

ATTACHMENT 1 – Council Submission

SSD-90134958 - 100 Edinburgh Road, Castlecrag

The project is a State Significant Development (SSD) pursuant to Section 26A of Schedule 1 of State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP).

The SSDA proposes:

- Construction of a mixed-use development (up to 13 storeys), consisting of:
 - Commercial/retail tenancies on the ground floor. The ground floor contains a mezzanine level.
 - Supermarket and other retail on the lower ground floor level.
 - Two residential towers identified as Block A and Block B.
 - A maximum height of 48.96m above existing ground level (RL130.7).
 - 150 residential units, including 10 units provided to a registered community housing provider for affordable housing for a minimum of 15 years.
- 5 basement levels containing 376 car parking spaces, consisting of:
 - 204 residential car parking spaces (including 24 accessible car spaces)
 - 172 retail car spaces,
 - 26 bicycle parking spaces
 - 21 motorcycle spaces
- Floor space ratio of 4.2:1
- A total Gross Floor Area of 21,026m² consisting of:
 - Residential: 17,559m²
 - Supermarket: 2,139m²
 - Retail: 1,328m²
- The mixed-use development consists of:
 - 3 x 1 bedroom apartments.
 - 78 x 2 bedroom apartments.
 - 54 x 3 bedroom apartments.
 - 7 duplexes
 - 8 penthouse apartments
- 2 loading docks to accommodate 10.5m Heavy Rigid Vehicle (HRV).

Concurrent amendments to the Willoughby Local Environmental Plan 2012 (WLEP 2012) are sought to facilitate the development:

- Clause 4.3 – Height of Buildings
 - Increase the maximum height of building to RL 131.0
- Clause 4.4 – Floor Space Ratio
 - Increase the maximum floor space ratio to 4.2:1.

Council raises the following issues:

1. Lack of Strategic Merit

Willoughby City Council strongly opposes the proposed development. The proposal represents is incommensurate with available infrastructure and the current proposal provides no facilitating infrastructure to support the additional growth proposed nor mitigate the impacts on the surrounding area. The proposed bulk and scale represents an excessive departure from the desired future character of the area and is a significant overdevelopment of the site.

While Council accepts and acknowledges the urgent need for housing, this site already has an existing approval that could deliver additional houses to the area. Council also has over 10k new dwellings in the development pipeline and ample further zoned capacity in more strategically located areas better serviced by infrastructure and transit. Given the area is already well-placed to address future housing need, the increased number of apartments proposed does not provide sufficient justification given the significant negative impact on the quality and amenity of housing that would result from the proposal.

Development of the scale and density proposed must be appropriately located where there is access to commensurate transport capacity, a mix of supporting services, and the provision of adequate infrastructure including open space and community facilities of sufficient capacity. The site is not located within a Transport-Oriented Development precinct and is not serviced by rail nor metro, nor is it near regional road infrastructure. This is not an incidental omission. Rather, it reflects a considered planning approach that directs increased density and larger scale development to locations where such outcomes can be supported by strategic justification. It is serviced by limited suburban bus services and a constrained local road network. Accordingly, the proposal should not be assessed as though it benefits from the same strategic rationale or policy support that may apply in designated transit-oriented locations.

Further, Castlecrag is not identified as a Low and Mid-Rise Centre and the site is a constrained location beyond the functional, walkable catchment of the Northbridge centre. Development of the scale and density proposed must be appropriately located where there is access to commensurate transport capacity, a mix of supporting services, and the provision of adequate infrastructure including open space and community facilities of sufficient capacity. The application does not adequately recognise nor address these constraints. Indeed, the application would reduce the capacity as compared with the already approved development on the site, not only due to the increased infrastructure demands, but in the removal of key components of the approved scheme such as affordable housing and a community meeting space.

The proposed height, scale and associated density of the development does not align with the strategic policy direction and objectives set by the State Government and Council.

The Explanation of Intended Effects (EIE) overstates the relevance of the Low and Mid-Rise area to the sites south-west, and understates the relevance of the adjoining Griffin Heritage Conservation Area and C4 Environmental living zone. The development is substantially larger in scale and density that what would be permitted under the Low and Mid-Rise policy and will neither integrate nor complement the scale of development in the adjacent Low and Mid-Rise Area. Further, there is little to no regard to the scale of

development in the adjoining C4 Environmental Zone nor the adjoining Griffin Heritage Conservation Area.

The EIE (page 19) provides the following justification for the proposed development:

1.4. Design of the Development

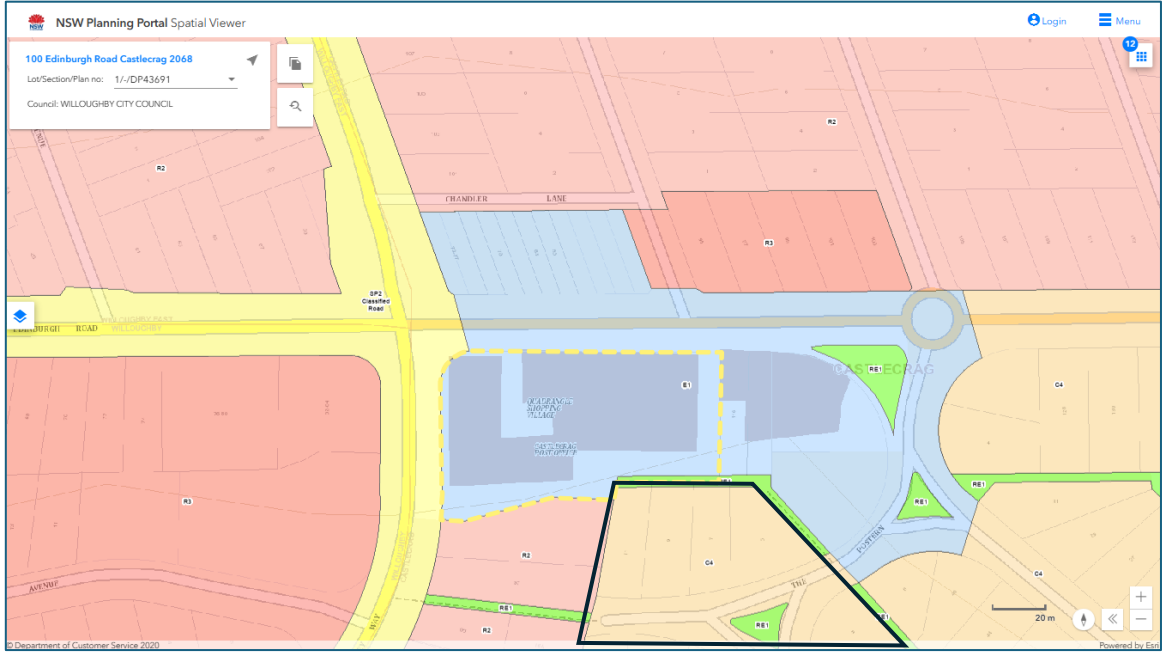
The project, as described above, has been developed with consideration given to the following:

- The context of the site and surrounding locality, including the existing development consent for the site as well as 'LMR' and 'Infill Housing' provisions.*
- The proximity of the site to transport links and infrastructure including bus services. Its proximity to the classified state road at Eastern Valley Way and regional roads at Alpha Road and Mowbray Road has also been noted.*
- The topography of the site has been noted. The design of the development seeks to positively take advantage of this feature and its views.*
- The public communal open space along Edinburgh Road is a main feature of the design on ground floor which seeks to provide the community a place for social interaction and passive recreation. The communal open space will be landscaped and activated with tables and chairs and large tree canopies for natural shading. A swimming pool is also provided on the rooftop for residents to enjoy.*
- The design incorporates consideration of privacy to the adjoining properties. Windows to the east and west side elevations are relatively sparse and narrower in width in comparison with the northern and southern elevations. Windows have been designed to ensure a high level of privacy whilst ensuring acceptable levels of solar access are achieved.*
- ESD principles have been considered in incorporating passive design components, low energy and water use appliances, adopting generous building-to-building separation in order to allow good levels of ventilation and onsite stormwater capture and reuse.*
- Feedback from the community consultation has been considered where possible and appropriate. The design of the scheme has been amended during the design and planning stage to reflect comments received by the community.*

While the Low and Mid-Rise Policy is specified, the Griffin Heritage Conservation Area and C4 Environmental Living zone is not. This is indicative of the overall approach, which has privileged the adjoining Low and Mid-Rise area over the adjoining conservation area and Environmental Living zone.

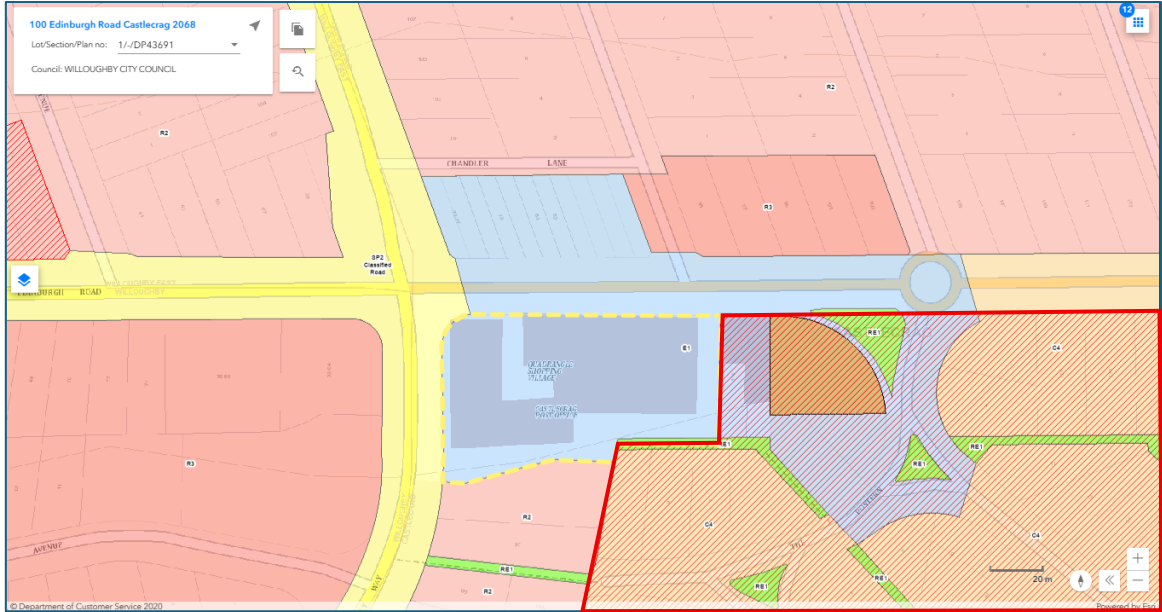
Figures 1 through to 3 below shows the site's close proximity to the Griffin Heritage Conservation Area and the C4 Environmental Living zone.

Figure 1: Proximity to C4 Environmental Living Zone (outlined)



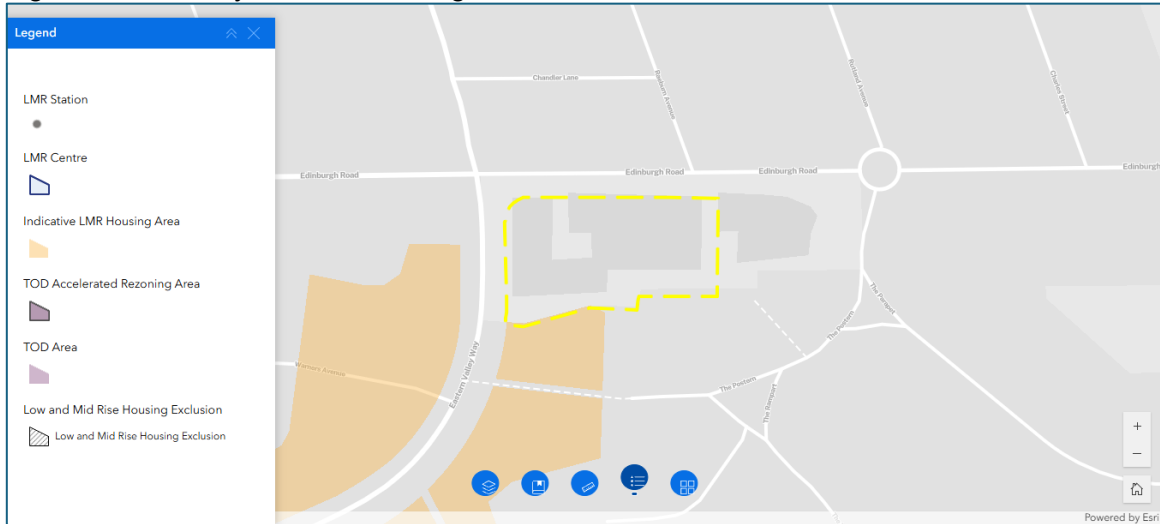
Source: Excerpt from DPHI Spatial Viewer

Figure 2: Proximity to Griffin Heritage Conservation Area (hatched in red)



Source: Excerpt from DPHI Spatial Viewer

Figure 3: Proximity to LMR Housing Area



Source: Excerpt from DPHI Low and Mid-Rise Policy Indicative Map

- The proposed bulk and scale represent an excessive departure from the desired future character of the area, and the current proposal provides no facilitating infrastructure to support the additional growth proposed nor mitigate the impacts on the surrounding area.
- The site is a transition site between the Low and Mid-Rise area and the adjoining low scale C4 Environmental Living and Heritage Conservation Area. The applicant should pursue the already approved scheme (DA-2024/13), which represents a more appropriate reflection of the site's context and better addresses the transition to the adjacent low density and heritage areas.

2. Ineffective Housing Delivery

The approved development application (DA-2024/13), which provides a maximum height of five storeys towards the rear of the site, represents a more appropriate built form transition. It better responds to the surrounding context by moderating the scale of development between the heritage conservation area and the low and mid-rise housing area, with acceptable overshadowing impacts, and a more moderate impact on the view catchment of the prominent site.

Delivery of this approved housing should not be delayed to pursue an overdevelopment of the site. It is noted that when the Housing Delivery Authority considered the Expression of Interest to deliver 150 dwellings on the site it specifically noted in its recommendation that:

“the applicant be advised that a merit assessment may result in development standards and dwelling yield lower than proposed in the EOI application.”

This recommendation indicates a level of concern regarding the proposal's scale and its appropriateness in the location. Rather than waste time on reducing the scheme through the SSDA process, the applicant should be directed to pursue the already approved scheme, which represents a more appropriate level of development for the site.

- The approved development application, with a maximum height of five storeys towards the rear of the site, provides a more appropriate built form transition

between the heritage conservation area and the Low and Mid-Rise Housing Area, while better managing potential heritage impacts on Castlecrag.

- The Housing Delivery Authority's concerns about the proposed scale and suitability further demonstrates that the proposal is excessive in bulk and scale, and that the applicant should instead pursue the approved scheme (DA-2024/13), which represents a more appropriate level of development.

3. Heritage Impact

The development site is adjacent to the Griffin Heritage Conservation Area and the proposal in its current form would result in unacceptable impacts and provides little consideration for its significance. This site is critical in providing an appropriate transition and gateway to the Conservation area. When considering that the Low and Mid-Rise Housing Area to the south-west of the site permits development up to 8 storeys, while the transition towards Castlecrag and the Griffin Heritage Conservation area is characterised by low-density residential development of approximately 2 storeys, the proposal does not represent a transition nor an appropriate scale.

Castlecrag and the Griffin Heritage Conservation Area are highly distinctive for their exceptional heritage significance, characterised by a unique natural environmental setting, low-scale built forms integrated with nature. Its significance lies not only in individual heritage elements, but in the broader cultural landscape established through the planning and design philosophy of Walter Burley Griffin and Marion Mahony Griffin, who are nationally significant architects and planners. The current proposal would undermine the area's ability to express the important development principles implemented by the Griffins, compromising access future generations will have to this important component to our national planning and architectural heritage.

Castlecrag is shaped by the interplay of topography, sandstone outcrops, vegetation, views, curvilinear streets, and a landscape-dominant built environment. The landscape setting and the maintenance of a scale that sits within the landscape and provides strong scenic views around un-obtrusive built forms is a critical feature of the area. The Griffins established a distinctly Australian architectural vernacular, responsive to our unique landscape. Castlecrag continues to instruct contemporary architecture, landscaping, and planning, demonstrating how housing can be delivered in a manner that is both sensitive to, and the beneficiary of the local natural conditions.

The redevelopment outcomes for this site have already been subject to substantial strategic and merit-based consideration. In 2023, a planning proposal was carefully examined in the context of the site's opportunities and constraints, including detailed consideration of density, height, heritage impacts, traffic and parking impacts, waste management, urban design and the character of the locality. That process ultimately led to a suitable development outcome being established for the site, with development consent granted in 2024 (DA-2024/13) for a mixed-use development incorporating a supermarket.

In particular, the mature trees on Edinburgh Road are characteristic of the area's landscape and create a height datum that is not currently interrupted by built forms. The approved scheme (DA-2024/13) addressed this in its overall height and scale, as well as in its reduced scale at sensitive interfaces. The current proposal is out of scale with this critical element of the local character.

The approved development (DA-2024/13) reflects a recent and well-considered planning decision as to an appropriate scale and form of redevelopment for the land. The current

proposal would require substantial reduction in bulk and scale to deliver an appropriate outcome and any increased yield above the existing approval would need to demonstrate how it has been accommodated in a manner that does not increase the impact to the neighbouring conservation area. Significantly expanding the already approved scheme, the scale of which was carefully calibrated to provide an appropriate transition and relationship to the conservation area, does not give appropriate regard to the significance of the adjoining conservation area nor the impacts on the lower scale adjoining sites.

- The proposal does not provide an appropriate built form transition from the Low and Mid-Rise Housing area to the south-west towards the lower-scale Griffin Heritage Conservation Area, which is characterised by low-scale, landscape-dominant development of significant heritage value.
- The proposed bulk and scale would adversely impact the distinctive character and heritage significance of Castlecrag, including its topography, vegetation, views, curvilinear streets and Griffin planning principles.
- The site has already been subject to extensive and detailed strategic and merit-based assessment, resulting in an approved scheme (DA-2024/13), which represents a more appropriate scale of redevelopment for the land that is sympathetic to the Griffin Heritage Conservation Area. The applicant should pursue the approved scheme (DA-2024/13), which represents a more appropriate scale of development, sympathetic to the adjacent Conservation Area.

4. Apartment Design

Given the proposal's significant negative impact on the adjoining Griffin Heritage Conservation Area and the available community infrastructure, the amenity of future residents would need to be of the highest order to justify the increased density. Provision of new retail and commercial spaces within the scheme is insufficient in this regard. If an exceptional approach to planning controls is to be taken, the building should provide exceptional access to private space, and exceptional solar access. The current scheme fails to deliver an acceptable level of amenity for future residents of the site or the surrounds.

The Apartment Design Guide (ADG) assessment (Appendix H) indicates that 30% of apartments would receive no direct sunlight between 9.00am and 3.00pm in mid-winter. This represents a significant non-compliance with the Apartment Design Guide, which sets a maximum of 15% of apartments receiving no direct sunlight during this period.

The justification provided for this non-compliance is inadequate. There is not any significant built form or other obstruction to the north of the site that would materially overshadow the proposed development. Accordingly, there is no reasonable site-specific constraint that would justify such a high proportion of apartments receiving no direct sunlight in mid-winter.

The applicant claims that the proposed scheme is compliant with the ADG in the achievement of 26% of communal open space. However, to achieve this stated compliance the scheme is reliant upon inclusion of publicly accessible public open space. Upon inspection of the plans, this includes a balcony area allocated to the ground floor food and beverage tenancy, internal circulation area through the mall retail space and areas to the fringe of the site that are not available for communal open space.

In addition, the increased bulk and scale of the building will result in significant overshadowing of the residential properties to the south. Limited information specifying the impact has not been provided, however the resultant overshadowing is likely to have an adverse impact on the primary private open space and significant living areas. This was a significant factor when the height of the approved scheme (DA-2024/13) was set. The proposed design provides no additional mitigating response to the significant overshadowing.

The approved scheme (DA-2024/13) was reviewed by the Design Review Panel and it was found the proposal achieved Design Excellence. The exhibited material includes feedback from two Design Review Panels and the panels have not yet confirmed that the proposal achieves Design Excellence. The feedback provided following the most recent meeting refers to a range of unresolved matters including the need to further consider overshadowing impacts to the south, the importance of ensuring the design is sympathetic to the adjacent conservation area, including the design of the ground floor lobbies, toilet location and foyers, floor to ceiling heights, inadequacy of proposed light shaft, and the impact to the surrounding C4 Environmental Living zone.

The significant ADG non-compliances and unresolved issues raised by the Design Review Panel requires significant amendment of the proposal.

- The proposal should be refused as it fails to provide an acceptable level of residential amenity for future residents, particularly having regard to the scale and density sought and the proposal's impacts on the adjoining Griffin Heritage Conservation Area and available community infrastructure.
- There is insufficient solar access and communal open space in the proposal.
- The increased bulk and scale of the building will result in significant overshadowing of the residential properties to the south. Limited information specifying the impact has not been provided, however the resultant overshadowing is likely to have an adverse impact on the primary private open space and significant living areas.
- The proposal does not resolve a range of matters raised by the Design Review Panel, including the need to further consider overshadowing impacts to the south, the importance of ensuring the design is sympathetic to the adjacent conservation area, including the design of the ground floor lobbies, toilet location and foyers, floor to ceiling heights, inadequacy of proposed light shaft, and the impact to the surrounding C4 Environmental Living zone.
- Any proposal for the site must demonstrate Design Excellence.

5. Inadequate Information and Consultation

Information provided in the EIE is misleading. The EIE describes the proposal as:

a mixed-use development comprising of a 4-storey podium with ground floor specialty retail tenancies, two 11-storey residential envelopes above the proposed ground level with communal open space on the rooftop, and 5 levels of basement car parking with retail space. (page 10)

and the maximum height as:

48.96m (max) above existing ground level (RL130.7). 11-storeys for both Block A and Block B. (page 53)

The Design Report (Appendix F) describes the proposal as:

a shop top housing development comprising of a 4-storey podium with ground floor specialty retail tenancies, two 11-storeys residential envelopes from the existing ground level with communal open space on the rooftop, and 5 levels of basement car parking. (page 8)

References to “11 storey residential envelopes” from ground level (either existing or proposed) are misleading given the slope of the land, and the form of the development indicated in the architectural elevation drawings:

Figure 4: Eastern elevation



Source: Appendix Z – Architectural Plans

Figure 5: Western elevation



Source: Appendix Z – Architectural Plans

Council notes that DPHI have described the development as:

Mixed-use development (up to 13 storeys) comprising:

- 2 residential towers*
- 150 apartments including 10 affordable housing units)*
- Lower ground & ground floor retail, basement parking & services, rooftop communal open space, Strata subdivision*

This is considered a more appropriate and accurate description. If a scheme of reduced bulk and scale is re-exhibited, the description should specify the height more accurately, in-line with the method used by DPHI, which specifies the maximum number of storeys proposed.

Engagement with Council to date has been inadequate and has not provided a meaningful opportunity for technical or strategic issues to be discussed prior to lodgment. Council officers were invited to attend community consultation sessions for the proposed development, however, given the significant community interest in the site, and the significant constraints of the site, separate sessions are required and these community sessions cannot be considered part of the consultation with Council.

A separate presentation was provided to Council, however this was limited to provision of an overview of the proposal, and Council were advised at the meeting that the application was to be lodged immediately thereafter. There was no mechanism for meaningful input into the approach or design.

Meaningful engagement with Council should involve direct discussions on key planning, urban design, heritage, traffic, infrastructure, public domain issues, and the provision of supporting infrastructure including affordable housing and community facilities. The absence of such engagement has limited Council's ability to provide early input on matters of local significance and is inconsistent with the level of consultation expected for a proposal of this scale and significance.

- Engagement with Council has been inadequate, with community consultation sessions and a limited presentation not providing a meaningful opportunity for Council to comment on the proposal before lodgement. The consent authority cannot be satisfied that appropriate consultation has occurred in relation to this application.
- If a reduced scheme is re-exhibited, the description should more accurately reflect the maximum height of the building and any revisions should be informed by appropriate consultation with Council.

6. Loss of Public Benefit and Affordable Housing

The approved development application (DA-2024/13) was supported on the basis that key infrastructure constraints were addressed through a Voluntary Planning Agreement (VPA), including:

1. The provision of a meeting room within the development for community meetings and general community use.
2. Construction of a pathway extending from the eastern (rear) boundary of the development site to The Postern;
3. The provision of 8 public car spaces; and
4. A \$100,000 monetary contribution towards the provision of public art in accordance with Council's Public Art Policy.

In addition, the approved development application (DA-2024/13) provides affordable housing contributions consistent with the requirements of WLEP 2012 (the site is located in Area 1, which is subject to a 4% affordable housing contribution requirement).

In contrast, despite the excessive additional density proposed, the subject SSDA does not propose to deliver any of the above supporting infrastructure and does not provide any contribution to address the ongoing affordable housing needs in the location.

Instead, it proposes ten affordable housing units for a minimum period of 15 years, after which those dwellings may revert to market housing.

The VPA provided important community infrastructure to mitigate the impact of the development. Given the limited available services and infrastructure in this location, the higher density on the site requires concurrent contributions to local infrastructure such as publicly available community meeting space. This need is not satisfied by the provision of retail and commercial space or basic amenities in the public domain, nor does the local contributions plan include provision of the additional local infrastructure required noting significant rezoning is proposed and the contributions plan has been adopted on the basis of the reasonably anticipated growth in the area, well below the scale of the proposed development.

The proposed temporary affordable housing provision is not commensurate with the scale of uplift sought and does not align with the public benefit outcomes Council expects for the redevelopment of this strategically important site. Any increase in yield on the site should be accompanied by a commensurate increase in the affordable housing provision to Council. This is not satisfied by the provision of temporary affordable housing, which upon reverting to market housing, will merely exacerbate affordability issues in the area.

The SSDA would result in a substantial reduction in the public amenity, including the loss of permanent affordable housing, community facilities, public access improvements, public car parking and public art contributions.

- The approved scheme (DA-2024/13) was possible due to the delivery of significant supporting infrastructure delivered via a VPA, including public art contributions, public access improvements, public car parking and a community meeting room. Any new proposal should not remove or lessen the amenity for the community of Castlecrag; any additional densification would need to deliver additional infrastructure to address the constraints of the site.
- The approved scheme (DA-2024/13) provides permanent affordable housing to Council in accordance with the requirements of WLEP 2012 towards affordable housing. The proposal for only temporary affordable housing is unacceptable and does not contribute to housing affordability in the long term; any proposal should meet the affordable requirements of WLEP 2012 and the other previously agreed VPA requirements as a minimum.

7. Visual Impact Assessment

The Proponent has submitted a Visual Impact Assessment (Appendix U), which includes photomontages illustrating the proposed development from selected public vantage points. However, the assessment provides only one viewpoint of the proposed development from Eastern Valley Way. Given the proposal's appearance as a single, consolidated built mass when viewed from the northern and southern approaches along Eastern Valley Way, the visual analysis provided is considered insufficient. Further, a number of the other locations selected show views obstructed by trees when views in the immediate vicinity would show the unobstructed impact.

Notwithstanding this, the proposal's excessive bulk and scale is evident from a number of the viewpoints provided. The resulting built form would undermine the Griffin Heritage Conservation Area. The scale does not frame nor transition to the surrounding heritage buildings and would instead dominate the streetscape and uniquely protrude the tree line from key viewpoints. Its scale and prominence are incompatible with the area's low-

density setting, landscaped character, natural topography and valued public views. Rather than responding to its sensitive context, the proposal would introduce a visually intrusive built form that diminishes the relationship between the built environment, landscape setting and heritage character of Castlecrag, which is not an identified Low and Mid-Rise center and is not sufficiently supported by current or planned transit to warrant the proposed scale.

- The approved development application, with a maximum height of five storeys towards the rear of the site, provides a more appropriate built form transition between the heritage conservation area and the Low and Mid-Rise Housing Area, while better managing potential heritage impacts on Castlecrag.
- Any amended scheme should provide visual impact analysis from a more appropriate cross-section of locations showing the unobstructed impacts as well as those impacts mitigated by existing trees.

8. Sydney Water Capacity

Written confirmation should be provided by Sydney Water demonstrating that the existing sewer and water supply infrastructure has sufficient capacity to service the development. Where upgrades are required, Sydney Water should also confirm the nature of those works and how they will be delivered.

- Obtain written confirmation from Sydney Water that the existing sewer and water supply infrastructure can service the development and identify any required upgrades and their delivery.

9. Construction Phase Management and Liability

The proposed construction traffic arrangements indicate that large construction trucks approaching from the north along Eastern Valley Way would travel via Sunnyside Crescent and then Raeburn Avenue or Rutland Avenue to access the site on Edinburgh Road. Smaller construction vehicles may also use Chandler Lane.

This arrangement raises potential safety and amenity concerns for nearby residents, given the narrow width of these streets and the extent of existing on-street parking on both sides of the carriageway. There are also no footpaths along these roads, meaning pedestrians and cyclists are likely to use the road carriageway rather than the nature strips. This creates an increased potential for conflict between heavy vehicles, pedestrians, cyclists and local traffic.

Given the constraints associated with turning movements on Edinburgh Road and the local street network, construction vehicle access should prioritise use of Edinburgh Road only, including the existing turning bay at the eastern end where Edinburgh Road meets Linden Way. It is understood that this turning bay is already used daily by scheduled bus services and other vehicles, and should be assessed as part of any proposed construction traffic route.

The proposal also indicates that construction workers would rely on on-street parking in the vicinity of the site, including on Edinburgh Road, Raeburn Avenue and Rutland Avenue, during the early stages of construction until on-site parking becomes available. This approach is undesirable given the narrow width of these streets, existing parking demand and the potential for additional congestion and amenity impacts on surrounding residents.

There also appears to be a discrepancy between the proposed construction hours, commencing from 7.00am on weekdays, and the proposed work zone along the Edinburgh Road frontage being available “outside of clearway hours”. This requires clarification, particularly in relation to the morning no-parking restrictions between 7.00am and 9.30am on the southern side of Edinburgh Road, which are intended to manage peak-period queuing and minimise traffic delays. Any removal or disruption of this no-parking arrangement would likely have a significant impact on traffic conditions during the morning peak period.

- A detailed and enforceable Construction Traffic and Parking Management Plan (CTPMP) is required as a condition of consent, prior to the commencement of any works, and meet the requirements listed above to ensure construction vehicles park on-site, and to minimise impacts on the surrounding road network, public domain and nearby residents.
- The Construction Traffic Management Plan should be amended to:
 - Include a construction worker parking strategy that minimises reliance on surrounding on-street parking, particularly on Edinburgh Road, Raeburn Avenue and Rutland Avenue.
 - Identify safe and accessible pedestrian and cyclist arrangements during construction, including any required detours, temporary traffic controls and accessibility measures.
 - Confirm safe heavy vehicle access routes, supported by swept path and turning analysis, with construction vehicle access to prioritise Edinburgh Road and avoid the use of local side streets where practicable.
 - Address the staging of construction works and the management of cumulative impacts on the constrained surrounding road network.

10. Traffic Impact Analysis and Modelling

The Traffic Impact Assessment (Appendix Q) acknowledges that the Eastern Valley Way and Edinburgh Road intersection is already operating below desirable standards during the AM peak period, with a Level of Service F. The assessment also identifies that right-turn demand exceeds the available storage capacity, resulting in queue spillback into the through lanes.

In this context, the surrounding road network is already constrained and sensitive to additional peak-period traffic movements. This existing performance issue should be given appropriate weight in the assessment of the proposal’s traffic impacts.

The Traffic Impact Assessment appears to rely on a single weekday traffic survey to calibrate the SIDRA modelling and apply Guide to Traffic Generating Developments-based trip generation rates. A broader survey period, including a Saturday peak hour, would provide a more robust assessment, particularly given the proposed retail component and the constrained nature of the surrounding road network.

Key conclusions in the assessment also rely on assumed internal capture and linked or local retail trips. However, these assumptions are not clearly quantified or supported by evidence, such as origin-destination analysis, comparable site surveys or sensitivity testing. As a result, the implications of these assumptions for peak turning movements at already constrained intersections have not been fully explored.

The assessment also does not appear to provide broader cumulative modelling to demonstrate how development traffic would interact with background growth and other

nearby development. Given the constrained Castlecrag peninsula road network and existing congestion at the Eastern Valley Way and Edinburgh Road intersection, further intersection-level and cumulative assessment is required to substantiate the conclusion that the proposal would not result in an unreasonable traffic impact.

- The proponent should confirm the agreed traffic impact assessment methodology through documented consultation with Transport for NSW, including the modelling scope, assessment scenarios and relevant performance measures.
- The traffic generation assessment must be reviewed using a benchmarking-led approach, supported by Guide to Traffic Generating Developments rates, and include sensitivity testing for key assumptions, including internal capture and linked trips.
- Detailed intersection modelling is required to be undertaken for affected intersections, at a minimum the Eastern Valley Way/Edinburgh Road intersection, including assessment of queue storage, right-turn impacts and operational performance during peak periods.
- Where traffic or access impacts are identified, appropriate mitigation measures be nominated, together with clear trigger thresholds or conditions, such as design amendments, access or turn restrictions, staging requirements, or demand-management measures within the final Green Travel Plan.

11. Vehicular Access

The Traffic Impact Assessment (Appendix Q) concludes that the proposed access arrangements are acceptable, and that sight distances and internal circulation can comply with the relevant Australian Standards. However, limited detail has been provided regarding the operational impacts on surrounding intersections during peak periods, or potential conflicts between pedestrians, servicing vehicles and basement access movements.

Notwithstanding the broader network modelling conclusions in the Traffic Impact Assessment, the concentration of all vehicle access, including residential, retail, loading and servicing movements, through a single driveway raises operational and safety concerns. The proposal includes 376 car parking spaces, together with loading and servicing functions, yet the Traffic Impact Assessment does not appear to provide a detailed access operation, queueing or conflict assessment to demonstrate that the driveway can safely and efficiently accommodate the combined demands of residents, visitors, retail customers, delivery vehicles and waste collection vehicles during peak periods.

Further concern is raised in relation to the HRV swept path diagrams, which show very limited clearance to the large tree located on the southern side of Edinburgh Road. This presents an ongoing risk of vehicle conflict or collision and requires further assessment and resolution.

- The proponent should provide a more detailed site access assessment, including driveway queueing analysis, ingress and egress delays, the impacts of queueing associated with right-turn vehicle movements from Edinburgh Road eastbound into the site, internal circulation and storage capacity, and the interaction between loading/service vehicles and other site traffic.
- If unacceptable impacts are identified, the access strategy should be revised to incorporate appropriate mitigation measures, such as separating residential

access from retail and servicing access, introducing turn restrictions, modifying the driveway design, or reducing the scale of the development and associated car parking provision.

12. Engineering Issues

The following engineering issues have been identified in the proposed development and are required to be addressed:

Loading, Servicing and Vehicle Access

Vehicle and service vehicle access is proposed from Edinburgh Road. However, the application has not adequately demonstrated how service vehicles would safely exit the site in the event of turntable failure. The drawings appear to rely on a notation limiting the loading dock to one vehicle at a time, with vehicles to enter in a forward direction, reverse within the loading area, and then exit in a forward direction. This arrangement has not been supported by swept path analysis or sufficient operational detail.

The absence of a clearly demonstrated fail-safe exit arrangement presents an unacceptable servicing and operational risk. Swept path analysis should be provided to confirm that all anticipated service vehicles can safely manoeuvre within the site and exit without reliance on mechanical systems. Where relevant, the analysis should also demonstrate that vehicles can re-enter the public road network in a forward direction.

- That swept path analysis and supporting operational details be provided to demonstrate that all anticipated service vehicles can safely manoeuvre within the site and exit to Edinburgh Road in a forward direction without reliance on the turntable or other mechanical systems, including in the event of turntable failure.

Parking and Design Compliance

The submitted plans identify parking spaces as Class 1A for residential, domestic and employee parking, and Class 3A for short-term/shopping centre parking, in accordance with Table 1.1 of AS/NZS 2890.1. This is generally consistent with the requirements for short-term parking. However, the visitor parking spaces are not clearly identified, grouped or marked on the plans. As a result, it cannot be confirmed whether these spaces are appropriately located in relation to their associated residential and commercial uses.

All visitor parking associated with both the residential and commercial components of the development should be clearly delineated on the plans and designed to comply with the applicable Class 3 (medium-term) parking requirements under AS/NZS 2890.1. Further clarification is also required to confirm how the proposal identifies and provides the additional public parking spaces required under Part L of the Willoughby Development Control Plan.

- The submitted plans should be amended to clearly identify, group and mark all residential visitor and commercial visitor parking spaces, demonstrate their appropriate location relative to the associated uses, confirm compliance with the applicable Class 3 parking requirements under AS/NZS 2890.1, and identify how the additional public parking spaces required under WDCP Part L are provided.

Parking Infrastructure

The following recommendations are made to ensure parking infrastructure is adequate and responsive to contemporary transport needs:

- A condition of consent should be imposed requiring the car parking space be EV-ready as per the Willoughby Development Control Plan (WDCP).
- A condition of consent be included requiring completion of a detailed Loading Dock Management Plan (LDMP), including:
 - Delivery and waste booking systems.
 - Scheduling outside peak pedestrian periods.
 - On-site management and supervision.
- Inclusion of at least one carshare parking space within the on-site car park, subject to feasibility investigation with a carshare operator.
- E-bike charging facilities for the bicycle parking.
- Finalisation and implementation of a site-specific Green Travel Plan (GTP).

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| <ul style="list-style-type: none">• The above listed requirements are to be required by a condition of consent to ensure adequate parking infrastructure is provided to meet contemporary transport needs. |
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Civil and Streetscape Matters

Footpath design must provide a minimum unobstructed width of 2.5 metres and maintain a maximum crossfall of 2.5% from the property boundary to the kerb.

Further detail is also required in relation to the proposed on-site detention system to demonstrate compliance with Council's DCP and relevant technical standards, including hydraulic grade line requirements.

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| <ul style="list-style-type: none">• Footpath design must provide a minimum unobstructed width of 2.5 metres and maintain a maximum crossfall of 2.5% from the property boundary to the kerb.• The proposed on-site detention system is to demonstrate compliance with Council's DCP and relevant technical standards, including hydraulic grade line requirements. |
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Dewatering Requirements

The submitted geotechnical report (Appendix O) prepared by Douglas Partners, dated 14 November 2025, provides a preliminary assessment of the proposed construction and long-term dewatering requirements for the development. While the report indicates that dewatering is likely to be feasible, the level of detail provided is insufficient to give Council adequate assurance that construction and ongoing groundwater management can be undertaken without adverse impacts on surrounding properties, public infrastructure, or Council's stormwater network.

Council requests that additional information be provided to further address the proposed dewatering methodology, including confirmation that Council's stormwater system has sufficient capacity to safely accommodate the proposed discharge volumes. Further details are also required regarding water quality management measures, including defined discharge criteria, monitoring requirements, contingency treatment

arrangements, and a clear framework for any ongoing groundwater discharge following construction.

This information should be provided in sufficient detail to properly assess the construction and operational risks associated with the proposal and determine whether those risks can be appropriately managed through conditions of consent.

- Additional dewatering and groundwater management information should be provided, including the proposed construction and long-term dewatering methodology, confirmation that Council's stormwater network can safely accommodate the proposed discharge volumes, water quality discharge criteria, monitoring and contingency treatment measures, and any framework for ongoing groundwater discharge following construction.

13. Waste Management

The following waste management issues have been identified and required to be addressed:

Incorrect organics generation rate & number of bins:

OWMP (Rev H, Section 4.2) proposed 20 green waste bins, which does not meet the requirement of 23 bins.

Incorrect waste bin collection size:

It is recommended to use the same waste and recycling bin size as 1,100L. The proposal shows 1,100L bins for recycling waste, whereas general waste, 660L (OWMP, Rev H, Section 4.2).

Non-residential waste generation rate:

There appears to be a shortfall in the required non-residential bin capacity in the OWMP (Rev H, Table 2) due to potential difference in the benchmark for the use type. The applicant should provide an updated recycling generation rate with the required generation benchmark as below.

Use Bin type OWMP (Rev H, Table 2) Benchmark (NSW EPA, 2019)
Supermarket Waste 240 L/day 240 L/day
Recycling 150 L/day 300 L/day

Chute room capacity and bin cupboards on each residential level:

The chute room contains space for two (2) days' waste generation (OWMP, Rev H, Section 4.3, Residential chute discharge equipment summary), but the requirement is for three days generation (NSROC 2018, Table 13, Chute service / bin storage rooms).

The architectural drawing (Rev 0) shows dual chutes for waste and recycling/ However, the waste chute hoppers should be located in a waste cupboard, which also has space for additional bin(s). This is required in the WDCP 2023 NSROC (2018, p 46) and a recycling bin (in addition to any recycling chute proposed) serves to assist in the case of a bin for cardboard recycling that cannot be placed down the chute (which is a large portion of Council's recycling), back-up for the recycling chute and to future proof the development in the case of food organics collection. The OWMP (Rev H, Section 4.4.1) noted that cardboard boxes or large containers will be disposed of in a 240L bin located next to the chutes on each floor of each core. Bins need to be provided on each residential level.

Architectural plans:

Chute room: The chute room area sizes in OWMP (Rev H, Table 7) and architectural drawing (Rev 0 and 1) do not align as below:

Chute room level	OWMP (Rev H, Table 7)	Architectural drawings (fjc studio, Rev 0, Basement 1) (fjc studio, Rev 1, Lower Ground)
Core 1 – Basement 1	51 m ²	49 m ²
Core 2 - Lower Ground	58 m ²	57 m ²

Non-residential (retail):

The applicant should provide updated architectural drawings (Rev 01, Ground Floor) and OWMP (Rev H, Table 3) with consistent size of retail areas (m²).

Distance and route for residents to dispose of waste:

The architectural drawing (fjc studio, Rev 0, Ground floor) should clearly show the distance and route for residents to dispose of waste is direct and does not exceed 30m. Council guidelines require the maximum distance between each residential unit and a waste disposal point to be 30m (see NSROC, 2018, Section 3.16).

Turntable length:

The entire length of the truck should fit within the turntable as an inherent safety in design feature. The truck is 10.5m, but the turntable is also 10.5m. This allows for no parking position leeway without risk that the truck overhangs the turntable. An 11m turntable might be more appropriate.

Bin carting route:

Please detail the equipment (e.g., bin tugs) required for caretakers or building managers to transport bins between the chute rooms and bin storage areas.

Waste storage conditions and amenities:

There is insufficient detail in the architectural drawing to show compliance with the waste storage area condition requirements from Table 8 Bin Storage Area – Communal (NSROC, 2018, Section 3.10.4). This includes, but is not limited to:

- Size of the bin room(s);
- Door clearance of 2.5m;
- Aisle spaces of 1.5m; and
- Hot and cold taps indicated on the architectural plans.

- Updated waste management documentation and amended architectural plans are required to address deficiencies relating to organics capacity, non-residential waste generation rates, chute room capacity, bin cupboards and disposal points on each residential level, consistency between the OWMP and architectural plans, resident waste disposal routes, turntable sizing, bin carting arrangements, and the design and functionality of waste storage areas.

14. Public Art

Public art is expected to be delivered in accordance with the *Willoughby Public Art Policy and Guidelines*. If the proposed public art contribution is to be delivered within the balance of the site, the proponent should provide a clear proposal outlining the nature of the contribution and how its delivery will be secured.

- The proponent must submit to the satisfaction of the Certifier a detailed Public Art Plan prepared in consultation Council. The detailed public art plan must be developed and implemented in accordance with Council's Public Art Policy and Procedures and Guidelines. A condition of consent for a Public Art Plan has been provided in **Attachment 2**.