Submissions Report

SSD-72891212

57-61 Archer Street and 34 Albert Avenue, Chatswood

PREPARED FOR

CHATSWOOD PROPERTY PTY LTD

July 2025

MECONE.COM.AU

Project Director

Amanda Harvey

Contributors

Amber Nehal

REVISION	REVISION DATE	STATUS	AUTHORISED: NAME & SIGNATURE
1	29/05/2025	Working Draft for client review	Amanda Harvey 
2	23/07/2025	Draft for Client review	Amanda Harvey 
3	24/07/2025	Final	Amanda Harvey 

* This document is for discussion purposes only unless signed and dated by the persons identified.
This document has been reviewed by the Project Director.

Contact

MECONE

Suite 1204b, Level 12, 179 Elizabeth Street
Sydney, New South Wales 2000

info@mecone.com.au
mecone.com.au

Table of Contents

mecone.com.au
info@mecone.com.au
02 8667 8668

Appendices

APPENDIX	REPORT	PREPARED BY
A	Submissions Register	Mecone
B	Updated Mitigation Measures	Mecone
C	Updated Architectural Plans	Woods Bagot
D	Updated Landscape Plans and Landscape Statement	Arcadia
E	Updated Traffic Impact Statement	Stantec
F	Updated Clause 4.6	Mecone
G	Updated Noise and Vibration Assessment	E-LAB Consultants
H	Updated Civil Plans	AT&L
I	Updated Flood Impact Risk Assessment	AT&L
J	Stormwater Management Report	AT&L
K	Waste Management Memo	MRA Consulting Group
L	Safety Management Study	Coronation
M	Letter of Support	Evolve Housing

mecone.com.au
info@mecone.com.au
02 8667 8668

Executive Summary

This Response to Submissions (RtS) Report has been prepared in support of State Significant Development Application (SSDA) SSD-72891212 for a mixed-use development at 57–61 Archer Street and 34 Albert Avenue, Chatswood, submitted by Chatswood Property Pty Ltd (the Proponent). The proposal seeks approval for a 32-storey shop-top housing development comprising 150 residential dwellings, including 41 affordable housing units, alongside commercial and retail uses, basement parking, and adaptive reuse of a heritage-listed building.

Public Exhibition and Submissions Overview

The SSDA was publicly exhibited from 9 January to 7 February 2025, during which 31 submissions were received:

- 11 submissions from public agencies and authorities
- 20 submissions from community members and stakeholders

Submissions raised concerns across several key themes including built form and scale, provision of affordable housing, traffic and parking, flooding, heritage, waste management and construction impacts.

Post-Exhibition Actions and Design Amendments

In response to the submissions, the proponent undertook further engagement with DPHI and relevant stakeholders. Key actions included:

- Design refinements and additional justification to address built form, landscaping and amenity concerns,
- Updated technical assessments are provided to address several concerns raised on flood risk, traffic, noise, and waste, and
- Clarification of affordable housing compliance under both *State Environmental Planning Policy (Housing) 2021* (Housing SEPP) and *Willoughby Local Environmental Plan 2012* (WLEP 2012) and a revised clause 4.6 justification addressing non-residential floor space variation.

Key Planning Justifications

The proposal is consistent with the strategic intent of the Chatswood CBD Strategy, which is fully endorsed by both Council and DPHI. The development complies with the Housing SEPP provisions, including the 15% affordable housing requirement linked to the 30% uplift in height and FSR. The design has undergone a competitive design excellence process, with support from the Design Integrity Panel (DIP). The site is highly accessible, located within walking distance of the Chatswood Transport Interchange, and well-serviced by public infrastructure.

Public Benefit and Strategic Alignment

The proposal delivers significant public and strategic benefits:

- Affordable housing: 2,585m² of GFA provided, exceeding the SEPP requirement,
- Public domain improvements: including a publicly accessible pocket park and pedestrian link,
- Heritage conservation: adaptive reuse of the heritage-listed building with sensitive landscaping, and
- Economic activation: provision of 2,376m² of non-residential floor space supporting employment and services.

Justification and Evaluation

The amended proposal responds comprehensively to the issues raised during public exhibition and aligns with State and local planning objectives. It is considered appropriate for the site and warrants a favourable recommendation from DPHI, subject to suitable conditions of consent. In light of the above, the proposal as

amended is appropriate for the site and warrants a favourable recommendation from DPHI, subject to appropriate conditions of consent.

1. Introduction

This Submissions Report has been prepared in support of State Significant Development Application (SSDA) SSD-72891212, for on behalf of Chatswood Property Pty Ltd (the Proponent) to address the matters raised by public agencies, Willoughby City Council, the community and other relevant stakeholders throughout the public exhibition period. The proposal was placed on public exhibition for 28 days between 9 January 2025 and 7 February 2025.

This Submissions Report has been prepared in accordance with the DPHI's *State Significant Development Guidelines – Preparing a Submissions Report (Appendix C)* March 2024.

1.1. Exhibited Project Description

The SSDA seeks approval for the construction of a 32-storey shop top housing development including in-fill affordable housing. Specifically, the exhibited project included

- Site preparation works, including excavation and bulk earthworks.
- The construction of a shop top housing development comprising:
    - A three-storey non-residential podium comprising:
        - Ground floor:
            - A residential lobby, courtyard and mailroom,
            - A commercial lobby and a retail tenancy (565m^2 non-residential GFA), and
            - Loading dock and waste servicing facilities.
        - Level 1:
            - communal facilities and communal open space for residents,
            - commercial tenancy (844m^2 non-residential GFA),
            - a swimming pool,
        - Level 2: commercial tenancy (838m^2 non-residential GFA) with outdoor terrace,
    - A 29-storey residential tower comprising 150 dwellings including 41 affordable housing units,
    - Five levels of basement parking for 169 car parking spaces including:
        - 12 spaces for non-residential uses,
        - 17 spaces for affordable housing,
        - 140 spaces for market housing,
        - 22 bicycle spaces, including 16 for residential visitors and six for non-residential visitors
        - 148 residential storage lockers which can be used to store bicycles,
        - Building services and plants,
        - End of trip facilities including changing facilities and lockers,
- Use of the existing heritage house as a food and drink premises and associated alterations and additions,
- Provision of substation kiosk within the landscaped open space in front of the heritage house,
- Removal of four trees, and
- Associated landscaping.

2. Analysis of Submissions

This section provides a summary of the submissions received including a breakdown of respondent type, nature/position and number of submissions received.

2.1. Breakdown of Submissions

The SSDA was publicly exhibited between 9 January 2025 and 7 February 2025. There were 11 submissions from public agencies, including Willoughby City Council and other government agencies, and 20 submissions from members of the local community and individuals.

All submissions were managed by DPHI, which included registering and uploading the submissions onto the 'Major Projects website' (SSD-72891212). A breakdown of the submissions made by group and issues raised is provided in **Table 3** below with responses provided in **Section 4** with further detail provided in the Register of Submissions, refer to **Appendix A**.

TABLE 1 – LIST OF SUBMISSIONS

SOURCE	POSITION	NUMBER OF SUBMISSIONS
Public Authorities		
DPHI	Comment	1
Willoughby City Council	Object	1
Fire + Rescue NSW (FRNSW)	Comment	1
Heritage NSW – Aboriginal Cultural Heritage	Comment	1
Heritage NSW	Comment	1
Transport for NSW (TfNSW)	Comment	1
Department of Climate Change, Energy, the Environment and Water (DCCEEW) Group	Comment	1
Conservation Programs, Heritage and Regulation (CPHR)	Comment	1
NSW State Emergency Service (SES)	Comment	1
Ausgrid	Comment	1
Jemena	Object	1
SUBTOTAL		**11**
General Public		
Quest Chatswood	Object	1
Mary-Jane Morgan	Object	1
Simone Radulovitch	Object	1
Sing Yun Mui	Object	1
Name withheld	Object	13
Name withheld	Comment	1
Gyeomju Yoon	Support	1
Aiden Brennan	Support	1
SUBTOTAL		**20**
TOTAL		**31**

2.2. Key Themes & Categorisation

In accordance with the DPE *State Significant Development Guidelines,* the issues raised in the submissions are summarised in **Table 4** below. A response to submissions is provided in **Section 4** and **5** of this report.

TABLE 2 - CATEGORISATION OF KEY ISSUES RAISED IN SUBMISSIONS

CATEGORY	ISSUE	STAKEHOLDER
The Project	**Design Matters** • Proposed development is too large and out of proportion for the area. • Poor architectural merit and quality. • Through site access is direct or clearly visible for pedestrians coming from Archer Street, Bertram Street or Albert Avenue. • The plans and reports have not demonstrated how vehicle / pedestrian conflicts will be managed for the loading bay and access to the loading bay, which is shown as a shared zone. • In Council's view it is considered that compliance with the WLEP 2012 Clause 6.25, 17% non-residential minimum floor space requirement, is not unreasonable or unnecessary.	Willoughby City Council Public submission
	Design excellence • Design excellence cannot be achieved without an affordable housing provision that which is consistent with the WLEP Clause 6.8. • All accessible parking, including adaptable parking, needs to comply with AS1890.6 and not AS 4299. • Respond to recommended ADG standards.	DPHI Willoughby City Council
	Landscaping and public realm • Proposed pocket park is supported subject to public rights of way, being open to the sky, mix of vegetation, and no fencing. • Update landscape plans to include new proposed tree species names. • Provide drawings showing proposed tree removal and retention.	DPHI Willoughby City Council
	Affordable housing • Council requests that the SSDA comply with WLEP 2012 Clause 6.8 affordable housing requirements. • The AH provisions are used by the developer only to justify the 23.2% height increase and 30% FSR increase. • The AH units focus on smaller apartments that may not meet the needs of key workers and families. • The proposal does not guarantee long-term management of AH, raising concerns about its effectiveness.	Willoughby City Council Public submissions
Procedural matters	**Previous DAs** • The submitted and exhibited SSDA does not address affordable housing in a manner anticipated by Council in engagement prior to SSDA lodgement.	Public submissions
	Community engagement / consultation • Only 6 submissions received from engagement session. This suggests insufficient effort was made to engage with the local community and gather meaningful feedback.	Public submissions

CATEGORY	ISSUE	STAKEHOLDER
	Public interest • Not in the public interest.	Public submissions
	Development history • The site is currently a large, excavated hole - 17 January 2025, excavation works suddenly stopped leaving bulldozer and backhoe still on site. • Anticipation that this project does not suffer the same incidents as Mascot Towers, or compromised foundations for the adjoining properties.	Public submissions
Economic, environmental and social impacts	**Amenity** • Impact on sunlight exposure and overshadowing. • Privacy impacts. • visual impact associated with large building. • wind hazards will make public spaces less useable and unsafe for pedestrians. • Little communal space given the size of the proposal • Diversion from the established urban line, disrupting the visual and structural coherence of Chatswood's urban environment.	Public submissions
	Traffic and parking • Insufficient parking for residents and, on street traffic and parking will worsen. • Excess of parking spaces according to Housing SEPP • Absence of adequate cycling lanes increases risks for cyclists and motorists. • Increased pedestrian traffic will strain existing footpaths and crossings.	DPHI Public submissions Willoughby City Council Transport for NSW Public submissions
	Construction impacts • Long construction timelines, causing ongoing noise, dust and vibrations. • Relevant mitigation measures are inadequate to protect residents from these disruptions. • Construction will decrease air quality. • Statutory requirement that overhead powerlines maintain appropriate distance from development. • Proposed new driveways must maintain minimum 1.5m distance from nearest face of pole.	Ausgrid
	Heritage • The development incorporates a heritage item but fails to respect its significance. • The towers height and bulk overshadow and diminish the heritage building's prominence, undermining its cultural value. • Provide required analyses and requests for information regarding substation heritage item. • Provide details on how heritage item will be protected from relevant risks.	DPHI Heritage NSW Conservation Programs Heritage and Regulation Group
	Noise • Noise impacts on surrounding residents. • Development will increase noise pollution.	DPHI Public submissions
	Waste • Clarification on items such as:	DPHI

CATEGORY	ISSUE	STAKEHOLDER
	• Residential waste bin collection bins and frequency. • Accommodating waste collection trucks. • Waste management.	Willoughby City Council
	Flooding • The development will increase impervious surfaces on the site and increase flooding potential on neighbouring sites. • Update Flood Impact Risk Assessment (FIRA). • Provide required flooding assessments and requests for additional information.	DPHI SES Conservation Programs Heritage and Regulation Group DCCEEW
	Stormwater diversion • Development may compromise the stormwater and easement pipes.	Sydney Water DCCEEW
Beyond the scope of the project or not relevant	• Insufficient capacity at local schools to accommodate more students. • Local hospital can barely sustain the current local population with extensive waiting lists. • Crowded shops and restaurants.	Public submissions

3. Actions Taken Since Exhibition

In response to the key issues raised within the submissions, design refinements and clarifications have been made to the proposed development since public exhibition.

This section summarises the changes that have been made to the project since its public exhibition. It also outlines the additional assessment undertaken to respond to the concerns raised with the public agency and public submissions outlined in **Section 4**.

3.1. Further Engagement

Department of Planning, Housing and Infrastructure

Following receipt of the agency and public submissions, the project team met with planning officers from DPHI on 13 February 2025 via Microsoft Teams to discuss the proposal and the content of the submission letter. The key issues discussed was regarding affordable housing contributions to the site. DPHI are currently seeking legal input on this matter and will provide a position following receipt. As a result, all matters concerning affordable housing contributions will be addressed post DPHI legal input to the matter.

Refinements to the Project

In response to public exhibition and a detailed review of all submissions received, a number of targeted design amendments have been made to address the issues raised. These refinements are summarised as follows:

- Minor adjustments of the building footprint northward to accommodate the existing culvert,
- Installation of a new 900mm diameter stormwater line along Bertram Street and a new culvert along the southern boundary, connecting the sag point to Bertram Street,
- Raising the ground level of the site by 0.5 metres to sit above the 1% Annual Exceedance Probability (AEP) flood level, and
- Installation of a flood barrier at the carpark entrance to further mitigate flood risk.

Details of the design refinements are illustrated in the revised Architectural Plans at **Appendix C**.

4. Response to Submissions

4.1. Department of Planning, Housing and Infrastructure

Table 8 sets out a response to each issue raised by the **Department of Planning, Housing and Infrastructure (DPHI)** submission.

TABLE 3 - DPHI SUBMISSION & RESPONSES

SUMMARY OF ISSUE RAISED	RESPONSE
1. Hydrology	
a) Update the Flood Impact Risk Assessment (FIRA) to include modelling for the full range of flooding events, consideration of the impacts of climate change and potential isolation of the site.	The Flood Impact Risk Assessment (FIRA), provided in **Appendix I**, has been updated to address the full spectrum of potential flood events, including the effects of climate change and the risk of site isolation. The proposed design already accommodates a design that sits above the 1% Annual Exceedance Probability (AEP) flood level. As outlined in the FIRA, the site is deemed suitable for the proposed development. Appropriate mitigation measures have been implemented to effectively reduce flood-related risks.
b) Provide a flood assessment of the predicted temporary (i.e. prior to potential redevelopment of adjoining property) and permanent impacts to adjoining properties. The assessment should: i. consider scenarios where the neighbouring sites are in their current state (existing) and future developed state (post redevelopment) and identify the likely flood impacts during the 1% AEP, PMF and following the effects of climate change ii. consider any temporary impacts to adjoining properties, caused by the proposal, and which may not exist following the development of those adjoining sites, including: a) potential redirection and/or displacement of flood waters to neighbouring properties b) increase of flood risk and safety impact to life and property c) any change to emergency flood evacuation requirements (need for shelter in place, site isolation, evacuation routes/ ability to evacuate etc) iii. quantify and outline any mitigation measures required to address any temporary impacts	The Flood Impact Risk Assessment (FIRA) has been updated and is provided at **Appendix I.** The FIRA has considered both existing conditions and proposed conditions including the proposed development and anticipated changes to built form and ground levels. The proposed development includes a flood diversion culvert and upgraded stormwater infrastructure. These measures reduce flood levels at neighbouring properties such as 32A Bertram Street and 55 Archer Street. Minor increases in flood levels due to grading changes are addressed through localised design refinements. The development raises ground levels above the 1% AEP flood level and incorporates a flood barrier at the basement entrance to prevent floodwater ingress. During construction, temporary redirection of overland flows may occur. The existing stormwater infrastructure will be maintained until the new culvert system is operational. The removal of existing stormwater lines is staged to occur only after the new flood mitigation culvert is installed, minimising disruption.

mecone.com.au
info@mecone.com.au
02 8667 8668

SUMMARY OF ISSUE RAISED	RESPONSE
identify, following consideration of the above, any residual temporary impacts and how these would be managed, minimised and addressed.	The development provides safe evacuation routes above the PMF level, in accordance with Willoughby Development Control Plan requirements. All service entries are designed to be above PMF levels, and the basement is protected by a concealed automatic flood barrier. The proposed development demonstrates acceptable flood impacts on adjoining properties under both current and future conditions. Temporary impacts are effectively managed through staged construction and erosion controls. The design complies with relevant flood risk and evacuation standards, ensuring safety and resilience for future occupants and neighbouring properties.
c) Amend / redesign the proposal to protect the basement entry up to the PMF level via passive design measures (e.g. crest height) rather than the use of an active flood gate.	Amended Architectural Plans have been provided at **Appendix C**, these plans now include a flood barrier at the car park entrance. We note the design is already raised by 0.5m above the 1% AEP flood level.
d) Respond to the Conservation Programs, Heritage and Regulation Group's request for additional information relating to flood modelling, stormwater drainage, off site impacts, PMF afflux, protection of the basement and the heritage building, easements, emergency response and mitigation measures.	Noted, see below.
e) Respond to Council's request for additional information relating to pipe blockage, flood planning levels/ freeboard, onsite detention design, water quality and pipe upgrade specifications.	Noted, see below.
f) Respond to SES' request for additional information relating to flood modelling and protection of basement openings.	Noted, see below.
g) Address DCCEEW Water's request for additional information relating to groundwater take and aquifer interference.	Noted, see below.
2. Built Form	
a) Clearly annotate on the drawings what use(s) / floorspace is proposed for non-residential uses (DA-2210, 2211 and 2212). In addition, clarify what use(s) are proposed at Level 1 (DA-2211 and 8201), it appears that: i. communal residential pool and communal amenity spaces are comingled with commercial floorspace and the 'Commercial GFA' calculations (DA-8201) for identify and count the communal amenity space as commercial floorspace ii. Level 1 commercial/ residential uses are connected (via an internal spiral staircase) to retail units below/ commercial units above	The proposal seeks to operate a wellness facility that will be usable by both the residents and the external members. The wellness facility will provide communal facilities to the residents including a swimming pool and a multipurpose space, which can be booked by the residents or external members. While usable by the residents, the wellness facility will also provide an employment-generating use within the building, consistent with the objective of Clause 6.25 of the LEP and under the intended outcome of Council's Chatswood CBD Planning and Urban Design Strategy 2036 (Chatswood CBD Strategy). Further, the dual use of the wellness facility as communal facilities and non-residential space will enable a diverse range of non-residential floor space offering, consistent with the MU1 zone objectives.

mecone.com.au
info@mecone.com.au
02 8667 8668

SUMMARY OF ISSUE RAISED	RESPONSE
residential communal open space balcony wraps around the commercial floor space.	Additionally, the wellness facility is additional to the communal open space that will be provided for the residents, including the pocket park and the outdoor terraces on Levels 1 and 2. Notably, the proposal provides 26% of communal open space which is compliant with the ADG requirement. Refer to **Appendix F**
b) Based on the GFA and floorspace review (Point 2a), update the proposal (as necessary) and demonstrate how the updated proposal meets/ responds to Housing SEPP affordable housing, communal space amenity standards and the WLEP 17% commercial floorspace requirement.	Under Section 16 of the Housing SEPP, the proposal is seeking an uplift of 30% in FSR and is required to provide a 15% affordable housing component. The proposal with a total GFA of 17,186m^2 is therefore required to provide 2,577.9m^2 of affordable housing under the Housing SEPP. Instead, the proposal includes 2,585m^2 of affordable housing GFA and hence is compliant – being more than required. The proposal provides 26% of communal open space, which complies with the required minimum 25% under Objective 3D-1 of the ADG. Additionally, the proposal provides internal communal spaces, including a swimming pool and a residential amenity space on Level 1. Noting the internal communal spaces are provided in addition to the 25% communal open space required under the ADG. The proposal provides a total of 2,376m^2 of non-residential floor space, including 129m^2 of commercial floor space within the heritage item, which is not counted as GFA in accordance with Clause 4.4(2A) of the *Willoughby Local Environmental Plan 2012* (WLEP 2012). This amount is short of the required 17% of commercial floor space required however, would be considered compliant if considered against the site's base FSR. Notwithstanding this, the Clause 4.6 has been updated to provide further justification against the WLEP controls. Refer to **Appendix F** In summary the proposal provides more than adequate affordable housing in accordance with the Housing SEPP and communal space in accordance with the Apartment Design Guide (ADG) and includes a commensurate and reasonable quantum of commercial floor space suited to the proposal and its context.
c) Update the assessment and Clause 4.6 justification to further clarify why an increase in commercial GFA on the site cannot be provided. The Department notes: i. the DCP allows for podium heights up to 24m fronting Albert Street (the podium is currently 15.1m)	A 24m podium height would result in a 4-5 storey podium, which is inconsistent with the design expectations for a two-storey podium envisaged in the Chatswood CBD Strategy and the street wall height control of maximum 7m for the Bertram Street interface. Moreover, the DCP controls is maximum, hence the provision of a 15.1m podium complies with this control. A fully compliant scheme for non-residential floor space would not be appropriate on the basis that:

mecone.com.au
info@mecone.com.au
02 8667 8668

SUMMARY OF ISSUE RAISED	RESPONSE
	• The CBD Strategy did not contemplate the infill affordable housing controls under Housing SEPP that afford additional uplift. Therefore, strict compliance with the non-residential floor space percentage requirement would result in an overt excess non-residential floor space well beyond the quantum expected under the CBD Strategy – being for two levels of commercial uses only of any mixed use development in the MU1 Mixed Use zone of the Chatswood CBD, which is where the subject site is located. • A fully compliant outcome would also not align with the principles of the Housing SEPP, being to provide additional housing supply only. • The provision of a fully compliant quantum of non-residential floor space outcome could detract from a key aim of Council's CBD strategy to consolidate commercial development largely within the core parts of Chatswood CBD, for which this site is not located. A 4-5 storey podium would also create an overly bulky built form outcome that would not allow for suitable transition to lower density development in the vicinity of the site as it would appear imposing on these properties, most of which are in the heritage conservation area to the east. The Clause 4.6 has been updated to provided further justification against the WLEP controls. Refer to **Appendix F**
ii. the Clause 4.6 justification predicts 11 apartments would need to be removed to provide the additional commercial floorspace, however, (non-penthouse) floor plates provide for between 4 and 9 apartments. In addition, confirm the change to the affordable housing provision based on any removal	Strict compliance with the non-residential floor space standard under Clause 6.25 of WLEP 2012 would require an extra 674.62m^2 of non-residential floor space. To achieve this quantum, this would require extra non-residential floor space in the podium and would replace the proposed affordable housing units within the podium levels. Commercial development would not be located at the upper levels where the penthouse units are located. Therefore, it is unreasonable to suggest that there would be less dwellings lost if there was strict compliance with Clause 6.25. To be more specific and as indicated in the Development Schedule within the Architectural Design Report at **Appendix I,** to accommodate the fuller commercial floor required would require the loss of: - all GFA on Level 3, being 549m^2, which includes 9 affordable housing units, and - 125.62m^2 of further GFA on Level 4, which equates to 2 units. This outcome is seen counter to the key objectives of the Housing SEPP to supply delivery of more housing, including affordable housing. More broadly, achieving compliance with the non-residential floor space requirement by replacing residential units is inconsistent with the NSW Government's commitment under the National Housing Accord to boost housing

mecone.com.au
info@mecone.com.au
02 8667 8668

SUMMARY OF ISSUE RAISED	RESPONSE
	supply, in which Willoughby City Council is expected to deliver an additional of 3,400 dwellings by mid-2029
iii. the potential impact of the GFA review (Point 2a).	No changes are proposed to the Level 1 Plan, hence the GFA of the proposal remains unchanged.
d) Confirm whether the proposal intends for the residential lift 'R3' to also provide access to the non-residential floorspace above ground and basement levels (in addition to retail lift 'CL'). If so, justify the provision of a mixed-use (residential/ non-residential) lift and clarify how the interaction of the two uses would be managed, including security.	Lift R3 is intended to provide access to both the loading area and designated commercial levels as part of the operational requirements of the building. Access to non-residential areas via Lift R3 will be controlled through a secure access management system, incorporating key card or fob-based restrictions (lock-out functionality) to prevent unauthorised movement between residential and commercial zones. In addition, 24/7 monitoring will be provided via CCTV surveillance, and a concierge will oversee day-to-day security and user access. This arrangement ensures that residential and non-residential uses remain physically and operationally separated, with robust security protocols in place to manage interaction and maintain privacy and safety for all occupants.
e) Provide plan(s) (including title, reference number and date) incorporating the schedules of accommodation at page 95 and 96 of the Architectural Design Report to form part of the plans for determination.	The Architectural Plans have been updated to incorporate the schedules of accommodation at **Appendix C.**
f) Update the Wind Report to provide the 'as proposed' scenario/ implementation of the recommended wind mitigation measures. The report should confirm what effect the mitigation measures have on the identified wind comfort and wind safety failures. In addition, confirm whether the proposed Wind Report mitigation measures have been incorporated into the design of the development.	The originally submitted Pedestrian Wind Environment Study (**Appendix T** for the EIS) includes numerous mitigation measures, many of which can be incorporated into the detailed designs for the proposal. Hence, it is request that DPHI include this requirement as a condition of consent, to be satisfied prior to the issue of the first Construction Certificate (CC). This will allow confirmation of the proposed wind mitigation measures once a builder has been appointed. We note this is not unusual practice for recommendations to form part of the conditions of consent.
3. Electrical substation	
a) The Department notes the proposed substation is located in a physically and visual prominent location. Provide an analysis of alternative substation locations, which have/can be considered and demonstrate that the final proposed substation location appropriately responds to the following: i. Visual/heritage impacts, regarding the proximity to the retained heritage item and pedestrian entrance/s.	It is noted that the substation location is determined by Ausgrid's requirements for access to the substation. The design of the substation has been designed in correspondence to this limitation. Adequate separation has been provided between the substation and the heritage building. High quality landscaping is also provided around the perimeter of the substation to enhance the visual quality of the infrastructure. As indicated in the Heritage Impact Statement (HIS) (**Appendix AH** of the EIS Package) submitted, the location of the substation has been carefully considered and is located in the existing hardstand parking area forward of the heritage

mecone.com.au
info@mecone.com.au
02 8667 8668

SUMMARY OF ISSUE RAISED		RESPONSE
		building, which will ensure that no significant fabric is disturbed, and will be screened by new landscaping. The HIS has also indicated that the current primary views to and from the heritage item would be maintained. It confirms that steps have been undertaken to reduce the impact of the proposed works on the setting of the heritage on the site and in the vicinity.
ii.	Maintaining clear pedestrian sightlines	As mentioned above, adequate separation has been provided between the substation, heritage building and the proposed tower. The proposal also provides clear pedestrian pathways in the east-west and north-south directions. The substation will therefore maintain clear pedestrian sightlines.
iii.	Safety and crime prevention, to avoid creating areas of concealment or attract anti-social behaviour.	As indicated in the CPTED Report (**Appendix U** *of the EIS Package*) submitted, the proposal will incorporate adequate lighting, CCTV and appropriate signage to ensure that surveillance opportunities are maximised and the potential for crime is kept to a minimum.
iv.	Land dedication along Albert Street	It should be noted that the 3m frontage has not been nominated for acquisition under the WLEP 2012 for Land Reserved for Acquisition (LRA) Map. While Part F Section 7 the WDCP requires dedication of the 3m land at 34 Albert Avenue when redevelopment occurs, it is a non-statutory requirement and hence there is no legal requirement for this to be undertaken at the present time. Further, Section 2.10 of the *State Environmental Planning Policy (Planning Systems) 2021* (Planning Systems SEPP) states that DCPs do not apply to State Significant Development. If the dedication is to be undertaken, this to be confirmed between Council and the Proponent as a separate matter.
v.	Sufficient access to the substation for the electrical provider (including vehicle access, if required).	The location and access to the existing substation aligns wiht Ausgrid's requirements, which include: • Direct street access to the kiosk / easement. • No installation of a substation within the canopy of the tree • Location of the substation has been based on existing services and easements to reduce conflict. • The substation kiosk requires: ○ A 5.5m x 3.3m easement 1000kva.
vi.	Tree retention and landscaping, including options to retain tree T18 and confirmation that the proposed tree planting around meet any easement / clearance requirements for any overhanging tree canopies.	As identified in the Aboricultural Impact Assessment (Appendix M of the EIS Package) submitted, tree T18 is required to be removed given that there would be over 33% encroachment into its tree protection zone (TPZ) by the basement construction, new stormwater pit, reduction in verge turf within the TPZ, proposed additional footpath/pavement and the substation.

mecone.com.au
info@mecone.com.au
02 8667 8668

SUMMARY OF ISSUE RAISED	RESPONSE
	Adequate tree planting and landscaping will be provided on the site to ensure a high level of visual amenity is provided on the ground plane. Ongoing consultation with Ausgrid will be undertaken to ensure the relevant easement and clearance requirements are met.
4. Landscape and public domain	
a) Clarify the rationale for the design of the southern through site link in relation to its public accessibility, layout and relationship / connection to the pocket park and Bertram Street.	As demonstrated in the Endorsed Bridging Design Excellence Strategy and Design Integrity Process Addendum (Endorsed BDES and DIP Addendum) (*Appendix AN of the EIS Package*) submitted, design refinements were made to the southern through site link in response to the recommendations by the DIP. Woods Bagot and Arcadia identified several design refinements to improve the visual and physical connectivity and landscape character of the through site link. The key design refinements made are summarised below: 1. *Increase and extend landscaping into the through site link, working closely with the traffic consultant to ensure the on-grade space remaining will allow for the safe movement of service vehicles.* 2. *Provide additional deep soil along the Archer Street frontage.* 3. *Adjust the car park ramp as much as possible to widen the path above.* 4. *Increase the width of the link by adjusting the glazing line at the south-east corner of the ground floor commercial tenancy and hanging the planter box above the driveway.* 5. *Create an opportunity to shorten the path of travel via the park.* 6. *Minimise the height of the planter box to maximise visibility through the link.* 7. *Incorporate overhead lighting along the building face.* Details of the design refinement are further discussed in the DIP Report.
b) Provide a drawing specifically the proposed tree removal and retention that forms part of this application, to form part of the plans for determination.	A Tree Impact Plan has been prepared by Elke within the Arborist Impact Assessment Report (*Appendix M of the EIS package*), which identifies the trees proposed to be removed and retained.
c) Update the landscape plan to ensure all proposed trees are annotated with the proposed species name.	The Landscape Plan has been updated at **Appendix D** and which includes annotation of all proposed trees with proposed species names.
d) Amend the street tree species in accordance with council's request, including replace the: i. Albert Avenue Pyrus calleryana street tree with a Tristaniopsis laurina	The Landscape Plan has been updated to replace the *Pyrus calleryana* street trees on Albert Avenue with *Tristaniopsis laurina* accordingly.

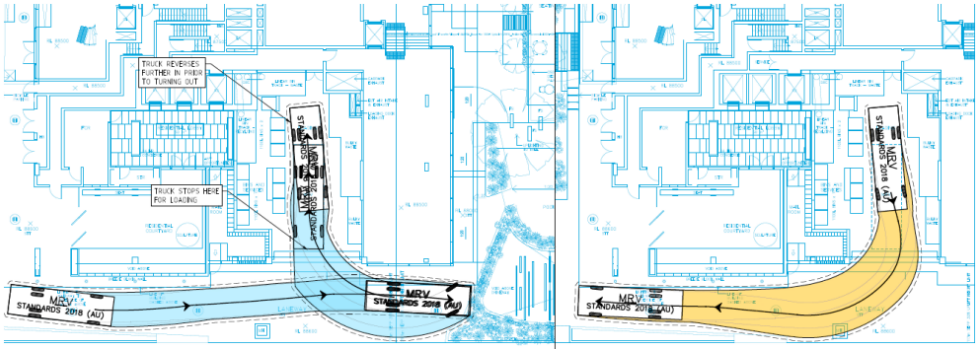
mecone.com.au
info@mecone.com.au
02 8667 8668

SUMMARY OF ISSUE RAISED	RESPONSE
ii. Archer Street Backhousia myrtifolia street tree with a Lophostemon confertus or Angophora constata.	The Landscape Plan has been updated to the *Backhousia myrtifolia* street tree with *Angophora constata* accordingly.
e) Amending the planting along the southern side of the Bertram Street vehicle entrance to a species that would provide for adequate screening (currently max height of 1m).	The Landscape Plan has been updated to amend planting on the southern side of the Bertram Street vehicle entrance to include more planting that is above 1m, including the addition of *Pultenaea stipularis* with a mature size of 2 x 1-2 and increased quantities of *Dichondra 'Silver Falls'* with a mature size of 0.2 x spreading and *Isopogon anemonifolius* with a mature size of 1x1.
f) Clarify the responsibility and ongoing maintenance of proposed 'spillover' balcony plantings.	As identified in the Landscape Specification Notes (Drawing No. L7000) of the original Landscape Plans, a landscape maintenance program will be implemented for the building. A landscape contractor will be appointed to maintain the landscape and maintenance works. The landscape contractor shall maintain the landscape works for the term of the maintenance (or plant establishment) period to the satisfaction of the consent authority. The landscape contractor shall attend to the site on a weekly basis. The maintenance period shall commence at practical completion and continue for a period of twenty six (26) weeks. Further details are provided in the Landscape Specification Notes.
g) Provide for advanced planting and increase the proposed tree pot size to greater than 300mm.	As illustrated in the updated Planting Schedule within the updated Landscape Plans, the proposed tree pot sizes have all been amended to greater than 300mm, specifically 100L or 400L.
h) Address Council's comments relating to the Albert Street land dedication and public rights of way for through site links and the pocket park.	A public right of way for the through site link and pocket park will be provided. This will not be dedicated to Council
5. Traffic and transport	
a) The proposal includes 169 residential car parking spaces, which is 22 spaces greater than the Housing SEPP minimum. The Department acknowledges that the Housing SEPP car parking rate is a minimum non-discretionary standard, which if complied with prevents the consent authority from requiring more onerous standards. In this case, the site is located within the Chatswood CBD (a highly accessible railway precinct) and within walking distance of various modes of high-frequency public transport. In addition, the Willoughby Development Control Plan 2012 (WDCP) purposefully seeks to decrease reliance on private car use, minimise traffic congestion and increase public transport use in this area. Noting this context, the Department requests that you:	The minimum car parking requirement is prescribed as a non-discretionary development standard under Section 19(2)(e) and (f) of the Housing SEPP, which if complied with, prevents the consent authority from requiring more onerous standards. Specifically, Section 4.15(2) of the EP&A Act states that if a DA complies with the non-discretionary development standards in an EPI, the consent authority: *(a) is not entitled to take those standards into further consideration in determining the development application, and* *(b) must not refuse the application on the ground that the development does not comply with those standards, and*

mecone.com.au
info@mecone.com.au
02 8667 8668

SUMMARY OF ISSUE RAISED	RESPONSE
i. reduce the number of non-affordable car parking spaces to be consistent with / no more than the Housing SEPP minimum car parking rates ii. delete the affordable studio apartment car parking spaces, noting the Housing SEPP parking rates do not include a specified rate for studio apartments.	*(c) must not impose a condition of consent that has the same, or substantially the same, effect as those standards but is more onerous than those standards,* *and the discretion of the consent authority under this section and section 4.16 is limited accordingly.* Given the parking standard provides a minimum rate, the proposed car parking provision beyond the minimum rates complies with the controls in Section 19(e) and (f) of the Housing SEPP. The Proponent acknowledges Council's intent to encourage the use of public transport and reduce reliance of private vehicles. In this regard, it is expected that residents will be walking to access the local shops and services given the site's adjacent proximity to the CBD and the Rail Station and Metro. Further, adequate car parking provision is required to cater to the travel needs of downsizers, aging owner-occupiers and young families as public transport does not meet all the travel needs of these residents, especially for destinations not well-served by public transport. It is also expected that the use of cars for recreational purposes will occur outside of peak periods and hence is unlikely to result in significant traffic generation. As identified in the Traffic Statement prepared by Stantec and appended to the RTS response (**Appendix E**), the additional car parking spaces are expected to generate only two (2) additional trips during peak hours and is anticipated to have no visible impacts on the surrounding road network operation and performance. This outcome is considered acceptable.
b) Consider the potential road network impact of vehicles waiting to turn right from Albert Avenue to Bertram Street.	The SIDRA intersection model for Albert Avenue/Bertrum Street shows that this intersection would perform in good operation (LoS A as worst movement) for base and future year scenarios with pre and post development traffic during all assessed peak hours (AM/PM/Sat Midday). The right turn movement from Albert Avenue into Bertrum Street is expected to be low in current and future year. The westbound thru traffic movement is also observed to be low. The upstream and downstream signalized intersection also interrupt the eastbound and westbound continuous traffic flows. This provides necessary gaps for the right traffic to get into Bertram Street without any noticeable delays and queuing.
c) Ensure the development has been designed to allow for the size and manoeuvrability of Council's waste vehicle (10.5m length and 4.5m clearance).	The building management will appoint a private contractor for waste collection – therefore the design of the development only needs to accommodate the contractor's truck dimensions. Hence, the waste truck size will be no more than 8.8m in length (MRV). The service area has necessary height clearance of 4.5m for MRV waste truck to access and operate.

mecone.com.au
info@mecone.com.au
02 8667 8668

SUMMARY OF ISSUE RAISED	RESPONSE
	The swept path analysis below shows that the service area is to accommodate service trucks up to 8.8m long (MRV). The plan also provides sufficient clearance for garbage collection. Any vehicle larger than an MRV will detrimentally impact the ground floor plate designs and significantly reduce amenity of the building. This matter is explored further in **Section 4.8** of this report. 
d) Demonstrate, and provide revised plans if necessary, that the ground floor service vehicle bay is functional and safe, noting the swept path analysis indicates the width of the bay leaves very little room for vehicle manoeuvring and there is very little space for loading/ unloading of a vehicle when parked.	As shown in above swept path analysis, the service area can accommodate a medium rigid truck (up to 8.8m long) fully within the site. All service vehicles will park within the designated bay (as marked on the plan) and leave sufficient space/clearance (2.5m) on the rear side for loading and unloading. All service vehicles/waste trucks (8.8m) will be able exit in forward direct as shown
e) Clarify the operation and management of the shared zone along the southern boundary, in particular consider the potential for conflicts between service vehicles and pedestrians.	The service area is expected to operate during residential off-peak time. Sight line and sight distances are also checked to facilitate safe vehicle and pedestrian movements at the proposed service vehicle access point. The proposal also provides separate accesses for cars and service vehicle which is expected to minimize the impacts and improve operation and safety. Appropriate line marking and signage plan will be prepared at later stage (prior to construction) to facilitate safe pedestrian and vehicle movements at accesses. Any specific operational issues can be addressed These will be undertaken as part of the plans of management for the building.
f) Respond to Council's engineering comments relating to car parking design/ layout.	Noted, refer to the table below.
6. ADG recommended standards	

mecone.com.au
info@mecone.com.au
02 8667 8668

SUMMARY OF ISSUE RAISED	RESPONSE
a) Respond to the following ADG recommended standards and provide justification for any departures: i. Part 3D: provide a plan indicating the location and size of the proposed residential communal open space (also clarify what spaces constitute communal open spaces at Level 1, as discussed at Point 0). In addition, confirm the percentage solar access to the communal open space	The updated Architectural Plans have been provided at **Appendix C**. A total of 26% of the communal open space is provided.343m^2 is provided at the Ground level, 279m^2 is provided at Level 1 and 71m^2 is provided at Level 2.
ii. Part 3D: justify the reliance on public open space and public domain to provide for residential communal open space for future residents	The proposal delivers a total of 683m² of communal open space, representing 26% of the site area and exceeding the minimum requirement of 25% as set out in Objective 3D-1 of the Apartment Design Guide (ADG). The communal open space strategy includes: • A publicly accessible open space and pocket park at ground level, enhancing the site's contribution to the public domain. • Landscaped open terraces on Levels 1 and 2, offering elevated and more private areas for residents and wellness facility users. These upper-level terraces provide a valuable alternative to ground-level open space, featuring all-weather usability and direct integration with the adjacent wellness facility and pool. The terraces are framed by planting and contribute to a high level of amenity, privacy, and visual relief for occupants. The design ensures that communal open space is well-distributed, accessible, and functional, and varied to cater to a diverse range of users while supporting health and wellbeing. The proposal is therefore consistent with the objectives and design criteria of Part 3D of the ADG, delivering high-quality communal spaces that enhance residential amenity and contribute positively to the overall development.
iii. Part 4A: update drawing DA-8001 to include a table confirming the number and percentage of apartments achieving ADG recommended solar access and apartments receiving no solar access.	Updated Architectural Plans have been provided at **Appendix C** which includes an update to DA-8001.
iv. Part 4B: provide a drawing indicating how many apartments within the first 9 storeys achieve natural cross ventilation (current calculation is based on apartments across all floors). In addition, confirm the depth of any cross over/ cross through apartments.	Updated Architectural Plans have been provided at **Appendix C.** It is noted that although 60% is not achieved through the first 9 residential stories (54%) it is achieved and exceeded for the overall building (74%).

mecone.com.au
info@mecone.com.au
02 8667 8668

SUMMARY OF ISSUE RAISED	RESPONSE
v. Part 4C: confirm the ceiling heights of apartments and that they comply with the habitable/ non-habitable room recommended standard.	Ceiling heights will comply with the ADG, being minimum 2.7m for habitable rooms and minimum 2.4m for non-habitable rooms.
vi. Part 4D: provide schedule(s) confirming habitable room depths to ceiling height, habitable room depths from windows and bedroom and living room sizes	Updated Architectural Plans have been provided at **Appendix C** which includes an update to DA-8001 which confirms habitable room depths to ceiling height, and bedroom and living room sizes. habitable room depths from windows are provided on the level plans.
vii. Part 4E: provide schedule of balcony sizes for each apartment type	Updated Architectural Plans have been provided at **Appendix C,** A schedule is included in DA-8001 which outlines the balcony sizes
viii. Part 4F: noting more than 40 apartments would share a single lift, provide an analysis of lift efficiency demonstrating acceptable lift travel and waiting times	In Woods Bagot's experience this has been a suitable ratio. Woods Bagot will continue coordination with the vertical transportation consultant to ensure an appropriate product.
ix. Part 4Q: confirm the number and percentage of adaptable apartments and the number and percentage that achieve the Liveable Housing Guideline silver level.	The proposal has a total of 150 units, including: • Adaptable: 75 Units (50% of total units). • Liveable: 30 (20% of total units).
7. Noise	
a) Update Figure 1 and Table 2 of the Noise and Vibration Impact Assessment to clarify the delineation between R1 and R2 receiver catchments. In addition, review the 'description' of the R1/R2 catchments within Table 2, which appear to refer to the wrong catchment.	The Noise and Vibration Impact Assessment (NVIA) prepared by E-Lab Consulting has been updated to clarify the delineation between R1 and R2 receiver in Figure 1 – see **Appendix G**. The description of R1 and R2 has been updated to accurately reflect their catchments.
b) Clarify why the monitoring locations undertaken (Figure 1) differ from the future proposed monitoring locations relating to construction noise (Figure 5).	The monitoring locations in Figure 5 in the NVIA report differ from the locations nominated to establish background noise in Figure 1, as the monitoring locations in Figure 5 are based on the worst affected receiver within in each receiver catchment area.
c) Consider the potential operational noise impact arising from the: i. use of ground floor tenancies and 34 Albert Street for food and drink premises and the 34 Albert Avenue outdoor dining area ii. use of the publicly accessible pocket park.	A detailed operational noise assessment has not been undertaken for the food and drink premises and outdoor dining area on ground floor as the tenants for these spaces have yet to be determined. The usage / type of activities for these places are therefore unknown. Future usage of the retail and commercial spaces will be subject to a separate Development Application and detailed assessment of their expected operation and activities will be submitted to Willoughby City Council for assessment. The pocket park is understood to be a passive recreational park and not used for noisy activities such as sporting activities/training etc. and therefore a noise assessment would not be applicable.

mecone.com.au
info@mecone.com.au
02 8667 8668

SUMMARY OF ISSUE RAISED	RESPONSE
8. Other	
a) Provide evidence from the Community Housing Provider supporting the proposed affordable housing dwelling mix.	A Letter of Support has been prepared by Evolve Housing (A**ppendix M**) supporting the proposed affordable housing dwelling mix and allocation of car parking spaces in accordance with the Housing SEPP.
b) Liaise with Jemena Gas to address its concerns and provide it with the requested Design Safety Management Study.	A Design Safety Management Study has been prepared in consultation with Jemena Gas as per AS2885 at **Appendix L**
c) Address Council's physical and operational waste management requirements.	A Waste Management Plan Memo has been provided at **Appendix K**. Refer to **Section 4.8**

The proponent submitted an Interim RTS response table with supporting appendices on 4 April 2025. DPHI provided subsequent comments on 16 April 2025. **Table 6** sets out a response to each of the subsequent concerns DPHI raised from the Interim RTS Response.

Table 4 – Additional Comments and Reponses

SUMMARY OF ISSUES RAISED	RESPONSES
➢ Point 2(a), in relation to the proposed shared commercial / residential communal open space floorspace: ○ the "wellness facility" can be a non-residential use but the resident's communal open space on the top of the podium must be for residents' exclusive use. Communal open space cannot be shared with a non-residential use. Residents must also have direct and unimpeded access to the communal open space from the lift lobby. They should not be required to walk through the commercial wellness facility to access their open space. ○ the plans show the commercial floorspace on ground, first and second floor as being entirely interconnected (i.e. not divided into separate units). Is it the Applicant's intention that ALL commercial floors comprise the 'wellness facility'?	The ADG provides the following definition for communal open space: *'outdoor space located within the site at ground level or on a structure that is within common ownership and for the recreational use of residents of the development.* ***Communal open space may be accessible to residents only, or to the public'*** The proposed communal open space is consistent with this definition by being accessible to residents and to the members of the wellness facility. A residential amenity space is provided on Level 1, which will be for use by residents only and provide access to the outdoor terrace. It is understood per our last meeting with DPHI that separate access can be arranged for the residents and access will be restricted by using via swipe card access. The commercial floor plates are for non-residential purposes, and separate DAs are to be submitted for the wellness facility upon confirmation of the operator.
➢ Point 2(b), the RtS should include an indicative sketch of an indicative 4-5s podium (in context with adjoining properties) to demonstrate their argument. The justification for not exploring a taller podium and increased commercial floorspace is insufficient considering that:	Noted, refer to the below
○ the Quest building is 10s with no podium and the building diagonally opposite is 4s – the argument that	The Quest Building only has frontages to Albert Avenue and Archer Street and does not front the low density residential properties in the South Chatswood HCA

mecone.com.au
info@mecone.com.au
02 8667 8668

SUMMARY OF ISSUES RAISED	RESPONSES
a 4-5 storey podium would be out of character is not well founded	across Bertram Street. The site is located on the periphery of the CBD and a sensible height transition is required to minimise the amenity impacts to the dwellings across Bertram Street, noting a number of public submissions have raised concerns regarding the proposed height and scale of the development.
○ the reference to the 7m tall Bertram Street street-wall height is irrelevant, as the retained heritage building (not the proposed podium) fronts that street as noted below, the reduction of market housing could result in the increase in commercial floorspace	The proposed podium height is consistent with the vision of the CBD Strategy. Specifically, page 15 states: *'A satisfactory level of commercial in the B4 Mixed Use zone is to be within the podium levels of a development, typically resulting* ***in two levels of commercial uses which in a development achieving 6:1 would be a commercial FSR of 1:1****. This will be moderated depending on the overall FSR.'* The proposal has an FSR of 6.5:1 and provides a three-storey podium for commercial uses. This is consistent with the objective of the provision of commercial uses in the MU1 Mixed Use zone. The Clause 4.6 Report has been updated to reflect this at **Appendix F**.
Point 2(c)(ii), the RtS has misinterpreted this point. It was not recommending that the commercial accommodation be located at penthouse level – it was inferring that through the removal of other (non-affordable housing) levels and shifting the affordable housing levels up, additional commercial floorspace could be provided at podium level. This would result in a reduction in market housing.	This is inconsistent with the objectives of the Housing SEPP relating to the encouraging the development and delivery of housing and contradicts NSW Government's commitment to boosting housing supply under the National Housing Accord. Further, if the market housing is reduced, the quantum of affordable housing would be consequentially reduced in accordance with the provisions in Section 16 of the Housing SEPP and Clause 6.8 of WLEP 2012. This would defeat the objectives of the project to provide new housing on the site.
Point 5(d), the RtS states that sufficient space is provided for vehicle manoeuvring in the loading dock. However, as stated in this point, it is extremely tight. Any future truck driver would have to be very skilled to back in without hitting something. The layout should be analysed further to provide additional space either side of the parking bay to ensure trucks don't just take the easier option of parking in driveway (rather than use the loading bay) and so that movements within the bay do not cause damage.	As previously mentioned, the swept path analysis below shows that the service area is to accommodate service trucks up to 8.8m long (MRV). The plan also provides sufficient clearance for garbage collection. Refer to **Section 4.8**
Point 8(c)(i), the RtS has not undertaken indicative food/drink premises operation noise assessment, stating the ground floor use is not known. However: ○ the heritage building is identified as a 'café' with outdoor dining ○ an indicative assessment of the use of the ground floor tenancies as food/drink premises would clarify whether addition noise attenuation may be required for apartments.	The proposal seeks development consent comprising non-residential uses between ground level and Level 2. It is noted that the commercial and retail uses on these floors and the future café in the heritage building will be subject to separate approvals – being either via DAs or Complying Development Certificates (CDCs). All future applications on the site for these uses can address the matter of noise as relevant to the type and intensification of the proposed use(s).

mecone.com.au
info@mecone.com.au
02 8667 8668

SUMMARY OF ISSUES RAISED	RESPONSES
Aboriginal Heritage – Heritage NSW requires that RAPs be kept informed about the SSD. The RAPs must continue to be provided with the opportunity to be consulted about the Aboriginal cultural heritage management requirements of the SSD	Noted.
I understand that the Developer has been in touch with Council in regard to Council's waste management policy to which Council provided their views on the proposed variation to private waste collection. Furthermore, I also understand that you were provided feedback and the Department's position in the meeting requested by Mecone on 7 March 2025. The advice from this meeting has not changed. The Department requests confirmation from Council that they are satisfied with the proposed variation to Willoughby Councils' waste management policies.	Noted, Refer to **Section 4.8.**

mecone.com.au
info@mecone.com.au
02 8667 8668

4.2. Willoughby City Council

Table 7 sets out a response to each issue raised within the **Willoughby City Council** submission dated 6 February 2025.

TABLE 5 WILLOUGHBY CITY COUNCIL SUBMISSION & RESPONSES

SUMMARY OF ISSUE RAISED	RESPONSE
1. The SSDA is not in the public interest a) Engagement prior to SSDA lodgement Based on proponent discussion: • It was Council's understanding that the SSDA being planned for the subject site would involve affordable housing under both the LEP and the SEPP. • Council was advised a cash contribution would be proposed in response to the WLEP 2012 affordable housing requirement. • The proponent was seeking an agreed, "negotiated position" with Council on the quantum of the contribution. It was outlined that the proponent's view was the calculation should be based on the value of the floor space as Affordable Housing, not as market housing. To provide clarity to the proponent in order to assist SSDA preparation, Council officers advised: • Council affordable housing requirements are outlined in Clause 6.8 of WLEP 2012, with 10% applicable to the site. • Council's affordable housing policy is for dedication. While the LEP's wording is understood, the Council policy is clear. • Notwithstanding, when monetary contributions are provided, market valuation is required with no discount rate for affordable housing. • Any agreed condition on affordable housing as requested by the proponent is unlikely to be supported by Council. The submitted and exhibited SSDA does not address affordable housing in a manner anticipated by Council in engagement prior to SSDA lodgement. The point is also made that any engagement prior to lodgement has been on the basis of what the proponent wanted to discuss and share with Council. Council has not had the opportunity to consider all aspects of this	Noted, as mentioned within Chapter 6 of the EIS, the applicant met with Council in accordance with *Undertaking Engagement Guidelines for State Significant Projects.* The purpose of the mandatory public exhibition of the subject SSDA has provided Council with the opportunity to consider all aspects of the proposal. The SSDA is demonstrably in the public interest, for the following reasons: • The proposal is wholly consistent with the relevant State and local strategic plans, including the *Chatswood CBD Strategy*, which has been endorsed by both Council and DPHI. • The development predominantly complies with applicable planning controls, including WLEP 2012) and *Willoughby Development Control Plan 2023* (WDCP 2023), ensuring alignment with Council's adopted planning framework. • The proposal will contribute significantly to housing supply in line with the NSW Government's *Housing Accord* and broader strategic housing targets, delivering housing product that is well suited to the demographic and housing needs of this part of Sydney. • The Environmental Impact Statement (EIS) submitted with the SSDA includes a comprehensive assessment of all relevant environmental, social, and economic impacts. The assessment demonstrates that potential impacts on nearby land uses and sensitive receivers are minimal, and where identified, are appropriately mitigated. • The development will not only deliver much-needed housing but will also introduce new commercial and retail uses that will benefit both future residents and the wider community. This will support local economic development and create employment opportunities within the local government area. • The proposal facilitates the orderly and economic use and development of a strategically significant site within the Chatswood CBD, consistent with broader metropolitan planning objectives. The Proponent acknowledges the discussions with Council officers prior to lodgement, including Council's preference for the dedication of affordable

mecone.com.au
info@mecone.com.au
02 8667 8668

SUMMARY OF ISSUE RAISED	RESPONSE
proposal, including variations, prior to lodgement. This exhibition represents the first comprehensive review opportunity for Council.	housing and its position regarding Clause 6.8 of WLEP 2012. It is noted, however, that these discussions were preliminary in nature and based on the information available at the time. The SSDA proposes a monetary contribution in lieu of dedication, consistent with the permissive wording of the LEP and the approach taken on other comparable sites. While it is acknowledged that Council officers expressed a preference for dedication, the approach adopted in the SSDA reflects a balanced response to the LEP provision, informed by legal interpretation and precedent. The proposed contribution approach is intended to provide flexibility while still delivering a tangible public benefit. Furthermore, the Proponent remains open to continued engagement with Council and DPHI to arrive at an appropriate and fair outcome in relation to the affordable housing contribution, in the context of the broader public benefits delivered by the project. Finally, it is noted that the public exhibition of the SSDA now provides Council with the opportunity to undertake a detailed and holistic review of the proposal, and the proponent welcomes further consultation during the assessment process.
b) What the SSDA proposes regarding affordable housing Refer to **Table 1** for an affordable housing comparison between the SSDA and Council position.	The information is Table 1 is incorrect. Under the Housing SEPP, the required affordable housing component is to be calculated against the total GFA, not just the residential GFA. In this instance, the proposal has a total GFA of 17,186m^2, and is required to provide a minimum 2,578.6m^2 of in-fill affordable housing (15% of total GFA). The proposal provides a total 25 in-fill affordable housing units under the Housing SEPP, with a total GFA of 2,585m^2, which exceeds the required 15% affordable housing component. As for the Council's affordable housing, Clause 6.8(5) prescribes that the affordable housing contribution is to be calculated against 10% of the residential component. The proposal provides a total residential GFA of 14,939m^2 and the required affordable housing contribution is to be equivalent to 1,493.9m^2. Willoughby Council does not have a published policy framework for calculating the contribution. It is proposed that if conditioning for affordable housing under the Willoughby LEP, the consent authority draw on approaches adopted by other councils. Accordingly, the following methodology should be applied:

mecone.com.au
info@mecone.com.au
02 8667 8668

SUMMARY OF ISSUE RAISED	RESPONSE
Table 1: Affordable Housing comparison between SSDA and Council position **Proposed in SSDA** | | **22.4 (15 years)** | **Council position** | | **16.28** **SEPP** | | | **WLEP and SEPP** | | | Total residential GFA | 14,939m² | **22.4 (15 years)** | Residential GFA | 12,354m² | **12.4 (in perpetuity)** | | | Infill affordable housing | 2,585m² | **3.88 (15 years)** | | | | | | **Total units** | | **22.4** | | | **16.28** The SSDA proposes to provide 15% affordable housing for 15 years over the entire development, and challenges Clause 6.8, providing four dot points as justification. If the average unit size is assumed to be 100m², this equates to approximately 22.4 units as affordable housing for 15 years, based on total residential GFA being 14,939m² (including infill affordable housing). The WLEP 2012 affordable housing requirement of 10% GFA dedicated to Council in perpetuity is not proposed in the SSDA. Based on the proposed residential GFA of 12,354m² (which excludes infill affordable housing), this equates to approximately 12.4 affordable housing units in perpetuity if the average size is assumed to be 100m². Added to this figure would be approximately 3.88 infill affordable housing units if the average size is assumed to be 100m². For the purposes of comparison, the SSDA proposes 22.4 affordable housing units for 15 years, while under WLEP 2012 Clause 6.8 (and the 10% dedication requirement) and the Housing SEPP, a combined total of 16.28 affordable housing units would be expected (with 12.4 being in perpetuity). Council requests that the SSDA comply with WLEP 2012 Clause 6.8.	1. The 'residential component' is taken to be 14,939m². This means that affordable housing contribution is equivalent to 1,493m². 2. The affordable housing units are taken to be 100m² for the purpose of calculating the number of units that can be realised within the affordable housing GFA. This means that the number of units that can be realised is 14.9 3. The '*market value of dwellings of a similar size to the dwellings in the proposed development*' (clause 6.8(7)) are determined by reference to the Department of Communities and Justice's Rent and Sales Report – referring to the median strata value. 4. The monetary contribution to be provided to council as agreed with the consent authority and based on this methodology is to be indexed annually to account for the change in the 'median strata dwelling price' as reported in the Department of Communities and Justice Rent and Sales Report, for the period of time from consent to date of payment. In addition to this,any condition relating to affordable housing contributions should provide that payment be made ahead of the issuing of an occupation certificate (OC). There are no statutory requirements that contributions be made earlier than this, meaning it is open to the consent authority to nominate a preferred time of payment. The Government's Guidelines for Developing Affordable Housing Schemes suggests payments at OC is acceptable and encourages councils to develop a policy position about timing of payment. Willoughby has not developed such a policy. Moreover, earlier payment terms will carry considerable financing costs for the proponent given the size of any contribution under the Council's scheme.
c) WLEP 2012 Clause 6.8 challenge: Dot Point 1	The proposal will provide a substantial contribution to affordable housing in the Willoughby Local Government area.

mecone.com.au
info@mecone.com.au
02 8667 8668

SUMMARY OF ISSUE RAISED	RESPONSE
The appropriateness of Council's 10% in perpetuity affordable housing requirement is based on the significant uplift within the Chatswood CBD as a result of the CBD Strategy – with both being part of the comprehensive review of WLEP 2012 made on 30 June 2023 as Amendment 34. Considerable other strategic planning work over a number of years, involving community participation, has contributed to the current Council position on affordable housing. Council's affordable housing to date has generated a total of 63 units. This number is expected to rise in response to the significant uplift in WLEP 2012 Amendment 34. A comparison of pre-Amendment 34 and Amendment 34 height, floor space ratio and affordable housing is provided in **Table 2** below to highlight the significance in uplift and the appropriateness of Council's affordable housing requirements: **Table 2: Comparison of pre-Amendment 34 and Amendment 34 height, floor space ratio and affordable housing** **57-61 Archer St 34 Albert Ave** / **Pre-Amendment 34** / **Amendment 34** / **% increase** **Floor Space Ratio** / 0.7:1 / 5:1 / 614.3% **Height** / 9m / 34 Albert Ave: 23m 57-61 Archer St: 90m / 155.6% 900% **Affordable housing** / 4% on PP sites in Chatswood CBD / 10% / 150% It is further noted that when implementing its affordable housing bonus scheme, the state government clearly indicated that it was in addition to existing affordable housing schemes such as Willoughby's. It is requested that the importance placed on affordable housing by Willoughby Council and the linked significant increases in uplift and LEP controls with the achievement of affordable housing in perpetuity continue to be supported by the state government.	Regarding Council's comments, it is disingenuous to suggest that an increase in floor space can always account for such a significant increase in affordable housing contributions. A holistic assessment is needed to assess viability for the provision of affordable housing. Notwithstanding that the site was rezoned by Council, the WLEP 2012 imposes some of the highest affordable housing contribution rates in the State. Since developing its scheme, there has been significant changes in the policy and construction landscape that have impacted viability. These changes include new housing and productivity contributions, well publicised increases in construction costs and new regulatory compliance costs. Importantly the infill affordable housing provisions of the Housing SEPP were amended, and the Willoughby scheme has not been updated to account for the supply of affordable housing under the state policy. The Housing SEPP provides incentives to supply affordable housing, which by definition is not able to be sold at market rates. While Council's affordable housing scheme rightly excludes certain types of sub-market housing from its contribution calculation (see Clause 6.8(2)), it does not exclude affordable housing delivered under the Housing SEPP. In this case, a 10 per cent affordable housing contribution is applied to 2,578m^2 of affordable housing floorspace, with little opportunity to recover this amount through the sale of units or rents. This further underscores the need for a balanced and realistic approach to assessing affordable housing contributions.

mecone.com.au
info@mecone.com.au
02 8667 8668

SUMMARY OF ISSUE RAISED	RESPONSE
d) WLEP 2012 Clause 6.8 challenge: Dot Point 2 It is Council's view that the existing WLEP Clause 6.8 continues to apply to this SSDA site having regard to the development permitted under the existing Council controls (i.e. 10% of GFA). It is Council's understanding that following on from recognition of the existing controls, the provision of 15% affordable housing for 15 years under the SEPP applies to the 30% bonus uplift. The proponent misrepresents the need for affordable housing, confusing the estimated delivery of units under the scheme with the overall need. The 70 units estimated to be received by 2026 is merely an estimate as at May 2020 and is not a quantitative reflection of the larger underlying need. It is noted that Council is currently on track to achieve close to the 70 properties estimated by 2026, indicating that the scheme is operating as intended and should continue to be applied. The affordable housing sought by Council is reflected in the requirements under WLEP 2012 Clause 6.8. The argument that affordable housing for 15 years outweighs affordable housing in perpetuity is not accepted.	Noted. The proposal will provide a substantial contribution to affordable housing in the Willoughby LGA. See above for response to this matter.
e) WLEP 2012 Clause 6.8 challenge: Dot Point 3 In Council's view the WLEP 2012 10% affordable housing requirement is not onerous but rather a carefully planned approach to affordable housing over a number of years that has accompanied significant uplift, been supported by DPHI and involved feasibility testing. While Council's affordable housing scheme pre-dates the state government housing productivity contribution, the feasibility assumptions used by Council with respect to infrastructure and other government charges are not inconsistent with the current HPC. It is further understood that when implementing the HPC the state government did not do so with a view that it would replace other existing infrastructure and affordable housing contributions.	The proposal will provide a substantial contribution to affordable housing in the Willoughby LGA. Regardless, it is open to the consent authority to consider the reasonableness of any contribution towards affordable housing when imposing conditions. The consent authority needs to have regard to the contributions the proposal will otherwise make to affordable housing and to other local amenities and services.
f) WLEP 2012 Clause 6.8 challenge: Dot Point 4	Council's position is acknowledged. However, it is important to note that affordable housing contribution rates in Willoughby are among the highest in New South Wales. These rates were developed using modelling that does not

mecone.com.au
info@mecone.com.au
02 8667 8668

SUMMARY OF ISSUE RAISED	RESPONSE
The feasibility calculations undertaken when establishing Council's affordable housing contribution rates included consideration of infrastructure contributions. The contributions attracted by the development are well within the anticipated range and consistent with the adopted affordable housing strategy.	adequately reflect realistic development scenarios or the significant shifts in the policy and significant increases in construction costs that have since impacted project viability. Key changes affecting viability include: - Introduction of new housing and productivity contributions - Substantial and well-documented increases in construction and regulatory compliance costs - Amendments to the infill affordable housing provisions of the Housing SEPP, which have not been reflected in Council's current scheme. These factors underscore the need for a more flexible and context-sensitive approach to affordable housing contributions.
g) What is a reasonable affordable housing outcome: It is Council's view that a reasonable outcome is the provision of the established 10% affordable housing provision as strategically planned by Council and supported by both the Willoughby community and DPHI. The SSDA should satisfactorily address s 7.32 (3) (a) of the Environmental Planning and Assessment Act 1979 and s 15 of the SEPP (Housing) 2021, and s 7.32 (1) and (3) (c) of the Environmental Planning and Assessment Act 1979, in regards the affordable housing proposed (both in regards WLEP 2012 and the SEPP). This information should be submitted as part of this SSDA.	The proposal will provide a substantial contribution to affordable housing in the Willoughby LGA. As discussed above, the proposal will deliver 2,585m^2 of affordable housing under the Housing SEPP. The Letter of Support prepared by Evolve Housing (**Appendix M**) outlines an agreement to the provision of: • 6 x studio apartments • 33 x 1 bedroom apartments • 2 x 2 bedroom/2 bathroom apartments. A further contribution to affordable housing will also be provided to Council. While it is open to the consent authority to condition in accordance with the council scheme and the methodology above, it is also open to the consent authority to consider this amount to be unreasonable in the circumstances. If the consent authority determines this to be unreasonable, the proponent will seek to agree a reasonable contribution with the consent authority and Council.
2. Proposal inconsistent with affordable housing under Housing SEPP It is noted that in-fill affordable housing bonuses do not override any LEP affordable housing control.	It is affordable housing provided as part of the development under the requirement of another environmental planning instrument is not counted towards the affordable housing component under Chapter 2 Part 2 Division 1 of the Housing SEPP. The proponent acknowledges the importance of realising more affordable housing and housing generally. The proposal will provide a substantial

mecone.com.au
info@mecone.com.au
02 8667 8668

SUMMARY OF ISSUE RAISED	RESPONSE
Noting the importance of realising more affordable housing, Council seeks the application of the WLEP 2012 Clause 6.8 10% affordable housing control, noting that this is in perpetuity (and beyond a limited period such as 15 years). Flexibility is shown by Council with a monetary provision able to be provided, noting that built units is Council's preference.	contribution to affordable housing and market housing in the Willoughby Local Government area.
3. Design excellence It is not accepted that design excellence can be achieved with no affordable housing provision consistent with WLEP Clause 6.8. • Council officers request that appropriate regard be given by the consent authority, being DPHI, to the issues raised in this submission. The Design Excellence Competition Report states that the proposal has the potential to achieve design excellence. This process does not address all matters which need to be assessed in the SSDA and the Design Excellence Competition documentation does not represent the views of Council. • A comprehensive assessment has been undertaken, covering issues including affordable housing, height on the CBD boundary, non-residential floor space, car parking rates and flooding. Amendments are requested as discussed in this submission, as well as the provision of additional information.	The scheme has undergone an extensive design process, including a design excellence competition, and subsequently a design integrity process, which has confirmed the potential of the proposal in achieving design excellence. Importantly, Council has been involved as an observer throughout the design competition and Design Integrity process. The requirements of an affordable housing contribution under Clause 6.8 of the LEP are not a matter for consideration in determining whether the development exhibits design excellence under Clause 6.23. The DIP has confirmed their support for the proposal and that the proposal maintains the potential to achieve design excellence and is supported by the DIP as identified in the Design Integrity Report and EIS submitted.
4. Concern regarding proposed height on CBD boundary A height of 113m was not anticipated for this location and represents a departure from recent DPHI direction. A nuanced approach to the Housing SEPP 30% bonus uplift is sought, with the proposed additional 23m height in this location considered inappropriate based on bulk and scale impacts on the CBD boundary to the adjacent low density residential conservation area, and undermines recent strategic planning and community faith in the NSW planning system. Unlike other centres, the heights in this location have recently been substantially increased (30 June 2023), indeed maximised. Council	The proposed height is consistent and compliant with the height allowances under the Housing SEPP. This permits for a maximum of 30% height uplift, which is equivalent to a maximum of 117m for the site. Notably, the upper most part of the proposal has a height of 113m, being 4m less than permitted. The proposed development has been carefully designed to minimise impacts on the adjacent residential properties in the South Chatswood heritage Conservation Area (HCA) to the east. As illustrated in the Shadow Diagrams submitted, the additional shadow cast as a result of the height uplift, is minimal, noting that the tower has been designed to minimise the time of the existing residential properties in the HCA being in shadow by providing generous setback from Bertram Street and a pocket park in the south east. Further, the resulting shadow cast is less than that of an envelope fully utilising the maximum height of 117m.

mecone.com.au
info@mecone.com.au
02 8667 8668

SUMMARY OF ISSUE RAISED	RESPONSE
does not support any further increase in height above the existing height controls	The dwellings in the adjoining HCA will continue to receive at least 4 hours of solar access between 9am-3pm in mid-winter. Overall, the proposed additional height is consistent with NSW Government's commitment to increase housing supply across the state. Particularly, Willoughby has a 5-year housing target of delivering 3,400 new homes by 2029. Given the minimal shadowing and amenity impact on the properties at the HCA, the proposed height is therefore considered appropriate and aligns with the NSW Government's strategic direction for boosting housing supply.
5. Non-residential floor space In Council's view it is considered that compliance with the WLEP 2012 Clause 6.25, 17% non-residential minimum floor space requirement, is not unreasonable or unnecessary, with Council planning controls accepting of non-residential land uses within a tower form. The SSDA is requested to be amended to comply with this standard requirement	The proposal provides a total of 2,247m^2 of non-residential floor space, which presents a 23% variation to the minimum 17% requirement of non-residential floor space. As identified in the Clause 4.6 Variation Request submitted, this is a technical numerical non-compliance solely due to the provision of additional housing (in-fill affordable and market). The proposal meets the quantum of non-residential floor space anticipated in the Chatswood CBD Strategy, which is 17% of 5:1 FSR under WLEP 2012. Importantly, the non-residential floor space was originally proposed to be 1:1 and provided in the podium levels of a development that achieved a total maximum FSR of 6:1. This was later modified in the Planning Proposal process to 17% of the total GFA to accommodate sites that may have or achieve a lower maximum FSR control due to site constraints. At Page 33, the Chatswood CBD Strategy states that the objective of the recommended 1:1 minimum non-residential floor space standard (later converted to 17%) is as follows: *The objective of this Key Element is to achieve **a satisfactory level of** commercial in the B4 Mixed Use* zone to deliver a reasonable amount of **employment floor space**, typically to be **within the podium** levels of a development. This will be moderated depending on the overall FSR.* *(our emphasis)* Strict compliance with the numerical standard would require additional non-residential floor space in the tower, which would result in conflicts with the privacy of the communal open space for the residents and lead to a reduction in the quantum of housing. Alternatively, additional podium levels would be required to accommodate the additional non-residential floor space which would undermine the human

mecone.com.au
info@mecone.com.au
02 8667 8668

SUMMARY OF ISSUE RAISED	RESPONSE
	scale of the current podium form and impact on the visual relationship with the adjacent heritage item and the low density residential properties in the South Chatswood HCA. The proposed quantum of non-residential floor space is therefore appropriate for the site as it protects the commercial role of the E2 Commercial Centre zoned land while providing a podium scale that transitions from the higher density street walls in the core parts of the CBD to the other areas of Chatswood. The non-residential component includes a diverse mix of uses, such as retail, food and drink premises, and a wellness facility, all of which are consistent with the objectives of the MU1 Mixed Use zone. Further justification on the contravention of the standard is provided in the updated Clause 4.6 Variation Request. See **Appendix F.**
6. Car parking rates The SSDA exceeds Council's car parking requirement by 103 car spaces, (based on Council's maximum rate). The SSDA is requested to be amended to have car parking consistent with WDCP car parking rates. It is requested that in considering this SSDA, emphasis be placed on the applicable planning document providing the lowest rate for car parking in the Chatswood CBD railway precinct (which would be the WDCP). • SSDA also exceeds the Housing SEPP parking requirements by 22 spaces.	The proposal includes a total of 169 car parking spaces, comprising 12 spaces for retail/commercial use and 157 spaces for residential use. The residential parking provision is over and above the minimum requirements under the Housing SEPP by 22 spaces yet remains compliant with the standards set out in Section 19(e) and (f) of the SEPP. As previously noted, parking requirements under the Housing SEPP are non-discretionary development standards. In accordance with section 4.15(2) of the *Environmental Planning and Assessment Act,* the consent authority is not permitted to further consider these standards when determining the development application. Given that the proposal satisfies the requirements of Section 19(e) and (f) of the Housing SEPP, this matter does not warrant further consideration in the assessment of the subject SSDA.
7. Public Realm embellishment a) Confirmation is required that 3m frontage to 34 Albert Avenue is to be dedicated to Council at no cost, and any structures including the substation are to be removed from this space (trees not included).	The requirement for land dedication under WDCP is not a statutory requirement. Section 2.10 of the Planning Systems SEPP also states that DCPs do not apply to State Significant Development. If the dedication is to be undertaken, it will need to be confirmed between Council and the Proponent as a separate matter.
b) The proposed pocket park is supported subject to public rights of way, being open to the sky and mix of grass and planting (including deep soil planting) and no fencing being provided to	Public rights of way to the pocket park will be provided and will be open to the sky and mix of grass and planting. No fencing is proposed for the pocket park.

mecone.com.au
info@mecone.com.au
02 8667 8668

SUMMARY OF ISSUE RAISED	RESPONSE
enhance public access. However clear dimensions are to be provided for certainty around this public benefit outcome.	The dimensions of pocket park are shown in the updated Architectural Plans at **Appendix C**.
c) Concern is raised with how the basement vehicle entry via Bertram Street interrupts the ground level 'laneway' from Archer Street and a direct connection with Bertram Street. Through site access is not obvious to the average pedestrian because it is not direct or clearly visible for pedestrians coming from Archer Street, Bertram Street or Albert Avenue. Mitigation measures may include pulling back the southern corner of the building as it faces Bertram Street (and the proposed basement entrance), to increase sight lines for pedestrians coming from Bertram Street and Albert Avenue. Any balustrade above the basement entrance from Bertram Street should be clear in nature to encourage visibility and be inviting to pedestrians.	Refer to response to DPHI's comments in 4(a). The laneway as proposed is an outcome of the design integrity process. As indicated in the DIP Report, a number of design refinements were made to the laneway to improve the visual and physical connectivity and landscape character of the link. Specifically, *the proposed car park entry ramp has been carefully positioned to:* • *Minimise vehicle movements via the through site link.* • *Separate service vehicles and cars.* • *Allow for safe vehicular movements in and out of the basement carpark.* • *Maintain sufficient headroom for cars at level B1 and B2.* • *Maximise the deep soil provision for the pocket park.* • *Provide for stormwater drainage from the site to the south.* • *Provide level and equitable pedestrian access throughout the through site link.* The car park ramp has been adjusted as much as possible to widen the path above. The width of the link has been increased by adjusting the glazing line at the south-east corner of the ground floor commercial tenancy and hanging the planter box above the driveway. The height of the planter box is also minimised to maximise visibility through the link. Nevertheless, given the site has three frontages, a public through site link is not warranted in this location nor is it required under WDCP. The proposed pedestrian link is proposed to enhance the vibrancy and connection to the pocket park by creating an opportunity to shorten the path of travel. The proposed pedestrian link does not constitute a public through site link as prescribed in the WDCP.
8. Requested further amendments or information a) **Open space comments** i. Tree removal and replacement	Noted. Please refer to the Landscape Design Report (**Appendix D** and Appendix L of the EIS Package) submitted with the EIS—specifically page 19—for the Tree Retention and Removal Plan, which should be read in conjunction with the Arboricultural Impact Assessment (AIA) Report prepared by Elke and submitted with SSDA – see Appendix M to the EIS.

mecone.com.au
info@mecone.com.au
02 8667 8668

SUMMARY OF ISSUE RAISED	RESPONSE
The majority of tree removals have been approved under two DAs as noted. - DA-2023/328 – Demolition works: Thirteen (13) trees were approved for removal under DA-2023/328 requiring thirty-nine (39) replacement trees. Two (2) Exempt trees were also to be removed. As the DA was for demolition works only with no replanting to be carried out under the DA it was conditioned for the thirty-nine (39) replacement trees to be paid for under Tree Offset Planting Scheme. - DA-2023/320 – Early works basement excavation and shoring: A further five (5) trees were approved for removal to be replaced at 3:1 per WDCP Part G. The conditions required a bond payment for twelve (12) trees to be planted on site as part of future development, and three (3) replacement trees to paid for under Tree Offset Planting Scheme. - - An error in the conditions noted six (6) trees to be paid for under the Tree Offset Payment Scheme instead of three (3). This is in the process of being corrected as part of a S4.55 modification.	
ii. Additional tree removals The arborist's report indicates six (6) additional trees to be removed as part of the SSD application. Two (2) are noted to be weed species which are exempt from requiring approval; trees T20.	Noted.
Four (4) trees require approval for removal including tree T1, which is a large established street tree, a *Lophostemon confertus* (Brush box), on Archer Street. Tree T1 is to be removed to allow for construction of a new driveway and crossover for large vehicle access to the site.	Noted.
Tree T18 is a *Glochidion ferdinandii* (Cheese tree) located within the setback from Albert Avenue of the heritage Item to allow for installation of the substation. The tree has a high retention value rating, although it is in average condition, with mechanical damage to the trunk and foliage density less than typical for the species. Relocation of the substation could allow for the retention of the tree, which would also allow for an improved	The location of the substation is in accordance with Ausgrid's requirements. Refer to response to DPHI's comments in Item 3.

mecone.com.au
info@mecone.com.au
02 8667 8668

SUMMARY OF ISSUE RAISED	RESPONSE
presentation and open view of the heritage item and sight lines for the through site link.	
A recent site visit indicated trees T30a & T30b have been removed already without consent during the demolition works.	Development consent was granted by Willoughby City Council under DA-2023/320 for the removal of T30. The Arboricultural Impact Assessment (Appendix M) submitted for the SSDA included further investigation and identified that T30 was not a large tree and was actually a grouping of three trees of varying sizes being, T30, T30a and T30b. Trees T30a and T30b were not identified in DA-2023/320 as these were considered as part of T30. These trees due to the close grouping / location have evidently been considered as one tree (T30) as Willoughby City Council who approved the removal of T30 under DA2023/320 did not identify at the time of approval that it was indeed a grouping of three separate trees (T30, T30a and T30b). This can be considered as an administrative error / site inspection error by both the Project Arborist and Council's Arborist who at the time both did not identify that T30 was not just a single tree and indeed was three separate trees. This should have been identified and clarified at the time by Willoughby City Council through the routine site inspection through a Request for Further Information (RFI). As a result of the timing the SSDA and determination of DA2023/320, the tree removal works were completed by a private contractor who removed the trees also believing that it was just one large tree as T30 which was granted for approval. To rectify this error, an Arboricultural Impact Assessment (see Appendix M of the EIS) was submitted for this SSDA which identified T30, T30a and T30b as three trees. Although as addressed above these have been already removed as part of DA2023/320 which incorrectly referenced the trees as just T30 and not as T30a and T30b.
• As per WDCP Part G, the four (4) additional non-exempt trees for removal require replacement at 3:1 for a twelve (12) additional trees. Table: Trees approved for removal under DA and trees shown for removal in SSD.	The proposed planting is illustrated in the updated Landscape Plans. The proposed landscape design will provide a total of 30 new trees and will include a complimentary mix of shrubs and groundcovers.

mecone.com.au
info@mecone.com.au
02 8667 8668

SUMMARY OF ISSUE RAISED	RESPONSE
<table><tr><td>DA-2023/328</td><td>T6, T10, T11, T12, T13, T14, T15, T16, T17, T22 (group of 4), T31 & T32</td></tr><tr><td>DA-2023/320</td><td>T5, T27, T28, T29 & T30</td></tr><tr><td>SSD</td><td>T1, T18, T20 (group of 2), T30a & T30b</td></tr></table>	
iii. Replacement trees Most of the proposed trees have not been labelled on the plans, so it is difficult to identify which species goes where and therefore, properly assess suitability	The landscaping plans have been updated to clearly identify and label all proposed trees – see **Appendix D**.
It is assumed the *Eucalyptus saligna* (Sydney blue gum) is proposed for the park, and the species selection is supported by Council.	Noted.
Planting schedule lists pot size of new tree plantings as 300mm. This is considered inadequate for a development of this size, particularly for replacement tree planting in the deep soil zones. Large, advanced tree stock should be used for tree plantings within deep soil zones.	The planting schedule has been updated to confirm the pot size of the new tree plantings will be 100-400L.
iv. Street tree planting The landscape plan shows street tree planting on Albert Avenue in-front of the heritage item at 34 Bertram Street to *be Pyrus calleryana* "Cleveland Select". Whilst this species is listed in Council's Street Tree Masterplan for the precinct it has not been used on Albert Avenue. The species should be changed to *Tristaniopsis laurina* (Water Gum) to be in keeping with existing street tree plantings along Albert Avenue. The trees shall be the straight species, and not a cultivar such as *Tristaniopsis laurina* "Luscious".	The two proposed streets trees on Albert Avenue, fronting the heritage item have been amended to *Tristaniopsis laurina* (Water Gum) as requested.
The replacement street tree on Archer Street is a *Backhousia myrtifolia* (Grey mryrtle) typically only grows to a height of 4 – 7 metres in an urban setting. This species selection is not considered suitable for this location. A	The proposed street tree on Archer Street has been amended to *Angophora costata* as requested.

mecone.com.au
info@mecone.com.au
02 8667 8668

SUMMARY OF ISSUE RAISED	RESPONSE
larger growing native species should be used instead, such as *Lophostemon confertus* (Brush box), which are the existing street trees, or *Angophora costata* (Smooth-barked apple), *Angophora floribunda* (Rough-barked apple), or *Flindersia australis* (Australian teak).	
v. Screen planting along Bertram Street basement driveway Appendix L - Landscape Design Report notes "screen planting along boundary" to the side of the basement car park entry from Bertram Street. The landscape plans show species with mature heights up to 1m, which would be insufficient to provide privacy screening to the adjoining property. It should be noted there are some plants symbols shown on the landscape plan in the planter along the boundary which have not been labelled with a species and therefore their mature height and potential screening capability is not known.	The Landscape Plan appended to this RTS (**Appendix D**) includes amendments to the proposed the planting on the southern side of the Bertram Street vehicle entrance. Specifically it includes more planting that is above 1m. It also includes the addition of Pultenaea stipularis with a mature size of 2 x 1-2 and increased quantities of *Dichondra 'Silver Falls'* with a mature size of 0.2 x spreading and *Isopogon anemonifolius* with a mature size of 1x1. All proposed planting has also now been labelled on the updated Landscape Plans.

vi. Substation on 34 Albert Avenue frontage
 	
The location of the substation requires the removal of an existing native tree and is proposed to be screened with tall hedge planting around it. Its height and density will create a visual barrier at this key entry location. A more discreet location within the site is sought.
	Refer to response to DPHI's comments in Item 3.
	
	The substation location is determined based on Ausgrid requirements for the following reasons:
	• Ausgrid requires direct street access to the kiosk / easement.
	• Ausgrid does not allow installation of a substation within the canopy of the tree.
	• Location of the substation has been based on existing services and easements to reduce conflict.
	• Kiosk requires:
	  ○ 5.5 x 3.3 easement
	  ○ 1000kva.
	
	Options for relocating the proposed substation were thoroughly investigated during the design development phase. However, due to operational requirements specified by Ausgrid—including direct street access, clearance from existing vegetation, and proximity to existing services and easements—alternative locations were deemed unfeasible without significant redesign and loss of functional ground-level amenity.
	
	It is noted that Ausgrid has not raised any objections to the retention of the substation in its proposed location.

mecone.com.au
info@mecone.com.au
02 8667 8668

SUMMARY OF ISSUE RAISED	RESPONSE
	As detailed in the submitted Heritage Impact Statement (HIS), the substation is sited within the existing hardstand parking area forward of the heritage-listed building. This location ensures that no significant heritage fabric is disturbed and allows for the infrastructure to be effectively screened through high-quality landscaping. In accordance with Crime Prevention Through Environmental Design (CPTED) principles, the proposal incorporates appropriate lighting, CCTV surveillance, and clear signage to maximise passive surveillance and minimise opportunities for anti-social behaviour.
In regards the link and public realm, the tall screen planting around the substation will create blind corners and concealed spaces, which reduces passive surveillance.	This has been reviewed by Landscape Architects Arcadia and is addressed in the updated Landscape Plans – see **Appendix D**.
Relocation of the substation is requested as it increases the possibility of retaining tree T18, and allowing for an improved presentation with softer plantings for a more open view of the heritage item and sight lines for the through site link. This current location also intrudes on land required in WDCP to be dedicated to Council.	Refer to response to DPHI's comments in Item 3.
vii. Maintenance of balcony planting The balcony/terrace plantings from level 3 upwards are accessed via private units. Ensuring the maintenance of the plantings across these areas should be considered.	A landscape maintenance program will be in place for the development as detailed in the original Landscape Plans (*Appendix K of the EIS Package*) submitted. Responsibility for the maintenance of balcony and planter vegetation above level 3 will rest with the future occupiers of the building. It is anticipated that a strata by-law will be established to ensure ongoing upkeep, including the engagement of a professional gardener for regular maintenance. Additionally, all planters will be equipped with automated irrigation systems to support consistent watering and minimise manual intervention.
The report also notes "carefully selected plant species, to minimise water use". As plants require ongoing care and occasional replacement, ensuring the correct species and plantings are maintained should not be left to individual unit owners.	As above.

mecone.com.au
info@mecone.com.au
02 8667 8668

SUMMARY OF ISSUE RAISED	RESPONSE
Conditions requiring the ongoing maintenance should be included in any approval – should not be left to residents otherwise meaningfulness of greenery is compromised.	Noted.
viii. Greening to streetscapes Minimal greenery at Albert Avenue ground level frontage against WDCP Part L performance criteria requirement. The Albert Avenue frontage relies heavily on the existing street trees and existing grass verge.	The proposal provides generous greenery on the Albert Avenue frontage in addition to the proposed street trees. Five trees will be provided in front of the heritage item fronting Albert Avenue. A series of planting is also provided in front of the tower along Albert Avenue.
Similarly, along the southern boundary between the new tower and adjoining property. Opportunities should be found for more greening within this space as it also will from part of a through site link.	As part of the design integrity process, landscaping has been increased and extended into the southern pedestrian link. Further details are provided in the Design Integrity Report and Landscape Plans.
ix. Natural shade to pocket park The pocket park will have minimal shading for much of the day until the tower provides shadowing in the afternoon. Small trees, perhaps some deciduous, should be located to provide shade.	An *Eucalyptus saligna* (Sydney Blue Gum) is proposed to be planted to provide shading for the pocket park. It should be noted that the pocket park forms part of the communal open space and is required to achieve a minimum of 50% direct sunlight to the principal usable part of the communal open space for at least 2 hours between 9am and 3pm at mid-winter under Objective 3D-1 of the ADG.
x. Need for further public domain improvements Per WDCP Part D 4.5 Streetscapes the development should provide improvements to the quality of the public domain, such as suitable paving, street trees and landscaping. This should be provided in a manner suitable with the retention and protection of the existing street trees.	The public domain is beyond the site boundary. The DCP control referenced applies to commercial development. Further, the Planning System SEPP confirms that DCPs do not apply to SSDAs. The landscaping elements proposed for the publicly accessible areas is sufficient to enhance the visual amenity of the site and surrounding public domain.
b) **Engineering comments** i. Traffic and further parking issues The swept paths for the loading bay and access to it must be designed to cater for Council's 10.5m waste vehicle, with 4.5m headroom.	The Proponent seeks to adopt private contractual arrangements for waste collection. Refer to **Section 4.8**
The plans and associated Traffic Report have not demonstrated how vehicle / pedestrian conflicts will be managed for the loading bay and	As previously discussed, a number of design refinements have been made in accordance with the recommendations of the DIP.

mecone.com.au
info@mecone.com.au
02 8667 8668

SUMMARY OF ISSUE RAISED	RESPONSE
access to the loading bay, which is shown as a shared zone. A shared zone is not considered suitable where service vehicles need to manoeuvre, particularly reversing.	
All accessible parking, including adaptable parking, needs to comply with AS1890.6 and not AS 4299.	Noted, the Architectural Plans have been updated (**Appendix C**). Furthermore, it is recommended that a condition of consent is provided to ensure correct AS requirements are met.
It is not clear if the area between spaces 15&16, 53&53, 89&90 and 124&125 is a shared zone between accessible spaces or just an area to provide access to lifts. If it is intended to be a shared space, then it is non-compliant due to the column locations. Relocation of the columns would allow these spaces to be compliant with AS 2890.6m which could potentially allow these spaces to be associated with an adaptable unit.	Noted, the Architectural Plans have been updated (**Appendix C**) to achieve the relevant AS requirements. Furthermore, it is recommended that a condition of consent is provided to ensure correct AS requirements are met.
Plans don't detail if any visitor parking is proposed. The size spaces documented are all only Class 1 long term / all day parking. Visitor parking needs to comply with the requirements for Class 2 Medium Term parking (as per AS/NZS 2890.1) as the spaces will have a higher turnover and will be used by people that are not as familiar with the area.	No visitor car parking space is proposed in the car parking area/basement levels.
It is not clear if any walls or landscaping are located within the 2.0 x 2.5m sight triangles adjacent to the main vehicle exit. To provide sight lines to the footpath, all structures and landscaping in this area must be less than 1.2m high.	This contradicts with DPHI and Council's earlier request for additional screening for the Bertram Street vehicle entrance. Additional planting is included in the updated Landscape Plans as per earlier comments.
ii. Flooding The development increases flood levels on adjacent properties by up to 300mm, exceeding the 10mm increase limit under the Willoughby LEP, not meeting flood impact requirements. The proposed development needs to demonstrate that any increase in flood level on surrounding properties and the road reserve is less than 10mm in the 1%AEP storm event.	The updated FIRA (**Appendix I**) outlines additional design scenarios (Section 3.4.2.2) and implemented a preferred flood diversion culvert and stormwater upgrade scheme. The revised modelling demonstrates that flood levels at 32A Bertram Street and 55 Archer Street are reduced, with localised afflux mitigated through grading and drainage design.
The development's proposed piped flood mitigation solution does not include details on a required blockage factor, as required by council. We	The hydraulic modelling includes a 50% blockage factor for both Council and site-specific pit and pipe networks, in accordance with Willoughby Council's

mecone.com.au
info@mecone.com.au
02 8667 8668

SUMMARY OF ISSUE RAISED	RESPONSE
are unable to assess if the mitigation is less than proposed if blockage is considered.	guidelines (Section 3.4.2.1, item j and k). This factor was applied in TUFLOW modelling to assess realistic flood behaviour and mitigation effectiveness.
The development has not demonstrated compliance with flood protection requirements for the basement, failing to provide passive protection measures to the 1%AEP + 500mm level or the PMF level as required by Council's Technical Standard 2	The proposed basement has been amended to include a concealed automatic flood barrier at the driveway entrance, which provides passive protection measures to the 1%AEP + 500mm level.
The development has not confirmed whether the proposed floor levels comply with Flood Planning Levels, including the required 500mm freeboard between the 1%AEP flood level and the ground floor	The updated Flood Impact Risk Assessment (FIRA) (**Appendix I**) states that ground levels are raised 0.5 m above the 1% AEP flood level, aligning with the required freeboard requirements.
REIt is unclear if any areas of the building are elevated above flood zones, and details are needed to confirm that the underside of the structure is at least 300mm above the 1%AEP flood level and the blockage factor used for the area in the flood analysis.	
iii. Stormwater management The submitted plans do not show that the on-site stormwater detention system meets Council requirements, as Tank 1 is located within the flood zone and the outlet level is not demonstrated to be above the downstream 1%AEP water level. Long-sections with a hydraulic grade line (HGL) analysis are required to demonstrate that the OSD tank outlet is above the downstream 1%AEP water level.	The Stormwater Management Report (SMR) has been updated and is provided at **Appendix J**, which provides a culvert long section with HGL analysis for the 1% AEP event, as shown on Drawing DAC422.This long section demonstrates that the outlet level of Tank 1 is above the downstream 1% AEP water level, satisfying Council's requirement for flood resilience.
Tank 2's internal overflow weir is not permitted by Council's Technical Standard 1, as it does not signal when the tank requires maintenance and prevents controlled overflow if the downstream pipe is blocked; overflow must be directed to the side or roof and to the ground, not an enclosed space.	The Stormwater Management Report (SMR) (**Appendix J**) notes the non-compliance with the Technical Standard 1. Notwithstanding this, the SMR notes that due to site constraints there is limited space for relocating infrastructure. As a result, Tank 2 has been integrated into the basement footprint, minimising surface impact. The tank is equipped with a 90 mm orifice plate to regulate discharge, and an emergency surcharge weir and filter chamber are included to manage excess flows during high-intensity storm events. Importantly, the total site discharge has been modelled at 43 L/s, which is below the council's permissible site discharge (PSD) target of 45 L/s. This

mecone.com.au
info@mecone.com.au
02 8667 8668

SUMMARY OF ISSUE RAISED	RESPONSE
	ensures that the system operates within acceptable limits, significantly reducing the likelihood of overflow affecting the heritage structure.
Tank 2's sealed cover over the outlet hinders maintenance; the access point must be a grate for easy access and inspection without lifting the cover.	The Stormwater Management Report (SMR) (**Appendix J**) notes the non-compliance with the Technical Standard 1. Notwithstanding this the overflow grate for Tank 2 is positioned 100 mm below the finished floor level of the adjacent heritage building, the risk of flooding is mitigated through several design features. Furthermore, step irons are provided to create ease of access.
Water quality section of stormwater report refers to Tweed Council requirements. The applicant needs to confirm that the modelling was undertaken in accordance with Willoughby Council requirements.	The Stormwater Management Report (SMR) has been updated and is provided at **Appendix J** – this removes the references to Tweed Council and references Willoughby City Council.
The proposed pipe upgrades in Bertram Street do not comply with Council's requirements. Any new Council pipe is to be a minimum of Class 4 RCP or FRC. If the cover is less than 600mm, the pipe must be concrete encased. Precast pits are not permitted for Council infrastructure.	Noted, the SMR (**Appendix J**) notes that Precast pits are only used internally; external pits are cast in-situ to comply with Council; Furthermore, all road crossing are specified as Class 4 RCP unless noted otherwise in the Civil Plans (Appendix H). Where minimum cover cannot be achieved, pipe class is increased or concrete encasement applied
c) Waste comments i. General In the latest Willoughby DCP (WDCP 2023), Willoughby City Council has formally adopted the Waste Management Technical Guide and Development Controls by North Sydney Regional Organisation of Councils for multi-dwelling housing, residential flat buildings and mixed use developments	Refer to **Section 4.8**.
The waste management plan (Version 1) seeks to comply with the WDCP 2023 including NSROC 2018 for residential flat buildings, but is not explicitly clear that is seeking to comply with NSROC 2018 Section 5.3 for high-rise. The waste plan partially complies with the WDCP 2023, but there are some key items that require clarification. The list of items may not be exhaustive in ensuring compliance with the WDCP 2023, but is based on an early review of the material.	

mecone.com.au
info@mecone.com.au
02 8667 8668

SUMMARY OF ISSUE RAISED	RESPONSE
ii. Residential waste collection bins and frequency The waste plan (Version 1, Table 7) suggests collection of residential bins incorrectly, such as with 4 times per week servicing. The required service is: **Residential bins** / **L/unit / Week** / **Bin size** / **Collection frequency** / **Expected generation for 150 units** / **Number of bins *** **General waste ^** / 140 / 1,100 L / Twice per week / 21,000L/week / 10 uncompacted 5 if compacted 2:1 **Recyclable waste ^** / 120 / 1,100 L / Once per week / 18,000L/week / 17 ** **Organics waste <** / 25-50 / 240L / Once per week / Up to 7,500L/week / Up to 31	This is the correct waste generation. To reduce the number of bins, it is recommended to use 5 x 1,100L bins for general waste if compacted for the development. For recycling, 17 x 1,100L bins are required. The FOGO (Food Organics and Garden Organics) mandate in New South Wales (NSW) is a key initiative aimed at reducing landfill waste and improving recycling practices within the state. Under this mandate, all local councils in NSW are required to offer a separate kerbside collection service for food and garden organics by 2030, in line with the state's broader goal to reduce the amount of organic waste sent to landfill. It is suggested that a 16m^2 FOGO waste room is combined with the proposed bulky waste room for easy access to both rooms by residents on the ground floor. Residents will already have access to the bulky waste room for the purpose of being able to dispose of bulky waste items and so can similarly access this area to dispose of organics. Storing a 240L bin in a designated cupboard on each residential level would create odour impacts thus, be offensive to residents.
iii. Organics requirements The waste plan (Version 1, Table 7) does not allow for sufficient bin capacity or space for organics bins, when considering the State Government mandate for Council to install FO or FOGO. Council would consider the NSW EPA (2019) FOGO benchmarks (Better Practice Guide for Resource Recovery in Residential Developments (Appendix F).	According to the NSW EPA Guidelines, the development requires: 6 studios x 25L = 150L 58 1-bedroom x 25L = 1,450L 43 x 2-bedroom = 1,075L 34 x 3-bedroom = 1,700L 9 x 4-bedroom = 450L Total: 4,825L Bin required: 7 x 240L bins collected 3 times a week FOGO room space requirements: 16m2 It is recommended that FOGO waste is collected up to 3 times per week to reduce odour impacts. The designated FOGO room space will be combined with the Bulky Waste room due to limited space in the loading dock area
iv. Accommodating waste collection trucks	The Architectural Design Competition Report prepared by Mecone in September 2023 was presented to Council. The design from Wood Bagot

mecone.com.au
info@mecone.com.au
02 8667 8668

SUMMARY OF ISSUE RAISED	RESPONSE
The waste plan specifies an MRV, but Council's WDCP 2023 requires an HRV for residential waste, with at least a 12.5m parking space, 4.5m height clearance, and 0.5m side clearance for safe servicing.	showed a MRV and was accepted as part of the design. The Traffic Impact Assessment prepared by Stantec Australia states “The building management will appoint/hire a private contractor for waste collection. The service area/waste collection area is designed for vehicles up to 8.8-metre medium rigid vehicles (MRV). No vehicles/trucks more than an MRV will require accessing the site and service area. The service area has necessary height clearance of 4.5m for MRV waste truck to access and operate. The swept path analysis shows that the service area is to accommodate service trucks up to 8.8m long (MRV). The plan also provides sufficient clearance for garbage collection after stopped as per standard. Any vehicle larger than an MRV will detrimentally impact the ground floor plane and significantly reduce amenity of the building” Council signed off on the initial design competition including space for the MRV. Additionally, the TIA letter highlights that the current design can accommodate the MRV. The waste will be collected via a private contractor.
v. Bin area spaces required The waste plan does not include a buffer for manoeuvrability, and the waste storage area locations and sizes have not been assessed due to unresolved comments on bin numbers and the need for an HRV collection truck.	An 8.8 MRV will be utilised to service the site as explained above.
vi. Waste chutes The waste plan is unclear on how residents will recycle on each floor, specifically regarding the location of recycling bins in chute rooms and whether a recycling chute is provided for containers and paper.	The current plans only show the garbage chute (GBC). The development utilises a dual waste chute system. Both general waste and recycling chutes need to be clarified on the plans showing their discharge points into the ground floor linear tracks.
vii. Bulky waste The waste plan (Table 6) incorrectly labels the column as "L/week" but presents an area (m²) value; the title should be "Total area required (m²)." The shown area of 36m² exceeds the required 33m², with the minimum for bulky waste being 32m² for 150 units.	The bulky waste storage must be 32m^2 + area for FOGO bins (16m^2) adjacent to loading dock or in a lower level where it is able to be lifted to the loading dock level.

mecone.com.au
info@mecone.com.au
02 8667 8668

SUMMARY OF ISSUE RAISED	RESPONSE
viii. Charity waste / other recycling The waste plan does not provide for charity waste / other recycling. An area of at least 6m^2 is required in addition to the bulky waste area and in a separate room, also accessible for onsite collection by an HRV.	The charity waste room can also be integrated in the proposed combined Bulky Waste and FOGO waste room. This proposed combined room should be 54m2 in total (comprising 32m^2 for Bulky Waste, 16m2 for FOGO and 6m^2 for charity). The consolidation of these rooms is justified as Willoughby City Council provides kerbside bulky waste collection, and the proposed development is not anticipated to have large bulky waste stored within the loading dock for long periods of time.
ix. Collection loading areas (gradient, travel path and distance) Gradient: The waste plan (S 6.4) states a maximum gradient of 1:24 for 1,100L bins; the WDCP 2023 requires a gradient of not more than 1:33 (3%). Travel path: The travel path for caretakers and Council's waste collection staff should be provided, such as the bin carting route ensuring compliance with the WDCP 2023. Distance: The waste plan (S 6.4) states a distance of 10m; Council requires bin room doors to be located within 2m of the rear clearance of the collection loading area.	The waste storage areas are level and located directly adjacent to the loading dock and will not exceed a bin carting distance of 10m. Bin storage areas doors will face the loading area and will be located within 2m of the rear clearance of the loading area.
x. Collection time Collection times in waste plan do not comply with residential waste collection times – should be changed from "in off-peak times" to Monday-Friday from 5am.	Noted. Residential collection would adhere to Council collection times between Monday-Friday from 5am. Private commercial collections would occur at off-peak times outside of Council collection times to ensure safe and practical waste collection.
xi. Commercial waste generation The waste plan should identify expected generation rates for office and retail areas to plan for number of bins and size of commercial waste room, as well as organics and other materials.	Further differentiation of retail and commercial spaces is required for the WMP to determine waste generation rates. In a worst-case scenario, waste generation for any spaces labelled retail will be assumed to be of a food and beverage tenancy.

mecone.com.au
info@mecone.com.au
02 8667 8668

SUMMARY OF ISSUE RAISED	RESPONSE
xii. Construction and demolition waste The subsequent waste plan should specify recovery locations by material type and clearly indicate which materials are accepted at each facility, as the current options in Version 1 are general and lack specific details.	Bingo Industries Recycling Centre Artarmon – Demolition and construction waste. Bingo Eastern Creek Recycling Ecology Park and Landfill – Construction and demolition waste. Licensed to safely dispose asbestos. The updated WMP will note all construction and demolition material and their destination to the nominated facility. We recommend that the Department provides a condition of consent

mecone.com.au
info@mecone.com.au
02 8667 8668

4.3. Public Agencies & Authorities

Table 12 sets out a response to each issue raised within submissions received by **public agencies** and authorities.

SUMMARY OF ISSUE RAISED	RESPONSE
FRNSW	
No comment	Noted.
SYDNEY WATER	

Water Servicing
• Our preliminary assessment indicates that water and wastewater servicing should be available for the proposed development.
• Amplifications, adjustments, deviations and/or minor extensions may be required.
• Detailed requirements will be provided under the Notice of Requirements for the Section 73 application lodged with Sydney Water under case number 219835.
Next steps
• Should the Department decide to progress with the subject development application, Sydney Water would require the following conditions be included in the development consent.
  ○ Section 73 Compliance Certificate
  ○ Building Plan Approval
Further details of the conditions can be found in Attachment 1.
Attachment 2 includes Sydney Water Requirements for Commercial and Industrial Developments (for proponent's information)
	Noted. A Section 73 Certificate will be applied for following determination of the proposal.

mecone.com.au
info@mecone.com.au
02 8667 8668

SUMMARY OF ISSUE RAISED	RESPONSE
HERITAGE NSW (ABORIGINAL CULTURAL HERITAGE)	
Agrees with the management measures and recommendations in the ACHAR Recommendations to draft conditions attached	Noted.
HERITAGE NSW	
No comments, as the site does not impact any state listed heritage items and recommends advice to be sought from the relevant local council as the site contains a local heritage item. Recommendations to draft conditions attached.	Noted.
TFNSW	
1. Archer Street to the south of Albert Avenue and Albert Avenue to the west of Archer Street are both unclassified regional roads that are under the care and control of Council as the relevant road authority. As such, no concurrence from TfNSW will be required under Section 138 of the Roads Act 1993 for the works that are proposed as part of this development within Archer Street.	Noted.
2. Noting the unclassified road network at the intersection of Albert Avenue and Archer Street is managed by Council as the relevant road authority, any required mitigation measures or future upgrades at this signalised intersection to address additional traffic demand generated by new development will need to be assessed and funded by Council. For any works that affect the traffic control signal and its infrastructures (lanterns/detectors etc), approval from TfNSW would be required as per Section 87 of the Roads Act 1993.	Noted. No intersection is proposed at part of the transport assessment.
3. Given the location of the development site on unclassified road network and its separation from the state classified road network, TfNSW has not reviewed the suitability of the access arrangement, swept paths for light and heavy vehicles and the potential traffic impacts on the unclassified road network for this development. These matters should be reviewed by DPHI and Council as part of the assessment	Noted, this has been reviewed by DPHI and Council, and respective response to traffic impacts are provided throughout this RTS table.

mecone.com.au
info@mecone.com.au
02 8667 8668

SUMMARY OF ISSUE RAISED	RESPONSE
4. Consideration should be given to the impact of vehicles waiting to turn right from Albert Avenue into Bertram Street. For example, a single vehicle waiting to turn right could hold up all eastbound traffic on Albert Avenue arriving from the upstream signals	Refer to response to DPHI's comment 5(b).
5. The parking provision and the layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements in relation to landscaping and/or fencing, aisle widths, aisle lengths, and parking bay dimensions, height clearances, etc) should be in accordance with AS 2890.1-2004, AS 2890.2-2018 and AS 2890.6-2009 and to the satisfaction of DPHI and Council.	Car parking and layout has been reviewed against the relevant AS 2890:1-6 series and complies with the requirements. Any minor change, if needed, will be undertaken at detailed design development stage.
6. Consideration should be given to reducing the reliability on single car use by reducing the maximum number of parking spaces for residential, commercial and retail spaces in areas well serviced by public and active transport options such as this development site and associated SSDA. This will support Council's vision for more reliance on public and active transport to reduce congestion within the vicinity of Chatswood Station.	Refer to response to DPHI's comment 5(a). The proposed development is compliant with the non-discretionary carparking standards under Chapter 2 Division 1 of the Housing SEPP. Furthermore, the Willoughby DCP 2023 parking rates have been used to guide the provision of parking for retail and commercial purposes.
DCCEEW WATER GROUP	
1. Water supply, take and licensing <u>Pre-determination</u> Quantify the maximum annual volume of water take due to aquifer interference activities required for the project and demonstrate sufficient entitlement can be acquired in the relevant water source to account for water take unless an exemption applies. The proponent has provided an estimate of 4.1 ML/year. It is unclear if this is the maximum estimated volume or an average, if this will be the same during construction and operation, and if this is for basement 4 to 6 only or includes the other basement levels. The proponent must provide estimates of maximum annual take during construction and operation.	General Terms of Approval (GTA) from WaterNSW for a drained basement design / Water Access License was received for the Early Works DA (DA-2023/320). A dewater application has been submitted to WaterNSW under A034856.

mecone.com.au
info@mecone.com.au
02 8667 8668

SUMMARY OF ISSUE RAISED	RESPONSE
Post approval The proponent should ensure a water access licence (WAL) is obtained to account for the maximum predicted water take for construction and operation activities unless an exemption applies under the *Water Management (General) Regulation 2018.*	A Water Access Licence will be obtained from DCCEEW following determination of the SSDA
2. Groundwater impacts and dewatering requirements Pre-determination That the proponent assesses the impacts due to aquifer interference activities in accordance with the NSW Aquifer Interference Policy (2012).	A dewater application has been submitted to WaterNSW under A034856. The Dewatering Management Plan includes a review of the aquifer interference activities outlined in the *Water Management Act 2000* and the NSW Aquifer Interference Policy (NSW Office of Water, 2012) with regard to the proposed development. The development works fall under the category 'construction dewatering' which is identified under Section 1.3 of the policy as an 'aquifer interference activity'.
Post approval The proponent must prepare a Dewatering Management Plan (DMP). The plan should be prepared in consultation with NSW DCCEEW Water Group	A dewater application has been submitted to WaterNSW under A034856.
CONSERVATION PROGRAMS HERITAGE AND REGULATION GROUP	
1. Clarify the method used in the model used in FIRA	An updated Flood Impact and Risk Assessment (FIRA) has been provided at **Appendix I**. The report utilises the TUFLOW direct rainfall model for the flood assessment. An assessment of critical duration and temporal pattern was undertaken using DRAINS. Refer to Section 3 of Flood Report for the Hydrology and Hydraulic modelling approach.
2. Clarify if multiple temporal patterns were used in accordance with ARR recommendations. Multiple temporal patterns are generally required unless justification is provide	An updated Flood Impact and Risk Assessment has been provided at **Appendix I.** This report has been prepared in accordance with the latest 2019 ARR rainfall guidelines. Refer to Section 3.3 of the FIRA for further details.
3. Include stormwater drainage with appropriate pit and pipe blockage factors in model in accordance with ARR recommendations and Willoughby City Council guidelines.	An updated Flood Impact and Risk Assessment has been provided at **Appendix I.** Site and Council stormwater network have been included in the flood model with 50% blockage according to Council blockage requirements.

mecone.com.au
info@mecone.com.au
02 8667 8668

SUMMARY OF ISSUE RAISED	RESPONSE
4. The IFDs used underestimate current condition flows and should be updated in accordance with latest ARR guidance regarding existing climate change. Consider scale up of IFD results.	An updated Flood Impact and Risk Assessment has been provided at **Appendix I.** It notes that the IFD information was taken from BOM. This IFD information was scaled up to include the SSP2-4.5 in 2030.
5. The provided model indicates unacceptable offsite impacts in the 1% AEP event. Impacts of 300 to 700 mm increase in depth are shown on properties served by the easement together with a change of hazard from H1/H2 to H3. There are also significant offsite areas shown on the afflux map which were dry and are now wet. Modify design and demonstrate that offsite impacts are mitigated to 10 mm or less for the 1% AEP.	An updated Flood Impact and Risk Assessment has been provided at **Appendix I** which tested additional scenarios. Stormwater Design Iteration were included to propose a flood barrier and storm water pit and pipe network.
6. Provide PMF afflux mapping.	The updated FIRA (Appendix I) has provided TUFLOW modelling and analysis of the PMF flooding event, in both current and future development conditions.
7. The method of protection of the proposed multistorey basement is unclear. It is also not clear if all service entries/ducts are above the PMF. Clarify protection of the basement	An updated Flood Impact and Risk Assessment has been provided at **Appendix I** which has proposed a flood barrier as a fully blocked obstruction at the driveway on Bertram Street is proposed to protect the basement from the flood water getting into the basement in flood events.
8. Provide an amended design which protects the heritage building and pedestrian areas from H5 flooding	As mentioned above the FIRA has provided updated scenario modelling which results in lower flooding impacts. It is noted that this flood impact is to a small area with shallow depths of flooding, so minimal structural loading. As much or the area will be paved, the potential for scour will also be minimal.
9. The development appears to rely on development occurring as part of an SSD on 51-55 Archer Street (SSD-75116211). Each development must be able to mitigate its own impacts and cannot rely on work by others. Redesign to ensure that the development does not rely on other developments.	The Stormwater Management Report (SMR) and Civil Plans have been provided at **Appendix J** and **Appendix H** has been updated. No works are proposed on 51- 55 Archer Street on the civil documentation. All easement diversion works are located on the Site.
10. Works in the public roadway are proposed. The Willoughby City Council guidelines are quoted however evidence has not been provided that the proposed work has been discussed with Council officers or that services searches have been carried out to check feasibility of the mitigation option. Provide evidence of discussions with council and feasibility assessment for any mitigation options in public land.	Noted. Further consultation with Willoughby City Council will be undertaken prior to the issue of a Construction Certificate to confirm the feasibility and approval requirements for any works within the public roadway. The applicant acknowledges that any costs associated with construction in the public domain, including upgrades to stormwater infrastructure, will be borne by the applicant. The proposed stormwater works have been designed to minimise impacts on surrounding development and will be refined as required through coordination with Council and relevant service authorities.

mecone.com.au
info@mecone.com.au
02 8667 8668

SUMMARY OF ISSUE RAISED	RESPONSE
11. The mitigation methods include relocation of an easement serving other properties to allow for basement construction. There is no evidence that this is correctly designed. The impact offsite indicates that the relocated easement does not effectively drain the properties which currently benefit from the easement. Redesign the easement diversion and show evidence that it provides equivalent service with respect to piped and overland flow to the benefited properties. Show evidence of negotiation with adjacent properties and evidence of permission to change the easement location.	The diversion of the easement has been redesigned to include the capture of overland flow/flooding from properties upstream of the Site. The pipe size though the existing easement adjacent the heritage building is currently 300mm diameter uPVC with the connection from 32A Bertram confirmed as a 225 pipe. The proposed culvert allows connection of this pipe. Refer drawing DAC422 for culvert long section showing connection
12. Provide details of how the heritage building will be protected from excavations for the on-site detention system	The proposed heritage structural drawings for documentation of shoring and protection measures to the existing heritage building.
13. Provide details of how the heritage building will be protected from overflows from the on-site detention tank in the event of blockage or storms in excess of the design event.	OSD Tank 1 has been modified to show a side emergency overflow. This provides additional freeboard to the building.
14. A flood emergency response plan (FERP) may not be required at this stage depending on assessed risk however the FIRA is required to carry out a risk assessment of the proposed development which should consider and provide comment on, but is not limited to, such items as hazard on site and on roadways, structural design, access and egress. Table A in “Flood impact and risk assessment, Flood risk management guideline LU01” which accompanies the NSW Flood Risk Management Manual 2023 provides guidance on preparation of FIRA.	Noted.
15. Following revision of the FIRA it is recommended that the risk posed by the primary access locations be reassessed. It may be necessary to provide alternative access. Alternative access should be clearly identified in the FERP which considers hazards in access locations and directs residents to alternative access points.	Noted.
NSW SES	

mecone.com.au
info@mecone.com.au
02 8667 8668

SUMMARY OF ISSUE RAISED	RESPONSE
• Note the site is affected by flooding more frequently than the 1% Annual Exceedance Probability (AEP) event, becoming a High Flood Island during the PMF.	An updated Flood Impact Risk Assessment (FIRA) has been provided (**Appendix I**), incorporating modelling for the full range of flood events, including more frequent scenarios, climate change impacts, and revised AEP probabilities. To mitigate flood risk, the design has been amended to include a flood barrier at the carpark entrance, noting that the ground level of the site was already set at 0.5m above the 1% AEP flood level. These measures ensure that flood protection is provided above PMF levels, and the risk to the building and occupants is considered minimal. The FIRA also addresses potential flood impacts on neighbouring properties, particularly to the south
• Recommend undertaking modelling for the full range of flooding including more frequent flood events, time to overtopping and duration of inundation on the site as well as access/egress routes. This should also include the impacts of climate change. It is estimated that the actual probability of a 1 in 100 AEP for this catchment area is approximately a 1 in 44 AEP event for the current 2025 scenario.1 For the proposed development site, this could result in more frequent inundation and/or isolation than what is currently expected based on previous modelling.	
• Recommend ensuring that all openings to the basement (ramp, vents, etc) are situated above the Probable Maximum Flood (PMF), or reconsidering basement carparking if this is not feasible to reduce risk to life and property.	
• Recommend seeking advice from the NSW Department of Climate Change, Energy, the Environment and Water (DCCEEW) regarding the impact of the proposed development on flood behaviour and adjacent areas, particularly the significant increase in flooding on properties to the south of up to 0.7 metres during the 1% AEP event	
Attachment A – Principles for Emergency Management Planning	
AUSGRID	
The proponent must discuss disconnection of existing infrastructure and any new connections and load requirements to the site directly with Ausgrid and submit a connection application to Ausgrid as soon as practicable. **Ausgrid Underground Cables are in the vicinity of the development**	The Proponent is currently working through the design of undergrounding the power lines / relocation of assets. Construction methodology is being worked through to avoid any immediate impacts. Rock anchors have been designed in accordance with a declared design / structural / geotechnical sign off with certifier

mecone.com.au
info@mecone.com.au
02 8667 8668

SUMMARY OF ISSUE RAISED	RESPONSE
It is recommended that the developer locate and record the depth of all known underground services prior to any excavation in the area. The following points should also be taken into consideration: • Ausgrid cannot guarantee the depth of cables due to possible changes in ground levels from previous activities after the cables were installed. • 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. **Ausgrid Overhead Powerlines are in the vicinity of the development** The developer should refer to SafeWork NSW Document – Work Near Overhead Powerlines: Code of Practice. It is a statutory requirement that these distances be maintained throughout the construction phase. 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. This document can be sourced from Ausgrid’s website at www.ausgrid.com.au. **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. **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.	which includes separation distances well in excess of 300mm of any existing Ausgrid assets.

mecone.com.au
info@mecone.com.au
02 8667 8668

SUMMARY OF ISSUE RAISED	RESPONSE
JEMENA	
A Design Safety Management study as per AS2885 must be conducted to identify all threats posed by this development. All actions arising from this SMS must be addressed and closed prior to Jemena's acceptance of this EIS Application.	It is requested that this is included as a condition of consent to avoid delays to determination.

mecone.com.au
info@mecone.com.au
02 8667 8668

4.4. Public Submissions

Table 8 sets out a response to each issue raised within the **general public** submissions.

TABLE 6 GENERAL PUBLIC SUBMISSIONS & RESPONSES

CATEOGRY	ISSUE	RESPONSE
HEIGHT AND SCALE	Too high for the site and area, exceeds the LEP and DCP standard	The proposal is eligible to an uplift in height and FSR by up to 30% under Section 16 of the Housing SEPP. This allows for a maximum height of 117m and maximum FSR of 6.5:1. This is linked to strategic rezoning under the Chatswood CBD Strategy including building height and floor space uplifts already taken place and acceptable impacts to the neighbouring sites and views along the streets.
	Need to maintain a balance that respects the existing skyline and the structural harmony of the area	
	This concrete box will sit like a monumental symbol on the edge of the commercial and residential town centre.	
LACK OF SMOOTH TRANSITION TO THE LOWER DENSITY RESIDENTIAL NEIGHBOURHOOD	Overdevelopment and out of proportion with the medium density residential character to the south and fails to provide a smooth transition from the high density Chatswood CBD to the surrounding areas	The proposal has been designed to position the main tower in the western portion and include low density scale development in the east, including the restaurant/café within the heritage item and car park entry. The proposal is compliant with the WDCP setback and the ADG building separation requirements. The tower is set back 24m from the eastern boundary, providing an appropriate transition to the low density residential to the east. Notably, the proposal has undergone extensive design process, including a design competition and three DIP meetings. The DIP has confirmed support for the proposal and its potential to achieve design excellence.
	The design lacks adequate setbacks and landscaping to soften the visual bulk of the building – this creates an abrupt transition from a 32-storey high rise to the lower density residential neighbourhood to the south, failing to maintain the area's established character	
TRAFFIC CONGESTION	The Traffic Report shows that key intersections, especially Archer St and Albert Ave are already congested during peak hours. The Levels of Service will degrade to unacceptable levels (D and E).	As addressed in the Transport Impact Assessment prepared by Stantec, the proposal is only anticipated to generate 28 trips during the weekend peak hour which is considered insignificant compared to the total of over 1,000 trips on the east leg of the Albert Avenue and Archer Street intersection in the same period. Therefore, the failure of the east leg is not caused by the trips generated by the development.
	Worsens traffic congestion on Archer Street and Albert Avenue during both construction and operational phases	
	The increase of traffic associated with the development will worsen parking or traffic flow	

mecone.com.au
info@mecone.com.au
02 8667 8668

CATEOGRY	ISSUE	RESPONSE
		Similarly, while a long queue is anticipated on the east approach of Albert Avenue in the Saturday peak in the ultimate scenario, this is a direct result of the long queue at the intersection of Albert Avenue and Archer Street which overflows to the intersection of Albert Avenue and Bertram Street. This is not attributed to the left turn traffic generated by the development from Bertram Street to Albert Avenue, but rather by the high volume of through traffic along Albert Avenue and hence the long queue is not related to the proposal.
BERTRAM STREET VEHICULAR ACCESS	Bertram Street is too small and narrow as an entry and exit point with limited accessibility for such a large property.	The Bertram Street access point will be used by residents only for access to the basement carpark. This enables the service vehicles access to be limited to Archer Street only. The proposed access arrangements have been maintained as an outcome of the competitive design process. The separated access arrangements are proposed to avoid any access blocking due to loading/unloading and garbage collection activities. This will also improve the safety of pedestrians at access points.
CAR PARKING	Insufficient carparking – 150 dwellings but only 169 parking spaces, leading to pressure on street parking Too much parking – 169 parking spaces exacerbates the traffic on Archer Street and Albert Ave.	As indicated earlier, the proposed carparking is compliant with the residential carparking requirements under the Housing SEPP and the carparking controls for the non-residential components under WDCP.
CYCLING LANES	Absence of dedicated cycling lanes on Archer St and Albert Ave, coupled with increased traffic, creates serious safety risks for cyclists	Provision of cycling lanes and pedestrian footpaths is subject to Council's strategic plans for cycling and pedestrian infrastructure in the LGA. This does not form part of the proposal.
PEDESTRIAN FOOTPATH	Increased pedestrian traffic will strain existing footpaths and crossings, especially during peak times	The proposal will provide additional pedestrian links, enhancing pedestrian connection in the east-west direction.
TREE LOSS	Loss of four mature trees which provides shade on Albert Avenue.	The proposed landscape design proposes new tree planting on Albert Avenue, which will provide adequate shading.
LANDSCAPE MAINTENANCE	The 5 storeys of 'affordable' housing appear to have beautiful hanging gardens on the lower levels, which residents will maintain their beauty on low-paid incomes. Some may like to pot a garden in their recreation, but not	As indicated in the Landscape Plans, a Landscape Maintenance Program will be implemented to ensure appropriate care and maintenance of the landscape works.

mecone.com.au
info@mecone.com.au
02 8667 8668

CATEOGRY	ISSUE	RESPONSE
	everyone has the time or cares about the beauty of our buildings, sadly.	This will be subject to the future occupiers of the building. It is likely that a strata bylaw will be enacted to provide for the ongoing maintenance of these, i.e. a strata will pay for a Gardner to maintain on a regular basis. Planters will be automatically watered through a timed system.
UNNECESSARY FOOD AND DRINK PREMISES	There is no need for food and drink to be served in this area, for hygiene reasons.	The proposed food and drink premises will provide an active frontage to the surrounding streetscapes and contribute to the vitality of the locality. It is also provided in accordance with the minimum 17% non-residential floor space requirements under Clause 6.25 of WLEP 2012.
LOW DENSITY WITH GREEN SPACE IS PREFERRED	Prefer to accommodate 5-8 storey buildings along Archer Street to the western side of Bertram Street, provided there is adequate green space of trees, shrubs, play spaces for children surrounding the increased housing density.	The proposed building height is compliant with the 30% building height uplift under Section 16 of the Housing SEPP. The proposal provides generous green space and a publicly accessible pocket park on the ground plane with high quality landscaping throughout the development.
URBAN DESIGN	Poor architectural quality and merit. The proposed construction seems a poor Brutalist copy of many buildings in poorer parts of the world. Just a square tower of concrete, steel, glass- completely out of sync and harmony of the Federation houses of the area, especially those in Neridah Street.	The proposal has undergone extensive design excellence process, including a design competition and three DIP meetings. The DIP has confirmed their support for the proposal and its potential to achieve design excellence. As addressed in the Architectural Design Statement submitted, the tower as a singular form provides a strong identity with high quality materials. In combination with glazed fluted terracotta panels and simple glazing details, the façade is designed to be both elegant and distinctively residential
OVERSHADOWING AND SOLAR ACCESS	The Architectural Design Report confirms that the proposed height and bulk will cast long shadows on nearby properties and public spaces. This fails to meet Clause 6.15 of WLEP	• Consultation with Police undertaken – no comments received • No submission received from child care centre – Coronation contacted child care centre • Community consultation was held – no one showed up • The proposal complies with Clause 6.15 of WLEP 2012. As shown in the Shadows Diagrams, the proposal only results in shadowing in the South Chatswood Conservation Area (Area 3) from 2pm onwards. The dwellings in the South Chatswood Conservation Area

mecone.com.au
info@mecone.com.au
02 8667 8668

CATEOGRY	ISSUE	RESPONSE
		will therefore continue to receive at least 3 hours of direct sunlight between 9am and 3pm at mid-winter.
	The size of the building critically reduces the amount of natural light received by the Quest Hotel. The rooms in the hotel only face east and west and the eastern side of the building is the only part of the property that receives any natural light.	The proposal will not significantly reduce the amount of solar access for the Quest Hotel. The proposal will only create shadow casts on the Quest Hotel between 9 and 10am and will have no overshadowing over the hotel from 11am onwards. The Quest Hotel will therefore continue to receive solar access for 4 hours between 9am-3pm at mid-winter.
	Overshadowing of local childcare centre and police station.	The Shadow Diagrams clearly demonstrate that there will be no overshadowing on the child care centre to the east and the police station to the north.
	Overshadowing of residents on Archer Street, Albert Avenue and Mowbray Road	The proposal has been designed to minimise overshadowing on the surrounding area to the west and east. Given the site orientation, a certain level of overshadowing is unavoidable. The residential properties to the west of Archer Street will continue to receive three hours of solar access between 9am and 3pm at mid-winter. The proposal will not result in overshadowing to Albert Avenue to the north or Mowbray Road to the south.
	Obstruction of natural light	The proposal has been designed to minimise the obstruction of natural light. As mentioned above the residential properties to the west of Archer Street will continue to receive three hours of solar access between 9am and 3pm at mid-winter whilst the proposal will not result in overshadowing to Albert Avenue to the north or Mowbray Road to the south.
	Privacy impacts	The proposal is compliant with the building separation requirements under the ADG and has maintained the setbacks as endorsed in the competitive design process. Future development to the south will be required to provide adequate separation distance under the ADG.

mecone.com.au
info@mecone.com.au
02 8667 8668

CATEOGRY	ISSUE	RESPONSE
	Noise impacts on surrounding residents	As indicated in the Noise and Vibration Impact Assessment (**Appendix G**), the predicted increase in peak traffic noise due to the proposal is less than 2 dB(A), which is within the limits outlined in the NSW Road Noise Policy criteria. Regarding the carpark usage, as all carparking will be accessed via Bertram Street through to the basement levels, it can be reasonably expected that the use of carparking will not have noise impacts on the nearest noise sensitive receivers and noise level criteria in Section 6.2 of the report will be met. The predicted noise levels at the surrounding residential receiver catchments are expected to comply with the project noise trigger levels established in Section 6.2 of the report. Further, mitigation measures have been provided within the report, which will be implemented during both construction and operational phases to mitigate any potential noise impacts associated with the development.
	Visual impacts associated with the massive building Diversion from the established urban line, disrupting the visual and structural coherence of Chatswood's urban environment	As indicated in the Visual Impact Assessment (Appendix R) submitted, it concludes that the proposed built form is consistent with the expected future character of the locality, which will include high density mixed use development as identified in the Chatswood CBD Strategy.
	The alignment of buildings along major streets contributes significantly to the area's aesthetic and functional integrity, and deviations might impact the overall urban experience.	Further, as mentioned earlier, the proposed building height and density is compliant with the in-affordable housing provisions of the Housing SEPP. Despite the height uplift, the building footprint has been maintained as per the competition winning scheme rather than expanding the building bulk to provide a slender built form on site. The proposal also complies with the building setback controls under Part L of WDCP.
	Solutions such as vegetation and screens are proposed to mitigate wind impacts, which depend on proper maintenance and is not guaranteed.	As addressed in the Pedestrian Wind Environment Statement (Appendix T) prepared by Windtech Consultants, the ground level and trafficable outdoor terraces are expected to be suitable for their intended uses due to the

mecone.com.au
info@mecone.com.au
02 8667 8668

CATEOGRY	ISSUE	RESPONSE
	Wind hazards will make public spaces less usable and unsafe for pedestrian.	proposed perimeter tree planting and landscaping. It is noted that the wind environment along the frontage of the heritage item at 34 Archer Street is comparable to existing conditions. The assessment also indicates that the wind conditions for trafficable outdoor locations on Albert Avenue will meet the relevant safety limit and comfort criteria without treatments applied. As identified in Section 6 of the Pedestrian Wind Environment Statement, the use of impermeable screen is also recommended as a measure to mitigate potential wind impacts.
	Wind tunnel effect on Albert Avenue	
	Little communal open space given the size of the proposal.	The proposal provides 683m^2 of communal open space, which is equivalent to 26% of the site area. This is compliant with the minimum requirement of 25% under the ADG.
INFRASTRUCTURE	Insufficient capacity at local schools to accommodate more students.	The provision of schools and hospitals is governed by the State Government and is beyond the scope of the proposal. The Housing and Productivity Contribution will be paid by the Applicant following determination of the proposal to fund the provision of state and regional infrastructure, which includes education and health infrastructure.
	Crowded shops and restaurants	The proposal will provide a total of 2,376m^2 of non-residential floor space within the three-storey podium and within the heritage item to be adaptively reused as a food and drink premises.
	Local hospital can barely sustain the current local population with extensive waiting lists.	Development contributions will be paid to Willoughby City Council in accordance with the *Willoughby Local Infrastructure Contributions Plan 2019* following determination to fund the provision of local infrastructure.
	Additional high-rise development without corresponding infrastructure improvements.	The proposal will improve the public domain by providing a publicly accessible pocket park.
MISUSE OF AFFORDABLE HOUSING PROVSIONS	The AH provisions are used by the developer to justify the 23.2% height increase and 30% FSR increase. This results in an oversized building.	The provision of affordable housing is in accordance with Chapter 2 Part 2 Division 1 of the Housing SEPP for in-fill affordable housing. Pursuant to Section 16 of the Housing SEPP, the proposal provides 15% of affordable housing

mecone.com.au
info@mecone.com.au
02 8667 8668

CATEOGRY	ISSUE	RESPONSE
		component for 15 years and is eligible for an additional height and FSR of up to 30%.
	The AH units focus on smaller apartments that may not meet the needs of key workers and families.	The provision of smaller apartments (1 and 2 bed apartments) are based on discussions with Evolve as a community housing provider (CHP), who has indicated preferences in these dwellings.
	The proposal does not guarantee long-term management of AH, raising concerns about its effectiveness	Section 21 of the Housing SEPP requires the affordable housing component to be provided for at least 15 years. The Applicant will enter into an agreement with a CHP to secure the management of the affordable housing units.
	The increased height allowable under the 'affordable housing' is a fallacy: Fact, the terms 'affordable' apartments are returned to the developer or property owners/developers after ten years.	A Letter of Support is prepared by Evolve Housing and is attached at **Appendix M.** The preference is to limit the use of the properties as affordable housing for a defined 15 year period rather than in perpetuity. This is because properties that are to be used as affordable housing in perpetuity creates significant challenges, including ○ Ability to optimise financing (whether owned by a CHP or not) due to impact on the value of the properties from a lending security perspective at time of acquisition. ○ Recycling of assets when they reach that balance of ongoing costs exceeding the ongoing value of the asset is critical to their business model as a not for profit. The demands and needs for affordable housing assets and tenants change over long periods of time. Property assets owned and managed by Evolve Housing today may not be the right assets in 15 years.
FUNDING	Request WCC advocate the State and Federal Government to fund housing for essential workers on this site.	This is beyond the scope of the proposal.
FLOOD RISK	The development will increase impervious surfaces on the site, which could worsen flooding for properties to the south. The proposed stormwater management measures do not adequately address downstream impacts.	The Flood Assessment has been updated and provided at **Appendix I.** The FIRA concludes that the flooding does not worsen for the properties to the south.

mecone.com.au
info@mecone.com.au
02 8667 8668

CATEOGRY	ISSUE	RESPONSE
HERITAGE	The development incorporates a heritage item but fails to respect its significance.	The HIS (Appendix AH) has confirmed that the proposal will have an acceptable impact on the heritage significance of the heritage items in the vicinity and the South Chatswood HCA. No objection was raised by Heritage NSW. The proposed tower will only result in minimal shadowing over the heritage item from 3pm at mid-winter. 3pm at mid-winter.
	The tower's height and bulk overshadow and diminish the heritage building's prominence, undermining its cultural value.	
	The building will overwhelm the Chatswood South Conservation area which includes nine individually listed heritage properties around Neridah and Johnson Streets.	
	The building will overwhelm the indigenous Angophora tree at the rear of the police station.	
COMMUNITY ENGAGEMENT	Only 6 submissions received from engagement session. This suggests insufficient effort was made to engage with the local community and gather meaningful feedback	Community engagement was undertaken in accordance with the relevant guidelines. A total of 20 public submissions have been received from the exhibition period and are addressed in this RTS report. Consultation with NSW Police was undertaken with no comments received. The Proponent contacted the adjacent child care centre however no submission was received.
CONSTRUCTION IMPACTS	Long construction timelines, causing ongoing noise, dust and vibrations. The mitigation measures are inadequate to protect residents from these disruptions.	Mitigation measures for construction noise and vibration have been included in Section 9.3 of the Noise and Vibration Report prepared by E-LAB Consulting. Key mitigation measures include: • the use of screening and noise barrier • an appropriate silencer on the muffler and acoustic screen around the engine bay • Alternative warning alarms that have a lesser noise impact than the traditional 'beeper' A Construction Traffic Management Plan (Appendix V) has also been prepared by TTPA to outline construction traffic management measures. Further, a detailed Construction Management Plan will be prepared and implemented during construction phase. It is requested that a condition requiring the preparation of a detailed Construction Management Plan is included in the development consent.

mecone.com.au
info@mecone.com.au
02 8667 8668

CATEOGRY	ISSUE	RESPONSE
ENVIRONMENTAL CONCERNS	Proposal will decrease air quality and increased noise pollution.	The NVIA prepared by E-Lab Consulting concludes that the proposal is compliant with the relevant noise and vibration criteria and is expected to comply with the applicable regulations regarding noise and vibration subject to the implementation of the recommended mitigation measures.
	Potential ecological impacts (impacting bird/bat flight paths)	The proposed development is located within in an urban area and will not result in any significant impact on biodiversity values. A waiver for the Biodiversity Development Assessment Report was granted by DPHI on 29 August 2024.
	Need to demonstrate ecological benefits (may impact bird/bat flight paths; needs to show positive ecological impact on Chatswood; etc.).	
DEVELOPMENT HISTORY	The site is currently a large excavated hole	Demolition works are currently underway. The development history of the site is provided in Section 1.5.2 of the EIS. In summary, development consents have been granted for demolition, early works and construction of a display suite over three DAs: • Demolition DA – DA-2023//328 • Early works DA – DA-2023/320 • Display Suite DA – DA-2024/68
	On 17 January 2025, excavation works suddenly stopped leaving bulldozer and backhoe still on site. Hope this is not another Mascot Towers issue or compromised foundations for the adjoining properties.	
STORMWATER AND EASEMENT	Lack of information on the plans for the 1.83m wide existing stormwater pipe easement at 34 Albert Ave which was originally approved by Council in July 2008.	The proposed stormwater design is detailed in the Stormwater Management Report (**Appendix J**) prepared by At&l.
	The plans show a 600x900 MD grated drain located adjacent to the boundary property of 32A Bertram Street. The irony is the two gated drains were dug up during the demolition of 34B Bertram Street and are still visible laying on the ground.	
	The plans submitted by Coronation indicate a driveway width of 8500 to access the proposed 5 level basement parking. I do not believe that can be achieved without compromising the stormwater and easement pipe that runs from properties further north of the proposed development between Bertram and Archer Streets to the forecourt of 34 Albert Avenue	

mecone.com.au
info@mecone.com.au
02 8667 8668

CATEOGRY	ISSUE	RESPONSE
INTEGRITY OF COMPANY	I have grave concerns about the integrity of the company behind this particular development at 57 Archer. Please modify it by compulsorily acquiring the land.	This is beyond the scope of assessment for the subject proposal. The site is not identified under Clause 5.1 or 5.2 under WLEP 2012 for compulsory acquisition by a public authority.

mecone.com.au
info@mecone.com.au
02 8667 8668

The below sections breakdown and provide further justification to the key issues raised by the Department as identified in **Section 4.1**.

4.5. Hydrology and Flooding

An updated Flood Impact Risk Assessment (FIRA) has been prepared and is provided at **Appendix I.** The updated FIRA includes detailed modelling for the full range of flooding events, including the 1% Annual Exceedance Probability (AEP) event, as well as climate change impacts and potential site isolation scenarios. The assessment considers both existing and proposed site conditions, incorporating anticipated changes to built form and ground levels.

The proposed design has already been designed to accommodate the 0.5 metre requirement above the 1% AEP flood level. This ensures that habitable floor levels maintain a minimum 300mm freeboard, consistent with flood planning standards. Additionally, a concealed, automatic flood barrier has been incorporated at the basement entrance to prevent floodwater ingress during extreme events. The development provides safe evacuation routes located above the PMF level, in accordance with Willoughby DCP requirements. All service entries have also been designed to be above the PMF level, further minimising the development's vulnerability to flooding. Emergency overflow provisions have been integrated into the design, including Class D grates, reinforced culverts, and overflow weirs, providing redundancy in the event of an extreme rainfall event.

The proposed development includes a new flood diversion culvert and upgraded stormwater infrastructure, as documented in Drawings DAC421–DAC423 (**Appendix H**). This infrastructure is designed to divert upstream overland flows away from the development and adjoining properties. Hydraulic Grade Line (HGL) analysis confirms that these works will reduce flood levels at neighbouring properties such as 32A Bertram Street and 55 Archer Street. Minor localised increases in flood levels resulting from grading changes are addressed through refined site design and engineering controls.

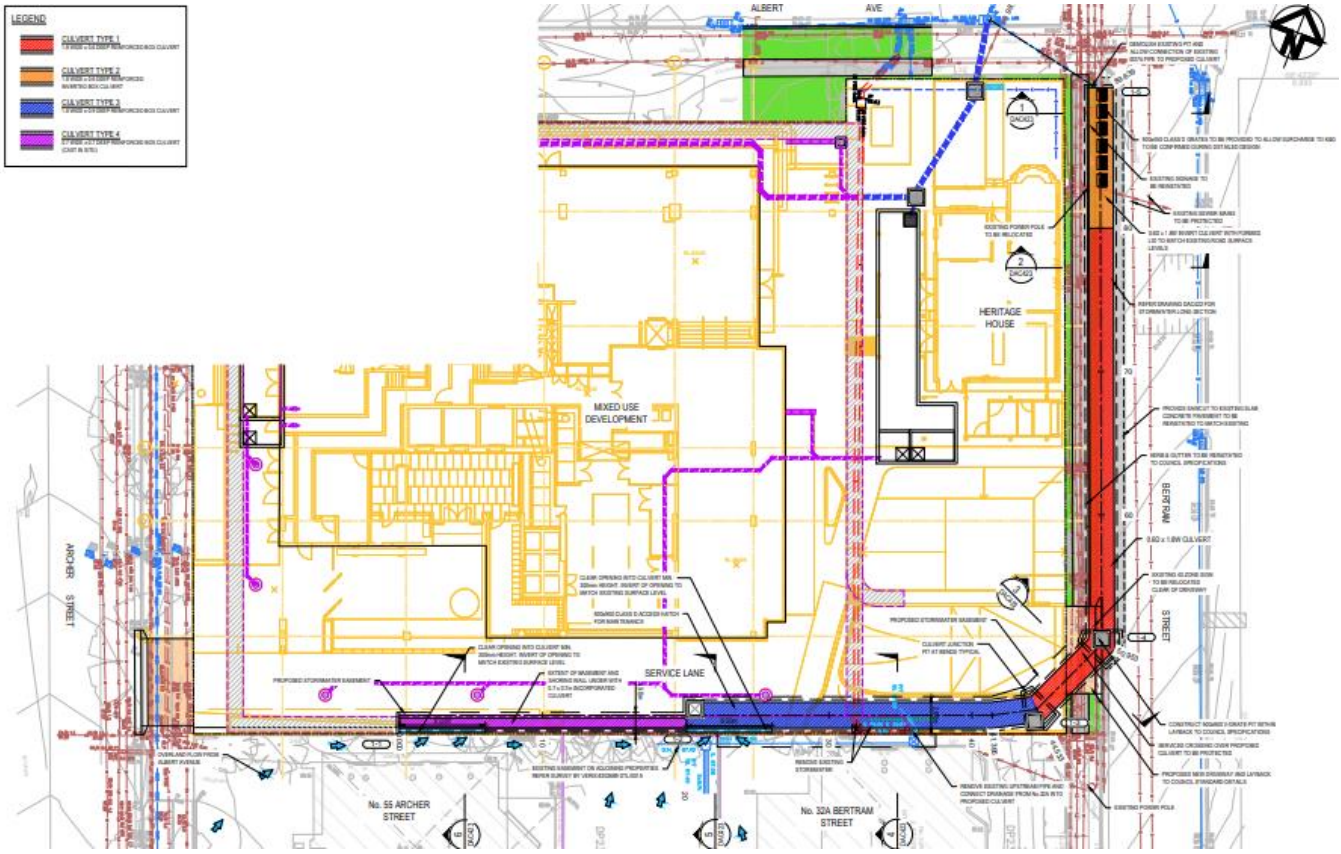


Figure 1: Proposed Culvert Plan
Source: At&l

mecone.com.au
info@mecone.com.au
02 8667 8668

During construction, the existing stormwater infrastructure will remain operational until the new culvert system is in place. The removal of existing stormwater lines will be staged to ensure continued site drainage and to minimise disruption. Temporary redirection of overland flows, combined with erosion and sediment controls, will manage potential construction impacts.

While the Stormwater Management Report (**Appendix J**) focuses on the 1% AEP event, it references the broader Flood Assessment Report (REP001) for consideration of PMF scenarios. The report also confirms that the site is not subject to mainstream flooding from Scotts Creek, but rather localised overland flows from the upslope catchment. These flows are addressed through comprehensive culvert design, with catchment modelling based on existing and future site conditions.

In summary, the proposed flood and stormwater management strategy ensures flood resilience under both current and future scenarios, minimises flood impacts on neighbouring properties, complies with relevant Council and State planning controls, and provides safe and reliable conditions for future occupants, infrastructure, and surrounding development.

4.6. Non-residential floor space

The proposal provides a total of 13% of commercial GFA throughout the site, which results in a non-compliance with Clause 6.25 of the WLEP 2012.

Through the response to submissions phase, the proposed development has undergone several iterations and option analyses to explore opportunities for increasing the commercial GFA. The options considered include:

- Increasing the podium height, which would result in an out-of-character development for the Bertram Street interface. A podium height of 24 metres, equating to a 4–5 storey podium, is inconsistent with the *Chatswood CBD Strategy*, which envisages a two-storey podium. It would also breach the street wall height control of a maximum 7 metres under the relevant DCP controls. These controls are maximums, and the proposed podium height of 15.1 metres complies with the DCP provisions. A taller podium would result in a visually bulky built form that would be imposing on the adjacent lower-density residential area, much of which is within a heritage conservation area to the east.
- Reducing market housing to accommodate increased commercial GFA would lead to a reduction in both market and affordable housing – a counterintuitive outcome during a time of housing supply crisis. Under Section 16 of the Housing SEPP and Clause 6.8 of WLEP 2012, any reduction in market housing would proportionally reduce the required provision of affordable housing.

A fully compliant non-residential floor space scheme is not considered appropriate for the site for the following reasons:

- The *Chatswood CBD Strategy* did not contemplate the infill affordable housing uplift provisions of the *Housing SEPP*. Strict compliance with the non-residential floor space requirement would lead to significantly more commercial GFA than the strategy anticipated, which was limited to two levels of commercial use in mixed-use developments within the MU1 Mixed Use Zone, where the site is located.
- Strict compliance is also inconsistent with the purpose of the *Housing SEPP*, which is to facilitate increased housing supply – including affordable housing – not to drive additional commercial development.
- The site is not within the core commercial area of the Chatswood CBD. An outcome with full commercial floor space compliance would detract from Council's strategy to consolidate commercial activities in the core precinct of the CBD, which this site does not form part of.

mecone.com.au
info@mecone.com.au
02 8667 8668

Moreover, strict compliance with Clause 6.25 of WLEP 2012 would require an additional 674.62m² of non-residential GFA, which would need to replace residential floor space, specifically:

- The entire Level 3 GFA (549m²), which includes 9 affordable housing units, and
- 125.62m² of Level 4 GFA, equating to 2 residential units.

This would directly undermine the objectives of the *Housing SEPP* by reducing the overall number of dwellings and affordable housing delivered by the project.

More broadly, pursuing strict compliance with the non-residential floor space requirement by replacing residential units is inconsistent with the NSW Government's *National Housing Accord*, which expects Willoughby City Council to deliver an additional 3,400 dwellings by mid-2029.

As a result of these constraints and planning priorities, the proposed development will retain 13% commercial GFA across the site. This outcome strikes an appropriate balance between local planning controls, strategic objectives, and State housing policy.

A revised Clause 4.6 variation request has been provided at **Appendix F**, which includes further justification for the non-compliance with Clause 6.25 of WLEP 2012.

4.7. Substation

The proposed substation has been carefully sited and designed to minimise visual and heritage impacts while meeting the operational requirements of Ausgrid. An options analysis was undertaken to assess various potential locations for the substation, including placement within the ground level of the building, the basement, and the currently proposed location adjacent to the heritage item.

Options analysis has been undertaken regarding the location of the substation. Specifically, locations including at the ground level within the building, within the basement and the proposed location near the heritage building had been analysed and have been outlined below

- Locating the substation within the ground level of the building would necessitate the loss of valuable commercial GFA, residential lobby area, and/or loading dock space, which would adversely affect the efficiency and functionality of the development.
- Relocation to the basement would result in substantial design reconfiguration and significant additional costs. Moreover, it would compromise Ausgrid's access requirements, particularly for 24-hour servicing and emergency maintenance.

The current location within the existing hardstand parking area forward of the heritage building — represents the most appropriate outcome for the following reasons:

- Heritage Considerations: As outlined in the Heritage Impact Statement (Appendix AH) of the EIS package the substation is located to ensure that no significant heritage fabric is disturbed, with adequate separation provided between the substation and the heritage building. The structure is to be surrounded by high-quality landscaping, which will soften its appearance and help maintain the visual prominence of the heritage item. The HIS confirms that primary views to and from the heritage item are retained, and the proposed siting and design of the substation reflects a sensitive approach to its heritage context. Furthermore, no direct interface occurs between the substation and the heritage building, thereby protecting the setting and curtilage of the item.
- Visual Impact Considerations: The visual impact of the substation has been carefully mitigated through both built form integration and landscaping. The kiosk structure is modest in height and scale, and extensive planting around its perimeter will ensure that it is well-screened from key viewpoints and does not detract from the public domain experience or broader streetscape. The proposal retains compliant FSR and height limits, ensuring the substation does not contribute to bulk or scale inconsistencies in the development.

mecone.com.au
info@mecone.com.au
02 8667 8668

- The proposed substation will continue to service the wider surrounding area, not just the proposed development. Its placement allows for 24-hour Ausgrid access and maintains the continuity of electricity supply to the precinct. The facility will be fully screened, accessible, and compliant with all relevant technical and planning requirements.

As a result, the current location of the substation is the optimal location.

4.8. Waste Management

A Waste Management Memo has been prepared by MRA Consulting Group and provided at **Appendix K**. The memo provides the following information to supplement the Waste Management Plan submitted alongside the EIS

- Revised Bin Quantities & Collection: Waste volumes and bin numbers have been updated to meet EPA benchmarks, including provision for FOGO, with 5 compacted general waste bins, 17 recycling bins, and 7 organics bins collected three times weekly.
- Truck Access: Waste will be collected by a private contractor using a Medium Rigid Vehicle (MRV), consistent with the approved design and supported by the Traffic Impact Assessment. Larger HRVs were ruled out due to design and amenity constraints.
- Waste Chutes: The development includes dual chutes for general waste and recycling, with discharge points clearly defined at ground level.
- Combined Waste Room: A 54m² waste room is proposed, combining bulky waste, FOGO, and charity waste areas, ensuring efficient use of space and easy resident access.
- Compliance with Collection Area Standards: The layout meets all requirements for bin carting distances, gradients, and clearance.
- Commercial Waste Assumptions: A conservative approach assumes all retail tenancies are food and beverage to ensure sufficient bin capacity.
- C&D Waste Disposal: Construction and demolition waste will be directed to licensed recovery facilities with the ability to process all relevant materials.

The waste strategy proposed has been developed in response to both site-specific constraints and the operational needs of the building, with a particular focus on achieving a high standard of residential amenity, functionality, and service reliability

Refer to the below subsections addressing Council and the DPHI's concerns regarding waste management

Accommodating Waste Collection Trucks

Council's requirement under WDCP 2023 for residential waste collection by a Heavy Rigid Vehicle (HRV), which necessitates a 12.5-metre parking bay, 4.5-metre height clearance, and 0.5-metre side clearance, is noted.

However, as previously outlined, the design competition brief explicitly allowed for a non-compliant collection option via an 8.5-metre Medium Rigid Vehicle (MRV) to recognising the constraints of the site and the broader objective of maintaining an efficient design. This was accepted during the competition process and formed the basis of the endorsed scheme. The MRV solution satisfies Council's previously issued Pre-DA comments which stated that "a minimum of an MRV" is acceptable. The MRV is a suitable and practical solution, consistent with the endorsed design and safe access parameters.

Upgrading to a 10.5-metre HRV would significantly compromise the endorsed design competition outcome. As a result, private waste collection using an MRV is proposed, which maintains design integrity while ensuring safe and regular waste servicing. As a fallback option, HRV on-street collection can be facilitated if Council prefers that solution, consistent with the recent approval granted at 753 Pacific Highway and 15 Ellis Street (DA-2022/166).

mecone.com.au
info@mecone.com.au
02 8667 8668

We request the Department provide a consent condition in a similar manner to what has been recommended below.

Bin Area Spaces and Manoeuvrability

The waste room layouts and areas allow for clear and safe bin manoeuvrability, including adequate access aisles and turning space for caretakers. These waste areas have been designed with operational efficiency in mind and reflect compliance with best-practice bin room configurations. While comments have been raised regarding final bin numbers, it is confirmed that the waste room footprints and internal layouts provide sufficient buffer space to accommodate adjustments, including for organic waste, and are fit-for-purpose without requiring any increase in size.

Bulky Waste Provision

Table 6 of the WMP includes a minor typographical error in the column label, which references "L/week" when it should refer to "Total area required (m²)." This does not affect the intent or adequacy of the provision. The plan allocates 36m² for bulky waste storage, which exceeds the minimum requirement of 33m² for a development of this scale. This ensures there is more than adequate area for temporary bulky item storage in a secure and accessible location.

Charity Waste and Other Recycling

Charity waste, e-waste, and other secondary recycling streams have been considered and will be catered for in a dedicated area of no less than 6m². This space is separate from the bulky waste area and is accessible for scheduled collections by a private contractor or Council's collection vehicle, depending on the final servicing arrangement. The inclusion of this space supports enhanced diversion from landfill and resource recovery practices for items that do not belong in general or kerbside recycling streams.

Collection Times

Waste collection for the development will occur during the standard window of Monday to Friday from 5am, consistent with Council's collection timeframe requirements. The reference to "off-peak times" in the WMP is an acknowledgment of traffic and noise minimisation objectives but will not override Council's stipulated collection hours. Private contractors, where engaged, will operate within this timeframe and manage pickups efficiently and with minimal disruption to surrounding properties.

Commercial Waste Generation

The commercial components of the development — including retail and office space — have been accounted for in the waste strategy. The generation rates for these uses are based on industry-standard benchmarks and allow for separate bin storage areas for commercial general waste, recycling, and organics. The commercial waste room has been sized to accommodate the anticipated volumes and will be serviced independently by a private contractor to ensure cost-effective, frequent, and flexible collection services, coordinated with the mixed tenure of the development.

Construction and Demolition Waste

Construction and demolition waste management has been planned with reference to key material streams, including concrete, timber, steel, plasterboard, and bricks. Waste from each stream will be sorted and delivered to known recovery facilities in the region that accept and process each material type. The plan follows best practice diversion targets and ensures a high level of material recovery. All contractors engaged will be required to comply with these protocols as a condition of site management, ensuring compliance from demolition through to final construction.

mecone.com.au
info@mecone.com.au
02 8667 8668

We request DPHI provide a consent condition in a similar manner to what has been recommended in **Section 4.8.8** below.

4.9. Recommended Conditions of Consent

Given the demonstrated benefits and the clear alignment with operational best practice, we request that the Department includes a condition of consent requiring waste collection to be undertaken via a private contractor.

This arrangement delivers a range of significant benefits:

- Enhanced residential amenity: Waste will be collected more frequently and at times tailored to the building's needs, reducing odours, overflow risks, and storage congestion.
- Minimal traffic and operational impact: The MRV access strategy ensures safe and efficient servicing without compromising pedestrian or vehicle movement within the site or street network.
- Preservation of endorsed design: Accommodating an HRV would result in substantial redesign and loss of public and private amenity on the ground plane. The MRV/private collection strategy protects the intent of the competition-winning scheme.
- More sustainable waste handling: Multiple waste streams, including organics and charity waste, will be managed efficiently through consolidated waste rooms, improving usability and resident participation.

This waste strategy is both high-performing and contextually appropriate. It avoids unnecessary constraints imposed by a one-size-fits-all Council approach and reflects modern, practical waste management for a high-density, mixed-use environment.

The waste management strategy put forward is comprehensive, practical, and entirely appropriate for the scale and nature of the proposed development. It satisfies Council's core objectives under WDCP 2023, provides for future-proofing through allowance of organics bins and charity waste, and maintains serviceability without compromising the design integrity of the endorsed competition scheme. The use of a private waste contractor using an MRV remains the only viable on-site collection solution. As an alternative, on-street HRV collection — recently approved at nearby developments — presents a fallback position which should also be considered acceptable by Council.

This approach ensures operational efficiency, compliance with regulatory requirements, and long-term waste servicing outcomes for all users of the development.

We respectfully request that the Department condition consent to enable waste to be serviced by a private contractor using a Medium Rigid Vehicle (MRV). This approach is proven, endorsed through the design competition process, and offers superior amenity, operational flexibility, and long-term viability for residents and occupants.

We recommenced that the Department provide the following consent conditions;

CONSTRUCTION WASTE MANAGEMENT SUB-PLAN

Prior to the commencement of any work, the Applicant must submit to the Certifier a Construction Waste Management Sub-Plan (CWMP) for the Development. The CWMP must include, as a minimum, the following information:

(a) requirement that all waste generated during the project is assessed, classified and managed in accordance with the EPA's "Waste Classification Guidelines Part 1: Classifying Waste";

(b) demonstrate that an appropriate area will be provided for the storage of bins and recycling containers and all waste and recyclable material generated by the works;

(c) procedures for minimising the movement of waste material around the site and double handling;

mecone.com.au
info@mecone.com.au
02 8667 8668

(d) requirement that waste (including litter, debris or other matter) is not caused or permitted to enter any waterways;

(e) requirements that any vehicle used to transport waste or excavation spoil from the site is covered before leaving the premises;

(f) requirement that the wheels of any vehicle, trailer or mobilised plant leaving the site are cleaned of debris prior to leaving the premises;

(g) details in relation to the transport of waste material within the site and from the site, including (at a minimum):

(i) a traffic plan showing transport routes within the site;

(ii) a commitment to retain waste transport details for the life of the project to demonstrate compliance with the Protection of the Environment Operations Act 1997; and

(iii) the name and address of each licensed facility that will receive waste from the site

OPERATIONAL WASTE MANAGEMENT

A1. The residential component of the development shall not be serviced by Council's domestic waste collection services. The developer and subsequent owners must engage a private waste contractor for the collection and disposal of all residential waste. Evidence of ongoing private waste service arrangements must be provided to Council upon request.

A2. Prior to the occupation or commencement of use of the Development, the Applicant must prepare an Operational Waste Management Plan for the Development and submit it to the Certifier. The Operational Waste Management Plan must:

(a) be prepared in consultation with Council;

(b) set out adequate provisions within the premises for the storage, collection and disposal of waste and recyclable materials;

(c) confirm the location of waste collection and establish appropriate routes to the collection point;

(d) provide confirmation that appropriate arrangements have been made for the collection of waste;

(e) detail the type and quantity of waste to be generated during operation of the Development;

(f) describe the handling, storage and disposal of all waste streams generated on site, consistent with the Protection of the Environment Operations Act 1997, Protection of the Environment Operations (Waste) Regulation 2014 and the Waste Classification Guideline (EPA).

mecone.com.au
info@mecone.com.au
02 8667 8668

5. Updated Project Justification

This Submissions Report has responded to each of the issues raised in the government agencies and public submissions received regarding the proposed mixed-use co-living housing development at the site.

This section provides updated justification and evaluation for the proposal as a whole. Overall, the updated proposal is justified on environmental, social and economic grounds.

5.1. Strategic Context

The revised proposal remains consistent with the objectives and visions of the relevant strategic policies, including:

- *National Housing Accord 2022*
- *Housing 2041 – NSW Housing Strategy*
- *Greater Sydney Region Plan – A Metropolis of Three Cities*
- *North District Plan*
- *Willoughby Local Strategic Planning Strategy*
- *Chatswood CBD Planning and Urban Design Strategy 2036*
- *Willoughby Housing Strategy 2036*
- *Connecting with Country Framework*
- *Better Placed*
- *Future Transport*

The revised proposal will contribute to the supply of housing in a highly accessible location that is close proximity to employment centres, public transport and infrastructure.

5.2. Statutory Context

The revised proposal is consistent with the SEPPs and environmental planning instruments applicable to the site:

- The proposal has been assessed and designed in respect to the relevant objectives outlined in section 1.3 of the EP&A Act.
- This SSDA pathway has been undertaken in accordable with Schedule 1 Clause 26A of the Planning Systems SEPP as proposed development is classified as SSD.
- is wholly consistent with relevant State and local strategic plans, most particularly the Chatswood CBD Strategy which has been fully endorsed by the Council and the DPHI; and
- predominantly complies with the relevant State and local planning controls including the relevant provisions in the WLEP 2012, WDCP 2023 and Housing SEPP.

5.3. Site suitability

The site is considered highly suitable for the proposed development, and the development is well-suited to the site for the following reasons, as originally outlined in the Environmental Impact Statement (EIS):

mecone.com.au
info@mecone.com.au
02 8667 8668

- The proposal is consistent with the objectives of the MU1 Mixed Use zone, is permissible with consent, and satisfactorily addresses the relevant provisions of the Willoughby Local Environmental Plan 2012 (WLEP 2012) and the Willoughby Development Control Plan 2023 (WDCP 2023).
- The development will benefit from its proximity to other new mixed-use developments, supporting the economic and social activation of the Chatswood CBD and aligning with the area's strategic vision for growth and revitalisation.
- It will optimise the use of an underutilised site, contributing to the strategic objectives of both the Willoughby LGA and the NSW Government by delivering high-quality market and affordable housing with minimal environmental impact on the surrounding area.
- The bulk and scale of the proposal and its qualified design are compatible with the existing and future built form context, and there are no significant environmental constraints that would prevent the site's development.
- The site is highly accessible, with excellent transport connectivity. It is located approximately 600 metres from the Chatswood Transport Interchange, offering access to rail, metro, and bus services. Additionally, the site is well-connected via the Pacific Highway, Fullers Road, and the M2 Motorway, providing broader regional access. The upcoming Sydney Metro City & Southwest line, scheduled to open in 2024, will further enhance connectivity by linking Chatswood to Crows Nest, North Sydney, Barangaroo, and Martin Place.

5.4. Public interest

The proposal will deliver meaningful public benefits to the community and is demonstrably in the public interest for the following reasons:

- It is fully aligned with relevant State and local strategic planning frameworks, particularly the Chatswood CBD Strategy, which has been formally endorsed by both Willoughby City Council and the NSW Department of Planning, Housing and Infrastructure.
- It substantially complies with applicable planning controls, including the provisions of the Willoughby Local Environmental Plan 2012 (WLEP 2012) and the Willoughby Development Control Plan 2023 (WDCP 2023).
- It will deliver much needed housing supply, contributing to the NSW Government's Housing Accord targets, and is tailored to meet the specific housing needs of this part of Sydney.
- The proposal has undergone a comprehensive environmental assessment, as detailed in this Environmental Impact Statement (EIS), demonstrating that potential impacts on surrounding land uses and sensitive receivers are either negligible or appropriately mitigated through targeted measures.
- In addition to housing, the development will provide commercial and retail spaces that will support both residents and the wider community, while also generating new employment opportunities within the Local Government Area.
- It promotes the orderly and economic use and development of land, consistent with the principles of sustainable urban growth and strategic land use planning.

mecone.com.au
info@mecone.com.au
02 8667 8668

Appendices

Appendix A – Submissions register

TABLE 7 - SUBMISSIONS REGISTER

GROUP	NAME	MATTER	SECTION WHERE ISSUES ADDRESSED
Public authorities	*DPHI*	Design excellence	**Section 4.1, Section 4.6, Section 4.7**
		Landscaping and public realm	**Section 4.1**
		Traffic and Parking	**Section 4.1**
		Heritage	**Section 4.1**
		Noise	**Section 4.1**
		Waste	**Section 4.1, Section 4.8**
		Flooding	**Section 4.1, Section 4.5**
	Willoughby City Council	Design matters	**Section 4.2, Section 4.6,**
		Design excellence	**Section 4.2, Section 4.6**
		Landscaping and public realm	**Section 4.2**
		Affordable housing	**Section 4.2**
		Traffic and parking	**Section 4.2**
		Waste	**Section 4.2, Section 4.8**
	FRNSW		**Section 4.3**
	Heritage NSW (Aboriginal Cultural Heritage)		**Section 4.3**
	Heritage NSW		**Section 4.3**
	TfNSW		**Section 4.3**
	DCCEEW		**Section 4.3, Section 4.5**
	CPHR		**Section 4.3**
	NSW SES		**Section 4.3, Section 4.5**
	Ausgrid		**Section 4.3**
	Jemena		**Section 4.3**
Public	*Quest Chatswood*	Objection	**Section 4.4**
	Mary-Jane Morgan	Objection	**Section 4.4**
	Simone Radulovitch	Objection	**Section 4.4**
	Sing Yun Mui	Objection	**Section 4.4**
	Gyeomju Yoon	Objection	**Section 4.4**
	Aiden Brennan	Objection	**Section 4.4**
	Name withheld	Objection / Comment	**Section 4.4**

mecone.com.au
info@mecone.com.au
02 8667 8668

Appendix B – Updated mitigation measures

The proposed additional mitigation measures are outlined in the Table below and are highlighted in red.

Environmental Impact		Residual Impact
Aboriginal Cultural Heritage Impacts to archaeological material	**Unexpected archaeological finds procedure** In the unlikely event that any archaeological material, or suspected archaeological material is uncovered during any works within the subject area it is recommended that all works within the vicinity of the find, immediately stop, and the unexpected archaeological finds procedure is followed. **Consultation with registered Aboriginal parties** Aboriginal community consultation should be maintained in accordance with the Consultation Requirements (Department of Climate Change, Energy, the Environment and Water 2010), contact with Registered Aboriginal Parties should be maintained no less than once every six months. **Changes to the proposal** If changes are made to the proposal that may result in impact to areas not assessed by this ACHAR, further archaeological assessment is required.	**Low**
Excavation Increased geological instability resulting from excavation works	**Detailed Dilapidation Surveys** Detailed dilapidation surveys to be completed on neighbouring structures that fall within the zone of influence (twice the excavation depth when measured from the basement walls). This will inform excavation processes and ongoing safety policies and monitoring. **Vibration Monitoring** A full-time quantitative vibration monitoring will be carried out on the neighbouring houses to the south and the adjoining heritage '*Brigstock*' building to the east throughout demolition. This will include geophones affixed onto the neighbouring buildings and a warning system for vibration exceedances. If higher than expected vibrations are recorded, they will be assessed against the Vibration Emission Design Goals. **Excavation** Prior to commencement of any excavation, reference is to be made to the NSW Government 'Code of Practice, Excavation Work' dated January 2020. **Basement Retention** Prior to the commencement of excavation, proposed vertical cuts in the soil and bedrock profiles are to be supported by cast-insitu retention systems. The proposed vertical cuts should be supported by either contiguous pile walls (in areas which are highly sensitive to lateral movement; for example, southern basement wall and the northern half of the eastern basement wall), or soldier pile walls with shotcrete infill panels elsewhere. **Temporary Rock Anchors** Prior to installation of rock anchors, permission must be sought from the neighbouring property owners, including Willoughby City Council. **Additional Geotechnical Investigation** To obtain adequate site coverage, at least six additional cored boreholes will be required post-demolition. Two additional groundwater monitoring wells will also need to be installed post-demolition. Following completion of the additional investigation, this report will need to be reviewed and updated as appropriate. **Further Geotechnical Input** The following is a summary of the further geotechnical input which is required and detailed throughout the Preliminary Geotechnical Investigation	**Low**

mecone.com.au
info@mecone.com.au
02 8667 8668

Environmental Impact		Residual Impact
	(**Appendix AA**): • Additional geotechnical investigation post-demolition; • Review and update of this report and seepage analysis following completion of the additional investigation; • FEM analysis of the basement retention system and excavation; • Preparation of a Dewatering Management Plan; • Dilapidation survey reports on all neighbouring structures, or parts thereof, located within the zone of influence of the basement excavation; • Review of the dilapidation survey reports; • Quantitative vibration monitoring on the neighbouring houses to the south (32A Bertram Street & 55 Archer Street) and on the adjoining heritage 'Brigstock' building to the east; • Inspection of perimeter pile wall drilling; • Proof testing and lift-off testing of temporary rock anchors for the basement walls; • Progressive rock face inspections within the Basement 6 excavation at it proceeds; • Groundwater monitoring of seepage volumes; • Internal footing inspections, including proof coring or spoon testing, as appropriate; • Additional advice once the method of resisting the uplift pressures of Basement 6 has been finalised.	
Contamination Exposure of contamination of hazardous materials during construction	**Hazardous Materials Survey** Before commencement of the demolition works, a Hazardous Materials Survey (HMS) should be completed by a suitably qualified consultant, to identify any hazardous materials present within the existing building fabrics of the 'Brigstock' Building. All identified hazardous materials are to be appropriately managed, to maintain worker health and safety during the demolition works and to prevent the spread of potentially hazardous substances onto the site and soil surfaces. Where clearance inspection indicates the presence of hazardous materials remaining on the site, further removal and validation or further clearance inspection works must be undertaken. An asbestos clearance inspection and certificate should be completed by a suitably qualified professional (SafeWork NSW Licenced Asbestos Assessor) following the removal of asbestos containing materials, if identified during the HMS. **Targeted Site Investigation** Following the completion of all demolition work as part of the proposed redevelopment, a targeted site investigation (TSI) focusing on the characterisation of the soils will be retained within 34 Albert Avenue should be conducted. The TSI should include nine sampling locations to meet the minimum sampling points (as well as all other requirements) specified by NSW EPA (2022a). One sampling location should be placed within the area of the proposed substation. **Off-site disposal of soils policy** All soils designated for off-site disposal, including any virgin excavated natural material (VENM) must be pre-classified in accordance with the NSW EPA (2014) Waste Classification Guidelines. Any material being imported to the site should be validated as suitable for its intended use, in	**Low**

mecone.com.au
info@mecone.com.au
02 8667 8668

Environmental Impact		Residual Impact
	accordance with NSW EPA (2014). In particular, importing filling / landscaping material must be certified as meeting the VENM classification prior to importation.	
Noise and Vibration Impacts arising from excessive noise levels and/or duration of noise	**Operational noise** <u>Loading dock</u> The use of loading dock to be limited between 7am and 6pm only. <u>Mechanical services</u> Mechanical services are to be mitigated during detailed design and may include: • Positioning mechanical plant away from nearby noise sensitive receivers; • Acoustic attenuators fitted to duct work; • Screening around mechanical plant; • Acoustic insulation within duct work; • Acoustically insulated bends fitted to duct work; and • Reselection of mechanical plant. **Construction noise** • Practices that willreduce noise from the site include: • Increasing the distance between noise sources and sensitive receivers; • Reducing the line-of-sight noise transmission to residences or other sensitive land uses using temporary barriers (stockpiles, shipping containers and demountable offices can be effective barriers); • Constructing barriers that are part of the project design early in the project to introduce the mitigation of site noise; and • Installing purpose-built noise barriers, acoustic sheds and enclosures <u>Screening</u> Screening of noise is to be taken into account during the planning stages. Water pumps, fans and other plant equipment that operate on a 24-hour basis may be problematic at night and should therefore be effectively screened by either situating them behind a noise barrier or by being positioned in a trench or a hollow in the ground provided this does not generate reverberant noise. <u>Crane (diesel operated)</u> An appropriate silencer on the muffler and acoustic screen around the engine bay are recommended to attenuate the noise from it. <u>Reversing and warning alarms</u> Alternative warning systems should be considered to reduce environmental noise impacts during construction. The alternatives listed on page 31 of the Noise and Vibration Impact Assessment (**Appendix Z**) should be considered for use on the construction site. <u>Noise and Vibration Monitoring</u> Noise and vibration monitoring to be undertaken during construction in the form of regular checks and in response to any noise or vibration complaints.	**Low-Moderate**

mecone.com.au
info@mecone.com.au
02 8667 8668

Environmental Impact		Residual Impact
	A noise and vibration monitoring program is to be implemented for the construction works in accordance with Table 27 of the Noise and Vibration Impact Assessment (**Appendix Z**). The monitoring program is to be carried out during the likely nosiest periods during each construction phase as agreed with the acoustic engineer and contractor.	
Ground and Water Conditions Increased geological instability resulting from excavation works. Environmental damage from groundwater seepage	**Water Supply Works Approval** A Water Supply Works (WSW) approval will be obtained from the relevant authorities to allow for the drainage and discharge. This aims to facilitate mitigation measures against groundwater seepage inflows into the basement. **Water Treatment System** A specialist contractor design an appropriate water treatment system to facilitate the disposal of groundwater during temporary construction dewatering, should off-site disposal of groundwater to stormwater be required. The use of a 'WETSEP' system or equivalent to hold and treat water prior to discharge could be considered to achieve the water quality standards imposed by the authority (e.g. Council) permitting the discharge of groundwater. **Unexpected Groundwater Condition Response** In the event unexpected conditions are encountered during development work or during dewatering that may pose a contamination risk, all works will stop and an environmental consultant should be engaged to inspect the site and address the issue.	**Low-Moderate**
Construction Traffic	The recommended construction traffic management measures within the Construction Pedestrian & Traffic Management Plan (**Appendix V**) and Updated Traffic Impact Statement (Appendix E of the RTS) will be implemented during construction phase.	**Low**
Stormwater Management	The recommended stormwater management measures within the Stormwater Management Report (Appendix J of the RTS) will be implemented during construction phase.	**Low**
Water Management Impacts on quality of stormwater discharge into drainage system	**Regular Maintenance** On-going maintenance of the stormwater infrastructure system described in this report needs to be undertaken on a regular basis to ensure that the system operates efficiently and as required by the design. The stormwater infrastructure requiring maintenance is as follows: • Stormwater drainage pit and pipe network within the property and to council street pit. • Stormwater quality treatment devices (filters) • Rainwater tank(s) • OSD orifice plate and trash screen • Subsoil drainage in garden beds and raingardens. **Sedimentation and Erosion Control Plan (Construction)** A Soil and Water Management Plan (SWMP) has been prepared in accordance with the NSW Department of Housing Publication titled: Managing Urban Stormwater-Soils and Construction (2004) and the relevant WDCP guidelines for the site. Stormwater discharge and drainage policies included in the SWMP shall be implemented during construction to mitigate any potential impacts, including loss of topsoil, changed salinity or pH levels or decrease in waterway capacity leading to increased flood levels and durations. **Construction Methodology**	**Low**

mecone.com.au
info@mecone.com.au
02 8667 8668

Environmental Impact		Residual Impact
	The following construction methodology is to be followed to minimise the impact of sedimentation due to construction works: • Diversion of “clean” water away from the disturbed areas and discharge via suitable scour protection; • All sediment-laden water will be contained within the basement excavation and treated prior to discharge (if required). • Provision of construction traffic shaker grids and wash-down to prevent vehicles carrying soils beyond the site; • Provision of silt fences to filter and retain sediments at source.	
Flooding Flooding of site and surrounds	**Flood Emergency Response Plan** Potential inundation of the site in the Probable Maximum Flood (**PMF**) due to local run-on from the catchment to the south of the site and from Archer Street will be managed by implementation of a conditioned site-specific Flood Emergency Response Plan (FERP). The FERP will address emergency management considerations applicable to the occupation of the site for a range of flood events up to the PMF. As a minimum, the FERP will address the following: • Time of onset of flooding from the local catchment and available warning time. • Period of isolation in the event of inundation due to the PMF, • Evacuation capability (number of people to be evacuated, time and location of evacuation), • Compatibility with any existing emergency management strategies, • Vulnerability of occupants, clients and visitors (including persons with impaired mobility), • Suitability of flood-free location for sheltering (Level 1 Reception / Wellness space), • Availability of services for the period of isolation, • Structural adequacy and building requirements The recommended flooding impact management measures within the Updated Flood Impact Risk Assessment (Appendix I of the RTS) will be implemented during construction phase.	**Low**
Tree Impact Impacts on trees to be retained	The recommended mitigation measures in the Aboricultural Impact Assessment (**Appendix M**) will be implemented, including: • All stormwater pits must be relocated outside of the tree protection zones (TPZs) of trees to be retained; • The proposed path from Albert Avenue to the heritage building is recommended to be installed above existing ground (such as an elevated boardwalk style) so there are no earthworks within the TPZ and be permeable and is subject to detailed design coordination with the project arborist. • Any works within any of the TPZ fenced zones are to be under the supervision and recommendations and sign off by the project arborist. • TPZ fencing shown on the Arborist Impact Plan (Arb_601) together with TPZ signage is recommended in order to protect street trees and their associated soil zones for trees: T1 to T4, T7-T9, T20-21, T23, T24, T25 and T26. • Site hoarding around the site boundary is proposed. Where tree protection fencing is required along the site boundary (i.e. the eastern and western boundaries), the site hoarding may act as suitable tree protection. This is to be detailed and signed off prior to commencement of works by the project arborist. • In the case of trees T7-T9, additional TPZ fencing around the street verge turfed zones is necessary.	**Low**

mecone.com.au
info@mecone.com.au
02 8667 8668

Environmental Impact		Residual Impact
	• New footpath pavement is proposed within the TPZ's trees T7-T9, T18 and T21. Where new pavement is within the TPZs, it is recommended this pavement be permeable and flexible (to allow tree root development). Detailed design coordination and project arborist supervision of the demolition and installation is required to ensure minimal root zone impacts. • Sedimentation trenching works and reduction of the street verge are proposed on the northern side of T9 and at the edge of the TPZ. Project arborist supervision and sign off with arborist recording/reporting of tree root presence within the trench, as standard procedure and is required. • All pruning works are to be under supervision, direction and sign off by the project arborist and performed by an AQF Level 3 Arborist and to the pruning *Australian Standard 4373-2007 – Pruning of Amenity Trees*. • A pruning specification by the project arborist will be required with a Tree Protection Specification (TPS) report for the Construction Certificate (CC) phase. • Additional pruning of trees on adjoining properties will be required for T23, T24 and T25. Pruning of trees on adjoining properties will require separate consents and be signed by the property owner on which the trees are located. These consents are recommended to be obtained prior to any works on the subject site.	
Waste Management	The recommended waste management measures for construction and operation phases within the Waste Management Plan (**Appendix AF**) and Waste Management Memo (Appendix K of the RTS) will be implemented for the development, including: **Construction waste** • The identified construction waste is to be managed in accordance with the methods for reuse, recycling or disposal listed in Table 3. **Operational waste** • The residential waste flow from generation to collection is to be managed through the following steps: 1. Residents are to transfer waste to waste chutes inlets located on each residential level, which will be deposited into their respective bins within the waste storage room on the lower ground floor. The maximum distance between residential dwellings and chutes/bin rooms on each residential level is approximately 30m; 2. Site management is responsible for maintaining bins and the waste storage rooms, ensuring bins are clean and in working order. Site management is also responsible for switching out full bins and monitoring bin fullness; 3. Bins under the waste chutes will be on a 1,100L bin linear track system to reduce the requirement for more frequent bin rotation; 4. Site management is to ensure contracts with Council or a private waste contractor, who also ensure appropriate collection scheduling and access is organised to minimise noise, odour, vermin, and visual amenity impacts to staff, visitors and the public. • The commercial waste flow from generation to collection is to be managed through the following steps: 1. Waste is temporarily stored at its point of generation in an appropriately sized receptacle, clearly marked for type of waste; 2. Site cleaners or tenancy staff are to transfer waste to the waste and recycling storage area for appropriate disposal into the respective bins. Commercial tenants will not have access to residential waste bins;	**Low**

mecone.com.au
info@mecone.com.au
02 8667 8668

Environmental Impact		Residual Impact
	3. Cleaning staff and site management are responsible for maintaining bins and the waste storage rooms, ensuring bins are clean and in working order. Cleaning staff and building management are also responsible for switching out full bins and monitoring bin fullness; and 4. Building management is to ensure contracts with Council or a private waste contractor, who also ensure appropriate collection scheduling and access is organised to minimise noise, odour, vermin, and visual amenity impacts to staff, visitors and the public.	
Crime Prevention	The recommended crime prevention strategies included in the CPTED Assessment (**Appendix U**) shall be implemented in the detailed design of the development, including: • Use of adequate lighting • Use of CCTV camera • Incorporation of access control strategies such as a swipe card or similar security measures • Ongoing maintenance of the development and associated landscaping • Preparation of a Plan of Management to ensure maintenance of the development	**Low**
Social Impact Disruption to community and potential amenity impacts associated with operation of development	**Construction Environmental Management Plan** To reduce disruption to community as a result of construction, a Construction Environmental Management Plan will be prepared and include dust, noise and traffic mitigation measures to minimise the potential construction impacts.	**Low**

mecone.com.au
info@mecone.com.au
02 8667 8668

Mecone

mecone.com.au
info@mecone.com.au
02 8667 8668