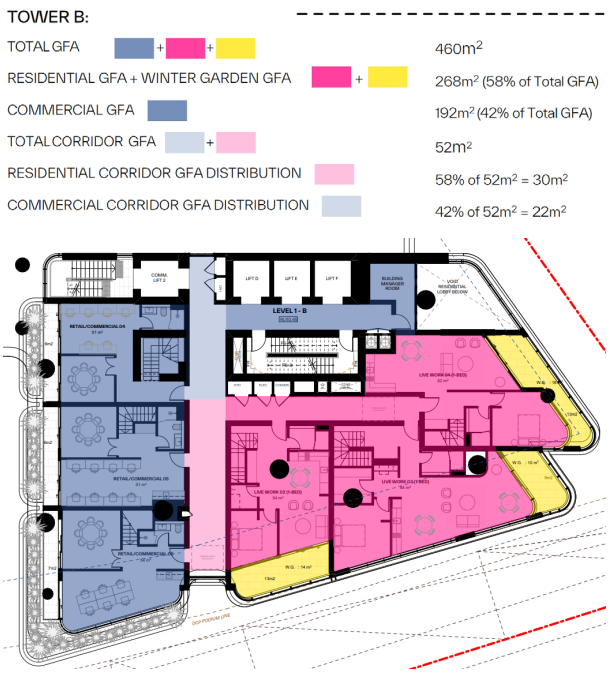
URBIS

Chatswood Grand Residences SSD-74319707 | Response to DPHI Request for Information

DPHI	Comment	Applicant Response
GFA and FSR	*The GFA Summary (Drawing DA001) identifies that 5,841sqm of infill affordable housing GFA is provided, however the Affordable Housing GFA Plan (Drawing DA504) identifies that 5,448 sqm of GFA is provided. Ensure that all GFA figures provided are accurate and consistent.*	As a consequence of minor design updates to address the other matters raised by the Department, the GFA of the proposed development has been updated. As per Drawing DA001 (Rev 05), the project GFA is: ▪ **Total GFA** – 39,014 sqm ▪ **Total commercial GFA** – 4,213 sqm ▪ **Total residential GFA** – 34,801 sqm ▪ **Total infill affordable housing GFA** – 5,852 sqm The GFA figures are accurate and consistent between Drawing DA001 (Rev 05) and Drawing DA504 (Rev 03). Refer revised architectural plans (**RTS Appendix D**). To reflect the minor design updates and minor changes to the project GFA, this submission is supported by: ▪ Revised Clause 4.6 Variation Request (FSR) (**RTS Appendix E**); and ▪ Revised Clause 4.6 Variation Request (Non-Residential FSR) (**RTS Appendix G**).
	Clarify the following matters about land use GFA and update documents as required: ▪ *Building B Level 1 has an area of the corridor identified as residential GFA (in light pink) however this part of the corridor does not provide any access to residential portions of the building. Clarify how commercial / residential apportion has occurred.* ▪ *Stairs to commercial tenancies have been counted toward commercial GFA on most levels. Noting the stairs will be publicly accessible and used by multiple tenancies, considered whether they should be excluded from the definition of GFA.*	The GFA of the corridor in Building B Level 1 has been apportioned based on the % split between the residential and non-residential GFA components of the live work units and the retail / commercial units. This is identified in Drawing DA505 as follows: 

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		The GFA drawings have been amended such that the stairs to the commercial units have been excluded from the calculation of GFA. Refer **Appendix D**.
	In relation to the updated design of the residential corridors: ▪ *provide a cross section plan of the residential corridors and typical detailed elevation (at a smaller scale) of the corridors.* ▪ *discuss the new corridor configuration including (but not limited too) whether the area between the internal wall/door and external façade will be accessible by residents, how the new design allows for acceptable amenity to the corridors as required by the ADG and wind mitigation.*	Drawing DA801 (Rev 01) (*Residential Corridor Concept Details*) in the revised architectural plans (**Appendix E**): ▪ Provides a cross section and detailed elevation of a typical residential corridor (Level 16, Tower A). ▪ Details the new corridor configuration, including the areas between the internal wall / door and external façades for maintenance access to mechanical plant areas (i.e. not accessible by residents). ▪ Describes how the design provides acceptable amenity outcomes for the corridors. Specifically: o Fixed weatherproofed louvres to the facades over ceiling space and internal lobby (above glazed door and sidelight) provide natural ventilation and stair pressurisation relief. o The two-staged louvre profile ensures that adequate wind mitigation is achieved to all levels whilst maintaining weatherproofing. o The glazed doors and windows span the full corridor width to optimise amenity to residents.
	Provide an updated Design Report which considers the new corridor design, live/work apartment changes, GFA changes, building height changes and has an updated ADG assessment.	The Urban Design Report has been revised to describe the design refinements made to the project (**RTS Appendix MM**). In particular, the revisions relate to: ▪ Updated program and description of the live / work units (to align with amendments made during the LEC process for the Regional DA); ▪ Changes to lift lobbies ▪ Updates to the communal open space areas ▪ Updates to the horizontal corridors (breezeways) (to align with amendments made during the LEC process for the Regional DA); ▪ Updates to the overall project GFA (residential, non-residential, and affordable housing GFA) ▪ Updates to the building height; ▪ Updates to the architectural drawings; and ▪ Updated assessment against the ADG (including natural cross ventilation compliance).
	Appendix E – Update Figures 4 and 5 to correct reference the locations of the wintergardens (areas of the façade have been identified as wintergardens when they are not).	Figures 4 and 5 in the Clause 4.6 Variation Request (FSR) have been updated to identify the exact locations of the wintergardens (removing areas of the façade that are not wintergardens). Refer **Appendix E**.

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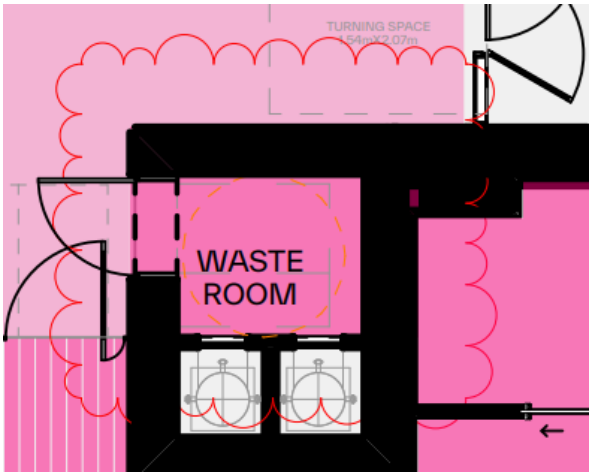
	Waste room circulation spaces on Levels 3-35 have not been identified as GFA.	The GFA drawings have been updated to include the waste room circulation spaces at Levels 03 – 35 as GFA (**RTS Appendix D**). A typical plan extract is below. 
Communal open space (COS)	*The RtS indicates that Level 1, 3 and 4 COS are intended for commercial tenancies yet the areas have been included in the residential COS figures. Provide updated COS Plan (DA530), ADG assessment and consideration in the RtS table of why the area provided for residential COS is acceptable .*	The Communal Open Space plan (Drawing DA530, Rev 03) has been amended to identify the following: ▪ Level 01 COS: Commercial (31 sqm) ▪ Level 03 COS: Commercial (173 sqm) ▪ Level 04 COS: Residential (exclusive) (32 sqm) The communal open spaces at Levels 01 and 03 are incidental open spaces likely to be used by occupants of commercial tenancies during the operational hours. Residents of the live / work are also entitled to enjoy the communal open spaces at Levels 01 and 03. The primary residential communal open space and amenities for the development is provided at Level 02. Additional communal open space exclusive to residents is provided at Level 04. The proposal provides a total of 1,067 sqm communal open space for the exclusive use of the residents. This equates to 24.8% of the total site area (4,294 sqm). The revised Urban Design Report (**RTS Appendix MM**) assesses the proposed communal open space against the objectives and design criteria of the ADG.
Loading Bays	*The swept paths indicate that:* ▪ *small rigid vehicle turning paths overlap with pedestrian paths when trucks are turning into the loading bay; and* ▪ *the garbage truck will not be fully in the loading bay area when parked and may potentially block the access to the basement ramp or use of the vehicle pathway.* *The RTS must include advice from a traffic engineer discussing the*	The traffic engineer (JMT Consulting) has provided the following responses to the swept path matters: ▪ The Small Rigid Vehicle (**SRV**) will manoeuvre into the designated parking bay without impeding the marked pedestrian path of travel between the child care centre parking bays and lift lobby. The hatched area where the SRV is shown manoeuvring on the swept paths is not a dedicated pedestrian path of travel. Rather it demarcates a turning zone and separation to the adjacent car parking bays. ▪ The architectural plans show the realignment of the loading bay which sits outside of the main vehicle circulation pathway. When trucks are parked in this

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	operation of the loading bays including the above two matters.	loading bay, all vehicles can still safely manoeuvre through the car parking levels, with the truck not blocking any path of travel for other vehicles.
Childcare Centre	*Two versions of Appendix K have been provided. Please ensure that the final RtS package includes the correct version.*	The correct version of the childcare centre assessment is provided at **RTS Appendix K**.
Design – Lift Pit	*Update the response to also discuss why lift pits greater than 2.5m are needed noting this is not a common occurrence in other high density mixed use developments. Where required, the response should be supported with engineering advice.*	Consultant Advice has been prepared by the applicant's vertical transport (**VT**) consultant (dated 17 July 2025) (refer **RTS Appendix NN**). As detailed in the Advice: ▪ The lifts require a lift speed of 3.0 m/s to achieve a good level of lift performance. Consequently, a deeper pit is required to comply with the lift design standard (AS 1735.1.1 / EN 81-20) which means a pit floor access door is required. The area referenced as the 'lift plant room located on Basement 7' is part of the access way to the lift pit floor. No components or machinery will be located in this area; only inside the liftwell. ▪ The motor and controller are located in the headroom; the upper space in the liftwell between the top floor served and the underside of the liftwell lid. Therefore, the area outside of the liftwell is not the lift plant room.
Design – Deep soil	*The RtS notes that deep soil areas do not meet dimensional requirements of the ADG. Provide an updated ADG compliance table which accurately identifies the deep soil provided and discusses compliance with ADG design criteria/guidance.*	As detailed in the revised architectural plans (at **RTS Appendix D**), the project provides 303.5 sqm deep soil zones around the site. Calculated against the site area of 4,294 sqm, this equates to 7.1% of the site area. This complies with the requirements of ADG Objective 3E-1. The deep soil calculations exclude the portion of the site zoned SP2 Infrastructure (Classified Road). Whilst the road widening area (the SP2 zone) may be considered additional area to the site, the SSDA proposal includes public domain works and landscaping within the SP2 Zone. With the inclusion of deep soil areas in the SP2 zoned land, the proposal achieves a total of 504.5 sqm deep soil areas (equating to 10.6% of the site area). It is noted that some areas of the deep soil zones do not meet the minimum 6m dimension criteria in the ADG. However, ADG Objective 3E-1 identifies that achieving the design criteria may not be possible on some sites including where the location or building typology have limited space for deep soil at ground level (such as a "central business district", "constrained site", or "high density area"). Strict compliance with the deep soil zone dimensions is compromised by the site's location within the Chatswood CBD, identified as a high density area. Notwithstanding that the proposal does not achieve strict compliance with ADG deep soil zone dimensions, the project includes an integrated stormwater management system. It provides extensive planting which exceeds 6m in length to one side with the width maximised. Alternative forms of planting (on slab planting) create a total of 629 sqm of soft landscaping (14.6% of site area).

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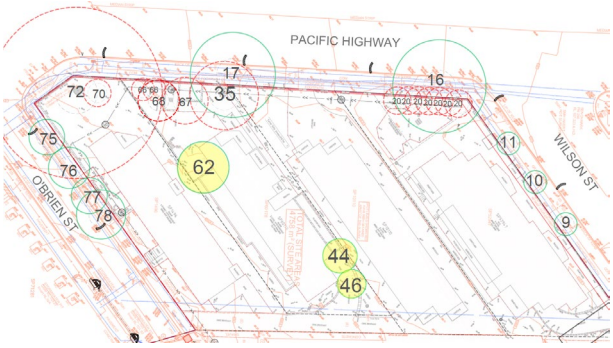
		The deep soil zones comprise areas of soil not covered by buildings or structures within the development. They provide areas that allow for and support healthy plant and tree growth. The zones will allow the retention of existing significant trees and the development of healthy root systems (by providing anchorage and stability). Landscape design features provided in various forms of planting include large canopy trees, pocket parks, and dense native planting of a layering effect. These elements contribute to an enriched and characteristic landscaped environment without compromising the street activation of commercial uses on the ground floor.
Trees	*Provide owners consent for removal of trees outsides of the site.*	As detailed in the revised Arboricultural Impact Assessment (**AIA**) (dated 24 July 2025, Rev 15) (refer **RTS Appendix H**), the project has been amended such that it does not require removal of any vegetation or tree in the public domain (i.e. beyond the site boundary).
	The number of trees identified for removal in the RtS table does not correspond with the number of trees identified for removal in the Arborist Report. *Additional trees are proposed to be removed including a high retention value tree and multiple moderate retention value trees. The RtS must discuss why it is acceptable to remove these trees and what measures were considered for tree retention.* *Additionally, the Arborist Report submitted with the EIS included recommendations for retention of some trees and it is unclear why those measures could not be implemented to retain the trees. For example (but not limited to):* ▪ *Tree 72 (high value) – the updated report advises a temporary substation and the footpath will encroach the SRZ. The location of the footpath has not changed since the EIS. It is also unclear why a temporary substation could not be located elsewhere on the site and why it is acceptable for a temporary item to require removal of a high significance tree.* ▪ *Trees 35, 67 (moderate value), 68 – the updated report advises a footpath will encroach the SRZ however the location of the footpath has not changed since the EIS. The arborist report submitted with the EIS recommended footpath design and construction methods to retain this tree.*	The revised AIA assesses nineteen (19 x) additional trees and vegetation which form part of the SSDA scope. [**Note**. It does not assess any trees or vegetation already assessed and approved by the Demolition DA]. The additional 19 x trees assessed are. ▪ **9 x trees in the public domain**: Reference # 9, 10, 11, 16, 17, 75, 76, 77, and 78. ▪ **10 x trees on the site**: Reference # 20(x7), 35, 44, 46, 62(x2), 66(x4), 67, 68, 70, and 72. Of the 19 x trees assessed, the AIA recommends: ▪ **7 x trees for removal** (Reference # 20(7), 35, 66(x4), 67, 68, 70, and 72). **The trees identified for removal are all located within the subject site**. A total of 7 x replacement trees are required (45L volume pots) to compensate for the removal of High, Moderate, and Low-Moderate Value trees resulting in a canopy replacement of 907 sqm. ▪ 12 x trees for retention (Reference # 9, 10, 11, 16, 17, 44, 46, 62, 75, 76, 77, and 78). **The trees identified for retention are located within the public domain and the subject site**. The AIA includes a revised Tree Retention and Removal Plan (extracted below). This confirms that all 9 x trees in the public domain will be retained (identified in **green**). 

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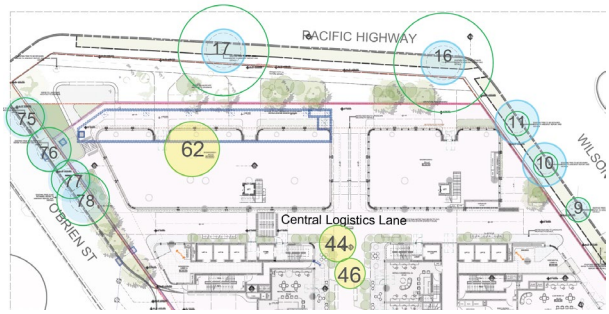
		The AIA details the protection measures which will be implemented to protect street trees in the public domain (Reference # 9, 10, 11, 16, 17, 75, 76, 77, and 78): ▪ **Trunk Protection**: Wrap the trunk with geofabric, then place 50mm x 100mm hardwood planks vertically over the geofabric. Planks must be spaced 300mm apart and secured using an 8-gauge wire. The trunk protection must extend to a minimum height of 2 meters or up to the first lateral branches. Do not drive nails or screws into the trunk at any stage ▪ **Mulch ground protection**. Apply 75mm-100mm deep of certified eucalyptus material, in accordance with AS 4454-2003 Compost, Soil Conditioners and Mulches. Mulch must have at least 70% of particles, (no greater than 16 mm) keep mulch 200mm way from trunk. The revised AIA includes Tree Protection Zones (**TPZ**) for the trees proposed for retention, in order to maintain their vitality and ensure that tree protection measures are compliant throughout construction works. The AIA includes a revised Tree Protection Plan (extracted below). Trunk protection zones are identified in **blue**. 
	Clarify whether removal of vegetation undertaken via separate approval included removal of any trees. If so, the RtS report, Arborist Report and Amendment Report must be updated to remove these works from the scope of the SSD.	As detailed in the revised AIA, trees and vegetation approved for removal under the Demolition DA (DA-2024/19) do not form part of the scope of the SSDA. The Landscape plans have been revised (dated 18 July 2025, Rev I) (**RTS Appendix J**) to identify the amended SSDA scope, including the location and quality of trees to be retained. The tree and vegetation plans align with the revised Arboricultural Impact Assessment.
Construction	*The construction vehicle egress requires removal of a street tree. As noted above, owners consent will be required or an alternative pathway identified.*	As detailed in the revised Arboricultural Impact Assessment, the project has been amended such that it does not include the removal of any trees or vegetation in the public domain (beyond the subject site boundary).
Sydney Metro and Sydney Trains	*The Department has previously advised (at the meeting on 22 May 2025) that consultation with Sydney Trains and Sydney Metro must be undertaken prior to submission of the RtS. Detail this consultation, responses to any comments raised by*	The applicant submitted a consolidated rail engineering package to Sydney Trains and Sydney Metro as part of the RTS package submitted to DPHI on 4 July 2025. This package included the following documentation: ▪ Acoustic Assessment for Rail Noise and Vibration;

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	the agencies in the consultation and whether agreement from the agencies has been received for the design.	▪ Structural and Engineering Impact Assessment Report; ▪ Structural Engineering Report on Shoring Arrangement Adjacent to the Railway Corridor; ▪ Structural General Arrangement Plans; ▪ Geotechnical Railway Impact Assessment; ▪ Detailed Sections and Survey; ▪ Electrolysis Risk Assessment Report; ▪ Plan of Redefinition of Lot 1 in DP1189541; ▪ Throw Risk Analysis; ▪ Statement of Access – Trees for Removal on Eastern Boundary; ▪ Rail Engineering Stormwater Statement; ▪ Cranage Plans; and ▪ Cranage and Easement Access Methodology. We understand that DPHI has provided this rail engineering package to Sydney Trains and Sydney Metro for review. The applicant has not received any feedback from Sydney Trains and Sydney Metro to date.
Bridging Design Excellence Strategy (BDES)	*In line with the requirements of the BDES, the Design Integrity Panel (DIP) should review the amended design to confirm whether the design retains or improves upon the design excellence qualities exhibited in the competition winning submission and retains the potential to achieve design excellence.* *It is recommended you discuss with the Government Architect whether a full DIP is required or whether an alternative review can be undertaken.*	The applicant has consulted with the Government Architect NSW (**GANSW**) and confirmed the process for re-engaging the Design Integrity Panel (**DIP**) to assess the project (including post-exhibition refinements). The applicant has reconvened the original DIP and coordinated a DIP session for Friday 25 July 2025. It is anticipated that following the DIP session, the DIP will prepare a letter confirming (or otherwise) that the revised project retains and / or improves upon the design qualities of the Competition winning submission and retains the potential to achieve design excellence. This letter will be issued to DPHI in due course.