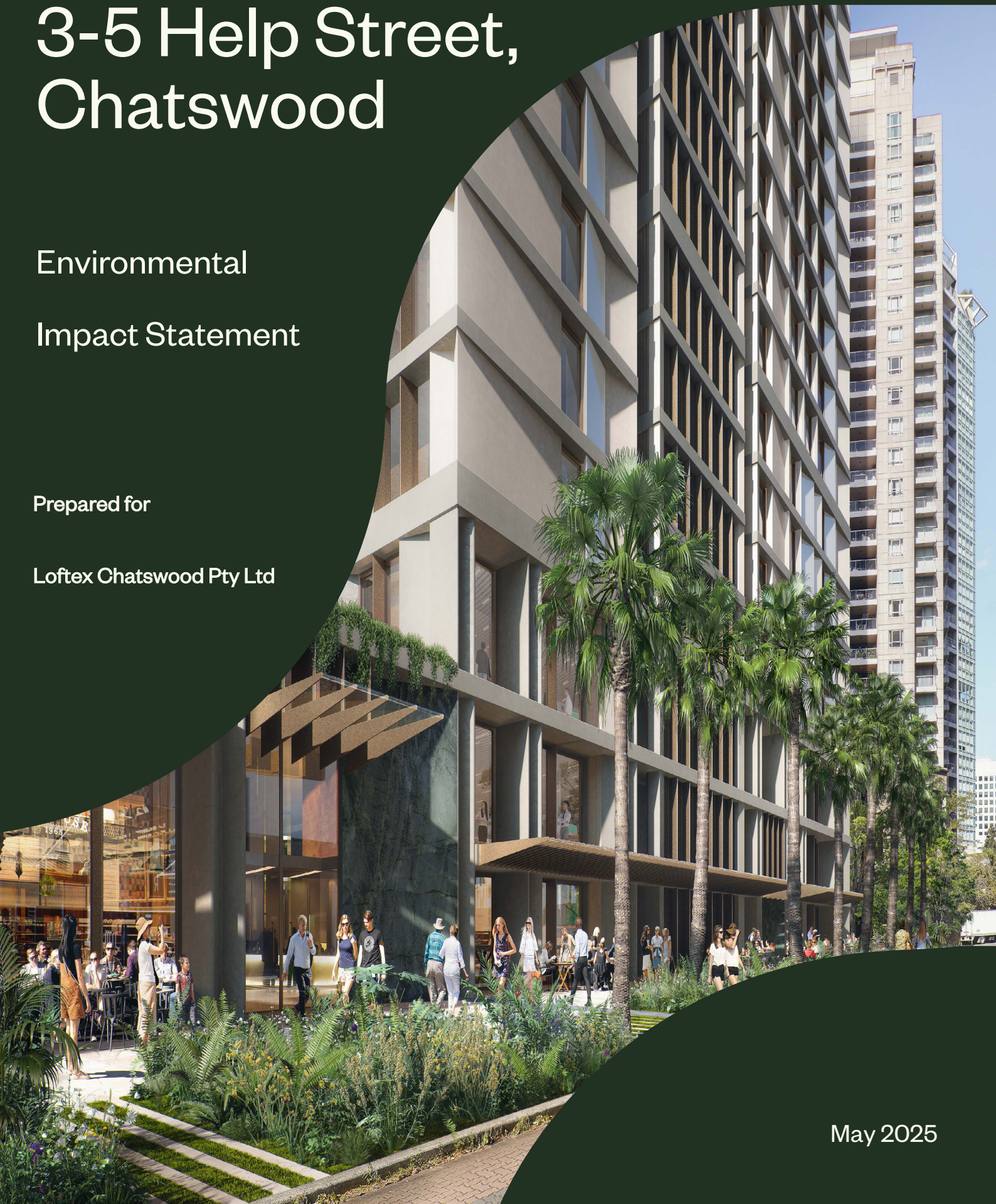


3-5 Help Street, Chatswood

Environmental Impact Statement

Prepared for

Loftex Chatswood Pty Ltd



May 2025



March 2025

Mecone acknowledges the Traditional Custodians of the land on where this project is undertaken and across the Mecone offices that this report is prepared, paying respect to the Elders past and present. We recognise the ongoing connection of Aboriginal and Torres Strait Islander peoples to land, waters, and culture.

Project Directors

Alistair Smith – Director

Tom Cook – Director

Contributors

Paige Matthews – Senior Planner

Revision	Revision date	Status	Authorised: Name & Signature	
1	28 February 2025	WIP Draft	Alistair Smith	
2	20 March 2025	Final	Alistair Smith and Tom Cook	

* This document is for discussion purposes only unless signed and dated by the persons identified.
This document has been reviewed by the Project Director.

Contact

MECONE

Suite 1204b, Level 12, 179 Elizabeth Street
Sydney, New South Wales 2000

info@mecone.com.au
mecone.com.au

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Appendices

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B	Detailed Maps and Plans	Mecone
C	Statutory Compliance Table	Mecone
D	Community Engagement Table	Mecone
E	Mitigation Measures Table	Mecone
F	Architectural Plans	EMBECE
G	Architectural Design Report + Design Verification Statement	EMBECE
H	Photomontages	Native Graphics
I	Bridging Design Excellence Strategy + DIP Addendum	Mecone
J	Design Competition Exemption Waiver	GANSW
K	Survey Plan	SDG
L	Landscape Plan	Studio Geogouras
M	Environmental Wind Assessment Report	ARUP
N	BCA Compliance Report	Design Confidence
O	Access Report	DC Partnership
P	Visual Impact Assessment	Urbaine Design Group
Q	Arboricultural Impact Assessment	Earthscape Horticultural Services
R	BDAR Waiver Request	Land Eco Consulting
S	BDAR Waiver	DPHI
T	Transport Impact Assessment	PDC Consultants
U	Green Travel Plan	PDC Consultants
V	Preliminary Construction Traffic Management Plan	PDC Consultants
W	ESD Report	Walkerbai
X	Embodied Emissions Materials Form	Newton Fisher Group
Y	BASIX Certificate	Walkerbai
Z	Noise and Vibration Impact Assessment	PWNA
AA	Geotechnical Interpretation Report	Stantec
AB	Groundwater Impact Technical Memorandum	Stantec
AC	Civil Engineering Drawings	Stantec
AD	Adaptable Housing Report	DC Partnership



Appendix	Document	Prepared by
AE	Integrated Water Management Plan	Stantec
AF	Detailed Catchment Analysis	Stantec
AG	Preliminary Site Investigation	Stantec
AH	Operational Waste Management Plan	Elephants Foot
AI	Construction and Demolition Waste Management Plan	Elephants Foot
AJ	Hazardous Materials Survey	Douglas Partners
AK	Aboriginal Cultural Heritage Assessment Report	OzArk Environment & Heritage
AL	Statement of Heritage Impact	OzArk Environment & Heritage
AM	Social Impact Assessment	Mecone
AN	Infrastructure Delivery, Management and Staging Plan	Neuron
AO	Clause 4.6 Variation Request	Mecone
AP	Engagement Report	Mecone
AQ	CPTED Report	HillPDA
AR	Community Housing Provider – Letter of Support	Link Wentworth
AS	Monetary Contribution Assessment	Urbis
AT	Estimated Development Cost Report	Newton Fisher Group
AU	Owners Consent	-
AV	DA Notice of Determination	Willoughby City Council
AW	DA Stamped Plans	Willoughby City Council



Declaration

Signed EIS Declaration

Project details

Project name	3-5 Help Street, Chatswood
Application number	SSD-76555711
Project address	3-5 Help Street, Chatswood

Applicant details

Applicant name	Loftex Chatswood Pty Ltd
Applicant address	Level 18, 141 Walker Street PO Box 454 North Sydney NSW 2059

Details of people by whom this EIS was prepared

Name	Qualification	Address
Tom Cook, Director	Bachelor of Planning, Western Sydney University	Mecone Level 12, 179 Elizabeth Street, Sydney NSW 2000
Alistair Smith, Director	Master of Regional and Resource Planning (Dist.), Bachelor of Science, MPIA	
Paige Matthews, Senior Planner	Bachelor of City Planning (Hons), UNSW	

Declaration by registered environmental assessment practitioner

The undersigned declares that this EIS:

- has been prepared in accordance with Section 192 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 Department's State Significant Development Guidelines - Preparing an Environmental Impact Statement;
- 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; and
- contains an accurate summary of the detailed technical assessment of the impacts of the project as a whole.

Name	Tom Cook, Director
Registration number	136996
Registration organisation	Planning Institute of Australia

Signature

Date 20/03/2025



Glossary and Abbreviations

Item	Description
Accord	National Housing Accord 2022
ACHAR	Aboriginal Cultural Heritage Assessment Report
ADC	Architectural Design Competition
ADG	Apartment Design Guide
AIA	Aboricultural Impact Assessment
ASS	Acid Sulfate Soils
Applicant	Loftex Chatswood Pty Ltd
BASIX	Building Sustainability Index
BC Act	<i>Biodiversity Conservation Act 2016</i>
BDAR	Biodiversity Development Assessment Report
BC SEPP	<i>State Environmental Planning Policy (Biodiversity and Conservation) 2021</i>
BCA	Building Code of Australia
CBD	Central Business District
CC	Construction Certificate
CDC	Complying Development Certificate
Chatswood CBD Strategy	Chatswood CBD Planning and Urban Design Strategy 2036
CIC	Community Infrastructure Contributions
CPTED	Crime Prevention through Environmental Design
CTMP	Construction Traffic Management Plan
DCCEW	Department of Climate Change, Energy, Environment and Water
DCWMP	Demolition and Construction Waste Management Plan
District Plan	Our Greater Sydney 2056 - North District Plan
DIP	Design Integrity Panel
DPHI	NSW Department of Planning, Housing and Infrastructure
DSI	Detailed Site Investigation
EDC	Estimated Development Cost
EIS	Environmental Impact Statement
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPA	Environmental Protection Agency
EPA Regulation	<i>Environmental Planning and Assessment Regulation 2021</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
ESD	Ecologically Sustainable Development
DtS	Deemed to Satisfy
FSR	Floor Space Ratio
GFA	Gross Floor Area
GTP	Green Travel Plan
HCA	Heritage Conservation Area
HLS	Helicopter Landing Site
HMS	Hazardous Materials Survey
Housing SEPP	<i>State Environmental Planning Policy (Housing) 2021</i>
Housing Strategy	Willoughby Housing Strategy 2036
Housing 2041	Housing 2041 – NSW Housing Strategy
HRV	Heavy Rigid Vehicle



Item	Description
IDMSP	Infrastructure Delivery, Management and Staging Plan
IWMP	Integrated Water Management Plan
LALC	Local Aboriginal Land Council
LGA	Local Government Area
LSPS	Local Strategic Planning Statement
Mecone	Mecone Group Pty Ltd
MNES	Matters of National Environmental Significance
MRV	Medium Rigid Vehicle
NSW	New South Wales
NVIA	Noise and Vibration Impact Assessment
OSD	On Site Detention
OWMP	Operational Waste Management Plan
PAD	Potential Archaeological Deposit
Planning Systems SEPP	<i>State Environmental Planning Policy (Planning Systems) 2021</i>
PSI	Preliminary Site Investigation
RAP	Remediation Action Plan
RAPs	Registered Aboriginal Parties
REAP	Registered Environmental Assessment Practitioner
RH SEPP	<i>State Environmental Planning Policy (Resilience and Hazards) 2021</i>
Region Plan	Greater Sydney Region Plan: A Metropolis of Three Cities
RFB	Residential Flat Building
SEARs	Secretary's Environmental Assessment Requirements
SGIA	Surface and Groundwater Impact Assessment
SOHI	Statement of Heritage Impact
SIA	Social Impact Assessment
SMP	Salinity Management Plan
SRV	Small Rigid Vehicle
SSD	State Significant Development
SSDA	State Significant Development Application
SSDCP	Site Specific Development Control Plan
SSPP	Site Specific Planning Proposal
Sustainable Buildings SEPP	<i>State Environmental Planning Policy (Sustainable Buildings) 2022</i>
TfNSW	Transport for New South Wales
TIA	Transport Impact Assessment
TI SEPP	<i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i>
VPA	Voluntary Planning Agreement
VVIA	Visual and View Impact Assessment
WDCP 2023	Willoughby Development Control Plan 2023
WLEP 2012	<i>Willoughby Local Environmental Plan 2012</i>
WM Act	<i>Water Management Act 2000</i>

Executive Summary

Introduction

This Environmental Impact Statement (**EIS**) has been prepared by Mecone Group Pty Ltd (**Mecone**) on behalf of Loftex Chatswood Pty Ltd (the **Applicant**) to accompany a State Significant Development Application (**SSDA**) for a shop top housing development incorporating in-fill affordable housing at 3-5 Help Street, Chatswood (**the site**).

As described and assessed in further detail below the proposed development successfully integrates employment-generating commercial and retail floor space as well as new residential accommodation that responds appropriately to the site's context and the evolving Chatswood Central Business District (**CBD**).

Project Background

This EIS has been prepared and submitted to the NSW Department of Planning, Housing and Infrastructure (**DPHI**) pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (**EP&A Act**) and in accordance with the *State significant guidelines – preparing an environmental impact statement, July 2022* and the Secretary's Environmental Assessment Requirements (**SEARs**) issued on 8 October 2024.

The proposed development incorporates in-fill affordable housing in accordance with Chapter 2, Part 12, Division 1 of the *State Environmental Planning Policy (Housing) 2021* (**Housing SEPP**). The project is declared to be State Significant Development (**SSD**) pursuant to Schedule 1, Section 26A of *State Environmental Planning Policy (Planning Systems) 2021* (**Planning Systems SEPP**) as the site is located in the Eastern Harbour City, has a residential component of more than \$75 million and does not involve development prohibited under an environmental planning instrument.

Site-Specific Planning Proposal (LEP Amendment No. 23)

The Site-Specific Planning Proposal (SSPP) PP-2021-2420 was gazetted on 13 May 2022 to implement the Chatswood CBD Planning and Urban Design Strategy along with site-specific DCP amendments.

Key WLEP 2012 amendments for the site include:

- Increased building heights from 20m–25m to 90m.
- Higher floor space ratio, raised from 2.7 to 6:1.
- Designation of active street frontages on Help Street, McIntosh Street, and Cambridge Lane.
- Special Provisions Area Map inclusion to regulate affordable housing and design excellence.

A full compliance assessment against these amendments is available in **Appendix C**.

Architectural Design Competition

An Architectural Design Competition (ADC) was held for the site from September to November 2022, following Clause 6.23(6)(b) of the WLEP 2012 and Council's Design Excellence Guidelines. It was an invited process with three competing firms: EMBECE, Kann Finch, and Nettletontribe.

EMBECE won the competition. The ADC Report, included in **Appendix I**, details the process, submissions, and jury deliberations. The jury unanimously found the EMBECE scheme best met the brief and could achieve design excellence, commending its urban ambition, architectural resolution, and clear presentation. Feedback was provided for further refinement before the Development Application submission.

A Bridging Design Excellence Strategy (BDES) was endorsed by GANSW on 5 February 2025 to transition a completed Local Design Competition to a revised scheme incorporating IAH as part of an SSDA. This strategy eliminates the need for a new design competition, with an exemption waiver granted by GANSW on 11 March 2025 (**Appendix J**).

A DIP meeting was held on 18 February 2025, where the original jury reconvened to assess whether the IAH bonus scheme maintained the same level of design excellence as the ADC-winning design. Further details are provided in **Appendix J** and **Section 6.1**.

Development Application (DA-2023/160)

On 26 June 2023, an integrated development application (**DA-2023/160**) was lodged with Willoughby City Council (Council) for the following:

- Demolition of existing structures.
- Construction of 27-storey mixed use development comprising 4 x commercial tenancies and a residential flat building containing 127 residential units, 3 basement levels comprising 75 residential spaces and 10 commercial spaces.
- Landscaping and associated works.
- Pedestrian through-site link (4.5m wide pedestrian path incorporating adjoining landscaping strip) with rights of way to allow public use.

The development application was approved by Sydney North Planning Panel on 17 September 2024.

Site Location and Context

The site is located at 3-5 Help Street, Chatswood, within the Willoughby Local Government Area (**LGA**) (refer **Figure 1**). The site has a total area of 2,290m² and is legally identified as SP52320 and SP134.

The site contains three street frontages: Cambridge Lane to the west, Help Street to the south and McIntosh Street to the north. To the east, the site shares a common boundary with an 8-storey shop top housing development, which encompasses the remainder of the street block. The existing development on the site consists of two mid-rise residential flat buildings of various ages.

The site is located in the northern portion of Chatswood CBD, approximately 250m north of Chatswood Transport Interchange, and benefits from immediate access into the core of the Chatswood CBD via a walkway and cycleway.

The site is zoned MU1 Mixed Use under the *Willoughby Local Environmental Plan 2012 (WLEP 2012)*. The proposal is permissible with development consent in the MU1 zone and meets the zone objectives.

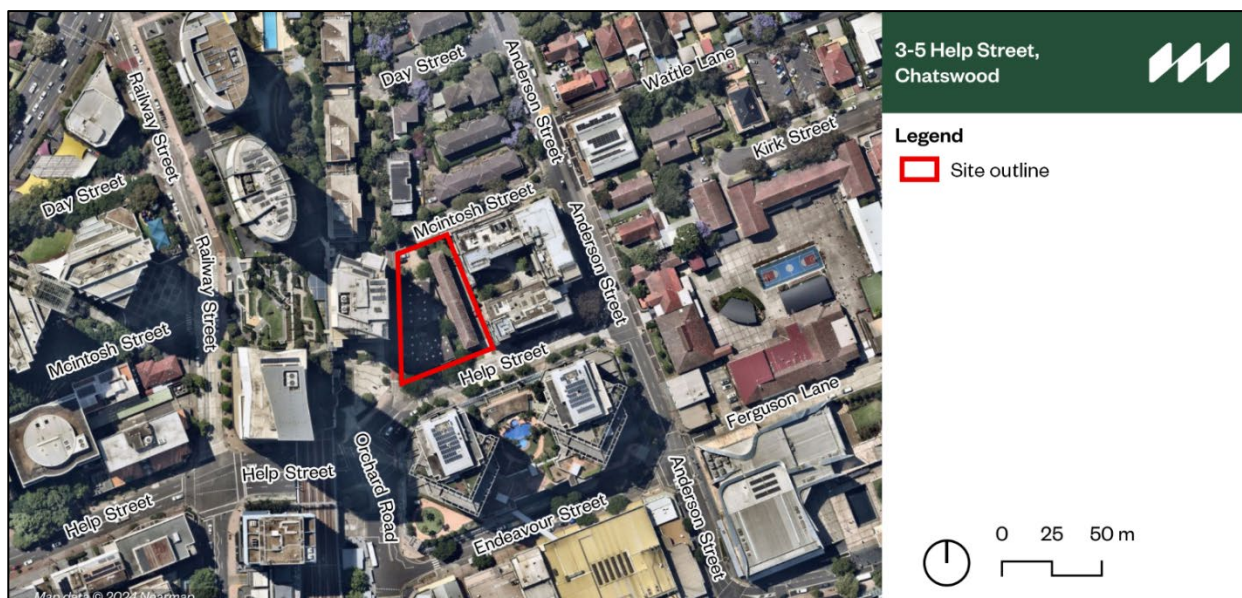


Figure 1: Subject Site

Source: Mecone

The Proposal

This State Significant Development Application (**SSD-76555711**) seeks approval to construct a 33-storey shop top housing development, including in-fill affordable housing.

Specifically, this SSDA seeks development consent for:

- Site preparation works, including demolition of the existing buildings and structures and removal of trees on site,
- Construction of a three (3) storey podium comprising non-residential uses (Lower Ground Level to Level 1),
- Construction of a 32-storey residential tower above the podium comprising of 160 residential apartments,
- Construction of a five-level basement that includes a total of 165 car parking spaces,
- Associated landscaping, public domain and site establishment works, and
- Services and infrastructure improvements as required.

Development Summary

Parameter	Details
Site area	2,290m ²
Site description	Demolition of existing structures and construction of a 35-storey shop top housing development incorporating in-fill affordable housing.
Demolition	Demolition of existing structures and existing trees on site.
Land use	Shop top housing
Gross Floor Area (GFA)	The proposed GFA comprises of: • Residential: 15,238.4m² • Non-residential: 2,345.3m² Total GFA: 17,583.7m²
Floor Space Ratio (FSR)	7.68:1
Unit mix	1 bedroom: 55 (34%) 2 bedrooms: 89 (56%) 3 bedrooms: 16 (10%)
Affordable Housing required under WLEP 2012	4% of the residential GFA (to be provided as a monetary contribution)
Building Height	115.2m, 35 storeys
Car Parking	Market residential: 141 Affordable housing: 15 Commercial/retail: 9 Total: 165 spaces
Bicycle Parking	34 spaces
Motorcycle parking	10 spaces
Communal space	Outdoor space: 431m ² Indoor space: 186m ² Total: 617 m ²
Deep soil area	172.7m ² (7.5%)
Soft Landscaping	549.6m ² (24%)

Timing/Staging	The proposed development will not be staged.
Estimated Development Cost (EDC)	\$102,055,307
Employment/jobs	The proposed development will create up to 274 construction jobs.

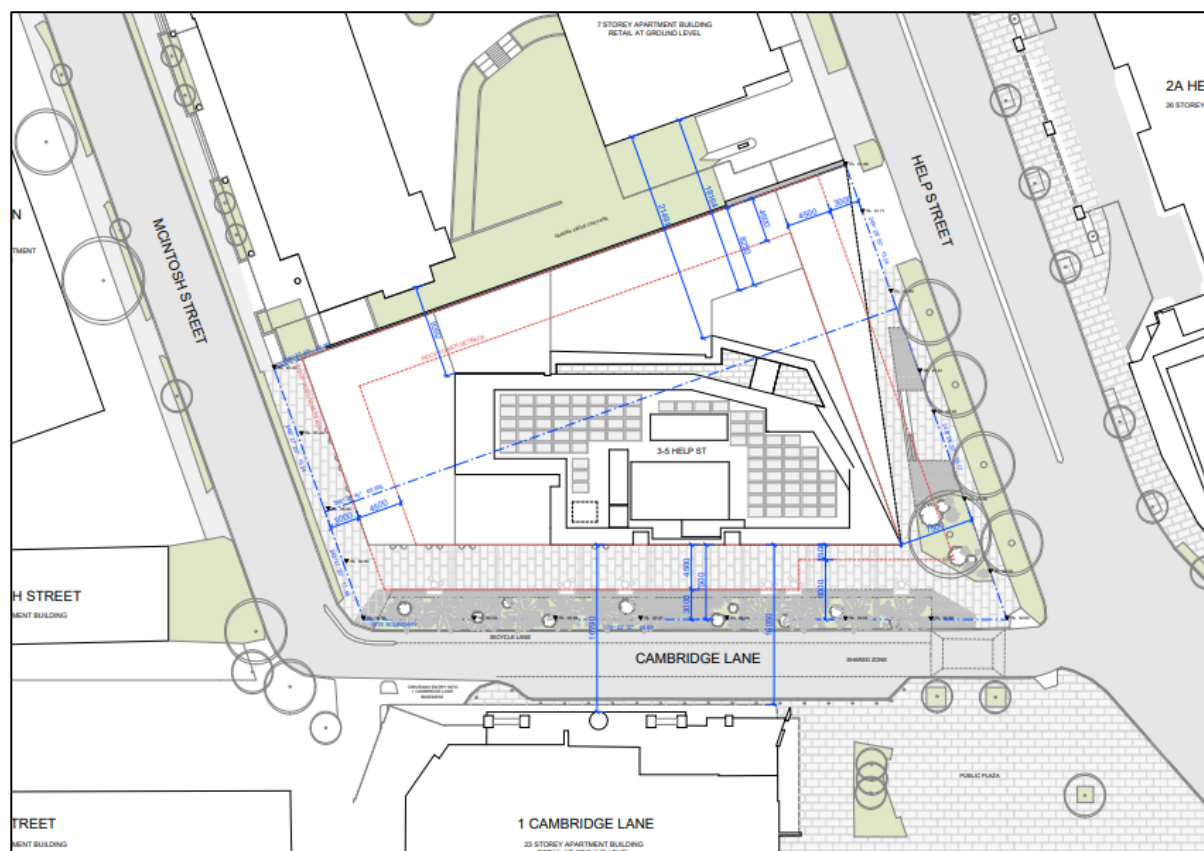


Figure 2: Site Plan
Source: Mecone



Figure 3: Image of Proposed Development (viewed from the corner of Help Street and Orchard Road)
Source: EMBECE



Figure 4: Image of Proposed Podium Level (viewed from Cabridge Lane looking south)

Source: EMBECE

Strategic Context

The proposed development is aligned with the NSW Government's objective to increase housing supply across Sydney metropolitan area and support the National Housing Accord 2022 by providing both additional and new affordable and build to sell housing.

The proposed development fully aligns with the full suite of local and regional strategic directions for the site. A full assessment is included at **Section 2** of this report.

Feasible Alternatives

Section 192 of the EP&A Regulation and the Guidelines prepared by DPHI, requires an analysis of any feasible alternatives for SSDAs. Loftex considered three project alternatives for the proposed development. The project alternatives are described in **Table 1** below.

Table 1: Project Alternatives

Options	Assessment
Alternative 1 – Do Nothing	The 'Do Nothing' approach is undesirable as it would result in the site remaining underutilised. The site is earmarked for future development under WLEP 2012 and is well located to shops, services, facilities and well connected public transport services. This in-situ option would not facilitate additional housing and employment opportunities within the Chatswood CBD as intended by the LEP or the Council endorsed Chatswood CBD Planning and Urban Design Strategy 2036 (Chatswood CBD Strategy), nor does it allow for renewal to provide new housing opportunities.

Noting the current state of the housing crisis prevalent across Greater Sydney, leaving the site in its current state would be a significant lost opportunity to supply new and additional housing. The site is suitable for new development as it is generally free from key environmental constraints that would limit development on the site.

On this basis the 'Do Nothing' scenario is wholly inconsistent with the strategic context presented in **Section 2** of this report, by not providing additional housing in the Willoughby LGA.

Alternative 2 – Shop top housing under WLEP 2012 controls

This scenario would result in a lesser provision of affordable housing (4% of residential calculated based on the LEP FSR of 6:1 in lieu of the proposed 14% of affordable housing component calculated based on the total GFA including the 28% FSR and building height uplifts under the Housing SEPP).

While a viable option, providing a lesser extent of affordable housing is unfavourable particularly given the opportunity to optimise the site's development when it is within close proximity to public transport and employment opportunities.

Alternative 3 – Alternative Design

Two other designs were considered in the design competition with the proposed scheme endorsed by the Jury in October 2022.

The proposed scheme was ultimately selected by the Jury for:

- its clear, intuitive and sophisticated architectural response to the constrained site,
- its detailed public domain proposal contributing to the quality and character of the locality.

While initially selected for the DA under the controls for WLEP 2012, the SSDA maintains the design intent and design quality of the selected Design Competition Scheme.

The alternative designs were not selected by the Jury and therefore could not proceed.

The Proposed Development

The design and siting of the proposed development was decided through a considered analysis of the site opportunities and constraints, and context. The design has been subject to a Design Competition, prior to a DA, and then a subsequent Design Integrity Panel review of this SSDA proposal incorporating the affordable housing uplifted under the Housing SEPP.

The proposal was identified as being the most suitable option to achieve the project objectives for the following reasons:

- The proposal provides a new shop top housing development that responds to the strategic objectives of the site.
- The proposal will provide additional affordable and market housing stock to the locality.
- The proposal will deliver the much-needed housing and contribute to the 5-year housing target for the Willoughby LGA.
- The development has been subject to a competitive design process and will result in a high amenity development with innovative design outcomes.

Project Need and Benefits

The intended objectives and benefits of this development are to:

- Provide much-needed affordable housing for the Chatswood CBD and directly contribute to NSW's affordable housing targets under the National Housing Accord 2022.
- Deliver critical housing that provides enhanced liveability, as well as universal design elements that address the needs of families, young people, older people and those with a disability alike. The proposed housing will provide a range of housing types, varying in size and layout.
- Redevelopment an existing ageing development that is a complete underutilisation of a site in such a highly accessible location, with significant development potential.
- Achieve design excellence through thoughtful design that is of a high quality and complementary to the surrounding locality.
- Deliver an ecologically sustainable development which integrates ESD principles. This includes implementing numerous initiatives to ensure use of sustainable resources including gas, electricity and water.
- Compliment and engage with the varied scale of development in the locality and distinct neighbourhood and character of Help Street.

Consultation and Engagement

Engagement with the relevant community and stakeholders has been undertaken by Mecone in collaboration with Loftex. The engagement carried out included the following stakeholders:

- Adjoining neighbours and landholders,
- Willoughby City Council (WCC),
- First Nations Stakeholders (including Registered Aboriginal Parties (RAPs) and Metropolitan Local Aboriginal Land Council (MLALC) consulted as part of ACHAR),
- Department of Planning, Housing and Infrastructure (DPHI),
- Government Architect NSW (GANSW)
- Transport for NSW (TfNSW),
- Ausgrid,
- Sydney Airport, and
- Sydney Trains.

The following actions were taken to inform the community regarding the project and seek feedback regarding the proposal:

- Project Information Sheet and online feedback from/survey,
- Online SIA survey,
- Direct stakeholder engagement, and
- Letterbox drop.

This engagement was consistent with the community participation objectives in the *Undertaking Engagement Guidelines for State Significant Projects* and complied with the community engagement requirements in the SEARs.

The community and stakeholder engagement process has helped inform the proposed development and are discussed in further detail in **Section 5**.

Key Impacts and Mitigation Measures

The key matters identified in the SEARs have been assessed in detail, with specialist reports underpinning key findings and recommendations identified in the assessment of environmental impacts in **Section 6**. It has been demonstrated that for each, the likely impacts will either be acceptable, positive or can be appropriately mitigated. A summary of the key impacts and mitigation measures is outlined below.

Built Form and Urban Design

The proposed built form is appropriate for the site because:

- It is generally consistent with the massing and envelope envisaged in the Chatswood CBD Strategy, including the street frontage height controls which have been incorporated into the Willoughby Development Control Plan 2023 (**WDCP 2023**). The built form is generally consistent with the desired future character of the Chatswood CBD, which envisages taller, slender tower forms in the MU1 Mixed Use zone in the periphery of the CBD.
- The proposal has undergone a design competitive process in accordance with Clause 6.23 of WLEP 2012 and was selected by the competition Jury as being capable of exhibiting design excellence.
- The additional 28% density uplift under the Housing SEPP has been carefully applied to the competition winning scheme via the 'Bridging Design Excellence Strategy' endorsed by GANSW on 5 February 2025. The scheme was subsequently reviewed by the Design Integrity Panel (**DIP**), who confirmed support for the proposal as it has the potential to achieve design excellence.
- The applicant has been in discussion with several registered Community Housing Providers (**CHPs**). The affordable housing component has been designed to ensure high levels of amenity, and a variety of unit mix to meet the needs of the affordable housing tenants.

Environmental Amenity

The proposal is compliant with the key Apartment Design Guide (**ADG**) design criteria, and high levels of amenity are achieved for the residential units:

- 76.3% of apartments achieve more than two hours of solar access in midwinter, exceeding the minimum 70% requirement in accordance with Objective 4A-1.
- 64.7% of the apartments on the first nine storeys achieve cross ventilation, exceeding the minimum design criteria of 60% under Objective 4B-3.
- All apartments, including the affordable housing component, comply with the minimum internal areas under Objective 4D-1.
- The proposal is consistent with the building separation distances under Objective 3F-1. Where there is a minor departure from the recommended separation distances, privacy impacts have been considered.
- The proposal provides 7.5% of deep soil at ground level through the provision of a deep soil landscaped setback to Cambridge Lane, satisfying the minimum requirement of 7% under Objective 3E-1.
- Communal open space equivalent to 27% of the site area is provided, at Level 2 of the building, to cater for more varied passive and active recreational activities, satisfying the minimum design criteria of 25% under Objective 3D-1.

Visual Impact

A Visual Impact Assessment (**Appendix P**) has been prepared by Urbaine Design Group to review the proposal within its future setting. It concludes:

- The view loss associated with the proposal ranges from just moderate, to negligible and the proposed development is largely compatible with its context and will not impact on the current views of the Chatswood CBD skyline from public spaces such as Beauchamp Park.
- No iconic or water views will be affected by the proposed development.
- Whilst visible from private views, the skilful design incorporates measures to reduce view impact on nearby residential properties and view sharing is achieved.

- The proposal can be supported on visual and view impact grounds.

Ecologically Sustainable Development (ESD)

An ESD Report has been prepared by Walkerbai Consulting (**Appendix W**) to outline the ESD strategies proposed, and commitments made for the development. The proposal will achieve the BASIX and NatHERS benchmarks, as well as being designed to achieve a 4-star rating in line with the Sustainable Buildings SEPP for mid/high-rise residential building. It is considered that the proposal will deliver a positive ESD outcome.

Traffic and Parking Impact

A Transport Impact Assessment (**TIA**) (**Appendix T**) has been prepared by PDC consultants, which provides an assessment of the anticipated transport implications of the proposal. The TIA concludes:

- The proposed provision of 156 residential carparking spaces satisfies the minimum carparking requirements for affordable and market housing under the Housing SEPP.
- The proposed non-residential (retail and commercial) spaces are consistent with the carparking requirements of WDCP 2023. Sufficient accessible car spaces and bicycle spaces will be provided within the site.
- The proposed development will generate a net increase of 56 vehicle trips/hour during the AM peak period and 48 vehicle trips/hour during the PM peak period once the generation of the existing development is considered.
- The loading area has been designed to accommodate a Medium Rigid Vehicle (**MRV**) and Council's 10.5m waste collection truck, as shown in the swept path analysis.
- The proposed internal traffic circulation and parking arrangements comply with the relevant requirements of AS 2890 including the proposed; parking space dimensions, grades, aisle widths, internal roadway widths, headroom and ground clearances, loading bay dimensions and bicycle parking arrangements.

Overall, the proposal is not anticipated to generate excessive traffic or to significantly affect the performance of the surrounding road network.

Ground and Water Conditions

A Geotechnical Interpretation Report (**Appendix AA**) has been prepared by Stantec. It finds that both fill, and residual clay material assessed on the site are non-saline and acid sulfate soils were not identified.

A Groundwater Impact Technical Memorandum has been prepared by Stantec (**Appendix AB**). Based on this and the results of Stantec's seepage analysis, it is evident that a tank basement should be adopted, noting the volume of water entering the basement is minimal. The utilisation of the tanked basement design is consistent with recommendations received from Water NSW

Environmental Heritage

A Statement of Heritage Impact has been prepared by OzArk Environment & Heritage (**Appendix AL**) and finds:

- The site does not contain a heritage item, nor is it located in a heritage conservation area. However, the North Chatswood Conservation Area lies to the north-east of the site. It is characterised by single storey detached dwellings.
- No heritage values have been identified within the site, and archaeological potential is considered low as a result of the serial redevelopment of the site, which would have removed any interpretable archaeological deposits of historic significance, if once present.

Social Impact

A Social Impact Assessment has been prepared by Mecone (**Appendix AM**) for the proposal. The following key social impacts have been identified:

- Overshadowing,

- Setbacks and building bulk,
- Traffic and parking,
- Wind impacts,
- Construction related impacts,
- Visual impacts,
- Overcrowding of local infrastructure, and
- Street level retail.

Mitigation measures have been identified to address the abovementioned impacts. If implemented, the overall impact to the community from both the construction and operation phases of the project would be low to negligible.

Other Matters

The EIS has also considered other assessment matters, as required by the SEARs:

- **Flooding:** The proposed development site is located within the upstream reaches of the Scotts Creek catchment. Accordingly, a Detailed Catchment Analysis has been prepared by Stantec at **Appendix AF**, to assess the potential flood impact of the proposed development. The modelling undertaken for the pre-development and post development conditions demonstrate that there will be no negative impact on existing flooding levels, overland flow velocities and flood hazard because of the proposed development.
- **Tree management:** The Arborist Report (**Appendix Q**) proposes 23 trees to be removed to accommodate the proposed development. To address the removal of trees, the proposed landscape works will result in the planting of 26 new trees across the site, accounting for a canopy cover of approximately 558.75m². These trees will predominantly be provided along the frontage of the site to create a lush connection between the public domain area and the proposed development.
- **Biodiversity:** A waiver for a Biodiversity Development Assessment Report (**BDAR**) (**Appendix S**) has been issued by DPHI. The proposal will not impose any significant impacts on biodiversity values due to the highly modified nature of the site and surroundings arising from a long history of profound disturbance, the absence of habitats for significant flora and fauna species, and the metropolitan nature of the site and surrounding lands.
- **Aboriginal Cultural Heritage:** An Aboriginal Heritage Cultural Heritage Assessment Report (**ACHAR**) (**Appendix AK**) has been prepared by OzArk Environment & Heritage. The ACHAR concludes that the site is unlikely to contain Aboriginal objects and therefore will not result in impacts on the Aboriginal objects. No cultural values specific to the site have been identified. As no sites or areas of Potential Archaeological Deposit (**PAD**) have been identified within the site, no further archaeological assessment is required.
- **Acoustics:** A Noise and Vibration Impact Assessment (**Appendix Z**) has been prepared by PWNA for the construction and operation of the site. The Assessment concludes that the proposal is expected to comply with the applicable regulations regarding noise and vibration.
- **Aviation:** The proposed development does not exceed the Obstacle Limitation Surface (**OLS**) of 188.3m and therefore will not impact flight paths from Sydney Airport. Further, the proposal does not include a helicopter landing site (**HLS**) and nor is located in proximity to an HLS.
- **Bush Fire Risk:** The site is not identified as 'bushfire prone land'. Therefore, no further assessment is required in this regard.

Conclusion and Project Justification

This EIS provides a comprehensive assessment of the anticipated environmental, economic and social impacts of the development proposed in this SSDA. The EIS has addressed the requirements of the SEARs and the relevant requirements contained in the *Environmental Planning and Assessment Regulation 2021 (EP&A Regulation)*.

The key matters for the project as identified in the SEARs have been addressed in this EIS with specialist reports supporting the key findings and recommendations. This EIS demonstrates that for each of the likely impacts identified in the assessment of key issues, the impact will either be positive or can be appropriately mitigated.

The proposed development is justified, can be supported and approved for the following reasons:

- **The proposal is consistent with state and local strategic policies contained in:**
 - National Housing Accord 2022
 - Housing 2041 – NSW Housing Strategy
 - Greater Sydney Region Plan: A Metropolis of Three Cities
 - Our Greater Sydney 2056: North District Plan
 - Willoughby Local Strategic Planning Statement
 - Chatswood CBD Planning and Urban Design Strategy 2036
 - Willoughby Housing Strategy 2036
 - Connecting with Country Framework
 - Better Placed
 - NSW Future Housing Strategy 2056
- **The proposal satisfies the applicable state and local development EPIs, including:**
 - *Commonwealth Environmental Protection and Biodiversity Act 1999 (EPBC Act)*
 - *Environmental Planning and Assessment Act 1979 (EP&A Act)*
 - *Environmental Planning and Assessment Regulation 2021 (EP&A Regulation)*
 - *Biodiversity Conservation Act 2016 (BC Act)*
 - *Water Management Act 2000 (WM Act)*
 - *State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP)*
 - *State Environmental Planning Policy (Housing) 2021 (Housing SEPP)*
 - *State Environmental Planning Policy (Transport and Infrastructure) 2021 (T&I SEPP)*
 - *State Environmental Planning Policy (Resilience and Hazards) 2021 (R&H SEPP)*
 - *State Environmental Planning Policy (Sustainable Buildings) 2022 (Sustainable Buildings SEPP)*
 - *State Environmental Planning Policy (Biodiversity and Conservation) 2021 (B&C SEPP)*
 - *Willoughby Local Environmental Plan 2012 (WLEP 2012)*
- **The design responds appropriately to the opportunities and constraints presented by the site:**
 - The design creates a new sunlit open space, Cambridge Walk, extending and expanding the existing public space by more than 50%. This creates a north facing, activated and tree lined 9m wide promenade, and provides an elegant address for commercial and residential entries.
 - The design was determined to achieve design excellence in significant part to the careful and sensitive modulation of the building envelope to maximise northern light into neighbouring buildings, the proposed apartments and the communal and public open space.
- **The proposal is highly suitable for the site:**
 - The site is suitable for the proposed development as it forms part of the Chatswood CBD under the *Chatswood CBD Planning and Urban Design Strategy 2036*, which identifies capacity for future growth and employment in the Chatswood CBD and informed changes to the LEP and the WDCP 2023.
 - The site is in a highly accessible location being within 400m walking distance from the Chatswood Transport Interchange, which promotes the use of public transport and a sustainable lifestyle. The site is located within an 'accessible area' as stipulated in Section 15C of the Housing SEPP, which will facilitate the delivery of in-fill affordable housing in an accessible location and assist in meeting the need for more homes for the growing population by boosting housing supply.
 - The site is not inhibited by any significant environmental constraints that would prevent the provision of a shop top housing development. The potential environmental impacts associated with the proposal will be adequately managed through the implementation of mitigation measures.

- **The proposal is in the public interest:**
 - The proposal will increase the supply of both market housing and affordable housing in the Chatswood CBD.
 - The proposal will also encourage transit-oriented developments in the Chatswood CBD by capitalising on the site's proximity to the Chatswood Transport Interchange which provides rail, metro and bus connections. The Sydney Metro City has recently opened, which has connected Chatswood Station to Crows Nest, North Sydney, Barangaroo and Martin Place.
 - Pending the proposed implementation of the mitigation measures referenced throughout this report, the adverse environmental or social impacts resulting from the development, during both the construction and operation will be minor.
 - The proposal will provide employment opportunities for workers within the LGA and Greater Sydney.

Based on the above, it is considered that this SSDA has significant merit and should be approved, subject to implementing the mitigation measures detailed throughout this report.

Next Steps

The next steps in the SSDA process include:

- Exhibition of this EIS for a minimum of 28 days and invitation for the community and stakeholders to make submissions,
- Consideration of submissions received by the DPHI will be provided to the applicant who may then be required to prepare and submit a Submissions Report, responding to issues raised in the submissions, and an Amendment Report (if applicable), outlining any proposed changes to the proposal to minimise its environmental impacts or to deal with any other issues raised,
- Determination by the Minister for Planning and Public Spaces including, if approved, conditions of approval.

Consultation with the community and stakeholders will continue throughout the detailed design and construction phases.

1 Introduction

This EIS is submitted to DPHI on behalf of the applicant to accompany a SSDA (**SSD-76555711**) for a 35-storey shop top housing development at 3-5 Help Street, Chatswood. This EIS has been prepared in accordance with Part 8, Division 5 of the **EP&A Regulation** and *State significant development guidelines – preparing an environmental impact statement* (the **Guidelines**).

This EIS addresses the requirements provided in the SEARs. A SEARs table is included at **Appendix A**, which identifies where each of the SEARs has been addressed in the EIS.

This EIS should be read in conjunction with the supporting information accompanying this report. The EIS intends to inform the community and stakeholders about the proposed development, including its social, economic and environmental impacts, mitigation measures and benefits, as well as providing an environmental assessment of the project.

This section of the EIS identifies the applicant for the SSDA and details the site and proposed development. It also identifies the site history and feasible alternatives explored for the proposal.

1.1 Applicant Details

The Applicant details for this SSDA are provided in **Table 1**.

Table 1: Applicant Details

Applicant Name	Loftex Chatswood Pty Ltd
Applicant Address	Level 18, 141 Walker Street PO Box 454 North Sydney NSW 2059
ABN	34 628 611 343
Nominated Contact	Alistair Smith (Mecone)

1.2 Site Overview

The site is located at 3-5 Help Street, Chatswood, within the Willoughby Local Government Area (**LGA**) (refer **Figure 5**). The site has a total area of 2,290m² and is legally identified as SP52320 and SP134.

The site has three street frontages: Cambridge Lane to the west, Help Street to the south and McIntosh Street to the north. To the east, the site shares a common boundary with an 8-storey shop top housing development, which encompasses the remainder of the street block.

The site is located in the northern portion of the Chatswood CBD, approximately 250m north of Chatswood Transport Interchange (**Figure 6**), and benefits from immediate access into the core of the Chatswood CBD via a walkway and cycleway.

The existing development on the site consists of two mid-rise residential flat buildings of various ages.

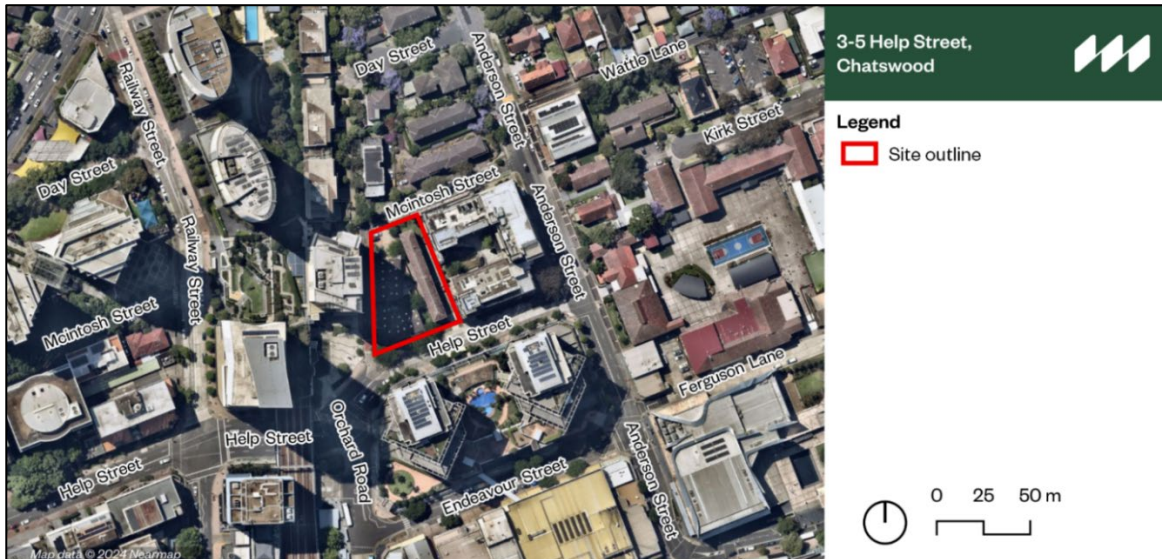


Figure 5: Site Map
Source: Mecone

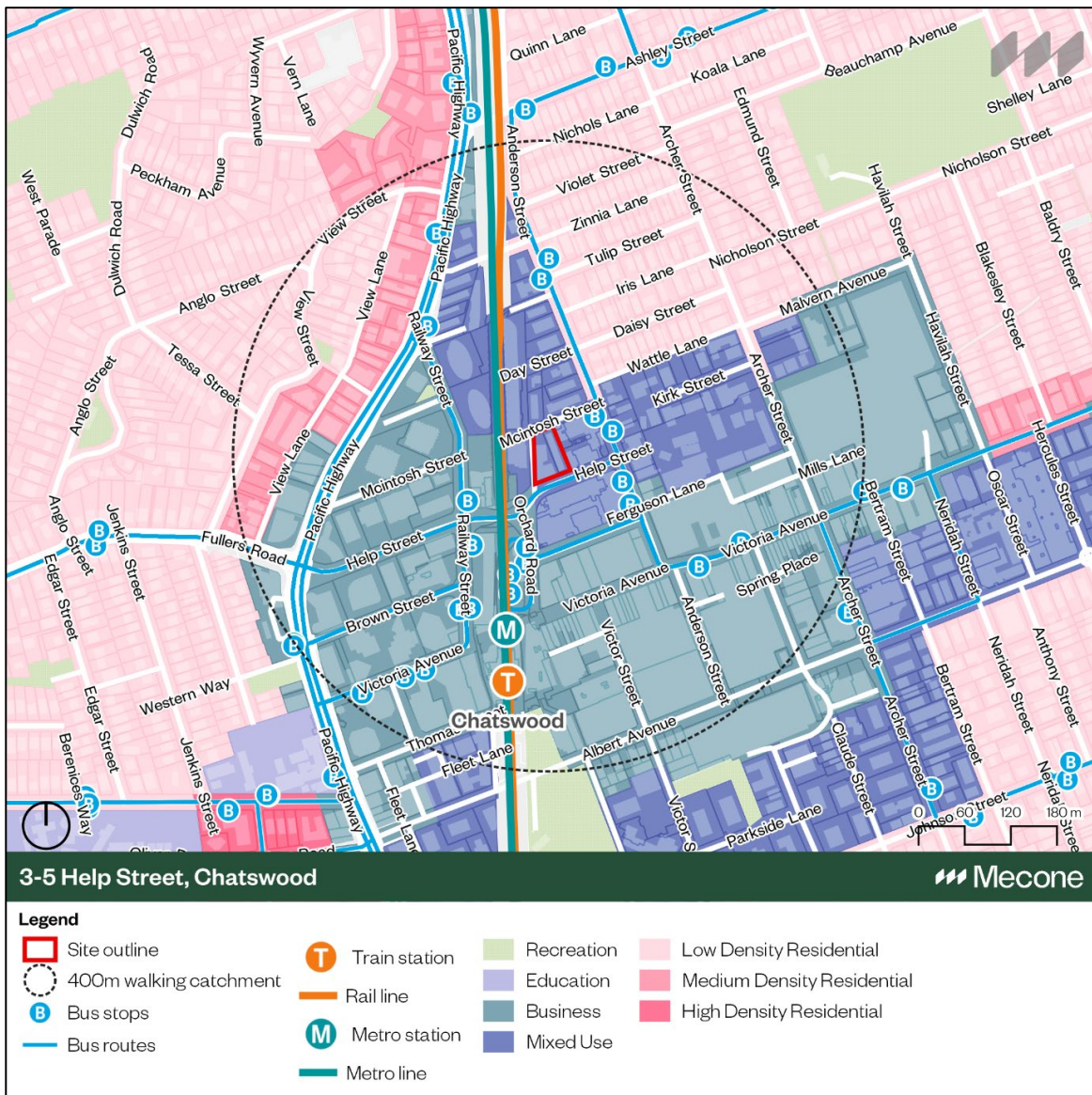


Figure 6: Local Context Map
Source: Mecone

1.3 Summary of Proposal

This SSDA seeks development consent for a shop top development at the site that includes:

- Site preparation works;
- A 3-storey podium comprising non-residential uses between lower ground level and Level 1;
- A 32-storey residential tower comprising 160 units;
- Five-level basement providing a total of 165 parking spaces;
- Ground floor landscaped, and public domain improvements; and
- Services and infrastructure improvements as required.

The site is located within the MU1 Mixed Use zone under WLEP 2012. The proposed development is characterised as 'shop top housing' which is permitted with consent within the MU1 zone. The proposal will provide 14% of infill affordable housing for a minimum of 15 years in accordance with the Housing SEPP.

This EIS has been prepared to address the SEARs and accompanying cover letter issued for SSD-76555711 dated 8 October 2024.

The proposal as described in this EIS remains consistent with development as was described in the SEARs request lodged on 17 September 2024. No further changes were required based on the Design Integrity Panel (DIP).

A more detailed description of the proposed development is outlined at **Section 3** of this EIS.

1.4 Project Objectives

The primary objectives of the project are as follows:

- Provide a range of apartment types, varying in size and layout that delivers critical housing, that incorporates high quality design, enhanced liveability and universal design elements that address the needs of families, young people, older people and those with a disability alike,
- Redevelop an existing ageing low-medium density development that is in a highly accessible location, with significant development potential,
- Achieve design excellence through thoughtful design that is of a high quality and complementary to the surrounding locality and metropolitan character of Help Street and the Chatswood CBD, and
- Deliver an ecologically sustainable development which integrates ESD principles.

1.5 Project Background

1.5.1 Site-Specific Planning Proposal (LEP Amendment No. 23)

Site Specific Planning Proposal (**SSPP**) PP-2021-2420 was gazetted on 13 May 2022. It primarily implemented the Chatswood CBD Planning and Urban Design Strategy and was gazetted in conjunction with site-specific DCP amendments. The WLEP 2012 amendments for the site included:

- Increase the maximum building heights from part 25m (north section of the site) and part 20m (south section of site) to 90m.
- Increase the maximum floor space ratio from 2.7 to 6:1.
- Identify Help Street, McIntosh Street and Cambridge Lane on the active street frontages map.
- Identify the site on the Special Provisions Area Map to implement controls relating to affordable housing and design excellence.

A full compliance table assessment of the proposal against the amended WLEP 2012 (site-specific amendments) is provided at **Appendix C**.

1.5.2 Architectural Design Competition

An Architectural Design Competition (**ADC**) was undertaken for the site between September - November 2022. The ADC was undertaken in accordance with Clause 6.23(6)(b) of the WLEP 2012 and Council's Guidelines for Design Excellence Review and Competitions as in effect at the time.

The ADC was undertaken as an invited process where the proponent sought three competitors to respond to a Competitive Process. The three selected architectural competitors were:

- EMBECE
- Kann Finch
- Nettletontribe

The winning design scheme by EMBECE is displayed in **Figure 7** below.

An ADC Report, which was prepared at the conclusion of the competition is included as part of **Appendix I**. The report outlines the ADC process, architectural submissions, and the competition jury's deliberations, decision, and recommendations. The Jury unanimously considered that the EMBECE scheme provided the best response to the Design Competition Brief and concluded it could achieve design excellence.

The Jury praised the team's high level of urban and architectural ambition, resolution of the scheme, and the clear graphic and verbal presentation of the proposal. The Jury provided feedback identifying a range of matters that required further consideration prior to the submission of the detailed Development Application. Since the competition, a Bridging Design Excellence Strategy (**BDES**) has been developed.

Bridging Design Excellence Strategy and Design Integrity Panel

A BDES was prepared and endorsed by GANSW on 5 February 2025. The purpose of this Bridging Strategy is to establish the process that transitions a recently completed Local Design Competition to a revised scheme, seeking to pursue IAH as part of an SSDA. By providing a bridging design excellence strategy, there is no requirement to run a new Design Competition for the site.

Following the endorsement of the BDES, a DIP meeting was held on 18 February 2025, in which the same jury members were reconvened to determine whether the IAH bonus scheme presented the same level of design excellence as that found in the ADC. This is discussed in detail at **Appendix J** and in **Section 6.1** below. The DIP found that the SSDA proposal retained the potential to exhibit design excellence. Following the DIP endorsement a design competition exemption waiver was granted by GANSW on 11 March 2025 (**Appendix J**).



Figure 7: Winning Scheme by EMBECE

Source: EMBECE 2023

1.5.3 Related Development

1.5.3.1 Development Application (DA-2023/160)

On 26 June 2023, an Integrated Development Application (**DA-2023/160**) was lodged with Willoughby City Council (Council) for the following:

- Demolition of existing structures.
- Construction of 27-storey mixed use development comprising 4 x commercial tenancies and a residential flat building containing 127 residential units, 3 basement levels comprising 75 residential spaces and 10 commercial spaces.
- Landscaping and associated works.

- Pedestrian through-site link (4.5m wide pedestrian path incorporating adjoining landscaping strip) with rights of way to allow public use.

The development application was approved by Sydney North Planning Panel on 17 September 2024.

1.6 Applicable Restrictions and Covenants

A survey plan is provided at **Appendix K** and in **Figure 8** and **Figure 9** below.

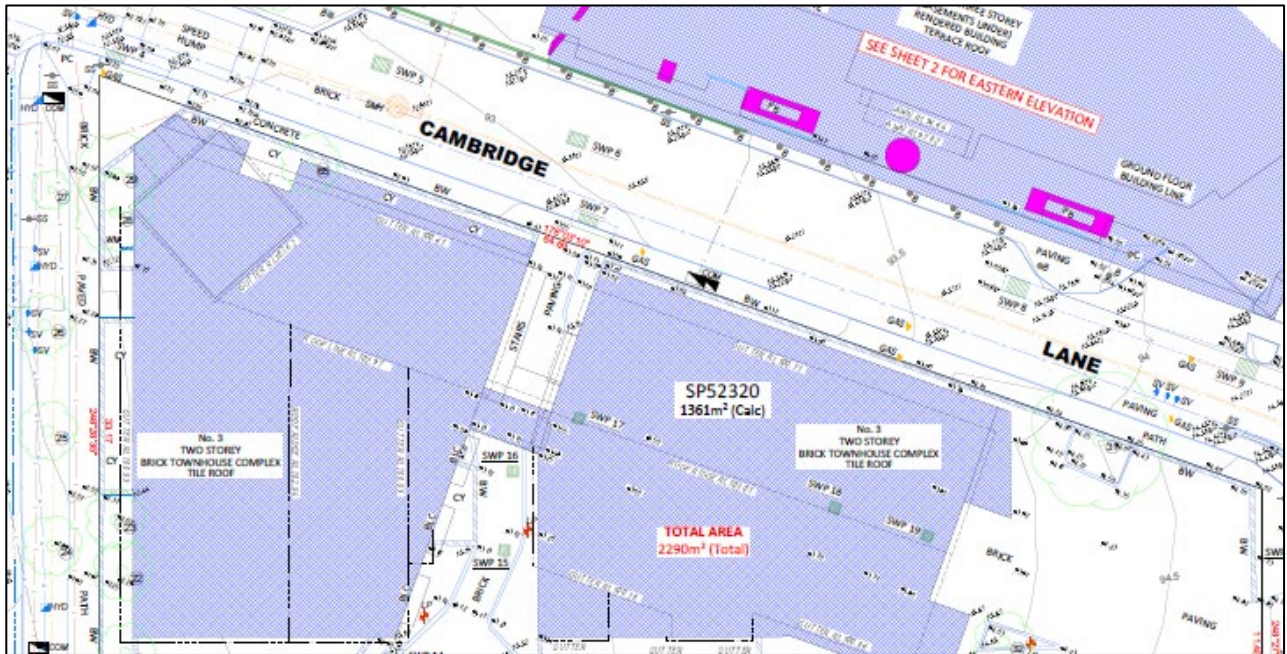


Figure 8: Survey Plan – Sheet 1

Source: SDG Pty Ltd

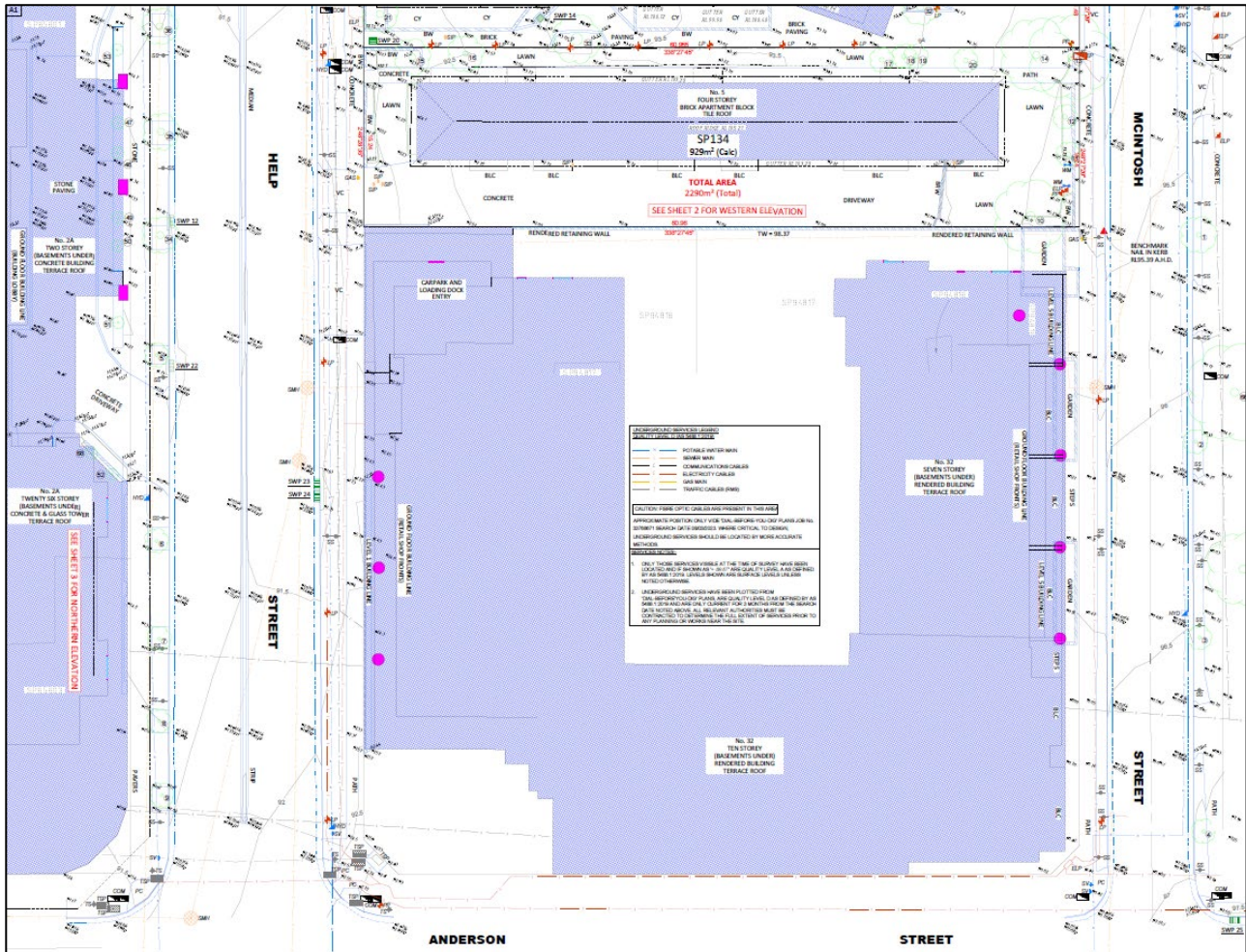


Figure 9: Survey Plan – Sheet 2
Source: SDG Pty Ltd

1.7 Structure of this Environmental Impact Statement

Table 2 below sets out the structure of this EIS.

Table 2: Structure of the EIS and Project Team

Chapter	Description
Chapter 1 – Introduction (this chapter)	Outlines the key elements of this proposal, including its strategic context, as well as the purpose of this EIS.
Chapter 2 – Strategic and Site Context	Provides the strategic policy framework for the proposed development and describes the site and local context for the proposal.
Chapter 3 – The Proposal	Provides a description of the proposed development.
Chapter 4 – Statutory Context	Provides an outline of the statutory approvals framework, including applicable legislation and planning policies.
Chapter 5 – Community Engagement	Outlines stakeholder and community engagement carried out to date, including during the preparation of this Environmental Impact Statement.
Chapter 6 – Assessment of Impacts	Provides a detailed summary of the results of the assessment of potential impacts of the project.
Chapter 7 – Project Justification	Provides a conclusion including justification for this proposal and an assessment of whether this proposal has achieved the objects of the EP&A Act.

2 Strategic and Site Context

2.1 Justification for the Project

The proposed development will play an important role in providing much needed housing in the Chatswood CBD. As the demand for new housing has increased, the addition of new housing supply requires enhanced liveability and universal design elements that address the needs of families, young people, older people and those with a disability alike.

The proposed development provides for a balanced mix between apartments (both affordable and market priced), ranging from smaller one-bedroom units to larger three-bedroom units, able to cater to most people. This unit mix is proposed to appeal to a broad residential market and ensure that all types of households have a place in the development. The development is also well located, providing well-connected affordable housing, with access to jobs, public transportation systems, social infrastructure (hospitals, schools), open spaces and household amenities.

As demonstrated in the following section, the proposed development is aligned with the applicable state, district and local strategic plans and policies.

2.2 Strategic Context

Table 3: Summary of Strategic Context

Document	Summary Overview
National Housing Accord 2022	In October 2022, the Federal Government announced the National Housing Accord (the Accord), which committed to delivering 1 million houses in well-located areas in the 5 years starting from the year 2024. As part of the Accord, NSW committed to delivering 3,100 new affordable homes over 5 years from 2024-25. These homes in part are to be delivered by the NSW Government, with the remaining homes delivered by private developers. The production of affordable housing is being encouraged, by the NSW Government (supported by the Accord), by providing a new SSD pathway for residential developments (with an estimated development cost of \$75 million), which deliver up to 15% of affordable housing. To which the proposed development aligns with, by providing 14% affordable housing. The proposed development is committed to providing well-connected affordable housing to support NSW's Accord targets. Strategically located within the Chatswood CBD, it offers access to jobs, public transportation, social infrastructure (hospitals, schools), open spaces, and household amenities. By delivering a significant amount of housing, including affordable units, in a well-serviced location, the development aligns with the Accord's objectives.
Housing 2041 – NSW Housing Strategy	Housing 2041 represents a 20-year vision for housing across NSW. It embodies the government's goals and ambitions to deliver better housing outcomes by 2041— housing in the right locations, housing that suits diverse needs and housing that feels like home. This vision for housing across the state is reflected in four key pillars being supply, diversity, affordability, and resilience. Supply Evidentially, an increase in housing supply in NSW is critical, noting the cost of rental and bought properties skyrocketing in recent years. It is vital that this housing is also met with new and updated infrastructure to support housing supply in the right locations. The proposed development will facilitate the delivery of a total of 160 apartments, including 32 affordable housing apartments, which is a significant boost to the supply of both rental and market accommodation, noting this is in conjunction with several other projects in the area. Affordability There is evidentially a strong desire to provide more and improved social and affordable housing across NSW, with the intention to provide affordable housing for very low, low and low-medium income earners. There is also recognition that affordable housing serves as essential social infrastructure, in communities near employment and educational opportunities, can support wellbeing, inclusivity and economic sustainability. The proposed development will assist in improving affordability by providing an increased supply of rental apartments at an affordable rate (and market rate) which can assist in relieving

Document	Summary Overview				
	the pressure on rents and provide an increased supply of market apartments which can assist in relieving the apartment prices across the city. Diversity The addition of new housing supply requires enhanced liveability and universal design elements that address the needs of families, young people, older people and those with a disability alike. The proposed development provides for a balanced mix between apartment sizes (both affordable and market priced), ranging from smaller one-bedroom units to larger three-bedroom units, able to cater to most people. This unit mix is proposed to appeal to a broad residential market and ensure that all types of households have a place in the development. Resilience There is a desire to produce housing that has a strong consideration of the building sustainability index (BASIX) standards, recognising it as a strong mechanism to influence building performance. Making improvements to environmental sustainability of existing housing, including apartments and townhouses, is a priority. The proposed development is accompanied by an ESD Report (Appendix W), that provides a series of ESD measures to embed into the design and operation of the future development.				
Greater Sydney Region Plan: A Metropolis of Three Cities	The Greater Sydney Region Plan: A Metropolis of Three Cities (Region Plan) provides the overarching strategic plan for growth across Greater Sydney. The Region Plan provides a 20-year plan that seeks to address changing demographics and growth of Greater Sydney, facilitating a metropolis of three cities - the Western Parkland City, Central River City and Eastern Harbour City. The Region Plan provides several key objectives to address liveability, sustainability, productivity, and infrastructure and collaboration in Greater Sydney. The relevant objectives are discussed below. The Plan states that Greater Sydney is growing and that by 2036, the NSW Government will <i>need</i> to deliver over 725,000 new homes for an additional 1.36 million people, and places for 817,000 additional jobs. The site is situated in the Northern District of the Greater Metropolitan Sydney. Chatswood is identified as a Strategic Centre and major asset along the well-connected Eastern Economic Corridor from Macquarie Park to Sydney Airport.				
	Region Plan Objectives Liveability <table> <tr> <td>A city for people</td><td>Through the delivery of a diverse array of housing opportunities, both affordable and market priced, the development will enhance the existing cultural diversity that is evident in the Chatswood CBD. The development will also foster healthy, creative and socially connected communities, in alignment with Objective 7 of the Region Plan. This will be created by providing housing that is near open green and communal spaces, numerous retail and commercial spaces, as well as residential amenity spaces provided as part of the development. It is the intention that these spaces will foster and grow a community feel, fostering social cohesion, within the development itself and across the Chatswood CBD.</td></tr> <tr> <td>Housing the city</td><td>To encourage a substantial growth in housing, the Plan sets housing targets for each District. The North District, which includes Chatswood, is required to deliver an additional 92,000 homes for the North District by 2036. This proposal will support and contribute to the housing supply within the Willoughby LGA and more specifically the Chatswood CBD, a centre near existing and future infrastructure by delivering a total of 160 dwellings, including 32 affordable dwellings. The proposed apartments are diverse in their typology, ranging from smaller to larger units, in alignment with Objective 10 and 11 of the Region Plan. This represents a significant economic and public benefit and is directly aligned with the Plan.</td></tr> </table> Productivity	A city for people	Through the delivery of a diverse array of housing opportunities, both affordable and market priced, the development will enhance the existing cultural diversity that is evident in the Chatswood CBD. The development will also foster healthy, creative and socially connected communities, in alignment with Objective 7 of the Region Plan. This will be created by providing housing that is near open green and communal spaces, numerous retail and commercial spaces, as well as residential amenity spaces provided as part of the development. It is the intention that these spaces will foster and grow a community feel, fostering social cohesion, within the development itself and across the Chatswood CBD.	Housing the city	To encourage a substantial growth in housing, the Plan sets housing targets for each District. The North District, which includes Chatswood, is required to deliver an additional 92,000 homes for the North District by 2036. This proposal will support and contribute to the housing supply within the Willoughby LGA and more specifically the Chatswood CBD, a centre near existing and future infrastructure by delivering a total of 160 dwellings, including 32 affordable dwellings. The proposed apartments are diverse in their typology, ranging from smaller to larger units, in alignment with Objective 10 and 11 of the Region Plan. This represents a significant economic and public benefit and is directly aligned with the Plan.
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Document	Summary Overview	
	A city of great places	In alignment with Objective 12 of the Region Plan, this proposed development will result in the redevelopment of an existing ageing development that is a substantial underutilisation of a site in such a highly accessible location, with significant development potential.
	A well-connected city	The proposed development delivers new dwellings within 300m of Chatswood Station, providing public transit via both the train and Metro lines. The site is also near many bus connections.
	Jobs and skills for the city	The proposed development will provide housing close to jobs within the Chatswood CBD, with connections to public transport routes connecting to other job opportunities across Sydney. The proposed development will also result in the creation of 247 full time jobs, during the construction phase.
	Sustainability	
	A city in its landscape	Although the site is located within a highly urbanised CBD environment, the proposed development has been designed to provide an abundance of landscaping on the site. The proposal comprises the delivery of public and resident amenity spaces, including outdoor active and passive landscaped spaces.
	An efficient city	The proposal integrates Ecologically Sustainable Development (ESD) principles. This includes integrating numerous initiatives to ensure use of low emission energy resources including gas, and adoption of water and electricity efficiency measures.
	A resilient city	The proposed development has been designed to minimise exposure to natural hazards by ensuring that the built form is not impacted by the potential overland flooding across the site.
	Infrastructure and Collaboration	
	A city supported by infrastructure	The site benefits from being within 300m walking distance to Chatswood Station, which operates both the heavy rail train line and the Metro line. This transport infrastructure directly connects the site to the Sydney CBD, as well as north and north-west Sydney in alignment with Objective 3. There are also bus stops located along Anderson Street and Orchard Road which provide connections to numerous destinations in the North Shore and Sydney CBD.
	A collaborative city	The proposal will result in an increase in population in the Chatswood CBD and therefore an increased need for key services and infrastructure. The increased population will result in an increased utilisation of public open spaces and social infrastructure. This proposal has undertaken extensive community consultation and collaboration with a number of key stakeholders to ensure the needs of the community are responded to, in alignment with Objective 5.

Our Greater Sydney 2056: North District Plan

The North District Plan (**District Plan**) is a 20-year plan to manage growth in the context of economic, social and environmental matters, that's builds upon the Greater Sydney Region Plan. The intent of the District Plan is to inform LSPS and LEPs, supporting the equitable growth and change across the eastern district.

Chatswood is identified in the District Plan as a Strategic Centre with a highly successful retail focus and vibrant night-time economy. A five-year housing target is provided for each local government area in the North District Plan. Willoughby LGA is set a target for 2016 – 2021 of 1,250 additional dwellings. A target of 92,000 additional dwellings for the District has been set as a minimum target over the next 20 years. This equates to an average annual supply of 4,600 new dwellings per year to be delivered in the District over the next 20 years.

The proposed development is consistent with the priorities of the District Plan, with the following actions set to strengthen Chatswood and wider North District:

Document	Summary Overview
	• Protect and grow the commercial core; • Maximise the land use opportunities provided by nearby transport hubs; • Embed the ESD principles into the design and operation of the built form; • Provide landscaping throughout the site that enhances the character of the development and particularly the communal open spaces; • Provide an additional supply of affordable and market housing to addressing the ongoing growth in the North District; • Encourage diversity in housing supply by providing different unit sizes and layouts to accommodate all people; • Promote the role of the centre as a location for high quality, commercial office buildings and a diverse retail offering; • Enhance the role of the centre as a destination for cultural and leisure activities; • Promote and encourage connectivity, and upgrade and increase public open spaces; • Investigate interchange operations on both sides of the railway line to increase capacity and efficiency of modal changes; and • Improve pedestrian connectivity between the eastern and western side of the rail line
Willoughby Local Strategic Planning Statement	The Willoughby City Council Local Strategic Planning Statement (LSPS), dated March 2020, sets out the 20-year vision for land use in the LGA, the special character and values that are to be preserved and how change will be managed into the future. The LSPS contains relevant planning priorities including: • Increasing housing diversity to cater to families, the aging population, diverse household types and key workers. • Increasing the supply of affordable housing. • Developing Chatswood CBD as a key commercial centre and integral part of the Eastern Economic Corridor. • Augmenting local infrastructure and using existing infrastructure more intensively and efficiently to accommodate planned growth. • Co-ordinating economic development for Chatswood and St Leonards. Relevant to the site, Council's LSPS supports the delivery of the key elements of the Chatswood CBD Planning and Urban Design Strategy as this is the key driver for housing, jobs and investment within the Willoughby LGA. The projection for housing growth is focused in the Chatswood CBD, given its proximity to jobs, growth and public transport. The proposed development will meet the aims and demands of the growing Chatswood CBD by providing 160 dwellings ranging in size and layout to accommodate the future demographics for the Chatswood CBD.
Chatswood CBD Planning and Urban Design Strategy 2036	The Chatswood CBD Planning and Urban Design Strategy 2036 (Chatswood CBD Strategy) guides future private and public development as the Chatswood CBD grows over the next 20 years. It aims to provide capacity for future growth and employment, achieve exceptional design and a distinctive, resilient and vibrant CBD. The Strategy informs changes to <i>Willoughby Local Environment Plan 2012</i> and Willoughby Development Control Plan that directly affect the subject site, such as: • Rezoning some residential land to mixed use • Increasing maximum building heights and floor space ratios • Provisions relating to: ○ affordable housing ○ minimum commercial floor spaces in developments ○ design excellence The CBD strategy seeks value uplift sharing to fund public domain improvements. Sites within the CBD extension areas benefit from an increase in building height to 90m. Changes to the LEP (Amendment No 34) and the new Willoughby DCP 2023 were gazetted on 30 June 2023 and 31 June 2023 respectively and the subject site will benefit from these increased development standards in providing significant housing opportunities in the LGA.
Willoughby Housing Strategy 2036	The Housing Strategy provides a 20 year plan to guide future housing in the Willoughby LGA. The Strategy guides the quantity, location and type of future residential development within Willoughby City and has been developed through community engagement and analysis of various factors that will influence residential development. DPHI's assessment of the Strategy

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	confirmed that the Strategy's strategic directions would ensure that the additional 6,700 dwellings needed at time could be accommodated in the LGA with implementation of the Chatswood CBD Strategy and the Centres Strategy (relating to smaller centres outside Chatswood). The proposed development addresses the Housing Strategy's identified need for increased diverse and affordable housing in the Willoughby LGA. The proposed housing will provide a diverse array of apartments from 1-bed to larger 3-bed apartments, at both a market and affordable rate. As identified in the Housing Strategy, the median rent in the Willoughby LGA was greater than the median rental price across Greater Sydney and therefore this proposal will provide infill affordable housing as 14% of the total GFA and will assist in addressing the concern of housing affordability in the LGA. It should be noted that since DPHI's endorsement of the Housing Strategy, the NSW Government has set new and higher housing targets for the 2024-2029 period – 3,400 dwellings (which is 1,800 more dwellings or 113% more than the original 2021-2026 period target). The additional housing proposed by the development through the use of the Housing SEPP infill affordable housing provisions will help to boost housing supply in the Willoughby LGA to help council meet these new housing targets.
Connecting with 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 proposal will provide a meaningful Connection with Country informed by consultation with First Nations groups to identify a range of design initiatives to be incorporated into the landscape design.
Better Placed	Better Placed is an integrated design policy for the built environment of NSW and was prepared and adopted by the NSW Government Architects Office. It is underpinned by seven objectives for good design and provides guidance on the delivery of architecture, public places, and environments in NSW. The proposal has considered the objectives of Better Placed and a response to each is provided below: Better Fit: The proposed development has been designed to respond to the future context of the Chatswood CBD. The development will provide new residential units and commercial opportunities in the podium levels. The proposed development is of an appropriate scale and size to address the future context, in alignment with the Chatswood CBD Strategy. The new built form has been designed to address the topography of the site and respond to the site's CBD location. This will provide much needed housing that is located close to public transport, a diverse range of jobs, services and education facilities. Better Performance: The proposed built form embeds the ESD measures across the site. The proposal has been design to be capable of providing a high-quality 4-star development, that responds to initiatives such as: • A minimum 28kW (peak) solar system, • A minimum 5,000 litre capacity rainwater harvesting system, • A high efficiency air cooled VRF air conditioning system, • All electric development with the exception of gas cooktops, • High star ratings for fixtures fittings and appliances with regards to both energy and water The proposed ESD initiatives are further discussed in the ESD Report at Appendix W. Better for Community: The proposal has been designed to provide multiple opportunities for social interaction in the communal open spaces across the site. The provision of active frontages and uses, as well as communal spaces weaved throughout the design of the development, add to the community feel of the development. Better for People: The proposal development has been designed to contribute to the desired outcome for a walkable and safe CBD development with good access to a range of commercial uses, accessible via active street frontages. The proposed site layout has been designed to provide a highly activated ground level interfacing with the public domain, adopting CPTED

Document	Summary Overview
	principles and practices (refer CPTED Report prepared by HillPDA at Appendix AQ). There will be a high level of passive surveillance achieved across the site, and the ground floor layout provides a direct and safe route to destinations across the site. 5. Better Working: The proposed development provides spaces for a number of retail uses and food and drink premises on the podium levels of the development. These spaces have the potential to be used and adapted to suit a number of uses. Additionally, the proposed units have space for residents to work from home and potentially utilise communal areas as working spaces. This in turn ensures building spaces remain utilised and valuable to residents working remotely. 6. Better Value: The proposed development maximises the development potential of the site by providing a development that will provide a significant uplift in housing in the Chatswood CBD. The design of the development will also enhance the future context of the LGA by adding vibrancy and community. The affordable housing provided will also add value to the community, by providing additional housing to those in the community who require affordable housing. 7. Better Look and Feel: The development of the detailed design process for this site has been subject to an Architectural Design Competition, where the jury determined that the winning scheme demonstrated the highest level of design excellence. This was achieved by providing a clear, intuitive and sophisticated design capable of maximising northern light into surroundings, the proposed apartments and communal open spaces, as well as providing a well established public domain proposal. This is further illustrated in the Architectural Design Report at Appendix G.
NSW Future Transport Strategy 2056	The NSW Future Transport Strategy 2056 (Transport Strategy) sets the 40-year vision, directions and principles for customer mobility in NSW, guiding transport investment over the longer term. It presents a glimpse of the large economic and societal shifts we will see in the future and places the customer at the centre of everything Transport for NSW seek to do, to ensure that NSW harnesses rapid advances in technology and innovation to create and maintain a world-class, safe, efficient and reliable transport system. The proposal is consistent with the Transport Strategy by delivering increased residential dwellings, at both an affordable and market rate within a highly accessible location within the growing Chatswood CBD with excellent access to public transport routes, diverse jobs and education facilities.

2.3 Cumulative Impacts

At the time of writing there are several other State Significant Development proposals and a Planning Proposal that have been recently approved or are under assessment that should be considered in terms of cumulative impact. The cumulative impact assessment has focused on projects within the Chatswood CBD that are of state significance and have requested SEARs or represent the potential for significant uplift. **Table 4** below lists these projects which are included in the assessment of cumulative impacts, and their status.

The potential cumulative impacts of the project are addressed in **Section 6** of this EIS in accordance with DPHI's *Cumulative Impact Guidelines for State Significant Projects*.

Table 4: Cumulative Impact Assessment Projects

Site number	Address	Reference number	Description and Status
1	613-627 Pacific Highway	SSD-73505961	- State Significant Development Application for in-fill affordable housing south-west of the site. - SEARs issued on 22 July 2024.

			Status on the Major Projects tracker – Prepare EIS
2	629 Pacific Highway	N/A	- State Significant Development Application for in-fill affordable housing south-east of the site. - SEARs requested 02 October 2024.
3	691-699 Pacific Highway	SSD-77127711	- State Significant Development Application for in-fill affordable housing proximate south-east of the site. - SEARs issued on 25 October 2024. - Status on the Major Projects tracker – Prepare EIS
4	38-42 Anderson Street, 3 McIntosh Street & 2 Day Street	SSD-74670720	- State Significant Development Application for in-fill affordable housing within Chatswood CBD. - SEARs issued on 16 August 2024. - Status on the Major Projects tracker – Prepare EIS
5	44-52 Anderson Street	SSD-75408008	- State Significant Development Application for in-fill affordable housing within Chatswood CBD. - SEARs issued on 4 September 2024. - Status on the Major Projects tracker – Exhibition
6	37 Archer Street	SSD-73277714	- State Significant Development Application for in-fill affordable housing within Chatswood CBD. - SEARs issued on 12 July 2024. - Status on the Major Projects tracker – Prepare EIS
7	51-55 Archer Street	SSD-75116211	- State Significant Development Application for in-fill affordable housing within Chatswood CBD. - SEARs issued on 27 August 2024. - Status on the Major Projects tracker – Prepare EIS
8	5-9 Gordon Avenue	SSD-74439970	- State Significant Development Application for in-fill affordable housing within Chatswood CBD. - SEARs issued on 7 August 2024. - Status on the Major Projects tracker – Prepare EIS
9	57-61 Archer Street & 34 Albert Ave	SSD-72891212	- State Significant Development Application for in-fill affordable housing within Chatswood CBD. - SEARs issued on 5 July 2024. - Status on the Major Projects tracker – Collate submissions
10	Spring Quarter – 1-13 Spring Street, 56-70 Archer Street and 35 Albert Street	PP-2020/006	- Planning Proposal to rezone the site to provide approximately 30,000sqm of commercial space and approximately 400 residential dwellings. - Planning Proposal under assessment by Willoughby Council located within Chatswood CBD.

2.4 Feasible Alternatives

Section 192 of the *EP&A Regulation* and the Guidelines prepared by DPHI, requires an analysis of any feasible alternatives for SSDAs. The Applicant considered three project alternatives for the proposed development.

Table 5 outlines three alternatives explored by Loftex being: Do Nothing, Shop top housing under WLEP 2012 controls, Alternative Design and Proposed Design.

Table 5: Project Alternatives

Options	Assessment
Alternative 1 – Do Nothing	The ‘Do Nothing’ approach is undesirable as it would result in the site remaining underutilised. The site is earmarked for future development under WLEP 2012 and is well located to shops, services, facilities and well-connected public transport services. This in-situ option would not facilitate additional housing and employment opportunities within the Chatswood CBD as intended by the LEP or the Council endorsed Chatswood CBD Planning and Urban Design Strategy 2036 (Chatswood CBD Strategy), nor does it allow for renewal to provide new housing opportunities. Noting the current state of the housing crisis prevalent across Greater Sydney, leaving the site in its current state would be a significant lost opportunity to supply new and additional housing. The site is suitable for new development as it is generally free from key environmental constraints that would limit development on the site. On this basis the ‘Do Nothing’ scenario is wholly inconsistent with the strategic context presented in Section 2 of this report, by not providing additional housing in the Willoughby LGA.
Alternative 2 – Shop top housing under WLEP 2012 controls	This scenario would result in a lesser provision of affordable housing (4% of residential calculated based on the LEP FSR of 6:1 in lieu of the proposed 14% of affordable housing component calculated based on the total GFA included the 28% FSR and building height uplifts under the Housing SEPP). While a viable option, providing a lesser extent of affordable housing is unfavourable particularly given the opportunity to optimise the site’s development when it is within close proximity to public transport and employment opportunities.
Alternative 3 – Alternative Design	Two other designs were considered in the design competition with the proposed scheme endorsed by the Jury in October 2022. The proposed scheme was ultimately selected by the Jury for: • It’s clear, intuitive and sophisticated architectural response to the constrained site, • It’s detailed public domain proposal contributing to the quality and character of the locality. While initially selected for the DA under the controls for WLEP 2012, the SSDA maintains the design intent and design quality of the selected Design Competition Scheme. The alternative designs were not selected by the Jury and therefore could not proceed.
The Proposed Development	The design and siting of the proposed development was decided through a considered analysis of the site opportunities and constraints, and context. The

design has been subject to a Design Competition and subsequent Design Integrity Panel review.

The proposal was identified as being the most suitable option to achieve the project objectives for the following reasons:

- The proposal provides a new shop top housing development that responds to the strategic objectives of the site.
- The proposal will provide additional affordable and market housing stock to the locality.
- The proposal will deliver the much-needed housing and contribute to the 5-year housing target for the Willoughby LGA.

The development has been subject to a competitive design process and will result in a high amenity development with innovative design outcomes.

2.5 The Site and Surrounding Context

2.5.1 Site Location

The site is located at 3-5 Help Street, Chatswood, within the Willoughby Local Government Area (LGA) (refer to **Figure 10** and **Figure 11**). The site has a total area of 2,290m² and is legally identified as SP52320 and SP134.

The site contains three street frontages: Cambridge Lane to the west, Help Street to the south and McIntosh Street to the north. To the east, the site shares a common boundary with an 8-storey shop top housing development, which encompasses the remainder of the street block.

The site is located in the northern portion of Chatswood CBD, approximately 250m north of Chatswood Transport Interchange, and benefits from immediate access into the core of the Chatswood CBD via a walkway and cycleway.

The existing development on the site consists of two mid-rise residential flat buildings of various ages.

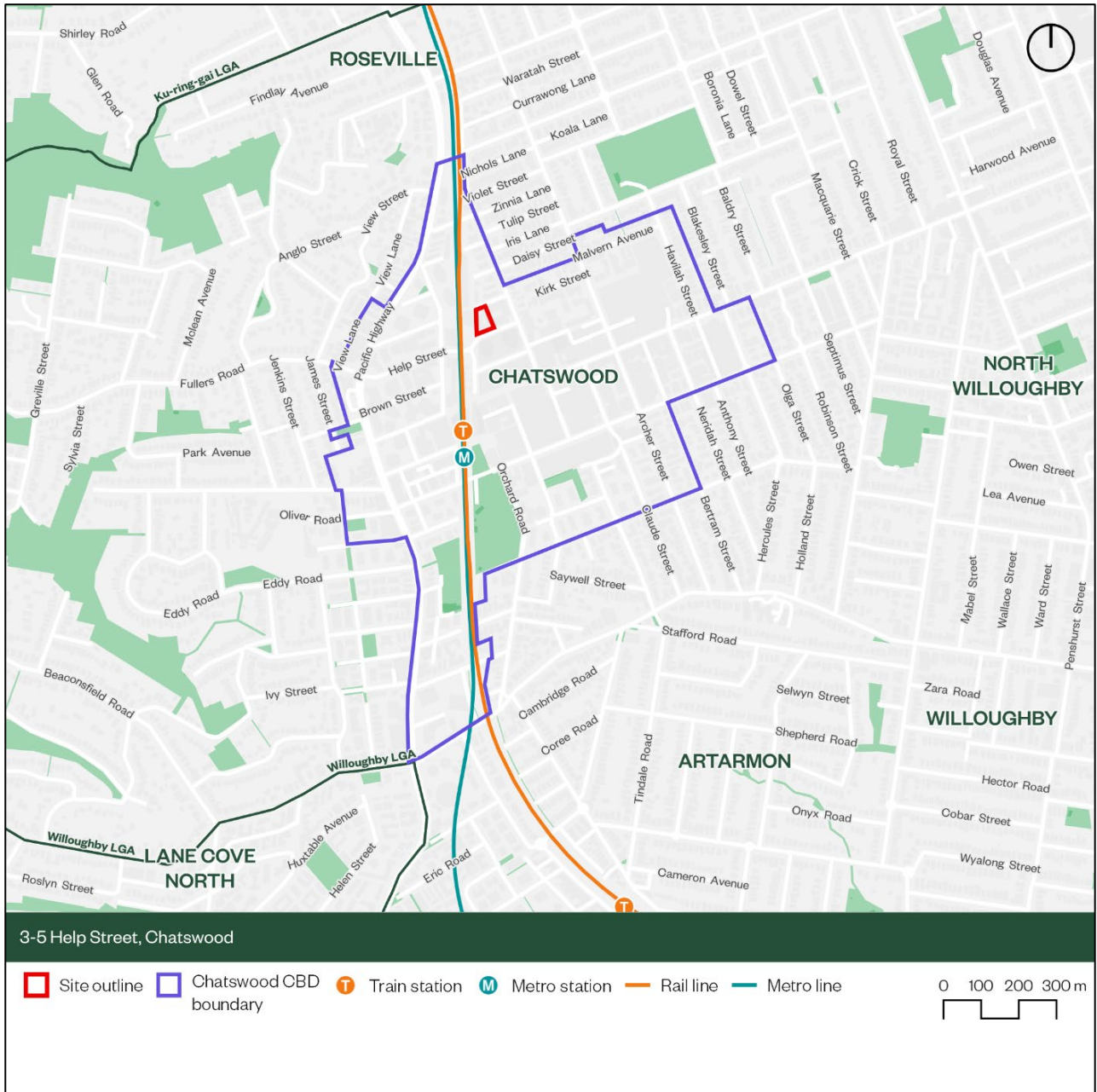


Figure 10: Chatswood CBD Map

Source: Mecone

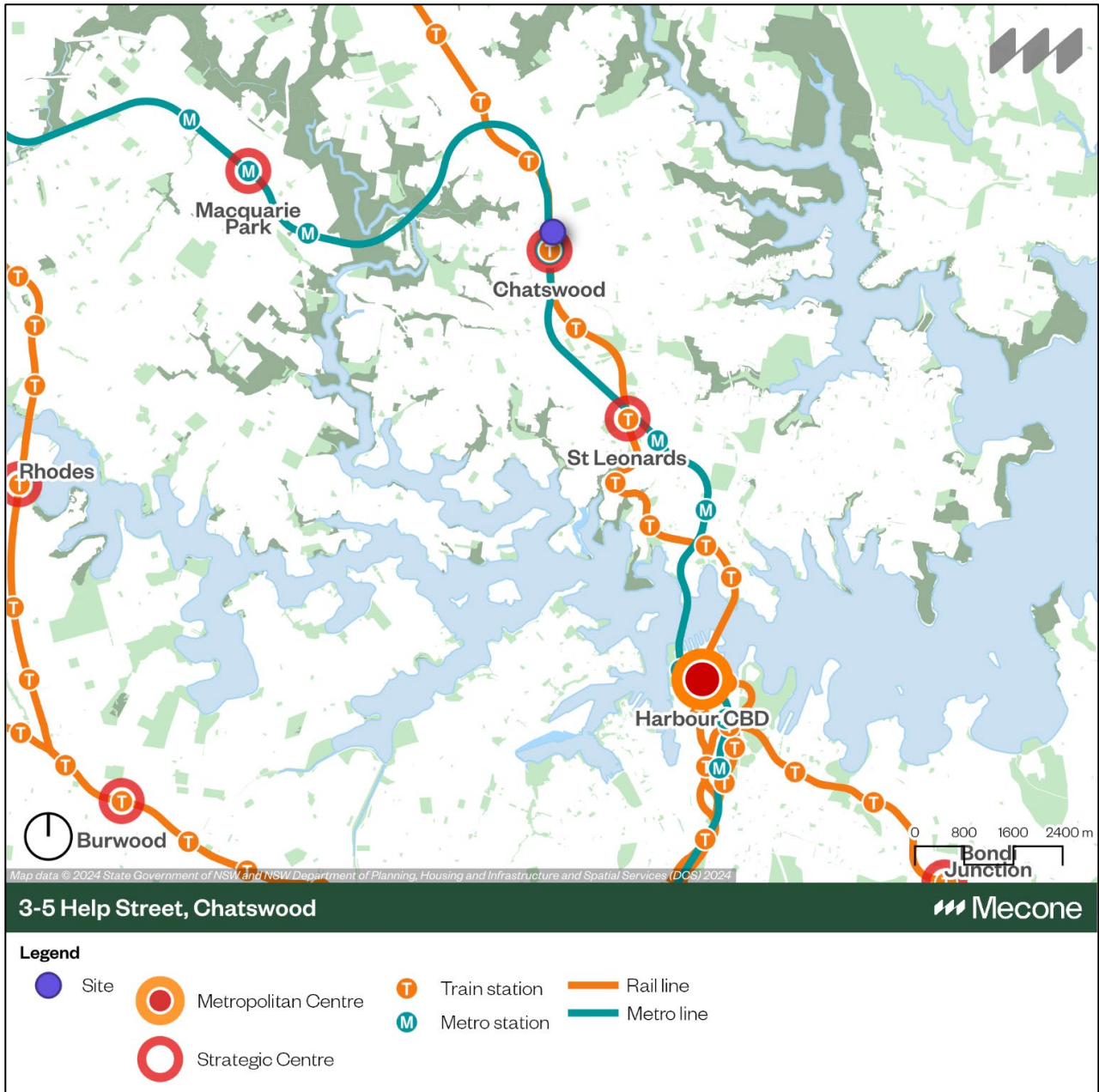


Figure 11: Regional Context

Source: Mecone

2.5.2 Site Topography

The site is relatively flat, whilst slightly falling towards the south. Site elevations vary from 92m Australian Height Datum (AHD) in its south to 96m AHD in its north. A site survey plan detailing the topography of the site is provided at **Appendix K**.

2.5.3 Local Context and Surrounding Development

The area surrounding the development is contextualised as follows:

- **North:** Development to the north comprises of medium to low density residential developments with maximum heights ranging from 8m to 12m. Larger development proposals such as 44-52 Anderson Street and 54-56 Anderson Street have progressed to DA.

- **East:** Development to the east beyond Anderson Street includes medium density residential dwellings with heights ranging from 12m to 14m. Mixed-use developments are within the immediate vicinity with building heights of 172m (RL).
- **South:** Development to the south includes the commercial core and the Chatswood Transport Interchange.
- **West:** Development to the west includes high density residential and commercial core towers with maximum heights ranging from 90m to 172m (RL). Further west the Pacific Highway separates the commercial core and low to medium density residential dwellings.

The site is within immediate proximity to Chatswood Transport Interchange, which includes a railway, Metro and bus station. Several bus stops are located along the Pacific Highway which provide connections south to numerous destinations including Manly, Royal North Shore Hospital and Sydney Olympic Park.

The local context surrounding the site is shown in **Figure 12 – Figure 15**.

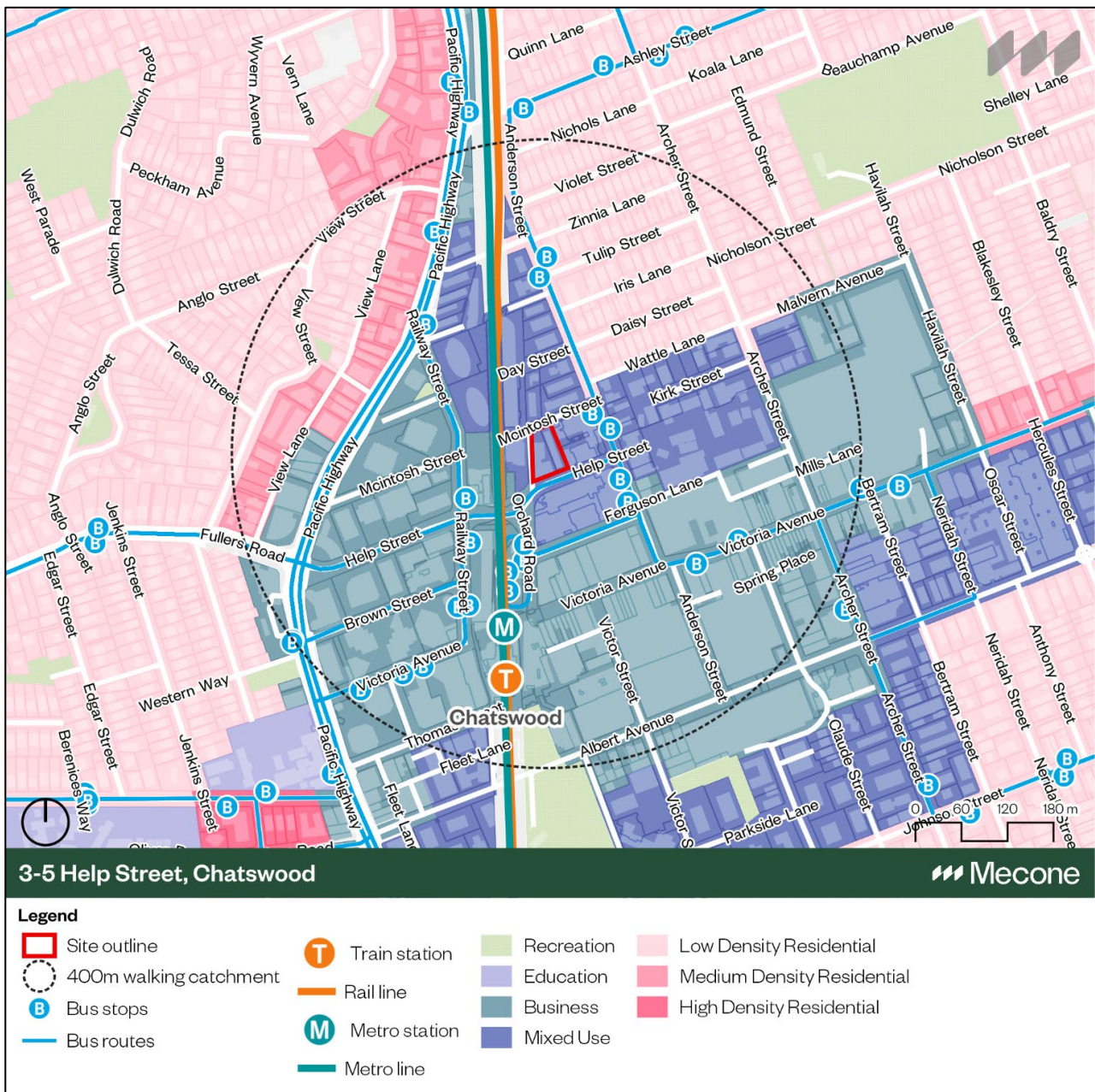


Figure 12: Site Context

Source: Mecone



Figure 13: View of site from the intersection of Cambridge Lane and Help Street looking north
Source: Google Streetview



Figure 14: View of site from Help Street looking north-west
Source: Google Streetview



Figure 15: View of site from corner of Cambridge Lane and McIntosh Street looking south-east

Source: Google Streetview

2.5.4 Heritage

The site is *not* listed as a local heritage item, nor is it located in a heritage conservation area, as shown in the figure below. The North Chatswood Conservation Area (**HCA**) lies to the northeast of the site. It is characterised by single storey detached dwellings.

2.5.5 Transport and Accessibility

The site is located just west of Anderson Street, which connecting the site to the Pacific Highway to the west providing wider connectivity to the LGA and regional context. Vehicular access is currently provided from McIntosh Street and Help Street, with pedestrian access also available from here as well via an existing pedestrian walkway.

The site is also serviced by public transport, being located approximately 350m from Chatswood CBD Centre and transport interchange precinct, which includes Chatswood Rail, bus and Metro Station. Several bus stops are located along Anderson Street which provide connections to numerous destinations in the North Shore and Sydney CBD. There are also nearby bus services along Pacific Highway including 144 Manly, 261 City, 530 Burwood Station, 533 Sydney Olympic Park, 536 Gladesville.

There is an established network of pedestrian facilities in the vicinity of the site, with paved footpaths provided on both sides of all adjacent roads. The site is connected to on-road bicycle route along Anderson Street adjacent to the site which provides a connection through to the Chatswood Transport Interchange.

2.5.6 Utilities and Infrastructure

The site is located within an established urban area. All necessary utilities and services that are required to support the proposed are readily accessible due to the location of the site in a highly urbanised setting.

The site is currently connected to all services, including power, water, communications, sewer and gas. These services and utilities will be upgraded to support the proposed development.

2.5.7 Stormwater Management and Flooding

2.5.7.1 Stormwater

Stantec found (refer to **Appendix AE**) that stormwater for the existing buildings within this site appear to discharge directly to the external hardstand, and an additional inground network. This inground network appears to connect to the Cambridge Lane Council network, or discharge via overland flow to the kerb and gutter network.

2.5.7.2 Flooding

The proposed development site is located within the upstream reaches of the Scotts Creek catchment. The flood mapping for the site extends from Chatswood Chase near Havilah Street to the east to discharge to Castle Cove near Eastern Valley Way. The proposed development site and its surrounds are not included in the mainstream floodplain of Scotts Creek.

The upstream catchment is displayed in **Figure 16** below.

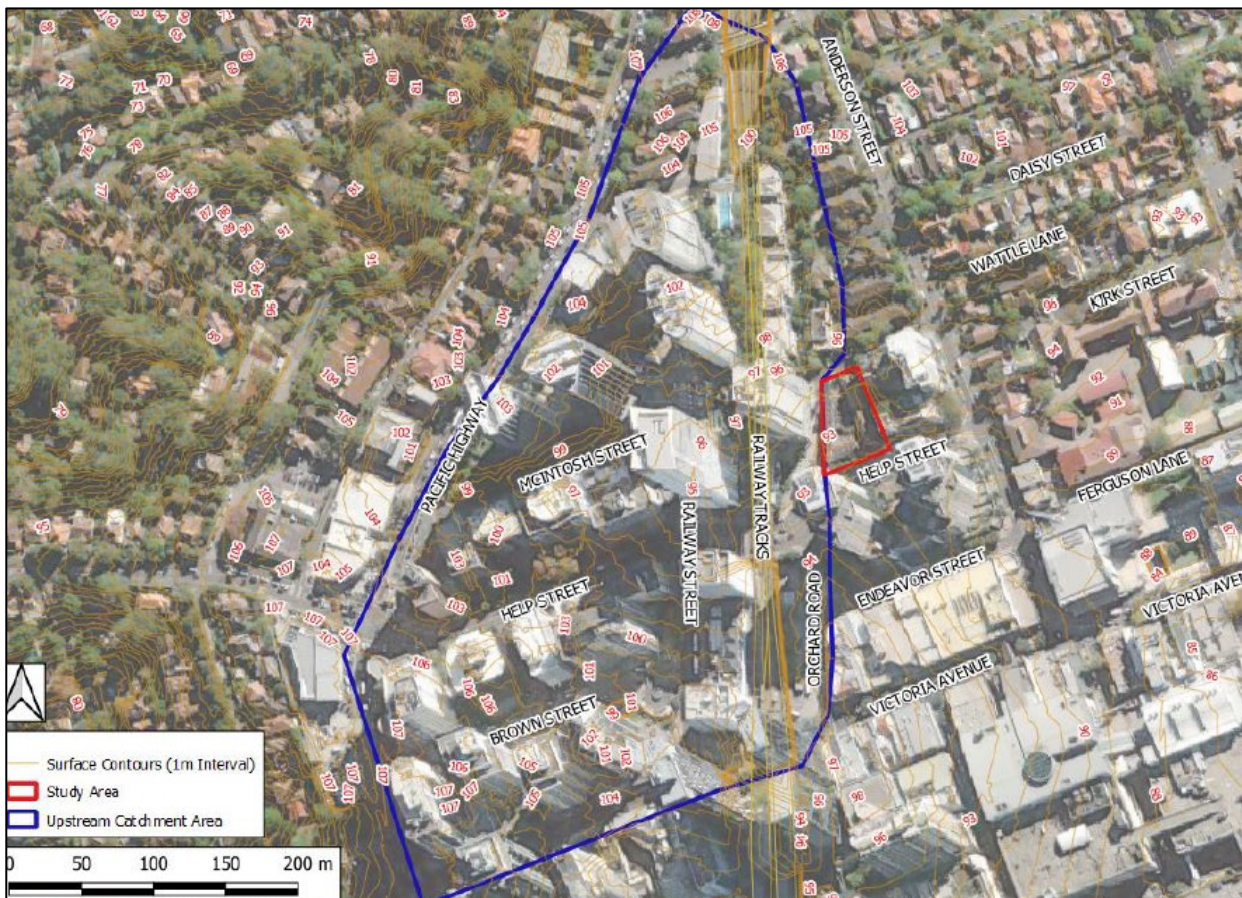


Figure 16: Upstream Catchment Plan

Source: Stantec

2.5.8 Contamination

The site is not registered as containing contaminated land, nor are any nearby sites impacted by identified contamination.

Contamination is discussed in further detail in **Section 6.13** below and a Preliminary Site Investigation (PSI) is provided at **Appendix AG**.

2.5.9 Acid Sulfate Soils

The acid sulfate soil (**ASS**) risk maps provided in WLEP 2012, identified the site is within a Class 5 acid sulfate soil area. Stantec have addressed acid sulfate soils and salinity as part of the Geotechnical Interpretation Report **Appendix AA**. Acid sulfate soils are typically not found in Class 5 areas.

This is discussed in further detail under **Section 6.12** below.

2.5.10 Flora and Fauna

Based on the BDAR Waiver Request prepared by Land Eco Consulting (**Appendix R**), no high retention value native vegetation recognised in or near the site. The site is currently dominated by built form, with the vegetation on site being confined to between the existing buildings and along the lot boundaries. On the frontage to Help Street, larger and more significant street trees have been planted.

This is discussed in detail under **Section 6.7** below.

2.6 Agreements with Other Parties

The site is not subject to a current Planning Agreement.

3 Project Description

This section of the EIS provides a summary of the proposed development, highlighting the key numeric parameters of the development and its operation.

3.1 Project Overview

The SSDA seeks approval for a 35-storey shop top housing development with in-fill affordable housing. The project will include demolition of the existing buildings, structures and removal of trees, construction of the built form and associated communal open spaces, provision of required plant and utilities, vehicular and pedestrian access and associated landscaping and site servicing.

The key parameters of the proposed development are summarised in **Table 6**.

Table 6: Project Overview

Parameter	Details
Site area	2,290m ²
Proposed development	Demolition of existing structures and construction of a 35-storey mixed use shop top housing development incorporating in-fill affordable housing
Site preparation works	- Demolition of existing structures and removal of 23 existing trees on site; and - Bulk earthworks to accommodate five-level basement.
Land use	Shop top housing
Gross Floor Area (GFA)	The proposed GFA comprises of: - Residential: 15,238.4m² - Non-residential: 2,345.3m² Total GFA: 17,583.7m²
Floor Space Ratio (FSR)	7.68:1
Unit mix	1 bedroom: 55 (34%) 2 bedrooms: 89 (56%) 3 bedrooms: 16 (10%)
Affordable Housing required under WLEP 2012	4% of the residential GFA (to be provided as a monetary contribution)
Building Height	115.2m, 35 storeys
Car Parking	Market residential: 141 Affordable housing: 15 Commercial/retail: 9 Total: 165 spaces
Bicycle Parking	34 spaces
Motorcycle parking	10 spaces
Communal space	Outdoor space: 431m ² Indoor space: 186m ² Total: 617 m ² (27%)
Deep soil area	172.7m ² (7.5%)
Soft Landscaping	549.6m ² (24%)

Timing/Staging	The proposed development will not be staged.
Estimated Development Cost (EDC)	\$102,055,307
Employment/jobs	The proposed development will create up to 274 construction jobs.

Figure 17 and **Figure 18** below show an artist’s impression of the proposed development.



Figure 17: Image of Proposed Development

Source: EMBECE



Figure 18: Image of Proposed Podium Level

Source: EMBECE

3.2 Project Area

The proposed works apply to the entire site area of 3-5 Help Street, Chatswood, which comprises a total site area of 2,290m². Development works are proposed for the entire site, addressing environmental impacts where required.

3.3 Demolition, Excavation and Site Preparation

3.3.1 Demolition

The proposed development includes demolition of all existing structures onsite which includes the two existing residential flat buildings, a townhouse complex, and ancillary outbuildings and structures. In addition, 23 trees are proposed to be removed.

The Demolition Plan contained at **Appendix F** and shown in **Figure 19** below.

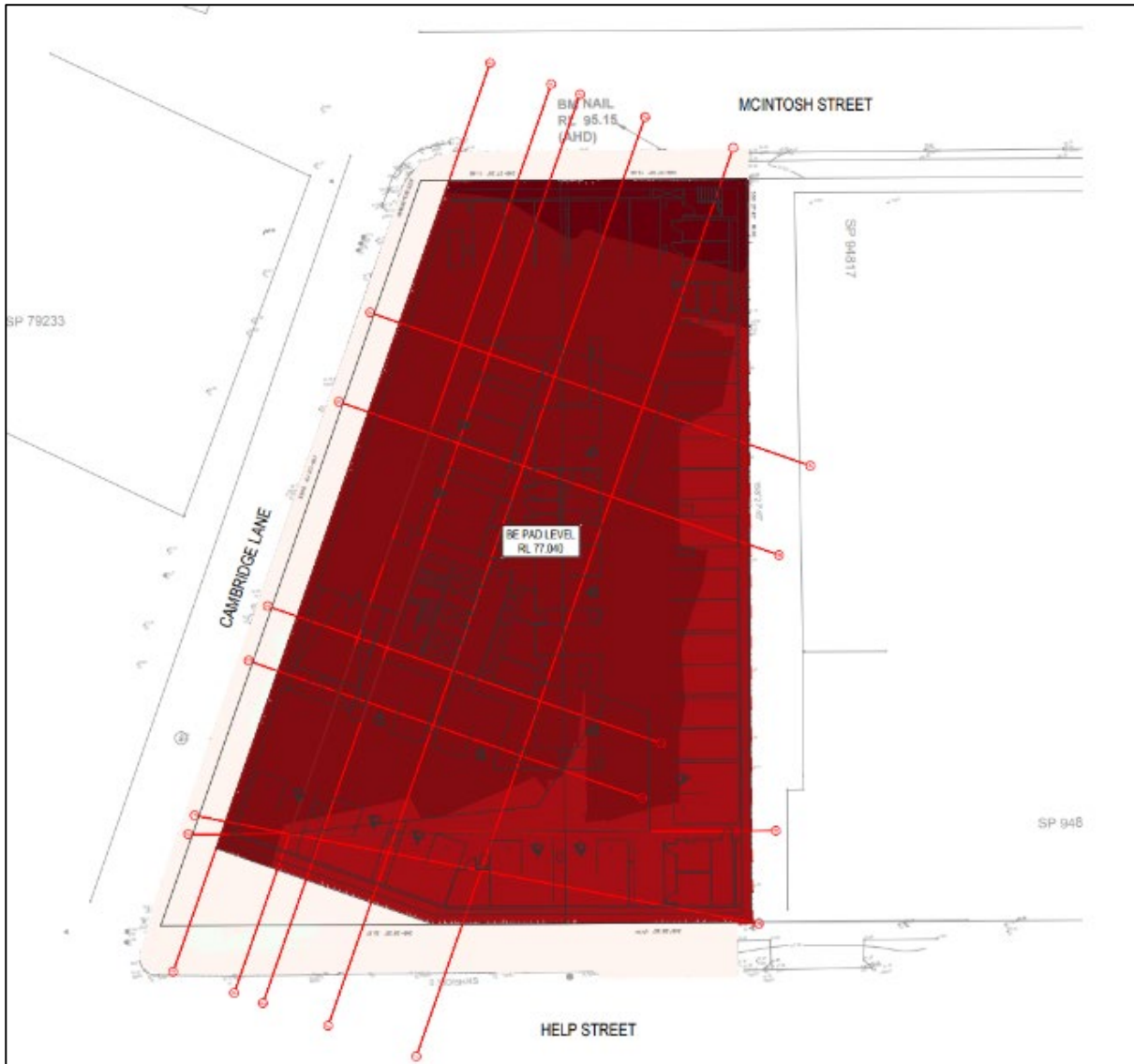


Figure 20: Bulk Earthworks Plan

Source: EMBECE

3.3.3 Site Servicing and Utilities

3.3.3.1 Substation

The proposed development includes a substation located to the south-east corner of the lower ground floor to service the entire site. This substation has been located internally to minimise impact on the key active frontages and mitigate impacts on street access, open space and setbacks.

3.3.3.2 General Utilities

An assessment of the site services and utilities has been undertaken by Neuron at **Appendix AN** to determine the capacity for the site to be serviced by relevant infrastructure and utilities. All relevant utility and service providers and authorities have confirmed that the site can be serviced subject to some infrastructure upgrades. Utilities connections are detailed below:

- Power/Electrical (Ausgrid):
 - The existing site is supplied by a substation located at 33 Anderson Street and does not have capacity for the supply of the proposed site

- There are no existing substations on the site though there are some existing private, network and commercial pillars that may need to be removed/relocated prior to excavation.
- A new substation is proposed on the Lower Ground Level of the development to support the electricity supply requirements.
- Communication:
 - NBN - The existing NBN carrier service infrastructure. There is a connection opportunity available for this site. Consultation with NBN will be undertaken during the next stage of the project to coordinate the required works.
 - Optus - The existing Optus carrier service infrastructure. There are connection opportunities available for this site but requires extending the Optus Fibre Network as shown. Consultation with NBN will be undertaken during the next stage of the project to coordinate the required works,
 - TPG - The existing TPG carrier service infrastructure. There are connection opportunities available for this site. Consultation with NBN will be undertaken during the next stage of the project to coordinate the required works.
- Gas (Jemena):
 - The existing gas mains along Help Street may be sufficient to support this development. It was recommended by Neuron that a new gas connection, including a gas meter and regulator.
 - The site currently has multiple existing connection points to the gas main that will be removed. There is also a high-pressure gas main and “shallow” gas main running along Cambridge Lane which will be surveyed and coordinated with Jemena.
 - Consultation with Jemena will be undertaken during the next stage of the project to coordinate the required connection works.
- Sewer (Sydney Water):
 - Based on the preliminary calculations, this site is likely to require a new 225mm mains sewer connection. Neuron recommends that a new sewer main connection is required to the existing mains to support the development.
 - A Sydney Water Coordinator will be engaged during the next stage of the project to begin consultation with Sydney Water to agree on the preferred connection strategy.

For the proposed development, all essential infrastructure services, including potable water, wastewater, electricity, gas, and telecommunications, will be augmented accordingly and subject to authority applications and design.

3.4 Physical Layout and Design

The proposed physical layout and design of the proposal is driven by the existing site conditions and context and mitigation of potential impacts on neighbouring sites. The layout has also been informed by the need to reduce the development's impacts on sensitive receivers.

An ADC was undertaken from September 2022 to November 2022, which resulted in a high-quality urban design outcome that aligns with the desired future character of the Chatswood CBD. The proposal seeking additional building height and floor space under the Housing SEPP will maintain the design intent of the competition winning scheme by translating the core design principles into the proposed scheme.

3.4.1 Floor space ratio and height uplift

The proposed FSR and building height have been established through the in-fill affordable housing provisions of the Housing SEPP. The methodology for calculating the proposed FSR and provision of affordable housing units are provided below.

Calculating the FSR uplift

Under Section 16 of the Housing SEPP, 'shop top housing' developments providing up to 15% of affordable housing (in addition to affordable housing provided under another environmental planning instrument) are eligible for an additional FSR of up to 30%. The additional 30% of FSR is based on the maximum permitted FSR on the

land under an EPI. Under Section 21 of the Housing SEPP, the required affordable housing component is to be provided for at least 15 years.

The proposal seeks a 28% uplift in FSR with provision of 14% of affordable housing for a minimum of 15 years.

Based on the above, the following calculation has been made for this site:

Table 7: GFA Calculation permitted under WLEP 2012 and Housing SEPP

WLEP2012 Controls				Housing SEPP including 28% bonuses				
Permitted FSR	Permitted GFA	Non-residential GFA (17%)	LEP required affordable housing (4% residential GFA)	Permitted FSR	Permitted GFA	Non-residential GFA ¹	SEPP affordable housing (14% total GFA)	LEP required affordable housing (4% residential GFA)
6:1	13,740m ²	2,335.8m ²	456.17m ²	7.68:1	17,587.2m ²	2,345.4m ²	2,461.7m ²	456.17m ²

The proposed development seeks approval for a total of 17,583.7m² of GFA, which is 3.5m² less than the maximum GFA, and therefore consistent with the maximum GFA permitted under the Housing SEPP.

This GFA includes 32 apartments to be dedicated as infill affordable housing apartments for a minimum of period of 15 years - as required by the Housing SEPP. These apartments have a total GFA of 2,470m², which is equivalent to 14% of development's total GFA. With a proposed GFA of 17,583.7 m², a minimum of 2,461.7 m² of affordable GFA is required to meet the 14% threshold for eligibility to utilise the uplift under the Housing SEPP. The proposed development exceeds this requirement by providing 2,470.0lm² of affordable housing GFA.

Clause 6.25 of WLEP 2012 requires a minimum 17% of GFA to be provided as non-residential floor space. Notwithstanding, it is proposed to provide 17% non-residential floor space based on the 6:1 FSR under WLEP 2012. A Clause 4.6 Variation Request at **Appendix AO** has been prepared to support the variation.

This results in the following breakdown:

- SEPP Affordable housing (14% of 17,583.7m², being the total GFA): 2,461.7m², noting the intention is to provide 2,470m² of IAH.
- WLEP Affordable housing: 4% of the residential GFA (provided by monetary contribution in lieu of dedication to Council – refer to the Monetary Contribution Assessment at **Appendix AS**)
- Market housing: 12,768.7m²
- Total residential: 15,238.4m²
- Non-Residential (17% of 13,740m², being WLEP 2012 permitted GFA): 2,335.8m², noting the intention is to provide additional non-residential floor space at 2,345.4m².

Calculating the building height uplift

¹Non-residential GFA is proposed to be provided at 17% of the GFA for an WLEP 2012 -compliant scheme with an FSR of 6:1. The proposal is supported by a cl4.6 written request which seeks to vary the non-residential floorspace development standard at Clause 6.25 of the WLEP 2012.

For 'shop top housing' developments, a Height of Buildings bonus may be awarded to the same percentage as the additional FSR permitted under the Housing SEPP. The proposal seeks 28% bonus FSR, and hence a 28% height of buildings bonus may be achieved.

Based on the above, the following calculation has been made:

- WLEP Height of Buildings control: 90m
- Maximum Permissible Height: 90m x 128% = 115.2m

The proposal provides a maximum building height of 115.2m (RL 208.45).

3.4.2 Built Form and Massing

3.4.2.1 Basement

A shared basement with five levels is proposed, which is configured to provide parking, loading, storage and building services and plant. Specifically, the basement levels contain the following:

- 165 car parking spaces, 10 motorbike parking spaces, and 34 bicycle spaces,
- Secure storage spaces for residents,
- Loading dock,
- Garbage storage area, including storage for bulky goods,
- Separate lift cores, including two lifts for non-residential, and three residential lifts.

A singular basement access and loading access is provided from Help Street.

3.4.3 Built Form

Built Form and Setbacks

The built form comprises one articulated tower form, comprising a 35-storey building with a maximum height of RL 208.45 or 115.2m. The building has a total GFA of 17,583.7m².

A three-storey podium is proposed which is setback 7.5m from Cambridge Lane. This setback is greater than the minimum under the DCP to enhance the active frontage and public domain. The levels above the podium are setback 7.5m from Cambridge Lane in alignment with the WDCP 2023. To the north and south, the built form is setback 3m at podium level and 7.5m for the tower form.

The south-eastern corner of the development presents a nil-3m setback to Help Street, to better align with 28-30 Anderson Street to the east. A nil setback is provided to the boundary adjoining 28-30 Anderson Street at the podium level with an 8.25m setback provided for the tower form. This approach to these setbacks is consistent with that supported by the Design Competition winning scheme.

The proposed design focuses on enhancing the comfort of future occupants and the surrounding public space. The tower form is carefully shaped to respond to the site's topography, orientation, and its urban context, including adjacent buildings and movement patterns. It will be located at the north-eastern edge of Chatswood CBD, acting as a transition between high-rise and low-rise areas.

Additionally, it serves as an urban landmark for those approaching from the west. The increased building height allowed by the Infill Affordable Housing SEPP improves its proportions, contributing to a distinctive city skyline with slender towers. The design aligns with the jury's positive feedback.

Elevations of the built form viewed from the west of Cambridge Lane and south from Help Street are shown in **Figure 21** and **Figure 22** below.

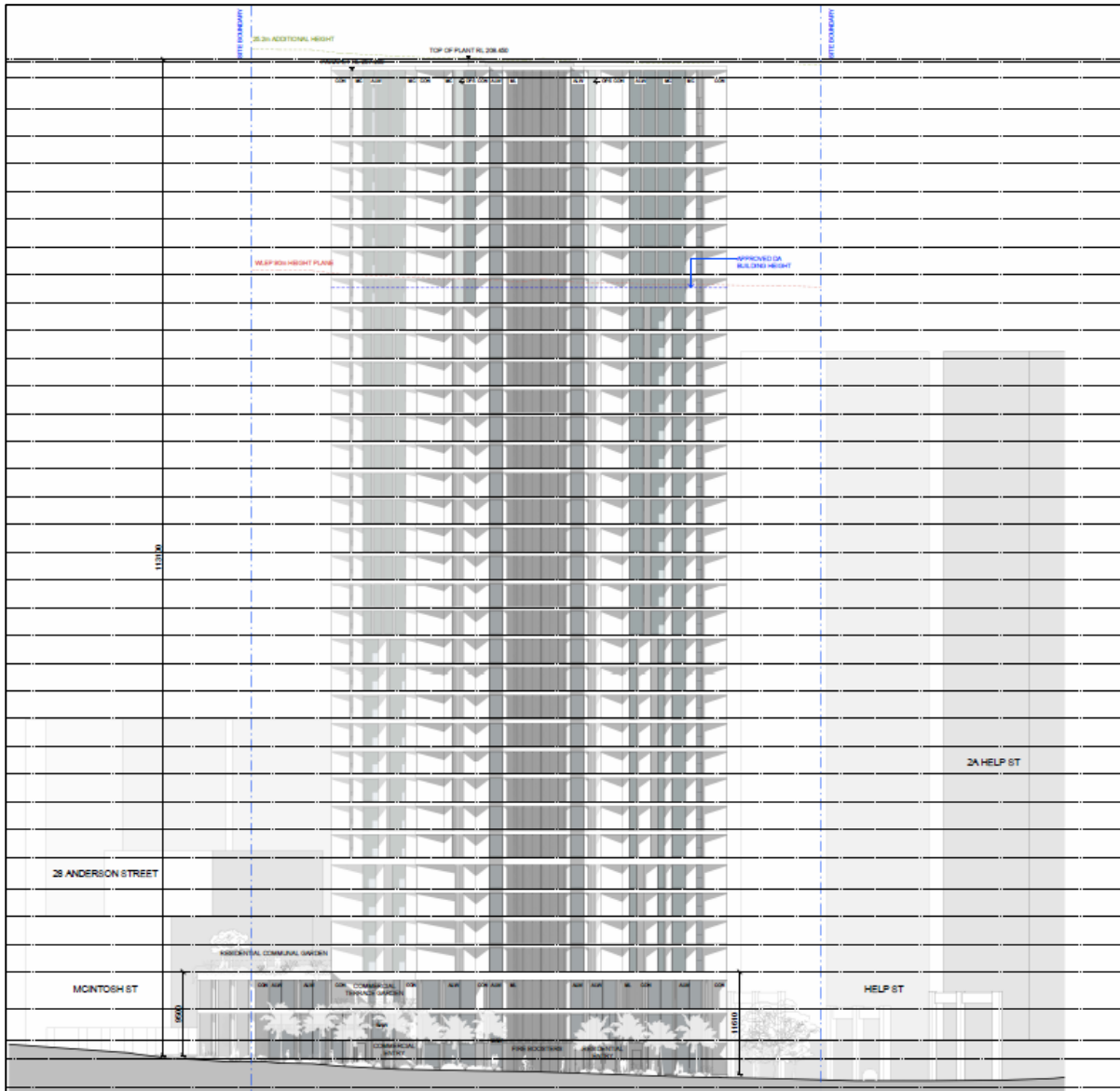


Figure 21: Western Elevation – Cambridge Lane

Source: EMBECE

Table 8: Dwelling Mix

Type of Housing	Dwelling Mix	Total Dwellings	Total GFA
Market Housing	1 bedroom: 37 2 bedroom: 75 3/4 bedroom: 16	128	12,768.7m ²
IAH Housing (Housing SEPP)	1 bedroom: 18 2 bedroom: 14 3/4 bedroom 0	32	2,470m ²
WLEP Affordable Housing	Monetary Contribution		
TOTAL	160 apartments		15,239m ²

Communal Space

Communal space is provided on Level 2, comprising a combined area of 617m². Both indoor and outdoor communal open spaces are provided (refer **Figure 23**). The communal area opens to a generous north facing garden designed to accommodate a range of uses including working-from-garden. Access to a common lounge with Wi-Fi and a variety of table settings and gathering spaces completes the offering.

The new residential address on Cambridge Walk sets the entry lobby in the middle of a new vibrant, sunlit and tree lined neighbourhood.

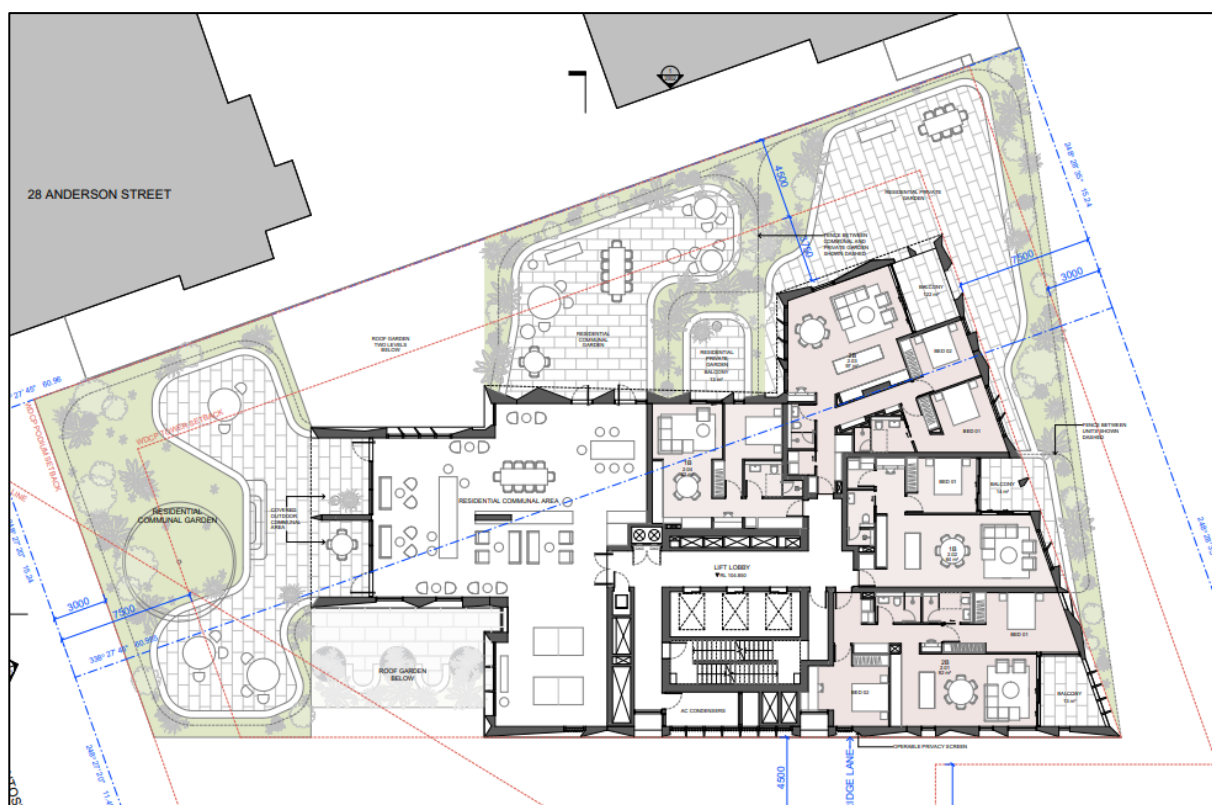


Figure 23: Communal Open Space – Level 2 Podium

Source: EMBECE

Internal Layout and Apartment Typology

The residential floorplates are designed to be flexible and allow for a variety of apartment layouts. Each apartment has been designed to provide future residents with a high level of amenity. 78% of apartments are dual aspect, achieving cross-ventilation and an abundance of natural light.

Deep reveals and an articulated facade design optimises solar access and maintains thermal comfort. Bedroom and balcony sizes meet and exceed the minimum dimensions required by the ADG. Dedicated work from home spaces and ample storage are also integrated into each apartment layout. This is supplemented by additional storage cages in the basement to meet ADG storage requirements.

Examples of typical floorplates are shown in **Figure 24 - Figure 29** below.

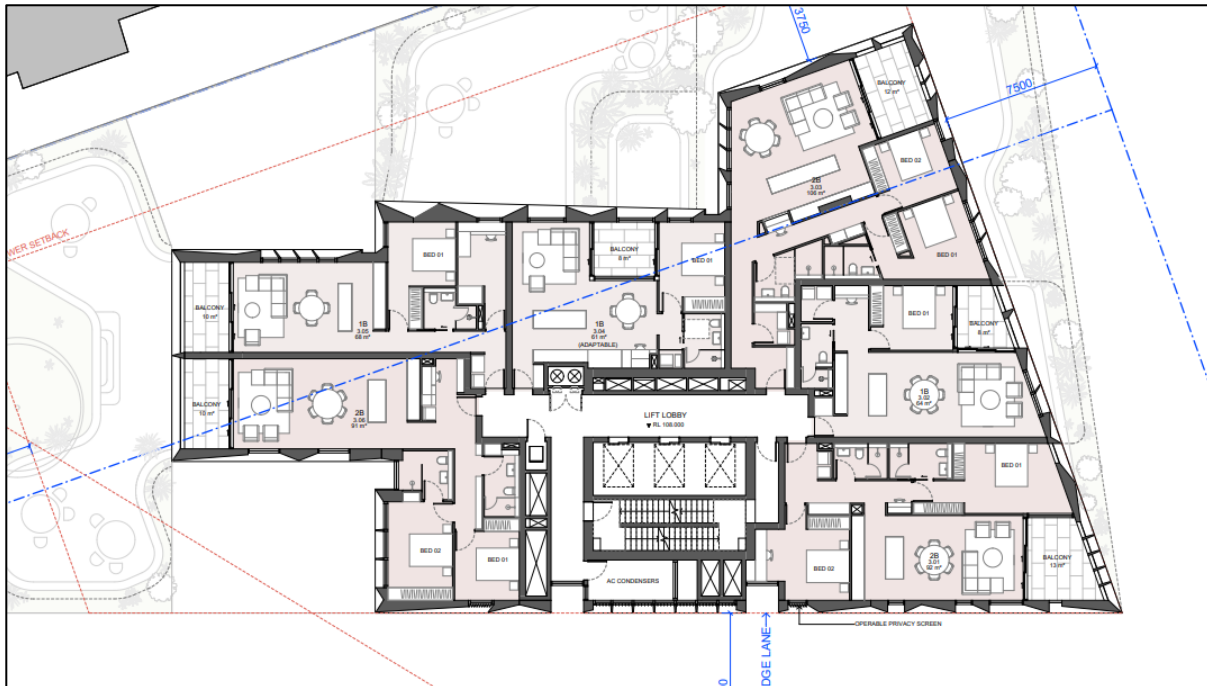


Figure 24: Typical Floorplate – Level 3-5
Source: EMBECE

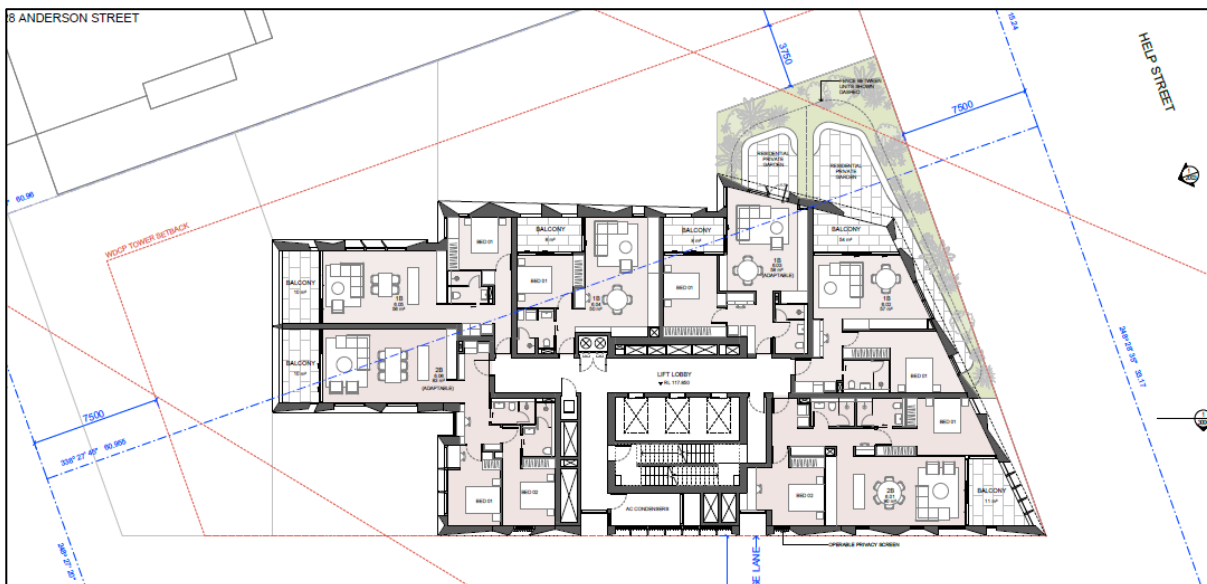


Figure 25: Typical Floorplate – Level 6
Source: EMBECE

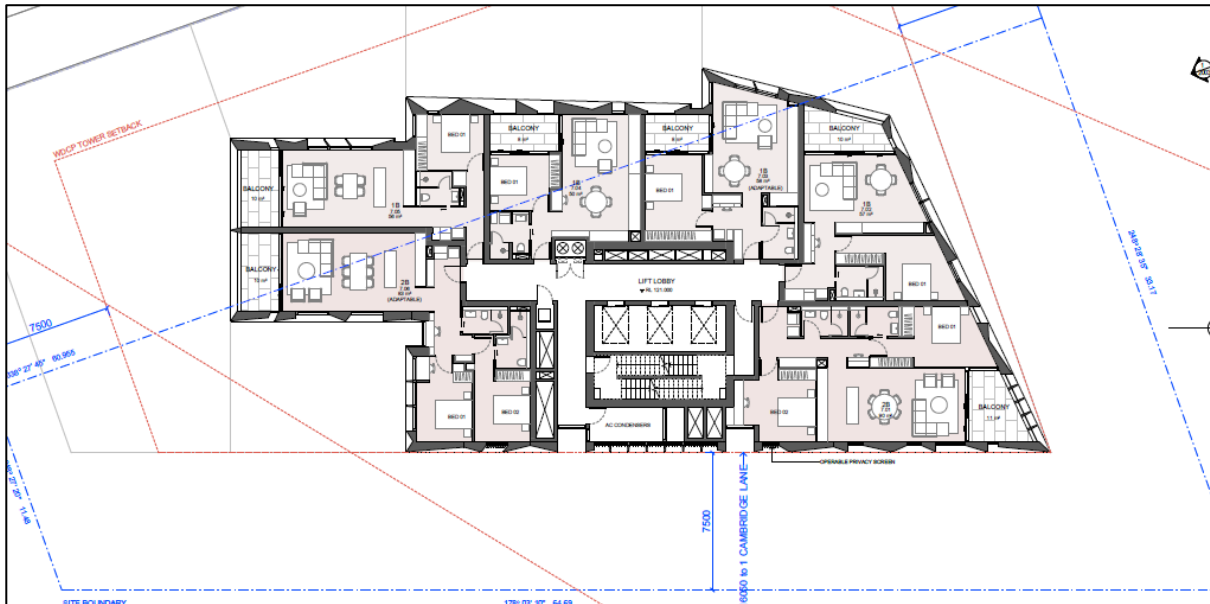


Figure 26: Typical Floorplate – Level 7-13

Source: EMBECE

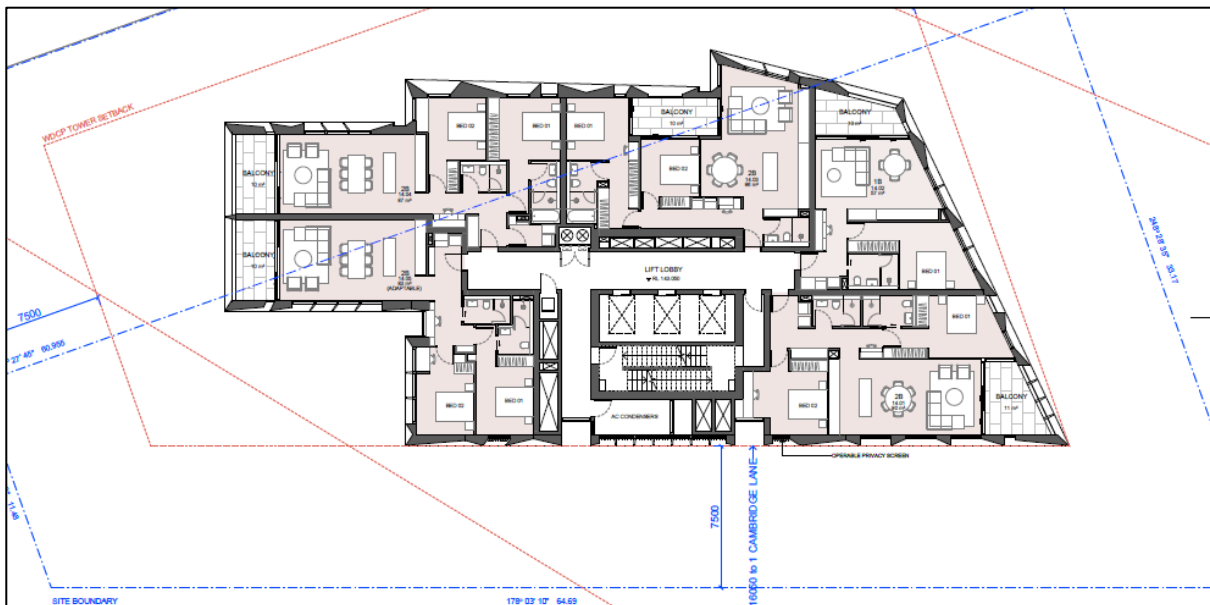


Figure 27: Typical Floorplate – Level 14-25

Source: EMBECE

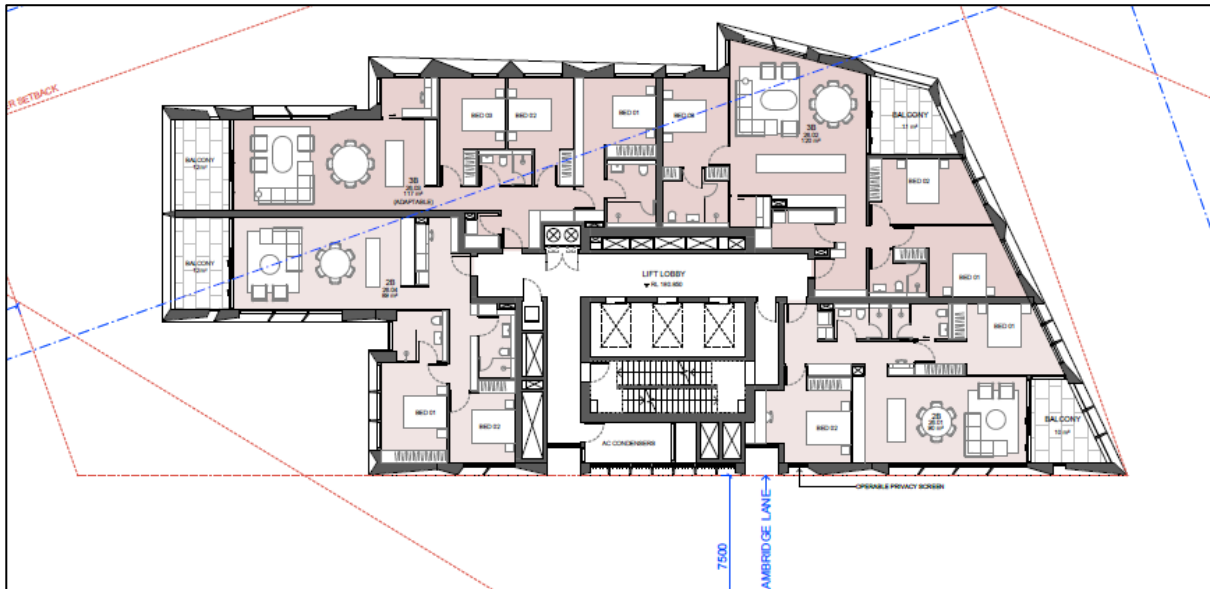


Figure 28: Typical Floorplate – Level 26-31

Source: EMBECE

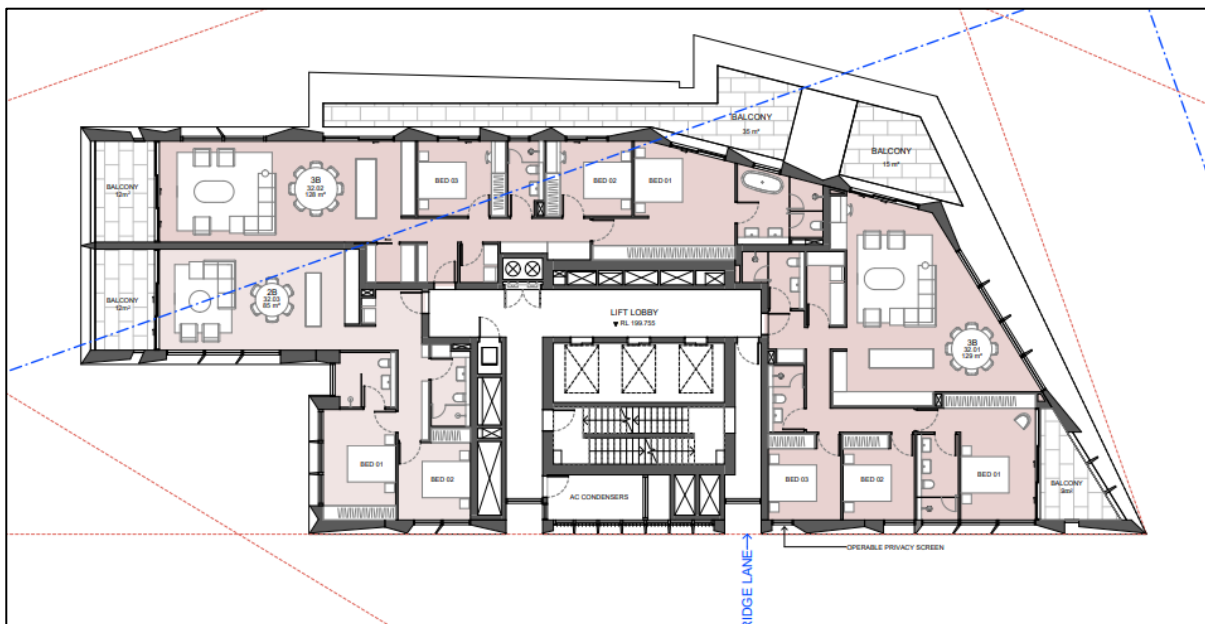


Figure 29: Typical Floorplate – Level 32-33

Source: EMBECE

3.5 Façade, Materials and Finishes

A comprehensive review of the facade openings was undertaken to optimise the size, orientation and operability. The external materials and finishes are demonstrated in **Figure 30**. To minimise the heating and cooling loads, the proportion of solid to void was increased following the Design Competition, particularly in bedrooms. The living spaces which are more highly used during the daytime remain open to views and daylight. Living spaces address generous balconies with the floor above providing solar shading.

The deep facade zone allows the slab edge above the windows to provide a substantial overhang and shading from high summer sun. The combination of splayed wall panel reveals and secondary aluminium fins, provide further shading and maintains privacy from neighbouring apartment buildings, particularly in the low-rise levels.

The glazed façade maximises visual connectivity to Cambridge Walk and improved activation. A variety of single height and double height spaces also presents an opportunity for different commercial experiences and uses. Entries are denoted with accent awnings and feature stone cladding to allow for improved wayfinding and a luxurious arrival experience

The proportion of solid to void has been optimised post competition to balance ESD considerations of solar access and thermal performance with outlook and privacy. Sustainable design principles are the core driver of the precise facade geometry. The layered approach to the facade allows for fine tuning of solar shading, glazed area, ventilation and privacy.

The proposed façade for the podium and tower form are shown in **Figure 29** to **Figure 32** below.

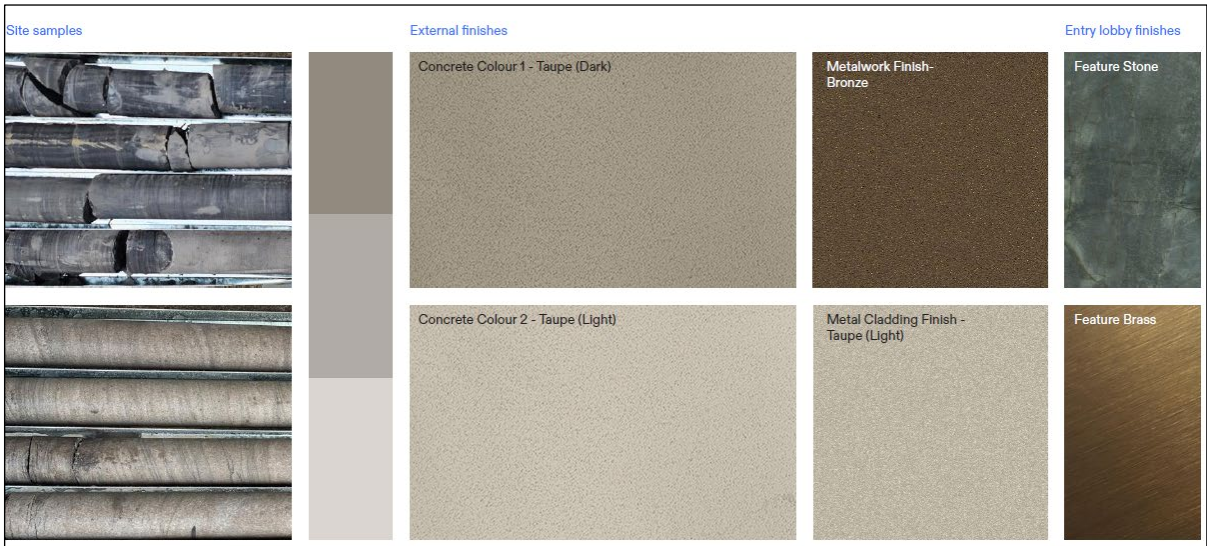


Figure 30: External finishes
 Source: EMBECE



Figure 31: Podium Finish
 Source: EMBECE



Figure 32: Tower Finish

Source: EMBECE

3.6 Landscaping and Public Domain

3.6.1 Landscaping

Landscape Plans have been prepared by Studio Georgouras and are provided at **Appendix L**. The proposal integrates a number of opportunities for landscaping into the development.

The landscape design will enhance the setting of the building, including the use of native plant species that have a low water use to conserve water resources and provide plants that benefit the building's energy efficiency, for example by creating shade. The landscaping will provide species with opportunity to produce positive outcomes on the air quality, biodiversity, climate, indigenous community and urban surfaces.

The proposal will deliver a total of 172.7m² of deep soil planting across the frontage, accounting for a deep soil area of 7.5% of the total site area. The deep soil area at ground level includes a 3m wide deep soil landscaped strip along the boundary to Cambridge Lane which forms part of the privately-owned, publicly accessible domain. The proposed landscape works will result in the planting of 26 new trees across the site, accounting for a canopy cover of 558.75m².

Figure 33 below illustrate the proposed ground level landscaping and circulation.



Figure 33: Proposed Ground Level Landscaping

Source: Studio Georgouras

3.6.2 Public Domain

The CBD Strategy identifies an open air 24 hour through site link that is a continuation of Cambridge Lane to the north of our site. The proposal has an important role in establishing this desired north south connection. It will define the framework for the future continuation of public domain works. Cambridge Lane as a holistic shared space with the extension of the surface finishes from along the Cambridge building into the new public domain, Cambridge Walk. The increase in density and diversity of residents provided by the affordable housing uplift will further improve ground plane activation.

At the core of the site's public domain strategy is a 7.5m wide landscaped promenade along Cambridge Lane. This in combination with the generous garden addressing the corner of Help St contributes to the overall 'green' ground plane of greater Chatswood.

A Public Domain Plan is demonstrated in **Figure 34** below.

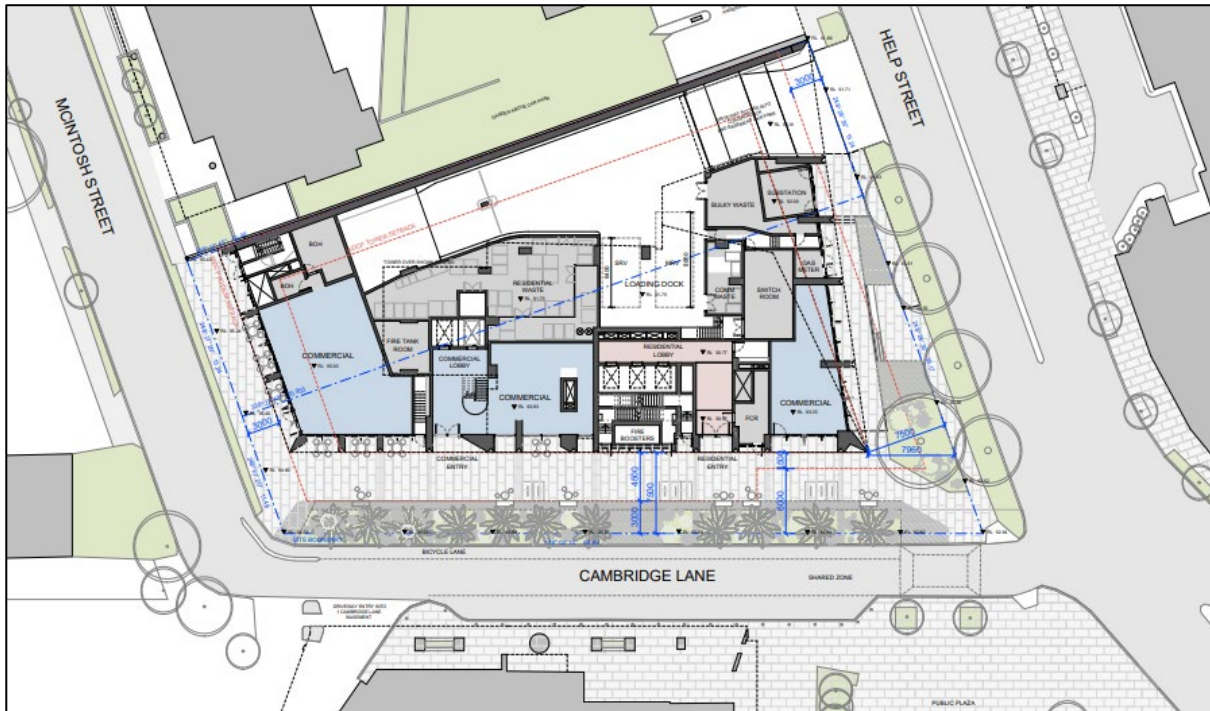


Figure 34: Public Domain Plan

Source: EMBECE

3.7 Connection to Country

The site is located on Darug Country and is home to the Cammeraygal. It is connected to the vegetation communities of Sandstone Ridgetop Woodlands (to the west) and Blue Gum Forest (to the east).

A geotechnical study of the site confirms that it is underlain by Ashfield Shale and Hawkesbury Sandstone. Through the bore hole samples taken, the colour of the actual stone on site could be identified. **Figure 25** above provides an image of these samples at various depths below the surface, with varying warm grey tones through each layer of stone.

The revised colour palette of the tower is an expression and reflection of the site-specific conditions. The landscape also embeds this understanding of site into both planting and materiality. Endemic species from these two local vegetation communities showcases the history of the site. It is an acknowledgement and appreciation of the natural landscape.

An Aboriginal Cultural Heritage Assessment Report (ACHAR) has been prepared by OzArk Environment & Heritage and is provided at **Appendix AL**. This process involved consultation with RAPs in conjunction with the site and proposed development. Based on the broad cultural values identified in consultation with the RAPs, it was recommended by Ozark that the proposal utilises native trees and shrubs in landscaped areas, as well as the interpretation of plant species through an Aboriginal lens, potentially using the register Aboriginal Parties identified for this project as a consultation group for the inclusion of plants and associated naming in the Eora language. Connection to Country is discussed further in **Section 6.11**.

3.8 Uses and Activities

Development consent is sought for a mixed-use development comprising:

- Shop top housing, including affordable, market housing and commercial premises (see below),
- Commercial premises, including retail premises and food and drink premises. The specific use of the non-residential spaces will be subject to separate development consents via a DA or Complying Development Certificate (CDC).

3.9 Access, Transport and Parking

3.9.1 Access

A single vehicular access point to the basement for both residents and loading vehicles is provided off Help Street. A simple loop basement design allows vehicles to efficiently manoeuvre within the site. Access to the waste and loading facilities has been designed to accommodate Council's 10.5m Medium Rigid Vehicle (**MRV**) waste truck.

Pedestrian access will be provided via an expansive public domain space from Cambridge Land and McIntosh Street.

3.9.2 Parking

The following parking provisions are proposed as part of the development:

- 165 spaces including:
 - 141 market residential spaces
 - 15 affordable residential spaces
 - 9 commercial/retail spaces
- 10 motorcycle spaces
- 34 bicycle spaces
- End of trip facilities including showers, lockers etc.

3.9.3 Loading

The Lower Ground Level includes a loading area with a 10.5m MRV bay (which can also accommodate the Council's waste truck) and a 6.4m SRV bay. This setup is considered sufficient to meet the building's servicing needs. Waste collection will take place on-site using a 10.5m Council waste truck, which will enter forward, reverse into the loading bay, and exit forward onto Help Street.

A waste contractor will transfer waste between the truck and collection room, ensuring a safe and efficient process similar to other developments in the area.

3.10 Waste

A dedicated residential bin discharge room is provided on the lower ground level, located in a convenient position adjacent to the residential lifts. The bulky waste room, residential bin hold and commercial bin hold rooms are allocated on the southern side of the lower ground level.

Waste vehicles will enter the basement via Help Street and park in the designated vehicle loading bay adjacent to the bin rooms. Waste vehicles are able to efficiently manoeuvre within the site, entering and exiting in a forward direction.

Waste management strategies are discussed in **Section 6.21** below and in the Waste Management Plan at **Appendix AH** and **Appendix AI**.

3.11 Timing, Stages and Sequencing

The indicative stages and sequencing of the overall redevelopment of the site are:

Table 9: Proposed Construction Stages

Stage	Indicative Timing/Duration	Status
Stage 1: Demolition, Site preparation	3 months	To commence following granting of approval.

Stage 2: Main works • Basement excavation • Super structure • Services provision • External building works • Internal building works • Landscaping and public domain	22 months	To commence following completion of Stage 1.
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4 Statutory Context

4.1 Key Statutory Requirements

This section of the EIS describes the statutory planning process for the proposed development and identifies relevant State and local legislation and planning instruments which apply to the SSDA.

The relevant Federal, State and local environmental planning instruments that apply to the site and the proposal include:

- *Commonwealth Environmental Protection and Biodiversity Act 1999 (EPBC Act)*
- *Environmental Planning and Assessment Act 1979 (EP&A Act)*
- *Environmental Planning and Assessment Regulation 2021 (EP&A Regulation)*
- *Biodiversity Conservation Act 2016 (BC Act)*
- *Water Management Act 2000 (WM Act)*
- *State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP)*
- *State Environmental Planning Policy (Housing) 2021 (Housing SEPP)*
- *State Environmental Planning Policy (Transport and Infrastructure) 2021 (T&I SEPP)*
- *State Environmental Planning Policy (Resilience and Hazards) 2021 (R&H SEPP)*
- *State Environmental Planning Policy (Sustainable Buildings) 2022 (Sustainable Buildings SEPP)*
- *State Environmental Planning Policy (Biodiversity and Conservation) 2021 (B&C SEPP)*
- *Willoughby Local Environmental Plan 2012 (WLEP 2012)*
- *Willoughby Development Control Plan 2023 (WDCP 2023)*

4.2 Power to Grant Approval

Division 4.7 of the EP&A Act describes the circumstances under which a development can be classified as SSD. The legal pathway under which consent is sought is described in **Table 8**.

Table 10: Power to Grant Approval

Statutory Reference	Pathway Description
EP&A Act Section 4.5(a)	Pursuant to Section 4.5(a) of the EP&A Act the Minister is the consent authority for SSD, or the Minister's Delegate.
Planning Systems SEPP Chapter 2, Part 2.2, Section 2.6	Section 2.6 declaration of State significant development: (1) <i>Development is declared to be State significant development for the purposes of the Act if—</i> (a) <i>the development on the land concerned is, by the operation of an environmental planning instrument, not permissible without development consent under Part 4 of the Act, and</i> (b) <i>the development is specified in Schedule 1 or 2.</i>
Planning Systems SEPP Schedule 1 Clause 26A	Section 26A of Schedule 1 states: 26A In-fill affordable housing (1) <i>Development to which State Environmental Planning Policy (Housing) 2021, Chapter 2, Part 2, Division 1 applies if—</i> (a) <i>the part of the development that is residential development has an estimated development cost of—</i> (i) <i>for development on land in the <u>Eastern Harbour City</u>, <u>Central River City</u> or <u>Western Parkland City</u> in the <u>Six Cities Region</u>—<u>more than \$75 million</u>, or</i> <i>Note— The Act, Schedule 9 sets out the local government areas in each city in the Six Cities Region.</i> (ii) <i>for development on other land—more than \$30 million, and</i> (b) <i>the development does not involve development prohibited under an environmental planning instrument applying to the land.</i>

The proposal located in the Eastern Harbour City has a residential component with an estimated development cost of more than \$75 million and does not involve development that is prohibited under an EPI (see **Section 4.3** below). Therefore, the proposal constitutes SSD.

4.3 Permissibility

The proposal is located on land that is subject to the WLEP 2023 under which the site is zoned MU1 Mixed Use. The proposed development is permissible with consent in the MU1 zone, being for the purpose of 'shop-top housing'.

4.4 Other Approvals

This section outlines other legislative approvals that are required to carry out the project under Division 4.7 of the EP&A Act.

Table 11: Other Approvals

Approval Category	Description														
Consistent approvals: approvals that cannot be refused if the project is approved and must be substantially consistent with the approval	Section 4.42 of the EP&A Act identifies authorisations cannot be refused if they are necessary for carrying out State Significant Development. The following lists legislative approvals under Section 4.42, which due to the nature of the project, are not required. <table> <tr> <td><i>Fisheries Management Act 1994</i></td><td>Not required</td></tr> <tr> <td><i>Coal Mine Subsidence Compensation Act 2017</i></td><td>Not required</td></tr> <tr> <td><i>Mining Act 1992</i></td><td>Not required</td></tr> <tr> <td><i>Petroleum (Onshore) Act 1991</i></td><td>Not required</td></tr> <tr> <td><i>Protection of the Environment Operations Act 1997</i></td><td>Not required</td></tr> <tr> <td><i>Roads Act 1993</i></td><td>Not required</td></tr> <tr> <td><i>Pipelines Act 1967</i></td><td>Not required</td></tr> </table>	<i>Fisheries Management Act 1994</i>	Not required	<i>Coal Mine Subsidence Compensation Act 2017</i>	Not required	<i>Mining Act 1992</i>	Not required	<i>Petroleum (Onshore) Act 1991</i>	Not required	<i>Protection of the Environment Operations Act 1997</i>	Not required	<i>Roads Act 1993</i>	Not required	<i>Pipelines Act 1967</i>	Not required
<i>Fisheries Management Act 1994</i>	Not required														
<i>Coal Mine Subsidence Compensation Act 2017</i>	Not required														
<i>Mining Act 1992</i>	Not required														
<i>Petroleum (Onshore) Act 1991</i>	Not required														
<i>Protection of the Environment Operations Act 1997</i>	Not required														
<i>Roads Act 1993</i>	Not required														
<i>Pipelines Act 1967</i>	Not required														
EPBC Act approval, and whether the bilateral agreement applies	The <i>Environmental Protection and Biodiversity Act 1999</i> (EPBC Act) provides a legal framework to protect and manage matters of national environmental significance (MNES), which include nationally and internationally important flora, fauna, ecological communities, and heritage places. As confirmed in the BDAR Waiver Request (Appendix R), the project is not likely to impact any MNES, noting the site is within a highly urbanised CBD. Therefore, the project is not required to be referred to the Federal Department of the Environment to determine if it constitutes a controlled action and the bilateral agreement applies.														
Other approvals: approvals that are not expressly integrated into the SSD assessment under the EP&A Act (e.g. water access licences under the <i>Water Management Act 2000</i> , leases under the <i>National Parks and Wildlife Act 1974</i>).	Section 4.41 of the EP&A Act states certain approvals that are not required for SSD. The following identifies whether other legislative approvals would otherwise be required if the Project was not SSD. <table> <tr> <td><i>Fisheries Management Act 1994</i></td><td>Not required</td></tr> <tr> <td><i>Heritage Act 1977</i></td><td>Not required</td></tr> <tr> <td><i>National Parks and Wildlife Act 1974</i></td><td>Not required</td></tr> <tr> <td><i>Rural Fires Act 1997</i></td><td>Not required</td></tr> <tr> <td><i>Water Management Act 2000</i> (other than an aquifer interference approval under section 91(3))</td><td>Required</td></tr> </table> The proposal involves the construction of five levels of basement and requires an aquifer interference approval under section 91(3) of the WM Act. Section 4.46 (integrated development) of the EP&A Act states that integrated development does not apply to SSD. Therefore, the proposal does not comprise integrated development.	<i>Fisheries Management Act 1994</i>	Not required	<i>Heritage Act 1977</i>	Not required	<i>National Parks and Wildlife Act 1974</i>	Not required	<i>Rural Fires Act 1997</i>	Not required	<i>Water Management Act 2000</i> (other than an aquifer interference approval under section 91(3))	Required				
<i>Fisheries Management Act 1994</i>	Not required														
<i>Heritage Act 1977</i>	Not required														
<i>National Parks and Wildlife Act 1974</i>	Not required														
<i>Rural Fires Act 1997</i>	Not required														
<i>Water Management Act 2000</i> (other than an aquifer interference approval under section 91(3))	Required														

4.5 Pre-conditions to Exercising the Power to Grant Approval

Table 12 outlines the pre-conditions to exercising the power to grant consent which are relevant to the project and the section where these matters are addressed within the EIS. These are conditions that must be satisfied before the approval authority may grant development consent.

Table 12: Pre-conditions

Statutory Reference	Pre-condition	Relevance	Section in EIS
BC Act	Clause 7.9 of the <i>Biodiversity Conservation Act 2016 (BC Act)</i> requires applications to be accompanied by a BDAR unless it is determined the proposal is not likely to have any significant impact on biodiversity values.	The proposed development is located within in an urban area and will not result in any significant impact on biodiversity values. A waiver for the requirement to prepare a BDAR was granted on 13 January 2025 and is provided at Appendix S .	Section 6.7
Resilience and Hazards SEPP	A consent authority must be satisfied that the land is suitable in its contaminated state - or will be suitable, after remediation - for the purpose for which the development is proposed to be carried out.	A Preliminary Site Investigation (Appendix AG) identified a moderate potential for contamination at the site and deems the site to be suitable for the proposed development subject to the implementation of mitigation measures. It is noted that a DSI is <i>not</i> required.	Section 6.13
TISEPP	Section 2.99 Excavation in, above, below or adjacent to rail corridors (1) This section applies to development (other than development to which section 2.101 applies) that involves the penetration of ground to a depth of at least 2m below ground level (existing) on land— (a) within, below or above a rail corridor, or (b) within 25m (measured horizontally) of a rail corridor, or (c) within 25m (measured horizontally) of the ground directly below a rail corridor, or (d) within 25m (measured horizontally) of the ground directly above an underground rail corridor.	It is confirmed that the site is not located within 25m of the rail corridor to the east. Therefore, further consideration of this Section is not required.	N/A
	Section 2.100 Impact of rail noise or vibration on non-rail development Before determining a DA for development to which this section applies, the consent authority must take into consideration any guidelines that are issued by the Planning Secretary for the purposes of this section and published in the Gazette. If the development is for the purposes of residential accommodation, the consent authority must not grant consent to the development unless it is satisfied that appropriate measures will be taken to ensure that the	Noise and Vibration Impact Assessment (NVIA) has been prepared by PWNA at Appendix Z . The Assessment concludes that appropriate mitigation measures can be input to ensure that rail noise does not impact the residents.	Section 6.10

Statutory Reference	Pre-condition	Relevance	Section in EIS								
	following LAeq levels are not exceeded— (a) in any bedroom in the residential accommodation—35 dB(A) at any time between 10.00 pm and 7.00 am, (b) anywhere else in the residential accommodation (other than a garage, kitchen, bathroom or hallway)—40 dB(A) at any time.										
	Section 2.122 Traffic-generating development A public authority, or person acting on behalf of a public authority, must not approve traffic-generating development without written notice of the intention to carry out the development to Transport for NSW (TfNSW) in relation to the development, and taken into consideration any response to the notice that is received from TfNSW within 21 days after the notice is given.	The relevant referral thresholds are as follows: <table><tr><th>Purpose of Development</th><th>Size or Capacity—Site with Access to a Road (Generally)</th></tr><tr><td>Residential accommodation</td><td>300 or more dwellings</td></tr><tr><td>Commercial premises (other than premises specified elsewhere in this table)</td><td>10,000m² in GFA</td></tr><tr><td>Food and drink premises (other than take away food and drink premises with drive-through facilities)</td><td>Car parking for 200 or more motor vehicles</td></tr></table> As the proposal only involves 160 dwellings and has less than 10,000m² of commercial premises, referral to TfNSW is <i>not</i> required in this regard.	Purpose of Development	Size or Capacity—Site with Access to a Road (Generally)	Residential accommodation	300 or more dwellings	Commercial premises (other than premises specified elsewhere in this table)	10,000m ² in GFA	Food and drink premises (other than take away food and drink premises with drive-through facilities)	Car parking for 200 or more motor vehicles	Section 6.9
Purpose of Development	Size or Capacity—Site with Access to a Road (Generally)										
Residential accommodation	300 or more dwellings										
Commercial premises (other than premises specified elsewhere in this table)	10,000m ² in GFA										
Food and drink premises (other than take away food and drink premises with drive-through facilities)	Car parking for 200 or more motor vehicles										
Sustainable Buildings SEPP	2.1 Standards for BASIX development and BASIX optional development (5) Development consent must not be granted to development to which the standards specified in Schedule 1 or 2 apply unless the consent authority is satisfied the embodied emissions attributable to the development have been quantified.	The proposal is accompanied by a BASIX Certificate at Appendix Y that confirms compliance with the standards prescribed by the Sustainable Buildings SEPP.	Section 6.15								
Housing SEPP	Clause 21 Must be used for affordable housing for at least 15 years Development consent must not be granted to development under this division unless the consent authority is satisfied that for a period of at least 15 years commencing on the day an occupation certificate is issued for the development—	The development proposes 14% of floor space as affordable housing for a minimum period of 15 years. A letter has been provided by a registered community housing provider at Appendix AR that will manage the affordable housing component of the development for 15 years (after issue of Occupation Certificate).	Section 6.3								

Statutory Reference	Pre-condition	Relevance	Section in EIS
	(a) the development will include the affordable housing component required for the development under section 16, 17 or 18, and (b) the affordable housing component will be managed by a registered community housing provider.		
	Clause 147 Determination of development applications and modification applications for residential apartment development (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— (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, (b) the Apartment Design Guide, (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.	The proposal is subject to Chapter 4 of the Housing SEPP. These requirements have been addressed as part of the Design Report under Appendix G.	Section 6.4

4.6 Mandatory Considerations

Table 13 outlines the relevant mandatory considerations that must be considered in determining this SSDA under the EP&A Act and the sections where these matters are addressed within the EIS.

Table 13: Mandatory matters for consideration under the EP&A Act and Regulations

Statutory Reference	Mandatory Consideration	Section in EIS
Consideration under the EP&A Act and Regulation		
Section 1.3	Relevant objects of the EP&A Act	Appendix C
Section 4.15	Relevant EPIs	
	- Planning Systems SEPP - Housing SEPP - Resilience and Hazards SEPP - Transport and Infrastructure SEPP - Sustainable Buildings SEPP - Biodiversity and Conservation SEPP - WLEP 2012	
	Relevant draft EPIs	

Statutory Reference	Mandatory Consideration	Section in EIS
	Relevant planning agreement or draft planning agreement	N/A
	<i>Not relevant to the proposed development.</i>	
	Development Control Plan	Appendix C
	Willoughby Development Control Plan 2023	
	The impacts of the development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality.	Section 6
	The suitability of the site for the development	Section 7
	The public interest	Section 7
Mandatory relevant considerations under EPIs		
Resilience and Hazards SEPP – Chapter 4 Remediation of Land	Clause 4.6(2) states: <i>Before determining an application for consent to carry out development that would involve a change of use on any of the land specified in subsection (4), the consent authority must consider a report specifying the findings of a preliminary investigation of the land concerned carried out in accordance with the contaminated land planning guidelines.</i>	Section 6.13
Housing SEPP	Chapter 2, Part 2, Division 1 – In-fill affordable housing, Chapter 4 Design of residential apartment development	Section 3.4.1
Sustainable Buildings SEPP	A BASIX certificate accompanies the development application and demonstrates that the proposal achieves compliance with the BASIX water, energy and thermal efficiency targets.	Appendix Y
WLEP 2012	Objectives and land uses for MU1 Mixed Use Zone • Part 4 – Principal Development Standards • Part 5 – Miscellaneous Provisions • Part 6 – Additional Local Provisions	Appendix C
Consideration under other legislation		
EPBC Act	The project is not likely to impact any MNES, noting the site is within a highly urbanised CBD. Therefore, the project is not required to be referred to the Federal Department of Climate Change, Energy, the Environment and Water (DCCEEW) to determine if it constitutes a controlled action and the bilateral agreement applies.	N/A
BC Act	The proposed development is located within in an urban area and will not result in any significant impact on biodiversity values. A waiver for the requirement to prepare a BDAR was granted on 13 January 2025 and is provided at Appendix R.	Section 6.7
Development Control Plans		
WDCP 2023	Section 2.10 of the Planning Systems SEPP provides that development control plans (whether made before or after the commencement of this Policy) do not apply to SSDAs. As such, there is no requirement for assessment of the proposal against the DCP for this SSDA. Nevertheless, consideration has been given to the following provisions in the DCP: • Part B Residential Development • Part D Commercial Development • Part F Transport and Parking Management • Part J Building Sustainability • Part L Place Based Plans	Appendix C

Statutory Reference	Mandatory Consideration	Section in EIS
Development Contributions Plan		
Housing Productivity Contributions (HPC)	The HPC came into effect on 1 October 2023 and is a broad-based charge on development within the state's high-growth areas that will help fund the delivery of state and regional infrastructure. The contribution rate for high density residential development is \$10,000 per new dwelling. For commercial development, the contribution rate is \$30 per m² of new GFA. The contribution rates are subject to indexation. Affordable housing that is required to be managed by a registered community housing provider as a condition of development consent and dwellings required to be dedicated, free of cost, for the purpose of providing affordable housing under section 7.32 of the EP&A Act are exempt from the HPC.	
Willoughby Local Infrastructure Contributions Plan 2019	The Willoughby Local Infrastructure Contributions Plan 2019 applies to the Willoughby LGA and requires either a contribution under section 7.11 of the EP&A Act or a fixed development levy under section 7.12 of the EP&A Act to be made towards the provision of local infrastructure as a consequence of the development. For mixed use developments, the contribution method which produces the greater amount will be the method used for that development. The Willoughby Local Infrastructure Contributions Plan 2019 does not apply to: • Affordable housing For the proposal, the Section 7.11 contribution rates yield a higher amount and thus would be applicable in this instance.	
Willoughby City Council Affordable Housing Contributions	Clause 6.8 of the LEP applies to the erection of residential accommodation on land identified as "Area 1", "Area 2" or "Area 3" on the Affordable Housing Map. The consent authority may, when granting a development consent, impose a condition requiring an affordable housing contribution equivalent to the mapped percentage of the GFA of the residential component of the development. A condition imposed under this clause must permit the contribution to be satisfied by one or both of the following: (a) a dedication, in favour of the Council, of land comprising 1 or more dwellings, each having a gross floor area of at least 50m², (b) a monetary contribution paid to the Council. The site is identified in "Area 1" and is subject to an affordable housing contribution equivalent to 4% of the residential component of the development.. The Applicant intends to satisfy the required affordable housing via a monetary contribution. A valuation estimate has been provided by Urbis at Appendix AS.	

5 Engagement

This section of the EIS outlines the engagement undertaken during the preparation of the EIS with the community and relevant stakeholders. The Engagement Report prepared by Mecone (refer **Appendix AP**) provides full details of the consultation outcomes with the community and agencies, as well as how the Applicant has responded to those matters raised during consultation. Engagement has been undertaken in accordance with the *Undertaking Engagement Guidelines for State Significant Projects*.

5.1 Engagement Carried Out

5.1.1 Overview

Community and stakeholder engagement has been undertaken by Mecone and Loftex in the preparation of the SSDA. This included direct engagement and consultation with the following parties:

- Adjoining neighbours and landholders,
- Willoughby City Council (WCC),
- First Nations Stakeholders (including Registered Aboriginal Parties (RAPs) and Metropolitan Local Aboriginal Land Council (MLALC) consulted as part of ACHAR),
- Department of Planning, Housing and Infrastructure (DPHI),
- Government Architect NSW (GANSW)
- Transport for NSW (TfNSW),
- Ausgrid,
- Sydney Airport, and
- Sydney Trains

The stakeholder engagement tools were utilised to inform stakeholders of the project and seek feedback are identified in **Table 14**.

Table 14: Stakeholder engagement tools

Activity	Overview
Project Information Sheet and online feedback form/survey	Targeted to all interested parties. A project information sheet was distributed, outlining key features of the development and inviting members of the community to provide feedback.
Letterbox Drop	Targeted to surrounding landowners and occupiers. The project information sheet was distributed through a letterbox drop on 5 November 2024 through Australia Post, reaching approximately 465 residents in Chatswood
Online SIA survey	Targeted to surrounding landowners and occupiers. As part of the Social Impact Assessment prepared for this SSDA, an online community survey questionnaire was prepared. The link to this survey was included as part of the mail out and letterbox drop activities.
Direct stakeholder engagement	Sensitive receivers potentially impacted directly by construction activities As part of the Social Impact Assessment prepared for this SSDA, the following sensitive receivers were identified: • Star Medical Chatswood • Sandcastles Childcare Chatswood • Cambridge Café Chatswood. These stakeholders were contacted via email and phone correspondence. As

at time of writing, no response has been received or feedback given. These stakeholders will have further opportunity to provide feedback during the exhibition of the EIS.

This engagement was consistent with the community participation objectives in the Undertaking Engagement Guidelines for State Significant Projects and complied with the community engagement requirements in the SEARs.

In accordance with the Regulations, the EIS will be placed on formal public exhibition once DPHI has reviewed the EIS and deemed it 'adequate' for this purpose. Following this exhibition period, the applicant will respond to any matters raised by notified parties.

5.1.2 Government Agency Engagement

Engagement with a variety of government agencies was undertaken through the EIS preparation stage. Responses received were generally for minor clarifications and updated drawings, all of which were provided to the relevant agencies. The responses are provided in the table below.

Table 15: Key Stakeholder views

Stakeholder	Matter discussed / raised	Project response
Registered Aboriginal Parties (RAPs)	It was established that there are no Native Title claimants or Indigenous Land Use Agreements associated with the subject area. The consultation process identified that the subject area has some social and cultural value for the Aboriginal community, however the significance of the site itself is assessed as low.	Further details about the consultation process, feedback from the RAPs and the project response are provided in the ACHAR. The applicant used the ACHAR to inform the proposal's approach and understand the potential impacts affecting this community. OzArk and the applicant will continue to engage and provide project updates to the RAPs, offering the opportunity to comment and provide feedback should the proposal change.
Metropolitan Local Aboriginal Land Council (MLALC)	The findings and recommendations for the ACHAR were generally endorsed by the MLALC.	Further details about the consultation process, feedback from the RAPs and the project response are provided in the ACHAR. The applicant used the ACHAR to inform the proposal's approach and understand the potential impacts affecting this community. OzArk and the applicant will continue to engage and provide project updates to the RAPs, offering the opportunity to comment and provide feedback should the proposal change.
GANSW	Mecone worked with the Government Architect NSW (GANSW) to establish the process to transition the locally completed architectural design competition to a revised in-fill affordable housing SSDA without the need to re-run a design competition. This involved undertaking a Design Integrity Process, with a quorum of the original competition jury appointed as the Design Integrity Panel (DIP) to review the proposed SSDA scheme and advise on the delivery of design excellence. Following one review meeting, the jury provided recommendations for the	

	refinement of the scheme and did not request any further reviews by the DIP prior to submission of the proposal for assessment	
TfNSW	TfNSW responded to the courtesy email on 9 January 2025. The agency confirmed that they had no comments on the proposed changes at the time of writing. The agency further stated that a full assessment would still be carried out following formal referral from the Department of Planning.	The applicant will continue to engage with TfNSW as plans progress.
Sydney Trains	Sydney Trains provided comments on the DA (DA-2023/160) on 27 July 2023. While Sydney Trains did not object to the proposal, it did provide conditions to form part of consent. Sydney Trains responded to the courtesy email sent by Mecone Planning on 3 December 2024 advising that information provided would be considered during formal referral from the DPHI.	The applicant will continue to engage with Sydney Trains as plans progress.
Water NSW	WaterNSW provided General Terms of Approval, noting that the development consent holder must apply to Water NSW for the relevant approval after development consent has been issued and before commencement of any works. As at time of writing, no response has been received to the courtesy update provided by Mecone to WaterNSW commenting on the SSDA scheme.	The applicant will continue to engage with WaterNSW as plans progress. All feedback provided on the DA scheme relevant in relation to the tanking of the basement has been retained in the SSDA scheme.
Ausgrid	Ausgrid provided conditions requiring compliance as part of the DA.	The Proponent will continue to engage with Ausgrid as plans progress.
Willoughby City Council	Council was responsible for assessing the development application and alongside the applicant amended the design to address formal requests for information from Council. Development consent was granted by Council subject to conditions of consent.	The applicant will continue to engage with Council as plans progress.
Sydney Airport	Sydney Airport provided comments on the DA (DA-2023/170) on 28 July 2023. While Sydney Airport did not object to the proposal, it did provide conditions to form part of consent. Sydney Airport did not object to the proposed SSDA in its response to the courtesy email. The agency did, in its reply on 6 December 2024, note the following for consideration. The site is located outside Sydney Airport's Obstacle Limitation	CASA will be notified and an application for approval to operate construction equipment will be obtained prior to any commitment to construct. This will form part of construction management planning.

	Surface (OLS). Under Reg 7.1.5.1 of Civil Aviation Safety Authority (CASA) Manual of Standards Part 139 – objects taller than 100m above ground must be referred to CASA. • Construction cranes may be required to operate at a height significantly higher than that of the proposed development and consequently, may not be approved under the Airports (Protection of Airspace) Regulations • Approval to operate construction equipment (i.e. cranes) should be obtained prior to any commitment to construct	
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5.1.3 Community Engagement

The Engagement Report outlines the responses received from the community and surrounding stakeholders. Three community members responded to the community survey distributed as part of the Social Impact Assessment (**SIA**) for this SSDA. The feedback and questions received during the engagement activities prior to the lodgement of the SSDA include:

- Proposed building height and the visible bulk and scale of the proposal,
- Traffic impacts and congestion during construction and operation.

It is noted that 22 written submissions were received by Council from community members in response to the public exhibition of the now approved DA. Areas of concern were raised for consideration included:

- Parking impacts and traffic congestion,
- Construction impacts on parking accessibility, acoustic amenity,
- Shadow impacts on surrounding public domain and existing dwellings,
- Proposed building height and the visible bulk and scale of the proposal.

These submissions were sufficiently addressed by the Applicant during the assessment of the DA. The proposed development has been designed to minimise impacts on the surrounding area, in alignment with the approved DA.

The concerns raised above are addressed throughout **Section 6** below.

5.2 Engagement to be Carried Out

Further community and stakeholder consultation will be undertaken during the exhibition and assessment of the application and if approved, following a determination. This will involve:

- Continuing to engage with the community about the project, its potential impacts, and the approval process, and
- Enabling the community to seek clarification about the project through the two-way communication channels.
- Continuing to provide written notice to government agencies and stakeholders, where consent/approval for certain works is required.

6 Assessment of Impacts

In accordance with Section 192 of the EP&A Regulation, the Planning Secretary issued the SEARs for the preparation of this EIS on 8 October 2024.

This section of the EIS provides an assessment of the environmental impacts of the proposed development; responding to the matters for consideration outlined within the SEARs. A summary of the matters listed in the SEARs and where each requirement is addressed is provided in the schedule at **Appendix A**.

This assessment also considers cumulative impacts guided by the DPHI Cumulative Impact Assessment Guidelines for State Significant Projects, noting the construction and operational activities of developments in the surrounding area as defined in **Section 2.5** above.

Appended to the EIS is the following related information:

- SEARs compliance table identifying where each of the SEARs requirements have been addressed in the EIS (**Appendix A**);
- A compliance table identifying where the relevant statutory requirements and detailed guidance have been addressed (**Appendix B**);
- A community engagement table identifying where agency and government advice, plus the submissions and comments raised by the community during engagement activities have been addressed (**Appendix C**);
- Proposed mitigation measures for the project (supplemental to the design of the project) (**Appendix D**).

The detailed technical reports and plans prepared by specialists and appended to the EIS are individually referenced within the ensuing sections.

6.1 Design Excellence

As indicated in **Section 1.5.1** and the Bridging Design Excellence Strategy (**Appendix I**), an Architectural Design Competition was held in accordance with Clause 6.23(6)(b) of the LEP, as the building is greater than 35m.

The competition was run in accordance with the LEP and Willoughby City Council's *Design Excellence Policy and Guidelines for Design Excellence Review and Competitions*. The key milestones of the process included:

- August 2022 – Design Excellence strategy and Design Competition Brief endorsed by Council (Competition commencement)
- 25 October 2022 - Jury presentation date
- November 2022 - Competition Report endorsed by Jury and conclusion of the competitive design process.

While the Housing SEPP in-fill affordable housing provisions came into effect on 14 December 2023, the exemption of such provisions for the Willoughby LGA was only lifted on 30 June 2024, via the omission of section 1.9(2A) of the LEP under the *State Environmental Planning Policy Amendment (Housing) 2023 (Amending Policy No 664)*.

The Applicant subsequently initiated the SSD process (i.e. this project), which seeks to take up the opportunity for up to an additional 30% uplift in the height and FSR LEP controls for the site.

On 5 February 2025, GANSW endorsed the BDES. The purpose of the strategy is to establish the process that transitions a recently completed Local Design Competition to a revised scheme which seeks to pursue in-fill affordable housing (**IAH**) as part of an SSDA.

Prior to lodgement of the SSDA and in accordance with the endorsed BDES, the Applicant was required to reconvene a quorum of the original competition jury as the Design Integrity Panel (DIP) to review and comment on the SSDA proposal. The role of the DIP is to review the proposal against the merits and elements identified for

refinement in the Design Competition Report (refer to **Appendix I**) and ensure the proposal maintains the potential to achieve design excellence.

Following the endorsement of the BDES, a DIP meeting was held on 18 February 2025, in which the same jury members were reconvened to determine whether the IAH bonus scheme presented the same level of design excellence as that found in the ADC. The DIP found that the SSDA proposal retained the potential to exhibit design excellence. Following the DIP endorsement a design competition exemption waiver was granted by GANSW on 11 March 2025 (**Appendix J**).

6.2 Built Form and Urban Design

6.2.1 Building Height

Clause 4.3 of the WLEP 2012 sets a maximum height of buildings control of 90m. However, the proposal for the site is also seeking to achieve a 28% bonus to the height of building, pursuant to *Chapter 2, Division 1* of the Housing SEPP. The quantum of this bonus height is required to not be more than the FSR bonus being sought, and as such is determined by calculating the total FSR bonus – refer to detailed calculations at **Section 3.4.1** above.

The proposal seeks an additional FSR bonus of 28%, and hence this also applies to the building height bonus. Based on the above, the following calculations has been made:

- Maximum allowable height: $90\text{m} \times 128\% = 115.2\text{m}$

The proposed development provides a maximum building height of 115.2m, which is compliant with the bonus achieved under the Housing SEPP.

6.2.2 Gross Floor Area

Clause 4.4 of the WLEP 2012 permits a maximum FSR of 6:1.

However, this application is made pursuant to *Chapter 2, Division 1* of the Housing SEPP which allows for an uplift of up to 30% FSR bonus where up to 15% of the total development is provided as in-fill affordable housing and managed as such for a 15-year period. The proposal therefore is able to access an additional 28% FSR, bringing the total permissible FSR to 7.68:1.

Based on a total site area of 2,290m², and proposed GFA of 17,583.7m² the proposal development will have an FSR of 7.68:1, which is compliant with the provisions of the Housing SEPP.

Notwithstanding, a Clause 4.6 Variation is provided at **Appendix AO**. The variation relates to Clause 6.25 of WLEP 2012 which requires a minimum 17% of the total GFA to be non-residential floor space. To ensure consistency with the Chatswood CBD Strategy the proposal includes non-residential floor space equivalent to 17% of the 6:1 FSR permitted under WLEP 2012.

6.2.3 Bulk & Scale

6.2.3.1 Setbacks and Street Wall Height

Part L [13.1.7] of the WDCP 2023 provides site-specific planning setback provisions for development on the site.

A summary of the proposal setbacks and street wall height compliance with the Site-Specific Development Control Plan (**SSDCP**) is identified in **Table 16** and below.

Table 16: Setback & Street Wall Height Summary

Frontage	Required (DCP)	Proposed	Compliance
McIntosh Street	Ground Level = 3m	3m	Yes
	Above Street Wall = 7.5m	7.5m	Yes
	Street wall height = 6-14m	9.5m	Yes
Help Street	Ground Level = 3m	Nil – 7.5m	No – see discussion below
	Above Street Wall = 7.5m	7.5m	Yes
	Maximum street wall height = 14m	11.61m	Yes
Cambridge Lane	Ground Level = 3m (plus 6m opposite the publicly accessibly open space at 1 Cambridge Street)	7.5m (across entire frontage)	Yes
	Above Street Wall = 7.5m	7.5m	Yes
	Maximum street wall height = 14m	11.6m	Yes
28 Anderson Street (rear neighbouring boundary)	Ground Level = N/A	N/A	N/A
	Above Street Wall = 4.5m	8.25m	Yes
	Street wall height = N/A	N/A	N/A

Help Street Setback

The podium setback to Help Street breaches the DCP setback within the south-eastern corner of the building, noting that a large portion of the building exceeds compliance with the DCP, where Help Street intersects with Cambridge Lane (Refer to **Figure 35**). The proposed podium setbacks to Help Street have considered the established setbacks to the east of the site. The building has been designed to better align with 28-30 Anderson Street at the south-eastern corner of the site, noting that the building setback and footpath widens to connect into Cambridge Plaza. This approach unifies the built form, is a stronger urban response and was supported at both the competition and DA stage.

Further, this minor non-compliance bears no impact on the minimum 12m building separation required from the existing development at 2A Help Street - which is more than consistent with Part 3F of the ADG and effectively minimises overlooking and protects visual privacy between the two developments.

The proposal will maintain a high-quality public domain to the Help Street frontage, maintaining pedestrian movement through the site and into the tunnel link to Railway Street. It is noted that vehicular access is provided off Help Street, at the south-eastern corner of the site, as such it is anticipated that pedestrian activity would not be as high when compared to the Cambridge Street/Help Street public domain interface.

The Help Street frontage will be generously landscaped, thus contributing positively to the public domain. Landscaping will comprise a combination of street trees, as well as ground covers, grasses and shrubs. Street furniture, including bicycle parking and seating, has been incorporated into the landscape design, which will promote the use of this space (refer to **Figure 36**).

Overall, the minor breach in the podium setback to Help Street will not compromise the interface with the public domain and will maintain urban design qualities consistent with the vision for Chatswood CBD.

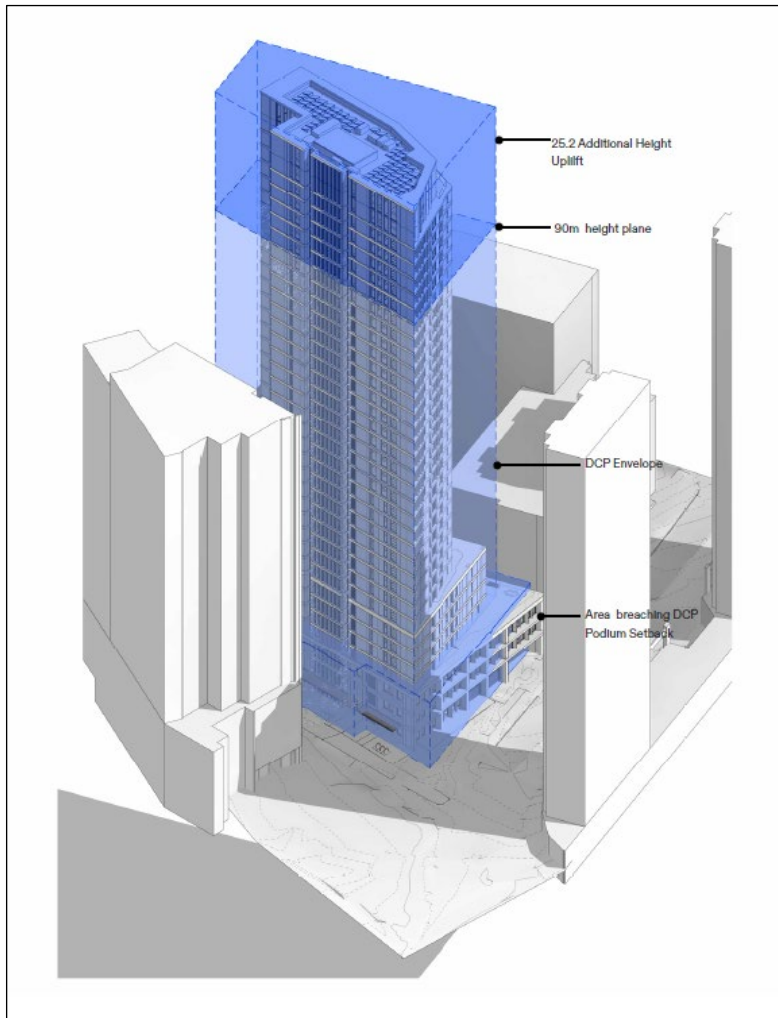


Figure 35: Proposed podium encroachment to Help Street
Source: EMBECE



Figure 36: Cambridge Lane/Help Street corner public domain perspective
Source: Studio Georgouras

6.2.4 Building Façade & Materiality

The building has a distinctive façade design, which is inspired by the Ashfield Shale and Hawkesbury Sandstone, which was found within the site (Refer to **Figure 37** and **Figure 37**). Taupe coloured concrete and rich tones of metal create a contrast to the surrounding grey and white buildings, which are characteristic of Chatswood.

The subtle palette accentuates the buildings sculptural geometry. Varying gloss levels and material textures add to the play of light/shade across each facade of the building throughout the day.

Feature finishes are proposed to define the lobby entries, creating a beautifully curated entry sequence for future tenants and residents. Materials addressing the ground plane, within balconies and on terraces have been selected with texture and tactile experience in mind.

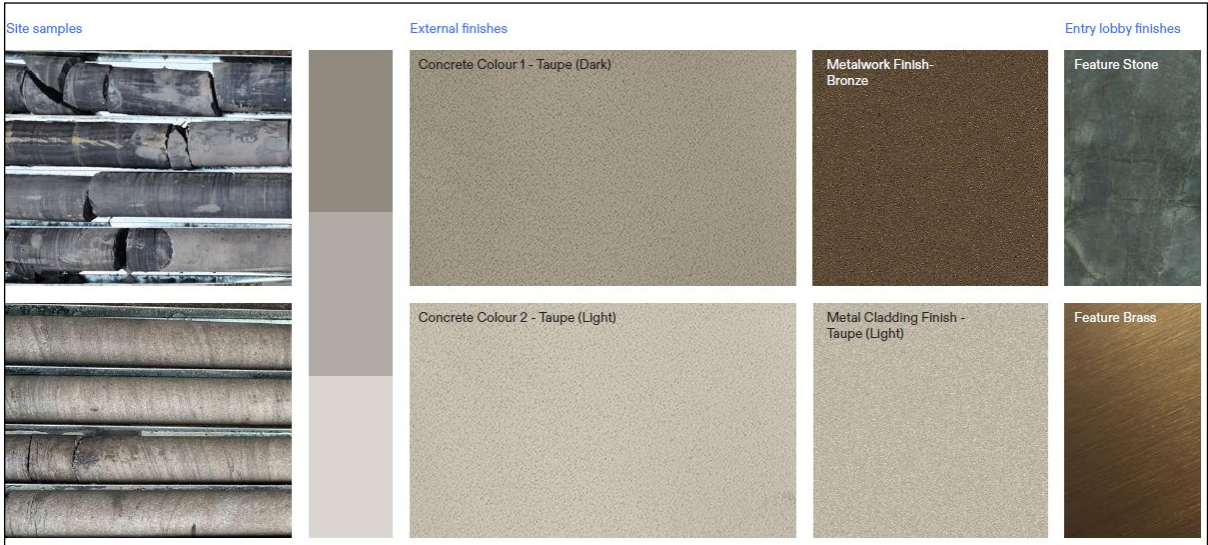


Figure 37: External finishes
Source: EMBECE



Figure 38: External finishes – Entry lobby and facade

Source: EMBECE

6.3 Affordable Housing

6.3.1 Affordable Housing Contribution under Housing SEPP

The proposal includes 32 affordable apartments to support housing affordability under the Housing SEPP. This equates to 14% (2,470m²) of the total proposed GFA, which allows the development to be eligible for 28% FSR and height uplift in accordance with the In-fill affordable housing provisions of the Housing SEPP.

The proponent is in discussions with several CHPs regarding the management of the affordable housing component, which will be maintained and managed as such for at least 15 years under Section 21 of the Housing SEPP. A letter from a CHP, confirming their support for the affordable housing component, is provided at **Appendix AT**.

6.3.2 Affordable Housing Contribution under WLEP 2012

In accordance with Clause 6.8(5) of WLEP 2012, a 'local' affordable housing contribution equivalent to 4% of the residential GFA is required for the proposal.

Regarding the methods of satisfying the contribution, subclause (6) and (7) state:

*(6) A condition imposed under this clause **must permit a person to satisfy the contribution by one or both of the following-***

(a) a dedication, in favour of the Council, of land comprising 1 or more dwellings, each having a gross floor area of at least 50m²,

(b) a monetary contribution paid to the Council

(7) A monetary contribution must be calculated by reference to the market value of dwellings of a similar size to the dwellings in the proposed development.

The applicant intends to satisfy the required affordable housing contribution via monetary contribution paid to Council.

It is requested that a condition of consent is included in the development consent in accordance with Clause 6.8(6)(b) of WLEP 2012 to permit the required affordable housing contribution to be satisfied via monetary contribution.

6.3.3 Affordable Housing Amenity

The affordable housing apartments will be located between Levels 2 and 7 and have been designed to provide high levels of amenity. All affordable housing units are compliant with the key design criteria of the ADG - including but not limited to - solar access, cross ventilation, apartment sizes, visual privacy, communal open space and deep soil.

The design provides a diverse mix of affordable housing apartment typologies. A mixture of one bedroom and two-bedroom units being provided. The residents of the affordable units will have the same access to the communal open space and indoor communal space on Level 2, as well as all other amenities on the site.

Overall, the proposal will provide affordable housing with high levels of amenity.

6.4 Residential Amenity

6.4.1 Building Separation

The proposal retains the building separation distances in the competition winning scheme, which are consistent with the design criteria in Objective 3F-1 of the ADG, as detailed in **Table 17** below. A diagram has been prepared demonstrating the building separation distances in **Figure 39** below.

Additional louvre screens have been implemented to assist in providing adequate visual privacy between apartments and shared areas.

Table 17: Building Separation Distances - Objective 3F-1 of ADG

Building Height	Habitable Rooms and Balconies	Non-Habitable Rooms
Up to 12m (4 storeys)	6-12m	3m
Up to 25m (5-8 storeys)	9-18m	4.5m
Over 25m (9+ storeys)	12-24m	6m

Interface with 1 Cambridge Street

The proposed development is setback 12m from the Centre of Cambridge Lane. The opposite tower is built to the boundary resulting in a building separation of approximately 16m, presenting a 2m shortfall in the recommended building separation. This non-compliance is minor and managed by minimising habitable rooms on this facade and using privacy and solar screening.

This departure from the ADG's privacy impacts will be mitigated by using angled blades to the western façade.

Interface with 28 Anderson Street

The proposed development is partially encroaching on the minimum building separation requirement to the development on 28 Anderson Street. The development on 28 Anderson Street comprises a building of 7 storeys. The built form is generally blank to the boundary with minimal opportunities to overlook the site or be overlooked.

Further, it is unlikely 28 Anderson Street will be redeveloped above 7 storeys in the future and therefore it is not necessary for the development to be setback 12m. In any instance, the proposed development has been designed to ensure adequate privacy and solar screening is provided where an encroachment on the building separation is proposed.

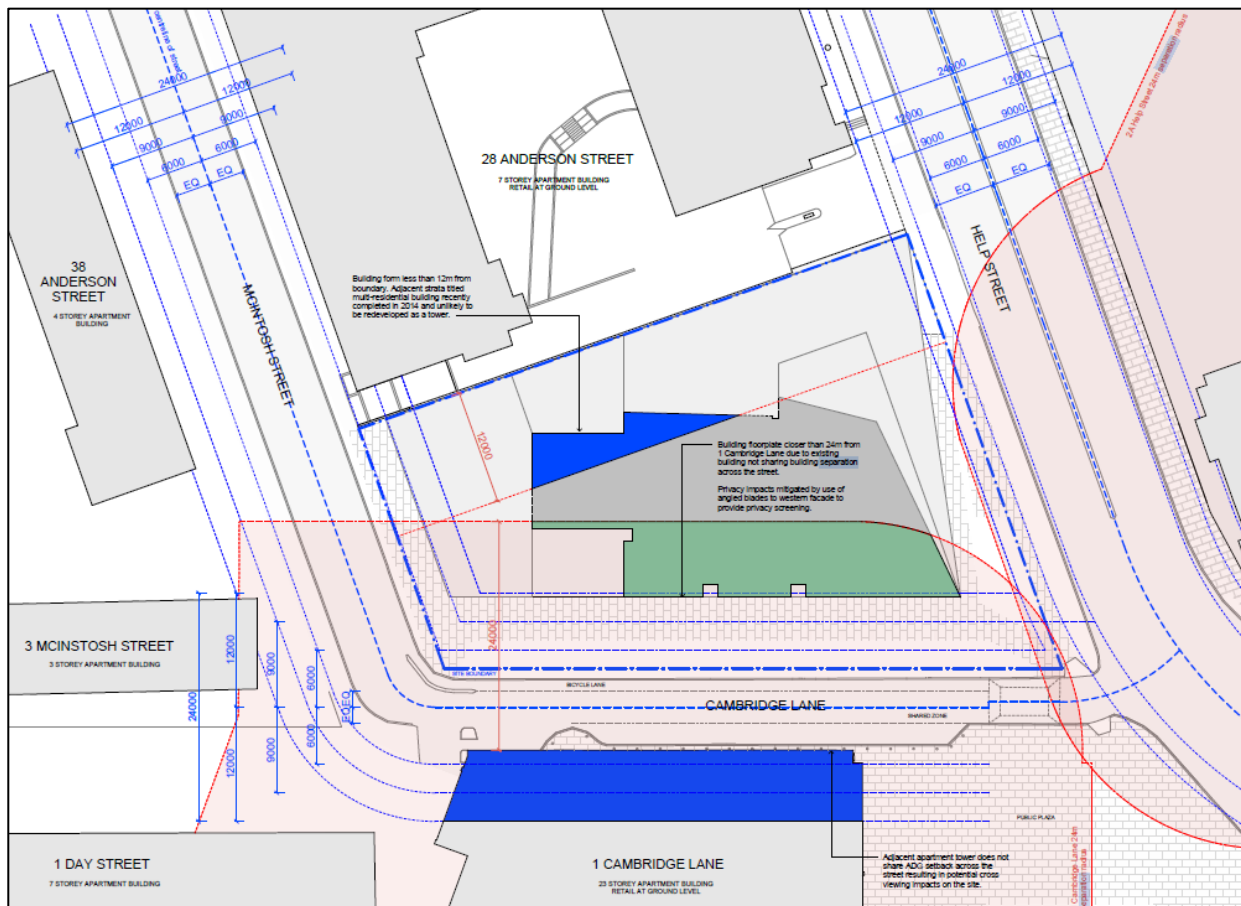


Figure 39: Building Separation Distances

Source: EMBECE

6.4.2 Solar access and natural ventilation

The Architectural Plans provided at **Appendix F** demonstrate that 64.7% of apartments achieve cross ventilation, which exceeds the ADG Design Criteria.

76.3% of apartments within the proposed development achieve at least 2 hours solar access to the living area, exceeding the minimum 70% ADG design criteria, and only 24 (15%) of apartments receive no solar access, complying with the maximum 15% ADG design criteria.

This high level of internal amenity has been achieved through apartment orientation and layout to maximise

access to daylight, cross ventilation as well as views towards Sydney CBD, Ku-ring-Gai National Park and the Northern Beaches, as well as the site's surroundings.

Figure 39 presents the solar access and cross ventilation provided in the proposed development.

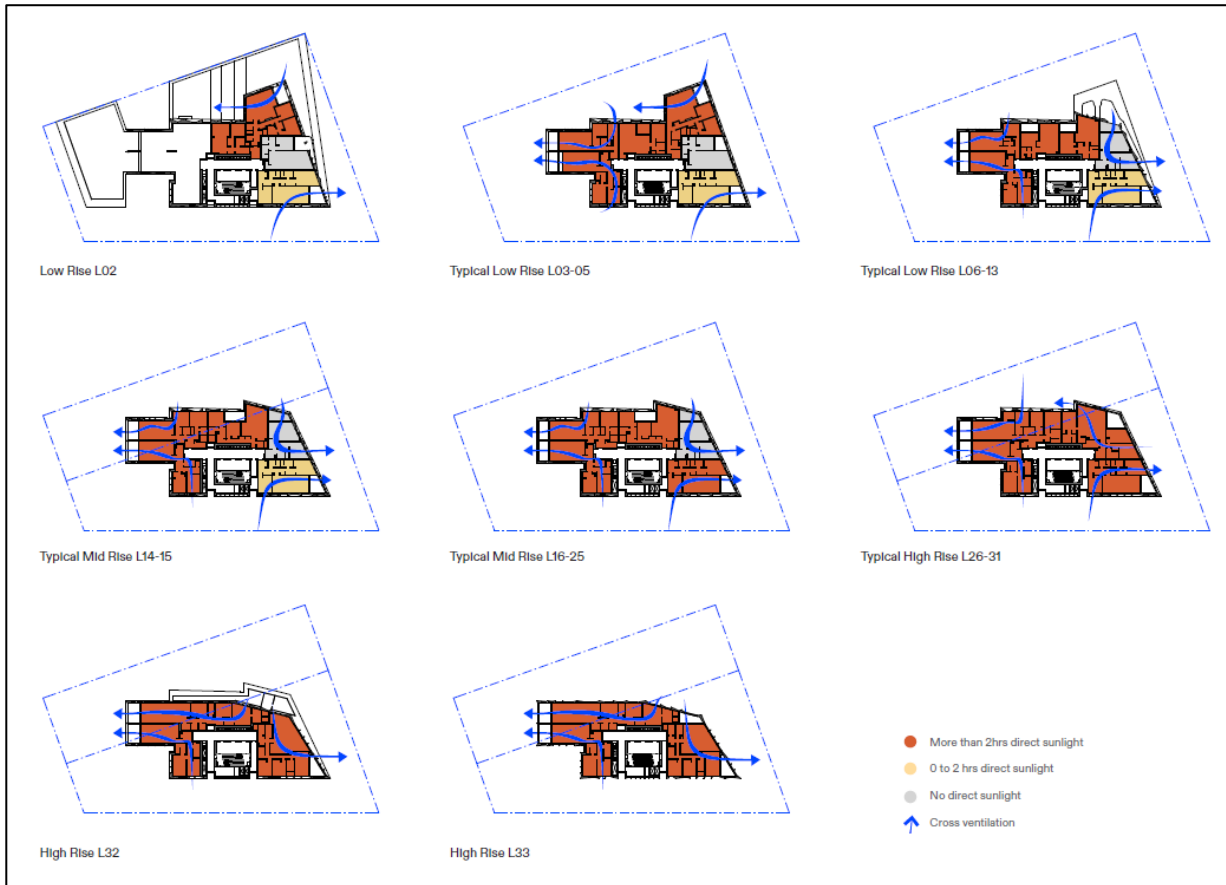


Figure 40: Solar Access and Cross Ventilation Diagram

Source: EMBECE

6.4.3 Communal Open Space

Level 2 provides a variety of open, covered outdoor and internal communal spaces for residents (**Figure 40**). The combined area of communal space is 617m² (27% of the site area), noting that 431m² of that will be external.

The communal area on Level 2 opens to a generous north facing garden designed to accommodate a range of uses including working-from-garden. Access to a common indoor area is provided with a variety of table settings and gathering spaces also provided. All outdoor spaces exceed the 2-hour solar access requirement between 9am-3pm on June 21.

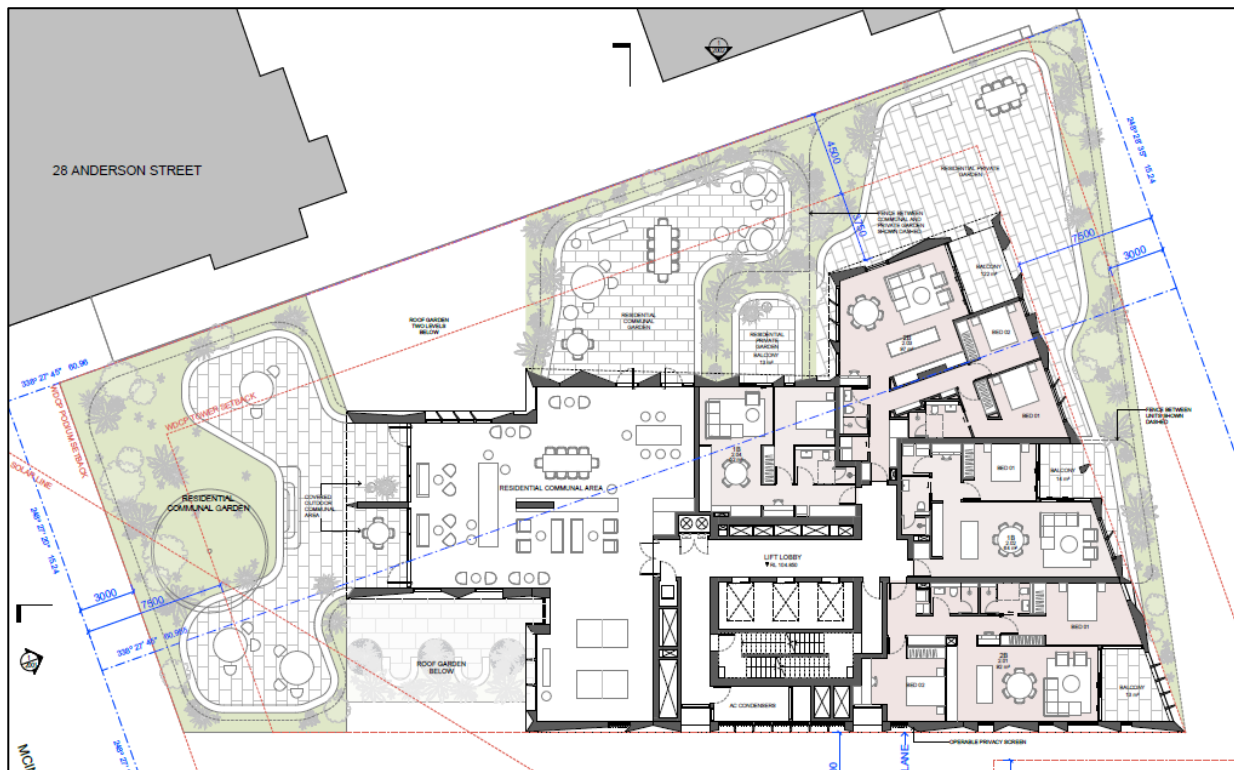


Figure 41: Level 2 Communal Open Space

Source: EMBECE

6.5 Environmental Amenity

6.5.1 Overshadowing

The DCP (Section 4.3.1 in Part L) and Clause 6.15 of the LEP seek to ensure that development will not result in excessive overshadowing to key public spaces. The site is located to the north of the Victoria Avenue and Concourse Open Space (Area 5). The shadow diagrams demonstrate that the additional shadow, as a result of the 28% height uplift, presents a minimal increase compared to that of the approved DA. Further, in alignment with Clause 6.15 of the LEP, the Victoria Avenue and Concourse Open Space area will not incur any additional overshadowing between midday and 2pm in mid-winter as a result of the proposed development (refer to **Figure 43** below and **Appendix F**).

EMBECE have employed a tapered approach to the two upper penthouse levels of the tower to reduce the additional impact on the Victoria Avenue area (refer to **Figure 42** and **Figure 43**). Without this proposed tapering, the proposed uplift would have a greater impact on the Victoria Avenue area, than that approved under the DA. However, this tapering ensures the additional overshadowing impact is minimised.

The impact is therefore considered minor and reasonable, given that appropriate measures have been employed to minimise the impact, which presents as a minor addition than that approved under DA-2023/160.

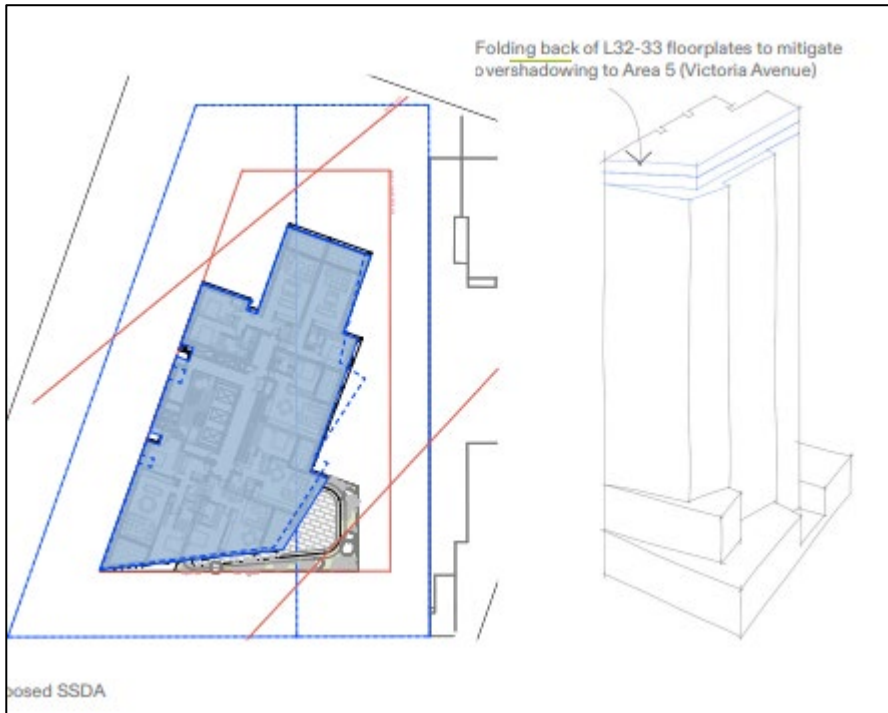


Figure 42: Tapered Approach to Penthouse Levels

Source: EMBECE

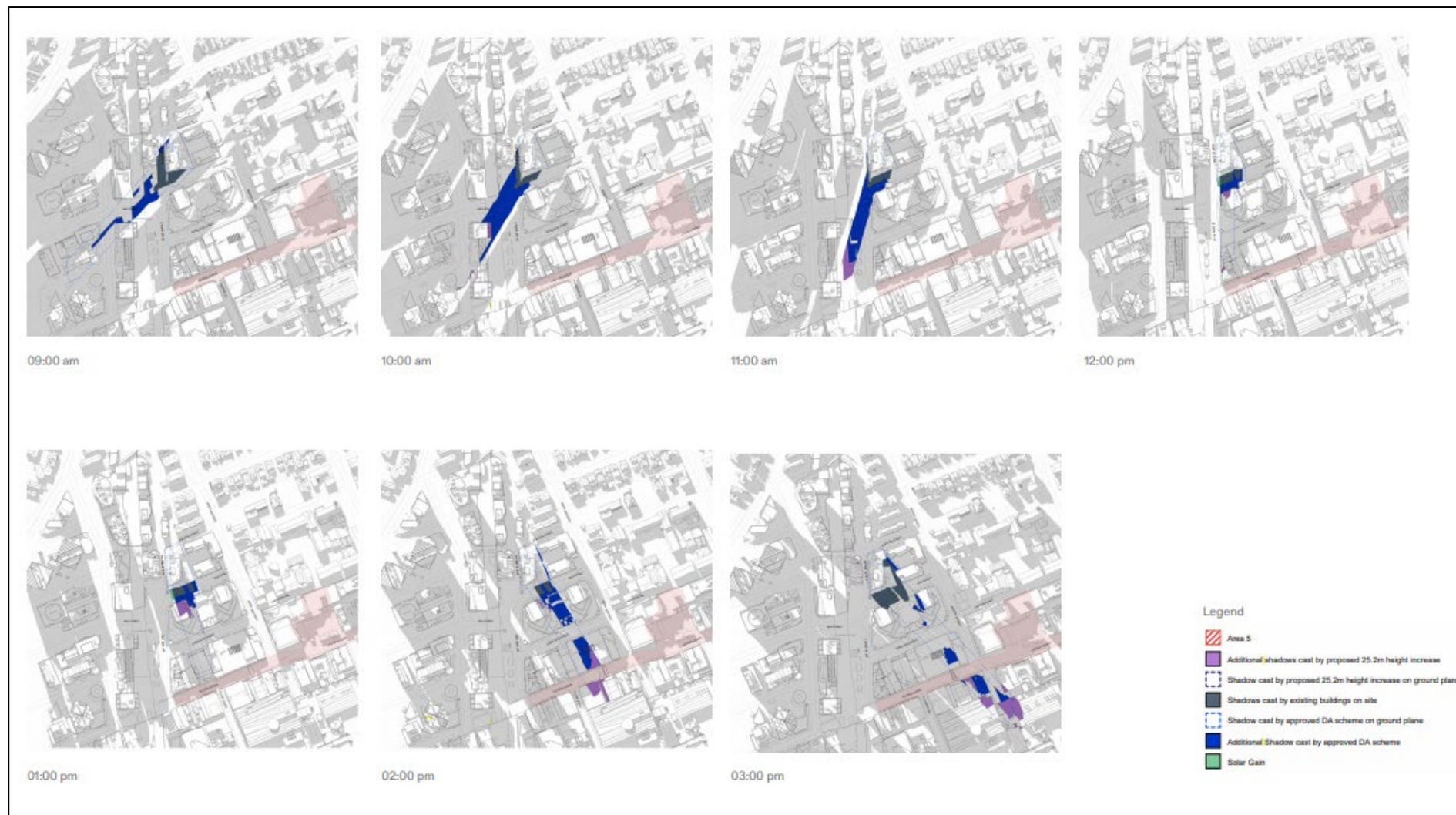


Figure 43: Shadow Diagram at Mid-Winter

Source: EMBEC

6.5.2 Pedestrian Wind Environment

An Environment Wind Assessment Report (EWAR) has been prepared by ARUP and is provided at **Appendix M**. The EWAR assesses the impact of the proposed development on the pedestrian level wind conditions for comfort and safety in and around the site.

Winds from the north-east

The site is exposed to north-easterly winds, which are influenced by surrounding buildings. The proposed tower's northeast corner and east façade will experience downwash and pressure-driven flows, especially along Help Street and Cambridge Lane. However, design features like façade articulation, awnings, tower setbacks, and proximity to neighbouring buildings will help reduce wind impact at ground level.

The outdoor area north of the development and Cambridge Lane corner will be windy during hot summer days with north-easterly winds. However, landscaped outdoor areas along Cambridge Lane are well-positioned for protection, benefiting from the building and laneway planting.

The north-facing balconies are exposed to north-easterly winds. While solid balustrades and recessed placement offer some protection, strong winds from the north may still affect their usability. The design meets ADG comfort and safety criteria, but balcony use may be limited during high winds.

Winds from the south

The site is partially shielded from southern winds by tall upstream buildings and the irregular Chatswood street layout, which helps disperse airflow. However, the proposed 115m tower will noticeably impact wind conditions, particularly at the Cambridge Lane and McIntosh Street corner and the northern podium setback.

The single vehicular access to the basement carparking levels is to the south. For winds from the south-east, this location would be expected to experience high positive pressure.

Winds from the west

The site is well protected from west and northwest winds by upstream tall buildings, which channel airflow along open corridors, minimising local impact. However, the proposed 115m tower may create localised wind effects along Help Street, especially during south-westerly winds.

Mitigation Measures

The proposed development integrates various wind mitigation strategies, including building articulation, tower setbacks, recessed balconies, landscaping, and awnings. Future detailed wind studies and a resulting Wind Management Plan are recommended at the detailed design stage to optimise these strategies.

Overall, Arup found that all locations on the site would be expected to pass the required safety criterion and no further mitigation measures have been recommended at this stage.

6.6 Visual Impact

A Visual Impact Assessment (**VIA**) has been prepared by Urbaine Design Group and is provided at **Appendix P**. The VIA has been prepared to analyse the view impact of the proposed development.

In accordance with the key public viewpoint map (**Figure 44**), the specific locations are noted as follows:

- Viewpoint 1: Anderson Street and Daisy Street intersection
- Viewpoint 2: Anderson Street and Macintosh intersection, ground level
- Viewpoint 3: Anderson Street, ground level
- Viewpoint 4: Chatswood Concourse, ground level
- Viewpoint 5: Ground level, standing position from Chatswood Oval
- Viewpoint 6: Ground level, street view from Orchard Street
- Viewpoint 7: Standing position, Anderson Street
- Viewpoint 8: Pacific Highway, street view
- Viewpoint 9: Ground level, Beauchamp Park
- Viewpoint 10: Mowbray Rd overpass bridge
- Viewpoint 11: Neridah and Johnson Street intersection
- Viewpoint 12: A38 Forestville, street view

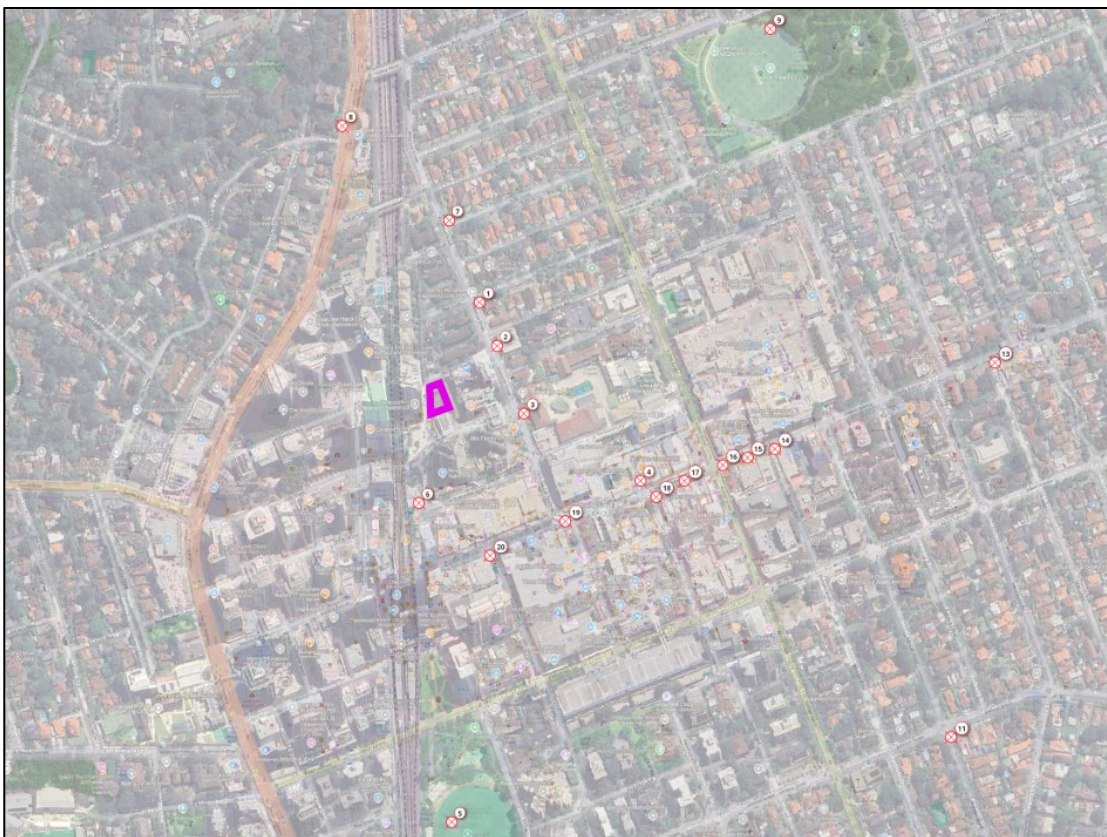


Figure 44: Viewpoint Map
Source: Urbaine Design Group

The key viewpoints which have a found to have the greatest visual impact (minor to moderate impact) on the have been included in **Figure 44- Figure 53** below for reference.



Figure 45: Viewpoint 1 - Existing
Source: Urbaine Design Group



Figure 46: Viewpoint 1 – Proposed
Source: Urbaine Design Group



Figure 47: Viewpoint 3 - Existing
Source: Urbaine Design Group



Figure 48: Viewpoint 3 – Proposed
Source: Urbaine Design Group



Figure 49: Viewpoint 6 - Existing
Source: Urbaine Design Group



Figure 50: Viewpoint 6 – Proposed
Source: Urbaine Design Group



Figure 51: Viewpoint 7 - Existing
Source: Urbaine Design Group



Figure 52: Viewpoint 7 – Proposed
Source: Urbaine Design Group



Figure 53: Viewpoint 8 - Existing
Source: Urbaine Design Group



Figure 54: Viewpoint 8 – Proposed
Source: Urbaine Design Group

Proposed Impacts

This VIA has undertaken a review of the proposal, within its future setting and concludes that, although there are locations within the neighbouring areas, both commercial and residential, that are impacted by the new development, the visual impact is acceptable within the context of the future development intent of Chatswood CBD. Currently, three development sites to the north of the subject site are under assessment for lodged SSDAs relating to towers of more than 90 metres in height, resulting in a diminished visual impact of the subject SSDA.

The impact on views from surrounding public spaces has been assessed as moderate to negligible. The summary of the public viewpoints and the extent of the impact are summarised in **Table 18** below.

Table 18: Summary of Key Viewpoints and Extent of Impacts

Viewpoint	Level	Extent of Impacts
1	Anderson Street and Daisy Street intersection	Minor to moderate
2	Anderson Street and Macintosh intersection, ground level	Negligible
3	Anderson Street, ground level	Moderate
4	Chatswood Concourse, ground level	Negligible to minor
5	Ground level, standing position from Chatswood Oval	Nil
6	Ground level, street view from Orchard Street	Minor to moderate
7	Standing position, Anderson Street	Minor to moderate
8	Pacific Highway, street view	Minor to moderate
9	Ground level, Beauchamp Park	Minor
10	Mowbray Rd overpass bridge	Nil
11	Neridah and Johnson Street intersection	Negligible to minor
12	A38 Forestville, street view	Negligible

The exterior colour of the built form has been updated since the ADC winning scheme to present a more sympathetic response based on the sandstone found on the site. The updated façade was commended by the DIP at the meeting held on 18 February 2025. The DIP found that the SSDA proposal retained the potential to exhibit design excellence, noting the proposed scheme presents a better visual outcome. Following the DIP endorsement a design competition exemption waiver was granted by GANSW on 11 March 2025 (**Appendix J**).

In conclusion, the new proposal introduces a minor to moderate visual impact for neighbouring properties. However, existing large residential towers in Chatswood CBD have already established the area's visual character. The proposal aligns with the Chatswood CBD Planning and Urban Design Strategy, allowing for a higher building envelope, which will integrate with future developments, minimising local visual impact over time.

No mitigation measures are proposed.

6.7 Biodiversity

Section 7.9 of the BC Act requires preparation of a BDAR for SSDAs that are assessed under Part 4 of the EP&A Act. However, section 7.9(2) of the BC Act 2016 allows for exemption from the requirement where the development is not likely to have any significant impact on biodiversity values.

The proposed development is located within in an urban area and will not result in any significant impact on biodiversity values. As such, a BDAR waiver request was prepared by Land Eco Consulting and was granted on 19 December 2024 a copy of the BDAR Waiver is provided at **Appendix T**.

6.8 Trees and Landscaping

6.8.1 Tree Removal

The proposal is accompanied by an Arboricultural Impact Assessment (AIA) prepared by Earthscape Horticultural Services at **Appendix Q**. The AIA was prepared to assess the impacts to trees across the site identifying tree species for retention, replanting and removal in accordance with Australian Standard AS4373-2007 – Pruning of Amenity Trees and Council's DCP controls.

The proposed development will require the removal of 23 trees. The significance of the trees subject to removal is summarised below:

- Moderate retention value: 5
- Low/very-low retention value: 18

Of the tree's proposal for removal, all were previously approved for removal under the approved DA.

The site contains a number of mature and semi-mature trees which include a variety of non-local native and exotic (introduced) species. The majority of these trees were assessed as very low to moderate retention value and are impacted by the development footprint and/or basement excavation. Of these, it is noted that 10 trees are exempt from Willoughby City Council's Tree Preservation Order.

The three trees identified to be of moderate retention values are not considered significant but are in good health and condition making a fair contribution to the amenity of the site and surroundings. To compensate for the loss of amenity resulting from the removal of these trees, consideration is to be given to replacement planting with new trees elsewhere on site.

As such, the trees onsite are proposed for removal and where possible replacement planting has been recommended which is reflected in the Landscape Plans (**Appendix L**). This includes the replacement of four street trees along Help Street, which are impacted by the proposed works, with species in accordance with Council's Street Tree Master Plan.

The planting of new trees is demonstrated in the **Figure 54** below, and a Landscaping Report has been prepared by Studio Geogouras at **Appendix L**.

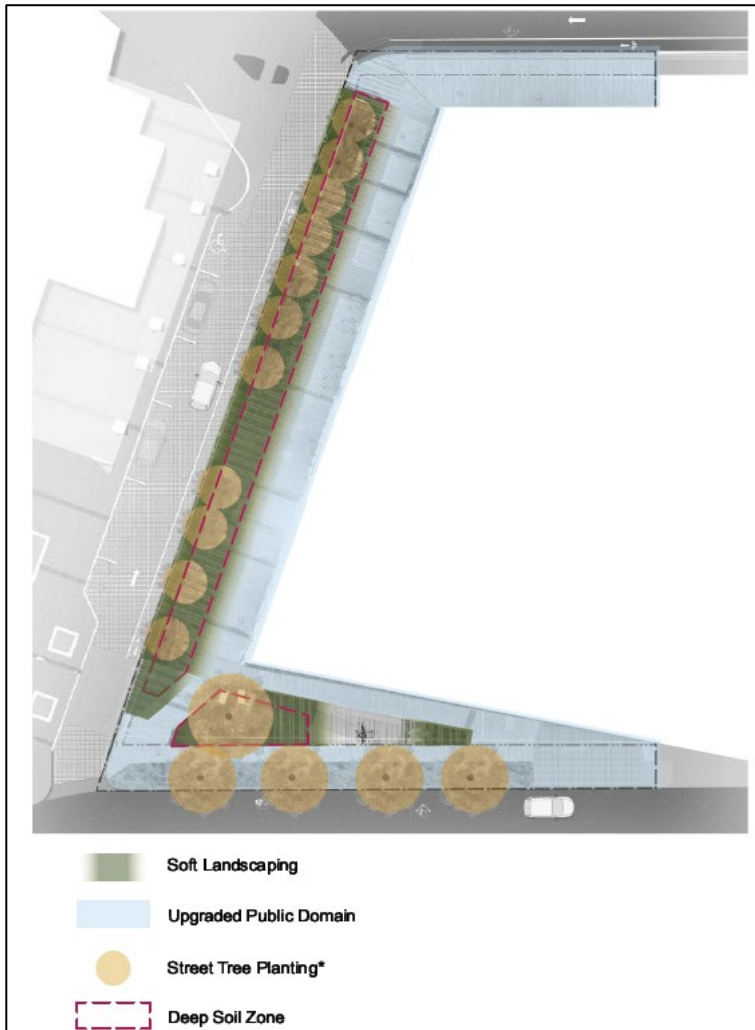


Figure 55: Street Tree Planting Plan

Source: Studio Geogouras

6.8.2 Landscaping and Open Space

Landscape Plans have been prepared by Studio Geogouras at **Appendix K**. The proposal integrates a number of opportunities for landscaping into the development. The landscape design will enhance the setting of the building, including the use of native plant species that have a low water use to conserve water resources and provide plants that benefit the building's energy efficiency, for example by creating shade. The landscaping will provide species with opportunity to produce positive outcomes on the air quality, biodiversity, climate, indigenous community and urban surfaces.

As shown in **Figure 56** below, at ground level the proposal includes a 3m wide deep soil landscaped strip along the boundary to Cambridge Lane which forms part of the privately-owned, publicly accessible domain. Further planters with landscaping and trees are provided to Help Street.



Figure 56: Landscape Site Plan

Source: Studio Geogouras

Landscaping provision is made throughout the podium levels within outdoor spaces for the commercial uses including at the mezzanine, level 1, and podium level 2 communal open spaces. Private resident gardens are also included on level 2 and level 6.

An indication into the desired outcome for the landscaped spaces is shown in **Figure 57** and **Figure 58** below.



Figure 57: CGI – Corner of Help Street and Cambridge Lane

Source: Studio Geogouras

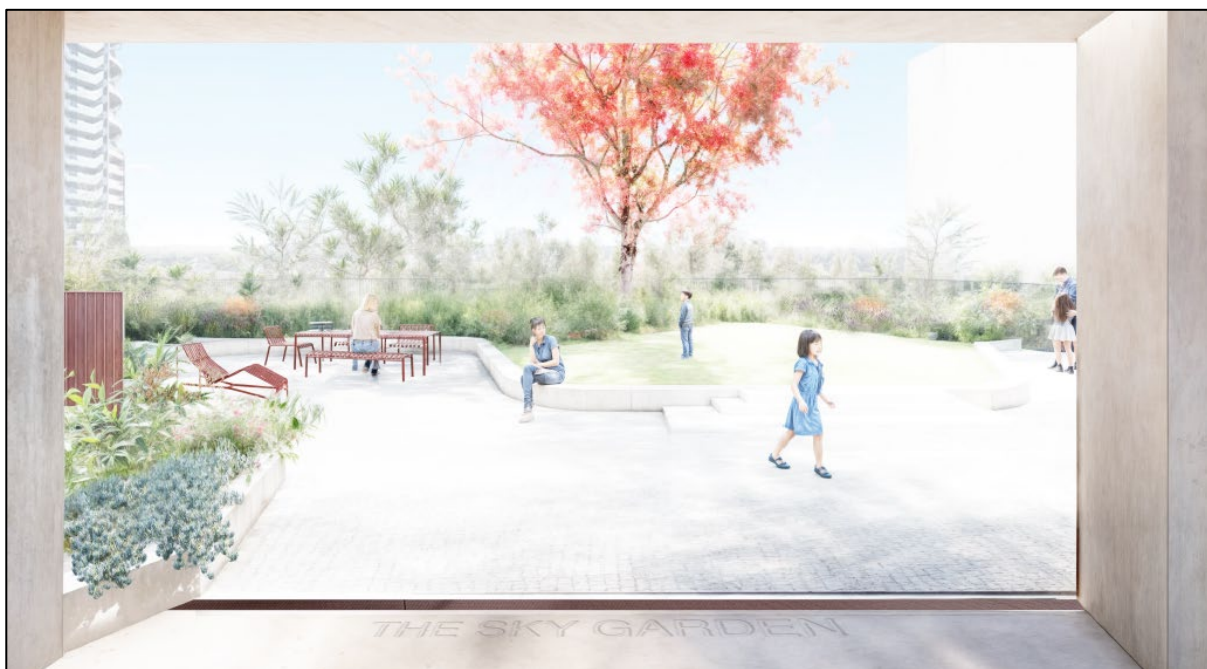


Figure 58: CGI – Level 2 Common Space

Source: Studio Geogouras

6.8.3 Deep Soil and Tree Planting

The proposed development will provide 26 new trees across the site, accounting for a canopy cover of 558.75m². A deep soil area of 172.2m² is provided along the Cambridge Lane and Help Street, equating to 7.5% of the developable site area and compliant with ADG. The proposed development provides a deep soil area with a 3m width. This is consistent with Section 4 of the Site-Specific DCP, although this provides a minor departure from the ADG requirements. The application of the full 6m wide under the ADG would not be appropriate for the proposed development noting the large public domain space located along Cambridge Lane.

New trees will be planted along Cambridge Lane to enhance the frontage and integrate the development with the public domain.

A total of 24% (549.6m²) of the site area features soft landscaping, comprising the Ground Floor and Level 2 Podium softscape.

6.9 Transport, Traffic, Parking and Access

A Traffic Impact Assessment (TIA) prepared by PDC Consultants (**Appendix T**) has been prepared in support of the proposal. The purpose of the report was to identify and analyse the potential traffic related impacts associated with the Proposal.

The site is well-served by extensive public transport, including rail, metro, and bus services from the Chatswood transport interchange. The T1 heavy rail line offers frequent services to the Sydney CBD, northern, and western suburbs, with trains arriving every two minutes during peak hours. Numerous bus routes, both local and regional, also serve the interchange. The Sydney Metro northwest line, operating since May 2019, connects Chatswood to Tallawong via Epping, with services every 5–10 minutes and further connectivity to the CBD.

6.9.1 Parking

Residential

The proposed development will provide 156 residential car parking spaces (refer to **Table 19**) which complies with the minimum parking rates under Chapter 2 Division 1 of the Housing SEPP, which are as follows:

(i) For dwellings used for affordable housing

- For each dwelling containing 1 bedroom – at least 0.4 parking spaces
- For each dwelling containing 2 bedrooms – at least 0.5 parking spaces
- For each dwelling containing at least 3 bedrooms – at least 1 parking space

(ii) For dwellings not used for affordable housing

- For each dwelling containing 1 bedroom – at least 0.5 parking spaces
- For each dwelling containing 2 bedrooms – at least 1 parking spaces
- For each dwelling containing at least 3 bedrooms – at least 1.5 parking spaces.

Table 19: Residential Car Parking

Type	No.	SEPP Housing Rate	SEPP Housing Requirement	Proposed
Affordable Housing				
1 bedroom	18	0.4 space/1 dwelling	7.2	15
2 bedroom	14	0.5 space/1 dwelling	7	
3 bedroom	0	1 space/1 dwelling	0	
Market Housing				
1 bedroom	37	0.5 space/1 dwelling	18.5	141
2 bedroom	75	1 space/1 dwelling	75	
3 bedroom	16	1.5 space/1 dwelling	24	
Total			131.7	156

It is evident that the development requires a minimum of 131 residential car parking spaces under the Housing SEPP. In response, the development provides a total of 156 car spaces and therefore satisfies Housing SEPP by providing car parking which exceeds the minimum requirements.

The additional car spaces above the minimum required for residents will be used as visitor car spaces. The proposed residential car parking provision is therefore considered acceptable.

Non-Residential

Car parking for the non-residential uses within the site is provided in accordance with the maximum car parking rates identified in the WDCP as follows:

- Commercial: 1 space per 400m² GFA
- Retail: 1 space per 70m² GFA

2,470m² of non-residential floorspace is provided, and 9 parking spaces for the retail and commercial uses are proposed which complies with the maximum parking rates in the WDCP. The proposed non-residential car parking provision is therefore considered acceptable and will ensure that all non-residential car parking demands are accommodated on-site, with no reliance on on-street parking.

Accessible Parking

Accessible parking is provided and included within the relevant car parking calculations to the satisfaction of WDCP 2023 and the access requirements. A total of 32 residential accessible car parking spaces are provided, including two for residential visitors. One further accessible car space is provided for commercial use, and an additional shared accessible car space is provided for commercial visitors.

Motorcycle Parking

WDCP 2012 requires that motorcycle parking be provided at a rate of one space per 25 car parking spaces. It is proposed to comply with this requirement by providing for 10 motorcycle parking spaces in the basement.

Bicycle Parking

The development requires a minimum of 34 bicycle parking spaces under the WDCP 2023. In response, the development provides 34 bicycle spaces, of which 17 are provided in a secure storage room on Basement Level 1 for residents and business employees, and a further 17 are provided in the form of readily accessible bicycle racks at the Lower Ground level for residential and business use visitors. This is compliant with the WDCP 2023.

6.9.2 Traffic Generation

The Transport for NSW Guide to Transport Impact Assessment 2024 (GTIA) recommends the following traffic generation rates for high density residential developments:

- 0.19 trips / dwelling / hour during the AM peak period.
- 0.15 trips / dwelling / hour during the PM peak period.

A 20% inbound and 80% outbound split during the AM peak period is assumed, noting that most residents would leave for work in the weekday morning, and vice versa for the weekday PM peak period.

The GTIA recommends application of the following traffic generation rates for commercial development (office blocks):

- 1.69 trips / 100 m² GFA / hour during the AM peak period.
- 1.20 trips / 100 m² GFA / hour during the PM peak period.

The GTIA recommends different trip rates for retail land uses, with specialty shops used for this proposal. The weekday PM peak rate is 3.2 trips per 100 m² GLFA, while the AM peak rate is 1.6 trips per 100 m² GLFA (50% adjustment due to later retail opening hours). As a result the following has been assumed:

- Commercial trips: 80% inbound, 20% outbound in the AM peak (employees arriving) and vice versa in the PM peak.

- Retail trips: 50% inbound, 50% outbound for both AM and PM peaks, reflecting short-term visits.

The table below shows the expected traffic generation of the proposed development under application of the traffic generation rates outlined in above.

Table 20: Estimated Development Traffic Generation

Period	Land Use	No./GFA	Traffic Generation	Total Traffic Generation
AM	Residential	160	30	67 (34 in, 33 out)
	Commercial	1,959 m2	33	
	Retail	363 m2	4	
PM	Residential	160	24	57 (29 in, 28 out)
	Commercial	1,959 m2	24	
	Retail	363 m2	9	

The above is not a net increase in traffic generation, as it does not take into consideration the generation of the existing residential dwelling. In this regard, the net increase in traffic generation resulting from the proposed development is expected to be as follows:

- 56 vehicle trips / hour (32 in, 24 out), during the AM peak period.
- 48 vehicle trips / hour (22 in, 26 out), during the PM peak period.

This net increase in trips reflects that of the entire development on the local road network, not that on any one street. For example, there will be a net reduction in trips on McIntosh Street given the existing site provides vehicular access directly to it, but the proposed development does not. The net increase onto Help Street would be slightly higher than the above numbers.

The proposed development will have minimal traffic impact on the intersection, with average delays decreasing due to most added vehicles using the low-delay left turn on Help Street. The analysis uses a conservative methodology, assuming a net increase by counting both existing and proposed traffic. Given the low impact on nearby intersections, further assessment of the broader network is unnecessary.

The TIA found that the existing road network can accommodate the traffic increase without requiring external improvements, making the traffic impact acceptable.

6.9.3 Access and Servicing Arrangements

A single point of access to the site would be provided from Help Street at the south-eastern corner of the site. The vehicle access would be via a single driveway, facilitating independent two-way traffic movements and has been designed in accordance with the design requirements set out in the relevant Australian Standard, namely AS2890.1:2004 and AS2890.2:2018.

Vehicle swept paths (refer to **Figure 58** and **Figure 60**) indicating the entry and exit of vehicles from the site is provided below. This demonstrates the design makes appropriate provision for a 10.5m long Council waste truck to pass a B99 passenger vehicle entering and exiting the site.

This complies with the requirements of the site specific DCP. This access point has been selected to minimise conflicts with pedestrians and general traffic along Help Street and allows access arrangement to operate safely and efficiently.

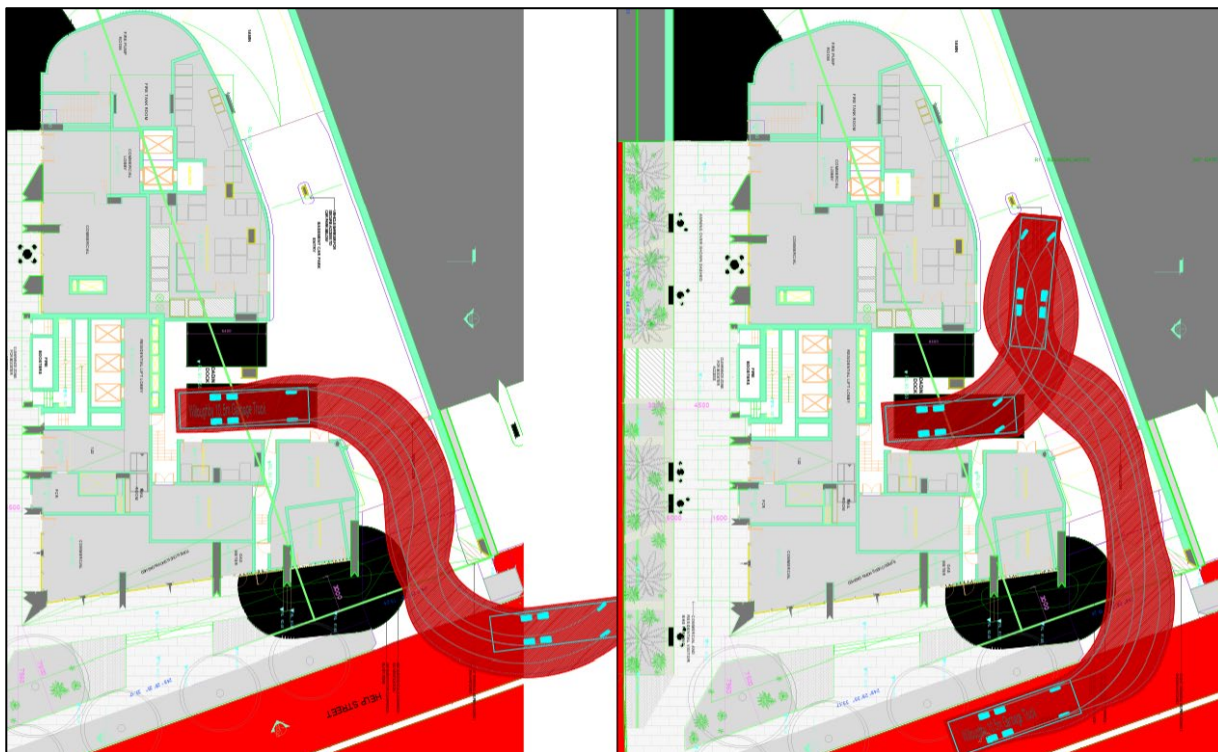


Figure 59: Swept Path Diagrams – Council's Waste Vehicle

Source: PDC

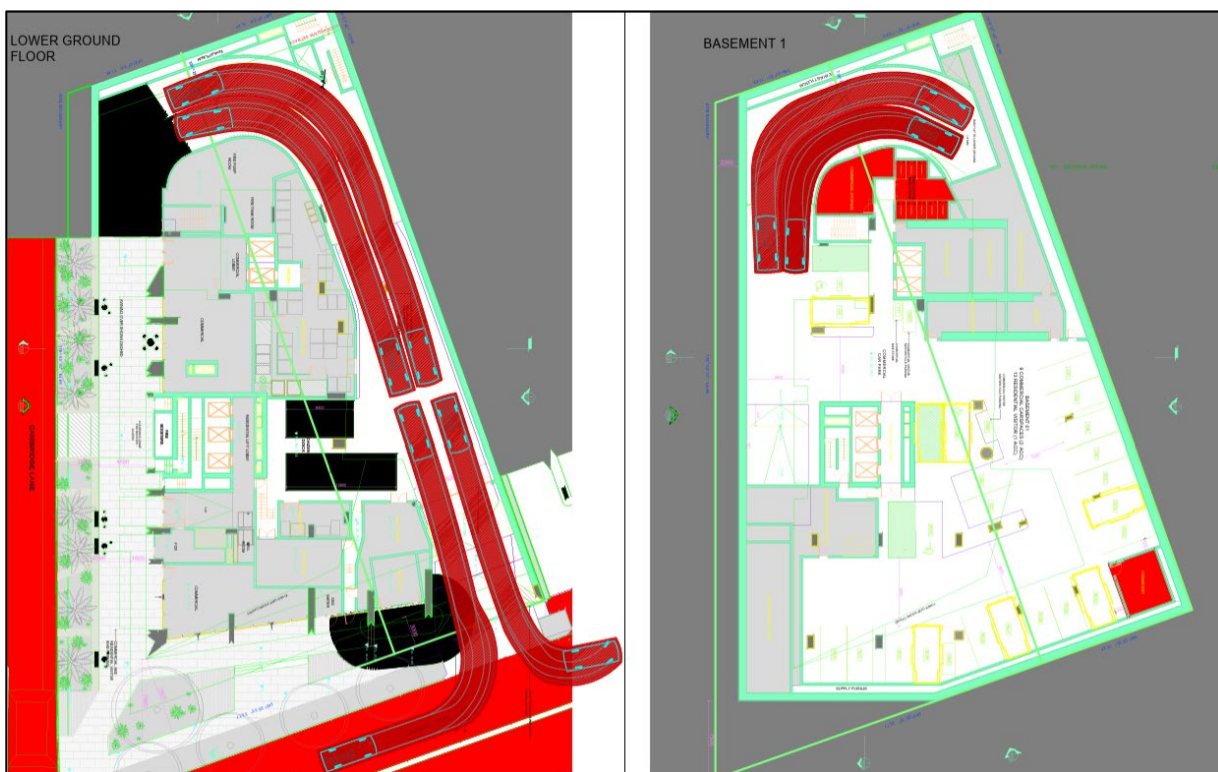


Figure 60: Swept Path Diagrams – B99

Source: PDC

6.9.4 Loading

A loading area is provided on the Lower Ground Level which accommodates one 10.5-metre-long medium rigid vehicle (MRV) loading bay (which is capable of also accommodating Council's waste truck) and one 6.4-metre-long small rigid vehicle (SRV) loading bay. This is considered an adequate level of provision for the site and will ensure that the servicing demands of the building are accommodated on-site.

Waste collection will occur on-site using a 10.5m Council waste truck, which will enter forward, reverse into the loading bay, and exit forward onto Help Street. The waste contractor will transfer waste between the truck and collection room. This arrangement ensures safe and efficient waste collection and aligns with similar developments in the area.

6.9.5 Green Travel

A Green Travel Plan (**GTP**) has been prepared by PDC Consultants at **Appendix U**. The aim of the GTP is to outline how the development intends to make travel to and from the site safer and more sustainable for residents, staff and visitors. The GTP sets the following mode share targets, as outlined in the table below.

Table 21: Travel Mode Share Targets

Mode of Transport	Existing Mode Share	Target Mode Share
Private Transport		
Car, as Driver	29.3%	22.7%
Car, as Passenger	2.7%	3.5%
Motorbike / Scooter	0.4%	0.4%
Truck	0.1%	0.1%
Total Private	32.5%	26.7%
Public Transport		
Train / Metro	34.3%	47.5%
Bus	6.3%	7.5%
Tram	0.1%	0.1%
Taxi	0.2%	0.2%
Total Public	40.9%	55.3%
Active Transport		
Cycle	0.7%	2.5%
Walk	13.7%	15.5%
Total Active	14.4%	18.0%

The GTP is intended to develop a package of site-specific measures to promote and maximise the use of sustainable travel modes, including walking, cycling, public transport and carsharing. These targets are defined as realistic but ambitious enough to initiate substantive behavioural change to achieve the desired outcomes. The plan shall be reviewed regularly as part of an ongoing review to ensure it remains relevant and reflective of current conditions.

6.10 Noise

A Noise and Vibration Impact Assessment (**NVIA**) has been prepared by PWNA at **Appendix Z**. The assessment considers the potential noise, and vibration impacts that may result from the construction and operation of the proposed development. The potential impacts from the proposal have been assessed against the noise and vibration specific SEARs.

Noise monitoring was conducted at the locations shown in **Figure 61** below. The site's nearest noise-sensitive receivers include:

- Location 1: Existing residential dwellings located south of the site at 2 Help Street, Chatswood.
- Location 2: Existing residential dwellings located west of the site at 1 Cambridge Lane, Chatswood.
- Location 3: Existing residential dwellings located north of the site at 38 McIntosh Street, Chatswood.
- Location 4: Existing residential dwellings located north of the site at 3 McIntosh Street, Chatswood.
- Location 5: Existing residential dwellings located west of the site at 2A McIntosh Street and 32 Anderson Street, Chatswood.

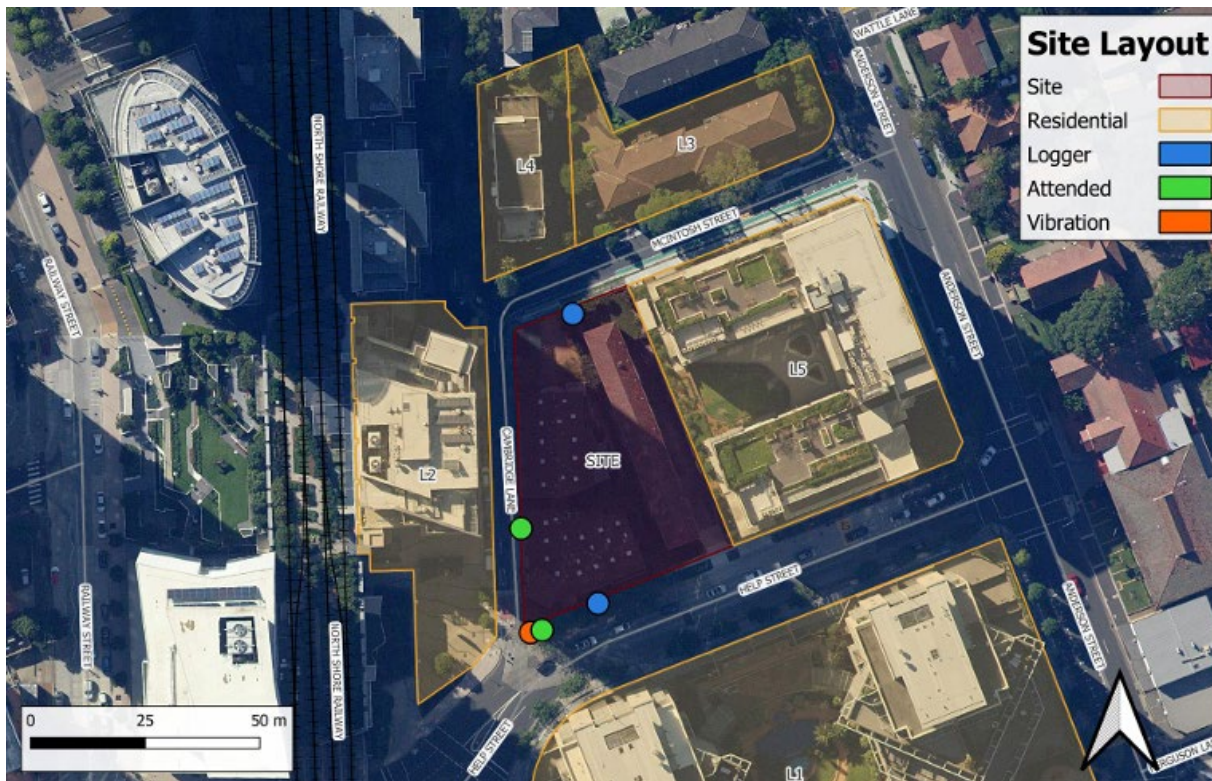


Figure 61: Noise Monitoring Locations

Source: PWNA

In order to assess the potential noise impacts of the development on nearby sensitive receivers the measured background noise data was processed in accordance with the Environmental Protection Authority (EPA) Noise Policy for Industry (NPI).

The Rating Background Noise Level (RBL) is the background noise level used for assessment purposes at the nearest potentially affected receiver. It is the 90th percentile of the daily background noise levels during each assessment period, being day, evening and night. RBL levels LA90 (15minute) and LAeq noise levels are presented in Table 22 below.

Table 22: Measured Ambient Noise Levels corresponding to the NPI's Assessment Time Periods

Measurement Location (based on figure above)	Daytime 7:00am to 6:00pm		Evening 6:00pm to 10:00pm		Nighttime 10:00pm to 7:00am	
	LA90 (dBA)	Leq (dBA)	LA90 (dBA)	Leq (dBA)	LA90 (dBA)	Leq (dBA)
5 Help Street	53	65	51	62	49	59
3 Help Street	48	55	46	53	41	49

These levels are expected to be complied within during the operation of the site.

Mitigation Measures

The recommended mitigation measures are summarised below:

- Windows should have adequate sound insulation, including laminated glass and well-sealed frames, to meet noise level criteria.
- If lightweight construction is used, it should meet a minimum acoustic performance standard.
- lightweight roofs should include acoustic insulation to reduce noise intrusion.
- Acoustic considerations should be integrated into mechanical ventilation systems to ensure compliance with noise level requirements.
- Noise from mechanical equipment such as air conditioning units must comply with noise limits. Prior to construction, a detailed acoustic assessment is recommended to verify compliance.
- Communal outdoor spaces should be designed with noise mitigation measures to minimise noise impact on nearby residential areas.

By incorporating the recommendations outlined in the NVIA, it is anticipated that the proposed development will align with the applicable criteria set out in Section 3 of the NVIA. Consequently, the proposed development is deemed satisfactory in relation to the noise and vibration requirements.

6.11 Aboriginal Cultural Heritage

An Aboriginal Cultural Heritage Assessment Report (ACHAR) has been prepared by OzArk Environment & Heritage and is provided at **Appendix AK**. The report identifies that the study area had been completely disturbed at depth via previous phases of residential development, as such, the study focussed on intangible heritage values and no archaeological fieldwork was warranted. An Aboriginal Focus Group Meeting was held with registered Aboriginal Parties for the project to discuss the cultural heritage values of the study area.

The assessment of the 3-5 Help Street, Chatswood study area identified a very low likelihood for the presence of archaeological deposits likely to contain Aboriginal artefacts as a result of the complete prior disturbance. The assessment recommends that land-disturbing activities are to be confirmed to within the approved disturbance footprint, if the proposal is to extend beyond this, then further assessment may be required.

Based on the broad cultural values identified in consultation, it is recommended that the proposal utilises native trees and shrubs in landscaped areas, as well as the interpretation of plant species through an Aboriginal lens, potentially using the registered Aboriginal Parties identified for this project as a consultation group for the inclusion of plants and associated naming in the Eora language.

In the unlikely event that objects or bones are encountered that are suspected to be of Aboriginal origin during the proposed works, the *Unanticipated Finds Protocol* or *Unanticipated Skeletal Remains Protocol* are to be followed respectively.

In summary, the proposed development is not likely to have an adverse impact on Aboriginal cultural heritage values. There are no known Aboriginal objects within the subject area and the proposed works are not likely to cause either direct or indirect harm to Aboriginal objects or broader cultural values identified.

6.12 Environmental Heritage

The site does not contain a heritage item, nor is it located in a heritage conservation area. However, the North Chatswood Conservation Area lies to the north-east of the site. It is characterised by single storey detached dwellings. Accordingly, a Statement of Heritage Impact (**SOHI**) has been prepared by OzArk Environment & Heritage at **Appendix AL**.

No heritage values have been identified within the site, and archaeological potential is considered low as a result of the serial redevelopment of the site, which would have removed any interpretable archaeological deposits of historic significance, if once present.

Though the proposed development is within the vicinity of a conservation area and several LEP listed items, it is located in the midst of other high-rise buildings in an already dense urban environment. Whilst the proposed development may be several stories taller than those adjacent to it, it will blend into the high-rise skyline and will not stand out in terms of obstructing or obscuring the view from any nearby LEP listed site.

Mitigation Measures

Recommendations regarding the historic values within and near to the study area are as follows:

- All ground disturbing works must be confined to the study area. Should works be required outside of the assessed area, then further archaeological assessment may be required.
- The Unanticipated Finds Protocol should be followed if items suspected to have significant historic heritage values are discovered during the works associated with the proposal.

6.13 Contamination

A Preliminary Site Investigation (**PSI**) was undertaken by Stantec at **Appendix AG** to determine the potential contamination on the site.

Following the desktop review, site walkover, and limited sampling, it is considered by Stantec that the site presents a relatively low risk of contamination that would not prohibit approval of the construction of the proposed development and future land use. Considerate of the current constraints (buildings, hardstand), the limited investigation has gathered sufficient information to satisfy the RHSEPP in relation to assessing for contamination, subject to implementation of the below recommendations.

The shallow soil impacts identified during this investigation are likely to be localised but require lateral and vertical delineation during a data gap investigation post-approval, following removal of buildings, structures and hardstand. Statistical analysis should be undertaken of the resulting data set following completion of the data gap investigation, which will inform the potential requirement for any soil remediation and soil classification for removal and disposal of excavated material off site.

Mitigation Measures

The following recommendations have been made by Stantec:

- A Report on Hazardous Building Materials (HAZMAT) Survey was prepared for the site (DP, 2024). Demolition activities and post-demolition clearance inspections are to be undertaken in accordance with the recommendations of the HAZMAT Survey.
- Following demolition and removal of structures, a data gap investigation is required to characterise soil properties and to delineate the Benzo(a)pyrene identified at soil bore BH01. The investigation must be conducted by a qualified and experienced contaminated land professional.
- Any material removed from the site during construction must be classified in accordance with the NSW EPA Waste Classification Guidelines (2014) and/or applicable resource recovery exemptions / orders. Future classification must consider all existing environmental data.
- Any material imported to the site under the proposed development, such as for landscaping and establishment of garden beds, must not present a potential health risk to receptors under the proposed land use.
- A Construction Environmental Management Plan should be implemented for the works and include reference to the actual and potential contamination identified as part of this assessment as well as appropriate mitigations. This should also include an Unexpected Finds Protocol to be implemented in the event contamination, not identified in this assessment, is revealed during construction.

The PSI does not recommend that a Detailed Site Investigation, Remedial Action Plan or Long-term Environmental Plan be prepared, subject to the implementation of mitigation measures

6.14 Ground and Water Conditions

6.14.1 Geotechnical Impact

The proposed development involves the bulk excavation to a depth of approximately 16-19m in residual clay and shale/sandstone bedrock to accommodate the five basement levels. Stantec have prepared a Geotechnical Interpretation Report (**Appendix AA**) which assesses potential impacts of the proposal to subsurface conditions.

Based on their assessment, Stantec have provided the following recommendations:

- The induced vibration level control will be required to avoid impacting the adjacent properties. Dilapidation surveys of the adjacent properties and roads be carried out prior to earthwork commencement.
- Seepage analysis to confirm that the conventional pump and sump method are considered manageable of inflow water into the basement.
- Shoring and support basement excavation and control lateral ground movement.
- footing inspections be carried out by a Geotechnical Engineer / consultant during footing excavation to confirm appropriate founding materials, that the recommended serviceability bearing pressures could be met and to ensure that all soft and wet materials have been removed from the foundation footprint prior to concrete placement.

Salinity and Acid Sulfate Soils

A review of the acid sulfate soil (ASS) risk map indicates that the site is not identified as being within or near an ASS risk area. Additionally, an assessment using the online Atlas of Australian Acid Sulfate Soils Map (CSIRO Data Access Portal) was conducted to evaluate the known ASS risk.

The mapping suggests that the site alignment traverses areas with a low probability of occurrence. According to the NSW Government Planning Industry and Environment online mapping tool, a location approx. 600m south of the site, showed no evidence of salting of salinity. Similarly, a review of datasets from the National Land and Water Resources Audit found no indication of dryland salinity at the site.

Therefore, Stantec do not detect that the site is impacted by ASS or saline soils.

6.14.2 Groundwater Conditions

A Groundwater Impact Technical Memorandum has been prepared by Stantec at **Appendix AB**. This report presents an assessment and recommendation regarding the groundwater inflow estimates and drainage advice for the proposed development.

Conservative groundwater modelling has been undertaken, and it is predicted that maximum groundwater inflow of near 0.07 ML and 0.12 ML may be expected (nominated 6- and 12-months period).

Based on this and the Chatswood region (upper north shore), the groundwater inflows are expected to be manageable during construction with a typical sump and pump system, which can handle the assessed inflows.

Stantec's seepage analysis demonstrates that a tanked basement is not required as inflows are below the minimum levels for tanked basements. However, at this stage a tanked basement is proposed in alignment with recommendations received from Water NSW as part of DA-2023/160.

The impact assessment has been based on the following three assessment criteria:

- **Water Table:** Analysis presented within this report shows that all drawdown effects of the proposed works are considered negligible to all nearby receivers, therefore Stantec confirms that the proposed works will have "minimal impact" on the Water Table.

- **Water Pressure:** No registered water supply works are present within 50 m of the proposed excavation. Analysis presented within this report shows that all drawdown effects of the proposed works are considered negligible to all nearby receivers, therefore Stantec confirms that the proposed works will have “minimal impact” on the Water Pressure.
- **Water Quality:** It is expected that the works are not projected to cause any detrimental effect to the water quality beyond 40 m from the activity. Based on the assessment of the proposed works achieving the requirements of Level 1 minimal impact considerations, Stantec confirms that the proposed works will do no more than minimal harm.

Based on their assessment, a surface drainage plan should also be developed to direct surface water either away from the building or to dedicated sumps for off-site pumping.

6.15 Ecology Sustainable Development (ESD)

An Ecologically Sustainable Development (**ESD**) Report has been prepared by Walkerbai at **Appendix W**. The report outlines the energy efficiency measures which can be adopted for the project to minimise greenhouse gas and carbon emissions.

The design of the development integrates the EP&A Regulation ESD principles. The following initiatives are proposed:

- A minimum 28kW (peak) solar system
- A minimum 5,000 litre capacity rainwater harvesting system
- A high efficiency air cooled VRF air conditioning system
- All electric development with the exception of gas cooktops
- High star ratings for fixtures fittings and appliances with regards to both energy and water
- High level of indoor environment quality via daylight, well designed artificial lighting, natural ventilation and low impact materials
- Utilisation of construction materials to lower environmental impact of the development in comparison to business-as-usual
- A building management system (BMS) with capability of monitoring and controlling systems (such as lighting and ventilation) via timers, motion detection and daylight sensing.

The ESD Report and BASIX Certificate (**Appendix V** and **X**) confirm that the requirements for mid to high rise residential buildings under the Sustainable Buildings SEPP are met, including:

- Achievement of the BASIX requirements:
 - Energy 25%
 - Water 40%
 - High level of thermal comfort based on the NatHERS scheme,
- Meeting the design requirements for 4 Stars using the Green Star Buildings V1 as a benchmarking scheme, and
- Meeting and exceeding the NCC Part J Requirements.

6.16 Water Management

An Integrated Water Management Plan (**IWMP**) has been prepared by Stantec at **Appendix AE**. The aim of this report is to provide an outline of the water management design initiatives that may be considered for this project with regard to water management on-site.

6.16.1 Stormwater Management

Existing Stormwater Infrastructure

Through review of survey information by Stantec it was determined that existing stormwater pit and pipe infrastructure within Help Street is available for connection of new site stormwater management infrastructure that will be introduced by the proposal.

Stormwater for the existing buildings within this site appear to discharge directly to the external hardstand, and an additional inground network. This inground network appears to connect to the Cambridge Lane Council network, or discharge via overland flow to the kerb and gutter network.

Proposed Stormwater Drainage Infrastructure

An On-Site Detention (OSD) with an orifice, designed according to WCC's stormwater management policy and Technical Standard No. 1, will capture water from the entire site and discharge it into a new stormwater pit and then convey it via a pipe to the existing stormwater pit further east on Help Street. The OSD tank's flow has been modelled as piped flow. After development, the site will be about 91% impervious.

The design does not fully meet Willoughby Council's Technical Standards No. 1 (2019), which require the OSD outlet to be higher than the 1% flood level. However, modelling shows the system will work as intended and meet the Council's stormwater goals, considering the current site and infrastructure conditions. In addition, the design does not fully meet the required reduction in stormwater volumes, but it still significantly reduces it compared to pre-development levels. Meeting the full requirement would require a much larger OSD tank, which isn't practical due to the site's size and shape, and the landscape downstream.

Therefore, the proposed stormwater design is considered by Stantec to be adequate for the development, based on best practices, feasibility, and the goal of preventing property damage.

6.16.2 Flooding

A Detailed Catchment Analysis (**DCA**) has been provided by Stantec at **Appendix AF**. The site has been identified in the Scotts Creek Flood Study (2008) as not comprising flood prone land and hence isn't subject to any flood planning controls. On this basis, the site is not currently impacted by flooding and the proposed stormwater network will ensure the development will not increase outflows from the site as such, the site will not have an impact on flooding.

It is noted that the site is impacted by overland flooding, however the modelling undertaken for the pre-development and post development conditions demonstrate that there will be no negative impact on existing flooding levels, overland flow velocities and flood hazard as a result of the proposed development.

All floor levels of the building have been designed to comply with Part I, Attachment 2 of the DCP, which requires a minimum floor level equal to the 1% Annual Exceedance Probability (AEP) flood water level + 500mm. The minimum crest level for the ramp to the basement parking (indicated as 'Location N' in the DCA) also complies with the 1% AEP level + 500mm but does not meet the probable maximum flood (PMF) level specified for driveway crest levels in the DCP. The ramp comprises a 1.64m non-compliance consistent with the floor level approved under DA-2023/160.

As assessed by the flood consultant, achieving PMF immunity would require raising the access ramp by an additional 1.6m, significantly compromising the site's urban design and commercial tenancies. The site is not situated on flood-prone land and is only affected by overland flow, resulting in a very low risk of structural damage or harm to occupants. Floor levels have been set at the highest practical elevation to provide strong flood protection under current and future climate conditions, while maintaining an appropriate balance between resilience and accessibility.

Further, all flows from the development are adequately conveyed through the existing stormwater drainage network, with the OSD tank improving downstream conditions.

6.17 Infrastructure and Utilities

An Infrastructure Delivery, Management and Staging Plan (**IDMSP**) has been prepared by Neuron (**Appendix AN**) and identifies the infrastructure requirements of the proposal and the proposed coordination and delivery of the necessary infrastructure.

All essential infrastructure services, including potable water, wastewater, electricity, gas, and telecommunications, will be augmented accordingly and subject authority applications and design.

Servicing strategy and consultation with relevant service providers shall be undertaken as part of the proposed development where required. Given the compressed area of the development and its distance from the Chatswood CBD, major interruptions to services are unlikely, effectively negating the necessity for extensive staging.

Consultation with the relevant authorities shall be an integral part of the process as well as giving sufficient notice as well as maximum periods of any proposed shutdowns and shall be aligned with the construction program.

6.18 Construction Impacts

6.18.1 Construction Noise and Vibration

A Construction Noise and Vibration Management Plan (**CNVMP**) has been prepared as part of the NVIA at **Appendix Z**.

Noise

The table below shows the summary of predicted sound power levels. These noise levels would be managed through the provision of the mitigation measures listed below.

Table 23: Measured Ambient Noise Levels corresponding to the NPI's Assessment Time Periods

Tasks	Equipment	Sound Power Levels (dBA re 1pW)	Aggregate Sound Power Level per Task (dBA re 1pW)
Site Establishment Works	Mobile crane	110	113
	Power hand tools	109	
	Semi-Rigid Vehicle	105	
Ground Works	Excavator	112	120
	Hydraulic Hammer	118	
	Piling Rig	110	
	Handheld jack hammer	111	
	Dump truck	104	
	Concrete saw	114	
	Skid steer	110	
	Power hand tools	109	
Structure	Handheld jack hammer	106	117
	Concrete saw	114	
	Power hand tools	109	

	Welder	101	
	Concrete pump truck	110	
	Concrete agitator truck	108	
Internal Works	Power hand tools	109	109
Common and External Works	Concrete agitator truck	108	114
	Saw cutter	104	
	Dump truck	104	
	Concrete saw	114	
	Power hand tool	109	

The contractor will, where reasonable and feasible, apply best practice noise mitigation measures, as advised in the NVIA. These include:

- Noise monitoring, if required, will be performed by an acoustical consultant directly engaged by the contractor in accordance with the Conditions of Consent.
- Issue project updates to tenants in affected premises.
- Selecting plant and equipment with low vibration generation characteristics.
- Operating plant and equipment in the quietest and most efficient manner.
- Exceedance of the site's NMLs should result in an investigation as to whether alternate equipment could be used, or a difference process could be undertaken.
- For plant items which are static it is recommended that, in the event exceedances are being measured due to operation of the plant item, an acoustic enclosure/screen is constructed to reduce impacts.

Vibration

In order to maintain compliance with the human comfort vibration criteria discussed in the CNVMP, it is recommended that the indicative safe distances detailed in the CNVMP be maintained. These indicative safe distances should be validated at the start of construction works by undertaking measurements of vibration levels generated by construction and demolition equipment to be used on site.

As part of the CNVMP, the following vibration mitigation measures should be implemented:

- Any vibration generating plant and equipment is to be in areas within the site in order to lower the vibration impacts.
- Investigate the feasibility of rescheduling the hours of operation of major vibration generating plant and equipment
- Use lower vibration generating items of construction plant and equipment; that is, smaller capacity plant.
- Minimise conducting vibration generating works consecutively in the same area (if applicable).
- Use only dampened rock breakers and/or "city" rock breakers to minimise the impacts associated with rock breaking works.
- Conduct attended measurements of vibration generating plant at commencement of works in order to validate the indicative safe working distances
- Vibration monitoring, if required, should be undertaken continuously at the nearest most affected structures in accordance with the conditions of the consent.

6.18.2 Construction Traffic

A Preliminary Construction Traffic Management Plan (**PCTMP**) has been prepared by PDC Consultants at **Appendix T**.

Construction works will generate varying truck movements, peaking at 200 truck trips per day (100 inbound, 100 outbound) during demolition and bulk excavation. Contractor light vehicle trips will add to this. Worker trips will be tidal, arriving in the morning and leaving in the afternoon, while truck trips will be spread throughout the day and scheduled outside peak commute times. Trucks larger than 12.5m HRVs will be restricted from traveling during school zone hours.

Light vehicles will generally arrive before 7:00 AM and leave after 5:00 PM to align with approved work hours. The site's access to major state roads ensures traffic disperses efficiently, minimising network impact. The expected increase of up to 209 vehicles per day is considered manageable.

The proposed traffic management measures meet TfNSW and Australian Standards, aiming to minimise disruptions to the community.

6.19 Building Code of Australia

A BCA Capability Statement has been prepared by Design Confidence at **Appendix N**. The report is based upon an assessment of the Architectural Plans against the following codes:

- Building Code of Australia 2022 (BCA),
- Environmental Planning and Assessment Act 1979 (EP&A Act), and
- Environmental Planning & Assessment (Development Certification and Fire Safety) Regulation 2021 (EPAR).

Key items have been identified and tabulated in the report, which will require further investigation and resolution. Any non-compliances can be addressed via a number of performance solutions as part of the Construction Certificate process. Notwithstanding, Design Confidence can verify that the proposed design can readily achieve compliance with the Deemed to Satisfy (DtS) provisions of the BCA and as such meet the performance requirements.

6.20 Accessibility

An Accessibility Capability Statement has been prepared by DC Partnership (**Appendix O**) to accompany the development. The statement confirms that the proposal is capable of achieving compliance with the relevant accessibility provisions of the BCA, subject to the comments provided being incorporated into the design.

It is confirmed that compliance can be achieved either by meeting the deemed-to-satisfy requirements of the BCA, as are principally contained within Part D4 Access for People with a Disability, Parts E3D7 and E3D8 Passenger Lifts, Parts F4D5, F4D6, and F4D7 Accessible Sanitary Facilities, or via a performance-based approach.

6.21 Waste Management

6.21.1 Construction Phase

Elephant's Foot have prepared a Demolition and Construction Waste Management Plan (**DCWMP**) at **Appendix AI**. It seeks to ensure materials are recycled onsite or at a licenced facility off site, wherever possible. All other waste would be transported and disposed of offsite by a licensed contractor to a licensed landfill facility.

The estimated waste estimates and their designated management has been outlined in the **DCWMP** at **Appendix AI**.

6.21.2 Operational Phase

An Operational Waste Management Plan (OWMP) has been prepared by Elephants Foot at **Appendix AH**. The OWMP section outlines best practice waste management for the residential and commercial component of the development, including waste generation estimates, and waste disposal and collection procedures.

6.21.2.1 Residential Waste Management

The Willoughby DCP 2023, NSROC Waste Management Technical Guide (2018), and NSW EPA's Better Practice Guide for Resource Recovery in New Development (2018) were referenced to calculate the required number of waste, recycling, and FOGO bins for the residential units. The following **Table 24** shows the estimated volume (L) of general waste, recycling and FOGO generated by the development.

Table 24: Estimated Waste and Recycling Volumes – Residential

Units	General Waste Generation Rate (L/unit/week)	Generated General Waste (L/week)	Compacted General Waste (2:1) (L/week)	Recycling Generation Rate (L/unit/week)	Generated Recycling (L/week)
160	140	22260	11130	120	19080
TOTAL			11130		19080
Bins and Collections	General Waste Bin Size (L)	660		Recycling Bin Size (L)	1100
	General Waste Bins per Week	17		Recycling Bins per Week	17.35
	General Waste Collections per Week	2		Recycling Collections per Week	1
	Total General Waste Bins Required for Collection	9		Total Recycling Bins Required for Collection	18
	Number of Waste bins Per Day	2.41		Number of Recycling Bins Per Day	2.48

Based on the estimated waste generated by the residential component of this development, the recommended bin quantities and collection frequencies are as follows:

- General Waste: 9 x 660L MGBs collected 2 x weekly
- Recycling: 18 x 1100L MGBs collected 1 x weekly
- FOGO: 17 x 240L MGBs collected 1x weekly
- Service Bins: 1 x 1100L MGB & 1 x 660L

It will be the responsibility of the building manager to monitor the number of bins required for the residential component.

Bulky Waste

A bulky waste storage room is provided on the lower ground level. This room is located within close proximity of the garbage and recycling bin collection room and has a minimum doorway width of 1.5m to allow for easy movement of large waste items in and out of the room.

6.21.2.2 Commercial and Retail Waste Management

The NSW EPA's Better Practice Guide for Resource Recovery in Residential Development 2019 has been referenced to calculate the total number of bins required for the anticipated tenants. Calculations in Table 25 are

based on generic figures, and waste generation rates may differ according to the tenants' actual waste management practice.

Table 25: Estimated Waste and Recycling Volumes – Commercial and Retail

Tenancy	Waste Generation Rate Type	NLA (m ²)	General Waste Generation Rates (L/100m ² /day)	Generated Garbage (L/week)	Recycling Generation Rate (L/unit/week)	Generated Recycling (L/week)
Commercial	Office	1960	10	980	15	1470
Retail LG	Café	191	100	1337	120	1604.4
Retail UG	Café	161	100	1127	120	1352.4
TOTAL		2312		3444		4426.8
Equipment and Collections		General Waste Bin Size (L)		1100	Recycling Bin Size (L)	1100
		General Waste Bins per Week		4	Recycling Bins per Week	5
		General Waste Collections per Week		2	Recycling Collections per Week	2
		Total General Waste Bins Required for Collection		<u>2</u>	Total Recycling Bins Required for Collection	<u>3</u>

Based on the estimated waste and recycling generated by the retail and commercial tenancies, the recommended bin quantities and collection frequencies are as follows:

- General Waste: 2 x 1100L bins collected 2 x weekly
- Recycling: 3 x 1100L bins collected 2 x weekly

Building management will be required to negotiate any changes to bins or collections with the collection service provider.

Waste Management Summary

The waste-related impact of the site for both the residential and commercial component can be appropriately managed and have been formulated to accommodate Council's controls and requirements. Much of the operational waste management details have been established through rigorous discussion with Council's during assessment of the approved DA. These recommendations have been progressed and review through to the SSDA design subject of this application.

The OWMP has been designed to address the residential and commercial requirements and will mitigate any potential impacts

6.22 Safety and Security

A Crime Prevention Through Environmental Design (**CPTED**) Report has been prepared by HillPDA at **Appendix AS**. This Report identifies the potential crime concerns in and around the site and provides recommendations to guide crime prevention, safety, and security arrangements as part of the detailed design of the development. The crimes identified as relevant to the proposal are opportunistic in nature and can be minimised through the implementation of mitigation measures detailed in the CPTED.

Overall, the assessment identified no major crime and safety concerns associated with the proposal. In general, it provides improvements over the existing development against each of the CPTED categories. However, our

assessment identifies several aspects of the proposal that could be altered or mitigated to improve CPTED outcomes, as outlined in the following sections.

A number of detailed recommendations are provided in **Appendix AQ** for each corresponding CPTED category.

6.23 Social Impact

A Social Impact Assessment (**SIA**) has been prepared by Mecone at **Appendix AM**. The SIA identifies and analyses the potential positive and negative social impacts associated with the Proposal. Mitigation measures are proposed to minimise the negative impacts.

Details pertaining to stakeholder engagement are detailed in **Section 5**.

The proposed development is likely to generate a range of social impacts and benefits. Some potential social impacts were considered to have been partly mitigated, with some level of impact remaining. These include:

- Noise and vibration from construction activity affecting amenity for surrounding residents and occupants, impacting upon quiet enjoyment of surroundings, way of life, and health and wellbeing.
- Potential disruptions caused by construction activities associated with increased traffic movements.
- Changes to community composition arising from the introduction of new residents and workers.
- Potential interruptions from changed access arrangements during construction.

Furthermore, the proposal is likely to generate a range of residual social impacts that are unable to be sufficiently mitigated. These include:

- The proposal would result in an increased demand for services such as schools, healthcare, and childcare. However, the area has been strategically identified by council and planning strategies for future densification and increased development, suggesting that this planning has taken into account the necessary infrastructure required to support the growing population.

7 Project Justification

7.1 Project Impacts

This section provides an overarching evaluation and justification for the development proposal – having regard to its environmental, economic, and social impacts. The principles of ecologically sustainable development are also considered.

It assesses the potential impacts of the proposed development, considering the interaction between the findings in the detailed assessments, mitigation measures and the strategic policy alignment and statutory compliance of the proposal within the relevant controls.

7.1.1 Economic, Social and Environmental Outcomes

Section 6 of this report has assessed the environmental impacts of the proposed development.

7.2 Consistency with Strategic Policy

This EIS has demonstrated that the proposed development is consistent with the strategic framework and has been considered against key Government and Council documents including the following:

- National Housing Accord 2022
- Housing 2041 – NSW Housing Strategy
- Greater Sydney Region Plan: A Metropolis of Three Cities
- Our Greater Sydney 2056: North District Plan
- Willoughby Local Strategic Planning Statement
- Chatswood CBD Planning and Urban Design Strategy 2036
- Willoughby Housing Strategy 2036
- Connecting with Country Framework
- Better Placed
- NSW Future Housing Strategy 2056

The proposal is consistent with the State and local strategic planning policies. Consistency with these strategies is achieved through the delivery of critical housing at both an affordable and market rate, on a currently underutilised site, within proximity to public transport and a diverse range of employment opportunities. The proposed development will deliver ecologically thoughtful development through the embedding of ESD measures into the design of the built form and its communal spaces.

The proposed development has the potential to provide a vibrant and liveable space that will align with the strategic vision for the Chatswood CBD, by providing development that exhibits design excellence and critical market and affordable housing.

As demonstrated at **Section 2**, the proposed development is consistent with relevant strategic policy.

7.3 Compliance with Statutory Requirements

The relevant State and local environmental planning instruments are listed in Section 4 and assessed in **Appendix B**. The assessment concludes that the proposal complies with the relevant provisions within the relevant instruments as summarised below:

- The proposed development has been assessed and developed in respect to the relevant objects of the EP&A Act as defined in Section 1.3 the Act and addressed in **Appendix B**.
- This EIS has been prepared in accordance with the SEARs as required by Schedule 2 of the EP&A Regulations.

- Consideration is given to the relevant matters for consideration as required under the BC Act and the SSD is supported by a BDAR waiver approval accordingly
- This SSDA pathway has been undertaken in accordance with the Planning Systems SEPP as the proposed development is classified as SSD.
- The proposal complies with the relevant development standards under the LEP.
- The proposed development is consistent with the objectives of the MU1 zone as detailed in **Appendix B**.
- The proposed development has been assessed in accordance with the Resilience and Hazards SEPP and the development complies with the relevant clauses.
- The proposal generally accords with the relevant provisions of the DCP as outlined in **Appendix B**.

7.4 Consideration of Community Views and Engagement

Community and stakeholder engagement has been undertaken by Mecone in preparation of the SSDA. This included engagement and consultation with:

- Surrounding landowners, residents and businesses,
- Government, agency, utility services and other key stakeholders.

The engagement undertaken is consistent with the *Undertaking Engagement Guidelines for State Significant Projects* and the community engagement requirements.

Key themes of feedback received during the consultation period included:

- Design quality and design considerations of the development,
- Construction impacts relating to noise, traffic and dust,
- Potential impacts of the development including overshadowing, traffic impacts, parking availability, and height restrictions.

The feedback received has been incorporated into the design and assessment in the EIS. In accordance with the EP&A Regulation, the EIS will be placed on public exhibition. Following the exhibition, the Proponent will respond to submissions received during the exhibition period.

7.5 Site Suitability

The site is considered highly suitable for the proposed development for the following reasons:

- The proposal is consistent with the MU1 Mixed Use zone objectives, is permitted with consent and satisfactorily addresses the relevant provisions in the LEP and DCP.
- The proposed development will benefit from being co-located within proximity to other new mixed-use developments, supporting the economic and social growth and activity in the Chatswood CBD, aligning with the key strategic vision.
- The proposed development will optimise use of an underutilised site and align with strategic objectives to support the Willoughby LGA and NSW with a continued transition towards providing high-quality market and affordable housing, that has minimal environmental impact on the surrounding area.
- The bulk and scale of the proposed development is compatible and consistent with its existing and future context. There are no significant environmental constraints that would limit the project from being developed at the site.
- The site is accessible and serviced by transport, with connections to the Pacific Highway to the west and the M2 further south, providing wider connectivity to the LGA and regional context. The site is located approximately 300m walking distance from the Chatswood Transport Interchange, which provides rail, metro and bus connections. The Sydney Metro City & Southwest line has recently opened, which now connects Chatswood Station to Crows Nest, North Sydney, Barangaroo and Martin Place.

7.6 The Public Interest

The proposed development is in the public interest as:

- It is consistent with relevant State and local strategic plans and complies with the relevant State and local planning controls including the relevant provisions in the LEP and DCP.
- An extensive assessment of environmental impacts has been undertaken to ensure any adverse environmental impacts resulting from the proposed development on nearby land uses and sensitive receivers are minimised, and where required, managed through appropriate mitigation measures.
- The proposed development will deliver vital housing, as well as commercial/retail uses on the podium levels to service the community and provide new potential job opportunities for the LGA.
- The site will facilitate the orderly and economic use and development of the land.

8 Conclusion

This EIS provides a comprehensive assessment of the environmental, social and economic impacts of the proposed development from this SSDA. This EIS has addressed the requirements of the SEARs (**Appendix A**) having regard to the nature of the proposed development. The EIS has also addressed the relevant requirements contained in Section 192 and 193 of the EP&A Regulation.

It is concluded that the proposed development can be supported and approved for the following reasons:

- The proposed shop top housing development is permitted with consent within the MU1 Mixed Use zone and meets the statutory requirements of the relevant environmental planning instruments, including the Housing SEPP and the LEP,
- The proposal is consistent with the strategic vision and objectives of additional housing supply in Greater Sydney under various strategic policies including the National Housing Accord 2022, Housing 2041 – NSW Housing Strategy, the Greater Sydney Region Plan and North District Plan,
- The proposal will deliver a high-quality shop top housing development in a highly accessible area, supporting the provision of transit-oriented developments in the Chatswood CBD,
- The proposal has undergone an iterative design process, including an architectural design competition and subsequently been reviewed by the DIP, which confirms that the proposal has the potential to exhibit design excellence. This results in the delivery of a well-resolved built form that responds to the opportunities and constraints of the site,
- The proposal will support the economic growth of the Chatswood CBD in that it will create employment generating floor space and create job opportunities throughout the design, construction and operational phases of the development,
- The proposal encourages street activation by providing retail uses on ground level, facilitating an activated public domain and contributing to the vitality of the surrounding area,
- The proposal is consistent with the principles of ESD in accordance with Section 193 of the EP&A Regulation,
- The proposal will not result in any unacceptable environmental, social or economic impacts, with the implementation of appropriate mitigation measures to minimise any potential impacts,
- The proposal is suitable for the site and is in the public interest.

The EIS fulfills the requirements of the EP&A Act and Regulation, addresses all relevant matters prescribed by the SEARs and demonstrates that the potential impacts of the proposal can be satisfactorily managed or mitigated.

Accordingly, it is recommended that consent is granted to the proposal.



mecone.com.au
info@mecone.com.au
02 8667 8668