



ATTACHMENT 1 – Council Submission

SSD-78520463 - 54-56 Anderson, Chatswood

1. Background of project and development consent conditions

The site was subject to development application (DA-2023/152), which sought approval for the demolition of the existing site structures and the construction of a mixed-use shop top housing development. The development application was approved by the Sydney North Planning Panel (SNPP) on 20 December 2024.

This SSDA seeks to obtain incentives provided by the *State Environmental Planning Policy (Housing) 2021* (Housing SEPP), which enable the maximum permissible floor space ratio and building height under Willoughby Local Environmental Plan (WLEP 2012) to be increased by 30%, if the affordable housing component is at least 15% of the gross floor area (GFA) of the development.

As this SSDA primarily seeks an increase in building height and floor space ratio while largely retaining the original design of the previously approved development application, the consent conditions issued by Council remain critical in ensuring that the development is constructed in accordance with best safety practices and the intended design quality outcomes are maintained. Council's recommended consent conditions are in **Attachment 2**.

Any consent issued for this State Significant Development Application (SSDA) will also require a condition for the surrendering of the consent issued for the previously approved development application before the issue of any Construction Certificate.

As this SSDA primarily seeks an increase in building height and floor space ratio while largely retaining the original design of the previously approved development application, the consent conditions issued by Council remain critical in ensuring that the development is constructed in accordance with best safety practices and the intended design quality outcomes are maintained. Council's recommended consent conditions are in **Attachment 2**.

If this SSDA is granted consent, a condition is required for the surrendering of the consent for development application (DA-2023/152) before the issue of any Construction Certificate.

2. Height on CBD boundary

Council retains a number of reservations with respect to the infill affordable housing incentives inserted into the Housing SEPP in December 2023 and their applicability to the Chatswood CBD, noting the significant housing provided in the *Chatswood CBD Planning and Urban Design Strategy 2036* (the CBD Strategy), which became part of WLEP 2012

Amendment 34 (30 June 2023). The incentives enable the maximum permissible floor space ratio and building height under *Willoughby Local Environmental Plan* (WLEP 2012) to be increased by 30% if the affordable housing component is at least 15% of the gross floor area (GFA) of the development.

The *In-fill Affordable Housing Practice Note*, December 2023, states (p.13):

Responding to local standards

The full extent of the in-fill affordable housing bonuses may not be achieved on all sites, due to site constraints and local impacts. The in-fill affordable housing bonuses should not be treated as an entitlement. DAs that propose in-fill affordable housing will be subject to merit assessment by the consent authority. The application of the bonuses does not affect a consent authority's responsibility to consider the requirements of relevant EPIs, a development's likely impacts or the suitability of the site for the development. In applying the in-fill affordable housing bonuses, applicants and consent authorities should be flexible in the design response of the development having regard to:

- *the Government's policy intent to deliver more affordable housing through the in-fill affordable housing provisions of the Housing SEPP, and*
- *the impact of the development on the amenity of the site and adjoining land, taking into account the building's height, scale and bulk.*

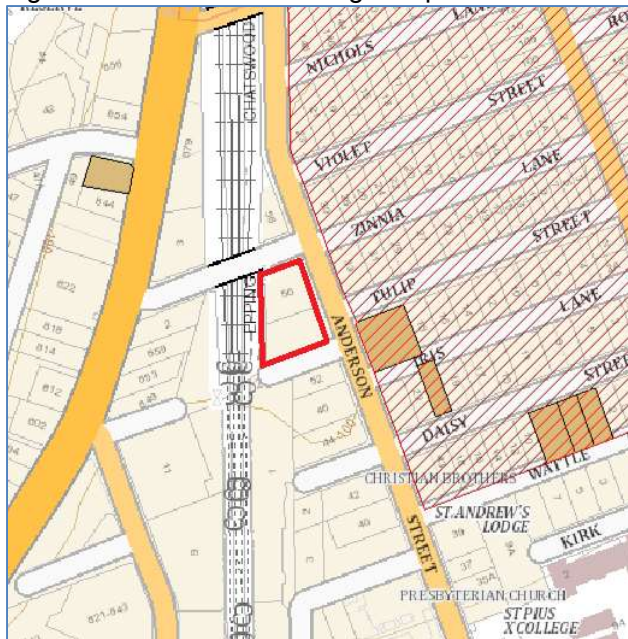
The in-fill affordable housing bonuses do not override any provision in any LEP or other EPI. However, local development standards should be applied flexibly and need to be balanced against the need to realise more affordable housing.

The *In-fill Affordable Housing Practice Note* confirms that in-fill affordable housing bonuses do not override height controls set by the relevant Local Environmental Plan (LEP). Council considers it critical that any proposal on this site appropriately responds to its context—situated on the boundary of the Chatswood CBD and directly opposite the low-density residential North Chatswood Conservation Area. The scale, height, and bulk of the proposed development—exacerbated by the application of affordable housing incentives—are considered to result in an unacceptable impact on the amenity of neighbouring properties, including those across Anderson Street and within the conservation area.

In the preparation of the draft CBD Strategy, a maximum height of 90m was proposed in this location.

In its review of the draft CBD Strategy in 2019, DPHI raised concerns with such a height on the CBD boundary, with particular regard to low density residential conservation areas (with a maximum height of 8m). DPHI required Council to undertake a review of heights along the CBD boundary. The subject site is opposite the North Chatswood Conservation Area, which contains items of local heritage significance at 20 Tulip Street and 21 Daisy Street. Refer to Figure 1 below which shows the subject site in context with the conservation area and surrounding heritage items.

Figure 1: WLEP 2012 Heritage Map



----- Subject site shown in red outline

An independent review was undertaken (by GMU) concluding that reduced heights were appropriate along the CBD boundary opposite low density residential conservation areas. Based on this review, DPHI subsequently endorsed the CBD Strategy in 2020. The subject site was granted an increase in height limit from 12m to 90m, which has provided a significant additional contribution to housing.

Having regard to the circumstances of this site and its location on the CBD boundary, Council is supportive of a shop top housing development consistent with WLEP 2012 controls. In Council's view, heights above 90m should not be located on the CBD boundary adjacent to low density residential conservation areas.

It is considered important to further state that a reduction in height by removing positive ground level public domain embellishment outcomes or reducing tower setbacks is not an acceptable approach, as these are expected in new development responding to WLEP 2012, WDCP and the CBD Strategy.

Having regard to the *In-fill Affordable Housing Practice Note*, it is noted that in-fill affordable housing bonuses do not override any LEP height control. Council seeks for the proposal on this site to have appropriate regard to the location on the boundary of the Chatswood CBD, opposite the low density residential North Chatswood Conservation Area. The impact on adjoining land (and the other side of Anderson Street) is considered excessive, taking into account the building's height, scale and bulk. Particular regard is drawn to the expectations of the CBD Strategy and WDCP.

A nuanced approach to the Housing SEPP 30% bonus uplift is sought, with the proposed additional 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. The heights in this location have recently been substantially increased and indeed maximised. Council does not support any further increase in height above the existing WLEP height controls.

3. Affordable housing contribution

The site is identified on the Affordable Housing Map under WLEP 2012 as being subject to a 4% affordable housing provision requirement. Council requests the Department to ensure 4% of the total residential gross floor area (GFA) is dedicated as affordable housing.

The proponent seeks to provide 4% of the total residential GFA as affordable housing by the following:

- A total of 6 apartments with a total gross floor area of 500.8m²:
 - 2 one-bedroom apartments
 - 4 two-bedroom apartments

The following consent condition is requested to ensure the transfer of affordable housing is transparent. The affordable housing unit number is to be identified and the floor space should be indicated for each unit:

Agreement to Transfer Affordable Housing Dwellings

The applicant must enter into a Deed with the Council providing for the transfer of title of the affordable housing dwellings to the Council, free of charge. The Deed is to be generally in accordance with the Housing Transfer Deed template available at Council and is to be submitted to the Council and executed prior to the issue of the Construction Certificate.

The Affordable housing units to be nominated are:

Affordable housing Units

Unit no. XX (insert floor space m²)

Unit no. XX (insert floor space m²)

Unit no. XX (insert floor space m²)

Unit no. XX (insert floor space m²)

Unit no. XX (insert floor space m²)

Unit no. XX (insert floor space m²)

Total = XXX.Xm²

The terms of this agreement must be to the satisfaction of the Council and must include a provision to the effect that the transfer of the dwellings is to be completed within two months of the registration of any subdivision of the development creating the areas to be dedicated and within 6 months of the issue of an Occupation Certificate. The applicant must agree to pay the Council's reasonable legal costs in satisfying itself that the agreement is appropriate, and a provision to this effect is to be included in the agreement.

*The construction certificate plans should demonstrate that the physical requirements specified in the Housing Transfer Deed are satisfied.
(Reason: Ensure compliance)*

Council also retains its standing objection to the SEPP allowing the provided affordable housing to revert to market housing after 15 years, as the affordability challenges facing the community require permanent, long term solutions.

Council supports the provision of 4% of the total residential gross floor area to be dedicated as permanent affordable housing to Council. Council's affordable housing consent condition is requested as part of any consent to ensure the transparent dedication of affordable housing to Council.

4. Infrastructure contributions

Council anticipates the full payment of applicable s7.11 or s7.12 local contributions and requests the opportunity to confirm the requirements under *Willoughby Local Contributions Plan 2019* prior to the finalisation of any relevant conditions, should the application proceed to the drafting of a consent.

The methodology to calculate the contribution rates and any relevant credits can be found in the *Willoughby Local Contributions Plan 2019*. Exemptions for affordable housing apply only to dwellings dedicated in perpetuity in accordance with the WLEP and there is no exemption for housing managed as affordable housing temporarily. Infrastructure contribution conditions are provided in **Attachment 2**.

Council requests that should the proposal be approved, the local contributions should be calculated prior to issuing the consent and the contributions payable should be specified in the conditions.

Council anticipates the full payment of applicable s7.11 or s7.12 local contributions and requests the opportunity to confirm the requirements, including the specific amount to be charged, under *Willoughby Local Contributions Plan 2019* prior to the finalisation of any relevant conditions, should the application proceed to the drafting of a consent.

5. Infrastructure provision

The SSDA has an associated Planning Proposal (Council's Ref PP-2017/6). Under this Planning Proposal, a voluntary planning agreement (VPA) was entered into and executed by the developer and Council on 5 April 2022 which secured a \$5,228,120 monetary contribution to fund the local infrastructure required to support the future residents at this site. This local infrastructure monetary contribution is critical to ensure the funding and provision of infrastructure in Chatswood to meet the demand from the increase in population and its associated additional impacts on local infrastructure.

The proponent states in the Environmental Impact Statement (p. 34) that the "*proposed development does not alter the provisions of the VPA*". Council seeks to have certainty that the payment of the remaining instalments will be satisfied at the respective timing of the payment triggers. It is critical that if the SSDA is approved, it retains consent conditions ensuring this contribution will be paid at the timing agreed under the VPA.

This site was rezoned with an associated voluntary planning agreement put in place to ensure that the local infrastructure required to support the future residents of the site can be adequately serviced. It is critical that this approval retains the agreed infrastructure contributions under the voluntary planning agreement (VPA).

6. Excessive car parking spaces

The previous approved development application approved the following number of car spaces:

- 42 residential car spaces
- 12 visitor car spaces
- 5 commercial car spaces

This was in line with the maximum requirements within the WDCP 2023.

The current proposed number of car spaces within this SSDA is shown in the table below:

Table 1: Proposed car spaces in SSDA

	Proposal Details	Minimum car parking spaces (WDCP)	Maximum car parking spaces (WDCP)	Proposed parking spaces	Complies?
Residential dwelling mix	<ul style="list-style-type: none">• One bedroom: 12• Two bedroom : 69• Three bedrooms: 24• Four bedrooms: 12• Total: 117 units	<ul style="list-style-type: none">• 0.1 spaces per studio/ 1-bedroom flat• 0.2 spaces per studio/ 2-bedroom flat• 0.25 spaces per studio/ 3+ bedroom flat	0.5 x 117 = 58.5	117	No
Visitor spaces	3 visitor spaces	N/A	1 per 7 dwellings Max 16 spaces	3	Yes
Commercial floor space	1883.6m2 commercial/retail	1 space per 670m2 3 spaces	1 space per 400m2 5 spaces	6	No

The proposed number of residential car spaces greatly exceeds the maximum allowance provided in the WDCP.

In considering this SSDA, emphasis is placed on the applicable planning document providing the lowest rate for car parking in the Chatswood CBD railway precinct (which would be the WDCP). Strategic planning and traffic modelling for the Chatswood CBD relies on the enforcement of low parking rates to ensure modal shift and to maximise state government investment in the Chatswood Metro and other public transport infrastructure.

The CBD Strategy provides the following objectives regarding transportation:

Council has recently approved an Integrated Transport Strategy to:

- *Encourage public transport use*
- *Promote walking and cycling*
- *Manage growth in parking*
- *Develop parking directional signage*
- *Discourage private vehicle use*

Additionally, to understand Council's approach to car parking rates, Part F of the WDCP explains:

Willoughby City Council is committed to promoting Travel Demand Management by encouraging the use of active and public transport and minimising the adverse effects of car use in a way that sustains and enhances the economic and environmental qualities of the local government area.

Increasing the supply of car parking tends to encourage a greater number of vehicle trips. This increases congestion and impacts negatively on the city environment. We carefully consider when off-street car parking is allocated for developments and the amount of car parking allocated.

It is acknowledged that the Housing SEPP is an EPI, however Council's WDCP parking rates are the more appropriate control in this instance given:

- The location of this site in a CBD where density has been significantly increased
- Public transport options have increased
- Encouraging pedestrian and active transport was an important part of Council and TfNSW support for significant uplift
- Enhancing residential and worker amenity was an important part of Council support for significant uplift
- The State Government has permitted more pathways increasing density via the Housing SEPP

The proposed number of residential car spaces is 117. This significantly exceeds the maximum rate of 58 residential car spaces in accordance with Council's WDCP. Council requests a reduction in residential car parking spaces in line with the maximum rates indicated in Table 1.

The WDCP rates were set following consultation with TfNSW and strategic modelling of the growth in Chatswood CBD, noting the constraint of increasing congestion on the Pacific Highway and the ongoing regional importance of the Pacific Highway. The WDCP rates seeks to decrease reliance on cars, minimise traffic congestion, encourage and increase active transport options and maximise amenity at street level for workers and residents in order to ensure impacts on regional capacity remain acceptable. Approving applications the CBD with parking provision well above the WDCP rates will likely cause significant congestion on the Pacific Highway as well as in the local traffic network.

The plans submitted as part of this SSDA include an increase in parking spaces corresponding with the additional residential units, compared to the DA-approved development. However, the SIDRA analysis has not been updated to reflect the proposed changes, with the traffic report only addressing the anticipated increase in vehicle movements. The SIDRA modelling should be revised to incorporate the proposed development, with results provided for the existing conditions, the DA-approved development, and the proposed development. The report should also include a comparative discussion of these modelling outcomes.

The proposed number of residential car spaces is 117. This significantly exceeds the maximum rate of 58 residential car spaces in accordance with Council's WDCP. The SSDA is requested to be amended to have car parking consistent with WDCP car parking rates.

Council seeks an approach to car parking in the Chatswood CBD that aligns with the significant and successful investment in the Metro, rather than default provisions that apply more broadly across NSW or outside metropolitan transport precincts. In considering this SSDA, Council requests that emphasis be placed on the planning document that prescribes the lowest applicable car parking rate within the Chatswood CBD railway precinct—namely, the *Willoughby Development Control Plan* (WDCP), Part F: Transport and Parking Management. Strategic planning and traffic modelling for the Chatswood CBD are based on the enforcement of low parking rates to encourage a shift away from car use and to support the substantial public investment in the Chatswood Metro and other transport infrastructure.

7. Vehicle access and parking requirements

Vehicle access issues

Column placements have resulted in a reduction of ramp width between levels to 5.9 metres. To comply with AS2890.1, all vehicle ramps must maintain a minimum clear width of 6.1 metres between all structures, including columns and walls.

The submitted swept path diagrams for service vehicles (SRV) and B99 passenger vehicles do not extend through to the basement level. As SRVs and B99 vehicles are expected to be regularly used on-site, it must be demonstrated that these vehicles can pass each other at all points from the site entry to the loading bay. Similarly, the swept path diagrams for medium rigid vehicles (MRV) and B99 vehicles do not extend through to the loading dock, and as such, it has not been demonstrated that these vehicles can safely pass one another throughout the access route. A traffic management system is not considered acceptable to mitigate these conflicts, given that MRVs represent the minimum vehicle size required to service the site.

Although the swept paths indicate that a waste vehicle is able to access the loading dock, the design does not accommodate passing movements between the waste vehicle and a B99 passenger vehicle at all locations along the internal access way. A traffic management system must be implemented to address these potential conflicts, with priority given to incoming vehicles to minimise disruption to the surrounding road network.

The design of the loading area includes bays that comply with AS2890.2 and meet the minimum dimensions required to accommodate Council's waste collection vehicle.

Column placements have resulted in a reduction of ramp width between levels to 5.9 metres. To comply with AS2890.1, all vehicle ramps must maintain a minimum clear width of 6.1 metres between all structures, including columns and walls.

Revised swept paths for waste vehicles, service vehicles (SRV) and B99 passenger vehicles must be provided through to the basement level. It must be demonstrated these vehicles can pass each other at all points from the site entry to the loading bay. Similarly, the swept path diagrams for waste vehicles, medium rigid vehicles (MRV) and B99

vehicles do not extend through to the loading dock and therefore does not been demonstrate that these vehicles can safely pass one another throughout the access route.

Size of residential car spaces

The architectural plans include several parking spaces designated as “*small car*” spaces, allocated to both affordable and general residential units. As these spaces are assigned to specific dwellings and therefore restrict the type of vehicle that can be accommodated, Council requires that all allocated residential parking spaces be designed as standard spaces in accordance with the relevant Australian Standards. All proposed small car spaces must either be deleted or redesigned to meet the minimum dimensions for standard car spaces. As Council requests a reduction in number of residential car spaces in accordance with the maximum allowance in the WDCP, there would be adequate space to achieve providing standard car spaces.

The parking spaces provided for the commercial component of the development have been designed to comply with long-term (Class 1) parking requirements. These spaces are not appropriate for use by short or medium-term visitors and if retained in their current form, must be assigned to employees only. Alternatively, the design must be amended to comply with the medium-term (Class 2) parking requirements suitable for customer and client use.

Council requests all proposed car spaces identified as “*small car*” spaces to be redesigned to meet the minimum dimensions and any other required specifications for standard car spaces in accordance with the relevant Australian Standards. As Council requests a reduction in number of residential car spaces in accordance with the maximum allowance in the WDCP, there would be adequate space to achieve providing standard car spaces.

The design of the commercial parking spaces must be amended to comply with the medium-term (Class 2) parking requirements suitable for customers and client use.

8. Landscaping and pedestrian through-site link

Tree replacement at a ratio of 3:1, which is required under the relevant controls, is not possible on the site and Council requests the proponent to enter a Deed of Agreement with Council and pay a fee for the off-site planting of 11 trees in accordance with *Willoughby Development Control Plan* Part G Vegetation Management clause 6 Replacement Trees and Part 7.3 Tree Offset Scheme of the Vegetation Management Guidelines.

Prior to the issue of a Construction Certificate and before any trees are removed, the Applicant is required to enter a Deed of Agreement with Council and pay a fee for the off-site planting of 11 trees in accordance with *Willoughby Development Control Plan* - Part G Vegetation Management and Part 7.3 Tree Offset Scheme of the Vegetation Management Guidelines.

9. Stormwater management

The submitted documentation indicates that the proposed stormwater management system generally complies with the provisions of Council's Development Control Plan (DCP) and Technical Standard 1. However, it has not been demonstrated that the outlet of the on-site stormwater detention (OSD) tank is located above the downstream water level, nor that the orifice will operate in accordance with its design parameters to achieve the required outflow rates.

Hydraulic Grade Line (HGL) analysis is required to demonstrate that the OSD outlet is not adversely affected by downstream conditions. This analysis must be undertaken for the 1% Annual Exceedance Probability (AEP) storm event, with the adopted downstream water level taken as the grate level at the connection point to Council's drainage system.

10. Waste management

The Willoughby DCP (2023) through *Part B Residential Development Section 4.3.8 Waste Management* requires compliance with the *Waste Management Technical Guide and Development Controls* by Northern Sydney Regional Organisation of Councils (NSROC) for multi-dwelling housing, residential flat buildings and mixed-use developments.

- The NSROC technical guide (NSROC 2018) provides comprehensive information to achieve best practice design and construction of waste management and recycling systems.
- The NSROC development controls (NSROC 2018a) provide specific requirements for internal waste storage facilities, individual bin storage areas, communal bin storage areas, bin carting routes, and access for collection vehicles.
- All major residential developments must comply with the technical guide and the specific controls for multi dwelling housing, residential flat buildings, and mixed-use buildings.

The development proposed falls under the high-rise definition in NSROC 2018 (NSROC, 2018, Section 1.2) and it is a mixed-use development. The development proposal needs to conform to NSROC (2018) particularly including:

- Section 3: Requirements that apply to all developments; and
- Section 5.3: Residential flat buildings: high-rise; and
- Section 6: Mixed-use development.

The development has approved conditions for a previous DA (DA-2023/152) related to waste, but assuming 84 residential units. The proposed SSDA has 117 residential units. This changes the residential generation rates, which are based on the number of residential units. This impacts the number of bins and the required storage areas for resident use and collection holding rooms.

The number of residential bins and floor space for non-binned waste required is shown below.

Bin type	Benchmark	Required for 117 units	Collection frequency	Bins required
Binned material				
General waste (uncompacted)	140L/unit/wk	16,380L	Twice/week	8 x 1,100L
Recycling	120L/unit/wk	14,040L	Once/week	13 x 1,100L
Organics	25 or 50L/unit/wk <	3,575L	Once/week	16 x 240L
Non-binned material (floorspace)				
Bulky waste	10m ² per 40 units + 2m ² for additional 10 units	28m ²	Scheduled or on-call	-
Charity waste / other recycling	6m ² in large complexes	6m ²		-
Total	-	34m²		-

< Instead of the WDCP (2023) requirement for 120L/unit/week of organics capacity (NSROC, 2018, Section 3.6). Council has considered other applications for organics bins in line with the NSW EPA (2019) Better practice guide for resource recovery in residential development (Table F2). This requires a calculation based on:

- Studio, 1-bed or 2-bed unit: 25L/unit/week. [Total of 81]
- 3+ bed unit: 50L/unit/week. [There as 36 of these proposed in the architectural plans "Development summary"]

If the previous approval of 30L/unit/week was used (Condition 16) the development requires 15 x 240L residential organics bins.

The waste plan (Appendix AF of the SSDA, Rev 1, Table 7) does not provide for the required number of organics bins) and has a shortfall in the bulky waste provision stating 25m². There are discrepancies in the text around the number of organics bins, with a subsequent section stating 6-8 bins.

Edit required to the previous conditions:

- Update condition 16 to state either 15 or 16 x 240L bins. This is required based on:
 - 15 bins: the approved 30L/unit/week (former Willoughby DCP); or
 - 16 bins: the current Willoughby DCP 2023, but using the NSW EPA (2019) Better practice guide for resource recovery in residential development (Table F2) instead of the stated 120L/unit/week.

The waste plan does not provide for sufficient organics bin capacity by proposing only 10x240L bins, which is less than the approved DA while there are also more residential units.

Other key issues to consider:

The following key issues should also be addressed within the proposal:

- 1) The bulky cardboard Condition (17) does not appear to be incorporated into the SSDA

The development must provide residents with access to a suitable cardboard recycling solution for cardboard which cannot be disposed of

into the recycling chute for safety and efficiency reasons. The development must provide a system in the basement outlined below to comply with WDCP 2023 (Part L Place Based Plans 2023 relevant to this site). Details demonstrating compliance to be submitted for approval with the Construction Certificate.

Council paid service 1,100L bins yellow-lid recycling bins (within the development's allocated recycling bin allowance) must be:

- Stored in the bulky waste room for resident access in a dedicated signed area;*
- Applied with additional cardboard stickers to avoid the need to decant contents; and*
- Moved to and from the bin collection area by building management or cleaners for servicing as part of Council's residential bin collection service.*

(Reason: Waste reduction/public health and safety)

2) Residential collection holding rooms

- a. All of the residential bins for one type should be placed into a single room for collection for Council collection efficiency. This is not currently the case.
- b. Residents should only be able to access the organics bin room, bulky cardboard and bulky waste collection holding rooms in basement.
- c. One residential collection holding room appears to be located within approximately 2m of the loading bay, but the door of the other one and the residential bulky waste room do not appear to be within the required distance.

The NSROC waste management guide (2018) requires the following which did not appear to be clearly demonstrated across the waste plan, EIS and architectural drawings:

- Distance from loading area, temporary holding rooms to be located within 2m of loading bay (e.g., NSROC 2018, Section 2.1 – Table 1, Onsite Collection and Section 3.13.4 - Table 10, On-Site Collection Area).
- Door widths: *"Doorway a minimum 2.5m"*.
- Walkways must be 2m wide.
- An aisle space of 1.5m minimum is required to access and manoeuvre the bins (NSROC 2018, Table 8).
- Other design criteria (NSROC 2018, Table 8).
- Gradients for wheeling bins: *"A maximum grade of 7% (or a maximum grade of 3% where larger bins 660L and/or 1100L are used (NSROC 2018, Table 13))"*.

3) Chute rooms and bin cupboards on each residential level

The architectural plans show dual chutes for waste and recycling:

- a. 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, p46) 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.

- b. NSROC (2018, p48) also notes regarding the chute entry that ***“Waste disposal points must be located on the corridor of each floor directly adjacent to the recycling cupboard and no more than 30m travelling distance from each dwelling”***.

4) Incorrect Council waste collection vehicle type stated

Although the truck length is stated correctly (10.5m). Council requires an HRV in accordance with NSROC 2018 (e.g., Section 3.2 and Section 8.3)

- a. The waste plan (Rev 1, Section 5.4) incorrectly states that Council requires an MRV collection vehicle in the DCP.
- b. The EIS from Mecone (Rev 3, Section 3.6.2 Vehicular Access and Parking) states *“The access-way has been designed to accommodate Council’s 10.5m Medium Rigid Vehicle (MRV) waste truck”*.

Council requires clearances from AS2890.2:2018 with clarifications of:

- Rear: at least 2m within the collection area behind the truck parking space; an unobstructed loading zone behind the vehicle for the loading of bulk bins (660L or 1,100L) and bulky waste. This adds up to a 12.5m parking space (10.5 truck, plus 2m rear clearance, aligning with NSROC 2018, Table 1).
- Side: at least 0.5m on either side of the vehicle within the collection area truck parking space for driver movements and accessibility.
- Vertical: at least 4.5m throughout the swept path.

5) Non-residential waste

- a. Generation rates are based on NSW EPA (2019) but the DCP should be used (NSROC 2018, Table 3). This is particularly important for café/restaurants whereby the requirement is for 660L general waste per 100m² floor area per day, but 100L/100m²/day is proposed.
- b. Use types are not clear, or committed to, which affects the generation rates. Office and restaurant tenancy types are shown on WMP (Rev 1, Table 8), but the EIS (Section 3.5.9 – Non-residential uses) states “The specific use of the non-residential spaces will be subject to separate development consents via a DA or Complying Development Certificate (CDC)”. This affects the ability of the waste plan to provide accurate and potentially sufficient non-residential (commercial) waste facilities.
- c. The waste plan text proposes large bins (Rev 1, Section 4.2.2) because of the *“large volumes of waste generated but the development”*, but proposes small bins (240L) and lesser commercial waste collection holding room (7.1m²) than in the approved DA (DA-2023/152) which was 13.7m².

- 6) The bin rooms for both resident and commercial occupancy use and collection may not be of sufficient size. This will need to be reassessed once a satisfactory number of bins are proposed. It is estimated that the required collection holding room sizes of 60m² may be required for residential bins, 28m² for bulky waste and 6m² for charity waste/other recycling.

The following aspects of the proposal appear satisfactory:

- Collection entities:
 - Residential waste: Council.
 - Non-residential waste: private contractor.
- Residential waste collection frequency:

Council collects residential waste on-site from bulk bins, with the following frequency which does align with the WMP (Rev 1, Table 7) which proposes twice weekly for general waste:

 - General waste: twice per week;
 - Recycling: once per week;
 - Organics: once per week; and
 - Bulky waste: scheduled or on-call (booked) service.
- Residential bin sizes:
 - Matching 660L or 1,100L for general waste and recycling. The proposal provides 1,100L waste and 1,100L recycling (WMP, Rev 1, Table 7).
 - 240L bins for organics.
- Residential dual chute:
 - A dual chute is satisfactory in principle, provided it is in a room with space for a recycling bin.
- Commercial organics

The inclusion of commercial organics bins is considered favourably.

A review of the waste management provisions for the proposed development has identified several key issues requiring rectification or further clarification. These include inconsistencies in bin quantities compared to DCP standards, inadequate provision for organics and bulky cardboard waste, and the need for clearer access and layout of residential waste collection rooms. Additional concerns relate to non-compliance with waste chute room design requirements, misidentification of the appropriate Council waste collection vehicle (vehicle access for a HRV is required), and incorrect use of waste generation rates for non-residential uses. The waste collection holding rooms may also be undersized given the proposed number of bins, and further updates to the waste plan are needed to ensure compliance with Council's Development Control Plan (DCP), NSROC guidelines, and relevant Australian Standards.

11. Building sustainability

Council recently exhibited amendments to the WDCP from 17 March to 22 May 2025. These proposed amendments provide clarity on Council expectations regarding sustainability standards for new development across the Chatswood CBD. These amendments will be reported to the June 2025 Council meeting for finalisation.

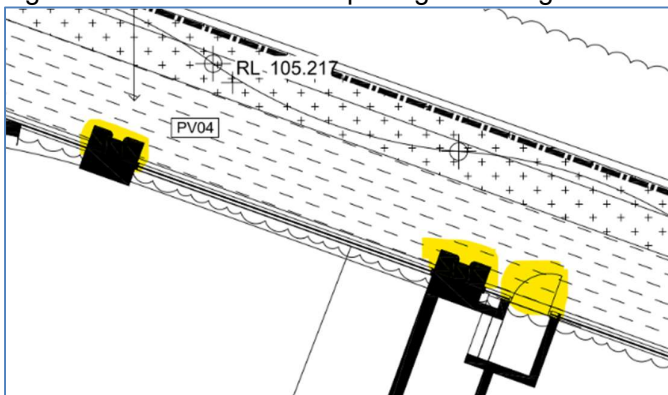
The exhibited amendments require development in the MU1 Mixed Use Zone to achieve a minimum 5 star GBCA building rating.

Council seeks a clear commitment consistent with the exhibited WDCP amendment (soon to be finalised) for a minimum 5 star GBCA rating or the equivalent for the proposed SSDA development. Council seeks for any approval to contain conditions of consent requiring a 5 star GBCA rating or equivalent.

12. Improvements for through-site link

There is concern with regard to the width of the through site link pathway which is narrowed by the pillars protruding into the pathway. There is also concern regarding the doors opening onto the pathway being a safety issue for people using the pathway. See the image below:

Figure 2: Pillars and doors opening on through site link



Council requests the pillars located within the through-site link to be further set back to improve accessibility. The doors exiting to the pathway should open inwards only. This is easily achievable through a redesign and conditions of consent.