

## ATTACHMENT 1 – Council Submission

### SSDA 691-699 Pacific Highway, Chatswood

#### a) Affordable Housing comments

Council's preference is for built units, however Council's controls provide flexibility for payment of a monetary contribution. In the event this option is proposed, the appropriate figure is determined as follows:

- A figure (mean) for the market value of dwelling sales in Willoughby is obtained from the most recent (recent at the time of payment) Rent and Sales Report issued by the Department of Communities and Justice.
- A date stamped screenshot of the relevant figure within the Rent and Sales Report must be provided.
- The most recent WCC average unit size as published by Council must be assumed for the purposes of the calculation - as at 1 Feb 2025 this figure is 100m<sup>2</sup>.

The SSDA should address the following in regards the affordable housing proposed (both in regards WLEP 2012 and the SEPP):

- 1) To ensure compliance with s 7.32 (3) (a) of the *Environmental Planning and Assessment Act 1979* and s 15 of the *State Environmental Planning Policy (Housing) 2021*, full details to be submitted to verify the following:
  - (a) how the affordable housing aims to create mixed and balanced communities,
  - (b) how the affordable housing is to be created and managed so that a socially diverse residential population, representative of all income groups, is developed and maintained in a locality,
  - (c) how the affordable housing is to be made available to very low, low and moderate income households, or a combination of the households,
  - (d) the methodology to ensure that affordable housing is rented to appropriately qualified tenants and at an appropriate rate of gross household income,
  - (e) that land provided for affordable housing must be used for the purposes of the provision of affordable housing,
  - (f) how buildings provided for affordable housing must be managed to maintain their continued use for affordable housing,
  - (g) in what way affordable housing must consist of dwellings constructed to a standard that, in the opinion of the consent authority, is consistent with other dwellings in the area.
- 2) To ensure compliance with s 7.32 (1) and (3) (c) of the *Environmental Planning and Assessment Act 1979*, details are required to verify the following:
  - (a) whether the proposed development will or is likely to reduce the availability of affordable housing within the area and the extent of the need in the area for affordable housing,

- (b) whether the proposed development will create a need for affordable housing within the area, or
- (c) whether the proposed development is allowed only because of the initial zoning of a site, or the rezoning of a site, or
- (d) whether the regulations provide for in this section apply to the application.

This information should be submitted as part of this SSDA.

## **b) Engineering comments**

### **Flooding**

Council records detail that the site is flood affected, with overland flow occurring from the upstream catchment. Council's information shows that this overland flow does currently extend through the site. The flood information provided with the application does not detail the actual extent of the overland flow on the existing site. Nor does it address the impact of the works on the existing overland flow path and the impact on adjacent properties. It also does not confirm that the development meets the Flood Planning Level requirements of Part I of the WDCP and Technical Standard 2.

The documents submitted for the DA at the site included a flood report, which details the flood extent at the site. The flood extent detailed in the flood report for the DA agreed with Council's details for overland flow at the site. The report detailed that without mitigation measures, the development would have an impact on flood levels on adjacent properties. This agreed with Council's assessment of the impact of the development.

The Flood Letter provided with the SSD application provided no modelling results and details that overland flow will be contained within Pearson Avenue and the proposed swale. There is no Pearson Avenue adjacent to the site, only the driveway serving the Croquet Club. This driveway is located on private property, and not road reserve, and it is not acceptable that this driveway is required to carry additional stormwater flows as a result of the development.

The development needs to provide a detailed flood report, as has been provided for the DA. The report needs to contain details of the existing flood extent for the site, the proposed flood levels for the site and any mitigation measures proposed, including swale. The modelling must be undertaken for the 1%AEP and the PMF. The report is also to demonstrate that the Flood Planning Levels required by Part I of the Willoughby DCP and Technical Standard 2 are achieved. In particular, it must be demonstrated that all access points to the basement are above the 1%AEP water level + 500mm or the PMF water level (whichever is higher) and that the ground floor level is above the 1%AEP water level + 500mm. It is noted that a plan is provided with the stormwater drawings that details the overflow path and mitigation measures. However, it needs to be supported by a detailed flood report.

### **Stormwater**

The proposed stormwater management system generally complies with Council's requirements, as detailed in Part I of the WDCP and Technical Standard 1. Council does have a concern regarding how the OSD tank is accessed. The tank is located at high level

over the basement ramp. Access to the tank is from the loading dock and up the side of the tank, a significant height above the surrounding ground level. For safety of workers accessing the tank, both for regular inspections and for maintenance, this access needs to be via a stair and not a ladder.

### **Vehicle Access and technical parking issues**

Columns located between accessible / adaptable / disabled parking spaces and the shared zone do not comply with the requirements of AS 2890.6. This needs to be revised to achieve compliance.

All bicycle parking is provided within the basement. To ensure that rails are easily visible and accessible for visitors, bicycle rails for visitors should be provided at ground level.

The swept path diagram for the waste vehicle appears to extend over the door structure. To ensure that Council's waste vehicle is able to easily enter the loading bay, and to minimise the impact on all other vehicles entering the site, the swept path diagram needs to clearly demonstrate that the waste vehicle can enter and exit the loading bay with clearance to structure.

The swept path diagrams detail that two passenger vehicles (B99 and B85) are unable to pass each other at the base of the main entry ramp at Basement 01 and that mirrors will be relied on to see an oncoming vehicle. As this is the main ramp to the basement, with the highest traffic volumes, it is not acceptable that two passenger vehicles are not able to pass at this location. Similarly, at lower levels in the basement, two passenger vehicles are not able to pass at up to three locations on each level. The aisle width should be modified at the corners to ensure that vehicle can pass, to limit the possible conflict and reduce delays and impacts.

### **Undergrounding aerial cables**

All existing aerial cables which may include for electricity, communications and other cables connecting to street poles and buildings around the site shall be removed and installed underground in accordance with the requirements of the relevant service authorities. Ausgrid lighting poles are to be provided to the requirements of Ausgrid for street lighting and shall be positioned compatible to the landscaping design around the site.

### **c) Waste comments**

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-2023/166) related to waste, but assuming 89 residential units. The proposed SSDA has 101 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 floorspace for non-binned waste required is shown below.

Bin type			Benchmark	Required for 101 units	Collection frequency	Bins required
Binned material						
General waste (uncompacted)			140L/unit/wk	14,140L	Twice/week	7 x 1,100L
General waste (compacted)			140L/unit/wk	14,140L	Twice/week	4 x 1,100L
Recycling			120L/unit/wk	12,120L	Once/week	12 x 1,100L
Organics	Garden	or	120L/unit/wk	12,120L	Once/week	51 x 240L
	FOGO		25 or 50L/unit/wk <	3,825L	Once/week	16 x 240L
Non-binned material (floorspace)						
Bulky waste			10m2 per 40 units + 2m2 for additional 10 units	24m2	Scheduled or on-call	-
Charity waste / other recycling			6m2 in large complexes	6m2		-
Total			-	30m2		-

< 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 49]
- 3+ bed unit: 50L/unit/week. [There as 52 of these proposed in the architectural plans "Project summary"]

The waste plan appears to be generally compliant with the NSROC (2018) requirements - ie has enough bins, proposes Council collection of residential waste on the correct collection frequency, has an HRV loading bay and has suitable on-floor residential system (dual chute room and a room with a recycling bin).

However, the following additional information or amendments are required:

- **Organics bins:** The waste plan (Appendix AC of the SSDA, Rev D, Table 11) provides the required number of organics bins) for a garden waste service (51 x 240L bins). The architectural drawings show 45 x 240L bins which is as conditioned in the DA for 89 units).
  - o However, 45 bins exceeds the requirement if Council accepts the NSW EPA (2019, Table F2) benchmarks (in that case  $\geq 16$  x 240L bins are required in the SSDA).
  - o The proposal is sufficient based on the current accepted requirements for organics in high-rise using the FOGO benchmarks. The Applicant should be required to:
    - Clarify the FOGO benchmark requirements (NSW EPA, 2019, Table F2).
    - Amend typo in the waste plan for 102 units which should read 101 units.
    - Align the number of organics bins in the architectural drawings with the final waste plan ( $\geq 16$  bins required, 45 bins proposed).
- **Charity waste room:** The charity waste / other recycling room should be a separate room and have a separate door.
- **Bin tug:** The architectural drawings should show space for a bin tug to cart the bins from the B1 to GF collection area particularly in the event that the lift malfunctions. The plans could show a bin tug in the commercial bin room, where there is adequate space available, for use by the caretaker.
- **Commercial organics:** The inclusion of commercial organics bins would be considered favourably.
- **Architectural drawing:** The architectural plan (Issue B, Basement Level 1 Floor plan) should clearly indicate the type of bin being shown e.g. waste/recycling and organics bins.