needs, while discouraging car ownership. This ensures that the proposal aligns with the principles and visions of the various state and local transport plans. The proposal therefore actions the State goals for minimising car usage in a highly accessible area.
The development has two levels of podium car parking, both above ground floor level. Access to each level is via a one-lane, two-way ramp controlled by a traffic signal system. This arrangement does not comply with the prescriptive ramp width requirements of AS2890.1:2004. For the traffic safety of future users, the proposal should be amended to comply.	Noted, as discussed in section 4.2.1 of the TIA, the proposed internal traffic signals are considered appropriate according to Clause 3.2.2 of AS2890.1 2004. The car park is expected to generate a maximum of 29 vehicle trips during a peak period and would generate relatively low traffic volumes with limited potential for two-way conflicts.
Impacts to Heritage Item	

Council Comment / Issue	Response
Approximately 15m south-west of the Dive site is 518 Pacific Highway known as Chatswood South Uniting Church, which is listed as a heritage item under schedule 5 of the Lane Cove Local Environmental Plan 2009. The site is also listed on the NSW State Heritage Register, the National Trust Register (NSW). The BTR tower would be located on Lot 15 which is located in the north-eastern end of the site. The plans indicate future development at the southern and western ends of the site. The heights and setbacks of the future developments on other Lots should be carefully considered as not to overshadow and dominate the heritage item.	As detailed in the SoHI (Appendix 6), the identified heritage item has been recognised and assessed. The SoHI confirms that the heritage significance of the State heritage listed item, Chatswood South Uniting Church is retained. The Chatswood South Uniting Church is physically further away from the BTR podium and tower and is buffered by the neighbouring Local heritage listed item and extensive existing landscaping within the church site. Further, the overshadowing diagrams prepared by FK (Appendix 3) demonstrate that the proposed extent of overshadowing impacts do not reach the identified heritage item. Therefore, no impacts are expected as a result of this proposal.
Environmental Sustainability	
The Sustainability Assessment Report prepared by IGS does allowing the use of gas in the future residential development. It is recommended the Department consider a condition similar to Lane Cove Council prohibiting gas and requiring all electric buildings. The development is to only use electricity for all energy requirements. The use of gas systems is not permitted, unless it can be demonstrated, to the satisfaction the Manager Development Assessment, that the development is unable to be served by electricity.	Noted. The design of the built form does not include the use of gas.
Recommendation	
Council acknowledges the need for affordable housing stock in proximity to the Chatswood CBD however Council does not support the proposal in its current form.	Noted.
Council would support a reduced design with a height no greater than 53m permitted in the Willoughby LEP 2012. This would allow for an appropriate transition to neighbouring properties west and south of the site.	As above, the site is located within the Chatswood CBD precinct, which was strategically earmarked for increased heights and density and in accessible location supported by the NSW government for increase in density in the push for TOD development. At the proposed height of 80.473m (RL 183.4), the proposal is in general alignment with the high-density built forms that has been approved to the north. The proposed development responds appropriately to this changing context and the proposed addition to this character has considered the evolving height plane and character of the Chatswood CBD. Further, built form introduces a tall and slender that maximises solar access and minimises shadow impacts. The BTR site is set back to the northern most point of the Dive Site to mitigate potential impacts.
Overall parking demand is not considered to have been adequately addressed to accommodate the increased density of the BTR units and their visitors. Council request that the Department requests design	As above, the Housing SEPP requires 36 residential spaces and the BTR provides 36 residential spaces all located off street and parking for bicycles and motorbikes are provided.

Council Comment / Issue	Response
changes to the proposal to address Council concerns.	The priority of the SEPP provision is to meet parking demand needs, while discouraging car ownership. This ensures that the proposal aligns with the principles and visions of the various state and local transport plans. The proposal therefore actions the State goals for minimising car usage in a highly accessible area.

7. Response to Community Submissions

This section provides a detailed response to key community groups and other matters raised by the community during exhibition.

7.1 Community Groups

7.1.1 Artarmon Progress Association

We acknowledge the submission made by the Artarmon Progress Association (APA) regarding various aspects of the proposal delivered by Gyde Consulting for this project. The response

Issue Summary / Recommendation	Response
General	
Current planning for the BTR development be delayed until the full impact of the transformation of the entire Dive Site can be properly addressed and designed for.	The Concept and Stage 1 SSD (SSD-100360960) is subject to its own merit assessment and approval pathway. This SSD is subject to its own approval pathway Pursuant to Schedule 1, Part 27 Build-to-rent housing and therefore is not required to be aligned with the Concept SSD.
Dive Site redevelopment must include the upgrade of the Mowbray Road intersection, which is problematic even with the existing traffic load. A right-turn from Mowbray Rd West onto the Pacific highway south-bound, to funnel through-traffic off local roads, would significantly improve traffic flows and decrease vehicles on local roads.	The upgrade of the Mowbray Road intersection relates to the Concept and Stage 1 SSD (SSD-100360960) and will be provided as part of that SSD. The upgrade of the Mowbray Road intersection is not relevant to this SSD, and the TIA (Appendix 13) confirms that the existing road infrastructure has sufficient capacity to allow for the 29 trip generated as a result of the BTR.
Infrastructure planning (roads, water, schools, hospitals, sewerage and power) to support proposed increases in density, to be made public.	Where available, infrastructure planning relating to roads, water and sewer are included as part of this SSD and supporting consultant documentation.
The APA is supportive of initiatives to increase housing density and affordability in the Sydney Basin, and especially those areas which are proximal to public transport.	Noted.
Approvals for development of the Dive Site as a whole should be	The Concept and Stage 1 SSD (SSD-100360960) is subject to its own merit assessment and approval pathway. This SSD is subject to

Issue Summary / Recommendation	Response
delayed until a full appraisal of the site including a detailed traffic analysis and supporting infrastructure will meet the needs of 1500 new households is completed.	its own approval pathway Pursuant to Schedule 1, Part 27 Build-to-rent housing and therefore is not required to address the outcomes of the Concept SSD.
Public Benefit	
Reinstate the requirement of 10% of the development as affordable housing.	While the proposed development does not include affordable housing, the provision of 180 Built-to-Rent homes in an accessible location and at a discounted rate for key workers ensures sufficient social benefit for the community.
State Government to increase investment in education, health and infrastructure to deal with an exponential rise in population within the Dive Site/Chatswood Ridge (and the region) and make this information public.	In late 2024 the NSW Department of Education completed an analysis of student enrolment trends and determined that the project for a new primary school in Chatswood is no longer required at this time. An email provided by Department of Education, dated 10 June, (Appendix 10) provides formal confirmation that the Chatswood Dive Site is not required to accommodate future growth, and the existing planned upgrades have sufficient capacity. The data associated with the requirements for education facilities, and its release, falls under the jurisdiction of the Department of Education. Despite this, the Department of Education have confirmed that the increase of residents as a result of the proposed development does not require additional educational infrastructure. Please refer to the Department of Education project update below which confirms capacity is sufficient to accommodate future growth: https://www.schoolinfrastructure.nsw.gov.au/content/dam/infrastructure/projects/c/chatswood-education-precinct/2024/november-Upgrading schools in Chatswood Willoughby and North Sydney.pdf The development, being for a BTR project, by its very nature provides housing for a much needed section of the community, within close proximity to major public transport nodes, services and infrastructure. All existing health and infrastructure services are sufficient to cater for the proposal.
Increased focus on public amenity such as areas for passive socialisation, green space and community engagement.	The design on the BTR built form includes the alignment with the future Frank Channon Walk, active frontages to the south, east and west, and a retail frontage on the north-east to encourage socialisation and movement along Frank Channon Walk.
Heat mapping has identified the area as a 'hot spot': this to be addressed with dense plantings of appropriate canopy-forming trees.	The communal open space significant landscaping includes 808sqm (29%) site tree canopy cover on Level 3 podium and 352sqm (12.5%) on ground floor which maximises vegetation on site to directly mitigate the urban heat island effect.
Built Form, Urban Design, Visual Impact	
The proposed development of the Dive Site in its entirety - as flagged in the EIS - does not	The Concept and Stage 1 SSD (SSD-100360960) is subject to its own merit assessment and approval pathway. This SSD is subject to its own approval pathway Pursuant to Schedule 1, Part 27 Build-to-

Issue Summary / Recommendation	Response
provide a satisfactory visual or practical outcome for the site. Statements in the Overarching Principles of the submission are not logical or realistic. The visual impact of full site development is out of context for the area.	rent housing and therefore is not required to address the outcomes of the Concept SSD. Further, this SSD solely relates to the development of the BTR site.
The APA objects to the BTR in its current form and expects that a more adequate planning solution is achieved instead.	The site is located within the Chatswood CBD precinct, which was strategically earmarked for increased heights and density and in accessible location supported by the NSW government for increase in density in the push for TOD development. As detailed in Section 7.4 of the EIS, approximately 21 major projects are in the pipeline or approved for the Chatswood CBD precinct and is representative of the strategic position and gradual and deliberate shift towards a higher-density, mixed-use environment. A significant proportion of these relate to in-fill high-rise residential development. This emerging local character will result in a pattern of taller buildings, bulk, and density more consistent with its role as a strategic centre. The proposed development responds appropriately to this changing context and the proposed addition to this character is considered in the VIA prepared by Colliers have considered the evolving height plane and character of the CBD, confirming that the proposed building will integrate harmoniously with its surroundings rather than present an adverse or disconnected element. The proposal establishes a use and built form outcome aligned with other development within the area. In this context, the height and density development does not represent an adverse impact but rather a well-considered and complementary addition to the evolving strategic centre. The proposed retail on the ground floor will support local job opportunities and retail activation for the new residents. As the site is located within 650m of Chatswood CBD, a major retail hub, and Artarmon centre, the residents are expected to be well-served by existing services. The site does not have the capacity or the demand to deliver significant non-residential FSR and therefore is considered sufficient to support the new residents.
The APA recommends a 'back to the drawing board' approach for the Dive Site to include the site as-a-whole, not individual buildings in isolation.	The Concept and Stage 1 SSD (SSD-100360960) is subject to its own merit assessment and approval pathway. This SSD is subject to its own approval pathway Pursuant to Schedule 1, Part 27 Build-to-rent housing and therefore is not required to address the outcomes of the Concept SSD. Further, this SSD solely relates to the development of the BTR site.
Transport, Active Transport, Traffic and Parking	
Active transport is encouraged in the area. A design for a cycleway from the Dive Site to St Leonards has been underway for nearly 10 years. The APA requests that the developers of an amended BTR (to include adequate parking for essential workers) ensure	This SSD solely relates to the development of the BTR site. The proposed development allows for access onto the public domain and existing Frank Channon walk. Any delivery of public infrastructure undertaken by Willoughby City Council and TfNSW is not within the scope of this assessment.

Issue Summary / Recommendation	Response
construction is completed within 12-24 months.	
Safe cycle routes to schools in the area must be considered as a priority. This is not recognised in the SEARs submission.	Any delivery of public infrastructure undertaken by Willoughby City Council and TfNSW is not within the scope of this assessment.
The Dive Site is associated with very congested road systems. The APA notes that the traffic study's conclusions are based on inadequate sampling. The conclusions do not reflect the reality of day-to-day experiences of local commuters.	The TIA and Letter from SCT (Appendix 13) confirms the BTR development is expected to generate a maximum of 29 vehicle trips during any peak period, which is equivalent to one vehicle every two minutes. This level of traffic generation alone is relatively low and falls well below typical daily fluctuations experienced during peak periods. As per the letter prepared by SCT Consulting (Appendix 13), SCT have confirmed that it is industry standard that traffic modelling and impact assessment are prepared based on one typical weekday of traffic surveys. Other SSDAs in Chatswood CBD area have also been approved based on one typical weekday of traffic surveys. This approach of traffic modelling and impact assessment has also been agreed with Transport for NSW. SCT do not propose the need for any additional traffic data collection for this TIA.
The traffic study is reflective of the BTR initiative and not the full redevelopment of the Dive Site. Based on the conclusions of the study the traffic contribution from the full development of the site could be 8-9 times worse than that estimated in the EIS.	The Concept and Stage 1 SSD (SSD-100360960) is subject to its own merit assessment and approval pathway. This SSD is subject to its own approval pathway Pursuant to Schedule 1, Part 27 Build-to-rent housing and therefore is not required to address the outcomes of the Concept SSD. Further, this SSD solely relates to the development of the BTR site, the traffic impacts of which have been sufficiently addressed within the TIA.
The APA requests a more comprehensive traffic and parking study to be conducted to address the impact of a 'fully developed' Dive Site (not the BTR in isolation).	As above, SCT have confirmed that the approach of traffic modelling and impact assessment are sufficient and have also been agreed with Transport for NSW. SCT do not propose the need for any additional traffic data collection for this TIA. The Concept and Stage 1 SSD (SSD-100360960) is subject to its own merit assessment and approval pathway. This SSD solely relates to the development of the BTR site.
The APA requests development options for the troublesome Pacific Highway/Mowbray Rd intersection be examined in more detail, and future planning include the provision of a right hand turn from Mowbray West turning south-bound onto the Pacific Highway.	The modelling withing the TIA reveals sufficient available capacity at the Pacific Highway / Nelson Street intersection and on Pacific Highway to support the additional trips generated by the BTR development. Further, TfNSW has not raised any concerns or any specific mitigation measures on the operation of the intersection of Pacific Highway Nelson Street as a result of the BTR development.
A 40km/hour speed limit to be introduced for local (not state-controlled) streets within the block bounded by Mowbray Rd, the railway line, the Gore Hill Freeway and the Pacific Highway.	Noted. This SSD solely relates to the development of the BTR site any changes to surrounding local roads are not related to this proposal.

Issue Summary / Recommendation	Response
Trees, Landscaping ESD	
The APA is supportive of the concept of Landscape Connecting with Country using native plants. This will contribute to local biodiversity with the inclusion of a diverse range of natives that can support pollinator species.	Noted.
The APA has specific recommendations regarding suitable species for planting within the Dive Site. These include the replacement of Chinese Elm with native species. The olive tree, a classified weed, should not be included in the edible garden.	Noted. The Landscaping Report (Appendix 7) demonstrates a balance of significant native planting and chosen non-natives suit specific environment and outcomes.
The APA notes that several species mentioned are unsuitable and are replaceable with natives.	Noted. The Landscaping Report (Appendix 7) demonstrates a balance of significant native planting and chosen non-natives suit specific environment and outcomes.
This desolate area requires an appropriate 'urban forestry' plan with suitable species to encourage canopy formation. Appropriate planting methods and subsequent care are essential.	Noted. This is not required under the SEARs. A Landscaping Plan and Landscaping Report (Appendix 7) have been prepared to define a quality greening of the BTR site.

7.1.2 Chatswood West Ward Progress Association

We acknowledge the submission made by supporting inputs provided by specialist consultants.

Issue Summary	Response
Support	
CWWPA welcomes some aspects of the proposal, in particular: • Creating homes for essential workers, such as teachers, nurses, first responders and aged care workers, who might otherwise not be able to afford to live in Chatswood; • The proposed upgrade of the Frank Channon Walk, which will create a safe and pleasant active transport connection	Noted.

Issue Summary	Response
between Mowbray Rd and the Chatswood Interchange.	
Heat Impacts	
The site is an identified heat trap and tree canopy should be supported on site to mitigate heat impacts.	The communal open space significant landscaping includes 808sqm (29%) site tree canopy cover and 352sqm (12.5%) on ground floor which maximises vegetation on site to directly mitigate the urban heat island effect. Other sustainable design measures have been included in the Sustainability Assessment Report which reduce the urban heat effect where possible.
Parking	
The proposal has not sufficiently addressed the transport needs of key workers, including parking and public transport availability at late night.	The parking provisions comply with the Housing SEPP for the BTR residents to ensure parking is still available when needed and is considered suitable to support the needs of the workers who need to utilise car over public transport. The active and public transport network also has capacity to accommodate the needs of the additional commuters as a result of the development.
Traffic	
Traffic from surrounding SSDA's should be considered in the modelling and assessment of the traffic impacts.	Historical traffic data indicate a negative growth trend, meaning there would be less vehicles in the future. Historical traffic data between 2018 and 2024 indicate a negative growth trend of approximately 2 per cent per annum during the AM peak and 2.5 per cent per annum during the PM peak. As there is no background growth, the analysis established in the TIA accurately reflects the existing scenario with development growth. Further, the TIA states the BTR development is expected to generate up to 29 vehicle trips during any peak period, equivalent to one vehicle every two minutes. This level of traffic generation is relatively low and falls well below typical daily fluctuations experienced during peak periods.
The inability to turn right from Nelson Street to travel north on Pacific Highway.	A right hand turn from Nelson Street is not considered an appropriate option to allow for north-bound traffic.
Light Pollution	
Lighting facing residential areas to the west and east of the site should be dimmed between the hours of 10 pm and 6 am.	Noted. Mitigation measure to be included, however noting lighting is subject to Australian Standards.
These lighting principles should be made a condition of the development approval, to ensure that there is an ongoing obligation to manage light spillage and glare in the future.	The proposed development will incorporate sensors to control artificial lighting, ensuring efficient use of lighting while minimising light spillage and glare that may affect neighbouring properties or public spaces. Outdoor lighting will generally be designed in accordance with AS 4282:1997 and consequently external light pollution will be minimised. This will be naturally maintained through the design.
The development approval for the site should also contain	Noted. Mitigation measure to be included, however noting lighting is subject to Australian Standards.

Issue Summary	Response
conditions relating to lighting during construction, for example, restricting large neon lights on cranes, other than lighting required by work safety regulation.	
Schools	
The BTR SSD and other SSDA's will overburden the local school system.	In late 2024 the NSW Department of Education completed an analysis of student enrolment trends and determined that the project for a new primary school in Chatswood is no longer required at this time. An email provided by Department of Education, dated 10 June, (Appendix 10) provides formal confirmation that the Chatswood Dive Site is not required to accommodate future growth, and the existing planned upgrades have sufficient capacity. The data associated with the requirements for education facilities, and its release, falls under the jurisdiction of the Department of Education. Despite this, the Department of Education have confirmed that the increase of residents as a result of the proposed development does not require additional educational infrastructure. Please refer to the Department of Education project update below which confirms capacity is sufficient to accommodate future growth: https://www.schoolinfrastructure.nsw.gov.au/content/dam/infrastructure/projects/c/chatswood-education-precinct/2024/november-Upgrading_schools_in_Chatswood_Willoughby_and_North_Sydney.pdf
Other Infrastructure (water)	
Concern raised regarding capacity of water and drainage infrastructure and any upgrades should be provided by the proponent.	Advice received from BG&E Civil Engineers advises that all stormwater will drain via gravity to Nelson Street. The provision of the OSD tank has been increased and the design amended such that the existing network will be sufficient for the BTR building. (Refer to Appendix 12)

7.2 Additional Issues Raised by Community

Further issues raised by the community have been addressed in **Error! Reference source not found.** below. For further information, refer to the supporting inputs provided by specialist consultants.

Issue Summary	Response
Project related (e.g. the site, the project area, the physical layout and design, key uses and activities, timing)	
Uplift and Scale Over intensification from both height and scale, especially in comparison to surrounding sites and too many additional people causing sub-issues e.g. traffic, infrastructure issues.	At the proposed height of 80.473m (RL 183.4) equating to 23 storeys, the proposal is in general alignment with the high-density built forms that has been approved to the north. In addition, the proposed built form sits significantly below the surrounding development within the Chatswood CBD, including SSD-93766223 directly to the north which seeks 2 x 34 -storey towers. The proposed development responds appropriately to this changing context and the proposed addition to this character has considered the evolving height plane and character of the Chatswood CBD. Other issues, such as traffic and infrastructure have been addressed directly in the relevant reports and below.

Issue Summary	Response
Increasing uplift with no public benefit	The BTR development delivers 180 units at a discounted rate for key-workers in a highly accessible area. The development ensures that key-workers have the opportunity to live in a well-connected and high amenity home while being able to better serve the greater community.
Parking Not enough parking to support the residents, visitors and workers, and no parking currently exists on 3 roads surrounding the Dive Site.	The parking provisions comply with the Housing SEPP for the BTR residents, of which the priority of the provision is to meet parking demand needs, while discouraging car ownership. Given the site's proximity to Chatswood and Artarmon stations, in addition to bus services, residents and visitors are expected to travel using public transport and therefore no parking impacts are expected on Nelson Street.
Parking is needed for essential workers when public transport is unavailable.	The parking provisions comply with the Housing SEPP for the BTR residents to ensure parking is still available when needed, and is considered suitable to support the needs of the workers who need to utilise car over public transport.
Parking rates don't align with Council rates in the DCP.	Parking provision complies with the Housing SEPP and Willoughby Council DCP. For the retail component, there is a shortfall of one car parking spaces in relation to the retail component of the proposal. This is justified as the small-scaled ground floor retail may only generate parking demand for staff which in this case the staff is expected to travel to work using public transport given the site's proximity to Chatswood and Artarmon stations. Therefore, the shortfall of one space is a justifiable change from the DCP.
Reduction of non-residential floor space The lack of non-residential floor space will not support the new residents.	The proposed retail on the ground floor will support local job opportunities and retail activation for the new residents. As the site is located within 650m of Chatswood CBD, a major retail hub, and Artarmon centre, the residents are expected to be well-served by existing services. The site does not have the capacity or the demand to deliver significant non-residential FSR and therefore is considered sufficient to support the new residents.
Proximity to Radio Tower Proximity and height of building would disrupt telecommunication/radio signals and broadcasting. Proximity and height of building would result in electromagnetic impacts on the building and future residents.	Advice received from Brendon Woods Consulting Pty Ltd, dated 2 June 2026; states given the height of the broadcast antennas being significantly higher than the proposed BTR building, and analysis undertaken, it confirms signal strength remains well above usable thresholds and that any effects would be minor, localised, and recover quickly. Also, the proposal is believed to fully comply with the ARPANSA EME exposure limits and does so with a substantial safety margin. As such, no known credible risk of harmful EMI to building systems or occupants would result.
Design and Visual Impact The built form is out of context to the area.	The site is located within the Chatswood CBD precinct, which was strategically earmarked for increased heights and density and in accessible location supported by the NSW government for increase in density in the push for TOD development. As detailed in Section 7.4 of the EIS, approximately 21 major projects are in the pipeline or approved for the Chatswood CBD precinct and is representative of the strategic position and gradual and deliberate shift towards a higher-density, mixed-use environment. A significant proportion of these relate to in-fill high-rise residential development. The proposal aligns with the broader strategic vision for the Chatswood CBD, which anticipates continued growth, intensification, and a more dynamic urban character.

Issue Summary	Response
	This emerging local character will result in a pattern of taller buildings, bulk, and density more consistent with its role as a strategic centre. The proposed development responds appropriately to this changing context and the proposed addition to this character is considered in the VIA prepared by Colliers have considered the evolving height plane and character of the CBD, confirming that the proposed building will integrate harmoniously with its surroundings rather than present an adverse or disconnected element. The proposed development responds appropriately to this changing context and the proposed addition to this character has considered the evolving height plane and character of the Chatswood CBD. The proposal establishes a use and built form outcome aligned with other development within the area. In this context, the new high-rise development does not represent an adverse impact but rather a well-considered and complementary addition to the evolving strategic centre.
Procedural matters (e.g. level or quality of engagement, compliance with the SEARs, identification of relevant statutory requirements)	
Extensive changes and non-compliance to LEP Proposed amendments to the LEP are too extensive of a departure from existing controls; both in number of clauses changing and the proposed extent of change to individual clauses, including height and non-residential floor space.	The concurrent PP establish amended LEP controls that better reflect the objectives on the site and ensure the SSDA is compliant with the amended controls. The number of changes proposed are necessary to provide a high-amenity and highly accessible development that responds better to strategic policy and the future character of the Chatswood CBD. The Rezoning Proposal (Appendix 2) further defines that the existing LEP controls are not sufficient to best deliver upon the potential of the site, strategic policy, and future character. Therefore, the extent of the proposed changes is necessary to deliver the highest and best use on the site and deliver quality public benefit.
Utilisation of the SSD pathway allows for too great of a separation from the local controls, both the LEP and DCP controls.	The SSD pathway for BTR is established within the Planning Systems SEPP and Housing SEPP with objectives to deliver a necessary housing typology in highly accessible areas. The scope and extent of the controls under the LEP and DCP are not relevant to the assessment of this application.
BTR management Confirmation on how the BTR will ensure the units are made available to essential workers and at an affordable price	The Rezoning Proposal (Appendix 2) confirms that Landcom is providing the housing solely for key-workers at a discounted rate. Landcom will actively be collaborating with essential worker organisations to ensure appropriate rental subsidies and support mechanisms are included in the policy development. This will provide eligible tenants with access to well-located, high-quality housing at below-market rates, directly addressing affordability challenges for essential and key workforce groups.
Confirmation on how the BTR will avoid short term rentals (e.g. Air-BNB) in the development in the long-term.	The EIS confirms under Section 5.9 that the building will remain under Landcom ownership and will be maintained solely for key-workers not for short-term rental accommodation. The proposed BTR scheme will be professionally managed and designed for long term ownership to ensure high management standards, greater security and amenity for tenants.
Economic, environmental, and social impacts (e.g. amenity, air, biodiversity, heritage)	
Traffic	The TIA and Letter from SCT (Appendix 13) confirms the BTR development is expected to generate a maximum of 29 vehicle trips during any peak period, which is equivalent to one vehicle every two

Issue Summary	Response
Increase of residents will lead to excessive traffic impacts in addition to surrounding development.	minutes. This level of traffic generation alone is relatively low and falls well below typical daily fluctuations experienced during peak periods. Based on the assessment in the TIA, the road and public transport network has sufficient capacity to support the development. Cumulative assessment of development was included within the modelled assessment of the TIA.
Mowbray Road and Pacific Highway are already congested; the proposal will only increase this issue.	The modelling withing the TIA reveals sufficient available capacity at the Pacific Highway / Nelson Street intersection and on Pacific Highway to support the additional trips generated by the BTR development. Further, TfNSW has not raised any concerns or any specific mitigation measures on the operation of the intersection of Pacific Highway Nelson Street as a result of the BTR development.
Retail uses will only increase traffic issues by driving trip generation and large truck usage.	The minor addition of retail (2% of the total GFA) is not expected to generate trips that would create significant impacts to traffic and congestion in the area.
Infrastructure Impacts Impact of increased residents and on public transport infrastructure – bus, train, metro capacity.	As per the TIA, the BTR development is also supported by a strong active travel network, with a maximum of 109 trips anticipated including public transport trips, walking and cycling. This level of trip generation is relatively low for active transport trips and can be accommodated by the existing and planned active transport network.
Impact of increased residents on road infrastructure.	The TIA and Letter from SCT (Appendix 13) confirms the BTR development is expected to generate a maximum of 29 vehicle trips during any peak period, which is equivalent to one vehicle every two minutes. This level of traffic generation alone is relatively low and falls well below typical daily fluctuations experienced during peak periods. Due to the low trip generation expected, no impacts to the existing road infrastructure is expected as Pacific Highway has sufficient capacity to accommodate the vehicles expected from the development.
Pressure on community infrastructure such as schools, healthcare services, and open space.	The proposal provides discounted accommodation for 180 key-workers, ensuring the residents can easily access and service the local community including healthcare services and schools. Significant open space and parkland is available surrounding the site including Chatswood Park / Oval and other minor local-servicing open space. The expected increase of residents is a minor addition to the community and will not over-burden the capacity of local infrastructure.
Lower Public Benefit Reduction in affordable housing, non-residential floor space, and active street frontage controls will lower the potential public benefits of the site.	The removal of Clause 6.8 of the WLEP applying to the site allows for the provision of 180 Build-to-Rent dwellings delivered at a discounted rate. The reduction of non-residential floor space on site, as per Schedule 1, Part 27 of WLEP, will allow for additional dwellings on ground floor in response to State Design Review Panel (SDRP) feedback and State Government goals for housing delivery. Similarly, removing the active frontages was undertaken in response to SDRP feedback to allow for podium design with residential uses on the east and west frontages. To accommodate this outcome, and activate the southern frontage, essential service rooms are required to be located in the north. A small portion of the north-east frontage is still activated to ensure a positive interface with Frank-Channon

Issue Summary	Response
	walk. This will allow for the site to maximise public benefit and design without sacrificing functionality.
Overshadowing The proposal will generally cause overshadowing impacts.	The tower, with dimensions of approximately 20m by 45.5m, is a slender built form oriented north-south to maximise solar access and minimise shadow impacts. The proposed development responds appropriately to this changing context and the proposed addition to this character has considered the evolving height plane and character of the Chatswood CBD. Further, built form introduces a tall and slender that maximises solar access and minimises shadow impacts. The BTR site is set back to the northern most point of the Dive Site to mitigate potential impacts. Where impacts occur are brief due to the fast-moving shadows and are considered minor.
The proposal will overshadow the Great Northern Hotel to the south-west.	Minor overshadowing on the Great Northern Hotel only occurs for a short period during 9-10am but is completely distinct from the heritage item by 10am. Due to the tall and slender tower design that allows for fast moving shadows and has therefore been considered by in the SoHI to be a temporal and minor impact.
Tree Canopy and Landscaping Tree canopy should be maximised on site to minimise heat impacts, including the maximisation of trees on the wider Dive Site.	The communal open space significant landscaping includes 808sqm (29%) site tree canopy cover and 352sqm (12.5%) on ground floor which maximises vegetation on site to directly mitigate the urban heat island effect.
Water Capability Ensure that the Sydney Water has capabilities to service the site and proposed development.	Advice from IGS dated 5 June 2026 (Appendix 11) confirms the site falls within the Pymble Water SupplyZone and the trunk main has been assessed as having sufficient capacity. However, amplifications to the reticulation mains may be required and this can be managed at the Section 73 application Stage. Additionally, the sewer servicing the site and the reticulation system is assessed as having adequate capacity. Any cumulative impact from this development and adjacent development and wastewater modelling is required to be confirmed. Any required sewer or water infrastructure upgrades are to be reviewed and incorporated into the design and delivery strategy as required and part of the s73 application lodgement.
Concern regarding recent water system overflow, which the site would contribute to.	The overflow event on March 9 where a major water main burst on Grasmere Road is noted and unrelated to the proposal. Any infrastructure upgrades required by Sydney Water will be undertaken as part of the development.
Construction Traffic During the construction phase, heavy vehicle activities would further aggravate the already highly congested traffic.	A detailed CTMP will be provided after approval to ensure that construction vehicles mitigate and minimise impacts where possible.
Urban Heat The site is an identified heat trap and should be designed to minimise the urban heat island effect.	As above, significant tree canopy is being provided on the podium level and surrounding landscape that will directly mitigate urban heat. Other sustainable design measures have been included in the Sustainability Assessment Report which reduce the urban heat effect where possible.

Issue Summary	Response
Light Pollution Light facing residential areas should be minimised during night.	Noted. Mitigation measure to be included, however noting lighting is subject to Australian Standards.
Lighting principles in the EIS should be made a condition of consent to manage light spill and glare.	The proposed development will incorporate sensors to control artificial lighting, ensuring efficient use of lighting while minimising light spillage and glare that may affect neighbouring properties or public spaces. Outdoor lighting will enerally be designed in accordance with AS 4282:1997 and consequently external light pollution will be minimised.
Construction lighting should be minimised.	Noted. Mitigation measure to be included, however noting lighting is subject to Australian Standards.
Electromagnetic energy (EME) emissions Due to the proximity to the TXA Radio Tower to the south, the BTR development should have regard to EME emissions on human health and safety risks.	Advice received from Brendon Woods Consulting Pty Ltd, dated 2 June 2026; states given the height of the broadcast antennas being significantly higher than the proposed BTR building, and analysis undertaken, it confirms signal strength remains well above usable thresholds and that any effects would be minor, localised, and recover quickly.
Due to the proximity to the TXA Radio Tower to the south, the BTR development should have regard to radiofrequency (RF) transmissions on operation of the tower.	Also, the proposal is believed to fully comply with the ARPANSA EME exposure limits and does so with a substantial safety margin. As such, no known credible risk of harmful EMI to building systems or occupants would result.
Justification and evaluation of the project as a whole (e.g. justification for the project, consistency of project with Government plans, policies or guideline)	
Wider Chatswood Dive Site Evaluation of the BTR project cannot be separated from the other application on the site.	While an SSD application on the wider site is recognised and accommodated through the proposed easement surrounding the BTR site, it does not relate to the assessment of the BTR development. The Concept and Stage 1 SSDA and Concurrent Rezoning Proposal (SSD-100360960) is subject to its own merit assessment and therefore should not be considered in the approval of the BTR SSD.
NSW Opportunity Site and previous identification as a school The site previously identified as an opportunity site by NSW Government and should be used for infrastructure of greater public benefit as it is in a key location and currently un-developed.	It was acknowledged that the local community expects a new primary school on the Chatswood 'Dive Site' and there is pressure to deliver additional school capacity from community and local MP Tim James. A meeting was held with the Department of Education (DoE) on the 14 October 2025 regarding local need for infrastructure and impacts of proposal on future demand. DoE modelling including known SSDAs and cumulative impacts from strategic planning such as Chatswood CBD strategy. In addition, Department-led projections indicate a decrease in demand considering a range of factors including aging in place, decreased immigration, and decreased number of children per family. It was also recognised that upgrades to Chatwood Public School, Chatswood High School, and 6 other public schools in the vicinity have allowed for additional capacity in the area to service long-term demand, including the expected population associated with the development of Chatswood 'Dive Site'. Additionally, as part of commitments funded in the 2024-25 NSW Budget, works are currently underway or recently completed across the area, including at Neutral Bay Public School (capacity upgrade), Lane Cove Public School (new hall), Cammeray Public

Issue Summary	Response
	School (capacity upgrade) and Northbridge Public School (amenity upgrade to support demountable removal). The DoE confirmed that the proposal is not sufficient to trigger the need for an additional school and there is capacity in existing primary and secondary schools to meet existing and future demand, including additional demand arising from proposed development of Chatswood 'Dive Site'. The SIA also confirms, the small population generated by the Proposal is unlikely to stretch the capacity demands of other social infrastructure types, including schools. An email provided by Department of Education, dated 10 June, (Appendix 10) provides formal confirmation that the Chatswood Dive Site is not required to accommodate future growth, and the existing planned upgrades have sufficient capacity.
The site was previously earmarked for a school and school infrastructure, therefore should be utilised for this use.	As above, the Department of Education confirmed there was sufficient capacity in the area. As a result, the Chatswood Dive Site is capable of providing alternative public benefit and establish housing growth as per Federal and State priorities. Please refer to the Department of Education project update below which confirms capacity is sufficient to accommodate future growth: https://www.schoolinfrastructure.nsw.gov.au/content/dam/infrastructure/projects/c/chatswood-education-precinct/2024/november-Upgrading_schools_in_Chatswood_Willoughby_and_North_Sydney.pdf An email provided by Department of Education, dated 10 June, (Appendix 10) provides formal confirmation that the Chatswood Dive Site is not required to accommodate future growth, and the existing planned upgrades have sufficient capacity.
Reduction of non-residential floor space The proposal reduces the residential floor space from the existing LEP control, of which is too great of a change, and should provide the amount as per the LEP.	The reduction of non-residential floor space on the site, from 17% to 2% is in response to SDRP feedback which requested the activation of the east and west frontages with residential uses. After careful and considerate design of the podium, the opportunity for retail was maximised where plausible to activate the interfaces, resulting in a 2% non-residential floor space provision. As this change was a result of SDRP feedback and the site is well serviced by both Chatswood CBD and Artarmon town centre this change is considered acceptable.
The LEP control requires that the ground floor be used for non-residential purposes only, however the ground floor plans submitted with the application showing residential apartments on the ground floor.	Noted. This is an administrative error and has been amended within the Rezoning Proposal (Appendix 2) to remove the application of Schedule 1, Part 27, (2) (a). It was the intention of the Rezoning Proposal to allow for residential on the ground-floor in response to SDRP feedback which requested the activation of the east and west frontages with residential uses. As a result the existing amendment to 2% non-residential floor space never allowed for solely non-residential floor space on the ground floor. Therefore the resulting change to the LEP is a justified to change to allow for the intended outcome on site.
Issues that are beyond the scope of the project (e.g. broader policy issues) or not relevant to the project.	
Wider Chatswood Dive Site Raising impact of wider Chatswood Dive Site and implication of 1,500 new homes	The Concept and Stage 1 SSDA and Concurrent Rezoning Proposal (SSD-100360960) is subject to it's own merit assessment and therefore should not be considered in the approval of the BTR SSD. The Concept and Stage 1 SSDA is also conceptual in nature and therefore cannot be accurately assessed against the SSD.

Issue Summary	Response
and associated parking or traffic / issues.	
The whole site and masterplan, inclusive of the BTR development, needs to be re-designed.	The Concept and Stage 1 SSDA and Concurrent Rezoning Proposal (SSD-100360960) is subject to its own merit assessment and therefore should not be considered in the approval of the BTR SSD.
Response to SEARs The BTR SSD doesn't respond to SEARs dated 5 December 2025.	The SEARs referred to under the TXA submission refers to a failure to consider SEARs dated 5 December 2025. This SEAR relates to Concept and Stage 1 SSDA and Concurrent Rezoning Proposal (SSD-100360960) and is not relevant to this SSD.

8. Conclusion

The report summarises the key matters raised in submissions, provides considered responses to those matters, and outlines the design and documentation changes that have occurred since exhibition.

Preparation of this Response to Community Submissions report has involved a detailed review, collation and analysis of all community feedback received through the exhibition process. Information from relevant technical reports has been synthesised to ensure that responses accurately reflect the most current design iteration and associated expert findings. Together, this demonstrates that community and agency input have been properly considered and integrated into the final proposal.

Ultimately, the project delivers a high-quality mixed-use development that makes efficient use of an accessible, well-serviced site and contributes to housing diversity and availability for keyworkers within the Willoughby LGA. On this basis, it is considered that the proposal satisfactorily addresses all matters raised during re-exhibition and merits approval by DPHI.