

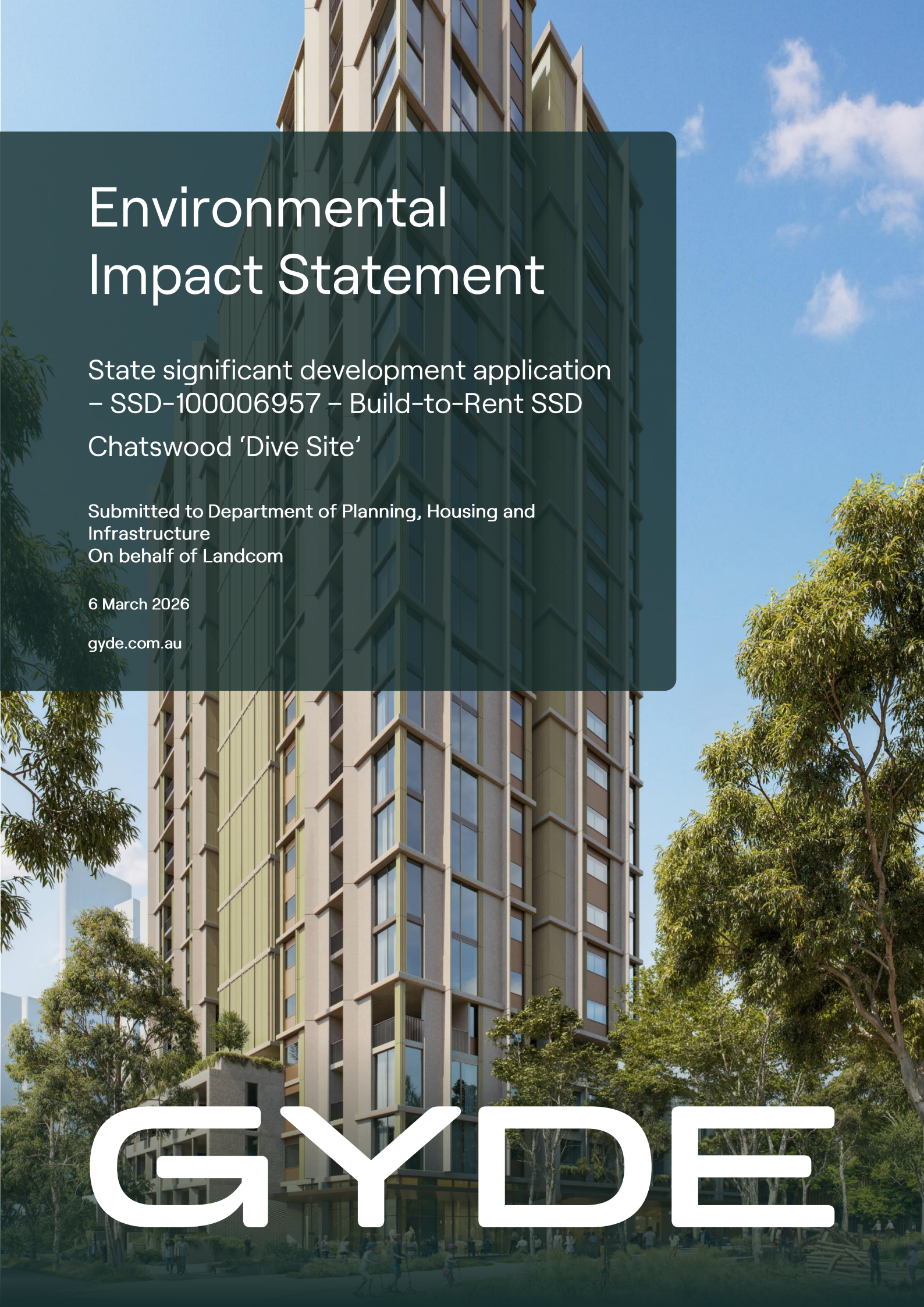
Environmental Impact Statement

State significant development application
– SSD-100006957 – Build-to-Rent SSD
Chatswood 'Dive Site'

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

6 March 2026

gyde.com.au



GYDE

Acknowledgment of Country



Towards Harmony by Aboriginal Artist Adam Laws

Gyde Consulting acknowledges and pays respect to Aboriginal and Torres Strait Islander peoples past, present, Traditional Custodians and Elders of this nation and the cultural, spiritual and educational practices of Aboriginal and Torres Strait Islander people. We recognise the deep and ongoing connections to Country – the land, water and sky – and the memories, knowledge and diverse values of past and contemporary Aboriginal and Torres Strait communities.

Gyde is committed to learning from Aboriginal and Torres Strait Islander people in the work we do across the country.

This report was prepared by:

Reviewer:	Tina Christy (Director)
REAP:	Juliet Grant (Executive Director)
Author:	Sophia Veitch (Senior Planner)
Project:	State significant development application – SSD-100006957 – Build-to-Rent SSD
Report Version:	Final

Disclaimer

This report has been prepared by Gyde Consulting with input from a number of other expert consultants (if relevant). To the best of our knowledge, the information contained herein is neither false nor misleading and the contents are based on information and facts that were correct at the time of writing. Gyde Consulting accepts no responsibility or liability for any errors, omissions or resultant consequences including any loss or damage arising from reliance in information in this publication.

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Appendices

Ref.	Title	Prepared by
1	SEARs Compliance Table	Gyde Consulting
2	Statutory Compliance Table	Gyde Consulting
3	Mitigation Measures	Gyde Consulting
4	Landowners Consent	Sydney Metro
5	Estimated Development Cost	Atlas Group
6	Survey Plan	Veris
7	Subdivision Plan	Adam Richardson
8	Architectural Plans	Fender Katsalidis (FK)
9	Architectural Design Statement	Fender Katsalidis (FK)
10	Landscape Plans	Oculus
11	Landscape Report	Oculus
12	First Nations Co-Design Values Report	JMP Aboriginal Consultancy
13	Design Competition Waiver Request	Landcom
14	GANSW Desing Competition Waiver – Endorsement Letter	GANSW
15	Biodiversity Development Assessment Report (BDAR) Waiver Request	First Field Environmental
16	Engagement Outcomes Report	Gyde Consulting
17	Geotechnical Comments and Due Diligence	PSM
18	Contamination Summary	JBS&G
19	Noise and Vibration Impact Assessment	RWDI
20	Visual Impact Assessment	Colliers
21	Social Impact Assessment (SIA)	Gyde Consulting
22	Aboriginal Cultural Heritage Advice	Kelleher Nightingale
23	Statement of Heritage Impact (SoHI)	Tropman & Tropman
24	Conservation Management Plan (CMP)	Heritas
25	Archaeology Assessment and Statement of Heritage Impact	AMBS
26	Flood Impact and Risk Assessment	BG&E
27	Integrated Water Management Plan	BG&E
28	Traffic Impact Assessment	SCT
29	Pedestrian Wind Assessment	RWDI
30	Air Quality Impact Assessment	RWDI
31	Waste Management Plan	MRA Consulting Group (MRA)
32	CPTED Report	Gyde Consulting
33	Sustainability Assessment Reportf	Integrated Group Services (IGS)
34	BASIX Certificate	IGS
35	BASIC & NatHERS Assessment Report	IGS
36	Existing Site Levels Survey	Stuart DeNett Land Surveyors
37	Site Audit Statement	Geosyntec Consultants

Ref.	Title	Prepared by
38	Site Audit Report	Geosyntec Consultants
39	Earthworks Plan	Arcadis
40	BDAR Waiver	DPHI
41	Concurrent Rezoning Proposal	Gyde

Declaration

Project Details	
Project Name	Chatswood Dive Site – Built-to-Rent SSD
Application Number	SSD-100006957
Address of the land in respect of which the development application is being made	339 Mowbray Road, 569, 589, and 607 Pacific Highway, and 5-8 Bryson Street, Chatwood
Proponent Details	
Proponent Name	Landcom
Proponent Address	Level 14, 60 Station Street, Parramatta 2150
Details of person by whom this EIS was prepared	
Name	Sophia Veitch (Senior Project Planner) Tina Christy (Director) Juliet Grant (Executive Director)
Address	Gyde Consulting Pty Ltd, Level 6, 120 Sussex Street, Sydney, NSW, 2000
Professional Qualifications	Sophia: - Bachelor of City Planning (Honours) University of New South Wales (2023) Tina: - Bachelor of Urban and Regional Planning University of New England (1994) Juliet: - Master of Laws in Environmental Law, Macquarie University (1996) - Bachelor of Town Planning (Hons 1) University of New South Wales (1992) - Graduate, Australian Institute of Company Directors (2016)
Declaration by Registered Environmental Assessment Practitioner	
Name	Juliet Grant
PIA member number	2691
Organisation registered with	Planning Institute of Australia

Declaration

In relation to the information which has been relied upon in the preparation of this application, I note that the data continues to be updated and refined. This may give rise to the need to update this report in due course. However, the information presented relies upon the most current information available at this time and allows me to form a review that the environmental impacts are acceptable.

The undersigned declares that this EIS:

- has been prepared in accordance with sections 190 – 193 of the Environmental Planning and Assessment Regulation 2021.
- contains all available information relevant to the environmental assessment of the development, activity or infrastructure to which the EIS relates.
- does not contain information that is false or misleading.
- addresses the Planning Secretary's environmental assessment requirements (SEARs) for the project;
- identifies and addresses the relevant statutory requirements for the project.
- including any relevant matters for consideration in environmental planning instruments.
- has been prepared having regard to the State Significant Development Guidelines - Preparing an Environmental Impact Statement (DPIE, December 2021).
- contains a simple and easy to understand summary of the project as a whole, having regard to the economic, environmental and social impacts of the project and the principles of ecologically sustainable development.
- contains a consolidated description of the project in a single chapter of the EIS.
- contains an accurate summary of the findings of any community engagement.
- contains an accurate summary of the detailed technical assessment of the impacts of the project as a whole.

Signature:



Date

4 March 2026

Executive Summary

This Environmental Impact Statement (EIS) has been prepared on behalf of Landcom (the Proponent) in support of State Significant Development Application (SSDA) SSD-100006957 alongside a concurrent Rezoning Proposal (Appendix 41) to amend Willoughby LEP 2012 to enable development at the Chatswood 'Dive' Site. The application is for 339 Mowbray Road, 569, 589, and 607 Pacific Highway, and 5-8 Bryson Street, Chatwood known as the Chatswood 'Dive' Site (the Site). However, the BTR site only relates to 339 Mowbray Road, Chatwood, legally referred to as Lot 2 in DP221896.

This EIS has been prepared having regard to the Department of Planning, Housing and Infrastructure's (DPHI) *State Significant Development Guidelines - Preparing an Environmental Impact Statement* and addresses the project's Planning Secretary's Environmental Assessment Requirements (SEARs) dated 21 November 2025.

In May 2024, the Department introduced a new streamlined rezoning process for the state's housing agencies (Homes NSW and Landcom) to deliver a strong pipeline of social and affordable homes. A Concurrent Rezoning Proposal (Appendix 41), which was considered eligible under this pipeline by the DPHI, is currently underway to support this SSDA by providing the necessary controls under the *Willoughby Local Environmental Plan 2012* (WLEP).

It is recognised a Concept and Stage 1 SSDA (SSD-100360960) and Concurrent Proposal is underway for the wider Chatswood 'Dive Site' for the purposes of a mixed-use precinct, including residential and commercial uses within the built forms, protection of an existing heritage item, and the delivery of well-designed public open space. Though the SSDAs apply to the same site, the BTR SSDA relates only to the proposed BTR lot and will rely on controls set out under a Concurrent Proposal which applies only to the BTR site.

This proposal forms part of Landcom's wider commitment to support the delivery of two key forms of 'for-purpose' housing, including build-to-rent (BTR) and affordable housing. 180 build-to-rent dwellings delivered as part of this proposal is in direct response to the NSW Government's Essential Worker Build to Rent Program, with a commitment to delivery by 2028.

This SSDA will seek approval for a mixed-use tower, consisting of a 'residential flat building' for the purposes of Build-to-Rent residences, and 'commercial premises'. In addition to the proposed tower, the BTR SSDA includes the detailed design and development of a landscaped interface which will integrate with Frank Channon Walk.

'Commercial premises' (of which retail premises are a sub-category) is permissible with consent in the MU1 Mixed Use zone under the WLEP 2012. 'Residential accommodation' (of which residential flat buildings are a sub-category) in the MU1 Mixed Use zone is prohibited. Under the *State Environmental Planning Policy (Housing) 2021* (Housing SEPP), residential accommodation including residential flat buildings are permissible in MU1 zones for the purposes of build-to-rent housing. The Concurrent Proposal also seeks to include 'residential flat buildings' as an additional permitted use on site.

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

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

Therefore, this SSD is permissible under Chapter 3, Part 4, Section 72 (3) of the Housing SEPP, with an applicable SSD pathway via of Schedule 1 (Section 27) of the Planning Systems SEPP. This EIS and the accompanying documents are submitted to the DPHI.

The Site

The overall Chatswood 'Dive Site' has a total area of approximately 18,854sqm. The BTR project is sited on Lot 2 in DP221896 known as 339 Mowbray Road, Chatswood with a site area of 2,789sqm.

The site includes the previously used Sydney Metro Dive Site, Frank Channon Walk, and local heritage item known as 'Mowbray House' on the south-eastern corner. The remainder of the site is unoccupied, and remediation works to residential standards are complete. The site is currently cleared with the exception of Mowbray House.



Figure 1 Aerial photo of the site, site outlined in red

Concurrent Rezoning Proposal

A concurrent Rezoning Proposal to amend Willoughby LEP 2012 to enable development at the Chatswood 'Dive Site' will accompany this SSDA. The Proposal seeks the following amendments over the site:

- **Clause 4.3 – Height of Buildings**

The proposal seeks to amend the Height of Building control on proposed Lot 15 to 85m.

There is no change to the Height of Building control on the remaining Lots 10, 11, 12, 13, 14 and this will remain at 53m.

- **Clause 4.4 – Floor Space Ratio**

The proposal seeks to amend the Floor Space Ratio control on proposed Lot 15 to 5.9:1.

There is no change to the FSR control on the remaining Lots 10, 11, 12, 13, 14 and this will remain at 4.2:1

- **Clause 6.7 – Active Frontages**

The proposal seeks to amend the “Active Street Frontages” map to remove the identification of the Nelson Street frontage.

- **Clause 6.8 – Affordable Housing**

The proposal seeks to amend the application of Clause 6.8 Affordable Housing in the WLEP, by removing the Build-to-Rent lot (Lot 15) from ‘Area 3’ within the *Affordable Housing Map*, which requires a contribution of 10% of residential GFA for affordable housing.

- **Schedule 1, Part 27 – Use of Certain land in Chatswood CBD**

The proposal seeks to amend the application of Schedule 1, Part 27 in the WLEP, which identifies the site under ‘Area 8’ within the *Special Provisions Area Map*, which requires residential flat building in the MU1 Mixed Use Zone to contribute 17% of the gross floor area of the building to be used for non-residential purposes. The proposal seeks to amend the proposed non-residential gross floor area to 2% of the building within the Build-to-Rent lot (Lot 15).

- **Additional Clause under Schedule 1 – Use of Certain land at the Chatswood ‘Dive Site’**

The proposal seeks to include the Chatswood ‘Dive Site’ within Schedule 1 of the WLEP to allow ‘residential flat buildings’ to be permitted with consent under the MU1 Mixed Use Zone.

This EIS has been prepared in accordance with the controls proposed as above.

Project Description

The project relates to the delivery of a high-quality mixed-use development, inclusive of a mix of commercial, communal amenities, and residential in the podium and a solely residential tower. The development will be supported by a strong amenity presence and internal amenity areas, and a significant green wall façade which incorporates with the Frank Channon Walk.

The proposal involves the site subdivision, preparation and development of a 23-storey mixed use development, consisting of commercial premises and a residential flat building with 180 build-to-rent dwellings. The building includes 4 storey podium and an additional 19 storey residential tower, including retail premises, services, lobby and communal open space. The proposed works include the preparation of the site, including connection of services and utilities, civil works, and site fill to align with existing public domain.

The BTR SSDA will seek consent for:

- Site subdivision and construction of a high-density 23-storey mixed-use building for the delivery of 180 apartments, including a mixed-use podium and residential tower with a height of approximately 79.25m, and associated services, including the:
 - Ground floor, including 5 residential dwellings facing the future streetscape, residential lobby and internal services, commercial/retail tenancies, services, lift shaft and fire stairs.
 - Level 1 and 2 Podium, including 8 dwellings per floor inclusive of 5 terraces on Level 1, 37 car spaces total, services, lift core and fire stairs.
 - Level 3 Podium, including the communal internal amenity area and communal outdoor space, services, lift core and fire stairs.
 - Level 4-10 Tower, including 8 dwellings per floor, services, lift core and fire stairs.
 - Level 11-22 Tower, including 9 dwellings per floor, services, lift core and fire stairs.
 - Civil works, earthworks, and external landscaping, consisting of a mix of hard and green space and a public art feature.

Design Development

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

- Contextual evidence as to the changing nature of the locality to a higher density residential and urban environment as a result of the TOD reforms and NSW Government's priority to increase housing supply, including affordable housing, in accessible and well serviced locations.
- The requirements of the project specific ISEARs dated 21 November 2025.
- Relevant planning legislation, guidelines, policies and other relevant expert material supporting this EIS.
- Preliminary feedback from the Department during the scoping meeting and SEARs request process.
- Preliminary input from Willoughby City Council at 8 meetings from August to October, as detailed in the Design Competition Waiver (Appendix 14). Representatives of GANSW also attended a number of these meetings.
- Preliminary feedback from key State Agencies.
- Ongoing feedback and consultation with a TfNSW working group throughout August to November.
- Input from the internal Landcom Design Review Panel in the meetings held on 10 July and 14 August 2025.
- Input from the State Design Review Panel in the meetings held on 3 September and 16 October 2025.
- Input from GANSW and Council regarding an alternative design pathway on 19 September 2025.
- Community input provided during the preliminary engagement activities in October 2025.
- Walk on Country with Local Elders and Connecting with Country workshop on 28 July 2025.

Potential Environmental Impacts

The potential environmental impacts of the proposal are considered in detail in Section 7 of this EIS. This section clearly addresses each SEAR, utilising, as relevant, the accompanying technical report and identifying any mitigation measures required to ameliorate the impact.

The assessment of the economic, social and environmental impacts is summarised below:

The key potential economic, social, built environment and natural impacts are summarised below.

However, as described in Section 7, where impacts are identified, this EIS and accompanying technical reports explain why they are considered acceptable and how they can be mitigated.

Economic

- The proposal will result in positive economic outcomes by generating employment opportunities during the construction and operational phases.
- The development is estimated to generate up to 88 construction related jobs during the design and construction phase and 15 during operation.

Social

- The provision of the build-to-rent building will provide a positive social outcome in the area as it provides for affordable housing for essential workers, close to public transport, shops and community facilities.
- A diversity of housing is provided with a mixture of studio, 1 bed, 2 bed and 3 bed units. This supports long-term tenancies, community bonding and ground plane activation.
- It will create a strong landscaping connection to Frank Channon Walk, ensuring the north-south pedestrian/cycle connection from the city to Chatswood train station.
- Improved casual surveillance and sense of safety within the surrounding precinct, through the activation of the site and adjoining areas.

- The location of the proposed development will encourage active and sustainable travel modes to promote healthy lifestyles by encouraging the use of existing public transport infrastructure, and by promoting the reduction of car dependence.

Built Environment

- The proposed development responds appropriately to the changing context of Chatswood as is evident in the recent approvals within the CBD, and the proposed addition to this character has considered the evolving height plane and character of the Chatswood CBD and surrounding context. The proposal establishes a use and built form outcome aligned with other development within the area. In this context, the new high-rise development does not represent an adverse impact but rather a well-considered and complementary addition to the evolving strategic centre.
- The siting of the BTR development in the north-eastern corner will allow a reduced development impact on residential development to the north and allow a 'step down' in scale to the site entry from the existing Frank Channon Walk and Nelson Street.
- The frontage of the building on each elevation has been well considered to allow for access and passive surveillance/ casual pedestrian activation of the surrounding walkways and public domain areas.
- The Building Mass has been arranged with a slender tower over a 4-storey podium to mitigate perceived bulk and scale of the proposal and limit overshadowing impacts.
- Careful attention has been provided in relation to how the proposal addresses sensitive interfaces, particularly the existing 'Mowbray House' heritage item to the south of the building and future open space.
- The built form will not result in any unreasonable impacts on any significant views enjoyed from surrounding properties or the public domain. The subject site and surrounding land enjoy distant suburban views to varying degrees.
- Preliminary Construction Pedestrian Traffic Management documentation has been prepared outlining construction activity principles. This plan is required to be updated throughout the life of the project to include clarification of construction timeframes and specific construction methodology and processes prior to construction.

Natural Environment

- The Landscape Report prepared by Oculus (Appendix 11) defines the landscaping and planting typologies proposed and how it incorporates with the wider precinct. The two key landscaping typologies proposed are the streetscape / ground floor, and the Level 3 podium.
- A variety of species and plant heights are proposed over the ground level and Level 3 Podium, including 34 trees. This mix will provide habitat and food sources for native wildlife, including birds and small mammals.
- The site is currently vacant of any vegetation so no Matters of National Environmental Significance (MNES) listed under the Commonwealth *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC Act) will be impacted by the development. It is considered that the proposed development will have no adverse biodiversity impacts on the site and surrounding locality.
- Water Sensitive urban design will be incorporated throughout the development to manage stormwater and enhance biodiversity values of the site.

Mitigation measures have been incorporated into the design of the development, with additional measures recommended to be included as conditions of consent, to mitigate residual impacts. Refer to Section 7 and Appendix 3 of this EIS for the proposed mitigation measures.

Justification for the Project

This EIS has assessed the proposed development in accordance with the relevant statutory and strategic framework, as well as the potential environmental impacts in accordance with the SEARS, and the resultant mitigation measures.

The proposal is justified on the basis that:

- The SSDA appropriately addresses all statutory considerations, and pre-conditions to consent, including the items raised in the SEARs.
- The proposal aligns with the strategic planning context of the site, and actions strategic state and local planning directions and goals.
- The site is highly suitable for the proposed uses.
- All impacts can be satisfactorily ameliorated through mitigation measures.
- The proposal is permissible with development consent pursuant to Schedule 2 of the Planning Systems SEPP and is consistent with the objectives of the MU1 zone.
- The estimated cost of works of \$151,916,968 million is a significant investment in the local community through the creation of jobs in the construction and operation of the facility, among other economic benefits.
- Results in positive social benefits in delivering diverse housing in the Willoughby LGA.
- The site is suitable for the proposal in that it is not constrained by way of contamination, flooding, bushfire, biodiversity, Aboriginal heritage or geotechnical/groundwater conditions.

This EIS concludes the proposal is of an appropriate density, scale and mass for the site and will generate significant additional housing, including build-to-rent housing, in an accessible location, consistent with planned intent of the Chatswood CBD precinct. The abovementioned impacts are proposed to be appropriately managed through mitigation measures. The proposed development is a suitable and appropriate development for the site and is worthy of approval.

Crown Development

The application is a Crown Development and as such Division 4.6 Crown Development of the *Environmental Planning and Assessment Act 1979* is applicable.

1. Introduction

1.1 The Proponent

The Proponent for this SSDA is as follows.

Table 1 Proponent details

Details	
Proponent Name	Landcom
Address	Level 14, 60 Station Street, Parramatta 2150
ABN	79 268 260 688

1.1.1 Landowners consent

Sydney Metro is the current owner of all lots associated with the Chatswood 'Dive Site'. Landowners consent has been provided for the formal lodgement of this SSDA relating to the redevelopment of the site for the purposes of a Build to Rent SSDA, see Appendix 4.

1.2 Description of the project

1.2.1 Project description

The project relates to the delivery of a 23-storey high-quality mixed-use development, inclusive of a mix of commercial, communal amenities, and residential in the podium and a solely residential tower. The development will be supported by a strong amenity presence and internal amenity areas, and a façade which incorporates with future landscaping that interfaces with the Frank Channon Walk.

The BTR SSDA will seek consent for:

- Site subdivision and construction of a high density 23-storey mixed-use building for the delivery of 180 apartments, including a mixed-use podium and residential tower with a height of 79.25m, and associated services, including the:
 - Ground floor, including 5 residential dwellings facing the future streetscape, residential lobby and internal services, commercial/retail tenancies, services, lift shaft and fire stairs.
 - Level 1 and 2 Podium, including 8 dwellings inclusive of 5 terraces on Level 1, 37 car spaces total, services, lift core and fire stairs.
 - Level 3 Podium, including the communal internal amenity area and communal outdoor space, services, lift core and fire stairs.
 - Level 4-10 Tower, including 8 dwellings per floor, services, lift core and fire stairs.
 - Level 11-22 Tower, including 9 dwellings per floor, services, lift core and fire stairs.
 - Civil works, earthworks, and external landscaping, consisting of a mix of hard and green space and a public art feature.



Figure 2 Photomontages of the proposed development (Source: FK)

1.2.2 Regional context

The site is located within the Eastern Harbour City, within the Willoughby Local Government Area.

The site is located in the Chatswood CBD, which is identified as a Strategic Centre, and is directly adjacent to the Lane Cove Local Government Area.

The site is situated approximately 650 metres south of Chatswood Train Station which includes access to both Train and Metro services, 650 metres north-west of Artarmon Train Station and approximately 7km north of the Sydney CBD.

REGIONAL CONTEXT TRANSPORT & ESSENTIAL WORKPLACES

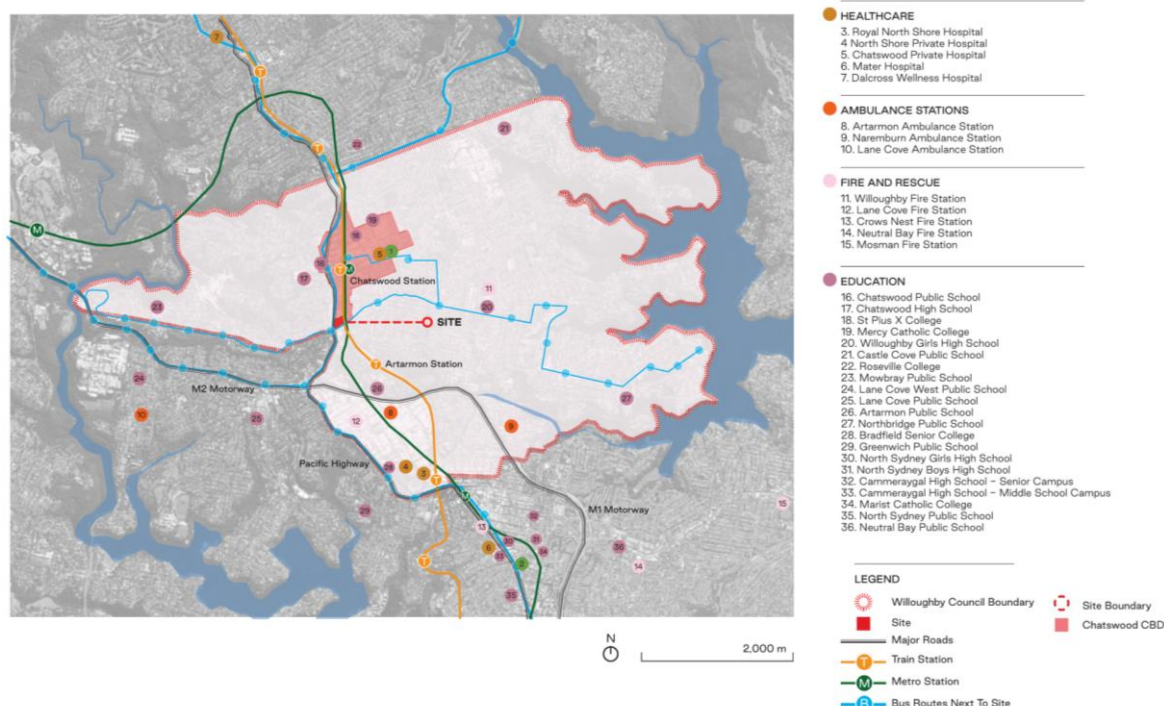


Figure 3 Regional Context of the site - FK

Chatswood is a significant transport hub in the north shore and is a main connection point between the train and metro lines. Chatswood Station and transport interchange, which was upgraded in 2019 to include the new Sydney Metro network, provides access to new trains operating between Rouse Hill and Chatswood, with trains running every four minutes at peak times. Chatswood Station is an integrated transport interchange and includes direct links to the strategic centres of Macquarie Park, North Sydney, and the Sydney CBD. Chatswood is also a major commercial and retail hub, supported by close connections to surrounding health and industrial precinct in Artarmon and North Sydney.

Situated in close proximity to public transport, hospitals and schools, the site holds significant strategic significance for urban development initiatives and opportunities for housing development, housing for key workers and ground level activation. The *Chatswood CBD Strategy* identifies how the Chatswood CBD precinct will establish a new capacity for housing delivery and an activation of the locality for retail and public open space.

1.2.3 Project objectives

The objectives of the proposed development are to:

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

1.2.4 Proposed Management of BTR

Essential worker housing is becoming a more recognised form of affordable housing, that is targeted to a specific population group. Essential worker housing developed and retained by to ensure it provides a more affordable housing option.

The site provides an opportunity to support greater housing choice, security and affordability for essential workers in a location already near their existing place of work.

As part of the Minns Labor Government's \$450 million investment to increase housing supply for essential workers, Landcom will deliver new homes for rent at a discounted market rate. This initiative includes the transformation of the site. The units proposed on site will be prioritised for essential workers such as health workers, paramedics, teachers, police officers, and firefighters. Access to these dwellings will be coordinated.

Landcom, in partnership with Homes NSW, is actively engaging with essential worker organisations more broadly to ensure appropriate rental subsidies and support are made available. This enables eligible tenants to access secure, well-located, and high-quality housing at below-market rates, directly addressing the growing housing stress experienced by key service professionals.

It is confirmed that the proposed development (as amended) complies with the BTR provisions of Chapter 3, Part 4, Section 73 of the Housing SEPP. Landcom will continue to coordinate with Homes NSW and other agencies to enable timely and appropriate implementation of policy settings to enable this. Further, access to these homes will align with outcomes of ongoing policy development by Homes NSW regarding the definition of 'key workers'. Landcom will continue to coordinate with Homes NSW and other agencies to enable timely policy implementation.

Through this partnership with Homes NSW, Landcom will actively be collaborating with essential worker organisations to ensure appropriate rental subsidies and support mechanisms are included in the policy development. This will provide eligible tenants with access to well-located, high-quality housing at below-market rates, directly addressing affordability challenges for essential and key workforce groups.

1.2.5 Estimated cost of development

The EDC Report prepared by Atlas Group (Appendix 5) confirms that the EDC for this development is \$151,916,968.

The EDC report confirms that the \$150,171,768.40 is the total development cost of the Tenanted Component which is over 60% of the estimated development cost as per Schedule 1 (Section 27) of the Planning Systems SEPP.

1.3 Planning History

Essential Worker Build-To-Rent Program

The NSW Government's 2024-25 Budget committed \$450 million to Landcom to support delivery of the *Essential Worker Program* which will increase housing supply for essential workers, where Landcom will deliver new homes for rent at a discounted market rate through a separate subsidy mechanism.

This Program aims to develop build to rent dwellings to provide essential workers with rental opportunities closer to their jobs and to the city, as the site provides an opportunity to support greater housing choice, security and affordability for essential workers in a highly accessible location. Essential workers include nurses, paramedics, teachers, allied health care workers, police officers, fire fighters etc.

Premier Chris Minns announced on 2 October 2025 that the Chatswood 'Dive Site' is the next site in the NSW Government's **Essential Worker Build to Rent Program**, with a commitment to delivery by 2028.

The objectives of this program are to:

- provide well-located housing for essential workers
- increase supply of secure rental housing
- increase the supply of subsidised Government owned housing for Essential Workers
- enhance collaboration with the private sector to unlock housing supply and develop innovative solutions.
- improve confidence in the construction sector
- demonstrate the viability of diverse tenure projects.

Identification of the site as a School in local government planning

The Chatswood 'Dive Site' was earmarked by the Coalition Government as an opportunity site for infrastructure, with a commitment to deliver a 1,000-place primary school. As at February 2025, the Budget Estimates identified the State Government decision to not proceed with a school over the Chatswood 'Dive Site'. This decision was undertaken in response to address the housing crisis and State Government targets to urgently deliver housing in accessible locations, as part of State-led housing reforms and goals transit-oriented development.

A discussion on social impacts of the proposal is discussed in section 7.1.11 and in the Social Impact Assessment prepared by Gyde Consulting at Appendix 21.

Surplus Government land - Sydney Metro Site

The site was previously under the ownership of Sydney Metro and was subject to a previous State Significant project, the application related to the delivery of the Sydney Metro Northwest line, the first stage of Sydney's metro system, connecting Tallawong to Chatswood on May 26, 2019. The Chatswood 'Dive Site' was previously used for tunnelling works as part of the delivery of the Metro line and Dive Site continued to be utilised for maintenance until the delivery of the new Sydney Metro City Line (SSI-7400) for about 15.5 kilometres of submerged twin rail tunnels and about 250 metres of new aboveground metro tracks between Chatswood Station and the Chatswood dive structure. Other works included the:

- Demolishing buildings and structures at the station sites and other construction sites
- Constructing dive structures and tunnel portals
- Constructing tunnels and cross passages
- Excavating a shaft for a temporary tunnel boring machine retrieval site at Blues Point
- Excavating, constructing and fitting out metro stations
- Carrying out surface works between Chatswood Station and Brand Street, Artarmon
- Excavating a shaft, carrying out structural work and fitting out ancillary infrastructure at Artarmon

- Carrying out structural work and fitting out ancillary infrastructure at Marrickville
- Fitting out the tunnel with rail operating systems
- Testing and commissioning of stations, tunnels, ancillary infrastructure, rail systems and trains.

Subject to the connection from the existing Tallawong to Chatswood to the Chatswood to Sydenham line, the western portion of the site remained unoccupied. The eastern portion of the site, directly adjacent to the rail corridor, is being retained by TfNSW for locating permanent infrastructure to serve and provide maintenance to the Sydney Metro line. Access to the permanent maintenance access via Mowbray Road will need to be maintained in perpetuity as part of any future proposal.

As part of the approved works for the Sydney Metro line, remediation works for future residential use have been completed by Sydney Metro. The existing heritage item 'Mowbray House' was retained during these works and was utilised as the on-site office for Sydney Metro.

Site Declaration

Schedule 2 of *State Environmental Planning Policy (Planning Systems) 2021* (Planning Systems SEPP) identifies projects that are classified as State Significant development (SSD). The Planning Systems SEPP was amended on 14 November 2025 to include the subject site, as detailed in Figure 5 below, as State Significant Development subject to a specific threshold. The proposed Rezoning Proposal applies to the site area as defined below.



Figure 4 Area identified as State Significant under the Planning Systems SEPP

2. Site Analysis

2.1 Site Description

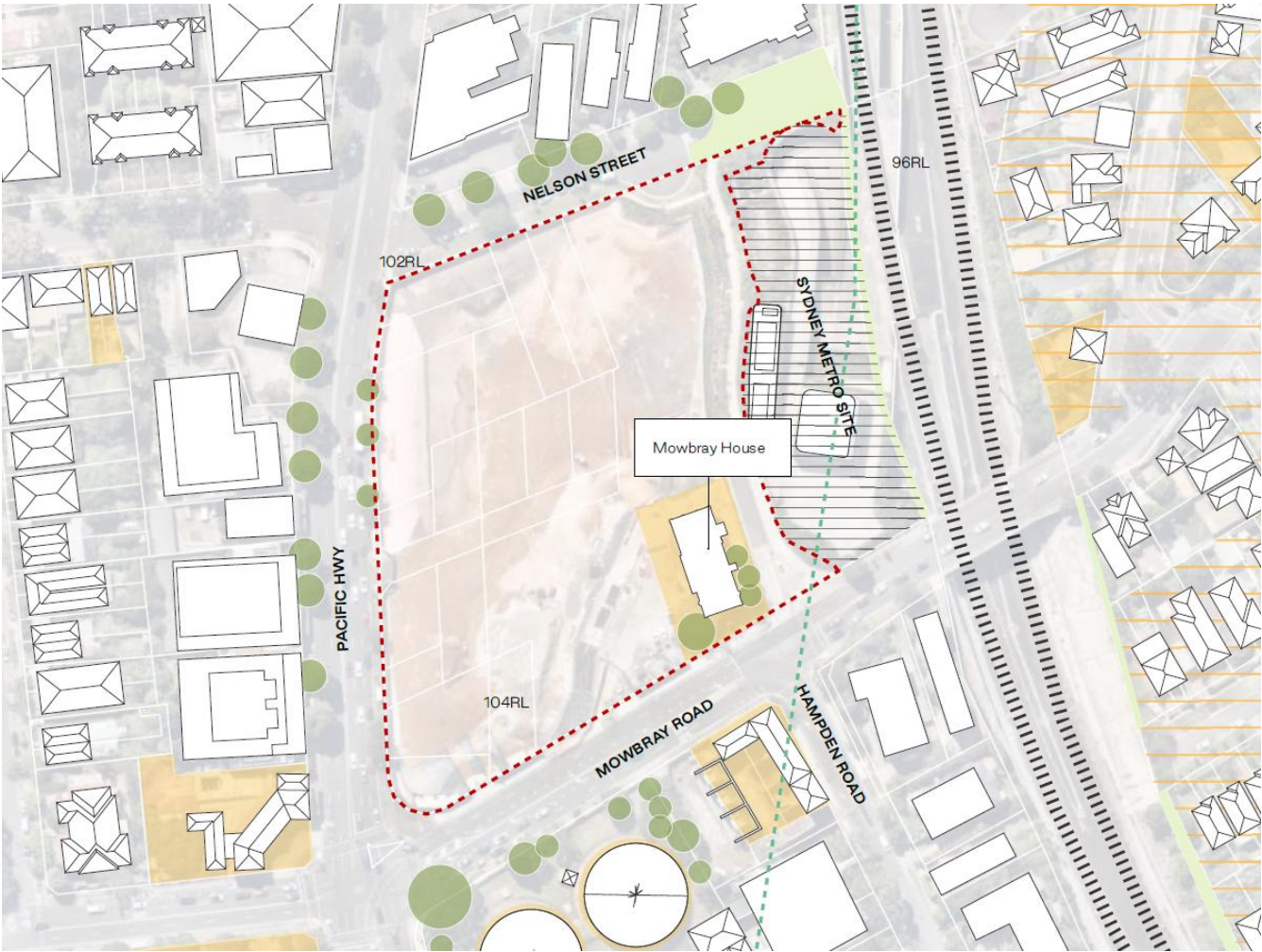
The Build-to-Rent site sits within the Chatswood 'Dive Site' which has a total area of approximately 18,854sqm and consists of 20 lots. The BTR project is sited on Lot 2 in DP221896 known as 339 Mowbray Road, Chatswood. The proposed subdivision proposed with this SSD sets out lot 15 for the BTR and has a site area of 2,789 sqm, as below.



Figure 5 Site area relevant to BTR SSD

The entire Chatswood 'Dive Site' includes the previously used Sydney Metro Dive Site to the east, which extends along the entirety of the immediately adjacent rail corridor. The Chatswood 'Dive Site' is split north-south by Frank Channon Walk, which includes landscaping along both edges along the northern portion of the walk. The intended development of the site does not relate to the land in use by Sydney Metro to the east of Frank Channon Walk. The south of the site, west of Frank Channon Walk, includes a local heritage item known as 'Mowbray House'.

The remainder of the Chatswood 'Dive Site', including the proposed Build-to-Rent site, is unoccupied and entirely cleared of any vegetation. Remediation works to ensure the site is prepared to residential standards are complete.



LEGEND

- | | | | |
|--|----------------------------|--|----------------------------|
| | Site Boundary | | Heritage Items |
| | Cadastral | | Heritage Conservation Area |
| | Existing Built Form | | Sydney Metro Site |
| | Trainline | | Existing Mature Trees |
| | Metro Line | | |
| | Existing Public Open Space | | |

Figure 6 Site Details (Source: FK)

2.1.1 Site Photos

The site during 2025, is shown in the figures below:



Figure 7

Site Photos

2.1.2 Site History

Based on the Geotechnical Due Diligence Study prepared by PSM (Appendix 17) and Statement of Heritage Impact prepared by Tropman and Tropman (Appendix 23), the site has included a variety of uses, including the following:

1870's: The Mowbray House site was initially used as the School of Arts and Mechanics' Institute c.1874, then serving as the Willoughby Council Chambers c.1877.

1906 to 1954: The site opened as an independent boy's school known as Chatswood Preparatory School and was later renamed as Mowbray House School in 1914. Other buildings, since removed, included a cottage for the headmaster, a dining hall, recreation hall, tennis courts, classrooms and more accommodation quarters. The school was closed in 1954.



Figure 8 (left) Aerial of the site in May 1941, (right) Aerial of the site in April 1978 (Source: NSW Historical Imagery)

1965 to 2005: In 1965, the field was replaced by a commercial property, which appears to have been either a large office or retail building. The residential properties in the southern half of the Site were demolished and replaced with commercial properties before 1965. The Site remained mostly unchanged until 1986, when the northwestern properties were converted into larger commercial properties.



Figure 9 (left) Aerial of the site in October 2009, (right) Aerial of the site in November 2015 (Source: Nearmaps)

2014 to 2017: The northwestern properties were converted into a parking lot.

2017 to 2023/24: This period marks the construction of the Sydney Metro 'dive' structure. Most commercial properties on the Site were demolished by April 2018, except for Mowbray House. By 2021, the acoustic shed for the dive structure had been constructed.



Figure 10 (left) Aerial of the site in April 2021, (right) Aerial of the site in October 2025 (Source: Nearmaps)

2024 to Present: After the completion of the dive structure, all temporary site structures were removed. The basements of previous structures were demolished at this time, and earthworks had commenced.

2.2 The site's characteristics

2.2.1 Topography

The site is located on land previously used by Sydney Metro for the construction of the Northern Metro line and therefore has been significantly levelled for construction, refer to (SSI-7400). The site is relatively level and generally follows the topography of the surrounding area, however, contains areas of varied levels due to the associated contamination and remediation works. Refer to Appendix 6 for the Site Survey prepared by Stuart De Nett Land Surveyors for the surrounding area and Appendix 36 for the Existing Site Levels Survey.

It is expected that the site will be filled to the Existing Site Levels Survey as part of a Crown DA prior to development of the site, and is supported by a mitigation measure which requires these works to be completed pre-CC.

2.2.2 Restrictions, easements or covenants

As part of the structural stability and operation of existing Sydney Metro underground infrastructure to the east, a reserve which include technical requirements to manage the risks associated with proposed developments are identified. Protection reserves are categorised as either the 'first reserve' or 'second reserve', the site is partially included within the second reserve.

- Reserve 1: This zone represents the area that must not be encroached upon by any proposed development and its construction.
- Reserve 2: This zone covers the areas where proposed developments have the potential to adversely impact on the performance of the support elements of underground infrastructure, metro operations or the feasibility of planned metro infrastructure. Any proposed developments that take place within the second reserve require an engineering assessment of the works to demonstrate that induced effects on the underground rail infrastructure are acceptable to Sydney Metro.

A detailed Rail Impact Assessment will be prepared as part of the detailed design program to address the site and potential impacts on the identified reserves.



Figure 11 Sydney Metro Buffer Zones (Source: Arcadis)

2.2.3 Transport and Accessibility

The BTR site includes a singular road frontage, Nelson Street to the north, and is otherwise landlocked by the wider Chatswood 'Dive Site'. Vehicular access to the wider Chatswood 'Dive Site' is provided at the intersection of Mowbray and Hampden Roads where a driveway (currently marked as 'no entry') allows vehicular access. The existing road access includes only left-in and left-out access. No formal access is currently available from Nelson Street.



Figure 12 Existing local traffic context

No parking is currently provided on site. There is some availability for on-street parking included on the southern edge of Nelson Street, whilst the northern side is No Parking; Monday – Friday 8.30am – 6pm. In addition, Pacific Highway and Mowbray Road are clearways from 6am to 7pm Monday to Friday, and 9am to 6pm on weekends.

2.2.4 Soil Conditions

The Geotechnical Due Diligence Study prepared by PSM, included in Appendix 17, confirms the soil typology and conditions on site. The Study identifies that the site is underlain by Ashfield Shale (Rwa) as part of the Wianamatta Group - Black to dark grey Shale and Laminite, however this the Study notes this mapping is not indicative of results from site testing. The Study confirms a variety of testing was undertaken including borehole (BH) drilling, large diameter auger drilling (LD), and Cone Penetrometer Tests (CPT), as well as face mapping of the dive structure. These studies identify that the general ground profile includes:

- Flexible Asphalt pavement up to 0.1m thick or topsoil, overlying
- 0.1 and 0.5m thick gravel to silty clay Filly, overlying
- 3m to 11m of Residual Soil to very low strength Shale, overlying
- Low strength Shale.

The ground conditions are characterised by a very deep weathering profile which has resulted in a deep layer of Residual Soil and extremely weathered, low strength shale. This is somewhat atypical for weathering profile in Ashfield Shale unit.

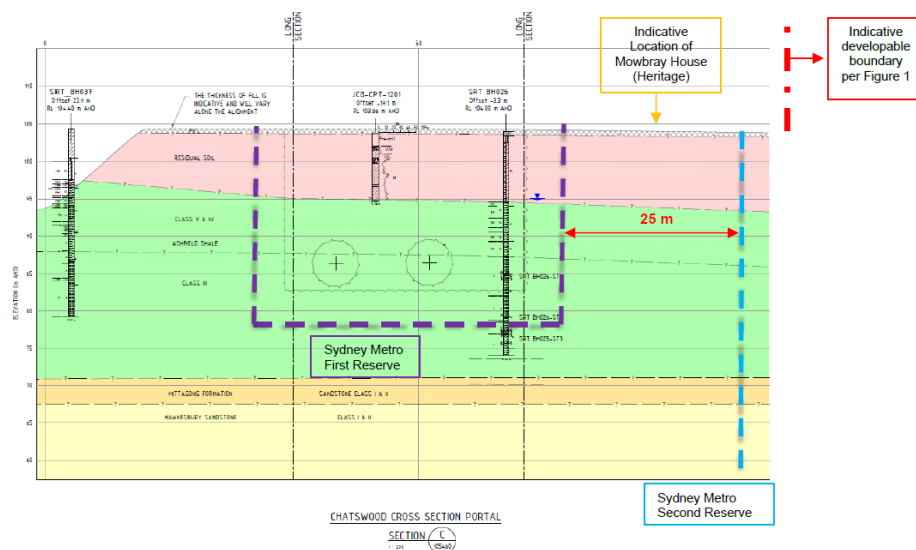


Figure 13 Cross section of Chatswood 'Dive Site' soil typology (Source: PSM)

The potential for encountering acid sulphate soil at the site is considered low given that the site is not located in an area with a known or potential acid sulphate soil.

2.2.5 Ground Water

The Geotechnical Due Diligence Study prepared by PSM (Appendix 17) details that the Ashfield Shale is the dominant lithology present beneath the Site. Ashfield Shale is described as a fine-grained mudstone, which displays bedding and secondary structural features such as joints, fractures, and faults.

Groundwater was observed to be present below the residual soil and near the top of the weathered shale based on the standpipe piezometer in BH026 approximately 10 m below surface level. It is likely that perched water tables within Residual Soil is present at some locations.

Groundwater at the site is inferred to flow towards the north-northeast, and may potentially discharge into Scotts Creek, approximately 1.7 km north east of the site before flowing into Castle Cove, approximately 3.7 km east of the site. However, there is a localised variation in groundwater flow direction is likely due to hydrogeological setting as the Sydney Metro dive structure is a drained structure and as such could be locally drawing down the water table at the site.

2.2.6 Contamination

The Summary of Site Contamination prepared by JBS&G (Appendix 18) undertakes a summary of previously undertaken contamination assessments. These previous assessments reviewed the site history which included a number of historic businesses occupied areas of the site which presented potentially contaminating activities, including: a former Caltex service station; an auto electrician; a carpet retail business; and Ausgrid (and predecessors) occupied the central and northern portion of the site as an electrical depot facility. These studies identify the site includes areas of contamination and require remediation.

To support site remediation works, a Remediation Action Plan, RAP (NP 2022) and a data gap assessment (NP 2023) had been completed which confirm site contamination conditions and areas of remediation and/or management such that the site could be validated as suitable for the proposed residential with accessible soil use. The NP 2023 Data Gap Analysis, included in the Contamination Summary at Appendix 18 provided by JBS&G, identifies the following areas for remediation.

- Remediation Area A: split into two areas –
 - Area A1 – former burial pits and asbestos impacts across a footprint of 2,192 m² to depths of up to 4 m bgs at its deepest point.
 - Area A2 – Fill impacted with lead, TRH and PAH exceedances where asbestos was not identified using the PRI, comprising an area of 1957 m² to a depth of up to 3 m bgs.
- Area D: in proximity to UST5 and UST6, surrounding lead, TRH and PAH impacted fill in the central south of the site, inclusive of the material identified underlying the former depot building, being an area of approx. 919 m² to a depth of up to 4 m bgs.
- Areas B, C, E and F were unchanged.

As part of the RAP it was recognised that there was a small data gap relating to the western edge of the site. Appendix 18 confirms that despite the data gap, the site has been or will be assessed appropriately with respect to site contamination and will be demonstrated as suitable for the proposed residential with accessible soil use.

As part of the approved works (SSI-7400) for the Sydney Metro line, remediation works to future residential use from Sydney Metro are complete. Upon completion by Sydney Metro, a Site Audit Statement (SAS) was provided to Landcom which confirms the site is suitable for future residential use.

The proposed SSDA boundary is entirely included within the SAS and RAP boundary, see Appendix 37 and 38, has been provided which demonstrates that the waste/contamination from the site has been appropriately classified and disposed off-site. The SAS further confirms that the site in its entirety is suitable for multiple land uses (low-density residential, high-density residential, public open space, and commercial/industrial).

2.2.7 Trees and Biodiversity

The subject site has been previously subject to industrial use and extensive clearing and therefore includes no vegetation. With the exception of Frank Channon Walk, which is a fabricated and undeveloped landscape, the site is entirely cleared.

No biodiversity has been identified or mapped on site. A BDAR Waiver request (Appendix 15) prepared by Firstfield Environmental confirms that the site is highly disturbed with no remnant native vegetation, no mapped PCTs, and no ecological features of significance. The BDAR Waiver (Appendix 40) confirms it is not

likely to have any significant impact on biodiversity values and that a BDAR is therefore not required to accompany any application for development consent or infrastructure approval for the proposed development.

2.2.8 Aboriginal Heritage

The site is highly disturbed as it has been previously subject to significant industrial uses and associated soil disturbance. The Aboriginal Cultural Heritage Advice (ACHA) prepared by Kelleher Nightingale (Appendix 22) confirms that due to the previous uses the natural landform was likely to have either been removed for the cutting or built over for the embankment and viaduct structure. The ACHA details that a large hardstand car park was previously located over the site, and that minor surface disturbance associated with building, road construction and removal of structures was likely to have had a significant impact or result in the removal of natural context in the soil below.

Kelleher Nightingale confirm that no Aboriginal objects, archaeological sites or areas of archaeological potential were identified and that the closest previously recorded site to the proposed development area was AHIMS site 45-6-2938, a surface artefact(s) site recorded adjacent to the rail corridor two kilometres to the south.

The advice states that, due to the previous uses, any Aboriginal deposits which once existed on site are likely to have been destroyed and that no areas of archaeological potential were identified within the Sydney Metro C2S area of works or the current proposed development site. Similarly, no subsurface archaeological potential was identified for the site and no known, potential or intangible cultural heritage values were identified, based on the level of past impacts.

2.2.9 European Heritage

The wider Chatswood 'Dive Site' includes a local heritage item, known as 'Mowbray House and 10m Curtilage' (I96) to the south east of the site. The BTR site as defined in the proposed subdivision does not include a heritage item.

As defined in the Statement of Heritage Impact (SoHI) prepared by Tropman & Tropman (Appendix 23), Mowbray House was constructed in 1907 and has a strong local cultural value for it's previous use as a school, representing early-twentieth century private education in Chatswood. The built form itself is defined as containing considerable aesthetic significance as a largely intact and pleasant example of an Arts and Crafts style building. A Conservation Management Plan (CMP) prepared by Heritas (Appendix 24) defines the quality of the heritage item as largely intact, however has seen a variety of additions which do not hold heritage value.





Figure 14 Photos of Mowbray House (Source: Tropman and Tropman)

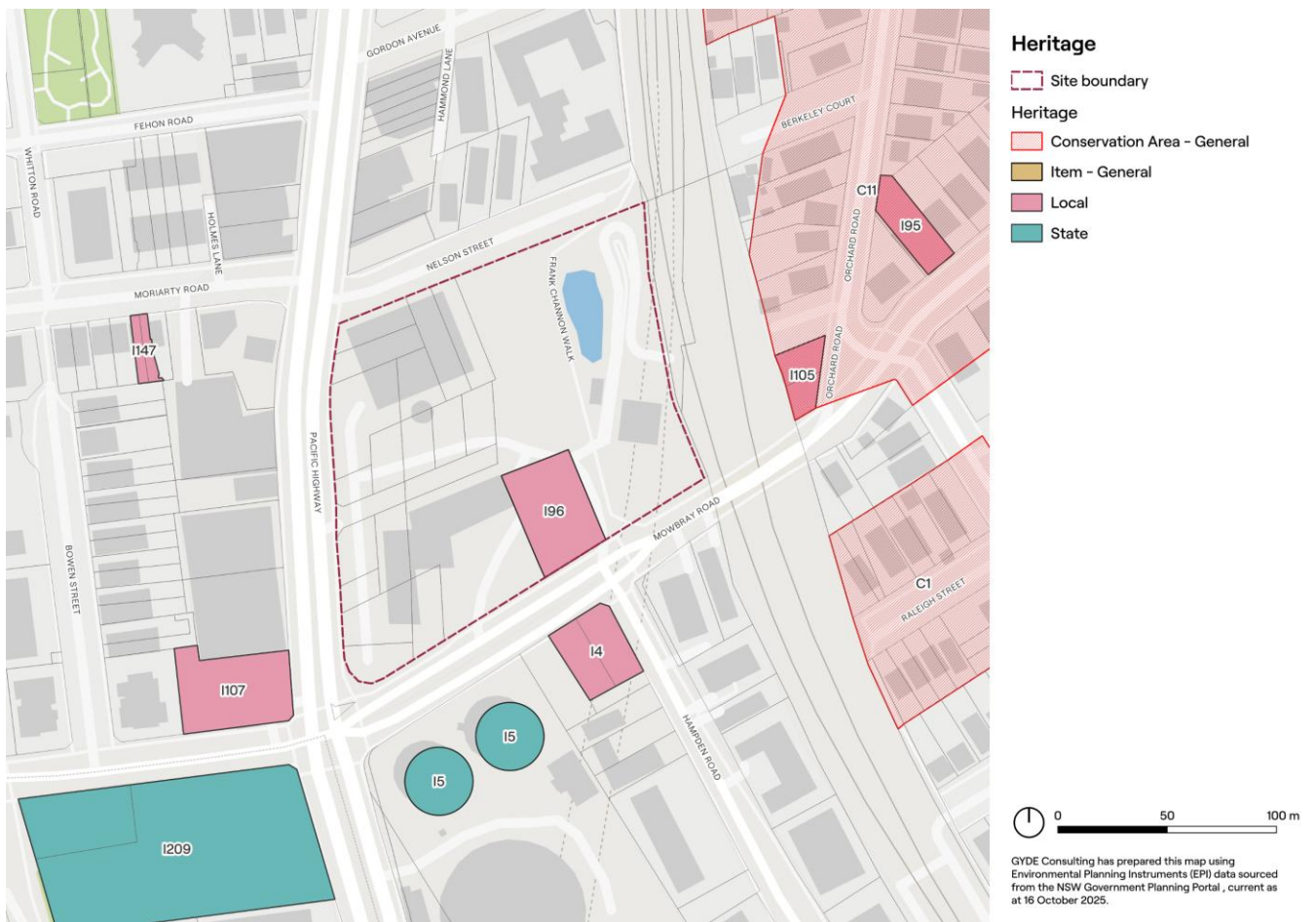


Figure 15 Local and State heritage items in and surrounding the site

As seen in the Figure above, the site includes no other heritage items, however, is surrounded by the following heritage items:

Local

- (I4) Chatswood Zone Substation No. 80 - Constructed in 1923 for the Municipal Council of Sydney (MCS), it represents the rapid expansion of the electricity network during the interwar period and is an example of an Interwar Free Style electricity substation.
- (I107) Great Northern Hotel - Established in 1870, it is the first hotel in the North Willoughby area and a landmark heritage pub within the North Shore. The current structure was largely constructed in the 1930s, and has undergone various alterations.

- (I147) Terrace House – Two-storey Victorian terrace house characterized by a gabled, iron-clad roof and an upper-level verandah - the house's street-facing structure remains largely retained.
- (I105) House – 2 Orchard Road – Single-level cottage and one of the earliest houses on Mowbray Road representative example of early 20th-century residential development in the area.
- (I95) House – 333 Mowbray Road – A single storey stretcher bond face brick house constructed in 1882, with a hipped corrugated iron roof in good condition despite various alterations.
- (C1) South Chatswood Heritage Conservation Area - reflects the early suburban development of Sydney's North Shore during the late Victorian and early Interwar periods - single-storey residential buildings retain its original detailing and distinctive architectural features.
- (C11) Artarmon Heritage Conservation Area - significant residential streetscape developed primarily between the Federation era and the Interwar period - features a mix of architectural styles - concentration of well-preserved single-storey and low-density housing

State

- (I209) Chatswood South Uniting Church – Victorian Gothic style sandstone church, rare example of the early rural settlement of Sydney's North Shore in the 1870s and is the oldest remaining Methodist church on the North Shore. The church has generally retained its landscaped grounds and other important associated buildings, such as church hall and parsonage.
- (I5) Chatswood Reservoirs - Water tanks built in 1888 that reflect early water supply system for Sydney's North Shore and are a good example of cylindrical, riveted steel surface reservoir.

See Appendix 23 and Appendix 24 for further detail regarding the various heritage items on and surrounding the site.

2.2.10 Archaeology

In addition to Mowbray House, a variety of built forms were once present on site as detailed in the site history in Section 2.1.2. An Archaeological Assessment and Statement of Heritage Impact prepared by AMBS (Appendix 25) confirms that there would be archaeological potential within the footprint of the Chatswood 'Dive Site' based on historical research and physical evidence.

The Assessment anticipates that the physical remains of the house 'Penzance', built in 1887 and part of the School of Arts building (Council Chambers) built in 1874, would be in situ. Appendix 25 details the archaeological excavations in both 2021 and 2024 found evidence of the following:

- Evidence relating to Penzance, its outbuilding, and related drainage features, as well as the remnants of a well. Any other archaeological deposits which may have been associated with the house were removed by later twentieth century development. Archaeological remains relating to the School of the Arts were insubstantial, including two brick piers which likely to an extension (c1917-1943). Other remains found relate to a footings and a well or cesspit.
- Across the remainder of the site, the only other substantial archaeological evidence consisted of a few post holes in yard areas and a small rubbish pit. Two unexpected finds were identified in areas of low potential in 2024, consisting of two rubbish pits and eight postholes. These have no direct correlation with any known structures and are not located consistently enough to allow their function to be determined.
- Archaeological remains associated with the earlier occupation of the site had largely been removed during later development as the area primarily consisted of a demolition fill overlying the natural soil profile.

Based on the finds and assessment as above, the site was divided into the following areas of Archaeological potential.



Figure 16 Archaeological potential of the AMBS study area (Source: AMBS)

The Assessment found that as part of the remediation works was managed under an unexpected finds protocol and no archaeological monitoring was undertaken, as such has no to limited potential for archaeological finds.

2.2.11 Flood Risk

The Flood Impact Risk Assessment (FIRA) prepared by BG&E (Appendix 26) confirms that the subject site is located near the uppermost point of the Scott's Creek catchment, approximately 400m upstream of the Chatswood Oval Detention Basin and is more than 40m above the downstream Scott's Creek in elevation. The FIRA confirms the site is not affected by the main creek flow path.

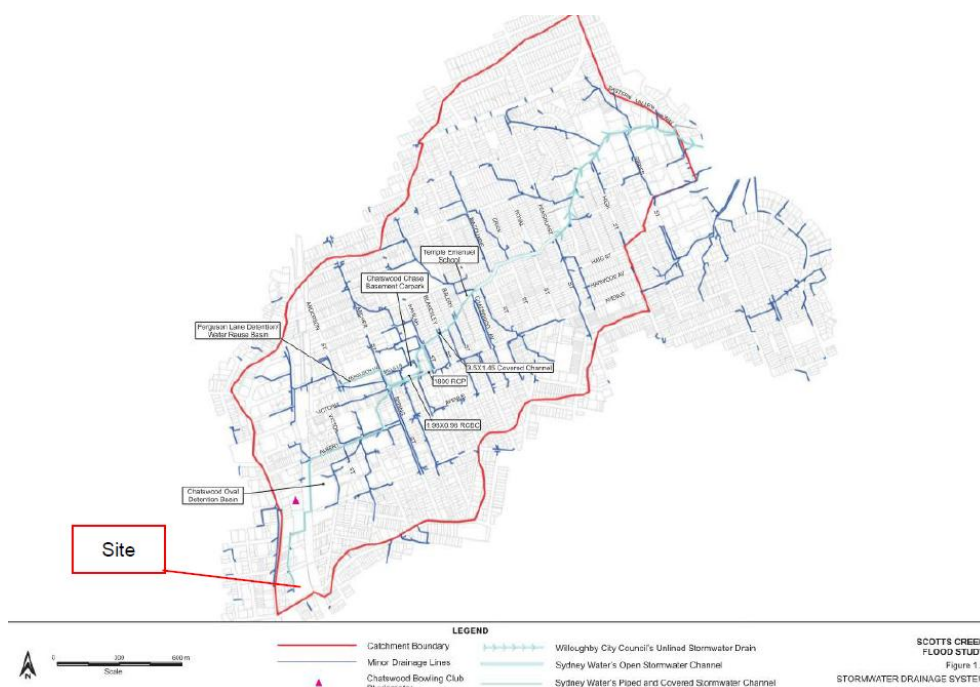


Figure 17 **Scott's Creek Catchment – Source: BG&E**

As the site lies 40m above the creek and is sited on a natural ridgeline, the FIRA notes that the site is outside both the mainstream and overland flood-prone areas for events ranging from 0.5% AEP to 20% AEP. The site is not affected by any identified flood hazard categories and is therefore considered free from flood hazard constraints.

2.2.12 Bush fire risk

The site does not include any dense vegetation that would risk a bush fire hazard and is located within a developed urban area. The nearest mapped bush fire hazard is located over 550m away from the site. As such, the site does not include any bushfire prone land.

2.3 The site's context

2.3.1 Local Context and Surrounds

The site is located within the Chatswood CBD Precinct, a strategic centre for transport and commercial activity in the Northern District. The site is defined by its proximity to transport hubs, located directly between Artarmon and Chatswood Station. It is sited between both major road infrastructure and rail infrastructure, with Pacific Highway adjoining the western boundary of the site, and the T1 Rail and Metro line adjoining the east. In addition, the existing Frank Channon Walk provides direct access for pedestrians and cyclists along the rail corridor to Chatswood Interchange.

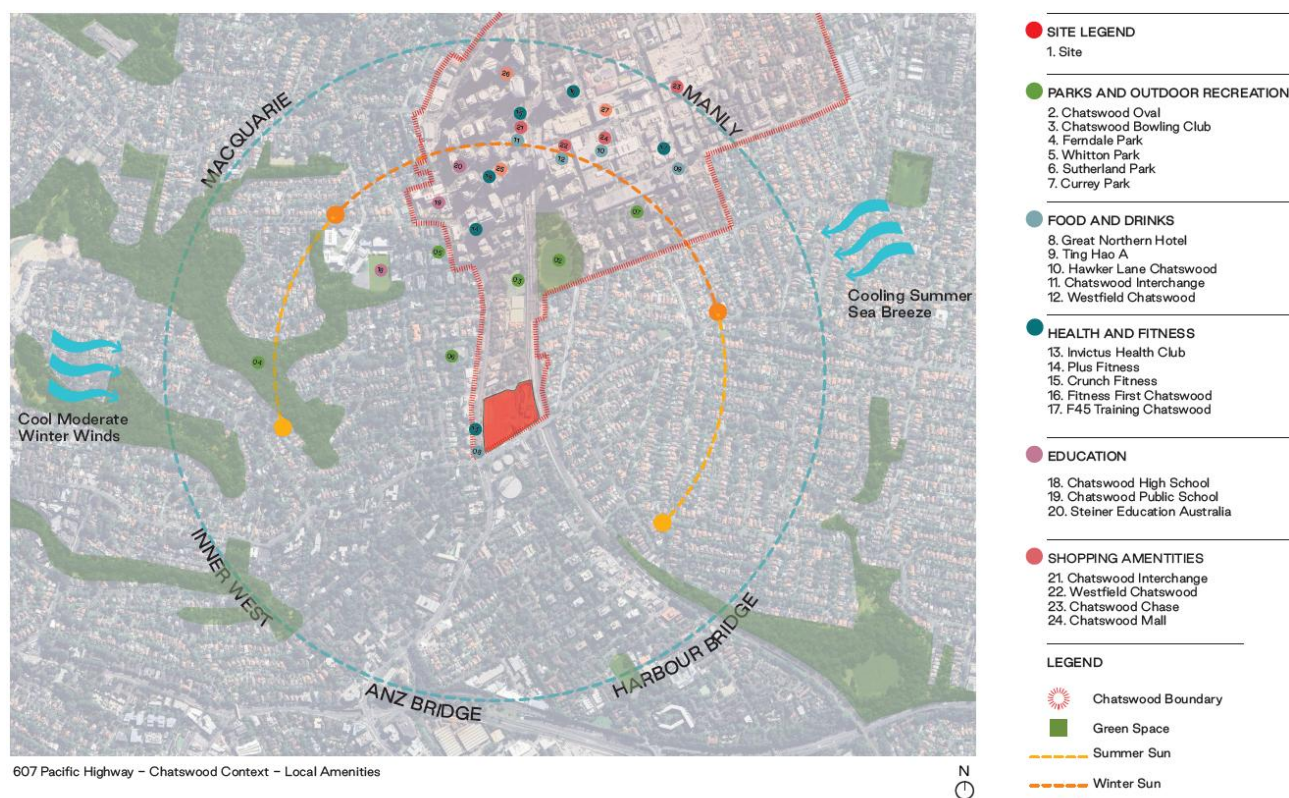


Figure 18 Local Context - FK

The site sits along a ridgeline which runs approximately north-south along Pacific Highway and acts as a high point between Lane Cove and Willoughby. As the site sits along a ridgeline, the flood constraints are minimal however Council's flood mapping identifies it is located over a stormwater channel, which will be considered as part of the detailed assessment. As the site has been previously cleared and is located in an urban centre, the site is not bushfire prone.

2.3.2 Existing Surrounds

The site is part of the larger Chatswood 'Dive Site' which is currently cleared, with the exception of the locally heritage listed Mowbray House. The Chatswood 'Dive Site' is bordered by a diverse mix of land uses. To the north, Nelson Street features medium density residential development, however, is subject to a variety of planning proposals and applications which present significant uplift across the Chatswood CBD precinct and will be appropriately addressed in considering cumulative impacts.

To the east, the site adjoins the Chatswood rail network, providing strong public transport connectivity, with medium to low-density residential over the rail line. To the south, Mowbray Road is flanked by the Sydney Water Chatswood Reservoir and a 244-metre telecommunications tower that is currently in operation 24/7.

To the west, on the opposite side of Pacific Highway includes a mix of 2 storey business developments and low-medium density residential developments. However, the area is undergoing a transition with the introduction of the new strategic positioning around the Chatswood Centre, as described below.



Figure 19 Existing surrounds off Pacific Highway, Nelson Street, and Mowbray Road (Source: Google Maps 2022-24)

2.3.3 Emerging site context

Chatswood CBD Precinct is undergoing a period of significant transformation guided by the Chatswood CBD Planning and Urban Design Strategy 2036. The Strategy establishes a clear move towards higher density-built form, retail activation, and a more vibrant, walkable centre. Changes to zoning, land use and building height controls reflect this shift and have increased capacity for both commercial and residential development in appropriate locations to support transit-oriented growth.

In response to the objectives of the strategy, a significant number of development applications have been lodged which reflect the push towards a high-density, mixed-use character. These existing development applications, approved and under assessment, exist directly north of the site and provide a precedent for growth in the Chatswood CBD and contextually growth on the future development on site.



Figure 20 Surrounding proposed development examples, as part of cumulative impacts below.

This evolution is also a response to changing economic and social conditions, including shifts in work patterns and demand for more diverse housing and commercial options in high amenity and accessible areas. This emerging local character will result in a pattern of taller buildings, larger bulk, and increased density more consistent with its role as a strategic centre that supports a place to live, work and play. In this context, new high-rise development within the Chatswood CBD should be as a positive and anticipated outcome of strategic planning.

Directly to the north of the site, 2 SSDAs have been approved, relating to 629-639 Pacific Highway and -769 Pacific Highway, Chatswood, which both relate to 27-storey residential towers that reflect the arising character in the locality.

2.3.4 Site's forming part of the cumulative impact assessment

After thoroughly reviewing the Planning Proposals, State Significant SSDAs and Development Applications (DAs) within a 1.2km vicinity of the site, we have identified at least 24 significant and relevant developments that may potentially have warranted consideration of potential combined effects alongside the proposed development. The below consider the location of the proposals in relation to the subject site, not including planning proposals, and provides examples of the proposed scale of development.

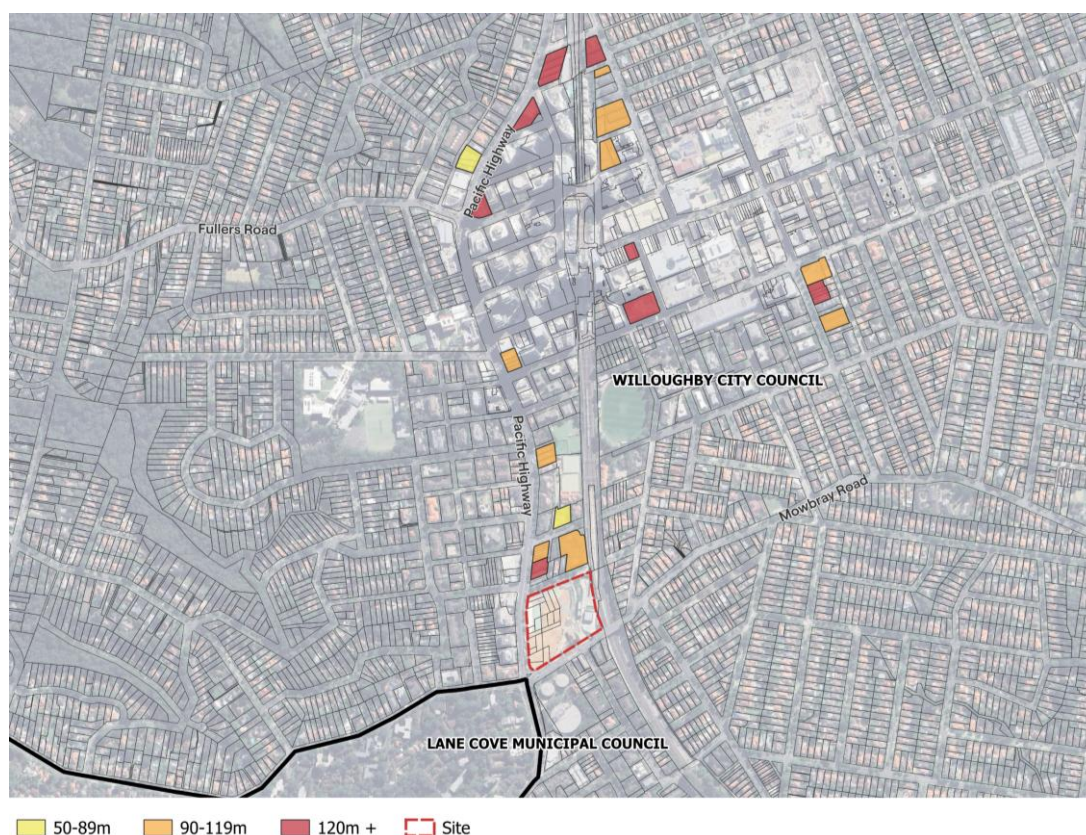


Figure 21 Proposed height context

The 21 projects identified are located within 1.2 kilometres from the site and include:

- **DA-2023/256** – 629-639 Pacific Highway, Chatswood – Approved in August 2025 – 27 storey mixed use development
- **DA-2023/237** – 9-11 Nelson Street, Chatswood – Lodged, in progress – 27 storey mixed use development
- **SSD-74439970** – 5-9 Gordon Avenue, Chatswood – Response to Submissions – 35 storey shop top housing development incorporating in-fill affordable housing
- **SSD-77127711** - 691-699 Pacific Highway, Chatswood – Exhibition – 34 storey mixed-use development with shop-top housing and in-fill affordable housing,
- **SSD-76555711** – 3-5 Help Street, Chatswood – Exhibition – 35 storey mixed use development
- **SSD-73277714** – 37 Archer Street, Chatswood – Exhibition – 28 storey mixed use development with infill affordable housing
- **SSD-85024458** – 65 Albert Avenue, Chatswood - Mandarin Centre – 46 storey mixed-use development
- **SSD-75408008** – 44-52 Anderson Street, Chatswood – Response to Submissions – 33 storey shop-top housing development with infill affordable housing
- **SSD-75116211** – 51-55 Archer Street, Chatswood – Preparing EIS – 35 storey mixed use shop top housing development including in-fill affordable housing
- **SSD-78520463** – 54-56 Anderson Street, Chatswood – Response to Submissions – 32 storey mixed used development with infill affordable housing

- **SSD-63324208** – 410-416 Victoria Avenue, Chatswood – Approved, March 2026 – 46 storey build-to-rent development with ground and first floor retail premises
- **SSD-87033962** – 815 Pacific Highway, Chatswood – Scoping submitted – 61 storey mixed-use building, comprising 506 apartments, including 100 affordable housing units, commercial and retail uses
- **SSD-73505961** – 613-627 Pacific Highway, Chatswood – Preparing EIS – 36 storey mixed use development with 15% infill affordable housing
- **SSD-72891212** – 57-61 Archer St & 34 Albert Ave, Chatswood – Approved in November 2025 - 113m mixed use development with infill affordable housing
- **SSD-74319707** – 849, 853 and 859 Pacific Highway, and 2 and 8 Wilson Street – Response to submissions – 36 storey mixed use development
- **SSD-59805958** – 763-769 Pacific Highway, Chatswood – Approved – Construction of 198 BTR units within a 27 storey shop-top housing development
- **SSD-74670720** – 38-42 Anderson, 3 McIntosh and 2 Day Streets, Chatswood – Response to Submissions – 23-33 storey towers including mixed use development with infill affordable housing
- **HDA – SSD-96078708** – 754 Pacific Highway, Chatswood – Preparing EIS - 23 storey mixed use development including seniors living for 147 independent living units.
- **HDA - SSD-96776964** – 845 Pacific Highway, Chatswood – Construction of 56 storey shop top housing development containing approximately 500 dwellings (inc. 15% affordable housing)
- **HDA - SSD-104279961** – 1A-29 Bowen Street and 12-18 Moriarty Road, Chatswood – Preparing EIS - Residential flat building (102 dwellings) communal open space, landscaping and 4% affordable housing.
- **HDA 290324** – 35 Albert Avenue, Chatswood - 100 apartments, including 10% affordable housing, above ground level retail.
- **HDA 290317** – 56 Archer Street, 66-70 Archer Street, 1 Spring Street, 3-9 Spring Street, 11 Spring Street, 13 Spring Street, Chatswood Successful HDA EOI - 4 buildings, 760 apartments including 10% affordable housing, 14,000sqm of commercial/ retail space, through site links and 3,600 sqm open space
- **HDA 300947** – 345 Victoria Avenue, 12-14 Malvern Avenue and 5-7 Havilah Street, Chatswood – Successful HAD EOI - Construction of two buildings up to 162m comprising a total of 470 dwellings, including 10% affordable housing for 15 years, through site access to Chatswood Chase
- **HDA 306303** – 72 Archer Street, Chatswood – Successful HDA EOI - 186 apartments including 10% affordable housing for 15 years, one 49 storey tower, two levels of commercial use
- **HDA 290658** – 701-705 and 745 Pacific Highway, Chatswood - Successful HDA EOI - 41 storey mixed-use development comprising 140 apartments and 10% affordable housing

From those listed above, 4 are related to the block directly north of the site. These sites have been considered as part of the cumulative impact assessment under section 7.4.

3. Strategic Context

The concurrent Rezoning Proposal and SSDA demonstrates significant strategic merit as it directly aligns itself with Federal, State, and Local Governments priorities and strategic plans. The proposed BTR scheme is consistent with the concurrent Proposal and SSDA and will deliver upon the objectives and priorities found within the strategic planning framework.

The strategic plans / documents most relevant to the site's development potential are summarised in the table below. Consistency with these Plans/documents will be addressed in detail in the EIS.

Table 2 Strategic context and relevancy to subject BTR SSDA

Strategic Plan/Document	Details
National Housing Accord 2022	In October 2022, the National Housing Accord was introduced by the Federal Government, pledging to construct 1 million houses in prime locations within a five-year timeframe, commencing in 2024. The proposal will deliver up to 180 new dwellings, providing a diverse build-to-rent housing within a highly accessible and high amenity location. Given the growing demand for the population to live in the vicinity of their work and in areas with high amenity, BTR housing is emerging as a highly feasible alternative housing option. In more detail, the accord delineated the imperative for enhanced backing of institutional investment. The National housing Supply and Affordability Council, in collaboration with State Governments, are currently reviewing barriers to innovation in housing, such as BTR. Considering this, the Federal Government is exploring methods to incentivise innovative housing options. The proposed development is in alignment with the above priorities, as it aims to increase housing by implementing a high quality BTR housing model, in a highly accessible location.
Connecting to Country Framework	The Connecting to Country Framework acts as a guide for developing connections with Country to inform the planning, design, and delivery of built environment projects in NSW. The goals and intentions of the GANSW Connecting with Country framework has been integrated into the building and landscape design. A First Nations Co-Design Values Report prepared by JMP Aboriginal Consultancy (Appendix 12) include details of how the project aligns with First Nations values and reflects consultation with local Aboriginal Elders and in-depth local cultural history. The Architectural Design Statement prepared by Fender Katsalidis (Appendix 9) and the Landscape Report prepared by Oculus (Appendix 11) provide details on how the proposed design has been developed and finalised to reflect key values established in Appendix 12 and as part of consultation with First Nations community. Connection to Country will be incorporated throughout the lifecycle of the proposal and has formed part of the design development process.
Greater Sydney Region Plan – A Metropolis of Three Cities	In March 2018, the Greater Sydney Commission's (GSC) published the A Metropolis of Three Cities and the associated District Plans. The Plan divides the Sydney Region into 3 Cities, with a vision of growth until 2056 and aims to anticipate the housing and employment needs of a growing and vastly changing population. Of the 3 cities, the site is located within the Eastern Harbour City. The division into 3 cities puts workers and the wider community closer to an array of characteristics such as, intensive jobs, 'city-scale' infrastructure and services, entertainment and cultural facilities. The proposal aligns with the following objectives: • <u>Objective 1</u>: Infrastructure supports the three cities • <u>Objective 4</u>: Infrastructure use is optimised • <u>Objective 5</u>: Benefits of growth realised by collaboration of governments, community and business • <u>Objective 7</u>: Communities are healthy, resilient and socially connected • <u>Objective 9</u>: Greater Sydney celebrates the arts and supports creative industries and innovation • <u>Objective 10</u>: Greater housing supply

Strategic Plan/Document	Details
	• <u>Objective 11</u>: Housing is more diverse and affordable • <u>Objective 13</u>: Environmental heritage is identified, conserved and enhanced • <u>Objective 14</u>: A Metropolis of three cities – integrated land use and transport creates walkable and 30 minute cities • <u>Objective 22</u>: Investment and business activity in centres • <u>Objective 28</u>: Scenic and cultural landscapes are protected • <u>Objective 30</u>: Urban tree canopy is increased • <u>Objective 31</u>: Public open space is accessible, protected and enhanced • <u>Objective 32</u>: The Green Grid links parks, open spaces, bushland and walking and cycling paths • <u>Objective 33</u>: A low-carbon city contributes to net zero emissions by 2050 and mitigates climate change The proposed development aims to advance the objectives of the Greater Sydney Region Plan by creating an interconnected, high amenity, transit-oriented community. It will capitalise on the Government's investment in the public transport network, facilitating new housing opportunities in proximity to frequent public transport, services, and amenities.
North District Plan	The GSC has prepared District Plans to inform regional and local-level planning and assist the actions of State agencies. The aim of the District Plans is to connect local planning with longer-term metropolitan planning for Greater Sydney. The proposal is located within the North District area. The North District Plan sets out a twenty-year vision to help achieve the goals contained in A Metropolis of Three Cities – the GSC vision for developing Sydney as a world-class future city. The Plan establishes a number of priorities and actions to guide growth, development and change. It also emphasises connectivity to infrastructure, collaboration, liveability, productivity and sustainability. The proposed development aligns with the following planning priorities: • <u>Planning Priority N1</u>: Planning of a city supported by infrastructure • <u>Planning Priority N4</u>: Fostering healthy, creative, culturally rich and socially connected communities • <u>Planning Priority N5</u>: Providing housing supply, choice and affordability with access to jobs, services and public transport • <u>Planning Priority N6</u>: Creating and renewing great places and local centres and respecting the District's heritage • <u>Planning Priority N7</u>: Growing a stronger and more competitive Harbour CBD • <u>Planning Priority N8</u>: Eastern Economic Corridor is better connected and more competitive • <u>Planning Priority N10</u>: Growing investment, business opportunities and jobs in strategic centres • <u>Planning Priority N12</u>: Delivering integrated land use and transport planning and a 30-minute city • <u>Planning Priority N17</u>: Protecting and enhancing scenic and cultural landscapes • <u>Planning Priority N20</u>: Delivering high quality open space • <u>Planning Priority N22</u>: Adapting to the impacts of urban natural hazards and climate change The proposal will ensure the delivery of a diverse typology of housing to an interconnected, high amenity, transit-oriented community, supported by significant public infrastructure and amenity. The Build to Rent has been designed to ensure incorporated sustainability measures, see Section 7.2.6.
Willoughby Local Strategic Planning Statement	The Willoughby Local Strategic Planning Statement (LSPS) applies to the subject site and aims to deliver on key planning priorities. The proposal aligns with the following relevant planning priorities: • <u>Priority 1</u>: Increasing housing diversity to cater to families, the aging population, diverse household types and key workers

Strategic Plan/Document	Details
	• <u>Priority 3</u>: Enhancing walking and cycling connections to Willoughby's urban areas, local centres and landscape features • <u>Priority 4</u>: Ensuring that social infrastructure caters to the population's changing needs and is accessible to foster healthy and connected communities • <u>Priority 5</u>: Respecting and enhancing heritage and local suburban character • <u>Priority 6</u>: Planning for local centres which are vibrant places that meet the everyday needs of the population • <u>Priority 7</u>: Developing Chatswood's role as a true transport hub for Willoughby City and the North Shore • <u>Priority 9</u>: Developing Chatswood CBD as a key commercial centre and integral part of the Eastern Economic Corridor • <u>Priority 14</u>: Increasing Willoughby's tree canopy coverage • <u>Priority 15</u>: Improving the efficiency of Willoughby's built environment • <u>Priority 17</u>: Augmenting local infrastructure and using existing infrastructure more intensively and efficiently to accommodate planned growth • <u>Priority 18</u>: Leveraging planned major infrastructure investments and projects to support growth. The development will provide commercial and residential development that enhances the activation and viability of the Chatswood CBD. The Build to Rent typology provides the necessary diversity and housing supply to the local community.
Willoughby Housing Strategy	The Willoughby Local Housing Strategy outlines that the population of Willoughby LGA is expected grow from 78,018 in 2016 to 91,848 in 2036. This is a 17.7% increase in population over the next 20 years that is consistent with the expected growth with the wider North District. To accommodate the growing demand for housing in the LGA and larger district, the proposed development will assist Council in meeting the forecast demand for additional housing. The WHS defines that Willoughby (amongst other north shore councils) are "very unaffordable" for key workers. By providing significant contribution of BTR apartments, dedicated to key workers, the proposal intends to directly address the need for supply of housing opportunities for key works in accessible locations, allowing future residents to efficiently serve the community without losing the opportunity to live in a high amenity location.
Chatswood CBD – Planning and Urban Design Strategy 2036	The Chatswood CBD – Planning and Urban Design Strategy 2036 was adopted in 2020. The Plan was developed as a strategic land use plan, including traffic and transport inputs, to guide development in the precinct. It seeks to unlock and define areas of delivery to facilitate the development of the precinct to achieve an activated and resilient CBD. The Plan recognises that Chatswood is identified as a Strategic Centre through the North District Plan and the introduction of the Chatswood Metro Station at the time presented an opportunity for renewal and activation in the area. The recent and ongoing expansion of the Metro line across greater Sydney only enhances the defined opportunities of Chatswood CBD. The Plan specifically identifies the site as part of the Chatswood CBD precinct and will provide guidance around intended outcomes. The proposed development incorporates commercial premises and integration with vibrant green spaces to ensure the activation of the CBD and address the planning principles within the Strategy.
Future Transport Strategy 2056	The Future Transport Strategy 2056 sets out a transport vision, directions and outcomes framework for NSW to guide transport investment and policy over a 40-year period. The Strategy aims to achieve greater transport capacity, improved accessibility to housing, jobs and services, continued innovation, address challenges and support the State's economy and social performance. The proposal is consistent with the key outcomes of the Strategy as it provides new homes and jobs above and around two train stations and a metro station, while also encouraging active transport to and from the site to reduce reliance on private vehicles.

Strategic Plan/Document	Details
Community Strategic Plan – Our Future Willoughby	The Willoughby Community Strategic Plan, prepared by Council on behalf of and in consultation with the community, sets out the overarching vision for Willoughby and guides our planning and decision making for the next 10 years. The Build-to-Rent development will work to incorporate the community priorities and provide genuine engagement opportunities with community during the planning process to ensure an optimal outcome on site.
DRAFT Sydney Plan	It is recognised that a Draft Sydney Plan is currently on exhibition until 27 February 2026 and is intended to replace the Greater Sydney Region Plan 2018 when finalised. The DRAFT Sydney Plan will guide how the NSW Government manages growth in the Sydney region over the next 20 years. It covers 33 local government areas, including Willoughby LGA, and therefore applies to this proposal. The Sydney Plan focuses on the delivery of ‘a more equitable, liveable and economically strong Sydney both now and for future generations’. As part of this, the Plan focuses on 12 responses including the following, of which the BTR proposal is in alignment with the relevant bolded responses: 1. Implement Sydney housing targets 2. Increase housing diversity and choice 3. Secure the supply of affordable housing 4. Grow well-located jobs 5. Align infrastructure to planning growth 6. Create a more vibrant Sydney 7. Grow and connect public open space 8. Secure an ongoing pipeline of productive industrial lands 9. Minimise the impact of natural hazards to communities 10. Sequence planning growth in greenfield areas within the urban footprint 11. Manage land uses beyond the urban footprint 12. Protect and enhance the natural environment

4. Project Description

4.1 Project overview

The proposal involves the site preparation and development of a 23-storey mixed use development, consisting of commercial premises and a residential flat building with 180 build-to-rent dwellings. The building includes 4 storey podium and an additional 19 storey residential tower, including retail premises, services, lobby and communal open space. The proposed works include the preparation of the site, including connection of services and utilities, civil works, and site earthworks to align with existing public domain.

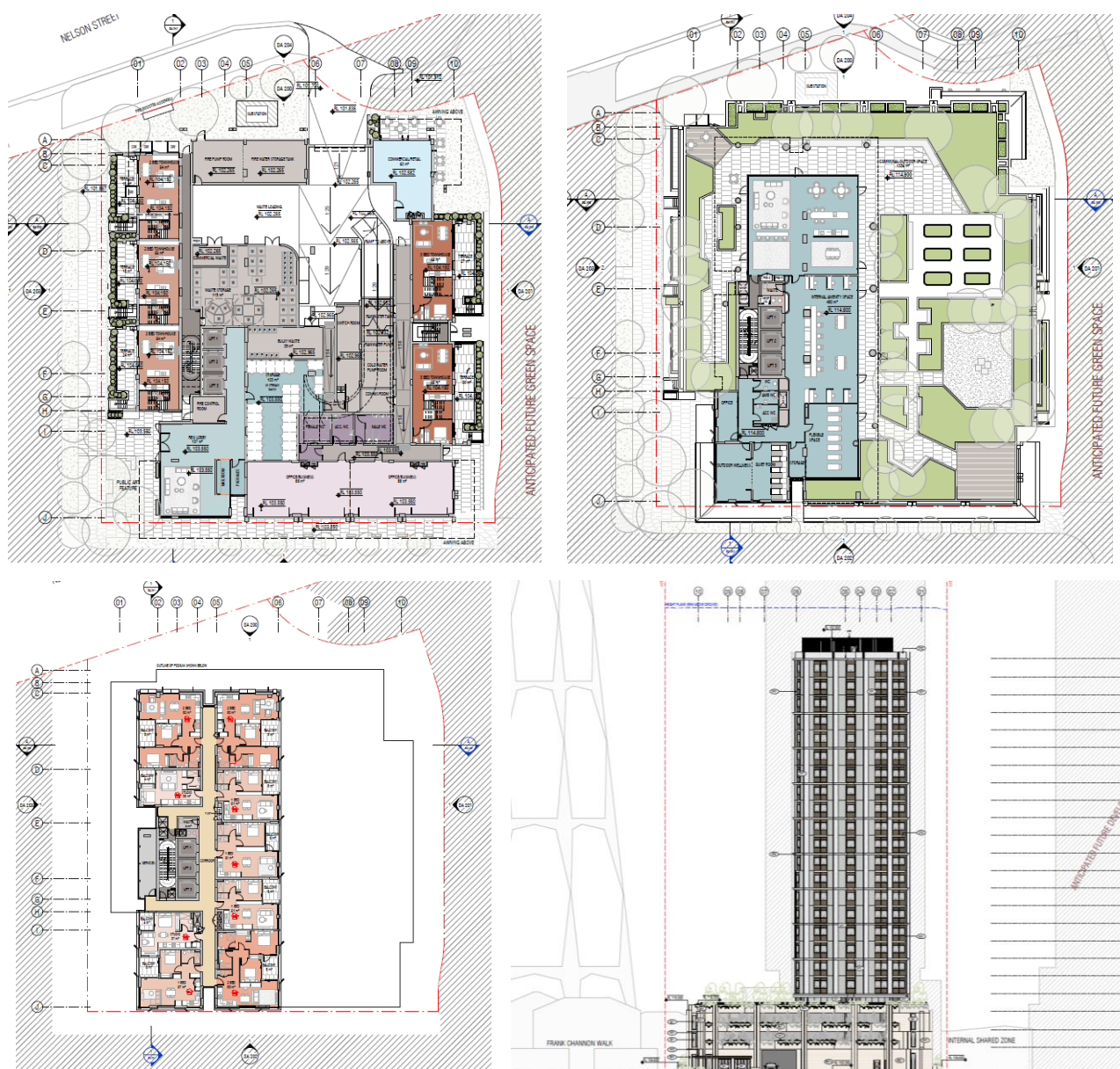


Figure 22 Architectural Plans (Source: FK)

4.2 Development description

A detailed description of the proposed built form is below:

Podium - Ground Floor:

- 2-way vehicle access via Nelson Street.
- 5 residential dwellings on both eastern and western facades, including:
 - 3 x 2-bed 54-56sqm duplex with 20-24sqm terraces,
 - 2 x 3-bed 65 sqm duplex with 28-30sqm terraces.
- 137 sqm residential lobby with a separated mail and package room, 3 lift cores, and a 103sqm storage space include 25 storage cages.
- Commercial premises, including:
 - 60sqm Commercial/Retail tenancy with hardscape for external seating/dining
 - 2 x 88sqm Office/Business tenancies with rear access to facilities and can be converted into one 174sqm tenancy.
 - Associated services and facilities, including 4 x female bathrooms, 2 male bathrooms, and one accessible bathroom.
- External hardscaping on eastern and western facades including pathway from public path to eastern terraces as secondary access.
- Civil works and earthworks across the site, landscaping in north and north-eastern facades, and a public art feature in south-western boundary.
- Associated services for both residential and commercial uses:
 - Waste Loading dock and truck turning space, ramping to Level 1 and Level 2 parking (bicycle and car).
 - Commercial waste room, refuse rooms.
 - External substation, internal switch room, cold water pump room, rainwater tank and rainwater pump.
 - Fire control room, fire pump room, fire water storage tank, 3 x fire stairs.

Podium - Level 1:

- Carpark, including:
 - 1-way vehicle access from and to Ground Floor and Level 1.
 - 17 car spaces, including 4 accessible spaces
 - 4 bicycle racks (8 spaces)
- Residential use, including communal corridor and 8 x dwellings:
 - The secondary floor of the 5 duplex dwellings on both eastern and western facades, including:
 - 3 x 2-bed 62sqm duplex with 5sqm balconies
 - 2 x 3-bed 65sqm duplex with 15sqm balconies.
 - 2 x 2-bed 80sqm dwellings with 9sqm balconies
 - 1 x 3-bed 104sqm dwelling with 9m balcony

- Associated servicing, including 2 x fire stairs, 3 lift cores, waste chute, and electrical, fire and water services.

Podium - Level 2:

- Carpark, including:
 - 1-way vehicle access to Level 1.
 - 20 car spaces, including 2 accessible spaces
 - 6 bicycle racks (10 spaces)
 - 24 sqm storage room with 3 storage cages
- Residential use, including communal corridor and 8 x dwellings:
 - 5 x 1-bed 57-62sqm dwellings with 11-18sqm balconies.
 - 2 x 2-bed 80sqm dwellings with 9sqm balconies.
 - 1 x 3-bed 104sqm dwelling with 9sqm balcony.
- Associated servicing, including one fire stair, 3 lift cores, waste chute, and electrical, fire and water services.

Podium - Level 3:

- 1336 sqm of communal outdoor space, including areas designated for landscaping, open areas, yoga deck, kitchen garden, and informal seating and dining, gym equipment.
- 481 sqm of Internal amenity space, including areas designated for:
 - Office, outdoor wellness, quiet room, storage, flexible space, casual seating and dining, study and working from home.
- Associated servicing, including one fire stair, 3 lift cores, waste chute, and electrical, fire and water services.

Tower - Levels 4-10:

- Residential use, including communal corridor and 8 x dwellings per floor:
 - 1 x 38 sqm studio dwelling with 4sqm balcony.
 - 3 x 1-bed 51-59sqm dwellings with 8sqm balconies.
 - 3 x 2-bed 81-83sqm dwellings with 8-9sqm balconies.
 - 1 x 3-bed 103sqm dwelling with 9sqm balcony.
- Associated servicing, including one fire stair, 3 lift cores, waste chute, and electrical, fire and water services.

Tower - Levels 11-22:

- Residential use, including communal corridor and 9 x dwellings per floor:
 - 2 x 37-38 sqm studio dwelling with 4-5sqm balcony.
 - 4 x 1-bed 51-61sqm dwellings with 8sqm balconies.
 - 3 x 2-bed 80-83sqm dwellings with 8-9sqm balconies.
- Associated servicing, including one fire stair, 3 lift cores, waste chute, and electrical, fire and water services.

Tower - Roof:

- Infrastructure and Servicing including PV Panels, 76sqm hot water plans, Lift overrun.

4.3 Project need

The site is a unique addition to the Chatswood CBD precinct, as one of the only un-developed sites remaining. The site provides a significant opportunity to work from a blank slate to establish a vibrant new addition to the Chatswood CBD.

This project aligns with the Government's goals for integrated land use, transport planning, and transit-oriented development principles. The proposal allows for significant housing delivery that enhances access to high-frequency public transport nodes at Chatswood, Artarmon and the surrounding connected areas. The BTR SSDA will help provide much-needed new and diverse housing opportunities, including allowing for the future development of build-to-rent housing. It delivers high-amenity housing for key workers close to high-frequency public transport, services, and facilities. This contributes directly to meeting the housing targets set in the North District Plan and achieves an outcome equivalent to 13% affordable housing for the site which reflects the significant affordability contribution inherent in the BTR model as a core component of the development.

Additionally, the retail activation of the ground plane will ensure that the Chatswood CBD maintains its economic role by providing job opportunities and amenity access to the community. The ground plane also includes the incorporation of detailed design and landscaping outcomes to seamlessly interface with future landscaping.

4.4 Summary table of the proposal

The following table provides a summary of the proposal.

Table 3: Development summary

Component	Proposal
Total Dive Site area	18,854 sqm
Proposed Lot Area	2,789 sqm
Height of buildings	79.25m (RL182.8)
FSR	5.81:1
Total GFA	16,206 sqm
Residential GFA	15,380.7 sqm
Non-residential GFA	339.2 sqm
Internal Amenity GFA	486 sqm
Total number of units	180
Unit mix	Studio – 31 / 17% 1 Bed – 74 / 41% 2 Bed – 64 / 36% 3 Bed – 11 / 6%
Total Car Spaces	37
Resident Car Spaces	37
Retail Car Spaces	Nil
Accessible Car Spaces	6

Component	Proposal
Bicycle spaces	18
Motorbike spaces	3
Storage cages	28
Deep soil planting - non-ADG compliant (less than 6m depth).	Ground Floor: 295sqm (10.5%) Level 3/Communal Open Space: 608.3sqm (21.8%)
Tree Canopy Cover	Ground Floor: 338m2 (12%) Level 3/Communal Open Space: 1,100sqm (39%)
Communal open space	1,336m2 / 48%
Job creation	88 – Construction 15 – Operational

4.5 Demolition

The site is entirely cleared, and no demolition is proposed within the defined BTR lot.

4.6 Earthworks and Excavation

The site proposes minor earthworks of the site, ensuring the site is levelled for the BTR development, with a maximum cut and fill of +/- 0.5m from ground level.

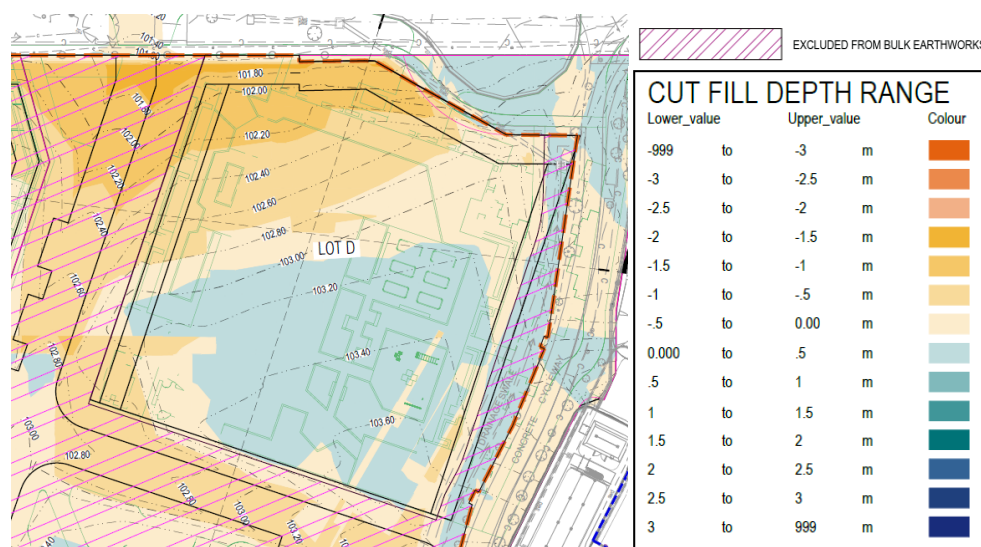


Figure 23 Proposed cut and fill plan (Source: Arcadis)

No basement is proposed. Excavation is limited to the structural support for the built form including slab and footings. Refer to Appendix 39 for the proposed Earthworks Plan.

4.7 Civil Works

The proposed site is well serviced and has direct access to utility connections in Nelson Street. It is intended that water and sewer services will be connected to existing pipe network within Nelson Street. A substation will be provided in the northwestern corner of the site and incorporate a 'kiosk' design in accordance with AusGrid, where the site will connect to the existing network on Nelson Street.

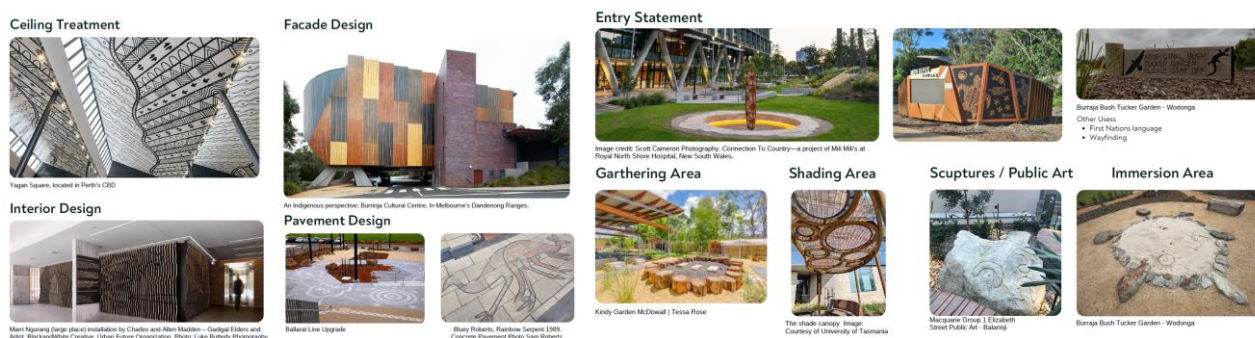
As the site is currently undeveloped no service relocation is required. Detail of utility connections will be defined at detailed design stage for construction certificate.

4.8 Tree removal

The site has previously been cleared; no trees are proposed to be removed.

4.9 Connecting with Country strategy

The First Nations Co-Design Report prepared by JMP Aboriginal Consultancy (Appendix 12) defines how the Darramuralag and Terramerragal culture can influence in the design from artefacts and art:



The design of the BTR development incorporates key elements of the above in both the architectural and landscape elements of the proposed scheme. The architectural aspects of the design reflecting the cultural values through the façade, materiality and integration with the Frank Channon Walk.

The landscape Connecting with Country strategy seeks to introduce connections through ground plane elements, hanging gardens with native species representing aspects of the Aboriginal six seasons, provision of community gathering areas in the podium, and materiality as illustrated below.



Figure 24 Connecting to Country – Podium – Landscaping (Source: JMP)

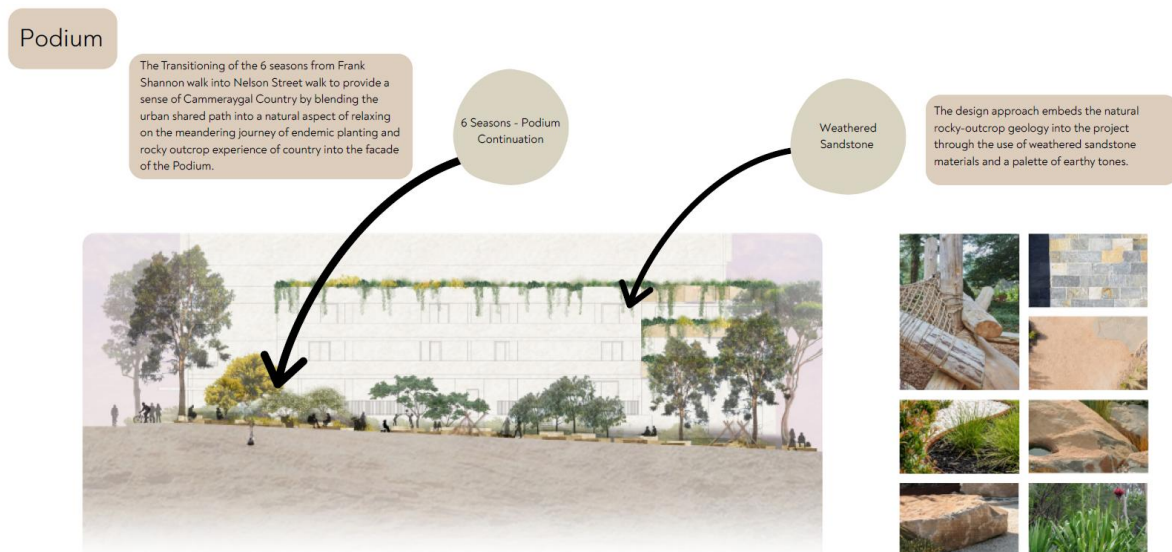


Figure 25 Connecting to Country – Podium – Landscaping (Source: JMP)

4.10 Landscaping and communal open space

The Landscape Report prepared by Oculus (Appendix 11) is underpinned by four key landscape principles:

- **Maximise Deep Soil and Vegetation:** Create a connected landscape focused design response that provides residents and community with an ability to connect with nature.
- **Celebrate Opportunities for Connecting with Country:** Engage and celebrate Country through the use of materials representing pre-colonial landscapes and integrate the Dharug Six Season within the planting approach.
- **Connect With the Greater Urban Precinct:** Embed the site within its context to strengthen connections with the wider community.
- **Revitalise Surrounding Ecologies:** Contribute to the local biodiversity with the inclusion of a diverse range of native species that can support pollinator species.

An integral aspect of the landscape for the proposal is the integration with the wider precinct, with planting and design outcomes directly responding to its position in the wider precinct Chatswood 'Dive Site'. The landscape design delivers:

- A planted garden bed along the length of the Nelson Street frontage opens into an outdoor dining terrace that connects to future landscaping and Frank Channon Walk.
- A layered landscape with staggered planters integrated into private open space on the residential terraces facing both east and west.
- 338m² (12%) of site tree canopy cover and 295sqm (10.5%) of non-ADG compliant deep soil (less than 6m depth).

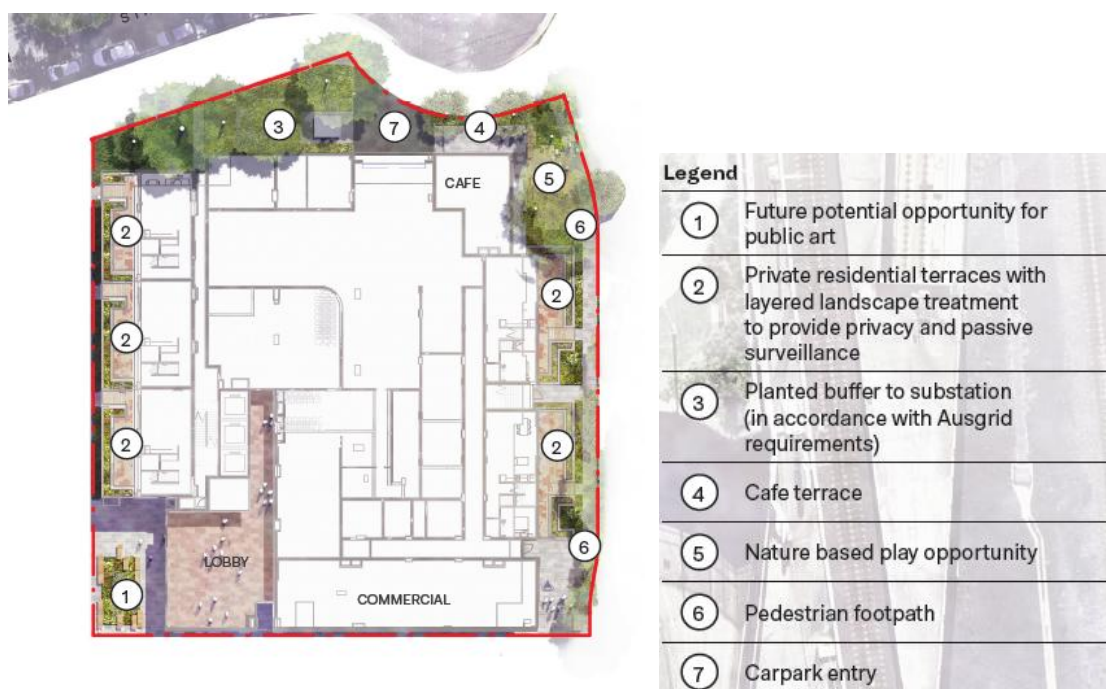


Figure 26 Landscape Plans – Ground Floor (Source: Oculus)

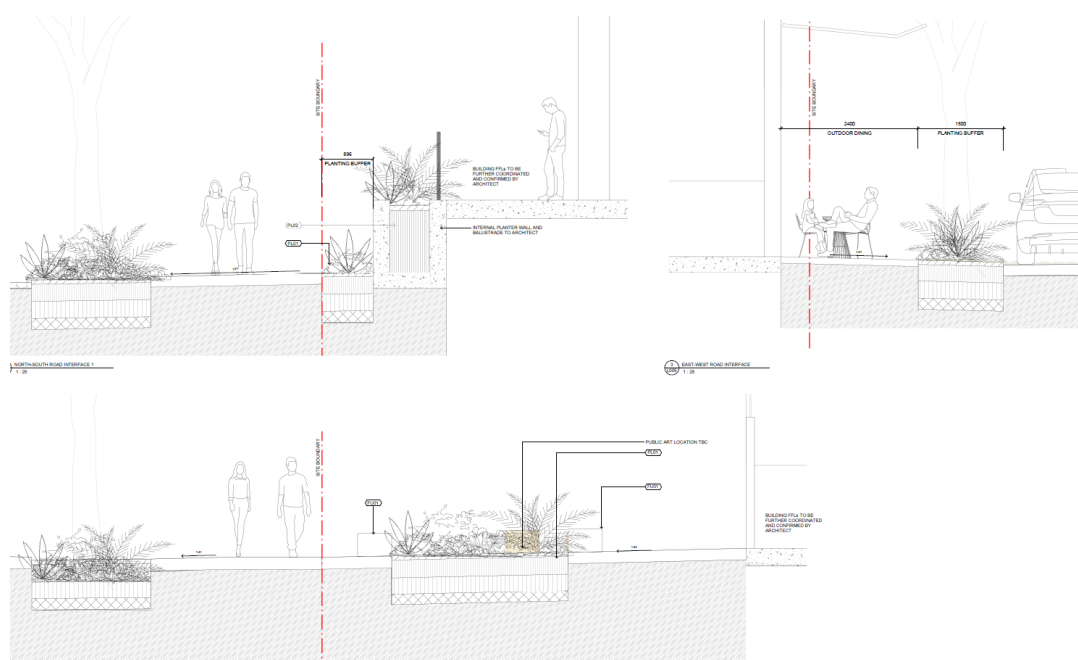


Figure 27 Landscape sections – Ground Floor (Source: Oculus)

Where the site utilises the surrounding site for access to additional public open space and landscaping, it provides additional significant communal open space and landscaping on the 3rd storey podium for future residents. As seen below, the communal open space significant landscaping, including 1,100sqm (39%) site tree canopy cover and a variety of 1200mm and 600mm soil areas for a variety of planning opportunities. The landscape plan delivers a variety of amenity spaces in addition to well-designed planting outcomes. Refer to the Landscape Report prepared by Oculus (Appendix 11) for further details.

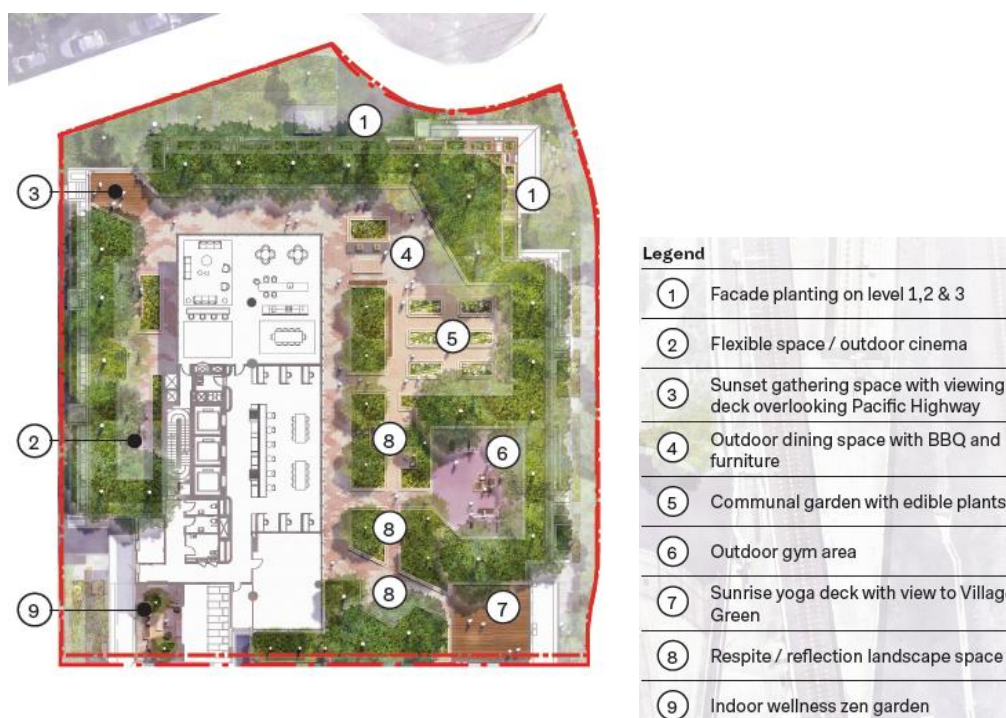


Figure 28 Landscape Plan – Level 3 Communal Open Space

4.11 Private open space

Each apartment benefits from private open space by way of a ground floor terrace and/or balcony. These spaces are accessible from the apartments living rooms. Refer to FK Architecture's plans in Appendix 8.

4.12 Parking and access

The parking and access arrangement is illustrated on the Architectural Plans prepared by FK (Appendix 8) and discussed in the Transport Impact Assessment prepared by SCT (Appendix 28).

The development provides:

- Vehicle access at the north-east corner of the site off Nelson Street.
- 2 levels of carparking (Level 1 and 2) comprising:
 - 37 car spaces of which 6 are DDA compliant
 - 18 bicycle space
 - 3 motorbike spaces
- On-site loading dock which can accommodate a range of service vehicles including on-site manoeuvring for a Heavy Rigid Vehicle (HRV) (10.5 m), ensuring safe and unobstructed waste collection.

The following plans depict the basement access in level and the basement layout.

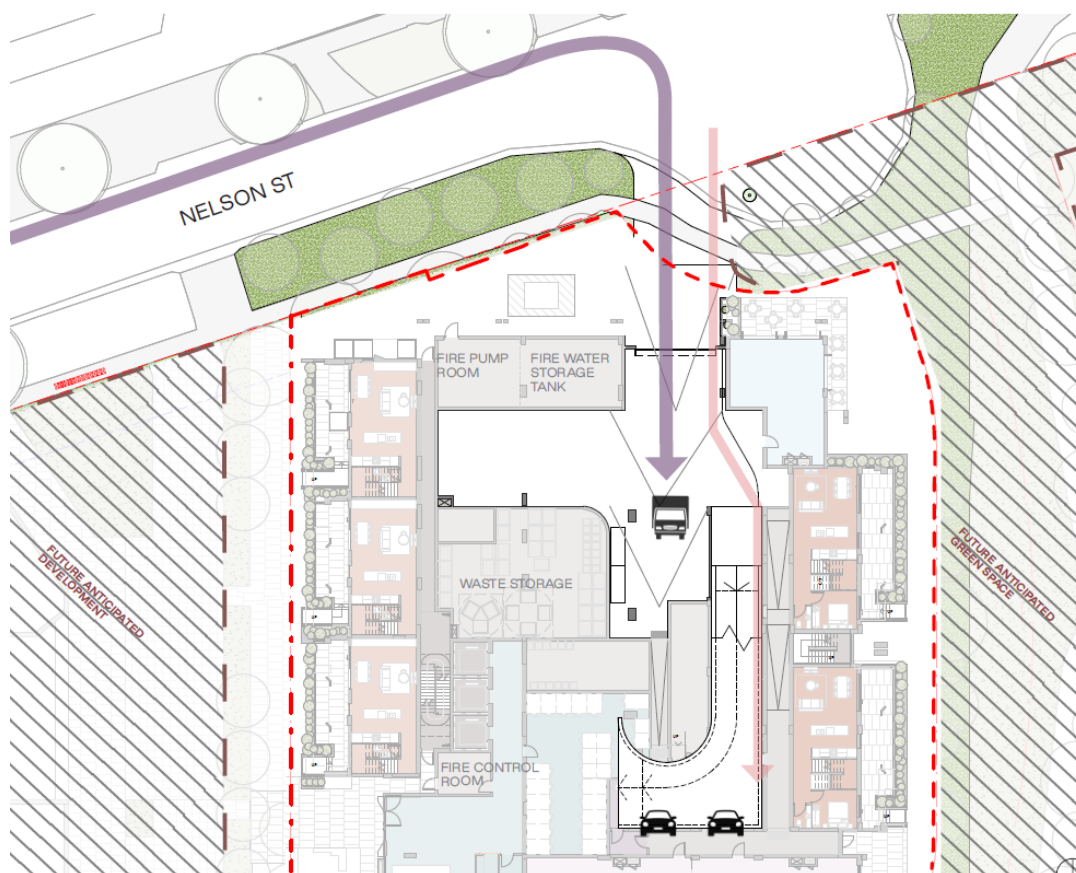


Figure 29 Proposed Vehicle Access (Source: FK)

4.13 Waste management

A Waste Management Plan (WMP) prepared by MRA Consulting Group (Appendix 31) detailing both construction and operational waste outcomes.

Construction:

As the site is cleared no demolition is proposed. Construction waste is expected through the development of the built form; the intention is reuse and recycle where possible and minimise the disposal (landfilling) of materials other than those that are contaminated or unsuitable for reuse or recycling processes. The below identifies the proposed construction waste management methods:

Type of Material	Estimated Volumes (m³)	Re-use on-site	Recycle (Separate collection)	Recycle (Off-site)	Landfill	% of landfill diversion	Methods for re-use, recycling or disposal
Excavated material	400 - 600	✓	✓	✓	<5%	>95%	Onsite: Reuse for fill and levelling. Offsite: Removed from site for reuse as recycled fill material or soil. Disposal: Removal of any contaminated material for appropriate treatment or disposal.
Bricks/pavers	10-20	✓	✓	✓	<10%	>90%	Onsite: Separated wherever possible and reused or crushed for landscaping and driveways. Offsite: Returned to supplier for reuse or removed to C&D facility for crushing and recycling for recovered products.
Concrete	300-450	✓	✓	✓	<10%	>90%	Onsite: Separated wherever possible and reused or crushed for filling, levelling or road base. Offsite: Removed to C&D facility for crushing and recycling for recovered products.
Tiles	<10	✓	✓	✓	<10%	>90%	Onsite: Separated wherever possible and reused or crushed for landscaping and driveways. Offsite: Returned to supplier for reuse or removed to C&D facility for crushing and recycling for recovered products.
Timber (clean)	<10	-	✓	✓	<10%	>90%	Onsite: Separated wherever possible to improve resource recovery. Offsite: Returned to supplier for reuse removed to C&D facility for recovery where possible.
Timber (treated)	10-20	-	✓	✓	50%	50%	Onsite: Separated wherever possible to improve resource recovery. Offsite: Returned to supplier for reuse removed to C&D facility for recovery where possible.
Plasterboard	10-20	-	✓	✓	<10%	90%	Onsite: Separated wherever possible to improve resource recovery. Offsite: Returned to supplier or removed to a C&D/plasterboard recovery facility for recovery where possible.
Glass	<10	✓	✓	✓	<10%	>90%	Onsite: Separated wherever possible and reused or crushed for landscaping and driveways. Offsite: Returned to supplier for reuse or removed to C&D facility for crushing and recycling for recovered products.
Metals (ferrous & non-ferrous)	10-20	-	✓	✓	<10%	>90%	Onsite: Separated wherever possible to improve resource recovery. Offsite: Returned to supplier for reuse or removed to C&D facility for recovery and recycling.
Floor covering	10-20	✓	✓	✓	<10%	>90%	On site: to be separated wherever possible to enhance resource recovery. Reuse: surplus and offcut material returned to manufacturer for reuse where possible. C&D processor: recovery and recycling.
Fixtures and fittings	<10	✓	✓	✓			On site: to be separated wherever possible to enhance resource recovery. Reuse: surplus and offcut material returned to manufacturer for reuse where possible. C&D processor: recovery and recycling.
Electronic waste	<10	-	✓	✓	<10%	>90%	Offcut wires and electronics separated where possible or returned to supplier for reuse.
Packaging materials (pallets, wrap, cardboard, etc)	50-100	-	✓	✓	<10%	>90%	Returned to supplier where possible or separated by material type for resource recovery.
Residual waste	25-50	-	✓	✓	100%	-	Resource recovery dependant on facility destination capability.
Total % Diversion from Landfill Estimated						>90%	

Figure 30 Construction Waste Estimations and Methods for Disposal (Source: MRA)

In addition to the above, the WMP provides details on management measures (included in Appendix 31), location of proposed waste management, and process for handling, recycling, and disposal. The WMP will be retained on-site during the construction phases of the development, along with other waste management documentation.

Operational:

Operational waste is expected as a result of the daily activities associated with the residential and commercial components of the development.

Residential

Residential waste generation is expected as below.

Units	Waste Stream	Daily Waste Generation (L)	Weekly Waste Generation (L)
180	General Waste	3,600	25,200
	Recycling	3,086	21,600
	Organics	643	4,500

Figure 31 Daily and weekly residential waste volumes (Source: MRA)

To manage this waste generation, an approximately 120.5sqm bin storage and handling area and a 38sqm bulky waste storage area is required. The BTR development provides 119sqm bin storage and handling area and a 39sqmsqm bulky waste storage area. In addition, on-floor chutes for both general waste and recycling are provided that discharge into a 4 × 1100 L general waste carousel and a 3 × 1100 L recycling-carousel system. FOGO bins are also provided as part of the organics waste strategy, where building management will monitor and swap as needed.

It is intended the waste generated will be collected the Council waste service, where the entry and loading dock has been design to allow for a 12.5m HRV which would collect general waste twice a week, recycling and organics once a week, and bulky waste as required and scheduled.

Commercial

Commercial waste generation is expected as below.

Use type	Unit of generation	Waste Stream	Generation Rate	Total Weekly Generation (L)
Retail (Restaurant / Café)	60m ²	General waste	400L/day/100m ²	1,008
		Recycling	280L/day/100m ²	588
		Paper & Cardboard*	-	588
		Food waste**	-	672
Office	176m ²	General waste	10L/day/100m ²	123
		Recycling	15L/day/100m ²	93
		Paper & Cardboard*	-	93
TOTALS		General waste		1,131
		Recycling		681
		Paper & Cardboard		681
		Food waste		672

Figure 32 Weekly commercial waste volumes

A dedicated commercial bin storage room has been provided on the ground floor to accommodate waste management infrastructure, with direct access to the waste loading zone. A back-of-house (BOH) corridor provides secure and efficient access for commercial tenancies to the loading and waste areas. Space for storage of bulky waste resulting from the proposed commercial uses are available within the waste storage and recycling area or within BOH areas. A private waste service provider will be engaged to manage the collection and disposal of commercial waste. Waste collection is proposed to occur twice weekly for all waste streams, which will be sufficient to accommodate the anticipated weekly waste volumes outlined above.

4.14 Façade and Schedule of Materials

The proposed materials and façade treatment are detailed in Appendix 8 and shown below.

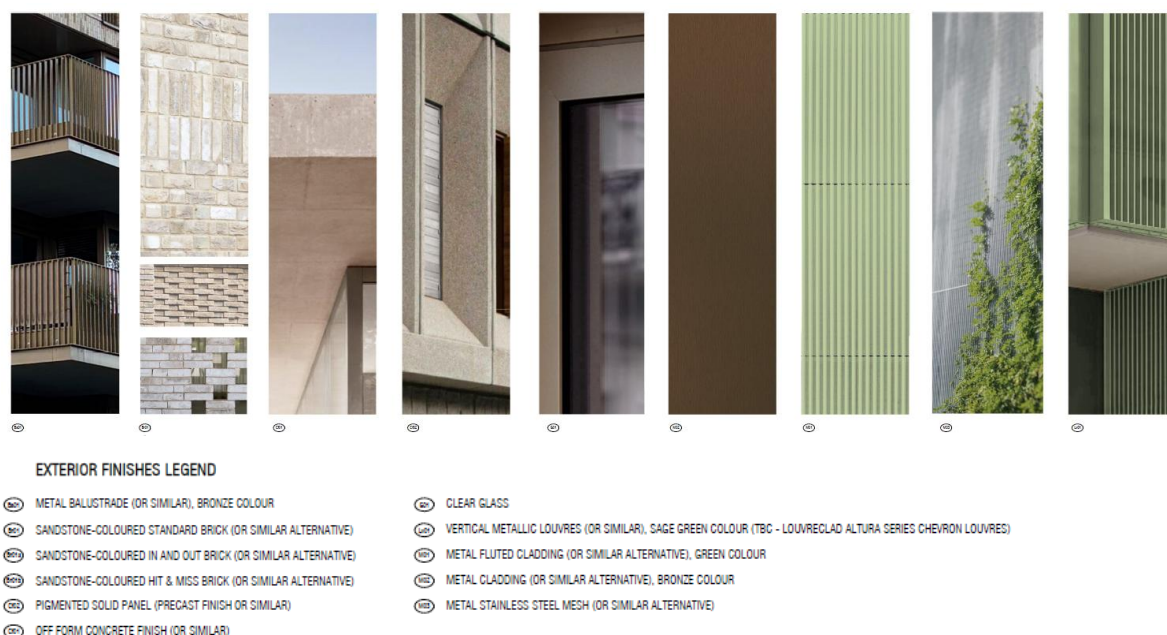


Figure 33 Materials Schedule (Source: FK)

4.15 Ecological sustainability development

IGS within the Sustainability Assessment Report prepared by Integrated Group Services (IGS) (Appendix 33) establishes key ESD principles that are incorporated into the design and will be maintained during the operational stage of the development, including:

- Passive design to reduce energy consumption and maintain thermal comfort including maximising use of natural light and ventilation
- Optimised shading design capturing daylight while minimising harmful glare
- Provision of PV panelling on the roof
- Extensive landscaping, including native species
- WSUD principles integrated with rainwater capture and reuse
- Compliance with natural ventilation requirements
- Sustainable transport measures and bicycle racks
- BASIX requirements achieved for energy, water and thermal comfort

The Report confirms the proposal demonstrates “a wide range of measures which will result in high levels of environmental performance and also improvement of occupants’ health, productivity, comfort and satisfaction”.

Refer to the accompanying Sustainability Assessment Report (Appendix 33) and BASIX Certificate (Appendix 34) prepared by IGS. Sustainability is also discussed in more detail in Section 7.2.6 of this EIS.

4.16 Subdivision

It is recognised that a subdivision plan is put forward under SSD-100360960, however based on uncertainty regarding timings of consent this SSDA seeks consent for the subdivision of the BTR site from the wider allotment to allow for the requirement for delivery of the BTR dwellings within a constrained timeframe.

See below for the below proposed subdivision plan prepared by Adam Richardson (Appendix 7).

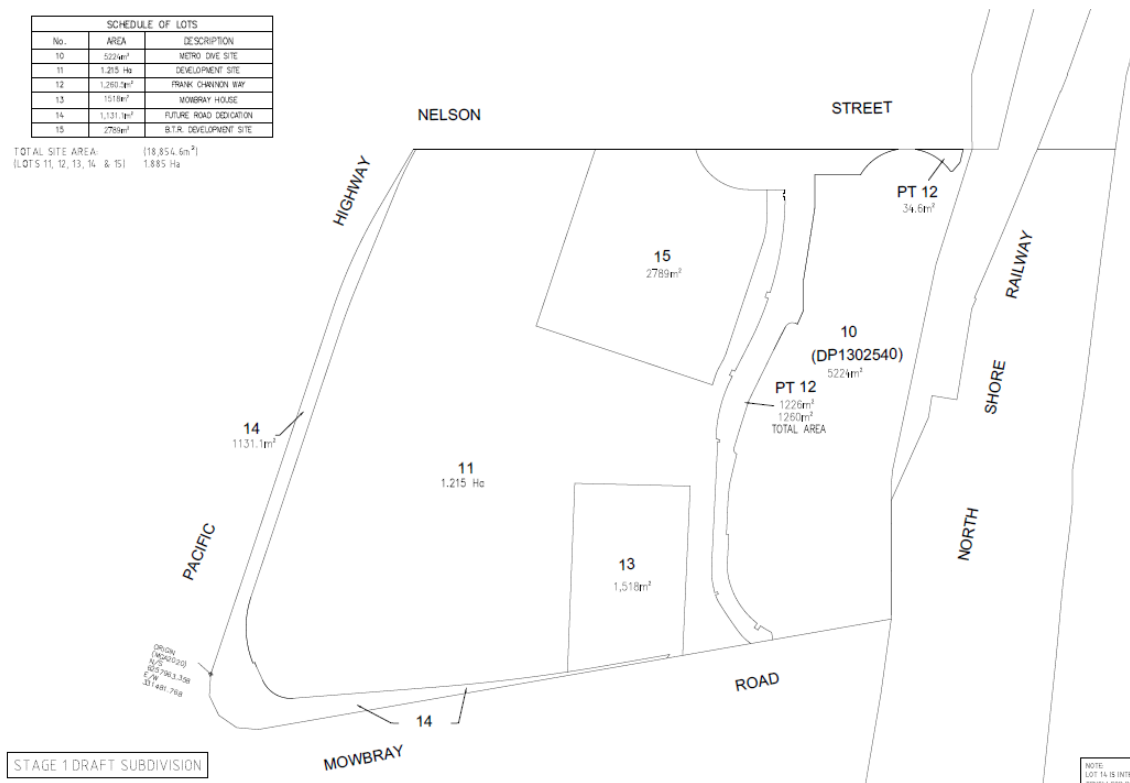


Figure 34 Proposed Subdivision Plan (Source: Adam Richardson)

4.17 Staging and delivery

This SSDA is recognised as part of the wider Chatswood 'Dive Site' which currently is being progressed as part of a Concept and Stage 1 SSDA and Concurrent Rezoning Proposal (SSD-100360960). The intention is to deliver the BTR site, as described, however an easement will be required over the wider super lot to allow for effective movement and access corridors across the BTR site for its operation.

See below for the proposed easements in orange.

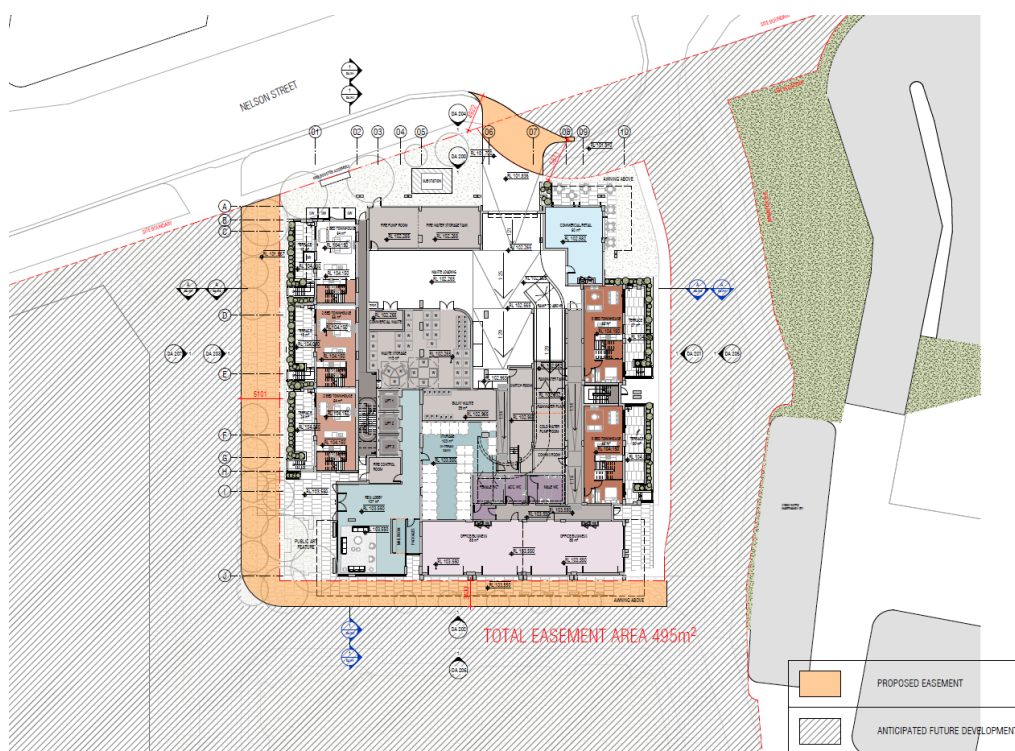


Figure 35 Proposed easements in orange (Source: FK)

An easement will be provided which allow for the development of those areas outside of the BTR lot to ensure appropriate pedestrian and vehicle access is provided prior to the operation of the building. A mitigation measure will be included in Appendix 3 that requires the development of these areas prior to an Operational Certificate can be provided.

4.18 Estimated cost of development and jobs

The estimated development cost of development is \$151,916,968 excluding GST (refer to the EDC Report in Appendix 5).

The scheme will create approximately 88 jobs through the construction phase and 15 operational jobs.

4.19 Alternatives considered

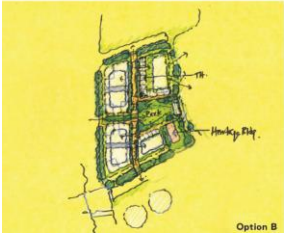
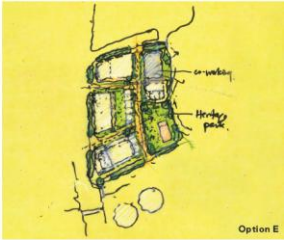
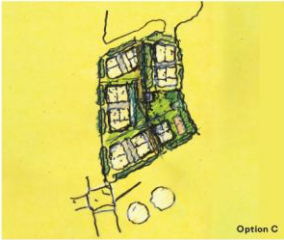
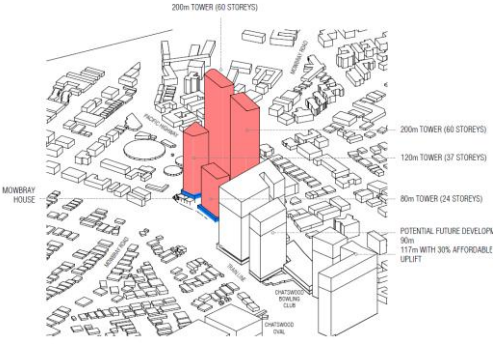
Under the provisions of the *Environmental Planning and Assessment Regulation 2021* and in accordance with the Government's SSD Guidelines, there is a requirement to analyse feasible alternatives.

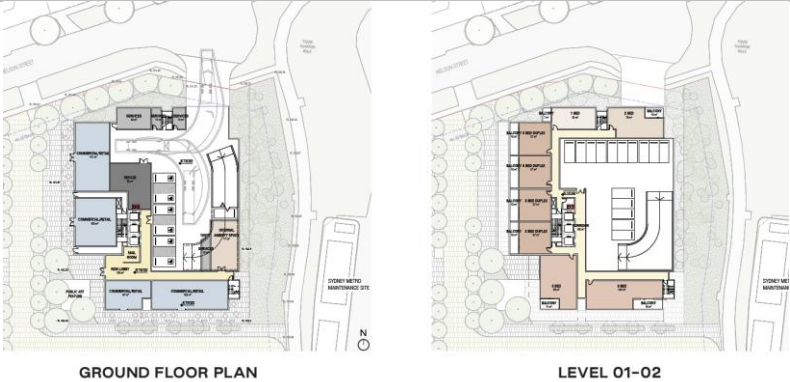
The table below outlines four project alternatives:

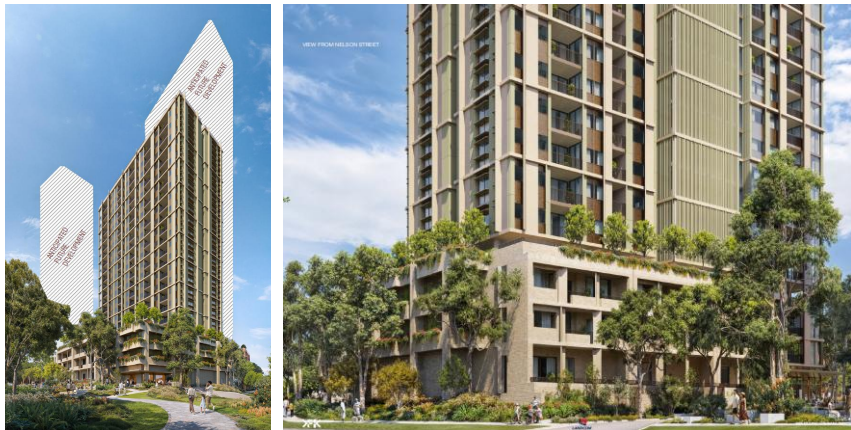
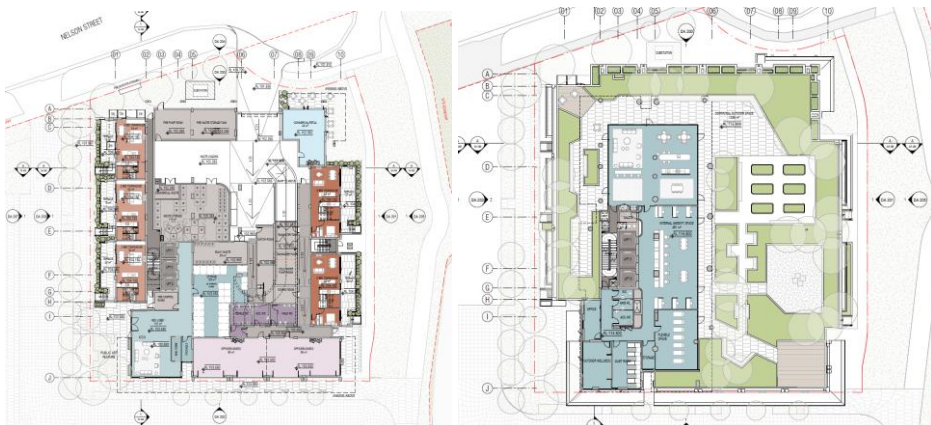
- Do nothing
- Use existing controls
- Alternative design approaches
- Proposed design.

Table 4 Project Alternatives

Project alternatives	Details
Do nothing	The subject site would continue to remain underutilised and is an undesirable outcome as it fails to adequately plan for future growth and opportunities to increase the diversity of housing types and the need for more rental housing within the Chatswood locality and across the LGA more broadly. The retention of the existing built form at the site does also not represent its highest and best use and is inconsistent with the current planning controls and the outcomes encouraged under the Willoughby Local Housing Strategy (2019) and Willoughby Local Strategic Planning Statement (2020), and Chatswood CBD Planning and Urban Design Strategy 2036. This option was dismissed because it would not meet the proposal's objectives, including the Government's goal of creating a mixed-use, transit-oriented and diverse housing addition within the Chatswood CBD precinct to facilitate employment and residential growth. Without the proposed development, the site would miss a key strategic opportunity to establish a new diverse housing in the Chatswood/Artarmon area. The "Do Nothing" approach would also represent a missed opportunity to contribute to the desired vibrancy, growth and character of Chatswood CBD which is transforming into a distinctly high-density mixed-use area. On this basis, the "Do nothing" scenario is not considered to be an acceptable approach.
Use existing controls	The site would utilise the existing LEP controls on the site without a concurrent Proposal and would produce an outcome which fails to adequately plan for future growth or produce a scheme that actions the strategic positioning of the site. The existing controls were developed by Council for the purposes of a school prior to key strategic and Government incentives for housing delivery, and therefore no longer reflects the existing strategic planning framework. As a key gateway location for Chatswood, located on the edge of the Chatswood CBD precinct, and becoming the new "face of Chatswood" from Pacific Highway; the existing controls are not suitable for maximising the outcomes on site. The delivery of uplifted controls as part of the concurrent Proposal allows for a design that better suits the strategic context and introduce a larger addition of diverse build-to-rent residential typology. The concurrent Proposal allows for greater flexibility in design that is tailored to the site, including increased heights to reduce overshadowing impacts due to fast moving shadows, and a more appropriate delivery of non-residential FSR on the site that better reflects demand to improve future retail activation. The concurrent Proposal would also allow for the permissibility of residential flat buildings in the MU1 zone, which ensures the proposed uses on site are supported as part of an updated planning framework. In this sense, this project alternative is not considered to be an acceptable approach as it would establish an outcome that is not conducive to delivering on the strategic intentions of the site and Government incentives.
Alternative design approaches	The Architectural Plans provided by FK (Appendix 8) demonstrate a variety of alternative designs undertaken on the site which tested outcomes against recognised constraints and opportunities. These designs were brought to the Landcom Design Review Panel

Project alternatives	Details
	(LDRP) and the State Design Review Panel (SDRP), however, were recommended to be revised to achieve a preferred design for the site. The Proponent, through the LDRP process and in accordance with the relevant design guidelines provided by GANSW, explored a number of tower design options, each bearing unique characteristics, spatial configurations, varying proposed uses and interfacing options. These options included a diverse range of forms in their endeavour to create an innovative and fitting architectural solution for the site, developed with consideration to the wider delivery on the Chatswood 'Dive Site'.  Initial Design Variations – Source: Oculus The Architectural Design Statement prepared by FK (Appendix 9) details the options put forward as part of the iterative design process, and how the proposed development design was revised in response to the first LDRP (10th July 2025).  Option 1 – Taken to #1 LDRP – Source: FK An alternative design was brought forward to a second LDRP (14th August 2025) and Council (15th August 2025), whom provided advice to inform a revised design. Further rigorous and detailed design testing was conducted across to ensure that the siting and building envelope meaningfully addressed the LDRP and Council commentary. Detailed design then responded to the existing site features and site constraints and achieved residential amenity targets.

Project alternatives	Details
	 GROUND FLOOR PLAN LEVEL 01-02 Preferred Outcome (GF & L1/2) – Taken to #2 LDRP– Source: FK Further amendments were undertaken, and a revised scheme was taken to the SDRP on two occasions (3rd September and 16th October 2025). The scheme was amended in response to both panels, and a final design was confirmed which adequately addresses all commentary provided by the SDRP where possible. In response to the first SDRP, focus was provided on activating the Frank Channon Walk on the western frontage, while it creates a larger footprint it ensures that 3 of 4 development edges are activated with passive surveillance looking out to the wider site. This outcome also created an alternative tower layout, parking access revisions, and increased commercial activity.  Preferred Outcome (GF & L1) –Taken to #1 SDRP – Source: FK/Oculus  Preferred Outcome (GF & L1) –Taken to #2 SDRP – Source: FK/Oculus Where the previous designs were not considered an acceptable approach, the Architectural Plans prepared by FK (Appendix 8) demonstrate a well-considered design outcome where access, activation, and amenity are heightened to support a successful development. The final design represents a detailed iterative design development process rather than previous design outcomes.

Project alternatives	Details
Proposed design	Following the highest and best use analysis of the site, it was determined that a mixed-use development comprising predominantly residential apartments (including build-to-rent housing) with some commercial components was the most appropriate outcome for the development.  Final proposed outcome – Photomontages – Source: FK  Final proposed ground floor plan and Level 3 plan – Source: FK The Proposal is considered an optimal outcome for the site as it has been informed by the key LDRP and SDRP feedback, Council feedback, and remains respectful of preserving the amenity of the surrounding development. This option was primarily selected for the following reasons: • Housing Supply and Population Growth: The Site will provide additional housing to accommodate a growing population, where the proposed pathway maximises the delivery of highly accessible and high amenity housing. Sydney may also see 65,000 more people than projected over the next 5 years, increasing housing demand, especially near transport and job hubs which this proposal directly addresses. • Housing Diversity: The proposed pathway will allow for an optimal delivery outcome of future build-to-rent housing on the site that supports housing diversity in Chatswood. Proposed build-to-rent housing at a discounted rate in addition to affordable housing will benefit productivity and welfare of the future community. • Mixed-Use Development Opportunity: The concurrent Proposal allows for a more appropriate delivery rate of non-residential FSR, where commercial and retail delivery is tailored to the site. The indicative concept will develop a diverse typology of retail and highly activated site that supports the success of the scheme and delivers significant amenity to future and surrounding residents. • Communal Open Space and Amenity: The design and uplift supported by the concurrent Proposal allows the space to deliver a significant communal open space

Project alternatives	Details
	for the future key workers that occupy the building. It supports a highly landscaped and well-programmed set of spaces that support the amenity of the residents and the future quality of life. • <u>Economic Viability:</u> The concurrent SSD approach will support economic viability and speedy housing delivery by fast-tracking a large-scale development and promoting strategic projects that deliver housing, jobs, and infrastructure. • <u>Future-Proofing Development:</u> The BTR establishes a well-designed addition to the CBD precinct that will ensure a positive outcome as a result of the proposed amenities and integration with future landscaping and site development.

5. Statutory Context

The Statutory Planning provisions most relevant to the site and proposal are contained within the following documents:

State

- *Environmental Planning and Assessment Act 1979*
- *Environmental Planning and Assessment Regulation 2021*
- *State Environmental Planning Policy (Biodiversity and Conservation) 2021*
- *State Environmental Planning Policy (Planning Systems) 2021*
- *State Environmental Planning Policy (Housing) 2021*
- *State Environmental Planning Policy (Transport and Infrastructure) 2021*
- *State Environmental Planning Policy (Sustainable Buildings) 2022*
- *State Environmental Planning Policy (Resilience and Hazards) 2021*

Local

- *Willoughby Local Environmental Plan (WLEP) 2012*

Whilst Development Control Plans (DCPs) do not apply to State Significant Development pursuant to Section 2.10 of the Planning Systems SEPP, the following will be considered in the EIS, particularly with regard to any future character indicators for the area:

- Willoughby Development Control Plan (WDGP) 2023
- Willoughby Council - Draft Car Share Parking Policy

5.1 Power to grant approval

Division 4.7 of the EP&A Act establishes a specific framework to consider projects classed as SSD. SSD is development deemed to be of State significance and includes certain classes of development above a certain value, that is regarded as important to the NSW Government.

Section 4.36(2) of the EP&A Act states:

“A State environmental planning policy may declare any development, or any class or description of development, to be State significant development.”

Pursuant to Schedule 1 Section 27 of *State Environmental Planning Policy (Planning Systems) 2021* (Planning Systems SEPP), the proposal is classified as SSD as the proposal:

- has an estimated development cost over \$50 million,
- the tenanted component of the proposed development has a value of at least 60% of the estimated development cost, and
- involves a ‘residential flat building’ which is being sought to be an APU under the concurrent Proposal and ‘commercial premises’ which is currently permissible under the WLEP 2012.

5.1.1 Consent Authority

The proposed development is declared “State Significant” under Schedule 2 of the Planning Systems SEPP. As such the EP&A Act identifies under Section 4.5 – Designation of Consent Authority the consent authority for the proposed development.

Section 4.5 states that *“in the case of State significant development—the Independent Planning Commission (if the development is of a kind for which the Commission is declared the consent authority by an environmental planning instrument) or the Minister (if the development is not of that kind)”*.

Therefore, the consent authority for this development is the Minister or prescribed delegate.

5.2 Crown Development

The application is a Crown Development and as such Division 4.6 Crown Development of the *Environmental Planning and Assessment Act 1979* is applicable.

5.3 Permissibility

The *Willoughby Local Environmental Plan 2012* (WLEP) is the key environmental planning instrument that applies to the site. The site is zoned MU1 Mixed Use under the WLEP.

The development is for the purpose of a residential mixed-use development, including both 'commercial premises' and 'residential flat buildings'. 'Commercial premises' (of which retail premises are a sub-category) are permissible with consent in the MU1 Mixed Use zone. 'Residential accommodation' (of which residential flat buildings are a sub-category) in the MU1 Mixed Use zone is prohibited.

Under Section 72(2)(a)(ib) of the Housing SEPP, residential accommodation including residential flat buildings is permissible in MU1 zones for the purposes of build-to-rent housing, subject to criteria under Section 72 (3). Section 72 therefore applies as this SSD meets the criteria under Section 72(3), including:

“(a) the development will result in at least 50 dwellings occupied, or intended to be occupied, by individuals under residential tenancy agreements, and

(b) all buildings containing the dwellings are located on the same lot of land.”

The Concurrent Proposal also seeks to include 'residential flat buildings' as an additional permitted use on site.

5.4 Other approvals

Section 4.41 of the Act identifies certain authorisations that are not required for SSD and section 4.42 of the Act identifies certain authorisations that cannot be refused if they are necessary for carrying out SSD, see Table 5 below.

Table 5: Summary of other approvals

NSW Legislation	Requirement for subject application
<u>Approvals that do not apply to SSD</u>	
<i>Fisheries Management Act 1994</i>	No
<i>Heritage Act 1977</i>	No
<i>National Parks and Wildlife Act 1974</i>	No
<i>Rural Fires Act 1997</i>	No
<i>Water Management Act 2000</i>	No
<u>Legislation that must be applied consistently</u>	
<i>Fisheries Management Act 1994</i>	No
<i>Mine Subsidence Compensation Act 1961</i>	No
<i>Mining Act 1992</i>	No
<i>Petroleum (Onshore) Act 1991</i>	No
<i>Protection of the Environment Operations Act 1997</i>	No
<i>Roads Act 1993</i>	Yes, section 138 of the <i>Roads Act 1993</i> applies as the proposal includes provision of a driveway and the roll kerb for vehicles being

NSW Legislation	Requirement for subject application
	work in a public road, Nelson Street. Concurrence with TfNSW for the proposed
<i>Pipelines Act 1967</i>	No

5.4.1 Roads Act 1993

The *Roads Act 1993* defines rights to public roads, procedures for road access and classification, responsibilities to roads authorities including TfNSW, and regulates activities carried out on public roads. Section 138 of the Act set out activities where concurrence with TfNSW is required, as below:

“(1) A person must not—

- (a) erect a structure or carry out a work in, on or over a public road, or
- (b) dig up or disturb the surface of a public road, or
- (c) remove or interfere with a structure, work or tree on a public road, or
- (d) pump water into a public road from any land adjoining the road, or
- (e) connect a road (whether public or private) to a classified road, otherwise than with the consent of the appropriate roads authority.

(2) A consent may not be given with respect to a classified road except with the concurrence of TfNSW.

(3) If the applicant is a public authority, the roads authority and, in the case of a classified road, TfNSW must consult with the applicant before deciding whether or not to grant consent or concurrence.”

The proposed works include the provision of a driveway and the roll kerb for vehicles being work in a public road, being Nelson Street. Concurrence from TfNSW regarding the proposed works will be defined as a mitigation measure under Appendix 3 and is recommended to be included as a condition of consent to be achieved prior to the issue of a Construction Certificate.

5.5 Pre-conditions to exercising power to grant approval

Table 6 identifies the pre-conditions to be fulfilled by the consent authority prior to exercising their power to grant development consent.

Table 6: Pre-conditions to exercising power to grant approval

Instrument	Response
<i>Biodiversity Conservation Act 2016</i>	Pursuant to section 7.9 of the <i>Biodiversity Conservation Act 2016</i>, SSDAs must be accompanied by a Biodiversity Development Application Assessment Report (BDAR) unless the Planning Agency Head, and the Environment Agency Head determine that the proposed development is not likely to have any significant impact on biodiversity values. This determination is referred to as a BDAR Waiver. A BDAR Waiver prepared by Firstfield Environmental (Appendix 15) accompanies this proposal. Firstfield Environmental makes the following assessment in the BDAR Waiver Request: - The site is a highly disturbed brownfield area and was previously subject to industrial use and extensive clearing, with no remnant native vegetation. - The site contains no mapped PCTs, and no ecological features of significance. A review of BioNet Atlas records, along with on-site inspections, confirmed the absence of threatened species, TECs, and suitable habitat. The BDAR Waiver (Appendix 40) confirms it is not likely to have any significant impact on biodiversity values and that a BDAR is therefore

Instrument	Response
<i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i>	not required to accompany any application for development consent or infrastructure approval for the proposed development. The site is located nearby to Pacific Highway and Mowbray Road which are classified roads. This proposal will be assessed having regard to the classified road, including access arrangements and the impacts of the proposed development. This proposal comprises traffic-generating development in accordance with Schedule 3 the SEPP, and therefore under Section 2.122(4), the consent authority before determining the DA, must: • within 7 days after the application is made, give written notice of the application to TfNSW, and • take into consideration – ○ any submission that TfNSW provides in response to that notice within 21 days after the notice was given (unless before the 21 days, TfNSW advises that it will not be making a submission), and the accessibility of the site concerned The Proponent understands the subject SSDA will be referred to TfNSW as part of the exhibition process. Stantec has prepared a Traffic Impact Assessment which accompanies this SSDA (Appendix 28) which demonstrates that access has been designed to minimise impacts on the classified roads, and the roads have capacity to accommodate the growth associated with proposal.
<i>State Environmental Planning Policy (Resilience and Hazards) 2021</i>	Resilience and Hazards SEPP requires the consent authority to consider whether the subject land of any rezoning or development application is contaminated. If the land requires remediation to ensure that it is made suitable for a proposed use or zoning, the consent authority must be satisfied that the land can and will be remediated before the land is used for that purpose. Chapter 4 – Remediation of land Chapter 4, Section 4.6 of the Resilience & Hazards SEPP requires that where a DA is made concerning land that is contaminated, the consent authority must not grant consent unless: <i>“(a) it has considered whether the land is contaminated, and</i> <i>(b) if the land is contaminated, it is satisfied that the land is suitable in its contaminated state</i> <i>(or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and</i> <i>(c) if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.”</i> The Site is subject to the Sydney Metro Approval works which relate to the entire development site (SSI-7400). Investigation and remediation for contamination was addressed under the approval where DPHI considered the contamination in detail and were satisfied. Site remediation has since been undertaken and therefore unlikely to encounter contaminated soil on the site. A Summary of Site Contamination prepared by JBS&G (Appendix 18) confirms that the site has been or will be assessed appropriately with respect to site contamination and will be demonstrated as suitable for the proposed residential with accessible soil use. The proposed SSDA boundary is entirely included within the Site Audit Statement (SAS) and Remediation Action Plan (RAP) boundary, see Appendix 37 and 38, which has been provided which demonstrates that the waste/contamination from the site has been appropriately classified and disposed off-site. The SAS further confirms that the site

Instrument	Response
	in its entirety is suitable for multiple land uses (low-density residential, high-density residential, public open space, and commercial/industrial).
<i>State Environmental Planning Policy (Housing) 2021 (Housing SEPP)</i>	Chapter 3 Diverse Housing Part 4 Build-to-rent housing states the objective of this is to enable certain residential accommodation to be used as build-to-rent housing. Sections 74 and 75 provide non-discretionary development standards and design requirements for this type of development. The proposed development has had regard to these Sections and is consistent with the requirements. It provides for rental housing for essential workers, close to public transport.
<i>State Environmental Planning Policy (Housing) 2021 (Housing SEPP)</i>	Under Chapter 4 relates to the design of residential apartment development and states that the policy applies to development for the purpose of a residential flat building, shop top housing or mixed-use development with a residential accommodation component for buildings with at least 3 or more storeys or containing at least 4 dwellings. Specifically, Section 147 relates to determination of DAs and modification applications for residential apartment development and requires that: <i>“(1) Development consent must not be granted to residential apartment development, and a development consent for residential apartment development must not be modified, unless the consent authority has considered the following—</i> <i>(a) the quality of the design of the development, evaluated in accordance with the design principles for residential apartment development set out in Schedule 9,</i> <i>(b) the Apartment Design Guide,</i> <i>(c) any advice received from a design review panel within 14 days after the consent authority referred the development application or modification application to the panel.”</i> The proposed scheme has been prepared in accordance with the relevant provisions of Chapter 4, Schedule 9 and the Apartment Design Guide (ADG), subject to the flexibility afforded to the application of the ADG under Chapter 3, Diverse Housing, Part 4, Build to Rent housing, Section 75. A Chapter 4 Housing SEPP Assessment (ADG) has been prepared by FK and included as part of the Architectural Design Statement (Appendix 9) which details the compliance of the proposed scheme against the SEPP, including the capabilities of future development outcomes. The proposed scheme has been has considered and incorporated the feedback provided by the State Design Review Panel on both 3 September and 16 October 2025, as detailed in Section 4.19.
<i>State Environmental Planning Policy (Sustainable Buildings) 2022</i>	Chapter 2 of the SBSEPP relates to standards for residential development – BASIX. Schedule 1 of the SBSEPP sets out the standards that apply to the proposal being BASIX development meeting the definition in paragraph (a) of the definition of ‘BASIX development’ in the Regulation. IGS has prepared a BASIX certificate in Appendix 34.

5.6 Mandatory matters for consideration

Table 7 sets out the matters that a consent authority will be required to consider in deciding whether to grant consent to the SSD. These matters will be addressed in detail in the EIS.

Table 7: Matters for consideration

Statutory Reference	Summary of Mandatory Consideration	Response, or Section in EIS
Mandatory Consideration under EP&A Act		
Section 1.3	Objects of the Act as per section 1.3.	The proposed development is compliant with the objects of the Act, refer to Section 5.8.1 below.
Section 4.15 (1)(a)(i) - EPIs	The provisions of any EPI.	The relevant EPIs to the project are as follows: • <i>State Environmental Planning Policy (Planning Systems) 2021</i> • <i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i> • <i>State Environmental Planning Policy (Biodiversity and Conservation) 2021</i> • <i>State Environmental Planning Policy (Resilience and Hazards) 2021</i> • <i>State Environmental Planning Policy (Housing) 2021</i> • <i>State Environmental Planning Policy (Sustainable Buildings) 2022</i> • <i>Willoughby Local Environmental Plan 2012 (WLEP)</i> These are considered in Section 5 of the EIS.
Section 4.15 (1)(a)(iii) – DCP	The provisions of any DCP.	<i>Willoughby Development Control Plan 2023</i> is the relevant DCP. However, DCPs do not apply to State Significant Development pursuant to Section 2.10 of the Planning Systems SEPP.
Section 4.15 (1)(a)(iv) – Regulations	The provisions of the Regulations.	Section 5.9 of this report responds to sections 24, 61 & 69 of the Regulations.
4.15(b) – Likely impacts of the development	The likely impacts of the development including environmental impacts on both the natural and built environment, and the social and economic impacts in the locality.	The likely impacts of the development are addressed in Section 7 of the EIS and accompanying appendices.
4.15(c) – Site suitability	The suitability of the site for the development.	The suitability of the site for the development is addressed in Section 8.7 of this EIS .
4.15(d) – Submissions	Any submissions made in accordance with this Act or the Regulation.	This is a matter for the consent authority. Pre-lodgement consultation is addressed at Section 6 of this EIS.

Statutory Reference	Summary of Mandatory Consideration	Response, or Section in EIS
4.15(e) – Public interest	The public interest.	The public interest is addressed in Section 8.8 of this EIS.
Part 8 – Infrastructure and Environmental Impact Assessment	Form, content and compliance of an EIS.	This EIS has been prepared in aligning with compliance to sections 190-192 in regard to the form, compliance, and content.

5.7 Environmental Planning and Assessment Act 1979 (EP&A Act)

5.7.1 Section 1.3 – Objects of the EP&A Act

The *Environmental Planning and Assessment Act 1979* (the EP&A Act) is the principal planning and development legislation in NSW. In accordance with Section 1.3, the objects of the Act are:

1.3 Objects of the Act:

The objects of this Act are as follows:

- a) *to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources,*
- b) *to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,*
- c) *to promote the orderly and economic use and development of land,*
- d) *to promote the delivery and maintenance of affordable housing,*
- e) *to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,*
- f) *to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),*
- g) *to promote good design and amenity of the built environment,*
- h) *to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,*
- i) *to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,*
- j) *to provide increased opportunity for community participation in environmental planning and assessment.*

For the reasons set out below, it is considered that the proposed development is consistent with and satisfies the stated objects of the EP&A Act:

- The proposed development will provide for the social needs of the community by providing for additional diverse housing in a highly accessible location.
- The proposed development will create additional employment opportunities during the construction and operational phases.
- The proposal will result in the orderly and economic development of the land, as the subject site is of an appropriate size and location to accommodate the development.
- Appropriate utility services are available to service the subject site.
- The proposal demonstrates design excellence and supports a high level of amenity in the public and private portions of the precinct.

- Appropriate mitigation measures have been included to ensure acceptable environmental impacts and ongoing monitoring.
- Any concerns raised during community engagement sessions have been addressed.

It is noted that the proposed Planning Reforms are intended to include an objective promoting the delivery of housing. The proposed scheme directly relates to the delivery of 180 dwellings and a diversity of housing types and therefore is consistent with the future objectives of the Act.

5.8 Environmental Planning and Assessment Regulation 2021 (EPAR)

5.8.1 Section 24 – Content of development applications

The application has been accompanied by all the relevant plans and documentation to enable the consent authority to assess and determine the application. All information has been submitted through the NSW Planning Portal.

5.8.2 Section 61 – Additional matters the consent authority must consider

Section 61 of the EPAR prescribes those additional matters that are to be taken into consideration by a consent authority in assessing and determining a DA for the purposes of Section 4.15(1)(a)(iv) of the EP&A Act. None of the additional matters that are prescribed under Section 61 of the EPAR relate to the proposed development.

5.8.3 Clause 69 – Compliance with the BCA

Clause 69 of the EPAR requires that, any building work "must be carried out in accordance with the requirements of the Building Code of Australia".

Any future Development Consent will mandate compliance with the BCA which will be reviewed and certified at both Construction Certificate and Occupation Certificate stages of the site's development. An engineering certificate will be provided prior to construction commencement which will confirm that the development is structurally adequate and is complies with the relevant building codes.

5.9 State Environmental Planning Policies

5.9.1 State Environmental Planning Policy (Resilience and Hazards) 2021

Chapter 4 Remediation of Land

Chapter 4 of the *State Environmental Planning Policy (Resilience and Hazards) 2021* Policy requires the consent authority to consider whether the subject land of any rezoning or development application is contaminated. If the land requires remediation to ensure that it is made suitable for a proposed use or zoning, the consent authority must be satisfied that the land can and will be remediated before the land is used for that purpose. The site does not include and does not propose to include any land uses under Appendix 1 in the Managing Land Contamination Planning Guidelines (DUAP, EPA, 1998).

We note the site was previously under the ownership of Sydney Metro and subject to a previous State Significant project for the Sydney Metro Northwest line. The site was initially used for tunnelling works and then continued to be utilised for maintenance until the delivery of the new Sydney Metro City Line (SSI-7400) was opened. As part of the approved works (SSI-7400) for the Sydney Metro line, remediation works to future residential use from Sydney Metro are complete.

Investigation and remediation for contamination was addressed under the approval where DPHI considered the contamination in detail and were satisfied. Site remediation has since been undertaken and therefore unlikely to encounter contaminated soil on the site. EPA recommends that an unexpected finds protocol be implemented should contamination be encountered during construction.

The Summary of Site Contamination prepared by JBS&G (Appendix 18) undertakes a summary of previously undertaken contamination assessments including a Remediation Action Plan, RAP (NP 2022) and a data gap assessment (NP 2023) which had been completed. These reports confirm site contamination conditions and areas of remediation and/or management such that the site could be validated as suitable for the proposed residential with accessible soil use. The NP 2023 Data Gap Analysis, included in Appendix 18, identifies the following areas for remediation.

- Remediation Area A: split into two areas –
 - Area A1 – former burial pits and asbestos impacts across a footprint of 2,192 m² to depths of up to 4 m bgs at its deepest point.
 - Area A2 – Fill impacted with lead, TRH and PAH exceedances where asbestos was not identified using the PRI, comprising an area of 1957 m² to a depth of up to 3 m bgs.
- Area D: in proximity to UST5 and UST6, surrounding lead, TRH and PAH impacted fill in the central south of the site, inclusive of the material identified underlying the former depot building, being an area of approx. 919 m² to a depth of up to 4 m bgs.
- Areas B, C, E and F were unchanged.

As part of the approved works (SSI-7400) for the Sydney Metro line, remediation works to future residential use from Sydney Metro are complete. Upon completion by Sydney Metro, a Site Audit Statement (SAS) was provided to Landcom which confirms the site is suitable for future residential use.

The proposed SSDA boundary is entirely included within the SAS and RAP boundary, see Appendix 37 and 38, has been provided which demonstrates that the waste/contamination from the site has been appropriately classified and disposed off-site. The SAS further confirms that the site in its entirety is suitable for multiple land uses (low-density residential, high-density residential, public open space, and commercial/industrial).

5.9.2 State Environmental Planning Policy (Biodiversity and Conservation) 2021

Chapter 2 Vegetation in non-rural areas

Chapter 2 aims to protect the biodiversity values of native vegetation in non-rural areas of the State, and to preserve the amenity of non-rural areas of the State through the preservation of trees and other vegetation. This chapter applies to clearing of:

(a) Native vegetation above the Biodiversity Offset Scheme (BOS) threshold where a proponent will require an approval from the Native Vegetation Panel established under the Local Land Services Amendment Act 2016; and

(b) Vegetation below the BOS threshold where a proponent will require a permit from Council if that vegetation is identified in the council's development control plan (Development Control Plan).

The site is identified in the City of Willoughby and is within an MU1 Mixed Use zone and therefore is considered a 'non-rural' area and this Chapter applies. The BDAR Wavier request provided by First Field Environmental (Appendix 15) confirms that the proposed works will not reach the BOS threshold and therefore is not applicable. As per the Willoughby DCP, the proposed scheme does not propose the removal of:

- any tree that is over 4m in height,
- any tree with a trunk girth (circumference) exceeding 600 millimetres measured at 1.4 metres above ground level,
- any tree with a crown spread exceeding 3 metre,
- any tree with that is representative of the original vegetation of the area,
- any vegetation in a defined wildlife corridor or has known wildlife habitat value,

- any tree that is visually prominent from the street or surrounding properties and makes a positive contribution to the visual character of the locality.

In this case of the subject proposal, the removal of the vegetation associated with Frank Channon Walk does not require a permit. The permit will be acquired prior to removal of the vegetation and is therefore consistent with the SEPP. If any future permit is required, this can be acquired from Council 28-days prior to the removal of vegetation.

Chapter 6 Water Catchments

The subject site is identified within the Sydney Harbour Catchment and therefore Chapter 6 of the BCSEPP applies. Part 6.2 Division 2 of the BCSEPP relates to control for development within the Sydney Harbour Catchment, the table below demonstrates consistency with the SEPP provisions.

6.6 Water Quality and Quantity <i>(1) In deciding whether to grant development consent to development on land in a regulated catchment, the consent authority must consider the following—</i> <i>(a) whether the development will have a neutral or beneficial effect on the quality of water entering a waterway,</i> <i>(b) whether the development will have an adverse impact on water flow in a natural waterbody,</i> <i>(c) whether the development will increase the amount of stormwater run-off from a site,</i> <i>(d) whether the development will incorporate on-site stormwater retention, infiltration or reuse,</i> <i>(e) the impact of the development on the level and quality of the water table,</i> <i>(f) the cumulative environmental impact of the development on the regulated catchment,</i> <i>(g) whether the development makes adequate provision to protect the quality and quantity of ground water.</i> <i>(2) Development consent must not be granted to development on land in a regulated catchment unless the consent authority is satisfied the development ensures—</i> <i>(a) the effect on the quality of water entering a natural waterbody will be as close as possible to neutral or beneficial, and</i> <i>(b) the impact on water flow in a natural waterbody will be minimised.</i>	Consistent – The Integrated Water Management Plan prepared by BG&E (Appendix 27) undertakes a MUSIC model to understand the potential impacts of run-off caused by the proposed development. The Plan identifies that WSUD has been undertaken in alignment with Willoughby Council's Development Control Plan- Part I - Section 10.2.2 – Table 12, which set out the water quality objectives for potential run off. The proposed stormwater treatments include: • proprietary products, • rainwater reuse, • detention basins. These treatments ensure that the water quality objectives are met, including a 100% reduction in gross pollutants and an exceedance of all other objectives. In addition, the site is located approximately 400m upstream of the Chatswood Oval Detention Basin and is more than 40m above the downstream Scott's Creek in elevation. As such direct impacts to any natural waterbody is not expected.
6.7 Aquatic Ecology <i>(1) In deciding whether to grant development consent to development on land in a regulated catchment, the consent authority must consider the following—</i> <i>(a) whether the development will have a direct, indirect or cumulative adverse impact on terrestrial, aquatic or migratory animals or vegetation,</i> <i>(b) whether the development involves the clearing of riparian vegetation and, if so, whether the development will require—</i> <i>(i) a controlled activity approval under the <u>Water Management Act 2000</u>, or</i>	Consistent – The proposal is located approximately 2.4km from the nearest waterbody and will not have an impact on any aquatic biodiversity or a wetland and littoral rainforest area. The proposal avoids any impact relating to erosion or sedimentation to this waterbody. The BDAR Waiver request prepared by First Field Environmental (Appendix 15) confirms that the site is highly disturbed with no mapped PCTs, and no ecological features of significance. As such, the proposal is considered to have minimal to no risk on any biodiversity. The BDAR Waiver (Appendix 40) confirms it is not likely to have any significant impact on biodiversity values and

(ii) a permit under the <u>Fisheries Management Act 1994</u>, (c) whether the development will minimise or avoid— (i) the erosion of land abutting a natural waterbody, or (ii) the sedimentation of a natural waterbody, (d) whether the development will have an adverse impact on wetlands that are not in the coastal wetlands and littoral rainforests area, (e) whether the development includes adequate safeguards and rehabilitation measures to protect aquatic ecology, (f) if the development site adjoins a natural waterbody—whether additional measures are required to ensure a neutral or beneficial effect on the water quality of the waterbody. (2) Development consent must not be granted to development on land in a regulated catchment unless the consent authority is satisfied of the following— (a) the direct, indirect or cumulative adverse impact on terrestrial, aquatic or migratory animals or vegetation will be kept to the minimum necessary for the carrying out of the development, (b) the development will not have a direct, indirect or cumulative adverse impact on aquatic reserves, (c) if a controlled activity approval under the <u>Water Management Act 2000</u> or a permit under the <u>Fisheries Management Act 1994</u> is required in relation to the clearing of riparian vegetation—the approval or permit has been obtained, (d) the erosion of land abutting a natural waterbody or the sedimentation of a natural waterbody will be minimised, (e) the adverse impact on wetlands that are not in the coastal wetlands and littoral rainforests area will be minimised.	that a BDAR is therefore not required to accompany any application for development consent or infrastructure approval for the proposed development. The proposal does not require approval under the <i>Water Management Act 2000</i> or <i>Fisheries Management Act 1994</i>.
6.8 Flooding (1) In deciding whether to grant development consent to development on land in a regulated catchment, the consent authority must consider the likely impact of the development on periodic flooding that benefits wetlands and other riverine ecosystems. (2) Development consent must not be granted to development on flood liable land in a regulated catchment unless the consent authority is satisfied the development will not— (a) if there is a flood, result in a release of pollutants that may have an adverse impact on the water quality of a natural waterbody, or (b) have an adverse impact on the natural recession of floodwaters into wetlands and other riverine ecosystems.	Consistent – The FIRA provided by BG&E (Appendix 26) confirms that the site is outside both the mainstream and overland flood-prone areas for events ranging from 0.5% AEP to 20% AEP and is therefore not affected by any identified flood hazard. Although the site is included within the Scott's Creek catchment, the site is located approximately 400m upstream of the Chatswood Oval Detention Basin and is more than 40m above the downstream Scott's Creek in elevation. As the site is out of a flood zone, located a significant distance from a waterbody, and no pollutants are stored on site, the proposal will not result in a release of pollutants and have an adverse impact on water quality in the case of a flood. Similarly, no adverse impacts on floodwaters, wetlands, or other riverine ecosystems are expected.

6.9 Recreation and Public Access <i>(1) In deciding whether to grant development consent to development on land in a regulated catchment, the consent authority must consider—</i> <i>(a) the likely impact of the development on recreational land uses in the regulated catchment, and</i> <i>(b) whether the development will maintain or improve public access to and around foreshores without adverse impact on natural waterbodies, watercourses, wetlands or riparian vegetation.</i> <i>(2) Development consent must not be granted to development on land in a regulated catchment unless the consent authority is satisfied of the following—</i> <i>(a) the development will maintain or improve public access to and from natural waterbodies for recreational purposes, including fishing, swimming and boating, without adverse impact on natural waterbodies, watercourses, wetlands or riparian vegetation,</i> <i>(b) new or existing points of public access between natural waterbodies and the site of the development will be stable and safe,</i> <i>(c) if land forming part of the foreshore of a natural waterbody will be made available for public access as a result of the development but is not in public ownership—public access to and use of the land will be safeguarded.</i>	N/A – the site is not adjacent to a foreshore or natural waterbody.
6.10 Total catchment management <i>In deciding whether to grant development consent to development on land in a regulated catchment, the consent authority must consult with the council of each adjacent or downstream local government area on which the development is likely to have an adverse environmental impact.</i>	N/A – The proposal is not likely to have an adverse environmental impact on an adjacent or downstream LGA.

5.9.3 State Environmental Planning Policy (Sustainable Buildings) 2022

Chapter 2 Standards for residential development — BASIX

Chapter 2 of the SBSEPP relates to standards for residential development – BASIX. Schedule 1 of the SBSEPP sets out the standards that apply to the proposal being BASIX development meeting the definition in paragraph (a) of the definition of ‘BASIX development’ in the Regulation.

IGS has prepared a BASIX certificate in Appendix 34.

Chapter 3 Standards for non-residential development

The development is residential in nature and Chapter 2 applies, as such is not subject of the provisions in Chapter 3 of the Sustainable Buildings SEPP.

5.9.4 State Environmental Planning Policy (Transport and Infrastructure) 2021

Chapter 2 Infrastructure

Chapter 2 of the *State Environmental Planning Policy (Transport and Infrastructure) 2021* aims to facilitate the effective delivery of infrastructure across the State.

2.98 Development adjacent to rail corridors

This section relates to any development which is likely to have an adverse effect on rail safety, or involves the placing of a metal finish on a structure and the rail corridor concerned is used by electric trains. This section requires that before determining a development application the consent authority must give written notice of the application to the rail authority for the rail corridor, and take into consideration any response to the notice that is received within 21 days.

Section 4.13(2A) of the *Environmental Planning and Assessment Act 1979* excludes concurrence or consultation requirements from applying to development applications for SSD, unless an environmental planning instrument requires concurrence or consultation to SSD. As section 2.98 of the T&ISEPP does not require concurrence to be provided in the context of a development application for SSD, concurrence and consultation is not required. As this is an SSD application, the provisions under of section 2.98 of the T&ISEPP do not apply.

Despite this, no adverse impacts to rail safety are expected in relation to the development as the BTR lot is setback approximately 40m from the edge of the Rail Corridor. It is not expected that any proposed materials will adversely impact rail safety. A detailed analysis of the final materials to be constructed on site will be provided to the satisfaction of the rail authority prior to the issuing of the construction certificate.

The proposed development does not seek consent for the use of a crane air space above the rail corridor and proposed development footprint is not within 5m of an exposed overhead electricity power line serving the rail corridor.

2.99 Excavation in, above, below or adjacent to rail corridors

This section applies to development within 25m of a rail corridor that involves the penetration of ground to a depth of at least 2m below ground level. This Section requires that the safety, operation, and structural integrity of rail corridors are avoided, and the consent authority must give written notice of the application to the rail authority for the rail corridor, and take into consideration any response to the notice that is received within 21 days.

Section 4.13(2A) of the *Environmental Planning and Assessment Act 1979* excludes concurrence or consultation requirements from applying to development applications for SSD, unless an environmental planning instrument requires concurrence or consultation to SSD. As section 2.99 of the T&ISEPP does not require concurrence to be provided in the context of a development application for SSD, concurrence and consultation is not required. As this is a SSD application, the provisions under of section 2.99 of the T&ISEPP do not apply.

The proposed development does not seek consent for the penetration of ground with 25m of the rail corridor.

2.100 Impact of rail noise or vibration on non-rail development

Section 2.100 applies to residential accommodation as it is adjacent to a rail line. It requires that before determining a development application the consent authority must consider any guidelines issued by the Planning Secretary and that appropriate measures be taken to ensure noise levels are not exceeded in the future residences.

The Noise and Vibration Impact Assessment (Appendix 19) confirms that the proposed BTR building is located within the 60-metre screening threshold recommended in the *NSW Department of Planning Development Near Rail Corridors and Busy Roads (Interim Guideline)*. Attended measurements of vibration levels were conducted at the existing site boundary and are discussed in the Noise and Vibration Report. Ground borne noise from the nearby railway line is considered unlikely to be an issue. Vibration from the nearby railway line was found to be compliant with the relevant criteria. Transient noise events from trainline pass-bys are audible but not dominant. The noise from northbound metro movements was most audible at the mouth of the access tunnel located the south of the measurement point, however the loudest source was above ground train movements on the nearest track.

Intermittent train passbys have the potential to impact on residents, however after considering the NSW EPA Road Noise Policy, due to the distance between the site and the nearest residential receiver, and the low

Lmax of sources anticipated to be operational during the night-time period, sleep disturbance impacts are unlikely.

2.120 Impact of road noise or vibration on non-road development.

This section applies to residential accommodation on land adjacent to a road with an annual average daily traffic volume of more than 20,000 vehicles (this applies to the Pacific Highway at Chatswood). This section requires the consent authority to be satisfied that appropriate measures will be taken to ensure noise levels are not breached.

Section 7.1.6 of this EIS provides a detailed assessment of noise and vibration impacts. However, two unattended noise monitors were installed between 16 and 29 Sept 2025 on the awning of The Great Northern Hotel (C02 in Figure above) and 9-11 Nelson St front yard. These measured traffic noise primarily from Pacific Highway and background noise levels.

The external walls and roof/ceiling were considered satisfactory with no additional acoustic treatment expected. Regarding natural ventilation, with windows open the allowable internal noise level criteria at night cannot be achieved. The Noise Impact Assessment provides recommendations for the building envelope which are to be reviewed at detailed design stage. These include recommended minimum acoustic performance for glazing, which is detailed in Section 5.2.1 of the Noise and Vibration Assessment. The night time internal level criteria cannot be achieved with windows open on most facades, and alternative systems may be required to be investigated to allow rooms to be ventilated. This is discussed in Section 7.1.6 of this EIS.

2.122 Traffic generating development

This section applies to residential accommodation for 75 or more dwellings with direct vehicular or pedestrian access to a classified road and requires notice being given to Transport for NSW and taking into consideration any comments received. The Pacific Highway frontage is a “classified road”. As the proposal requires access from Nelson Street, which feeds from Pacific Highway, a “classified road” located within 90m of the site, and the proposal will provide for 180 dwellings; it is considered traffic generating development and requires referral to TfNSW.

As part of the pre-lodgement consultation, both TfNSW and Sydney Metro have been providing commentary as part of a Transport Working Group that developed the access strategy BTR SSD design. As such, TfNSW is aware of the BTR component and is anticipating this submission. Any response provided within 21 days of notice will be considered and adequately addressed as part of this application.

The TIA prepared by SCT (Appendix 28) identifies that the impacts regarding people and vehicles to and from the site is relatively low, with only 29 vehicle trips during any peak period or 109 walking and cycling trips. For both vehicle, walking and cycling the TIA confirms there is sufficient capacity in the road network to accommodate the development vehicles. In addition, the development proposes only 36 residential parking spaces as per the SEPP requirements and is not expected to have any parking impacts.

A Preliminary Construction Traffic Management Plan (CTMP) is included within the TIA which manages the movement of freight and people during this period.

5.9.5 State Environmental Planning Policy (Housing) 2021

The *State Environmental Planning Policy (Housing) 2021* (Housing SEPP) aims to increase the supply of well-located homes that are well-designed and ensures that diverse housing is delivered efficiently and maintains appropriate standards for residents. This proposal is consistent with the controls within the relevant chapters of the SEPP, as detailed in the table below.

Table 8. Housing SEPP Compliance

HSEPP Standards	Consistency
Chapter 3 Diverse Housing	
Part 4 Build-to-rent Housing	
72 Development for the purposes of build-to-rent housing permitted with consent	
(1) <i>The objective of this section is to enable certain residential accommodation to be used as build-to-rent housing.</i>	Noted - The proposal includes the future development of a mixed-use tower for the purposes of build-to-rent housing.
(2) <i>This Part applies to development for the purposes of multi dwelling housing, residential flat buildings or shop top housing on land—</i> (a) <i>in the following zones—</i> (i) <i>a zone in which development for the purposes of residential flat buildings is permissible under another environmental planning instrument,</i> (ia) <i>Zone E2 Commercial Centre,</i> (ib) <i>Zone MU1 Mixed Use,</i>	Complies - The proposal includes a residential flat building within an MU1 Mixed Use zone.
(3) <i>Development consent may be granted for development to which this Part applies if—</i> (a) <i>the development will result in at least 50 dwellings occupied, or intended to be occupied, by individuals under residential tenancy agreements, and</i> (b) <i>all buildings containing the dwellings are located on the same lot of land.</i>	Complies - The proposed tower to be utilised for build-to-rent housing includes approximately 180 dwellings. The build-to-rent tower is contained on a singular lot.
73 Conditions of build-to-rent housing to apply for at least 15 years	
(1) <i>Development consent must not be granted to the erection or use of a building for development to which this part applies unless the consent authority is satisfied that, during the relevant period, the tenanted component of the building—</i> (a) <i>will not be subdivided into separate strata lots, and</i>	Complies - As per the subdivision plan prepared by Adam Richardson (Appendix 7), the proposed build-to-rent tower will be located on a singular lot and is not intended to be subdivided as part of any subsequent SSDA.
(b) <i>will be owned and controlled by 1 person, and</i>	Complies - It is intended that the future BTR tower will be owned and controlled by Landcom being 1 corporate entity.
(c) <i>will be operated by 1 managing agent, who provides on-site management.</i>	Complies - It is intended that the future BTR tower will be operated by a BTR managing agent who provides on-site management.
74 Non-discretionary development standards—the Act, s 4.15	
(1) <i>The object of this section is to identify development standards for particular matters relating to development for the purposes of build-to-rent housing that, if complied with, prevent the consent authority from requiring more onerous standards for the matters.</i>	Noted.
(2) <i>The following are non-discretionary development standards in relation to the carrying out of the development to which this Part applies—</i> (a) <i>the building height of all proposed buildings is not more than the maximum building height permitted under Chapter 5, Chapter 6 or another environmental planning instrument for a building on the land,</i>	Complies - The concurrent Proposal seeks the amendment of the WLEP for the maximum height of building control over the site to be 85m. The proposed BTR development has is designed as a maximum of 79.25m and is therefore below the height permitted.
(b) <i>for development on land in a zone in which no residential accommodation is permitted under another environmental planning instrument—a floor space ratio that is not more than the maximum permissible floor space ratio for other development on the land under another environmental planning instrument,</i>	Not applicable - The concurrent Proposal seeks the amendment of the WLEP to allow for 'residential flat buildings' to be permissible over the subject site.
(c) <i>if paragraph (b) does not apply—a floor space ratio that is not more than the maximum permissible floor space ratio for residential accommodation on the land under Chapter 5, Chapter 6 or another environmental planning instrument,</i>	Complies - The concurrent Proposal seeks the amendment of the WLEP for the maximum FSR control over the site to be 5.9:1. The future BTR tower has been designed to be a maximum of 5.81:1 and is therefore below the FSR permitted under the provisions of the proposed concurrent Proposal.
(d) <i>for development carried out wholly or partly on land in the Eastern Harbour City, Central River City or Western Parkland City—</i> (i) <i>for land within an accessible area—at least 0.2 parking spaces for each dwelling, or</i> (ii) <i>otherwise—at least 0.5 parking spaces for each dwelling, or</i>	Complies - The proposed BTR development is located in an accessible area and includes 180 dwellings which requires 36 parking spaces at a rate of 0.2 per dwelling. The development proposed 37 spaces, including accessible spaces, and therefore complies.

<i>(iii) if a relevant planning instrument specifies a requirement for a lower number of parking spaces—the lower number specified in the relevant planning instrument,</i>	
<i>(e) if paragraph (d) does not apply—at least the number of parking spaces required under the relevant development control plan or local environmental plan for a residential flat building.</i>	Not applicable.
75 Design requirements	
<i>(1) This section applies to development to which this Part applies only if Chapter 4 applies to the building resulting from the development.</i>	Noted, Chapter 4 applies.
<i>(2) In determining an application for the modification of a development consent or a development application for the carrying out of development to which this section applies, the consent authority must— (a) be flexible in applying the design criteria set out in the Apartment Design Guide, including, in particular, the design criteria set out in Part 4, items 4E, 4G and 4K, and</i>	Noted. Refer to the Architectural Design Statement prepared by FK (Appendix 9).
<i>(b) in its consideration of the objectives set out in the Apartment Design Guide, Part 4, consider the following— (i) the amenities proposed to be provided to tenants residing in the building through common spaces and shared facilities and services, (ii) whether the configuration and variety of dwellings in the building will provide adequate options to prospective tenants in relation to the size and layout of the dwellings, (iii) whether tenants residing in the building will be able to relocate to other dwellings in the building that will better accommodate their housing requirements if their requirements change.</i>	Noted. Refer to the Architectural Design Statement prepared by FK (Appendix 9).
76 Active uses on ground floor of build-to-rent housing in business zones	
<i>(1) The objective of this section is to ensure that, in relation to development for the purposes of build-to-rent housing, active uses are provided at the street level in business zones to encourage the presence and movement of people.</i>	Complies – The site is located on an MU1 Zone. The proposed development has been designed to include an active frontage, with exception of the lobby, on the southern frontage towards the southern east-west road and future open space. This was considered the optimal location for the active frontage to integrate the development with the larger precinct and activate the public domain. A commercial premises is provided in the northeast corner to activate the site entry from Frank Channon Walk. The remainder of the northern entry is required for services and site access off Nelson Street, as the scheme responds to the SDRP feedback. The SDRP requested the passive activation of both the eastern and western frontages, in addition to the southern commercial activation, as such the services layout required a portion of the northern frontage. This outcome maximises the surveillance and activation of the public open space on 3 frontages in place of the western portion of Nelson Street. This is therefore an acceptable outcome as it maximises the presence of people in the public domain, and activation of spaces where possible.
<i>(2) This section applies to development to which this Part applies if the development is on land in a business zone, including as part of a mixed use development.</i>	Noted. The future BTR tower is on an MU1 Mixed Use Zone and is part of the wider mixed-use Chatswood 'Dive Site' precinct.
<i>(3) Development consent must not be granted for development to which this section applies unless the consent authority is satisfied that a building resulting from the development will have an active street frontage.</i>	Noted. Refer to cl.76(1) response.
<i>(4) An active street frontage is not required for a part of a building used for 1 or more of the following— (a) entrances and lobbies, (b) access for fire services, (c) vehicular access.</i>	Noted. Refer to cl.76(1) response.
77 Conditions requiring land or contributions for affordable housing	
<i>Nothing in this Part overrides a requirement to dedicate land or pay a monetary contribution under the Act, section 7.32.</i>	Noted.
78 Consideration of Apartment Design Guide for further subdivision of dwellings	

Development consent must not be granted for development involving the subdivision of a residential flat building for which consent has been granted under this Part unless the consent authority has considered the relevant provisions of the Apartment Design Guide in relation to the part of the building affected by the subdivision.

Noted – the intention for the BTR tower is for the residential flat building to be owned and maintained by Landcom.

Chapter 4 Design of Residential Apartment Development

142 Aims of chapter – 149 Apartment Design Guide prevails over development control plans

Refer to the ADG Compliance Table as part of the Architectural Design Statement prepared by FK (Appendix 9).

5.10 Willoughby Local Environmental Plan 2012

5.10.1 Zoning and Permissibility

The primary Environmental Planning Instrument (EPI) applying to the site is the *Willoughby Local Environmental Plan 2012* (CLEP). Under the CLEP the site is zoned as follows:

Table 9. Outline of zoning under the CLEP (Source: NSW Legislation)

Zoning	Lot
MU1 Mixed Use	Lot 2 in DP221896

The above identified zoning is shown graphically in the area outlined on the map below:

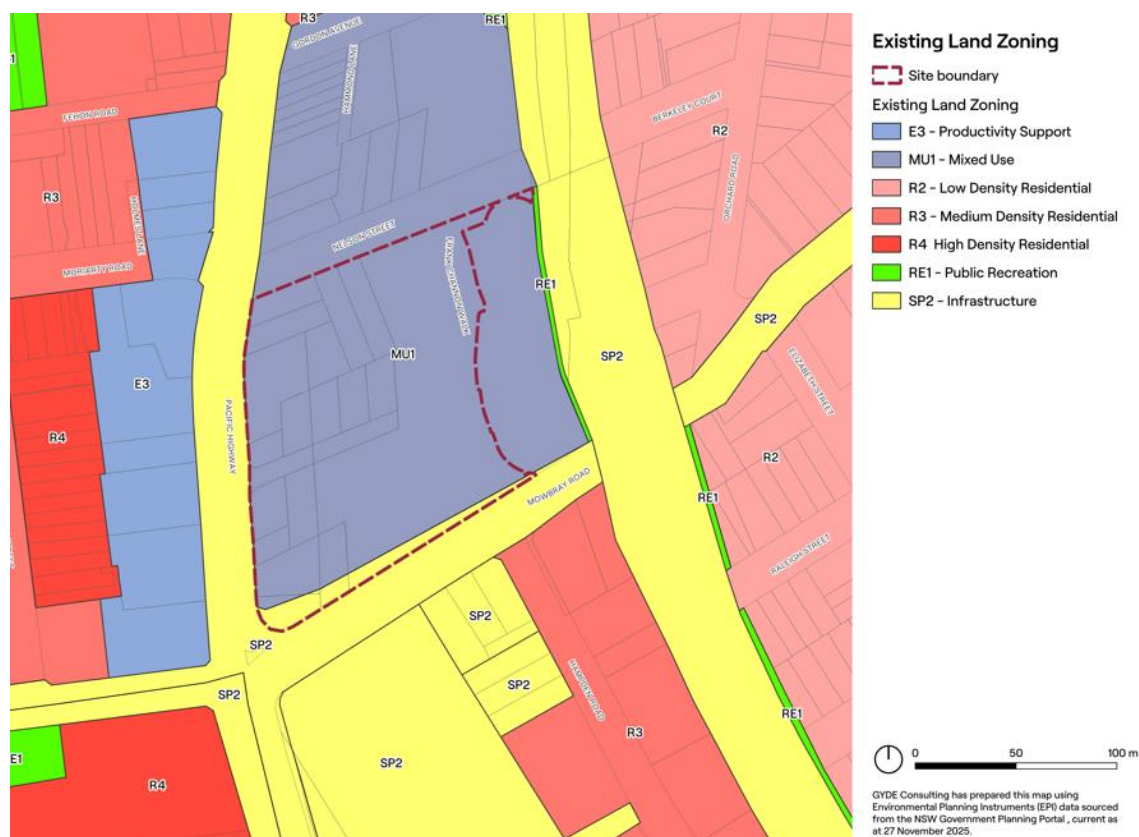


Figure 36 Zoning Map, wider CDS site outlined in red (Source: Willoughby LEP Zoning Map)

As this SSDA includes the subdivision of the site, only an MU1 zone applies to the BTR lot. The zonings under WLEP for each area of the site outlines a variety of land uses that are permissible with consent. These

permissible land uses within each zone are detailed below, with the land uses associated with the proposed development highlighted in RED in the table below:

Table 10. Summary of permissible land uses for the subject lot under the WLEP (Source: NSW Legislation)

Zoning	Land uses permissible with consent
MU1 Mixed Use Zone	Amusement centres; Boarding houses; Building identification signs; Business identification signs; Car parks; Centre-based child care facilities; Commercial premises ; Community facilities; Entertainment facilities; Function centres; Information and education facilities; Light industries; Local distribution premises; Medical centres; Oyster aquaculture; Passenger transport facilities; Places of public worship; Recreation areas; Recreation facilities (indoor); Registered clubs; Respite day care centres; Restricted premises; Seniors housing; Shop top housing; Tank-based aquaculture; Tourist and visitor accommodation; Vehicle repair stations; Any other development not specified in item 2 or 4

In addition to the uses identified above, the indicative scheme proposes the inclusion of 'residential flat buildings', which is a subset 'residential accommodation' of which is prohibited under the MU1 zone. Residential accommodation, including residential flat buildings is permissible under Section 72 of the Housing SEPP for the purposes of build-to-rent housing, of which this SSD proposes.

The concurrent Proposal includes a proposed amendment to include 'residential flat buildings' as an additional permitted use within the MU1 Mixed Use zone over the site. Accordingly, the proposed development is permissible with consent as it aligns with the concurrent Proposal.

5.10.2 Objectives

Zone Objectives CI 2.3 of the WLEP requires that the consent authority have regard to the objectives for development in a zone when determining a development application in respect of land within the zone.

The objectives of the MU1 Mixed Use Zone are:

- *To encourage a diversity of business, retail, office and light industrial land uses that generate employment opportunities.*
- *To ensure that new development provides diverse and active street frontages to attract pedestrian traffic and to contribute to vibrant, diverse and functional streets and public spaces.*
- *To minimise conflict between land uses within this zone and land uses within adjoining zones.*
- *To encourage business, retail, community and other non-residential land uses on the ground floor of buildings.*
- *To allow for city living on the edges of the city centre of Chatswood, which encourages public transport use, shopping and the use of businesses and recreational services that contribute to the vitality of the city, without undermining its commercial role.*

For the reasons set out below, it is considered that the proposed concept is consistent with the above stated objects of the zone:

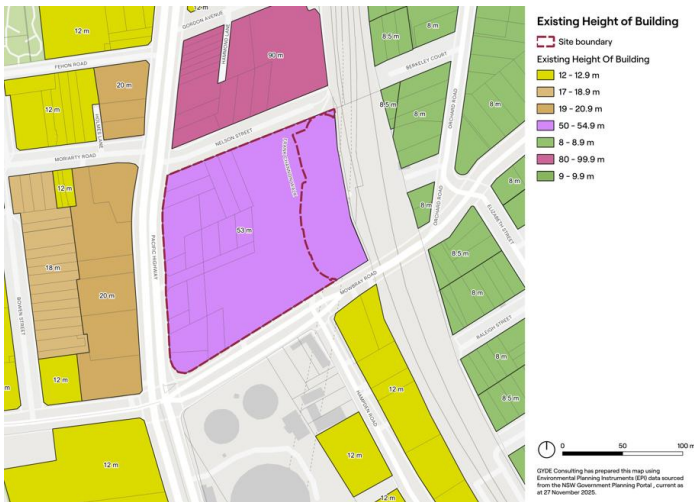
- The proposal establishes a concept that delivers diverse non-residential land uses on the ground floor of future built forms.

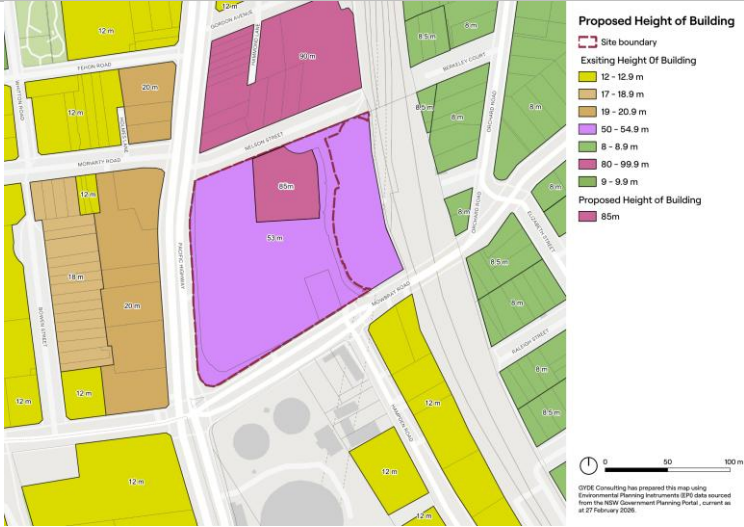
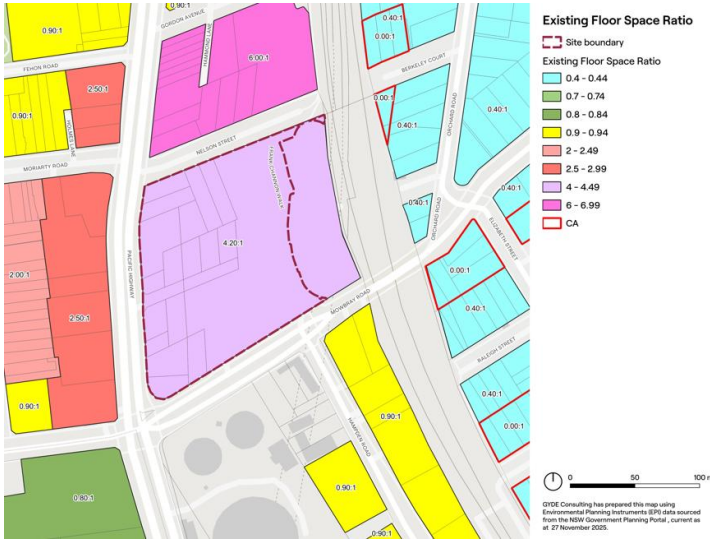
- The future non-residential components activate existing and future public domain, including activating proposed street frontages to attract pedestrian movement in and through the precinct.
- The scheme has been developed to respect and respond to the surrounding land uses and zones.
- The proposal supports spaces encourage active frontages and pedestrian movement that ensure a future precinct that is activated and easily accessible.
- The proposal allows for significant residential opportunities to live in the edges of Chatswood CBD with access to a variety of services and close proximity to a variety of public transport infrastructure.

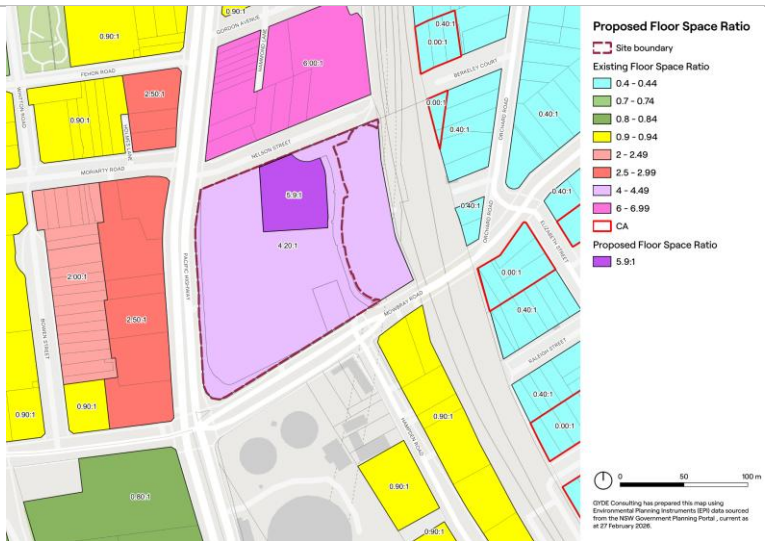
5.10.3 Part 4 Development Standards

The table below details the relevancy of Part 4 of the WLEP and the relevant controls.

Table 11. Summary of WLEP controls against the proposed development

WLEP Controls	Comment
4.1 Minimum subdivision lot size	Not applicable - No minimum lot size control relates to the site.
4.1A Minimum subdivision lot size for strata plan schemes in Zone E2	Not applicable.
4.1C Minimum subdivision lot size for dual occupancies	Not applicable.
4.2 Rural subdivision	Not applicable.
4.3 Height of buildings	Complies with concurrent Rezoning Proposal – The site is identified on the <i>Height of Buildings Map</i> with a maximum height of 53m.  The concurrent Proposal accompanying this SSDA seeks to amend the <i>Height of Buildings Map</i> to introduce a height limit over only the BTR lot for 85m. Subject to the proposed control, all development proposed does not exceed the height limit.

	 The proposed development has a height of 79.25m and is therefore compliant with the proposed control.
4.3A Exceptions to height of buildings	Not applicable.
4.4 Floor space ratio	Complies with concurrent Rezoning Proposal – The site is identified on the <i>Floor Space Ratio Map</i> with a maximum height of 4.2:1.  The concurrent Proposal accompanying this SSDA seeks to amend the <i>Floor Space Ratio Map</i> from 4.2:1 to 5.9:1 over only the BTR lot. Subject to the proposed control, the BTR development does not exceed the FSR based on the proposed subdivision plan prepared by Adam Richardson (Appendix 7).

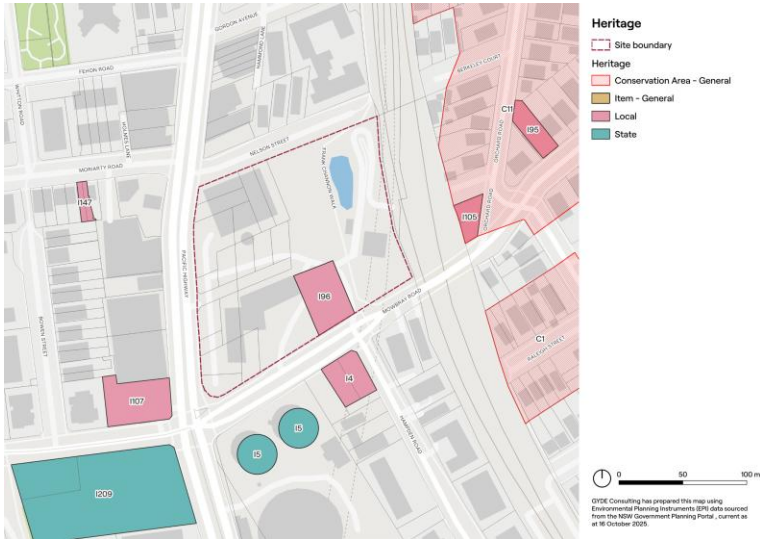
	 The proposed development will provide an FSR of 5.81 and is therefore compliant with the proposed control.
4.4A Exceptions to Floor Space Ratio	Not applicable.
4.5 Calculation of floor space ratio and site area	Noted.
4.6 Exceptions to development standards	Noted.

5.10.4 Part 5 Miscellaneous Provisions

The table below details the relevancy of Part 5 of the CLEP and the relevant controls.

Table 12. Summary of CLEP controls against the proposed development

WLEP Controls	Comment
5.1 Relevant acquisition authority	Consistent – While the wider Dive Site includes a portion of land zoned as SP2 Infrastructure and marked “Classified road”, a subdivision is being sought which removes the SP2 land from the subject site. This area is not relevant to the BTR SSD.
5.1A Development on land intended to be acquired for public purposes	Consistent – While the subject site includes a portion of land identified on the Land Reservation Acquisition Map and is zoned as SP2 Infrastructure and marked “Classified road”. This proposal does not relate to this portion of the wider Chatswood ‘Dive Site’ and therefore does not propose a development for a purpose opposite than that specified under C15.1A.
5.2 Classification and reclassification of public land	Not applicable.
5.4 Controls relating to miscellaneous permissible uses	Not applicable.

5.7 Development below mean high water mark	Not applicable.
5.8 Conversion of fire alarms	Not applicable.
5.10 Heritage conservation	Consistent – The site is located adjacent to one heritage item with local significance known as ‘Mowbray House’ (I96), as identified in the map below.  A Statement of Heritage Impact (Appendix 23) has been prepared by Tropman & Tropman which provides an assessment of the proposed development around all surrounding heritage items. The SoHI confirms that the proposal has considered its surroundings and will not impact the presence and quality of the heritage values. See Appendix 23 for the detailed assessment of proposed works.
5.11 Bush fire hazard reduction	Not applicable. The proposal does not relate to bushfire hazard reduction.
5.12 Infrastructure development and use of existing buildings of the Crown	Not applicable.
5.13 Eco-tourist facilities	Not applicable.
5.19 Pond-based, tank-based and oyster aquaculture	Not applicable.
5.20 Standards that cannot be used to refuse consent—playing and performing music	Not applicable.
5.21 Flood planning	Consistent – The FIRA prepared by BG&E (Appendix 26) confirms that the site is not subject to overland flows or mainstream flooding. The site is not identified as flood-affected in the Scotts Creek Flood Study (2008) or Council’s current flood

	mapping and is located well above the designated flood planning area. The site is located outside the mapped mainstream 1% AEP and PMF flood extents and is therefore not subject to inundation under existing or proposed development conditions. Safe egress is available via the surrounding road network. Pedestrian egress is available via Nelson Street to Pacific Highway. As no flooding is expected to affect the site, residents would be able to evacuate safely if required or alternatively remain sheltered within their dwellings without risk of flooding. In considering climate change under a long-term horizon to 2090, the flood depths is expected to rise by 0.1m. Given the minor increase and the site's elevated position outside the PMF extent, the projected effects of climate change are not expected to affect the site's flood risk classification or require specific mitigation measures.
5.22 <i>Special flood considerations</i>	Not applicable. The proposal does not relate to sensitive or hazardous development.
5.23 <i>Public bushland</i>	Not applicable. The site is not reasonably likely to disturb public bushland.

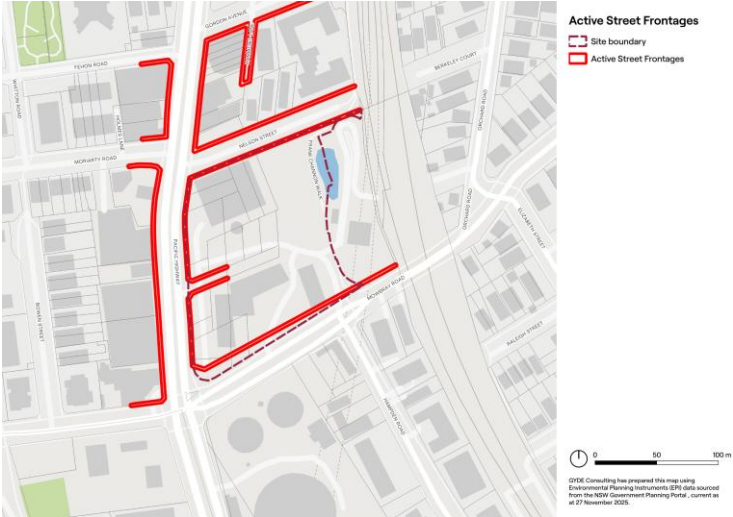
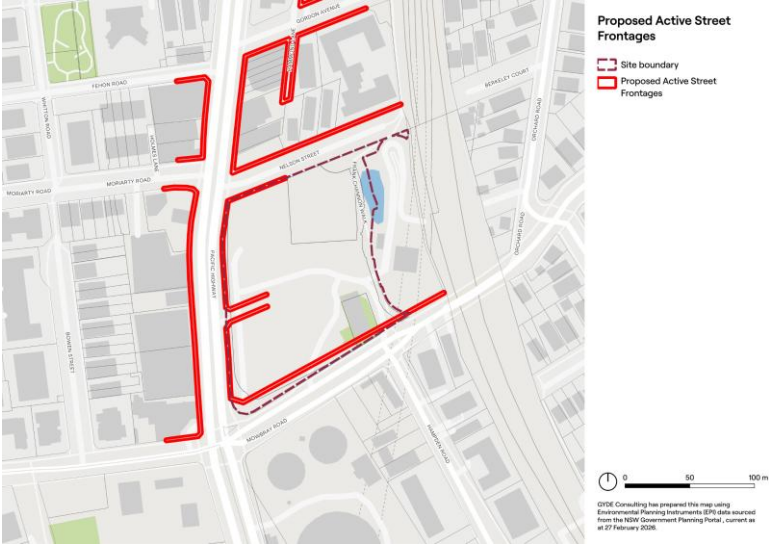
5.10.5 Part 6 Additional Local Provisions

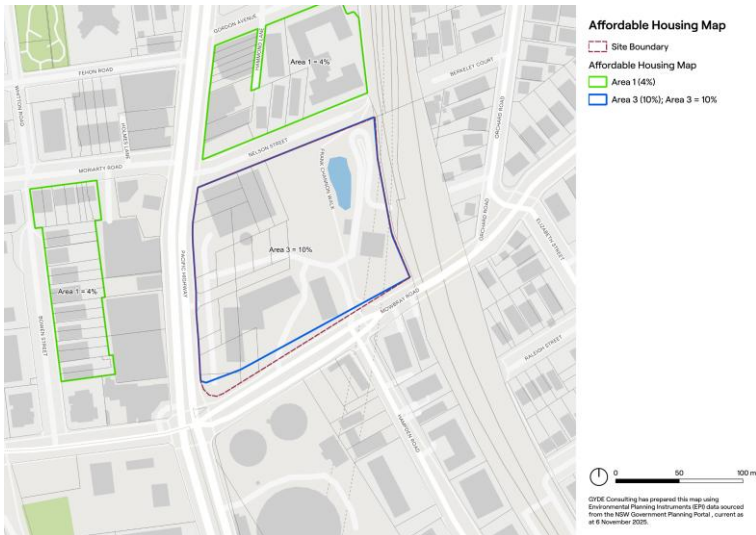
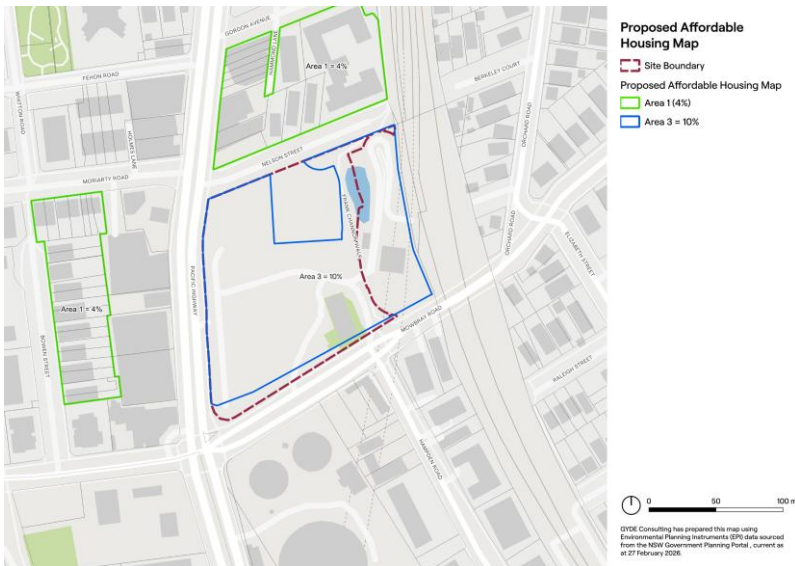
The table below details the relevancy of Part 6 of the WLEP and the relevant controls.

Table 13. Summary of WLEP controls against the proposed development

WLEP Controls	Comment
6.1 <i>Acid sulfate soils</i>	Consistent – The site is identified to include Class 5 across the entirety of the site. This clause applies to work within Class 5 lands if works extend below 5 metres Australian Height Datum.  The Geotechnical Comments and Due Diligence prepared by PSM (Appendix 17) confirms that the potential for encountering acid

	sulphate soil at the site is considered low given that the site is not located in an area with a known or potential acid sulphate soil occurrence. An acid sulfate soils management plan is not required for the works.
6.2 <i>Earthworks</i>	Consistent – The site is in a currently excavated state in relation to the remediation works associated with the Sydney Metro approval (SSI-7400). As the proposed works relate to fill and minor excavation for structural features, it is unlikely to be at a detriment to drainage patterns or soil stability. The proposed development has been designed to ensure adequate water flow patterns and no impacts to surrounding development. Refer to the Integrated Water Management Plan prepared by BG&E (Appendix 27) for further detail. The Aboriginal Cultural Heritage Advice prepared by Kelleher Nightingale (Appendix 22) confirms that due to the previous uses any Aboriginal deposits which once existed on site are likely to have been destroyed and that no areas of archaeological potential were identified the proposed development site, as such the likelihood of disturbing relics is highly unlikely. As the site is a highly disturbed brownfield area with no remnant native vegetation and has been remediated to a level suitable to residential development, the proposed earthworks are highly unlikely to create adverse environmental effects. The proposed will have a positive effect on the surrounding properties but revitalising a cleared site for future activation and amenities.
6.3 <i>Urban heat</i>	Consistent – The proposed works relate to the development of an undeveloped site to include a high quality sustainable development, which promotes ESD principles and minimises the impacts from and to the urban heat. The Sustainability Assessment Report prepared by IGS (Appendix 33) details how the proposed development includes design elements to minimise impacts to the internal and external heat. The proposal supports the future delivery of tree canopy, open space and deep soil zones in the wider Chatswood ‘Dive Site’.
6.4 <i>Limited development on foreshore area</i>	Not applicable. The site is not identified in a foreshore area.
6.5 <i>Signage</i>	Not applicable. No signage is put forward as part of the works. Any signage proposed as part of future development on site will be subject to a separate merit assessment.
6.6 <i>Airspace operations</i>	The proposed development is located outside of the Sydney Airport OLS surface areas but is identified within the PANS-OPS surface areas, however, is well below the identified 246.6m height plane. The Chatswood ‘Dive Site’ is not amongst the listed lots which would likely breach the Willoughby LEP due to their alignment on

	the RSHH HLS approach and departure paths. Therefore Clause 6.6 does not apply.
6.7 Active street frontages	Consistent with the Rezoning Proposal– The site is zoned MU1 and identified on the Active Street Frontages Map and therefore this clause applies.  The concurrent Proposal seeks to amend the Active Street Frontages Map to remove the identification of a portion of the Nelson Street, as below, and therefore does not apply to this SSDA.  Despite this, the proposed BTR development provides activation of the southern frontage into the open space. A portion of the Nelson Street frontage is activated in the northeast corner, however, the site requires access off Nelson Street. The proposed scheme responds to the SDRP feedback which requested the passive activation of both the eastern and western frontages, as such the services layout required a portion of the northern frontage. This outcome maximises the surveillance and activation of the public

	open space on 3 frontages in place of the western portion of Nelson Street and therefore is an acceptable outcome.
6.8 Affordable housing	Consistent – The site is included under Area 3 of the Affordable Housing Map which requires the delivery of 10% affordable housing.  The concurrent Proposal seeks to amend the WLEP to identification of the site from 'Area 3' within the <i>Affordable Housing Map</i>, as such this provision does not apply, see proposed map below. 
6.10 Minimum lot sizes for certain residential accommodation	Not applicable.
6.14 Council infrastructure development	Not applicable.
6.15 Sun access	Consistent – The site is zoned MU1 Mixed Use, and therefore this clause applies. The Architectural Design Statement prepared by FK

	(Appendix 9) provides shadow diagrams which confirm that the future potential development will not result in significant overshadowing to any areas or items identified under Cl.6.15.
6.16 <i>Minimum lot sizes for commercial and mixed use development in Chatswood CBD</i>	Not applicable. This site is not identified as 'Area 8' under the <i>Special Provisions Area Map</i> .
6.23 <i>Design excellence</i>	Consistent – The site is identified within 'Area 5' on the Special Provisions Area Map and therefore this clause applies. The Architectural Design Statement prepared by FK (Appendix 9) confirms how the proposed BTR scheme has been developed to achieve design excellence within consideration to the matters under Cl.6.23 (4) and (5). As the intended development relates to built form over a height of 35m from ground level, it is notes that the design must be the winner of a competitive design process held in relation to the development, unless; “(a) the consent authority certifies in writing that a competitive design process is not required, and (b) a design review panel reviews the development, and (c) the consent authority takes into account the advice of the design review panel.” In addition, a Design Competition Waiver (Appendix 13) prepared by Colliers demonstrates how the development addresses the design excellence considerations of Cl.6.23. As part of this waiver, it is recognised that the BTR development has been reviewed by the Landcom Design Review Panel and the State Design Review Panel on two occasions, respectively. The strategy confirms that the outcomes of the design review and commentary have been incorporated into the final design. This waiver has been provided to GANSW for consideration and has since been endorsed. As such, this SSDA it is considered this SSDA is not subject to a design competition and demonstrates design excellence as defined under this clause.
6.25 <i>Shop top housing in Zone MU1</i>	Not applicable. The proposal does not involve shop top housing.

5.10.6 Schedule 1 Additional Permitted Uses

Section 27 – Use of Certain Land in Chatswood CBD

The site is identified under 'Area 8' within the *Special Provisions Area Map* which requires residential flat building in the MU1 Mixed Use Zone to contribute 17% of the gross floor area of the building to be used for non-residential purposes. The concurrent Proposal (Appendix 41) seeks to amend the application of Schedule 1, Part 27 in the WLEP to amend the proposed non-residential gross floor area to 2% per building within the BTR lot (Lot 15).

This SSDA provides 339.2 sqm of commercial GFA, contributing 2% to the overall delivery of non-residential GFA. This is located on the south and north-eastern frontages of the site to activate both the eastern entry from the Frank-Channan Walk, as well as activating the BTR interface with future landscaping and public domain.

6. Community Engagement

Engagement has been undertaken in accordance with the Department's *Undertaking Engagement Guidelines for State Significant Projects*. An Engagement Outcomes Report has been prepared by Gyde Consulting and provided at Appendix 16, which summarises the following:

- The SEARs for stakeholder and community engagement;
- The relevant stakeholders who have been consulted with;
- The community and stakeholder engagement process, including key meetings with stakeholders;
- A summary of feedback received, and issues raised, by specific stakeholders, and
- How feedback has been considered in the development of the SSD application.

An Engagement Strategy was developed to support the EIS. The purpose of the engagement program was to provide early information about the project to the community and key stakeholders, and to see their feedback on the proposal. The Strategy included a range of engagement activities to ensure that members of the community had a variety of opportunities to view information about the project and provide their feedback in a range of formats.

Refer to the Engagement Outcomes Report (Appendix 16) in relation to all stakeholders engaged, engagement undertaken, and response to issues raised.

6.1 Pre-lodgement engagement – Agencies

Department of Planning, Housing and Infrastructure

The proponent has had ongoing and comprehensive engagement with the Department of Planning, Housing and Infrastructure throughout the pre-lodgement phase. Initial discussions and briefings were undertaken in June with the State Rezoning team and Agency Partnerships team regarding a presentation of the initial scheme and planning approval pathways. Ongoing engagement with SSD team and Agency Partnerships team was undertaken during July and August regarding the scheme and an appropriate planning pathway, which confirmed that the proposed outcome as the preferred approval pathway. Ongoing engagement was maintained with the key DPHI to ensure clarity during the pre-lodgement period and support an efficient delivery of the project.

A total of 11 meetings were held between the proponent and DPHI between June and October 2025. The site was formally declared State Significant on 14 November 2025, and SEARs were received on Friday 5 December 2025.

Landcom and State Design Review Panels

The initial project scheme was presented to Landcom Design Review Panel (LDRP) on 2 occasions - 10 July 2025 and 14 August 2025. The meetings were attended by the Landcom team, architects (FK), landscape architects (Oculus), and planners (Gyde). The project team have taken the feedback of the LDRP into consideration which was then taken to SDRP.

A series of meetings were held with the State Design Review Panel to present the updated masterplan, seek independent design and planning advice to refine and enhance the proposal, and determine the design excellence requirements for SSDA lodgement. The initial project scheme was presented to the State Design Review Panel (SDRP) on 3 September 2025. The revised scheme was presented to the SDRP at 16 October 2025.

See Section 4.19 regarding design development based on LDRP and SDRP feedback.

Willoughby City Council

The proponent undertook an initial briefing with Willoughby City Council held on 15 August 2025, attended by the Landcom team, architects (FK), landscape architects (Oculus), planners (Gyde), and Council's

principal planners and urban design team. The project team taken in the feedback from Council and incorporated into the Architectural Plans taken to the LDRP and SDRPs.

Since this briefing, a series of 8 meetings were held with Council from Council's planning, strategic planning, affordable housing, community development, urban design, assets, heritage and engineering teams. Some of these meetings were attended by GANSW.

Key outcomes included:

- As the Department of Education does not require the site for a new school, the site was identified for housing under the NSW Government land audit, helping to address current housing supply and affordability issues.
- Landcom is optimising the well located site to deliver a significant number of much needed homes near transport, jobs and services. Development will fund new high quality public open spaces, walking and cycling connections, and restoration of Mowbray House for community use, designed through consultation with Council and other stakeholders.
- 25% of the site is allocated to public green and open space, equivalent to 3.2m² per resident.
- Parking will be provided in accordance with Willoughby City Council Development Control Plan rates, while provision has been made for the dedication of land to widen Pacific Highway and Mowbray Road to accommodate future intersection redesign.
- Landcom will continue to consult Council as planning progresses.
- Confirmation on the approach for the alternative design excellence pathway, attended by both Council and GANSW on 19 September 2025.

Department of Education

A meeting was held with the Department of Education (DoE) on the 14 October 2025 regarding local need for infrastructure and impacts of proposal on future demand. It was acknowledged that the local community expects a new primary school on the Chatswood 'Dive Site' and there is pressure to deliver additional school capacity from community and local MP Tim James. The DoE confirmed that the proposal is not sufficient to trigger the need for an additional school. Further details in Section 7.1.11.

TfNSW and Sydney Metro

The proponent has undertaken workshops with TfNSW and Sydney Metro on 1 July 2025, briefing the teams on the site and proposed development and an initial conversation on access and acquisitions. Additional meetings with Sydney Metro have occurred to refine transport and access matters including road widening and network circulation on the following dates:

- 7 July 2025
- 16 July 2025
- 24 July 2025
- 30 July 2025
- 20 August 2025

Homes NSW

Engagement with Homes NSW regarding the delivery of the built-to-rent development and future management of the development is ongoing.

6.2 Pre-lodgement engagement – Community

Given the scale and scope of the project, the engagement program was designed to reach a significant proportion of the impacted community, key stakeholders, and potential future beneficiaries of the project, including essential workers and young people.

In order to access diverse communities and ensure that information was accessible to the wider local community, information was translated, and interpreters were provided at community events.

Landcom is committed to tailored and targeted engagement with future beneficiaries of our projects wherever possible. As the future residents and workers of the project, specific engagement activities were undertaken young people and essential workers.

The participation of community and stakeholders with a different ages, backgrounds, experiences and interests have ensured access to a mix of views and perspectives that can help to improve our project outcomes and better meet the needs of existing and future communities.

Engagement activity	Key Statistics
Letterbox Newsletter Drop	13,605 newsletters delivered
Essential worker outreach phone calls and emails	13 phone calls with follow up emails to essential services near the site, and an additional 4 services contacted by email. Contacts included Fire, Police and Ambulance stations, and the Royal North Shore Hospital.
Stakeholder email outreach	38 project emails sent to local community interest groups, cultural centres, peak bodies, key stakeholders.
Email Newsletter (EDM)	401 recipients
Social Media Posts	Facebook - 32,705 total views Instagram - 26,893 total views LinkedIn - 15,622 total impressions
Project & Join In Webpages	2,835 unique visitors
Online Survey	393 responses
Drop-in Session	53 attendees
Pop up at Chatswood Mall Markets	65 participants
Connecting with Country	3 First Nations stakeholders
Targeted Focus Groups	3 sessions with 37 attendees
Heritage Workshop	8 attendees
SIA Interviews	2 stakeholder interviews
Project Hotline & Email	17 email submissions; 7 phone and email enquiries

6.3 Community Feedback

While the wider community was generally supportive of the proposal to provide high density housing near public transport, shops and services, and to address housing supply and affordability issues, a significant proportion of respondents across all engagement activities raised concerns around building height, scale and density and its impacts on local infrastructure and character. A summary of key issues raised is provided below.

Table 14. Summary of key issues raised

Height and scale of the buildings	There was general support for high density development close to transport, shops and services. The majority of responses raised concerns about the height and scale of the buildings, indicating a preference for buildings in line with existing building heights in the town centre. Local residents raised concerns about potential overshadowing of nearby properties and green spaces, as well as visual amenity.
Density and number of apartments / residents	The community understood the NSW Government's decision to use the site to deliver high density housing to address housing supply and affordability issues. However, a large number of people felt strongly that the proposed number of apartments was too high, and the number of residents would place pressure on local infrastructure, including roads, schools and services.
Traffic, transport and access	A large number of residents expressed concern about existing traffic congestion, particularly at the intersection of Mowbray Road and Pacific Highway. Many people suggested that more on-site parking should be made available for the residents of the new development to reduce impacts on local streets. They also indicated a need for improved local bus services, better cycling and pedestrian infrastructure, and parking solutions that support essential workers and local businesses.
Quality design and local character	The community emphasised the importance of design excellence, calling for architecture that complemented the character of the local area, durable materials, and sustainable design features, especially given the site's scale and prominent location.
Amenity for residents	People provided feedback on the types of amenities they would like to see on-site, such as a potential supermarket, gym, child care, co-working space, community gardens, bike parking for residents and community facilities within Mowbray House.
Local infrastructure capacity	A large number of people expressed concerns about local infrastructure and the long term capacity of local schools, roads and services such as water, sewage and stormwater networks to accommodate higher density in the area. It was noted that there are a number of development applications and proposals for the Chatswood area, and that the cumulative impacts of these developments on local infrastructure must be considered.
Build-to-rent housing for essential workers Affordable housing	The community expressed strong support for providing affordable build-to-rent housing for essential workers close to public transport and major employment hubs. General affordable rental housing provision was also supported. Many people asked questions about eligibility for build-to-rent housing, and management, indicating that the model is not well understood.
Construction impacts	Nearby residents and businesses expressed concern about construction impacts, including noise, dust, vibration, traffic, and parking disruption.

6.4 Connecting with Country

Landcom recognises its projects fundamentally transform Country forever and seeks to engage First Nations stakeholders throughout the project lifecycle wherever possible, helping to understand how projects can be delivered in a respectful and considerate way to celebrate the uniqueness of each place.

The proposal site is on the land of the Cammeraygal People, the Traditional Custodians of the area now known as Chatswood, located in the Northern suburbs of Sydney. As part of the project's Connecting with Country process, specialist JMP Aboriginal Consultancy engaged local First Nations community members to understand the context and history of the site and surrounds, invite feedback and ideas about the proposed development, and inform design principles to recognise, celebrate and connect with Country.

For more information, please refer to the Connecting with Country Report submitted as part of the SSDA.

6.5 Social Impact Assessment

A Social Impact Assessment (SIA) has been prepared for the project by Gyde Consulting (Appendix 21). Feedback gathered through the engagement program informed the SIA. Consistent with the community consultation objectives of DPHI's SIA Guideline, community and stakeholder objectives for this SIA include:

- To provide meaningful opportunities across the project planning lifecycle for communities to understand both the nature and complexity of potential positive and negative impacts, ensure that community input actively informs the development of targeted enhancements and mitigation measures.
- To use culturally appropriate methodologies to ensure Aboriginal and culturally diverse communities are engaged, and their perspectives, insights and feedback valued and considered;
- To tailor and organise engagement to ensure a range of views, concerns and community aspirations are heard;
- To target engagement to understand and respond to the degree of potential impacts experienced by different residents and communities across the social locality; and
- To ensure inputs, outputs and measures to enhance and / or mitigate impacts are reported back to the community.

The SIA identified a number of positive outcomes of the proposed development, including:

- Impacts related to increased housing provision have been assessed as very high positive.
- Over time an increased population may add vibrancy by encouraging diverse households and younger populations and provide more opportunities for social connections.
- The location of the site close to Chatswood town centre, which provides essential goods and services to meet day-to-day needs, as well as leisure activities that can facilitate opportunities for relaxation and social connectivity, is positive/
- The site is also close to Chatswood railway station, the Sydney metro and bus services that provide access to the Sydney CBD and key locations across northern Sydney, with good access to active transport routes.
- The Proposal includes approximately 4.2ha of public open space that will have health and wellbeing benefits. This will be particularly important for those living in higher density apartments on the site.
- The site includes the heritage building Mowbray House, which has been identified as providing an opportunity for community use

6.6 Project Response

Feedback arising from engagement has been shared with Landcom's technical consultant team to refine the proposal and finalise the Rezoning Proposal and SSDA, and to inform ongoing planning and delivery.

The project team has taken feedback from the community, Council, NSW Government agencies, and other key stakeholders on board, and considered the issues raised within the design and planning for the project proposal.

In particular, the project team has ensured:

- building design has taken into account visual impact, overshadowing and solar access
- provision for potential future intersection upgrades and any necessary utility infrastructure upgrades
- inclusion of First Nation's design principles
- provision for improved walking and cycling connections, bike parking, vehicle charging, and access to car share vehicles to support sustainable transport choices.

6.7 Ongoing engagement

The community and stakeholders will have ongoing access to information about the project at <https://www.landcom.com.au/projects/chatswood/>

The Rezoning Proposal and SSDA will be placed on public exhibition by the Department of Planning, Housing and Infrastructure, with the opportunity for interested stakeholders to provide further feedback through a formal submissions process. Issues raised within the public submissions will be responded to by Landcom.

Landcom will continue to communicate project updates and engage with neighbours, the wider community and stakeholders during planning and construction of the project.

As detailed in the Engagement Strategy, following an approval, the construction works at the site would include notification of the commencement of works and consultation on works with the potential to impact nearby receivers. The Proponent and their contractors will continue to engage and work with all relevant agencies and authorities to ensure all regulatory requirements are met and that conditions of consent are complied with.

7. Assessment & Mitigation of Impacts

In accordance with the Department's *State Significant Development Guidelines – Preparing an Environmental Report*, this section:

- Considers the SEARs;
- Provides a detailed summary of the results of the assessment of the potential impacts of the project;
- Summarises the key findings of the detailed technical studies in the appendices;
- Gives detailed reasons to justify any predicted exceedances of relevant standards or performance measures; and
- Identifies mitigation measures, where required.

The assessment of impact has been differentiated into two categories, including:

1. Detailed Assessment –

This assessment relates to the key issues of the proposed development and provides a robust statement of environmental impacts associated with the proposal and the relevant technical studies.

2. Standard Assessment –

This assessment relates to matters that present minor or nil impact and are generally consistent with the relevant standard and controls that apply to the particular subject.

The matters set out in the SEARs that require a detailed impact assessment comprise:

- SEAR 5 – Design Quality
- SEAR 6 – Built Form and Urban Design
- SEAR 7 – Environmental Amenity
- SEAR 8 – Visual Impact
- SEAR 9 – Transport
- SEAR 10 – Noise and Vibration
- SEAR 11 – Water Management
- SEAR 12 – Ground and Groundwater Conditions
- SEAR 13 – Contamination and Remediation
- SEAR 15 – Ecologically Sustainable Development (ESD)
- SEAR 17 – Waste Management
- SEAR 18 – Social Impact
- SEAR 19 – Flood Risk
- SEAR 22 – Environmental Heritage
- SEAR 24 – Hazards and Risks

The matters set out in the SEARs that require a standard impact assessment comprise:

- SEAR 1 – Statutory Context
- SEAR 2 – Estimated Development Cost and Employment
- SEAR 3 – Contributions and Public Benefit
- SEAR 4 – Engagement
- SEAR 14 – Trees and Landscaping
- SEAR 16 – Biodiversity
- SEAR 20 – Bush Fire Risk

- SEAR 21 – Aboriginal Cultural Heritage
- SEAR 23 – Public Space

Section 7.4 contains the cumulative impact assessment.

This section of the EIS is to be read in conjunction with:

- Appendix 1 – SEARs Table
- Appendix 2 – Statutory Compliance Table
- Appendix 3 – Mitigation Measures Table
- All technical consultant reports accompanying this SSDA.

7.1 Detailed Assessment

7.1.1 SEAR 5 – Design Quality

Table 15. SEAR 5 - Design Quality

SEAR 5 – Design Quality	Documentation provided	Sections of the EIS
• Demonstrate how the development will achieve: ○ design excellence in accordance with any applicable EPI provisions. ○ good design in accordance with the seven objectives for good design in Better Placed. • Demonstrate that the development: ○ where required by an EPI or concept approval, or where proposed, has been subject to a competitive design process, carried out in accordance with an endorsed brief and Design Excellence Strategy; or ○ in all other instances, has been reviewed by the State Design Review Panel (SDRP) where required under the NSW SDRP: Guidelines for Project Teams. • Recommendations of the jury and Design Integrity Panel (where a competitive design process has been held) or the SDRP are to be addressed prior to lodgement.	Request for Design Competition Exemption Waiver (Appendix 13) including FK Australia Capability Statement and Oculus Capability Statement GANSW Endorsement Letter (Appendix 14)	Section 4.19 Section 6.1 Section 7.1.1

Condition of existing environment

N/A

Condition of proposed environment

N/A

Detailed assessment

The application is accompanied by a request for Competition Exemption Waiver in order to satisfy clause 6.23(8) of the Willoughby Local Environmental Plan 2012 (WLEP) 2012, whereby the consent authority certifies in writing that a competitive design process is not required. As the proposal is subject to a Ministerial Order under the State Assessed Rezoning Proposal (SARP) for the progression of a concurrent Rezoning and SSDA, a pathway established to accelerate delivery of housing, the proponent is seeking endorsement of a Competition Exemption Waiver for the proposal.

In addition, a Design Competition Waiver (Appendix 13) prepared by Landcom demonstrates how the development addresses the design excellence considerations of Cl.6.23. It is noted that as of 14 November 2025, legislative changes were made to the State Environmental Planning Policy (Planning Systems) 2021 which opened all residential State Significant Development projects to an Alternative Design Excellence (ADE) pathway. Schedule 1, Section 2.12D of the Planning Systems SEPP applies as it relates to Clause 6.23 (6)(b) of the Willoughby LEP. As such, an ADE is available for the proposal, if:

- “(a) the applicant has made an application to the Government Architect NSW for an ADE pathway, and
- (b) the Government Architect NSW has approved the application, and
- (c) a design review panel nominated in the application has reviewed the design of the development, and
- (d) the consent authority has considered the advice of the design review panel.”

As part of the Concept and Stage 1 SSDA (SSD-100360960), an Alternate Design Excellence Strategy has been put forward, which has been endorsed by GANSW, that demonstrates how the concept masterplan demonstrates design excellence and does not require a competitive design process. As part of this strategy, It recognises that the BTR component has been reviewed by the Landcom Design Review Panel and the State Design Review Panel on two occasions, respectively. There are two members from the LDRP who are also members of the SDRP ensuring there is alignment and continuity across these two processes. The Strategy confirms that the outcomes of the design review and commentary have been incorporated into the final concept design. The SDRP meetings with the GANSW were held on 3 August 2025 and 16 October 2025. A summary of the issues raised and the resultant enhancements to the proposal is provide in Section 6.1 above.

This waiver has been provided to GANSW for consideration and has since been approved. As such, it is considered this SSDA is not subject to a design competition and demonstrates design excellence as defined under Clause 6.23.

Demonstrating Compliance with Design Guidelines

The BTR development has been designed with consideration to the Concept and Stage 1 SSD (SSD-100360960) which is proposed on the site. As the BTR concurrent Proposal (Appendix 41) does not propose a revised DCP or design guidelines, it aligns with the future design guidelines which will apply to the whole site.

Table 16. Consistency with Design Guidelines as at March 2026

Theme	Response
<i>Connecting with Country</i>	Consistent. Aboriginal culture and values have been directly incorporated into the design development of the proposed BTR built form. The built form siting, façade, public art, and landscaping have all been considered to ensure a sense of Country is experienced and elevated in the proposed outcome.
<i>Building Heights</i>	Consistent. The building height proposed is 79.25m and sits below the 85m height limit. The built form is designed to minimise solar impacts to the public open space to the south.
<i>Ground Level Setbacks</i>	Consistent. The podium is set back 4m from Nelson Street, and maintains the 10m curtilage from Mowbray House. Greater setbacks allow for outdoor dining in the north-east corner.
<i>Upper Level Setbacks</i>	Consistent. The upper-level setbacks ensure building separation as per the ADG and respects the heritage curtilage of Mowbray House.

Theme	Response
	The upper-level setbacks comply with the proposed setbacks as the tower is sited at least 3.6m away from the east and west boundaries.
<i>Streetwall Heights</i>	Consistent. A 3-storey podium is provided including the 1,336 sqm of communal open space on the fourth floor.
<i>Active Frontages</i>	Consistent. Active frontages are provided in accordance with the proposed map. The proposed tenancies include a mix of commercial and retail components. Ground floor apartments are designed to ensure direct access to the street and public domain.
<i>Public Open Space</i>	Consistent. The BTR scheme supports the delivery of future open and green space by providing a footpath and landscaping that encourages accessibility and amenity.
<i>Deep Soil and Tree Canopy Coverage</i>	Consistent. The setback from Nelson Street will allow for mature tree growth.
<i>Public Domain</i>	Consistent. Passive surveillance is supported throughout the majority of the BTR façade into the future public domain and open spaces.
<i>Through Site Links</i>	Not applicable to the BTR.
<i>Vehicular Connectivity</i>	Consistent. The built form addresses internal streets and avoids access from Pacific Highway.
<i>Above Podium Design</i>	Consistent. The BTR development includes communal open space over the entire Level 3 podium rooftop which includes a significant contribution of planting.
<i>Built Form, Articulation and Materiality</i>	Consistent. The podium provides a variety of tactile and durable materials, refer to the Façade and Schedule of Materials within Appendix 8. The façade has been designed to complement Mowbray House on the forms and material of the podium. The materials and tones proposed take inspiration of the local ecosystems and geology.
<i>Heritage</i>	Consistent. The BTR development is confirmed within the SoHI (Appendix 23) that the scheme is in accordance with the CMP (Appendix 24) and does not obscure the interpretation of the use or impact the 10m curtilage. Solar impacts were considered acceptable.
<i>Retail Strategy</i>	Consistent. A retail component is proposed within the built form. The BTR development directly supplies areas for outdoor dining to incorporate with future public open spaces.
<i>Public Art</i>	Consistent. Public art will be provided in the south-west corner of the site in accordance with the <i>Willoughby City Council Public Art Policy</i> .
<i>Universal Design</i>	Consistent. All open spaces are accessible to less able persons. At least 20% of dwellings comply with the <i>Liveable Housing Guideline's</i> silver level universal design features.

Theme	Response
<i>Environmentally Sustainable Design</i>	Consistent. The proposal is accompanied by a Sustainability Assessment (Appendix 33) which confirms the proposal achieves ESD principles and will achieve a 5 Star Green Star Communities v2 rating, subject to the BASIX.
<i>Design Excellence</i>	Consistent. Refer to discussion above regarding design excellence.

Mitigation Measures:

None required.

7.1.2 SEAR 6 – Built Form and Urban Design

Table 17. SEAR 6 – Built Form and Urban Design

SEAR 6 – Built Form and Urban Design	Documentation	Sections of the EIS
- Demonstrate how the proposed built form (layout, height, bulk, scale, separation, setbacks, interface and articulation) addresses and responds to the context, site characteristics, streetscape and existing and future character of the locality. Where relevant explain and illustrate the application of any bonuses under an EPI. - If relevant, provide an assessment of the development against: - the design principles for seniors housing set out in Schedule 8 of State Environmental Planning Policy (Housing) 2021 (Housing SEPP) and the Seniors Housing Design Guide. - the design principles for residential apartment development set out in Schedule 9 of the Housing SEPP and the Apartment Design Guide (ADG). This should include a table which demonstrates how each dwelling (including affordable dwellings) performs against the ADG design criteria. - If affordable housing is proposed, provide a floorplan outlining the gross floor area and dwellings that are provided as affordable housing.	Refer to Architectural Plans (Appendix 8), the Architectural Design Statement (Appendix 9) prepared by FK. Schedule 8 of the Housing SEPP does not apply to this project. Refer to the assessment against the ADG and the principles of Schedule 9 (Housing SEPP) that has been provided within the Architectural Design Report, which includes a Design Verification Statement. Affordable Housing under Chapter 2 of the Housing SEPP is not proposed.	Section 2 Section 7.1.2 Section 7.4

Condition of existing environment

The existing built environment relevant to the development is described in Section 2 above. The existing character of the site is mixed comprising low density residential further east into the valley, a medium density context to the north, west and south. This medium density transitions to high density along Pacific Highway towards the existing Chatswood CBD, with an emerging higher density expected within the Chatswood CBD precinct.

Sites within 650 metres of Chatswood Station and Artarmon Station and their associated centres, are prioritised by the NSW Government for the delivery of additional housing in highly accessible and well

served area. This prioritisation has resulted in the locality experiencing a transition and this will continue to emerge.

Condition of proposed environment

The proposal involves the site preparation and development of a 23-storey (79.25m) mixed use development, consisting of commercial premises and a residential flat building with 180 build-to-rent dwellings. The building includes 4 storey podium and an additional 19 storey residential tower, including retail premises, services, lobby and communal open space. The proposed works include detailed landscaping on the podium and landscaped façade to incorporate with the ground floor.

Detailed assessment

Respond to Context and Future Character

The site is located within the Chatswood CBD precinct, which was strategically earmarked for increased heights and density and in accessible location supported by the NSW government for increase in density in the push for TOD development. As detailed in Section 7.4 below, approximately 21 major projects are in the pipeline or approved for the Chatswood CBD precinct and is representative of the strategic position and gradual and deliberate shift towards a higher-density, mixed-use environment. A significant proportion of these relate to in-fill high-rise residential development. This emerging local character will result in a pattern of taller buildings, bulk, and density more consistent with its role as a strategic centre. It is also representative of the strategic push for housing within Chatswood as an area of high amenity and accessibility.

The proposed development responds appropriately to this changing context and the proposed addition to this character has considered the evolving height plane and character of the Chatswood CBD. The proposal establishes a use and built form outcome aligned with other development within the area. In this context, the new high-rise development does not represent an adverse impact but rather a well-considered and complementary addition to the evolving strategic centre.

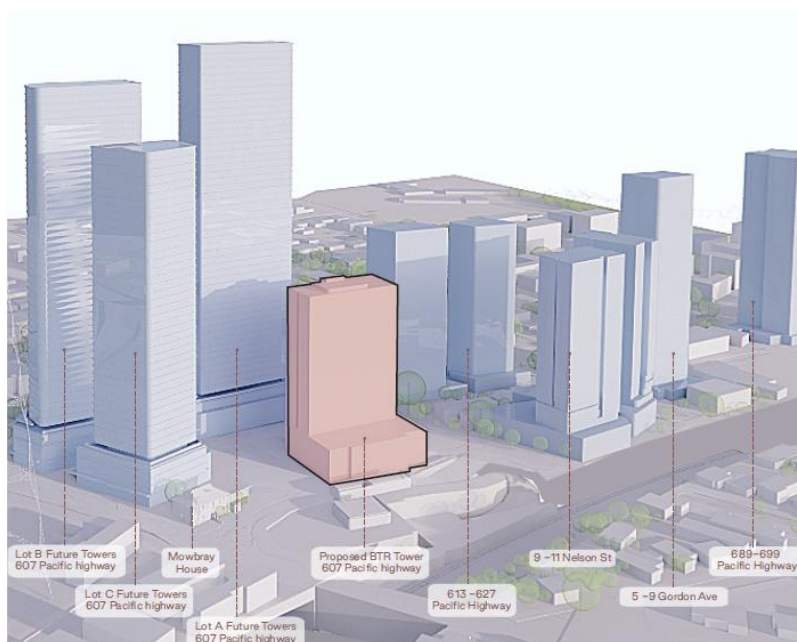


Figure 37 BTR in relation to future development in Chatswood CBD (Source: FK)

Height, bulk and scale

At the proposed height of 79.25m (RL 182.8), the proposal is in general alignment with the high-density built forms that has been approved to the north, refer to Section 7.4 for approved and proposed development. The Architectural Design Statement prepared by FK (Appendix 9) confirms that the proposed building will integrate harmoniously with its surroundings rather than present an adverse or disconnected element. The

VIA prepared by Colliers (Appendix 20) provides a detailed assessment of the development and finds that the height and scale proposed is consistent with the future surrounding character.

The built form proposed minimises the bulk of the development by introducing a tall and slender tower over a larger podium. The tower, with dimensions of approximately 20m by 45.5m, is a slender built form oriented north-south to maximise solar access and minimise shadow impacts. The bulk of the podium is recognised as the bulk reflects SDRP feedback and need for efficient project delivery. As a result of SDRP commentary, the podium was increased to allow for residential uses on both the east and west frontages while maintaining both the car park access and commercial tenancies. To accommodate these uses, and deliver the associated benefits, the scale of podium was required. This bulk also allows for additional communal open space to provide additional amenity for future residents. As such this is considered a suitable outcome.

Layout, Separation and setbacks

The BTR is located in the northeast portion of the site, where the subdivision layout has been designed around the proposed built form. The siting of the BTR development in the north-eastern corner will allow a reduced development impact on residential development to the south. The 4m northern setback and Nelson Street provides sufficient separation from any future development to the north of the site and will therefore comply with the relevant ADG setbacks to support visual privacy and amenity. The tower is stepped back from Nelson Street and located to the west of the podium footprint to reduce potential impacts to and from future development and the rail corridor.

The development has been sited and considered against future and potential surrounding development to the north and on the wider Chatswood 'Dive Site' to provide sufficient separation distances as per the ADG.

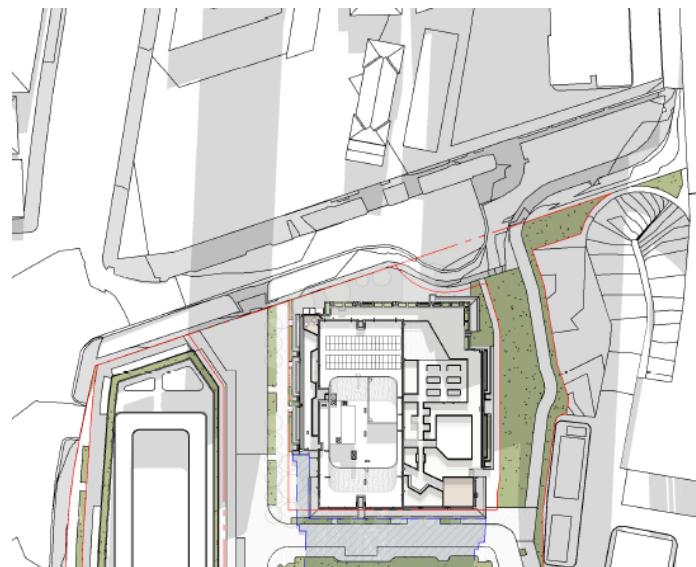


Figure 38 Podium and tower footprint in regard to future surrounding development – (Source: FK)

Streetscape, Interface and Façade

The development has been well-designed to ensure streetscapes are addressed, activated, and support a high amenity outcome. The podium proposes a maximum height of 12.5m which sets out a respectful, medium scale, relationship with surrounding precinct, open space, and existing medium density development along Nelson Street. The podium provides 4.6m floor to floor heights for flexible high quality uses on the ground floor in relation to street activation.

Each frontage has been considered, with both the eastern and western facades activated through the inclusion of terraces which look out onto and can be accessed from the public domain. This outcome allows for passive surveillance and casual pedestrian activation, refer to the CPTED Report prepared by Gyde Consulting (Appendix 32) which details the site's design considerations of safety and benefits of the proposed residential outcome.

The north-eastern corner and 'site entry' from Chatswood CBD along Frank Channon walk will be activated with a highly landscaped frontage and a retail tenancy to support movement of people. This approach ensures the development contributes positively to the existing and emerging streetscape along Nelson Street and Frank Channon Walk. Similarly, the commercial tenancies on the south support casual surveillance and activation of the adjacent public open and shared spaces.

The design of the façade is integral to responding to the local context and achieves a well-proportioned, cohesive and contextually responsive built form in line with SEPP 65 and Better Placed design objectives. The façade incorporates metallic louvres and fluted panelling along the tower form for practical and aesthetic purposes, supported by a strong landscape presence along the podium, to ensure wind impacts are mitigated. The panels provide a variety of vertical articulation that provides rhythm, visual intrigue, and human scaled articulation.

The podium and tower employ a warm tonal palette, drawing from regional blue gum forests and sandstone to establish a design to reflect to local Country. The brick materiality proposed to Chatswood's existing character and the heritage presence of Mowbray House. The podium also incorporates significant greenery that contributes to facade depth and softens the building's presentation and integrated with the future surrounding landscaping and introduces seasonal variation, biodiversity and environmental benefits. These landscape elements enrich the pedestrian experience and support ecological and cultural narratives embedded within the Connecting with Country framework.

Response to Housing SEPP

FK's Design Statement (Appendix 9) provides a detailed assessment of the proposal against the design principles for residential apartment development in schedule 9 of the Housing SEPP and ADG. Of note in relation to compliance:

- **Principle 1 – Context and neighbouring character**

The tower is designed to sit comfortably within the context of surrounding future developments, which together will form a new skyline for Chatswood. Proposal has been designed to integrate with the future delivery of the Chatswood 'Dive Site' and respond to the emerging character of the Chatswood CBD Precinct. It responds to all areas and context of change whether existing, undergoing or expected.

- **Principle 2 – Built Form and Scale**

This proposal envisions a 23-storey tower with a strong vertical emphasis expressed through both form and materiality, while maintaining a respectful relationship with the scale of nearby future developments. The BTR building and associated proposed adjacent landscaping engages with and enhances the existing Frank Channon Walk.

The BTR building responds to these internal shared zones and Village Green with appropriate uses along the relevant frontages. The tall, slender tower ensures that shadows will be fast moving and not cover the entire public space. The tower's slender form and considered articulation enhance key local views and support a visually coherent streetscape, while the design ensures quality internal outlook and amenity for future residents.

- **Principle 3 – Density**

Higher density development enables provision of higher quality and more diverse communal amenity in residential development. The density of this building is relative to the context of higher density development in the Chatswood LGA, aligned with NSW Government housing goals. The development focuses on providing key housing in an accessible location, within distance of the Chatswood and Artarmon station with dedicated pedestrian and bicycle access. A number of communal amenities, recreational facilities, retail and commercial opportunities are within 400m of the building.

- **Principle 4 – Sustainability**

The development has been designed to ensure a high performing facade envelope, improving thermal comfort and reducing operational energy demand, passive solar shading integrated into tower facades to reduce heat gain and improve efficiency, and PV cells on the roof top to harness renewable energy on site.

Urban heat island reduction through extensive planting to podium facade and communal outdoor spaces with deep soils zones and canopy cover. Indoor Environmental Quality is achieved by cross ventilated apartments with excellent solar access, ensuring natural light and airflow for improved comfort and reduced mechanical cooling loads.

- **Principle 5 – Landscaping**

The BTR incorporates significant canopy coverage and landscaping on the Level 3 podium that supports the greening of the site and native species availability. The BTR facades integrate with future landscaping including the Six Seasons façade which assists with environmental performance.

- **Principle 6 – Amenity**

This Build to Rent tower proposal includes a high degree of amenity for residents and neighbours. Communal internal amenity at the podium rooftop level 3 (498m²) provides areas for working and studying, health and wellbeing, social and gathering. Communal open space and landscape amenity at this level is 1360m², equating to 48% of the site area. Amenity of the built form is achieved where possible and detailed in the ADG response below.

- **Principle 7 – Safety**

The site layout creates a clear separation between public and private domains, ensuring legibility, safety, and secure access for residents and visitors. All residential and retail access points are from the public domain and are positioned along the site edges to maximise visibility, accessibility and security.

- **Principle 8 – Housing Diversity and Social Interaction**

This Build-to-Rent tower will offer a diverse range of dwelling typologies to residents. These include a mix of studio, 1, 2 and 3 bed apartments in the tower, complimented by 2 and 3 bed townhouses in the podium. This range caters for different needs of the community and levels of affordability. Residents will also have opportunity to bond in the retail spaces or lobby area at ground level and at the communal open space and indoor amenity level.

- **Principle 9 – Aesthetics**

The composition of form proposed for this building has been highly considered. The podium is a highly articulated volume with a composition of solids and openings, and the tower is articulated with a metallic louvres and fluted cladding to support vertical contrast. An overall composition of human scaled elements of the building allows it to sit comfortably in its new surroundings.

The podium employs a warm tonal palette inspired by Country drawing from blue gum hues and sandstone textures to establish a grounded and tactile base that responds to Chatswood's character and the heritage presence of Mowbray House.

Response to ADG Design Principles

FK has prepared a detailed ADG assessment as part of the Architectural Design Statement in Appendix 9. The following points provide a planning assessment.

- **Part 3A – Site Analysis**
 - Opportunities and constraints have been identified, addressed, and mitigated where possible.
- **Part 3B – Orientation**
 - The development as been oriented to maximise solar access, neighbouring properties will receive appropriate solar access.
- **Part 3C – Public Domain Interface**
 - Entry level access is provided from the internal streets and designed to maximise safety, the proposed domain amenity is enhanced from the existing outcome.
- **Part 3D – Communal and public open space**
 - 1336sqm (48% of site area) of communal open space is proposed over a 3m dimension and is a 23% exceedance on the minimum requirement. No public open space is proposed.
- **Part 3E – Deep soil zones**

- The deep soil planting requires 7% of the site area (195sqm). The proposal provides 265sqm deep soil planting (10.5% of site area), however, does not achieve the ADG criteria of 6m minimum width. To accommodate this non-compliance significant landscape of various depths is proposed on the Level 3 communal open space.
- It is noted that flexibility to the ADG should be applied in relation to BTR development and high density sites within central business districts. In addition, the site has been designed as part of the wider Chatswood 'Dive Site', where significant landscaping and deep soil is intended to be provided as part of the future SSDAs.
- Part 3F – Visual privacy
 - All separation distances to existing and proposed buildings exceed ADG criteria. Privacy between commercial, open space, and residential uses are considered and screened where necessary to comply.
- Part 3G – Pedestrian access and entries
 - The proposed pedestrian access and entries achieve ADG compliance.
- Part 3H – Vehicle Access
 - The car park and loading dock entry is sufficiently distinguished. The vehicle entry is proposed of Nelson Street to minimise car presence in shared zones.
- Part 3J Bicycle and Car Parking
 - The Housing SEPP requires 36 residential spaces. The BTR provides 36 residential spaces all located off street. Parking for bicycles and motorbikes are provided. The design of the car parking achieves ADG compliance.
- Part 4A – Solar and daylight access
 - 78.3% (140) of apartments receive 2hrs solar access and 19.5% achieve 0-2 hrs between 9.00am and 3.00pm mid winter. Refer to Appendix 8 and 9. 2.2% of apartments receive no solar access at mid-winter.
- Part 4B – Natural ventilation
 - 60.7% of apartments are cross ventilated across total number of apartments below level 9. The area of unobstructed window openings are over 5% of the floor area served.
- Part 4C – Ceiling heights
 - The proposal typically proposes a 3.2m ceiling height and therefore achieves the 2.7m minimum.
- Part 4D – Apartment size and layout
 - The apartment sizes and achieve and in some cases exceed those prescribed by the ADG.
 - The minimum widths for living rooms are achieved on 1 bedroom and 3 bedroom typologies. 2-bedroom apartments have a minimum depth of 3.6 (0.4m below ADG) and studios have a minimum depth of 3.45 (0.15 below ADG). The deviations from the ADG are limited to a small number of apartments. It is noted that flexibility to the ADG should be applied in relation to BTR development and is sought on the basis that the living rooms are provided with excellent amenity with a large amount of daylight and a positive outlook.
- Part 4E – Private open space and balconies
 - Balconies are typically slightly below the ADG minimum. As the Housing SEPP specifically nominates balconies and private open space as an area where flexibility should be applied. Flexibility is sought in relation this criteria as the communal open space provided well exceeds the ADG requirements, with a ratio of 7.2sqm per apartment.
- Part 4F – Common circulation and spaces
 - One central core with three lifts is proposed, equating to a ration of 60 apartments per lift (20 above ADG requirement). Flexibility is sought as lift to apartment ratio is in accordance with advice from a vertical transport consultant.

- Part 4G – Storage
 - Complies, as at least 50% of the storage can be provided within the apartment. There are also 28 storage cages within the basement which can be allocated to units.
- Part 4H to 4T are consistent, refer to Appendix 9 for further detail.

Mitigation Measures:

Included from CPTED report prepared by Gyde Consulting (Appendix 32):

- Ensure sightlines along the shared use zones and primary pedestrian pathway are maintained to maximise passive surveillance.
- Ensure sightlines along the tertiary pedestrian pathway and open space east of the BTR block on the south to the BTR block are always maintained to maximise passive surveillance.
- Ensure plantings along shared use zones, primary and tertiary pedestrian pathways, and through the open space to the east support passive surveillance, with lower-level shrubs reaching a mature height of no more than 500mm above ground level and trees a minimum canopy height of 1.8m when mature.
- Install CCTV in to enable surveillance of the car park / service access point.
- Consider painting the ground level waste collection and service area white and include lighting that meets Australian Standards.
- The Proposal shall incorporate multiple access control strategies—natural, technical, and organised—to manage movement and enhance security across the BTR block.
- Technical access control measures, such as clear signage and secure doors, shall be planned and installed to regulate entry to restricted areas, including residential premises, car park and service areas.
- Ensure signage facilities for the joint purpose of clearly defining public and private space, and guiding people intuitively toward specific areas.
- At the detailed design stage, signage, and other elements shall be developed to further reinforce each area's (residential, commercial, retail) function.
- Ensure design cues to direct pedestrians are emphasised along the tertiary pedestrian link.
- Use bespoke street furniture and place making treatments including public art to reinforce public spaces.
- The site includes an active ground plane interfacing with the streets and public open space to create a safe and inviting precinct.
- Vertical facade planting to Level 1, 2 and 3 is proposed to screen podium car parks and connect the communal and public open space.
- The building shows a high level of design with matching materials and finishes. It is anticipated that future building management will oversee site upkeep, including cleanliness, removal of graffiti, and landscaping to ensure the site remains inviting and well-presented.
- Landscaping surrounding the BTR block should be well maintained, and specifically regular checks are conducted of the open space east of the block to ensure: the area is well maintained, and any fallen branches and other green waste is disposed of rapidly damage caused by vandalism or graffiti is rapidly addressed.
- Any breakages to complimentary external items, such as windows, lighting fixtures, waste bins, seating and signage, shall be repaired within a reasonable time frame.
- Refer to the Operational Plan of Management for the site for detailed management procedures to be prepared prior to an occupation certificate is issued for the BTR building.

7.1.3 SEAR 7 – Environmental Amenity

Table 18. SEAR 7 – Environmental Amenity

SEAR 7 – Environmental Amenity	Documentation	Sections of the EIS
- Assess amenity impacts on the surrounding locality, including solar access, visual privacy, view loss and view sharing, as well as wind, lighting and reflectivity impacts. A high level of environmental amenity for any surrounding residential or other sensitive land uses must be demonstrated. - Provide a solar access analysis of the overshadowing impacts of the development within the site, on surrounding properties and public spaces (during winter solstice) at hourly intervals between 9am and 3pm, comparing the proposed development, existing situation and where applicable, a development with no bonuses applied.	Refer to Architectural Plans (Appendix 8), Architectural Design Statement (Appendix 9) prepared by FK, Pedestrian Wind Assessment prepared by RWDI (Appendix 29).	Section 2 Section 7.1.2 Section 7.1.3 Section 7.1.4

Condition of existing environment

The existing built environment relevant to the development is described in Section 2 above. The existing level of amenity continues to change considerably, as the Chatswood CBD is developed. Sites within 650 metres of Chatswood Station and Artarmon Station and their associated centres, are prioritised by the NSW Government for the delivery of additional housing in highly accessible and well serviced area. This prioritisation has resulted in the locality experiencing a transition and this will continue to emerge.

Condition of proposed environment

As noted in Section 7.1.3, the proposal will deliver a striking and elegant building. The following section of this EIS provides a detailed overview of the proposal in relation to how good external environmental amenity is achieved by the development, environmental amenity impacts of the proposal on the surrounding locality, and a solar access analysis of the overshadowing impacts within the site and on surrounding areas.





Figure 39 Proposed shadows – Source: FK

The shadows at 9am will have minor impacts to the existing development to the west, and moves away from existing residential development by 10am due to the height of the tower which allows for fast moving shadows. Similarly, any impacts to the proposed towers on the Chatswood 'Dive Site' and the southern residences are minimised due to the slender design and height to minimise shadowing impacts.

Visual impact has been discussed in detail in Section 7.1.4 below.

Detailed assessment

Solar Access

Section 7.1.2 discusses the compliance of solar access for the proposed units.

A comprehensive overshadowing analysis has been undertaken by FK Architects. The orientation and siting of the BTR development, combined with a slender tower design, ensures the solar impact from the building is minimised. The sun view diagrams and shadow diagrams demonstrate the shadow from the building moves quickly across the properties to the south, including Mowbray House.

The proposed development maintains solar access to nearby existing dwellings, public reserves and streets. Some shadowing occurs over the adjoining metro land; however, this is expected and preferable. The resultant shadow impacts on the surrounding area are acceptable in a high built-up area such as Chatswood.

Visual Privacy

The use of layered landscaped interface to the public realm and layered walls with blade structures for the building along with windows and balconies offset from each other; ensures the privacy of the residents from each other and also the public. The separation distances from buildings to the side and rear boundaries complies with ADG provisions, specifically Section 3F Visual Privacy.

Privacy is achieved between retail and residential spaces with adequate screening, awnings, landscaping and careful positioning of glazing.

View Loss

The location of the BTR building in the south-eastern end of Nelson Street, minimises the impact it has on the view loss of adjoining buildings. The proposed building is separated from the northern properties by at least 20m as the sites are separated by Nelson Street. The metro exists to the east, the transmission towers exist to the south and the dwellings to the west of the building on the opposite side of Pacific Highway are over 50m away conservatively. The tower above the podium is a slender building being only 20m wide, approximately.

The combination of the separation distance and the slender tower ensures that view loss is minimised and consistent with that anticipated for a high density CBD site. The visual impact, discussed in Section 7.1.4 below, concludes the proposal has little impact on views from key viewpoints.

Pedestrian Wind

RWDI have prepared a Pedestrian Wind Assessment (Appendix 29). Generally wind conditions are assessed at a typical pedestrian chest height (1.5m above local grade) and are considered suitable for the intended use of the space if the wind conditions are expected for at least 80% of the time between usual occupancy times (6am to 11pm).

The extent of tree planting, landscaping and design of balconies and communal open space all contribute to the wind assessment. The modelling shows the BTR building experiences very benign wind conditions. All ground level areas within and around the BTR development are expected to be suitable for their intended uses. The podium rooftop area improves with proposed tree planting, and the area is considered suitable for the intended use. The lower-level private balconies also improve with the addition of tree planting; however planting does not aid the higher-level balconies. High winds are expected on the north-eastern corner balconies.

With some mitigation measures discussed below, it is expected the outdoor spaces within and surrounding the BTR building will align more favourably with their intended use.

Lighting

The proposal development will incorporate sensors to control artificial lighting, ensuring efficient use of lighting while minimising light spillage and glare that may affect neighbouring properties or public spaces. Outdoor lighting will generally be designed in accordance with AS 4282:1997 and consequently external light pollution will be minimised.

Reflectivity

Careful material selection will ensure that reflectivity is not an issue for adjoining development, thereby mitigating any potential visual or environmental impacts. The proposal uses vertical blade walls and splayed fins that form shade elements but also reduce the extent of reflectivity from the building. Various measures will be used to negate the effect of reflectivity where necessary.

The main issues with reflectivity will typically occur at the lower levels, since this is where motorists, pedestrians and public transport operators will be focusing their gaze. With this in mind, the building will use exclusively low-reflective materials and glass at the lower levels such as brick, concrete, solid panels, metallic louvres of sage green colour, metal cladding of bronze colour and stainless steel mesh. These shading devices and materiality of the proposal have been selected for thermal benefits, privacy and reflectivity benefits.

It is suggested that a condition be imposed detailing the extent of glazing to be submitted with the Construction Certificate.

Mitigation Measures:

Reflectivity Mitigation Measures

- The external roofing, glazing and walls of the proposed building are to be of minimal reflectance so as to avoid nuisance in the form of glare or reflections to the occupants of nearby buildings,

pedestrians and/or motorists. Details demonstrating this are to be submitted with the Construction Certificate.

Lighting Mitigation Measures

- Ensure outdoor lighting meets Australian Standards

Wind Mitigation Measures

- localised planters or porous screening should be considered on the podium rooftop areas where it is intended for seating,
- wrap around awnings and potential canopies can be used along the podium areas to mitigate impacts of the prevailing winds.

7.1.4 SEAR 8 – Visual Impact

Table 19. SEAR 8 – Visual Impact

SEAR 8 – Visual Impact		
• Provide a visual analysis of the development from key viewpoints, including photomontages or perspectives showing the proposed and likely future development. • If the proposal would result in significant visual impact not anticipated by the planning controls, provide a visual impact assessment that addresses the visual impacts of the development on the existing catchment.	Visual Impact Assessment prepared by Colliers (Appendix 20)	Section 2 Section 7.1.4

Condition of existing environment

The existing built environment relevant to the development is described in Section 2 above. The site is strategically located south of the central area of the Chatswood CBD and approx. 580m north of the Artarmon station and approx. 600m south of the Chatswood train station.

The surrounding land has mixture of medium rise development and high rise development (either built or DA approved), with some ranging between 86-110m approximately.

Condition of proposed environment

The proposal involves the site preparation and development of a 23-storey (79.25m) mixed use development, consisting of commercial premises and a residential flat building with 180 build-to-rent dwellings. The building includes 4 storey podium and an additional 19 storey residential tower, including retail premises, services, lobby and communal open space. The proposed works include detailed landscaping on the podium and landscaped façade to incorporate with the ground floor.

Detailed assessment

The Visual Impact Assessment has considered the following key issues:

- Context and urban form: responsiveness to context, and compatibility with urban form
- Character: responsiveness to existing valued visual characteristics and consistency with desired future visual character
- View corridors: impact on important public view corridors
- Scale: height and bulk of buildings, including proportions, and the location of towers
- Amenity: impact on visual amenity, in particular public domain visual amenity

The Analysis has been derived from the international standard 'Guidelines for Landscape and Visual Impact Assessment – third edition' (GLVIA3) and regard to other VIA guidance including the planning principle established by the NSW Land and Environment Court.

Nine (9) viewpoints were considered to form the basis of the VIA. They were chosen as they provide a wide range of situations based on factors such as direction, distance, angle and duration of visibility (eg static or moving). Below is the list of viewpoints considered. Table 44 of Appendix 20 (Page 65) shows the photo of the existing view compared with the view once the BTR proposal is built and also a proposed view including indicative surrounding buildings with DA approval.

Ref	Location	Target	Reason
1	Chatswood Park Oval	The proposed BTR	Assess impact on visual amenity of key open space and recreation located within close proximity to the site.
2	Artarmon Train Station (Hampden Rd)	The proposed BTR	Assess impact on the character of key transport routes that are highly frequented and located within close proximity to the site in the form of the Artarmon Train Station Assess impact on the visual character of the streetscape along Hampden Road
3	Mowbray Road West (bus stop)	The proposed BTR	Representative view to assess impact on surrounding residential area to the west
4	Mowbray Road (Intersection of Claude St)	The proposed BTR	Representative view to assess impact on surrounding residential area to the west
5	Intersection Pacific Hwy and Centennial Ave	The proposed BTR	Assess impact on the visual character of key transport routes that are highly frequented and located within close proximity to the site
6	Centennial Ave	The proposed BTR	Representative view to assess impact on surrounding residential area to the north
7	Pacific Hwy (Intersection of Norton Lane)	The proposed BTR	Assess impact on the visual character of key transport routes that are highly frequented and located within close proximity to the site
8	Garden of Remembrance	The proposed BTR	Assess impact on visual amenity of key open space and recreation located within close proximity to the site
9	Observatory Hill Park	The proposed BTR	Assess impact on visual amenity/city silhouette from distant prominent landmark in Sydney

Figure 40: Extract of Viewpoints (Source: VIA prepared by Colliers Urban Planning p 26)

A summary of the findings of the significance of the view impact is provided below:

Viewpoint	Sensitivity	Magnitude	Significance
Viewpoint 1: Chatswood Park Oval	Medium	Considerable	Moderate
Viewpoint 2: Artarmon Train Station	Medium	Perceptible	Low
Viewpoint 3: Mowbray Road West (bus stop)	Medium	Considerable	Moderate
Viewpoint 4: Mowbray Road (Intersection of Claude St)	Medium	Perceptible	Low
Viewpoint 5: Intersection Pacific Hwy and Centennial Ave	Low	Considerable	Low
Viewpoint 6: Centennial Ave	Medium	Perceptible	Low
Viewpoint 7: Pacific Hwy (Intersection of Norton Lane)	Low	Perceptible	Negligible
Viewpoint 8: Garden of Remembrance	High	Imperceptible	Negligible
Viewpoint 9: Observatory Hill Park	High	Perceptible	Low

Figure 41: Extract of impacts (Source: VIA prepared by Colliers Urban Planning p 67)

Context and Urban Form:

It is concluded that the proposed 23 storey BTR will visually read as part of a developing cluster of tall buildings from key approaches along Pacific Highway. The setback from Mowbray House ensures the heritage fabric of the two-storey heritage building is not directly affected.

Visual Character:

When viewed from surrounding areas the proposed BTR will not be visually prominent. The existing low-medium rise character of the surrounding area will be re-framed against a backdrop of high-density development.

Visual Amenity:

At a broader scale the proposed BTR contributes to the visual legibility of the emerging skyline and is appropriate in a metropolitan context.

View Loss and View Sharing:

Views across and over the site may be obtained from some more elevated locations in the nearby private domain. This may include views to the Chatswood CBD and distant water views to the south and east. Due to the location of the site and its context in an evolving, major renewal area within the expanded Chatswood CBD, it is reasonable to expect a relatively high level of change to existing views. This includes the full or partial obstruction of elements and features.

The proposal is considered to demonstrate intentional layout and design measures that minimise impacts on view loss and view sharing. These include generous ground level setbacks and upper-level setbacks at podium level. In addition, when considered as part of the broader masterplan, design measures include significant setbacks between the tower forms, varying tower heights, ground level setbacks and considered tower placement and orientation, enabling views to be more readily obtained around the proposed buildings compared to more bulky building forms.

View Corridors:

There are no designated view corridors in the immediate area. When viewed from surrounding streets and public spaces, direct visibility of the entire BTR will be diminished by surrounding built form and the telecommunications tower.

The primary design measures related to siting, scale, form and massing and design adequately mitigate the visual impact of the proposed BTR. The proposal contributes to the evolving future character of the area and is consistent with the scale of recently approved DAs within close proximity to the site.

It is acknowledged that the proposal will have a visual impact through introducing a greater scale of built form. However, overall and on balance it is considered an acceptable visual impact.

While other amenity considerations are not directly relevant to VIA, they do inform considerations about the acceptability of the scale of development. In this regard it is understood the proposal performs well relative to controls for solar access to public open space, wide safety and comfort, and Apartment Design Guide (ADG) requirements for internal amenity.

Mitigation Measures:

None required.

7.1.5 SEAR 9 – Transport

Table 20. SEAR 9 - Transport

SEAR 9 – Transport	Documentation	Sections of the EIS
- Provide a Transport Impact Assessment (TIA) in accordance with the processes and methodology recommended in the Guide to Transport Impact Assessment (GITA) published by TfNSW. - If the construction of the development would cause interruptions to regular pedestrian and transport routes (including public transport, active transport or general traffic), a preliminary Construction Traffic (or Transport) Management Plan (CTMP) should be prepared as part of the TIA to mitigate any such impacts.	Traffic Impact Assessment (TIA) prepared by SCT (Appendix 28)	Section 2.2.3 Section 4.12 Section 7.1.5

Condition of existing environment

The site is currently cleared, with the exception of the vacant existing 'Mowbray House' which adjoins the southern portion. The northern boundary adjoins Nelson Street is an east-west street which is considered a local road. It is a cul-de-sac and provides vehicular access to units located on the northern side of Nelson Street. Footpaths are provided on both sides of the street and directly connect the Frank Chanon Walk which provides safe pedestrian access to Chatswood Station.

The Pacific Highway (a State Road) is situated to the west of the larger site and Mowbray Road (a Regional Road) is situated to the south of the larger site.

The current site access is along Mowbray Road which provides vehicular access to the Sydney metro maintenance Facility. Currently, there is no access to the site via Nelson Street.

The site is within 650m of Chatswood Station and Artarmon Train Station. Chatswood Station has commuter parking, bike racks and bus connections. Given the reduced parking rates and the availability of bus and train services within the region, public transport is likely to be the key mode of transport for the residents of the proposed development.

Condition of proposed environment

All vehicular access to the BTR development is proposed to be from Nelson Street to the north. All parking (37 cars, 18 bicycle spaces, and 2 motorcycle parking spaces) is proposed to be provided at ground and first floor levels, with no basement parking and a one-lane, two-way ramp. All service vehicles will share the same access point as the residential car parking with the service area located on the ground floor. All vehicles will be able to enter and leave the site in a forward motion.

An easement will be provided which allows for the development of those areas outside of the BTR lot to ensure appropriate pedestrian and vehicle access is provided prior to the operation of the building. A mitigation measure will be included in Appendix 3 that requires the development of these areas prior to an Operational Certificate can be provided.

Pedestrian access is provided from multiple points around the building to maximise permeability.

Detailed assessment

7.1.5.1 Traffic Modelling

SIDRA Intersection 9.1 modelling was undertaken for key intersections surrounding the site. Traffic modelling was conducted for the development peak hours during 8-9am and 5-6pm. The car park is expected to generate a maximum of 29 vehicle trips during a peak period, which is below the movement threshold. In terms of overall network performance, the results show that all intersections operate satisfactorily except for the Pacific Highway/Mowbray Road intersection.

The modelling showed:

- The Pacific Highway/ Mowbray Road intersection is almost operating at capacity with delays of up to 62 seconds during the worst peak period. This is expected considering the heavy traffic volumes on both roads.
- The Pacific Highway/Nelson Street intersection operates very well, with minimal delays and plenty of spare capacity.

With the main access to the development being from Nelson Street, the modelling reveals sufficient available capacity at the Pacific Highway / Nelson Street intersection and on Pacific Highway to support the additional trips generated by the BTR development.

The BTR development is also supported by a strong active travel network, with a maximum of 109 trips anticipated including public transport trips, walking and cycling. This level of trip generation is relatively low for active transport trips and can be accommodated by the existing and planned active transport network. In addition the existing public transport network has sufficient capacity for the minor increase in trips as data for nearby bus stops indicates an average spare capacity of 30%, at least 50% spare capacity during the peak periods for metro and train services.

7.1.5.2 Car Parking and Servicing Area

The provision of traffic signals at each end of the ramp will effectively control vehicle movements, ensuring that only 1 direction of traffic uses the ramp at any given time. Due to site constraints, achieving a compliant two-way ramp width (minimum 11.8m in radius) would require a substantial increase in ramp footprint. This would reduce the available parking supply and negatively affect the overall layout efficiency and the design outcome of the car park and the building. Additionally, it is important to note that the car parking layout (including access location) has been influenced by feedback received from the State Design Review Panel (SDRP) and reduced to ensure active frontages on both south, east and west.

The swept path analysis provided in the Transport Impact Assessment (TIA) shows the layout and design of the service area are fully compliant with the requirements of AS2890.2:2018.

The parking provision results in a shortfall of 1 parking space relating to the retail component as required by Willoughby Council's DCP. This shortfall is not considered necessary due to the scale of retail proposed and it is anticipated to serve an ancillary role and not attract a significant volume of trips. If the development was to use Council's min parking rates, then it would only need 30 spaces to be compliant which are considered contextually appropriate. Further, given the relatively small size of the retail component, it is anticipated to serve an ancillary role and not attract a significant volume of trips.

7.1.5.3 Green Travel Plan

A green travel plan is anticipated and is fully addressed in Section 4.4 of the TIA and forms a vital commitment towards encouraging the adoption of alternative means of transport. The objective of the GTP include:

- Encourage walking and cycling
- Encourage the use of public transport
- Reduce the use of the car
- Where it is necessary to use the car, encourage more efficient use
- Encourage dedicated car share spaces

7.1.5.4 Construction Traffic Management Plan

The TIA includes in Section 6 a preliminary Construction Traffic Management Plan (CTMP). This section outlines that construction would be implemented in accordance with Willoughby Council requirements, generally Mon to Fri, 7am-5pm and Sat 7am – 12 noon.

Considering that the site is well located within the Chatswood CBD and high frequency public transport, it is expected that most construction workers will arrive primarily via public transport or parking near the site or within the site itself. Considering, the size of the site, it is expected that on-site parking will be provided, and a work zone permit will not be required to support the demand for construction parking.

However, specific parking requirements based on construction staging will need to be further considered under a detailed CTMP.

Mitigation Measures:

The following conditions of consent to be imposed:

- Concurrence with TfNSW, as per Section 138 of the Roads Act 1993, must be applied for and achieved prior to issue of a future Construction Certificate.
- Prior to any construction, a detailed construction traffic management plan is to be developed in consultation with the relevant authorities, to seek to minimise any delays, disruptions, and safety risks. This is to be submitted to the Private Certifier prior to construction commencing.
- A Green Travel Plan will be developed prior to commencement of construction. To ensure the successful implementation of the GTP, a Travel Plan coordinator should be appointed. This could be the building manager or a member of the body corporate.
- The development, including landscaping, within the easements identified within Appendix 8 will be provided prior to the provision of an Occupation Certificate of the site. This development will be delivered under this SSDA unless the works are approved under SSD-100360960 prior to receiving a Construction Certificate.

General Mitigations.

- The following general mitigations are proposed to reduce the impact of traffic movements on the community:
 - Truckloads are to be covered during transportation
 - Neighbouring properties are to be notified of construction works and timing. Any comments would be recorded and taken into consideration when planning construction activities.
 - All activities, including materials delivery, are to be conducted fully within the sites and, therefore, would not impede traffic flow along local roads.
 - Materials are to be delivered, and spoil removed during standard construction hours.
 - Avoidance of idling trucks alongside sensitive receivers
 - Deliveries are planned to ensure a consistent and minimal number of trucks arriving at the site at any time.
 - Additionally, to manage driver conduct the following measures are to be implemented:
 - All truck movements will be scheduled
 - Vehicles are to enter and exit the site in a forward direction along the travel path shown on delivery maps
 - Drivers are to always give way to pedestrians and plants
- The Principal Contractor will develop a Detailed CTMP and include/formalise the following information:
 - Description of construction activities, duration and work hours
 - Detailed assessment of construction traffic impacts, including any cumulative impacts from surrounding developments
 - Details regarding one-off activities such as crane installation and other equipment
 - Swept path analysis of heavy vehicle access to the site
 - Detailed assessment of on-street parking impacts
 - Detailed strategy for pedestrian diversion
 - Emergency vehicle access

- Traffic Guidance Schemes
- Contact details of key project personnel
- Any work zones or permits required will be sought from Willoughby Council. It is not anticipated that long term work zones on Nelson Street will be required for the construction of the BTR development

7.1.6 SEAR 10 – Noise and Vibration

Table 21. SEAR 10 – Noise and Vibration

SEAR 10 – Noise and Vibration	Documentation	Sections of the EIS
• Provide a noise and vibration impact assessment prepared in accordance with the relevant NSW Environment Protection Authority (EPA) guidelines. The assessment must detail construction and operational noise and vibration impacts on nearby sensitive receivers and structures and outline the proposed management and mitigation measures that would be implemented.	Noise and Vibration Impact Assessment prepared by RWDI (Appendix 19)	Section 7.1.6

Condition of existing environment

The site being close proximity to the train and metro lines to the east, is anticipated to experience some ground-borne noise and vibration caused by movements on those lines. It is also expected that traffic noise from the nearby busy roadways, primarily Pacific Highway and Mowbray Road; and ambient noise from other surrounding commercial developments and roads will contribute as potential sources of noise or vibration in the immediate vicinity. Transient noise events from trainline passersby are audible but not dominant along the eastern boundary.

Condition of proposed environment

The proposed BTR is located approximately 60 metres at the nearest point from the above ground rail line between Chatswood and Artarmon, and the underground Sydney metro rail line.

Detailed assessment

The Noise and Vibration Impact Assessment (Appendix 19) has been prepared by RWDI to determine the noise and vibration emissions associated with the construction and operation of the proposed development in accordance with the relevant guidelines, including:

- NSW Department of Planning's (DoP) Development Near Rail Corridors and Busy Roads - Interim Guideline (NSW DoP, 2008),
- Willoughby City Council Development Control Plan (DCP) (2023)
- Australian/New Zealand Standard (AS/NZS) 2017:2016 (AS/NZS, 2016).
- EPA's Assessing Vibration: A Technical Guideline (NSW EPA, 2006)
- NSW EPA Noise Policy for Industry (NPfI), NSW EPA, 2017.

Surrounding Noise and Vibration Sensitive Receivers were established which included residential receivers and non-residential. The heritage listed 'Mowbray House' is unoccupied and as such as been considered as a sensitive receiver for the purpose of the construction vibration only.



Figure 42 : Aerial view of site and Surrounding Receivers

Two unattended noise monitors were installed between 16 and 29 Sept 2025 on the awning of The Great Northern Hotel (C02 in Figure above) and 9-11 Nelson St front yard. These measured traffic noise primarily from Pacific Highway and background noise levels. Short-term attended noise measurements around the site was also conducted on 16 September and 27 October 2025 to measure road and rail noise. (The specific locations of these are discussed in the Noise and Vibration Assessment prepared by RWDI in Appendix 19).

Due to the distance between the site and the nearest residential receiver, and the low L_{max} of sources anticipated to be operational during the night-time period, sleep disturbance impacts are unlikely.

Building Envelope:

The Noise Impact Assessment provides recommendations for the building envelope which are to be reviewed at detailed design stage. These include recommended minimum acoustic performance for glazing, which is detailed in Section 5.2.1 of the Noise and Vibration Impact Assessment. The external walls and roof/ceiling were considered satisfactory with no additional acoustic treatment expected. Regarding natural ventilation, with windows open the allowable internal noise level criteria at night cannot be achieved.

Ground-borne Vibration:

A conservative approach of measuring the vibration was undertaken, based on the scheduled train and metro movements from Sydney Train's timetable. The calculated Vibration Dose Value are compliant with the criteria recommended in AVTG and the ground borne noise from nearby railway line is unlikely to be an issue, and vibration was found to be compliant with relevant criteria.

Operational Noise Assessment

The primary sources of noise generation from the site are:

- Noise from light vehicles using the car park ramp leading to the enclosed carpark on level 1 and 2,

- Noise from heavy vehicles using the car park ramp leading to the loading dock on the ground floor,
- Mechanical plant noise.

The noise emissions from vehicle movements can comply with the relevant criteria at all times of day with some simple but effective mitigation measures. With regards to mechanical equipment and its location, this has not been finalised. As such noise from mechanical plant should be designed to comply with project noise trigger levels and typical mitigation measures have been included.

The site will be accessed via Nelson Street; an existing local road located off Pacific Highway. The peak hour traffic generation of the BTR site is anticipated to be approximately 25 vehicles. The traffic noise levels at all existing residences along Nelson Street are predicted to be compliant with the criteria for local roads at all times of day. Impacts to amenity due to traffic noise are anticipated to be negligible.

Construction Assessment

As the site is already cleared and there are no basement levels proposed, it is assumed that there are no major demolition or earthwork activities required.

Due to the proximity of receivers, all reasonable and feasible mitigation measures should be employed to manage noise impacts. The mitigation measures are provided below.

The Assessment also states that due to the close proximity with the nearest building, it is recommended that a preliminary vibration survey (typically attended vibration measurements) be undertaken of each vibration generating piece of plant. If exceedances are observed, vibration mitigation and management strategies will be developed to minimise vibration impacts as far as practicable, and ideally to be compliant with the vibration criteria.

The vibration management strategy may also include the installation of unattended vibration monitors at sensitive receivers to notify the contractor of any exceedances of the vibration criteria. Any such vibration management strategy should be developed as part of a CNVMP.

Mitigation Measures:

The following mitigation measures are required for Noise and Vibration:

- Night-time internal level criteria cannot be achieved with windows open on most facades. Alternative systems required to be investigated to allow room to be ventilated so as to meet the requirements of AS 1668.1. These mitigation treatments include the following and should be considered at detailed design stage;
 - Partially enclosed balconies,
 - Acoustically treated balconies;
 - Acoustic plenums;
 - Wintergardens;
 - Trickle ventilation systems,
 - Mechanical ventilation/air-conditioning system

Operational Mitigation Measures:

- Any speed bumps, drainage grates or expansion joint covering plates should be firmly down such that they do not generate any rattling noises when driven over by vehicles.
- The vehicle turntable should be vibration-isolated to prevent ground-borne noise transmission.
- Mechanical equipment mitigation measures include:
 - Locating mechanical equipment as far as practicable from noise sensitive receivers;
 - Using in-duct treatments such as internally lined ductwork or silencers;
 - Building barriers or enclosures around equipment;
 - Using acoustic louvres.

Construction Mitigation Measures

- A detailed Construction Noise and Vibration Management Plan should be prepared and should include the following:
 - Identification of nearby residences and other sensitive land uses;
 - Description of approved hours of work;
 - Description and identification of construction activities, including work areas, equipment and duration;
 - Description of what work practices (generic and specific) will be applied to minimise noise;
 - Consider the selection of plant and processes with reduced noise emissions;
 - A complaints handling process;
 - Noise monitoring procedures;
 - Overview of community consultation required for identified high impact works;
 - Overview of community consultation process and assessment required for identified additional works outside of standard construction hours; and
 - Induction and training will be provided to relevant staff and sub- contractors outlining their responsibilities with regard to noise.
- The following measures should be employed during the construction of the development, where feasible:
 - Operate during approved hours
 - Undertake regular noise monitoring to determine the impact of operating plant on sensitive receivers
 - Appropriate training of onsite staff
 - Undertake community consultation and respond to complaints in accordance with established project procedures
 - Turning off machinery when not in use
 - Respite periods for pile drivers and rock breakers (if applicable)
 - Conducting regular maintenance of plant to ensure that they are operating as efficiently and quietly as practicable
 - Engineering Controls
 - Portable temporary screens
 - Screen or enclosure for stationary equipment
 - Maximising the offset distance between noisy plant items and sensitive receivers
 - Avoiding using noisy plant simultaneously and/or close together, adjacent to sensitive receivers
 - Orienting equipment away from sensitive receivers
 - Carrying out loading and unloading away from sensitive receivers
 - Using dampened tips on rock breakers
 - Using noise source controls, such as the use of residential class mufflers, to reduce noise from all plant and equipment including bulldozers, cranes, graders, excavators and trucks
 - Selecting site access points and roads as far as reasonably practicable away from sensitive receivers
 - Using spotters, closed circuit television monitors, “smart” reversing alarms, or “squawker” type reversing alarms in place of traditional reversing alarms
 - Employ non noise-generating structures such as site offices, storage sheds, stockpiles and tanks as noise barriers

7.1.7 SEAR 11 – Water Management

Table 22. SEAR 11 – Water Management

SEAR 11 – Water Management	Documentation	Sections of the EIS
- Detail the proposed drainage design and servicing infrastructure to be incorporated as part of the development (stormwater and wastewater). - Demonstrate how the development complies with council's drainage requirements and identify proposed stormwater treatment and water quality management measures to minimise adverse environmental impacts.	Integrated Water Management Plan prepared by BG&E (Appendix 27)	Section 7.1.7

Condition of existing environment

The site is currently cleared with the exception of a locally heritage listed item known as 'Mowbray House' adjoining the south-eastern corner. The Integrated Water Management Plan advises that there is currently no stormwater drainage discharging to Nelson Street from the proposed site. There currently exists a drainage network along Nelson Street adjacent to the northern end of the site.

Condition of proposed environment

An integrated stormwater management and water sensitive urban design concept has been prepared for the development, including on-site detention (OSD) which is proposed to be located under the driveway along the eastern end of the garage room with a capacity of 99.3 cubic metres.

Detailed assessment

Stormwater has been designed to drain by gravity to Nelson Street, via a proposed OSD tank located under the driveway. The OSD tank capacity complies with Council's Permissible Site Discharge and Site Storage Requirements as specified in Willoughby City Council's DCP 2025, Part I – Stormwater Management.

Water sensitive urban Design objectives have been incorporated. The proposal aims to achieve the following targets before stormwater runoff leaves the site:

- Min 90% reduction of the Gross Pollutants average annual load,
- Min 85% reduction of the Total Suspended Solids average annual load,
- Min 60% reduction of the Total Phosphorus average annual load, and
- Min 45% reduction of the Total Nitrogen average annual load.

To achieve these targets, the proposal implements treatment devices in the way of 7 x 690 NPsorb StormFilter and 5 x OceanGuards. The table below shows the % reduction whereby it is evident the proposal achieves or exceeds the Council's targets.

Table 3: MUSIC Model Results

Pollutant	Prior Treatment (kg/yr.)	Post Treatment (kg/yr.)	Percentage Reduction Achieved (%)	Water Quality Objective (%)
Gross Pollutants (GP)	60.4	0	100	90
Total Suspended Solids (TSS)	314	46.2	85.3	85
Total Phosphorus (TP)	0.821	0.164	80.1	60
Total Nitrogen (TN)	7.37	2.78	62.2	45

Figure 43: Summary of Treatment Train Effectiveness (Source: Extract of BG&E Pty Limited Water Management Plan)

The proposed erosion and sediment control measures and the provision of an OSD tank within the Integrated Water Management Plan prepared by BG&E (Appendix 27) ensures that potential environmental impacts are either minimised or mitigated.

As such there are no mitigation measures required.

Mitigation Measures:

None required.

7.1.8 SEAR 12 – Ground and Groundwater Conditions

Table 23. SEAR 12 – Ground and Groundwater Conditions

SEAR 12 – Ground and Groundwater Conditions	Documentation	Sections of the EIS
- Assess potential impacts on soil resources and related infrastructure and riparian lands on and near the site and including soil erosion. - Where required provide a Groundwater Impact Assessment in accordance with relevant Groundwater Guidelines. If the proposed development is on land identified as having high salinity or acid sulfate soil potential in an EPI provide a Salinity Management Plan or Acid Sulfate Soil Management Plan that includes appropriate management measures and strategies.	Geotechnical Comments and Due Diligence prepared by PSM (Appendix 17) Earthworks Plan prepared by Arcadis (Appendix 39)	Section 2.2.5 Section 4.6 Section 7.1.8

Condition of existing environment

Reference to the 1:100,000 Sydney Geological Map indicates that the site is underlain by Ashfield Shale as part of the Wianamatta Group – Black to dark grey shale and Laminite. Generally the Shale is characterised by extremely weathered, very low strength pale grey, red and orange Siltstone.

Groundwater was observed to be present below the residual soil and near the top of the weathered shale based on approximately 10m below surface level. It is likely that perched water tables within Residual Soil is present at some locations. The existing structures/buildings on the site include Mowbray House.

The site is classified as Class 5 for Acid Sulfate Soils which means Acid Sulfate soils are not typically found however the site is located within 500m on adjacent class 1,2,3 or 4 land.

Condition of proposed environment

The proposed development is expected to be supported via a slab and piles to avoid impacts on neighbouring structures and ensure structural stability. The majority of the site will be sealed by the proposed development and surface runoff collection and disposal systems will be included in the design.

It is expected that the site will be filled to the Existing Site Levels Survey as part of a Crown DA prior to development of the site, and is supported by a mitigation measure which requires these works to be completed pre-CC.

Detailed assessment

As the proposal has no basement levels, it is expected the proposed BTR will have close to no impact on the soil resource at the site.

With regards to riparian lands/areas, the site is located on a ridgeline in a metropolitan area and are therefore not present. The impacts of the proposed development on riparian land on and near the site will be minimal given appropriate erosion and surface water flow controls will be implemented, and the site is located over 400m for a waterbody. A Groundwater Impact Assessment has not been provided as the proposed BTR does not involve significant excavation or basements.

The Geotechnical Comments and Due Diligence (Appendix 17) prepared by PSM confirm that the likelihood of encountering Acid Sulfate soils is low, as such an Acid Sulfate Soil Management Plan not considered necessary. High salinity is unlikely to be present, and salinity related impacts and management plan are not expected as such a Salinity Management Plan is not considered necessary.

Appendix 17 concludes the proposed development is suitable from a groundwater and geotechnical perspective.

Mitigation Measures:

The following conditions of consent to be imposed:

- The site must be prepared to the levels identified in Appendix 36 as part of a Crown DA prior to receiving a Construction Certificate in relation to this SSDA.

General Mitigations:

- If any further geotechnical investigation indicates there is presence of high salinity, a Salinity Management Plan (SMP) should be prepared as a condition of consent prior to the commencement of construction. The SMP would provide details on managing site salinity, minimising the effect of the proposed development on salinity processes and to protect the proposed development from salinity damage.
- Where controls on vibrations are required, the contractor should consider the use of smaller hammers, rock saws and grinders to undertake the excavation.
- To manage the deeper residual profile, the building will need to be supported on deep pile foundations within the stronger ASHFIELD SHALE unit at depth. For Option 2 development where the column loads are significant this may require the use of large diameter piles or pile groups with pile caps.
- Lightweight, ancillary structures could be supported by pad footings founded on or within the RESIDUAL SOIL unit below the FILL units.

7.1.9 SEAR 13 – Contamination and Remediation

Table 24. SEAR 13 – Contamination and Remediation

SEAR 13 – Contamination and Remediation	Documentation	Sections of the EIS
• In accordance with Chapter 4 of the State Environmental Planning Policy (Resilience and Hazards) 2021, assess and quantify any soil and groundwater contamination and demonstrate that the site is suitable (or will be suitable, after remediation) for the development.	Contamination Summary prepared by JBS&G (Appendix 18) Site Audit Statement prepared by Geosyntec Consultants (Appendix 37) Site Audit Report prepared by Geosyntec Consultants (Appendix 38)	Section 2.2.6 Section 7.1.9

Condition of existing environment

The site was initially used for tunnelling works and then continued to be utilised for maintenance until the delivery of the new Sydney Metro City Line (SSI-7400) was opened. . As part of the approved works (SSI-7400) for the Sydney Metro line, remediation works to future residential use from Sydney Metro are complete.

Investigation and remediation for contamination was addressed under the approval where DPHI considered the contamination in detail and were satisfied. Site remediation has since been undertaken and therefore unlikely to encounter contaminated soil on the site. EPA recommends that an unexpected finds protocol be implemented should contamination be encountered during construction.

Condition of proposed environment

The site has been remediated prior to construction of the BTR development, as per SSI-7400. No remediation works are proposed as part of this SSDA.

Detailed assessment

The Summary of Site Contamination prepared by JBS&G (Appendix 18) undertakes a summary of previously undertaken contamination assessments including a Remediation Action Plan, RAP (NP 2022) and a data gap assessment (NP 2023) which had been completed. These reports confirm site contamination conditions and areas of remediation and/or management such that the site could be validated as suitable for the proposed residential with accessible soil use. The NP 2023 Data Gap Analysis, included in Appendix 18, identifies the following areas for remediation.

- Remediation Area A: split into two areas –
 - Area A1 – former burial pits and asbestos impacts across a footprint of 2,192 m2 to depths of up to 4 m bgs at its deepest point.
 - Area A2 – Fill impacted with lead, TRH and PAH exceedances where asbestos was not identified using the PRI, comprising an area of 1957 m2 to a depth of up to 3 m bgs.
- Area D: in proximity to UST5 and UST6, surrounding lead, TRH and PAH impacted fill in the central south of the site, inclusive of the material identified underlying the former depot building, being an area of approx. 919 m2 to a depth of up to 4 m bgs.
- Areas B, C, E and F were unchanged.

. As part of the approved works (SSI-7400) for the Sydney Metro line, remediation works to future residential use from Sydney Metro are complete. Upon completion by Sydney Metro, a Site Audit Statement (SAS) was provided to Landcom which confirms the site is suitable for future residential use.

The proposed SSDA boundary is entirely included within the SAS and RAP boundary, see Appendix 37 and 38, has been provided which demonstrates that the waste/contamination from the site has been appropriately classified and disposed off-site. The SAS further confirms that the site in its entirety is suitable for multiple land uses (low-density residential, high-density residential, public open space, and commercial/industrial).

Mitigation Measures:

- Undertake a detailed investigation of the site to obtain relevant data demonstrating the suitability of this portion of the site for the proposed land use in accordance with SEPP (R&H) 2021 requirements.

7.1.10 SEAR 17 – Waste Management

Table 25. SEAR 17 – Waste Management

SEAR 17 – Waste Management	Documentation	Sections of the EIS
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• Provide the measures to be implemented to manage, reuse, recycle and safely dispose of waste, including in accordance with any council waste management requirements. • Identify appropriately sited waste storage areas, collection access paths/roads, and appropriate servicing arrangements for the site.	Waste Management Plan prepared by MRA Consulting Group (Appendix 31)	Section 7.1.10
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Condition of existing environment

The site is currently vacant and as such no demolition waste has been addressed.

Condition of proposed environment

The proposed development consists of a 23-storey building containing 180 build-to-rent units and 339.2sqm of commercial use. Waste management areas have been provided to ensure waste can be managed effectively across the development.

Detailed assessment

A detailed Waste Management Plan (WMP) (Appendix 31) has been prepared by MRA Consulting Group addressing both construction and operational waste.

Construction

The WMP categorises and stipulates how waste is to be treated at the site, and its destination. Waste storage during construction operations will involve some stockpiling of reusable material, as well as placement of wheeled bins for the separation of construction materials for recycling.

A waste storage area shall be designated by the construction contractor and shall be sufficient to store the various waste streams expected during operations. Waste storage areas will be kept clear to maintain access and shall also be kept tidy to encourage separation of waste materials and for WHS reasons. The waste storage area will retain multiple bins to allow for source separation of waste, for ease of recovery and reuse of materials.

It is not envisaged that asbestos will be found on the site as no demolition is proposed and the site has already been cleared for Metro associated works. However, if it is, then a condition of consent could be imposed that any handling of asbestos waste must be performed in accordance with Clause 42 of the PoEO Act 1997, and before commencing work a risk assessment should be carried out.

Residential Operational

The anticipated daily and weekly waste generation expected from the residential component results in bin requirement and collection frequency of:

Waste Stream	Weekly Generation (L)	Number of bins / Collection Rate
General Waste	25,200	12 x 1,100L bins / collected twice per week
Recycling	21,600	20 x 1,100L bins / collected once per week
FOGO	4,500	19 x 240L bins / collected once per week

Figure 44: Summary of Bin requirement (Source: MRA Consulting Group)

A dual chute system will be implemented for general waste and recycling, with 1 x 240L FOGO bin provided on every level from Level 1. The Building Manager will be responsible for monitoring fullness levels of the FOGO bins and swapping as required.

A waste storage room and a separate bulky waste storage room are provided at ground level to accommodate the bins and volume handling infrastructure. The development has been designed to accommodate a 12.5m HRV as required by the SSROC (2018) *Waste Management Technical Guide*. The proposed schedule of service is as follows:

- General Waste – twice per week
- Recycling – once a week
- Organics – once a week
- Bulky Waste – as required

Commercial Operational

A separate commercial bin storage room has been provided on the ground floor to accommodate waste management. Interim waste containers will be provide within retail and office communal areas, with sufficient capacity to accommodate one day's generation of waste and recyclables. Cleaning staff will be responsible for emptying these bins daily and transferring waste to the site's commercial bin storage area.

A private waste service provider will be encouraged to manage the collection and disposal of commercial waste. This collection will occur twice weekly.

This Waste Management Plan prepared by MRA (Appendix 31) concludes that the proposed residential development adequately addresses the waste management requirements outlined in the project's SEARs, and aligns with the objectives, controls, and directions of the Willoughby Development Control Plan 2025 and associated Council guidelines. The development incorporates appropriately sized waste storage rooms for residential and commercial components of the development and provides suitable servicing arrangements for residents, building management, and the nominated waste service providers. Accordingly, no mitigation measures for waste management are considered necessary.

Mitigation Measures

Construction Waste Mitigation Measures

The following general site management measures are recommended for preliminary site works:

- All excavated material (VENM and ENM) removed from the site has been classified in accordance with the EPA's Waste Classification Guidelines before it is disposed of at an approved waste management facility.
- Uncontaminated soils may be reused onsite to even out cut and fill.
- No vegetation would be pushed into or applied to ecologically sensitive areas.
- Materials would be reused or recycled wherever possible.
- Separate bins would be provided for source separation of waste types where possible.
- Residual waste would be disposed of at a licensed landfill.
- Litter on the site would be managed daily to maintain a tidy environment.
- The disposal of nightsoil from portable toilets would be managed by a licensed contractor.
- Transport of waste would be managed by a licensed operator.
- Records would be kept of the transport and disposal of materials.

All hazardous waste identified on-site is to be handled, stored and disposed of in accordance with the relevant guidelines and standards:

- All waste fill/soils will be classified in accordance with the EPA (2014) Waste Classification Guidelines.
- If prior immobilisation treatment of the waste soils is required, disposal consent will be obtained from the NSW EPA before spoil transport.
- All excavated soils shall be stockpiled separately within the designated excavation area or transported to a suitable compound (with appropriate waste tracking documentation) for temporary storage, to enable waste classification, sampling and testing.
- All stockpile heights must be limited to a maximum of 2m.
- After waste classification, the materials will be transported and disposed of at EPA-licensed waste landfill facilities. In accordance with the NEPM (2013) guidelines, stockpiled fill/soils will be sampled and laboratory analysed for waste classification purposes in accordance with appropriate methodology.
- If the stockpiled materials contain concentrations of contaminants that exceed the disposal guidelines for Restricted Solid Waste (i.e. the materials are classed as potentially Hazardous Waste), they will be held on-site pending the determination of alternative disposal arrangements and/or on-site treatment. If required, disposal consent will be sought from the NSW EPA prior to spoil transport. The following general measures will be employed in the management and storage of hazardous materials to reduce risks associated with them:
 - Designated storage locations will be secure, ventilated areas with clear signage, ensuring segregation and secondary containment for potential leaks.
 - The area designated for storing any potentially hazardous materials will maintain controlled access by authorised personnel only.
 - Any containers required to hold hazardous materials will be compatible, sealed containers, labelled adequately with hazard symbols and storage instructions.
 - Safety equipment such as PPE, fire protection or spill kits will be made available at the site, nearby proposed storage locations for any potentially hazardous materials.
 - Records of stored materials will be retained, and collection by licensed contractors will be noted against all hazardous materials collected from the site. • Regular monitoring of hazardous materials storage for potential risks and action taken to rectify those risks will be retained in a logbook

A condition of consent can be imposed which states that before commencing work a risk assessment should be carried out to determine if there is any asbestos on the site. In the event that any asbestos is found, any handling of asbestos waste must be performed in accordance with Clause 42 of the PoEO Act 1997 and Safe work procedures would need to be devised that minimise exposure. Details are to be provided to the Private Certifier prior to any construction works.

Operational Waste Mitigation Measures:

None required.

7.1.11 SEAR 18 – Social Impact

Table 26. SEAR 18 – Social Impact

SEAR 18 – Social Impact	Documentation	Sections of the EIS
The EIS must consider social impacts and, should any significant social impacts be identified, a Social Impact Assessment must be prepared in accordance with the Social Impact Assessment Guideline for State Significant Projects.	Social Impact Assessment prepared by Gyde Consulting (Appendix 21)	Section 7.1.11 Section 7.1.5

Condition of existing environment

The site is currently undeveloped with the exception of Mowbray house to the south of the site and is located in a medium density mixed-use area. The site is highly accessible with direct links to Frank Channon walk providing active transport links directly to Chatswood Station. This site is located approximately 650m away from both Chatswood Station and Artarmon Station and their respective local centres. The site currently does not offer any social benefit.

The Proposal is located at the intersection of three Statistical Areas (SA2s), as defined by the Australian Bureau of Statistics (ABS). To ensure representative analysis of the population characteristics, demographic and projection data from three SA2s (Artarmon, Chatswood (West) – Lane Cove North and Chatswood - East SA2) have been combined (the SA2s).

The site is well serviced within the surrounding SA2s with:

- five (5) community and cultural facilities within 800m of the site, which includes a community garden.
- three (3) schools within 800m of the site, two (2) government schools, Chatswood Public and Chatswood High School, and a private language school.
- nine (9) childcare centres within 800m of the site and 40 within the 2km catchment. There is one medical centre with four (4) general practitioners (GPs) with 800m of the site, and approximately 81 GPs within 2km. There are a range of specialist and allied health services in the catchments.
- 11 parks within 800m of the site that locate various sport and recreation facilities, including playgrounds, rugby field, cricket fields and cricket practice wickets.

Condition of proposed environment

The proposed development will result in 180 apartments dedicated to essential workers at a discounted rate, in a highly accessible location supported by internal amenities in the BTR built form and surrounding public open space. The BTR development is expected to generate approximately 418 persons.

The BTR includes significant communal open space on the Level 3 Podium and is part of a site that includes approximately 4.2ha of public open space that will have health and wellbeing benefits which will be particularly important people living in higher density apartments. The design of the development involves significant private landscaping in the podium and landscaping incorporating with the surrounding Frank Channon Walk. The BTR includes 339.2sqm of commercial and retail space which will activate the podium and provide amenities for the future residents.

Detailed assessment

A Social Impact Assessment (SIA) has been prepared by Gyde Consulting (Appendix 21) which conducts an appraisal of relevant emerging issues and trends, an analysis of demographic and place characteristics including population projections, and all supporting technical reports associated with the SSD to identify impacts and potential magnitude.

The community engagement defined that neighbourhood amenity and character was important to many residents, specifically regarding, height, density, traffic congestion, parking pressures and impacts on local heritage. Both high density development and more established areas, including the heritage buildings and

“Conservation Areas’ make an equal but distinctive contribution the nature and character of Chatswood, which can be characterised as an historic urban cultural landscape with a dynamic urban core bounded by more stable residential heritage conservation areas. In addition, a variety of new development with equivalent bulk and scale are approved north of the BTR development which contribute to a new character. Culturally, no impacts on heritage values and urban character are expected as a result of the bulk, scale and height of the proposal.

The proposal will contribute 418 new persons to the locality, however, it is unlikely that the increase in population will have any material impacts on community cohesion or dynamics. Over time an increased population may add vibrancy by encouraging diverse households and younger populations and provide more opportunities for social connections. Impacts related to community cohesion have been assessed as medium positive. The provision of housing dedicated to the essential workforce is also of high benefit as it directly responds to the demand for populations to live near their places of employment is particularly relevant for the essential workforce. It also responds to the need for rental accommodation, of which is proposed to be discounted, which supports the availability of these invaluable services to the community.

It is recognised that the largest concern raised relating to way of life in engagement was traffic and parking. As demonstrated in the TIA prepared by SCT (Appendix 28) and Section 7.1.5 of this EIS the small number of trips via car in peak periods is unlikely to have an impact and sufficient parking has been provided. In addition, the proposal is considered in context with the Site’s proximity to the active transport network linking directly to a variety of public transport opportunities. The social impact created by traffic and parking from the Proposal is likely to be negligible and impacts related to location have been assessed as very high positive. Due to the site’s highly accessible location, the provision of housing dedicated to the essential workforce has been assessed as very high positive. The SIA confirms that the communal open space provision is adequate to meet the demands of the population proposed.

The First Nations Co-Design Values Report prepared by JMP Aboriginal Consultancy (Appendix 12) documents the inputs from the Walk of Country and design workshop. The ‘Connecting with Country’ design initiatives identified through the engagement and integrated in the landscape design and are likely to empower First Nations people and provide the community with a better understanding of Aboriginal culture.

There will be negative impacts that arise from construction associated with noise, vibration and heavy vehicle traffic which can cause sleep disturbances, cognitive impairment, decreased mental wellbeing and other health and wellbeing impacts. It is acknowledged that these impacts are temporary and mitigation measures to minimise or negate the potential for negative impacts as part of the Noise and Vibration Impact Assessment prepared by RWDI (Appendix 19). With the implementation of the recommended mitigation measures, impacts related to construction have been assessed as low negative.

The SIA demonstrates that the Proposal will have significant positive impacts. While some negative impacts have been identified, these will be either low or negligible once the recommended mitigation measures have been actioned. In summary, the SIA concludes that the proposed development is suitable and warrants approval subject to the implementation of the proposed mitigation measures.

Social Impact – Education Infrastructure

As at February 2025, the Budget Estimates identified the State Government decision to not proceed with a previous Coalition commitment for delivering a 1000-place primary school over the Chatswood ‘Dive Site’. This decision was undertaken in response to address the housing crisis and State Government targets to urgently deliver housing in accessible locations, as part of State-led housing reforms and goals transit-oriented development. It is noted that this decision was not supported by local MP Tim James and the Mayor Tanya Taylor, who state that the site is “*well suited to providing supporting infrastructure in a high growth location*” (Willoughby City Council, Feb 2025).

A meeting was held with the Department of Education on the 14 October 2025 regarding local need for infrastructure and impacts of proposal on future demand.

DoE modelling including known SSDAs and cumulative impacts from strategic planning such as Chatswood CBD strategy. In addition, Department-led projections indicate a decrease in demand considering a range of

factors including aging in place, decreased immigration, and decreased number of children per family. It was also recognised that upgrades to Chatwood Public School, Chatswood High School, and 6 other public schools in the vicinity have allowed for additional capacity in the area to service long-term demand, including the expected population associated with the development of Chatswood 'Dive Site'. Additionally, as part of commitments funded in the 2024-25 NSW Budget, works are currently underway or recently completed across the area, including at Neutral Bay Public School (capacity upgrade), Lane Cove Public School (new hall), Cammeray Public School (capacity upgrade) and Northbridge Public School (amenity upgrade to support demountable removal).

The DoE confirmed that the proposal is not sufficient to trigger the need for an additional school and there is capacity in existing primary and secondary schools to meet existing and future demand, including additional demand arising from proposed development of Chatswood 'Dive Site'. The SIA also confirms, the small population generated by the Proposal is unlikely to stretch the capacity demands of other social infrastructure types, including schools.

Mitigation Measures:

- Establish a community information campaign to provide information of essential worker housing.
- Clarify and make public the definition of essential workers.
- Clarify and make public an essential worker eligibility and rental costs scale.
- Prepare an information circular detailing the conclusions of the traffic impact assessment and how traffic generated by the proposal will be managed.
- Prepare a Green Travel Plan to encourage residents and construction workers to reduce private motor vehicle use and promote public and active transport use.
- Undertake a cumulative traffic impact assessment and implement recommended mitigation measures.
- Ensure the design of communal spaces is maximised to create opportunities for building social connections amongst residents. This may be achieved by the types of seating, children's play equipment, or appropriate recreation activities.
- Provide a welcome pack to all new residents describing the overall community residing in the development (essential workforce) to help build a sense of belonging and social connections.
- Ensure signage / wayfinding for the site uses environmental cues like landmarks, colour contrast, and consistent features to help locals and visitors orientate and navigate safely.
- Consider the inclusion of commercial floor space suitable for a medical centre.
- Continue to engage with local First Nations people into the design development stage of the six seasons garden to implement outputs from the Walk on Country design workshop
- Procure a First Nations botanist or associated knowledge holder to provide input into the planting plan and selection on the site to ensure it appropriately reflects and engages with Country.
- Implement mitigation measures identified in the preliminary construction traffic management plan, including the preparation of a detailed construction traffic management plan by the principal contractor.
- Implement measures identified in the Noise and Vibration Impact Assessment prepared by RWDI (Appendix 19).
- Prepare a detailed Construction Management Plan (CMP) prior to Construction Certificate (CC). The CMP will include (but not be limited to):
 - mechanisms to deliver regular updates to primary social locality residents throughout the construction stages, including key timings of major construction milestones and activities
 - mechanism or register to enable feedback from primary social locality residents during the construction phase

- mechanisms for primary social locality residents with young children, older people, those with health issues and shift workers to come forward and be given consideration during the construction period if required
 - complaints log.
- Liaise with other development sites to minimise any potential impacts from construction traffic and noise on surrounding residents.
- Conduct ongoing reviews of cumulative heavy vehicle traffic generation and coordination of heavy vehicle routes used by these projects will be undertaken on a regular basis between the appointed contractor, Willoughby Council and TfNSW to minimise impacts on the road network.
- Implement measures identified in the Crime Prevention Through Environmental Design (CPTED) Report prepared by Gyde Consulting (Appendix 32).
- Design the vertical landscape with a view to planting natural plants species to promote a resilient and sustainable green canopy and according to biophilic design principles.
- Continue to engage with the community, and specifically, those attending engagement sessions to keep them informed and close the engagement loop.
- Identify where community feedback has resulted in changes to the BTR Proposal.

7.1.12 SEAR 19 – Flood Risk

Table 27. SEAR 19 – Flood Risk

SEAR 19 – Flood Risk	Documentation	Sections of the EIS
• Identify the flood planning area and level as set out in the relevant EPI and other supporting documents to determine; ○ The flood extent and velocity up to the Probable Maximum Flood and risk on-site having regard to adopted flood studies and, floodplain risk management studies and plans ○ The site access and egress routes ○ the potential effects of climate change, ○ any relevant provisions of the NSW Flood Risk Management Manual, and any other relevant guidelines • Where the development is occurring on flood prone land a flood impact and risk assessment (FIRA) must be prepared having regard to the Flood Impact and Risk Assessment – Flood Risk Management Guide LU01. When determining the scope and category of the FIRA the requirements outlined in the FIRA guide must be considered. • Detail any flood risk management measures that are to be incorporated as part of the development having regard to relevant guidelines (including any design solutions, flood modification measures, property modification measures, operational procedures or Flood Emergency Response Plan).	Flood Impact and Risk Assessment (FIRA) prepared by BG&E (Appendix 26)	Section 2.2.11 Section 7.1.12

Condition of existing environment

The Flood Impact Risk Assessment (FIRA) prepared by BG&E (Appendix 26) confirms that the subject site is located near the uppermost point of the Scott's Creek catchment, approximately 400m upstream of the

Chatswood Oval Detention Basin and is more than 40m above the downstream Scott's Creek in elevation. The FIRA confirms the site is not affected by the main creek flow path.

As the site lies 40m above the creek and is sited on a natural ridgeline, the FIRA notes that the site is outside both the mainstream and overland flood-prone areas for events ranging from 0.5% AEP to 20% AEP. The site is not affected by any identified flood hazard categories and is therefore considered free from flood hazard constraints.

Condition of proposed environment

As the proposal is located outside of both the mainstream and overland flood-prone areas the proposal does not result in any change to design flood levels, flood risk, or existing flood hazard conditions on the site, adjacent roads or surrounding properties for the range of flood events investigated, including the 1% AEP and PMF events.

Detailed assessment

The FIRA prepared by BG&E (Appendix 26) defines the site location outside of the mapped mainstream 1% AEP and PMF flood extents and is therefore not subject to inundation under existing or proposed development conditions. Safe egress is available via the surrounding road network. Pedestrian egress in the case of a major flood event will be available via Nelson Street to Pacific Highway and safe evacuation from the site is possible. In the case of a major flood event, residents would also be safe to shelter in place within their dwellings due to the elevated site conditions. As such, the FIRA confirms no specific flood evacuation or emergency management measures are considered necessary.

Hydraulic conditions for both existing and developed scenarios were reviewed to assess potential changes in flood behaviour on adjoining and downstream properties. Given the site's high elevation relative to the surrounding area and its separation from the mainstream Scott's Creek flow path, the proposed works will not alter catchment hydrology or conveyance characteristics. Further, the proposed development footprint does not encroach upon any identified flood storage or overland flow corridor and will not result in an increase in surface runoff, flood levels, velocities, or hazard classification on neighbouring properties.

The FIRA undertook an analysis of climate change impacts under a long-term planning horizon to 2090 and a worst-case greenhouse gas scenario, where flood depths are generally expected to increase by approximately 0.1 m. Even in a worst-case scenario, the shift in potential impacts is negligible and therefore is not expected to be impacted by the potential effects of climate change including rainfall intensity and sea level rise.

While no flood-related FFL requirements apply, the proposed building's ground and entry levels have been designed to maintain or slightly exceed existing surface levels where appropriate, providing positive drainage away from structures. It is suggested that the minimum driveway crest level should be set to 102.1m AHD as the PMF level is approximately 102.0m AHD. The Architectural Plans prepared by FK (Appendix 8) demonstrate the ground floor driveway inside the building ranges from 102.265 m AHD to 102.565m AHD. These measures ensure that minor local runoff is safely managed on-site and that no ponding or surface water accumulation occurs around the building envelope.

Mitigation Measures

- Finished floor levels will maintain effective site drainage and ensure safe discharge to the lawful point of drainage, consistent with Willoughby DCP Part B – Residential Development (2025) and the supporting Civil Engineering Report.
- The minimum driveway crest level should be set to 102.1m AHD. Details are to be shown with the Construction Certificate.

7.1.13 SEAR 22 – Environmental Heritage

Table 28. SEAR 22 – Environmental Heritage

SEAR 22 – Environmental Heritage	Documentation	Sections of the EIS
Where there is potential for direct or indirect impacts on environmental heritage, provide a Statement of Heritage Impact and Archaeological Assessment (where required), in accordance with the relevant guidelines.	Statement of Heritage Impact prepared by Tropman & Tropman (Appendix 23) Conservation Management Plan prepared by Heritas (Appendix 24) Archaeological Assessment and Statement of Heritage Impact prepared by AMBS (Appendix 25)	Section 2.1.2 Section 2.2.8 Section 2.2.9 Section 2.2.10 Section 4.5 Section 7.1.13

Condition of existing environment

The wider Chatswood 'Dive Site' includes a local heritage item, known as 'Mowbray House and 10m Curtilage' (196) to the south east of the site. The BTR site as defined in the proposed subdivision does not include a heritage item, however the site is within proximity to 7 local heritage items and 2 state heritage items. The proposal is not part of a conservation area however is within the vicinity of the South Chatswood Heritage Conservation Area to the east.

In addition to Mowbray House, a variety of built forms were once present on site as detailed in the site history in Section 2.1.2. The site is highly disturbed as it has been previously subject to significant industrial uses and as a result of both previous uses and remediation works.

Condition of proposed environment

The proposal will retain the Mowbray House 10m heritage curtilage. The proposal is substantially setback from the heritage item and is separated by a large village green open space.

There is a separate SSDA development masterplan proposal for the entire site which includes 3 other residential build to sell towers, along Pacific Highway and Mowbray Road. As the site located in the north-east location of the site, the BTR is the furthest from any surrounding local or state heritage items on site, and the surrounding proposed built forms provide a buffer or visual screen from any heritage values.

The proposed development will involve minor and localised excavation for the structural support slab and footings and will result in hardscape that will seal the majority of the proposed BTR lot.

Detailed assessment

European Heritage

A Statement of Heritage Impact (SoHI) has been prepared by Tropman and Tropman (Appendix 23) assesses the impacts of the proposal against the relevant heritage matters for consideration, as set out by the Department of Planning and Environment publication dated June 2023 titled "Guidelines for preparing a statement of heritage impact".

It is noted that the proposal is capable of complying all matters for consideration and that no work is proposed to the heritage item Mowbray House as part of this SSDA. The BTR development has been designed with consideration to the heritage values of the Mowbray House and the SoHI confirms that the scale of the BTR podium and tower development has been carefully considered to retain the heritage setting, significance and streetscape. The proposal is substantially physically separated from the heritage

conservation area by the Railway Line and visually would integrate into the skyline backdrop of other neighbouring tower developments.

In regard to all other heritage items in the vicinity, the massing of the podium is generally sympathetic including its bulk and scale. At the site scale podium will generally not visually dominate or compete with the existing heritage items including Mowbray House and any cumulative impacts have been mitigated with the appropriate scale and bulk of the podium and tower setback. With regard to the tower, the proposal is generally consistent with the general uplift in density for Chatswood and will not adversely impact the heritage items. Where visible, the tower will only form part of the distant, dense urban background, thereby reducing any adverse cumulative heritage impact. The inclusion of public art and heritage interpretation additionally assists to mitigate the cumulative impact to the site and surrounding heritage items.

The proposal will not have an adverse impact to the significance, views, or setting of the other heritage items or conservation areas due to substantial physical separation and consistency with other approved neighbouring tower developments. Based on the shadow diagrams prepared by FK as part of the Architectural Plans (Appendix 8), the BTR's additional overshadowing appears to be reasonable and would not have an adverse impact to the significance of the heritage items in the vicinity.

The integration of landscaping into the façade and podium is a positive outcome that enhances the streetscape and street interfaces of the podium and tower, in particular when viewed from Mowbray House and neighbouring heritage items. The proposed residential use would provide an opportunity for continued use and active engagements with the neighbouring heritage items.

The proposed development has been assessed against the Conservation Management Plan (Appendix 24) prepared by Heritas for Mowbray House and the SoHI prepared by Tropman & Tropman (Appendix 23) defines that the proposal is capable of complying with all relevant conservation policies as the proposal retains and conserves the 10m curtilage and no works relate to Mowbray House.

Where design recommendations have been provided in the SoHI, the outcomes proposed have been incorporated into the final design within the Architectural Plans (Appendix 8). As such, the design of the BTR development actively responds to the surrounding heritage values to mitigate potential impacts.

Archaeological Assessment

An Archaeological Assessment and Statement of Heritage Impact prepared by AMBS (Appendix 25) confirms that there would be archaeological potential within the footprint of the Chatswood 'Dive Site' based on historical research and physical evidence. Based on the finds and assessment as above, the site was divided into the following areas of Archaeological potential.



Figure 45 Archaeological potential of the AMBS study area (Source: AMBS)

The Assessment found that as part of the remediation works was managed under an unexpected finds protocol and no archaeological monitoring was undertaken, as such has no to limited potential for archaeological finds.

The proposed BTR site as part of this proposal is therefore defined to either have nil archaeological potential as it was previously cleared or nil-low as it is included in the area of remediation. While there is a low chance of finds, Appendix 25 notes that despite potential for archaeological resources to be present, these potential finds would be negligible as potential resources would have limited research potential and would not further an understanding of the site's development. In summary, due to the nil to low archaeological potential across the site for all identified phases, it is unlikely that the proposal will impact any archaeological potential.

Further the SoHI prepared by Tropman & Tropman (Appendix 23) determined that potential resources would have limited research potential and unlikely to meet the threshold of significance at a local or State level.

Mitigation Measures:

Construction Mitigation

- A Heritage Interpretation Plan and Strategy should be undertaken and implemented to highlight the natural and former development of the land from the early North Willoughby civic township to education and recent uses previously occupying the site, as the site of the former recreational and playground use of former Mowbray House school. This should include historic and natural elements.
- A photographic archival recording of the site should be prepared by a suitably qualified heritage consultant prior to the commencement of works, in order to identify and record the site in its current condition. The document should be prepared in accordance with the Heritage NSW guidelines.
- An "Unexpected Heritage Finds Procedure", in accordance with Heritage NSW guidelines should be prepared for potential archaeological finds, prior to the commencement of works.
- Refer to the accompanying archaeological assessment for the site.

Operational Mitigation

None required.

7.2 Standard Assessment

7.2.1 SEAR 1 – Statutory Context

Table 29. SEAR 1 – Statutory Context

SEAR 1 – Statutory Context	Documentation	Sections of the EIS
- Address all relevant legislation, environmental planning instruments (EPIs) (including drafts), plans, policies, guidelines and planning circulars. - Identify compliance with applicable development standards and provide a detailed justification for any non-compliances. - Provide an explanation of how the development as described in the EIS is consistent with the development as was described in the request for SEARs (including any components that were not SSD) and provide a justification for any differences. - Address the requirements of any approvals applying to the site, including any concept approval, any endorsed or draft master plan, precinct plan or any recommendation from Gateway determination. - Provide an accurate summary of the detailed assessment of the impacts of the project and integrate the findings and recommendations of technical reports into the justification and evaluation of the project as a whole. - If affordable housing is being proposed, provide the name and ABN of the registered community housing provider that will be responsible for managing the affordable housing component, along with documentation confirming the provider's agreement to this responsibility.	Addressed in EIS	Section 5 – regarding all Statutory context. Section 7 – provides an assessment against the relevant SEARs and environmental impacts. Section 8 – provides a justification of all

Standard Assessment

Section 5 of this EIS provides a detailed assessment of the proposal against all relevant Acts, policies and EPI's, this includes a thorough justification of compliance and non-compliance under the relevant criteria of each applicable policy. Section 7 provides a detailed and accurate assessment of the impacts of the project.

The proposed development has minor differentials to the proposal as part of the SEARs request, including the following:

- Storeys Clarification – 23 storeys were proposed in the plans, however the SEARs request referred to 24 storeys. No changes were made to the number of storeys proposed.
- Subdivision – The proposed subdivision outcome was altered as a result of the design process and introduced façade elements which were added for the purposes of a successful wind and design outcome.
- Apartment layout – A shift in proposed apartment layout was undertaken to ensure the residential component achieved the ADG requirement for cross-ventilation.

This application does not relate to any previous or existing approvals on the site.

Section 8 summarises the outcomes of the detailed assessment and incorporates the findings and recommendations of technical reports into a clear justification of the proposal. No affordable housing is being proposed as part of this development.

Mitigation Measures

None required.

7.2.2 SEAR 2 – Estimated Development Cost and Employment

Table 30. SEAR 2 – Estimated Development Cost and Employment

SEAR 2 – Estimated Development Cost and Employment	Documentation	Sections of the EIS
- Provide the estimated development cost (EDC) of the development prepared in accordance with the relevant planning circular using the Standard Form of EDC Report. - As applicable, the EDC Report must separately specify the EDC of: - the residential component of the development. - the tenant component of the built-to-rent development. - the seniors housing component of the development.	EDC Report prepared by Atlus Group (Appendix 5)	Section 4.18 Section 7.2.2

Standard Assessment

An EDC Report (Appendix 5) has been prepared to determine the estimated cost of development. The EDC has been assessed in accordance with the guidelines from the NSW Department of Planning – Planning Circular No. PS 24-002 dated 27 February 2024 under the EP&A Regulation.

The EDC for the proposed development is \$ \$151,916,968 and therefore meets the EDC qualifying criteria for the nominated approval pathway under Schedule 2 of the Planning Systems SEPP. No seniors living is proposed as part of this application.

The development is estimated to generate up to 88 direct on-site construction related jobs and 15 operational. The generation of new employment opportunities is positive.

Mitigation Measures

None required.

7.2.3 SEAR 3 – Contributions and Public Benefit

Table 31. SEAR 3 – Contributions and Public Benefit

SEAR 3 – Contributions and Public Benefit	Documentation	Sections of the EIS
- Address the requirements any relevant contribution plan(s), planning agreement or EPI requiring a monetary contribution, dedication of land and/or works-in-kind agreement. and include details of any proposal for further material public benefit. - Where a voluntary planning agreement is proposed, prepare a draft planning agreement in accordance with the <i>Planning agreements – Practice note- February 2021</i>.	Address in EIS	Section 7.2.3

Standard Assessment

A VPA does not form part of the BTR application.

Housing and Productivity Contribution

The Housing and Productivity Contribution (HPC) recently replaced the previous Special Infrastructure Contribution (SIC). The HPC applies to development applications lodged on or after 1 October 2023, including complying development and State Significant Development applications.

Contributions go towards the provision of State and regional infrastructure needed to unlock development and support forecast growth, such as roads, parks, hospitals, and schools. The HPC applies a broad-based charge to the whole of the local government areas located within the Greater Sydney, Illawarra-Shoalhaven, Lower Hunter and Central Coast regions for specific types of development, including:

- residential development that intensifies land-use where new dwellings are created, such as houses, apartments, terraces and dual occupancies.
- commercial and retail development such as shops, neighbourhood shops, supermarkets, and commercial office buildings where new floorspace is created; and
- industrial development such as warehouses and industrial buildings, where new floorspace is created.

The proposed development is for the purposes of a new mixed use BTR development and may be subject to this contribution.

s7.11 Development Contribution Plan

The Willoughby Local Infrastructure Contributions Plan 2019 applies to the development. The local infrastructure to be provided by contributions from developers received under this plan is listed below:

- Open space and recreation land and works including playing fields, amenities buildings, playgrounds, landscaping, seating, lighting and equipment, walking trails, indoor sports and aquatic recreation centres.
- Recoupment of the apportioned costs of open space, recreation and community facilities that were in part provided to meet the needs of future development.
- Active transport and public domain facilities including cycleways, footpath paving, street tree planting, bus shelters and street lighting.

The costs of administering this plan will also be met by contributions imposed under this plan. Contributions anticipated to be made under this plan will fund only a portion of these costs. Contributions would be payable and calculated as the development is for residential BTR accommodation development that would result in an increase in dwellings.

Mitigation Measures

None required.

7.2.4 SEAR 4 – Engagement

Table 32. SEAR 4 – Engagement

SEAR 4 – Engagement	Documentation	Sections of the EIS
- Demonstrate that engagement and consultation activities have been undertaken in accordance with the Undertaking Engagement Guidelines for State Significant Projects and identify how issues raised, and feedback received have been considered in the design of the project. - If the development would have required an approval or authorisation under another Act but for the application of s 4.41 of the EP&A Act or requires an approval or authorisation under another Act to be applied consistently by s 4.42 of the EP&A Act, the agency relevant to that approval or authorisation must be consulted.	Engagement Outcomes Report prepared by Gyde Consulting (Appendix 16)	Section 6 Section 7.2.4

Standard Assessment

An Engagement Outcomes Report prepared by Gyde Consulting (Appendix 16) provides details all engagement activities that were undertaken, and all feedback received through an extensive community engagement program carried out from 2 October to 27 October 2025. The engagement was undertaken for both the BTR SSD; any non-relevant issues and key themes are not considered as part of this assessment. The Report details how the engagement activities have been undertaken in accordance with the *Undertaking Engagement Guidelines for State Significant Projects*.

The engagement program included a variety of activities to ensure the community had a range of opportunities to view information about the project and provide feedback directly to the project team. Stakeholder engaged included:

- Residents of the local area
- Potential beneficiaries of the project such as essential workers and young people
- Diverse cultural groups
- Local interest groups
- Key stakeholders, organisations and peak bodies.

A detailed list of all stakeholders engaged is included in Appendix 16.

The engagement outcomes found that key themes and issues relating to the project proposal and outcomes were broadly consistent across all engagement channels. Key themes and issues include:

- Building height and scale:** Concern on height and scale, amount of dwellings proposed creates too much infrastructure pressure, potential support for increase in height on BTR to deliver more housing.
- Overshadowing and visual impacts:** overshadowing and property amenity, green/open space amenity, visual impact from Pacific Highway.
- Traffic impacts:** Increased congestion on already congested Pacific Highway and Mowbray Road, cumulative impacts of all new housing, not enough parking for residents and visitors, strong support for sustainable transport options.
- Local infrastructure capacity:** concern on capacity of infrastructure including sewer and stormwater, community services are over-subscribed.
- School capacity:** Site previously earmarked for education and can the site include a school.

- **Apartment options:** Support for apartment variety, majority preferring 3-bedroom and 2-bedroom.
- **Affordable and built-to-rent housing:** Widely supported provision of BTR and in right location, sought clarity on eligibility, raised concerns on increasing affordable housing, desire for long-term housing provision.
- **On-site amenities:** Minor push against amount of retail provision over whole site, general support for a variety of uses, accessibility is key, physical recreation is integral, other amenities for lifestyle should be included.
- **Local character:** Focus on family-oriented neighbourhood character, preference for sustainable outcome, highlighted importance of tree cover, opportunities to reflect local heritage.
- **Public benefit:** Benefits should be for new, existing and wider community.

The Engagement Outcomes Report prepared by Gyde Consulting (Appendix 16) provides a detailed response to each issue raised by the stakeholders throughout the engagement process. Any future engagement with stakeholders as part of the exhibition process will be considered and incorporated into the design where possible.

Mitigation Measures

- Ongoing communication with Council, relevant NSW Government Agencies, and other key stakeholders be maintained as the project progresses.

7.2.5 SEAR 14 – Trees and Landscaping

SEAR 14 – Trees and Landscaping

SEAR 14 – Trees and Landscaping	Documentation	Sections of the EIS
• Provide a landscape plan, that: ○ details the proposed site planting, including location, number and species of plantings, heights of trees at maturity and proposed canopy coverage (as a percentage of the site area). ○ provides evidence that opportunities to retain significant trees have been explored and/or inform the plan. • If the proposal involves impacts to trees, provide an Arboricultural Impact assessment that assesses the number, location, condition and significance of trees to be removed and retained including: ○ any existing canopy coverage to be retained on-site. ○ tree root mapping, if the proposal involves significant impacts to tree-protection zones of retained trees identified as being significant	Landscape Plans provided by Oculus (Appendix 10) Landscape Report provided by Oculus (Appendix 11)	Section 2.2.7 Section 4.8 Section 4.10 Section 7.2.5

Standard Assessment

The Landscape Report prepared by Oculus (Appendix 11) defines the landscaping and planting typologies proposed and how it incorporates with the wider precinct. Two key landscaping typologies are proposed: the streetscape / ground floor, and the Level 3 podium.

The ground floor plane includes 338m² (12%) of site tree canopy cover and 295sqm (10.5%) of non-ADG compliant deep soil (less than 6m depth). The proposed tree planting for the streetscape, including 8 trees proposed in the site area, and understorey landscaping schedules are detailed below which detail species and proposed heights at maturity.

Streetscape - Trees

Native

Image	Botanic Name	Common Name	Height	Notes
	Angophora costata	Sydney Red Gum	20m H x 25m W	Beautiful trunk and bark.
	Acacia longifolia	Golden Wattle	8m H x 5m W	Stunning flowers
01	Acacia parramattensis	Parramatta Wattle	12m H x 7m W	Impressive flower displays
02	Backhousia citriodora	Lemon Myrtle	6m H x 4m W	Amazing fragrant foliage
	Backhousia myrtifolia	Cinnamon Myrtle	6m H x 4m W	Dense habit with striking flowers
03	Eucalyptus pilularis	Blackbutt	30m H x 10m W	Beautiful form
	Elaeocarpus reticulatus	Blueberry Ash	8m H x 4m W	Amazing flowers and blue berries
04	Eucalyptus saligna	Sydney Blue Gum	40m H x 12m W	Striking trunk with large impressive habit
	Pittosporum undulatum	Sweet Pittosporum	8m H x 6m W	Sweet smelling flowers
	Tristaniaopsis laurina 'Luscious'	Water Gum 'Luscious'	13m H x 5m W	Striking trunk with dense canopy
06	Waterhousia floribunda	Weeping Lilly Pilly	12m H x 6m W	Bright foliage with weeping habit

Exotic

Image	Botanic Name	Common Name	Height	Notes
05	Ulmus parvifolia	Chinese Elm	12m H x 10m W	European deciduous tree



Streetscape - Understorey

Native Shrubs and Grasses

Image	Botanic Name	Common Name	Height	Notes
	Banksia spinulosa	Hairpin Banksia	2m H x 2m W	Striking black bark and silver foliage.
01	Correa alba	White Correa	1.5m H x 1m W	Beautiful scent and neat form.
	Dianella caerulea	Blue Flax Lilly	0.7m H x 0.5m W	Hardy, neat form and lovely scent and flower.
	Grevillea speciosa	Red Spider Flower	2m H x 0.5m W	Small weeping tree with attractive white bark.
02	Westringia fruticosa	Coastal Rosemary	1.5m H x 1m W	Beautiful trunk and bark.

Exotic Shrubs and Grasses

Image	Botanic Name	Common Name	Height	Notes
05	Beschorneria yuccoides	Mexican Lily	0.8m H x 0.8m W	Architectural form of exotic plant
06	Kalanchoe bracteata	Silver Spoons	0.6m H x 0.6m W	Stunning silver foliage of exotic plant

Native Groundcovers and Climbers

Image	Botanic Name	Common Name	Height	Notes
03	Casuarina glauca 'Cousin It'	Cousin It	0.2m H x 0.4m W	Textural groundcover
	Myoporum parvifolium	Creeping Boobialla	0.1m H x 1m W	Vibrant groundcover
04	Rosemary officinalis prostratus	Blue Lagoon Rosemary	0.3m H x 0.8m W	Fragrant exotic groundcover



As seen below, the Level 3 podium provides 1,100sqm (39%) site tree canopy cover and a variety of 1200mm and 600mm soil areas for a variety of planning opportunities. The landscape plan delivers a variety of amenity spaces in addition to well-designed planting outcomes. The following planting schedules are provided in relation to the Level 3 podium, which includes 34 trees.

Level 03 Podium - Trees

Native

Image	Botanic Name	Common Name	Height	Notes
01	Acacia longifolia	Golden Wattle	5m H x 3m W	Striking flowers
02	Acacia parramattensis	Parramatta Wattle	12m H x 6m W	Beautiful flowers and form
02	Backhousia citriodora	Lemon Myrtle	6m H x 4m W	Amazing fragrant foliage
04	Elaeocarpus reticulatus	Blueberry Ash	5m H x 3m W	Dense tree with bright berries
05	Tristaniaopsis laurina 'Luscious'	Water Gum	8m H x 4m W	Textural bark and shady canopy
06	Pittosporum undulatum	Sweet Pittosporum	12m H x 5m W	Sweet smelling flowers



Level 03 Podium - Understorey

Native Shrubs and Grasses

Image	Botanic Name	Common Name	Height	Notes
01	<i>Banksia spinulosa</i>	Hairpin Banksia	2m H x 2m W	Striking black bark and silver foliage.
	<i>Casuarina glauca</i> 'Cousin It'	Cousin It	0.2m H x 0.4m W	Textural groundcover
02	<i>Correa alba</i>	White Correa	1.5m H x 1m W	Beautiful scent and neat form.
03	<i>Lomandra longifolia</i> 'Tanika'	Tanika	0.7m H x 0.5m W	Hardy and dense grass
04	<i>Westringia fruticosa</i>	Coastal Rosemary	1.5m H x 1m W	Beautiful trunk and bark.

Exotic Shrubs and Grasses

Image	Botanic Name	Common Name	Height	Notes
	<i>Beschorneria yuccoides</i>	Mexican Lily	0.8m H x 0.8m W	Architectural form of exotic plant
	<i>Kalanchoe bracteata</i>	Silver Spoons	0.6m H x 0.6m W	Stunning silver foliage of exotic plant

Native Groundcovers and Climbers

Image	Botanic Name	Common Name	Height	Notes
05	<i>Carpobrotus glaucescens</i>	Pigface	0.1m H x 0.5m W	Striking pink flowers
	<i>Casuarina glauca</i> 'Cousin It'	Cousin It	0.2m H x 0.4m W	Textural groundcover
	<i>Rosemary officinalis prostratus</i>	Blue Lagoon Rosemary	0.3m H x 0.8m W	Fragrant exotic groundcover
06	<i>Hardenbergia violacea</i>	Purple Coral Pea	3m H x 1m W	Amazing Purple flowers



Figure 46 Podium Planting Schedule (Source: Oculus)

The site is entirely cleared and as such no significant trees can be retained and the proposed works does not include the removal or impact to any trees. No Arboricultural Impact Assessment is required. In addition, no existing canopy coverage exists over the site and therefore the proposed canopy coverage of 12% and 39% provides a significant increase in the site condition.

A mitigation under SEAR 9 – Transport requires the development of additional landscaping within the identified easement under Appendix 10 prior to receiving an Occupation Certificate. This will ensure sufficient landscaping and accessibility surrounding the site.

Mitigation Measures

None required.

7.2.6 SEAR 15 – Ecologically Sustainable Development (ESD)

Table 33. SEAR 15 - Ecologically Sustainable Development (ESD)

SEAR 15 – Ecologically Sustainable Development (ESD)	Documentation	Sections of the EIS
- Identify how ESD principles (as defined in section 193 of the EP&A Regulation) are incorporated in the design and ongoing operation of the development. - Where relevant, provide an assessment of the development against the standards for non-residential development set out in Chapter 3 of State Environmental Planning Policy (Sustainable Buildings) 2022.	Sustainability Assessment Report prepared by IGS (Appendix 33) BASIX Certificate prepared by IGS (Appendix 34)	Section 4.15 Section 7.2.6

Standard assessment

A Sustainability Assessment Report has been prepared by IGS (Appendix 33), ensuring that the principles of ESD have been incorporated as an integral consideration for the proposal.

The sustainability targets for the development will be achieved in an integrated and staged approach through minimising the need for energy consumption (via passive measures) and then consumption optimisation (energy efficiency) and use of renewable resources where required.

The initiatives set out in the Sustainability Assessment Report demonstrate a wide range of measures which will result in high levels of environmental performance and also improvement of occupants' health, productivity, comfort, and satisfaction.

The proposal is targeting a Green Star Rating utilising the Green Building Council of Australia's (GBCA) Buildings V1.

Key ESD features considered in the design of the proposal include:

- Optimising the size of the mechanical plant to ensure the plant is working at its peak efficiency and minimise the capital cost of the plant.
- Having high efficiency lighting and air conditioning equipment will reduce the energy consumption of the buildings.
- Variable Speed Drives (VSD) controls the speed of pumps, fans, and other mechanical plant to ensure that they are only using as much power as it is needed.
- Commissioning of all services equipment to ensure their correct operation.
- A high-performance façade will limit the heat entering the buildings, reducing air conditioning system sizes and the energy use over the year.
- A mixed mode approach allowing the buildings to be naturally ventilated when outdoor conditions are suitable allowing significant energy reduction by not requiring the air conditioning system to operate at all times.
- Emission reductions and material optimisation.
- Maximise use of non-toxic building materials.
- Maximise use of materials that are recyclable.
- Minimise Waste in Construction.
- Minimise Waste in Operation.
- Renewable Energy generation – Solar PV & Heat Pump technology.

The development will meet and outperform the following regulatory sustainability requirements:

- Standard Secretary's Environmental Assessment Requirements (SEARs) – ESD requirements
- NCC Section J – Energy Efficiency
- BASIX – Energy, Water and Thermal Comfort

Dwellings within the development have been assessed in terms of their passive energy design using the BASIX Thermal Comfort protocol. They have also been assessed in terms of their ability to conserve water and also to minimise energy consumption via appliances and hot water etc.

With the recommendations provided in the BASIX certificate, the development meets and exceeds the minimum requirements for all the following areas water efficiency, energy efficiency, and thermal comfort.

This development achieves the following targets:

- Water Efficiency: 50% reduction (minimum requirements under BASIX: 40%).
- Energy Efficiency: 76% reduction (minimum requirements under BASIX: 63%).
- Thermal Comfort: Will pass the thermal performance requirements under BASIX.

Refer to Appendix 34.

Mitigation Measures

None required.

7.2.7 SEAR 16 – Biodiversity

Table 34. SEAR 16 – Biodiversity

SEAR 16 - Biodiversity	Documentation	Sections of the EIS
- Unless a waiver has been granted, provide a Biodiversity Development Assessment Report (BDAR) that assesses any biodiversity impacts associated with the development in accordance with the Biodiversity Conservation Act 2016 and the Biodiversity Assessment Method 2020. - OR - If the development is on biodiversity certified land, provide information to identify the site (using associated mapping) and demonstrate the proposed development is consistent with the relevant biodiversity measure conferred by the biodiversity certification.	BDAR Waiver prepared by First Field Environmental (Appendix 15)	Section 2.2.7 Section 7.2.7

Standard Assessment

The subject site has been previously subject to industrial use and extensive clearing and therefore includes no vegetation. With the exception of Frank Channon Walk, which is a fabricated and undeveloped landscape, the site is entirely cleared.

Current vegetation is limited to exotic landscaping, small areas of recent native plantings around the heritage-listed Mowbray House and along the eastern boundary, and scattered priority weed species.

First Field Environmental makes the following assessment in the BDAR Waiver Request (Appendix 15):

- The site is isolated within a dense urban matrix and is not linked to any mapped habitat corridors or ecological linkages. Vegetation connectivity is absent, and the proposal does not intersect any contiguous wildlife pathways.
- The site contains no mapped PCTs, and no ecological features of significance. A review of BioNet Atlas records, along with on-site inspections, confirmed the absence of threatened species, TECs, and suitable habitat.
- The site is not subject to the Biodiversity Offset Scheme entry triggers under Clause 7.1 of the Biodiversity Conservation Regulation 2017 (BC Regulation) on the basis of mapped Biodiversity Values (BV) land.
- Given the absence of native canopy, midstorey, or groundcover layers, and the dominance of planted and exotic vegetation, the vegetation integrity within the site is considered low.

The BDAR Waiver (Appendix 40) confirms is not likely to have any significant impact on biodiversity values and that a BDAR is therefore not required to accompany any application for development consent or infrastructure approval for the proposed development.

A BDAR Waiver is considered suitable in accordance with the requirements of the *Biodiversity Conservation Act 2016* and *Biodiversity Conservation Regulation 2017*.

Mitigation Measures:

- During construction, control and removal of priority weeds in accordance with the *Biosecurity Act 2015*.
- During construction, adopt best-practice stormwater management to prevent sedimentation or offsite runoff.
- Install native vegetation and green infrastructure as part of the development's landscaping strategy to enhance urban biodiversity.

7.2.8 SEAR 20 – Bush Fire Risk

Table 35. SEAR 20 – Bush Fire Risk

SEAR 20 – Bush Fire Risk	Documentation	Sections of the EIS
If the development is on mapped bush fire prone land, or a bush/grass fire threat is identified on or adjoining the site, provide a bush fire assessment that details proposed bush fire protection measures and demonstrates compliance with Planning for Bush Fire Protection.	Addressed in EIS	Section 2.2.11 Section 7.2.8

Standard Assessment

The site has been cleared subject to previous uses on site with the exception of the minor vegetation around Mowbray House and landscaping associated with Frank Channon Walk. The site therefore does not include any dense vegetation that would increase hazard risk in case of a bush fire and is located within a developed urban area. The nearest mapped bush fire hazard is located over 550m away from the site. As such, the site does not include any bushfire prone land. A Bush Fire Assessment is not considered necessary to support this application.

Mitigation Measures

None required.

7.2.9 SEAR 21 – Aboriginal Cultural Heritage

Table 36. SEAR 21 – Aboriginal Cultural Heritage

SEAR 21 – Aboriginal Cultural Heritage	Documentation	Sections of the EIS
- Where there is known, or reasonably likely, to be Aboriginal cultural heritage on or near the site demonstrate that impacts have been adequately investigated and assessed by: - Identifying that an appropriate prior planning process has already considered these impacts, e.g. a rezoning or development application, or - Providing an initial assessment of the potential impacts. - If potential impacts are significant, provide an Aboriginal Cultural Heritage Assessment Report (ACHAR) which: - Identifies, describes and assesses any impacts to Aboriginal cultural heritage sites or values associated with the site. - Is prepared in accordance with relevant guidelines.	Aboriginal Cultural Heritage Advice prepared by Kelleher Nightingale (Appendix 22)	Section 2.2.8 Section 4.9 Section 7.2.9

Standard Assessment

The proposed development area has previously been subject to detailed and comprehensive Aboriginal archaeological and heritage assessment as part of the Sydney Metro application and approval (SSI-7400).

The site is highly disturbed as it has been previously subject to significant industrial uses and associated soil disturbance. The Aboriginal Cultural Heritage Advice prepared by Kelleher Nightingale (Appendix 22) confirms that due to the previous uses the natural landform was likely to have either been removed for the cutting or built over for the embankment and viaduct structure. Appendix 22 details that a large hardstand car park was previously located over the site, and that minor surface disturbance associated with building, road

construction and removal of structures was likely to have had a significant impact or result in the removal of natural context in the soil below.

Kelleher Nightingale confirm that no Aboriginal objects, archaeological sites or areas of archaeological potential were identified and that the closest previously recorded site to the proposed development area was AHIMS site 45-6-2938, a surface artefact(s) site recorded adjacent to the rail corridor two kilometres to the south.

The advice states that, due to the previous uses, any Aboriginal deposits which once existed on site are likely to have been destroyed and that no areas of archaeological potential were identified within the Sydney Metro C2S area of works or the current proposed development site. Similarly, no subsurface archaeological potential was identified for the site and no known, potential or intangible cultural heritage values were identified, based on the level of past impacts.

No areas of Aboriginal cultural attachment or intangible cultural heritage values were identified.

The letter confirms that an Aboriginal Cultural Heritage Assessment Report is not considered necessary to support this application.

Mitigation Measures

None required.

7.2.10 SEAR 23 – Public Space

Table 37. SEAR 23 – Public Space

SEAR 23 – Public Space	Documentation	Sections of the EIS
- If public space is proposed as part of the development, demonstrate how the development: - maximises the amount, access to and quality of public spaces (including open space, public facilities and streets/plazas within and surrounding the site), reflecting relevant design guidelines and advice from the local council and the Department. - provides accessible public space. - maximises permeability and connectivity. - maximises the amenity of public spaces in line with their intended use, such as through adequate facilities, solar access, shade and wind protection. - maximises street activation. - minimises potential vehicle, bicycle and pedestrian conflicts.	Addressed in EIS	Section 7.2.10

Standard Assessment

Public space is not proposed as part of the proposed development and therefore, a public space plan has not been provided as required under Item 23 of the SEARs.

The principles of CPTED have been incorporated into the design to ensure that the surrounding open space and future public domain is supported by passive surveillance and encourages a responsible private / public domain relationship. The CPTED report prepared by Gyde Consulting is provided at Appendix 32

Mitigation Measures

None required.

7.2.11 SEAR 24 – Hazards and Risks

Table 38. SEAR 24 – Hazards and Risks

SEAR 24 – Hazards and Risks	Documentation	Sections of the EIS
- If the development is affected by above ground dangerous goods storages from the surrounding developments and/or underground high-pressure dangerous goods pipelines in the vicinity of proposal location: - Report on any consultation outcomes with operators. - Consider whether the development would cause these storages non-compliance with Australian Standards. - Where applicable, provide a Hazard Analysis in line with relevant guidelines and planning circular.	Addressed in EIS	Section 2.2 Section 7.1.14

Standard Assessment

The site is surrounded by medium density residential uses to the north and west which does not pose a hazard or risk to the future proposed development. No dangerous good storages exist on or around the site, as such a Hazard Analysis is not considered necessary.

Based on publicly available data associated with the NSW Planning Portal, the site is not identified as near High Pressure Pipelines that are licensed under the *Pipeline Act 1967*. As such it is considered that there is no risk associated with underground high-pressure dangerous goods pipelines in the vicinity of proposal location.

The proposed development does not relate to the storage of dangerous goods, nor is it in proximity to High Pressure Pipelines.

Mitigation Measures:

None required.

7.3 Overall Mitigation Measures

The overall mitigation measures can be found in Appendix 3.

7.4 Cumulative Impact Assessment

7.4.1 CIA guidelines

The Department's Cumulative Impact Assessment Guidelines for State Significant Projects (October 2022), specify the process and practices to be followed in preparing a cumulative impact assessment. The key steps in CIA are as follows.

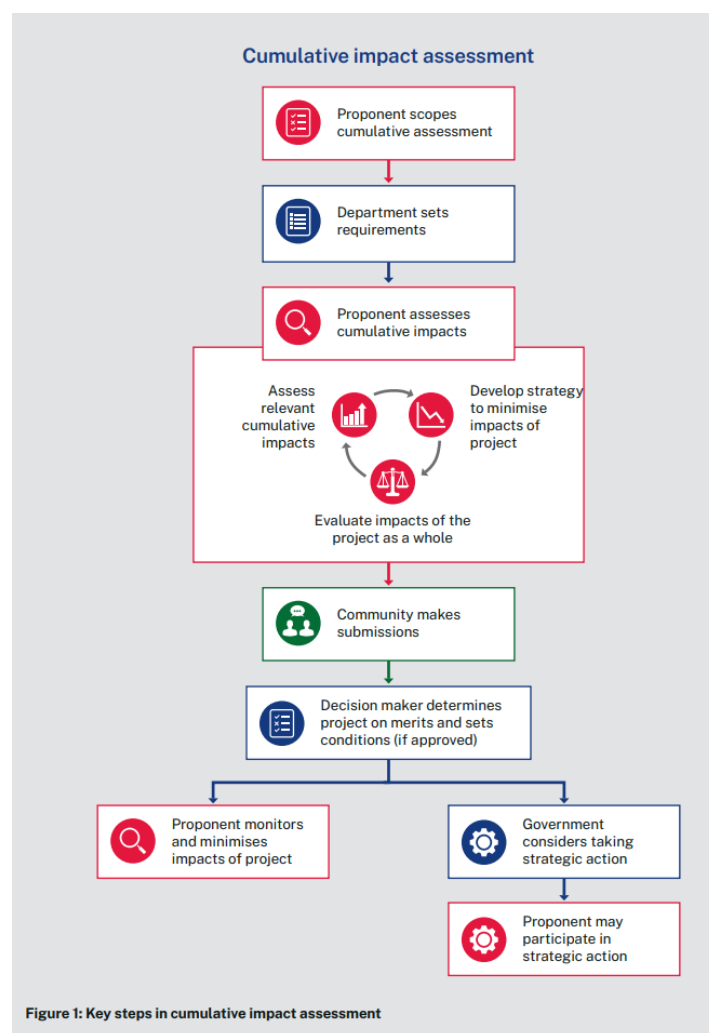


Figure 47 Cumulative impact assessment process (the Department)

7.4.2 Relevant future projects for CIA

The Guidelines identify that the purpose of issue-specific CIA and combined CIA is to further build on the technical EIS assessments by considering the cumulative impacts of the proposed project on key matters when other future proposed projects are included in the assessment.

It is recognised that some applications are duplicates where the proponent has applied for a HDA approval pathway over the same site in place of the original application, these duplicates have been identified in blue.

Table 39. Cumulative Impact Assessment

Future Project	Approx. Distance to site	Project status / likely overlap with project	Potential cumulative impact consideration (i.e. traffic, access, noise) and stage (construction and operation)	Required Mitigation Measures
DA-2023/256 – 629-639 Pacific Highway, Chatswood— 27 storey mixed use development	30m	Approved in August 2025 It is likely there may be some overlap of construction period.	It is likely there will be an overlap in construction periods. Due to the proximity of the site, there is potential for an increase in construction related impacts however these will be mitigated sufficiently by both projects. This will be of a temporary nature only. An increase in traffic along Pacific	Any mitigation measures will be consistent with those stated in the TIA and CTMP as all construction will occur during normal hours proposed.

			Highway is expected, however, has the capacity for both construction and future resident vehicles. The cumulative visual impact of a singular development is lessened as the creating new character for the precinct is established as per the Chatswood CBD strategy.	Any mitigations regarding visual impact are included within the VIA.
DA-2023/237 – 9-11 Nelson Street, Chatswood –27 storey mixed use development	80m	Lodged, in progress. If approved, there is a potential for an overlap of construction period.	Due to the proximity of the site, there is potential for an increase in construction related impacts however these will be mitigated sufficiently by both projects. An increase in traffic along Pacific Highway is expected, however, has the capacity for both construction and future resident vehicles.	Any mitigation measures will be consistent with those stated in the TIA and CTMP as all construction will occur during normal hours proposed. There are no ongoing mitigations measures required.
DA-2023/170– 5-9 Gordon Avenue, Chatswood– 27 storey shop top housing	130m	Approved.	Subject to the HDA pathway, this application and approval is no longer relevant. As the HDA application has been approved, comments apply as below.	As the HDA application approved, comments apply as below.
SSD-74439970 – 5-9 Gordon Avenue, Chatswood– 35 storey shop top housing development incorporating in-fill affordable housing	130m	Approved – November 2025	It is likely there will be an overlap in construction periods. Due to the proximity of the site, there is potential for an increase in construction related impacts however these will be mitigated sufficiently by both projects. This will be of a temporary nature only. An increase in traffic along Pacific Highway is expected, however, has the capacity for both construction and future resident vehicles. The cumulative visual impact of a singular development is lessened as the creating new character for the precinct is established as per the Chatswood CBD strategy.	Any mitigation measures will be consistent with those stated in the TIA and CTMP as all construction will occur during normal hours proposed. Any mitigations regarding visual impact are included within the VIA.
SSD-77127711 - 691-699 Pacific Highway, Chatswood –34 storey mixed-use development with shop-top housing and in-fill affordable housing	290m	Exhibition If approved, there is a potential for an overlap of construction period.	It is likely there will be an overlap in construction periods. Due to the proximity of the site, there is potential for an increase in construction related impacts however these will be mitigated sufficiently by both projects. This will be of a temporary nature only. An increase in traffic along Pacific Highway is expected, however, has the capacity for both construction and future resident vehicles. The cumulative visual impact of a singular development is lessened as the creating new character for	Any mitigation measures will be consistent with those stated in the TIA and CTMP as all construction will occur during normal hours proposed. Any mitigations regarding visual impact are included within the VIA.

			the precinct is established as per the Chatswood CBD strategy.	
SSD-76555711 – 3-5 Help Street, Chatswood –35 storey mixed use development	900m	Exhibition If approved, there is a potential for an overlap of construction period.	The site is located such a distance away that cumulative impacts are unlikely. However, with the use of Pacific Highway indirect construction traffic and noise may occur, should construction occur at the same time. It will be of a temporary nature only. It is not anticipated ongoing cumulative impacts will occur	Any mitigation measures will be consistent with those stated in the TIA and CTMP as all construction will occur during normal hours proposed. There are no ongoing mitigations measures required.
SSD-73277714 – 37 Archer Street, Chatswood –28 storey mixed use development with infill affordable housing	800m	Exhibition If approved, there is a potential for an overlap of construction period.	Indirect construction traffic and noise, should construction occur at the same time. It will be of a temporary nature only. It is not anticipated ongoing cumulative impacts will occur.	Any mitigation measures will be consistent with those stated in the TIA and CTMP as all construction will occur during normal hours proposed. There are no ongoing mitigations measures required.
SSD-85024458 – 65 Albert Avenue, Chatswood - Mandarin Centre – 46 storey mixed-use development	570m	Preparing EIS If approved, there is a potential for an overlap of construction period.	Indirect construction traffic and noise, should construction occur at the same time. It will be of a temporary nature only. It is not anticipated ongoing cumulative impacts will occur.	Any mitigation measures will be consistent with those stated in the TIA and CTMP as all construction will occur during normal hours proposed. There are no ongoing mitigations measures required.
SSD-75408008 – 44-52 Anderson Street, Chatswood – 33 storey shop-top housing development with infill affordable housing	1.1km	Response to Submissions If approved, there is a potential for an overlap of construction period.	The site is located such a distance away that cumulative impacts are unlikely. However, with the use of Pacific Highway indirect construction traffic and noise may occur, should construction occur at the same time. It will be of a temporary nature only. It is not anticipated ongoing cumulative impacts will occur	Any mitigation measures will be consistent with those stated in the TIA and CTMP as all construction will occur during normal hours proposed. There are no ongoing mitigations measures required.
SSD-75116211 – 51-55 Archer Street, Chatswood – 35 storey mixed use shop top housing development including infill affordable housing	850m	Preparing EIS If approved, there is a potential for an overlap of construction period.	Indirect construction traffic and noise, should construction occur at the same time. It will be of a temporary nature only. It is not anticipated ongoing cumulative impacts will occur.	Any mitigation measures will be consistent with those stated in the TIA and CTMP as all construction will occur during normal hours proposed. There are no ongoing mitigations measures required.
SSD-78520463 – 54-56 Anderson Street, Chatswood – 32 storey mixed used development with infill affordable housing	1.2km	Response to Submissions If approved, there is a potential for an overlap of construction period.	The site is located such a distance away that cumulative impacts are unlikely. However, with the use of Pacific Highway indirect construction traffic and noise may occur, should construction occur at the same time. It will be of a temporary nature only.	Any mitigation measures will be consistent with those stated in the TIA and CTMP as all construction will occur during normal hours proposed.

			It is not anticipated ongoing cumulative impacts will occur	There are no ongoing mitigations measures required.
SSD-63324208 – 410-416 Victoria Avenue, Chatswood – 46 storey build-to-rent development with ground and first floor retail premises	725m	Approved, March 2026	Indirect construction traffic and noise, should construction occur at the same time. It will be of a temporary nature only. It is not anticipated ongoing cumulative impacts will occur.	Any mitigation measures will be consistent with those stated in the TIA and CTMP as all construction will occur during normal hours proposed. There are no ongoing mitigations measures required.
SSD-87033962 – 815 Pacific Highway, Chatswood – 61 storey mixed-use building, comprising 506 apartments, including 100 affordable housing units, commercial and retail uses	850m	Scoping submitted If approved, there is a potential for an overlap of construction period.	Indirect construction traffic and noise, should construction occur at the same time. It will be of a temporary nature only. It is not anticipated ongoing cumulative impacts will occur.	Any mitigation measures will be consistent with those stated in the TIA and CTMP as all construction will occur during normal hours proposed. There are no ongoing mitigations measures required.
SSD-73505961 – 613-627 Pacific Highway, Chatswood – 36 storey mixed use development with 15% infill affordable housing	850m	Preparing EIS If approved, there is a potential for an overlap of construction period.	Indirect construction traffic and noise, should construction occur at the same time. It will be of a temporary nature only. It is not anticipated ongoing cumulative impacts will occur.	Any mitigation measures will be consistent with those stated in the TIA and CTMP as all construction will occur during normal hours proposed. There are no ongoing mitigations measures required.
SSD-72891212 – 57-61 Archer St & 34 Albert Ave, Chatswood – 113m mixed use development with infill affordable housing	850m	Response to submissions If approved, there is a potential for an overlap of construction period.	Indirect construction traffic and noise, should construction occur at the same time. It will be of a temporary nature only. It is not anticipated ongoing cumulative impacts will occur.	Any mitigation measures will be consistent with those stated in the TIA and CTMP as all construction will occur during normal hours proposed. There are no ongoing mitigations measures required.
SSD-74319707 – 849, 853 and 859 Pacific Highway, and 2 and 8 Wilson Street– 36 storey mixed use development	1.15km	Response to submissions	Subject to the outcomes of the HDA pathway, this application may not be relevant. If approved, comments apply as below.	Subject to the outcomes of the HDA pathway, this application may not be relevant. If approved, comments apply as below.
SSD-93776214– 849, 853 and 859 Pacific Highway, and 2 and 8 Wilson Street– 2 x 46 storey mixed use development	1.15km	Successful HDA EOI If approved, there is a potential for an overlap of construction period.	If approved, the site is located such a distance away that cumulative impacts are unlikely. However, with the use of Pacific Highway indirect construction traffic and noise may occur, should construction occur at the same time. It will be of a temporary nature only. It is not anticipated ongoing cumulative impacts will occur	Any mitigation measures will be consistent with those stated in the TIA and CTMP as all construction will occur during normal hours proposed. There are no ongoing mitigations measures required.

SSD-59805958 – 763-769 Pacific Highway, Chatswood –Construction of 198 BTR units within a 27 storey shop-top housing development	500m	Approved If approved, there is a potential for an overlap of construction period.	Indirect construction traffic and noise, should construction occur at the same time. It will be of a temporary nature only. It is not anticipated ongoing cumulative impacts will occur.	Any mitigation measures will be consistent with those stated in the TIA and CTMP as all construction will occur during normal hours proposed. There are no ongoing mitigations measures required.
SSD-74670720 – 38-42 Anderson, 3 McIntosh and 2 Day Streets, Chatswood – 23-33 storey towers including mixed use development with infill affordable housing	1km	Response to Submissions If approved, there is a potential for an overlap of construction period.	Indirect construction traffic and noise, should construction occur at the same time. It will be of a temporary nature only. It is not anticipated ongoing cumulative impacts will occur.	Any mitigation measures will be consistent with those stated in the TIA and CTMP as all construction will occur during normal hours proposed. There are no ongoing mitigations measures required.
HDA – 754 Pacific Highway, Chatswood – 21 storey mixed use development including seniors living for independent living units.	950m	Successful HDA EOI If approved, there is a potential for an overlap of construction period.	The site is located such a distance away that cumulative impacts are unlikely. However, with the use of Pacific Highway indirect construction traffic and noise may occur, should construction occur at the same time. It will be of a temporary nature only. It is not anticipated ongoing cumulative impacts will occur	Any mitigation measures will be consistent with those stated in the TIA and CTMP as all construction will occur during normal hours proposed. There are no ongoing mitigations measures required.
SSD-61559214– 845 Pacific Highway, Chatswood – Mixed-use build-to-rent development comprising of 369 dwellings.	1km	Preparing EIS If approved, there is a potential for an overlap of construction period.	Subject to the outcomes of the HDA pathway, this application may not be relevant. If approved, comments apply as below.	Subject to the outcomes of the HDA pathway, this application may not be relevant. If approved, comments apply as below.
HDA - SSD-96776964 – 845 Pacific Highway, Chatswood – Construction of 56 storey shop top housing development containing approximately 500 dwellings (inc. 15% affordable housing)	1km	Successful HDA EOI If approved, there is a potential for an overlap of construction period.	If approved, the site is located such a distance away that cumulative impacts are unlikely. However, with the use of Pacific Highway indirect construction traffic and noise may occur, should construction occur at the same time. It will be of a temporary nature only. It is not anticipated ongoing cumulative impacts will occur	Any mitigation measures will be consistent with those stated in the TIA and CTMP as all construction will occur during normal hours proposed. There are no ongoing mitigations measures required.
HDA - SSD-104279961 – 1A-29 Bowen Street and 12-18 Moriarty Road, Chatswood – Preparing EIS - Residential flat building (102 dwellings) communal open space, landscaping and 4% affordable housing.	150m	Successful HDA EOI – EIS Preparation If approved, there is a potential for an overlap of construction period.	If approved, the proposal is of a minor scale and located on the other side of Pacific Highway, as such cumulative impacts are unlikely. However, with the use of Pacific Highway indirect construction traffic and noise may occur, should construction occur at the same time. It will be of a temporary nature only. It is not anticipated ongoing cumulative impacts will occur.	Any mitigation measures will be consistent with those stated in the TIA and CTMP as all construction will occur during normal hours proposed. There are no ongoing mitigations measures required.

HDA 290324 - 35 Albert Avenue, Chatswood - 100 apartments, including 10% affordable housing, above ground level retail.	800m	Declared by HDA If approved, there is a potential for an overlap of construction period.	The site is located such a distance away that cumulative impacts are unlikely. It is not anticipated ongoing cumulative impacts will occur.	There are no ongoing mitigations measures required.
HDA 290317 - 56 Archer Street, 66-70 Archer Street, 1 Spring Street, 3-9 Spring Street, 11 Spring Street, 13 Spring Street, Chatswood - 4 buildings, 760 apartments including 10% affordable housing, 14,000sqm of commercial/ retail space, through site links and 3,600 sqm open space	850m	Declared by HAD If approved, there is a potential for an overlap of construction period.	The site is located such a distance away that cumulative impacts are unlikely. It is not anticipated ongoing cumulative impacts will occur.	There are no ongoing mitigations measures required.
HDA 300947 – 345 Victoria Avenue, 12-14 Malvern Avenue and 5-7 Havilah Street, Chatswood – Successful HAD EOI - Construction of two buildings up to 162m comprising a total of 470 dwellings, including 10% affordable housing for 15 years, through site access to Chatswood Chase	1.2km	Declared by HAD If approved, there is a potential for an overlap of construction period.	The site is located such a distance away that cumulative impacts are unlikely. It is not anticipated ongoing cumulative impacts will occur.	There are no ongoing mitigations measures required.
HDA 306303 – 72 Archer Street, Chatswood – Successful HDA EOI - 186 apartments including 10% affordable housing for 15 years, one 49 storey tower, two levels of commercial use	900m	Declared by HAD If approved, there is a potential for an overlap of construction period.	The site is located such a distance away that cumulative impacts are unlikely. It is not anticipated ongoing cumulative impacts will occur.	There are no ongoing mitigations measures required.
HDA 290658 – 701-705 and 745 Pacific Highway, Chatswood - Successful HDA EOI - 41 storey mixed-use development comprising 140 apartments and 10% affordable housing	400m	Declared by HAD If approved, there is a potential for an overlap of construction period.	Due to the proximity of the site, there is potential for an increase in construction related impacts however these will be mitigated sufficiently by both projects. This will be of a temporary nature only. An increase in traffic along Pacific Highway is expected, however, has the capacity for both construction and future resident vehicles. It is not anticipated ongoing cumulative impacts will occur.	There are no ongoing mitigations measures required.

In understanding the cumulative impacts of growth within the Chatswood CBD, it is important to consider both the individual effects of new developments and the broader trend of urban transformation currently underway. It is noted that as above a significant number of major projects in the pipeline aimed at delivering additional housing and commercial space within the centre, however the approval and delivery of all identified projects cannot be guaranteed. Despite this, the number and nature of existing applications in the Chatswood CBD is representative of the strategic position and gradual and deliberate shift towards a higher-density, mixed-use environment.

This emerging local character will result in a pattern of taller buildings, bulk, and density more consistent with its role as a strategic centre. The proposed development responds appropriately to this changing context and

the proposed addition to this character is considered in the VIA prepared by Colliers (Appendix 20) have considered the evolving height plane and character of the CBD, confirming that the proposed building will integrate harmoniously with its surroundings rather than present an adverse or disconnected element.

This shift in density has been considered in the analysis and recommendations within the TIA prepared by SCT (Appendix 28), which has informed the outcome on site and ensured this application has sufficiently considered the wider impacts of the proposal. Importantly, the site's central location and proximity to high-frequency public transport services, in both Chatswood and Artarmon, ensures that the proposed scheme will contribute positively to public transport usage and support a sustainable mode shift away from private car dependence.

The proposal aligns with the broader strategic vision for the Chatswood CBD, which anticipates continued growth, intensification, and a more dynamic urban character. In this context, the new high-rise development does not represent an adverse impact but rather a well-considered and complementary addition to the evolving strategic centre.

8. Justification of the Project

8.1 Proposed design

Having regard to the environmental, economic and social considerations, the project is justified for the following reasons:

- The proposal is in a highly accessible and well-serviced area being within 650 metres of both Chatswood and Artarmon Railway Stations, the local centre, bus stops, local schools and other services.
- The proposal is permissible with development consent under WLEP 2012 and Chapter 4 of the Housing SEPP.
- The proposal has been carefully designed to provide a contextual response to its setting and delivering contemporary and high-quality residential apartments.
- The proposal will deliver 180 subsidised rental units for a minimum of 15-years, delivering much needed, high-quality rental housing in a well-located area to meet the needs of families and key workers who are an integral part of the Willoughby community.
- The proposal aligns with the State Government's strategic approach to TOD by placing high quality residential units within an accessible location to both Chatswood and Artarmon Railway Stations.
- The proposed development is a direct response to the strategic vision and objectives for the delivery of additional housing supply, stated in such documents as the National Housing Accord 2022, Housing 2041, and Willoughby Housing Strategy.
- The proposed development is a high-quality urban design outcome that will contribute to a safe, secure and active environment.
- The proposed development will facilitate the delivery of a high level of quality communal open space and resident amenity areas, which greatly improves the landscape offering of the site from that of existing.
- The assessment of the proposal has demonstrated that the development will not result in any unreasonable environmental impacts that cannot be appropriately managed consistent with the relevant planning controls for the site.

8.2 Consistency with strategic context

The project demonstrates strong strategic merit by aligning with several key regional and local plans. It supports the National Housing Accord by contributing to the goal of constructing 1 million homes in prime locations, offering a contemporary housing model that promotes proximity to work and amenities. The development is strategically located approximately 650 metres from both Chatswood and Artarmon Railway Station, leveraging excellent public transport connections as identified in the Future Transport 2056 Strategy.

8.3 Consistency with statutory context

An assessment of the proposal against the statutory planning context is provided in Section 5 of this EIS and Appendix 2. The proposal is consistent with the objects of the Act, Chapter 2 of the Housing SEPP and relevant WLEP 2012 controls. The proposal is deemed as state significant development under Schedule 1 of the Planning Systems SEPP. The proposal is permissible with development consent under cl.2.3 of the WLEP 2012, subject to the approval of the concurrent Rezoning Proposal (Appendix 41).

8.4 Stakeholder and community views

- Prior to lodgement, key stakeholders were consulted, and their feedback has been considered and design changes made to propose a superior outcome for the development, see section 6.1 and 6.6 of

this EIS and the Engagement Outcomes Report prepared by Gyde Consulting, specifically Section 6. (Appendix 16)

- The proposal responds to community views in that:
 - Inclusion of First Nation's design principles.
 - Pedestrian amenity has been prioritised with vehicular access from one point off Nelson Street. The BTR building has a number of pedestrian access points around its perimeter for residents and visitors. These link to cycle and walkways, focusing on the use of public transport to reach nearby destinations.
 - Height and scale – the building design has taken into account visual impact, overshadowing and solar access. Generous setbacks and slender tower form allows for minimal overshadowing and reduced visual impacts. The BTR building will nestle into the skyline of the surrounding developments (both existing and approved), as Chatswood CBD emerges.
 - Parking and traffic – the parking provided complies with the Housing SEPP, to ensure generation of additional trips is minimised. The TIA concludes the BTR will create a negligible network impact.
 - Landscaping (within the building and adjoining the building) includes native planting that support urban biodiversity, interactive and educational opportunities.
 - Provision of diversity in housing with a mixture of studio, one, two and three bedroom apartments.
 - Affordability – the BTR project is specifically designed to provide housing for essential workers. The proximity to local businesses and public transport enables tenants to live locally and maintain connections. Landcom will remain the owner of the build-to-rent properties which will be managed by a suitable operator.
 - Public Benefit – the BTR provides increase in local housing diversity and choice and security to tenants in a location close to public transport, facilities and local communities.
- Engagement with the community and response to relevant agencies will continue/occur post submission.

8.5 Likely impacts of the development

The EIS has demonstrated that the proposal will have an overall positive environmental, social and economic impact.

- The scale and nature of the economic, social and environmental impacts of the development have been assessed, on balance, to be either negligible, minor or manageable through mitigation measures.
- The proposal will result in positive economic outcomes in providing 88 jobs during construction and 15 during operation.
- The proposal will deliver a positive social outcome in providing 180 subsidised rental dwellings for key workers.
- The proposed density and intensification of the residential land use by the proposal is consistent with that envisaged under the Willoughby LSPS and Chatswood CBD Planning and Urban Design Strategy 2036. The amenity impacts that arise as a result of the proposal are managed either via design measures as discussed in this EIS and illustrated in the accompanying documentation or are managed via residual mitigation measures as set out herein.
- Cumulative impacts that arise as a result of the development have been considered, assessed, and adequately mitigated as part of the supporting consultant reports.

8.6 Mitigation actions and compliance

Mitigation measures have been included in section 7 of this EIS and Appendix 3. These relate to common and known residual impacts that cannot be mitigated during design at this stage.

8.7 Site suitability

The proposed development is suitable for the site as:

- **The site has been remediated to a level suitable** for the proposed residential land use.
- **The site is not affected by any policy that restricts development** because of any environmental restrictions that cannot be suitably managed or mitigated against.
- **The proposed development will complement the character of the surrounding local area** as it continues to evolve. The scale and form of the proposed development is in keeping with the envisaged character of development within the surrounding Chatswood CBD Precinct.
- **The proposed development appropriately responds to the site characteristics**, including in relation to historic values, traffic operation, and the character profile of the local area.
- **The site is well-serviced by a range of high-frequency public transport options and amenities** within both the Chatswood and Artarmon local centres, and benefits from the amenity associated with both localities. The proposed development will introduce the Build-to-Rent residential typology in a highly accessible and high amenity location.
- **The proposed development will deliver a sustainable design** outcome for the site.

The site is suitable as the proposed development has been designed to ensure no unreasonable environmental impacts. The project on balance provides a positive development outcome.

8.8 Public interest

The proposal is in the public interest because:

- It is permissible under Clause 2.3 of the WLEP 2012, subject to the approval of the concurrent Rezoning Proposal, and Chapter 4 of the Housing SEPP.
- It is consistent with the aims and objectives of WLEP 2012, as relevant.
- It delivers on the desired outcomes of the Willoughby LSPS and Chatswood CBD Planning and Urban Design Strategy 2036, and aligns with the relevant strategic context.
- It has been demonstrated in this EIS and the accompanying documentation that the positive is without any unreasonable environmental impact and will deliver several positive outcomes, including provision of additional housing, including build-to-rent units in a highly accessible and high amenity location.
- The site will provide an economic benefit through the delivery of commercial GFA and ongoing operational job generation.

9. Conclusion

This EIS has been prepared to consider the environmental, social and economic impacts of the proposed 23-storey mixed-use development, including a commercial premises and a residential flat building for the purpose of Build-to-Rent units. This EIS has addressed the issues outlined in the SEARs and has been prepared in accordance with the *Department's State Significant Development Guidelines - Preparing an Environmental Impact Statement*. Appropriate mitigation measures have been identified to manage residual impacts during both construction and operation.

It is evident that the locality is in a state of transition to a higher density environment. The proposal is consistent with the desired future character of the Chatswood CBD Precinct and aligns with the strategic priorities established by the NSW Government.

The proposal directly responds to the need for key worker housing in accessible locations and NSW Government's Essential Worker Build to Rent Program.

Based on the detailed assessment undertaken in this EIS, we conclude that it is in the public interest that consent be granted to the proposal, subject to the implementation of suitable conditions of consent reflecting the mitigation measures in this EIS and Appendix 3.