

16 October 2025

Edwina Ross  
4 Parramatta Square  
12 Darcy Street  
Parramatta NSW 2150

**ATTN: Edwina Ross**

Dear Edwina,

**RE: RESPONSE TO ADDITIONAL QUERIES SSD-76555711 – 3-5 HELP STREET, CHATSWOOD**

This letter has been prepared by Mecone on behalf of Loftex Chatswood Pty Ltd (the applicant) in relation to the State Significant Development Application (SSDA) SSD-76555711 for 3-5 Help Street, Chatswood (the site).

This letter, including **Table 1** below, and the accompanying documentation have been prepared as a response to DPHI's queries and additional submissions/requests made by Council, Sydney Metro, SES and CPHR, which were received via emails from you between 1<sup>st</sup> October to 14<sup>th</sup> October 2025.

This letter should be read in conjunction with the following documentation:

- **Attachment 1** – Updated Sun Eye Diagrams prepared by EMBECE
- **Attachment 2** – Solar Access Analysis prepared by EMBECE
- **Attachment 3** – Solar Access Statement by EMBECE
- **Attachment 4** – Section Plans showing Sydney Metro reserves
- **Attachment 5** – Letter from Engineer certifying no ground anchors will be installed in Sydney Metro reserves.

We trust that the enclosed responses and accompanying documentation are sufficient to allow DPHI to proceed with the assessment of the application ref. SSD-76555711. Should you have any queries please do not hesitate to contact Paige Matthews at [pmatthews@mecone.com.au](mailto:pmatthews@mecone.com.au) or the undersigned at [asmith@mecone.com.au](mailto:asmith@mecone.com.au).

Yours sincerely,

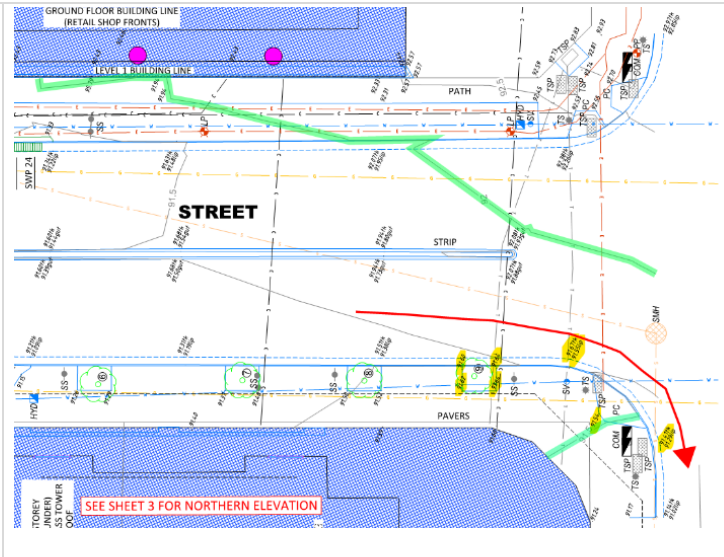


Alistair Smith  
**Director**



Table 1: Response to DPHI, Council, Sydney Metro, SES and CPHR Submissions

Comment/Query	Response
<b>Solar Access</b>	
<p><b>The following was requested via email from DPHI on 13 October 2025:</b></p> <p><i>The application would benefit from additional solar access data detailing 5–10 minute intervals of sunlight exposure for apartments receiving less than two hours of direct sunlight. This information would strengthen my assessment report by allowing a more thorough discussion of the limitations posed by the proposed northern buildings and demonstrating that the design has maximised solar access to the greatest extent possible.</i></p> <p><b>The following was requested via email from DPHI on 14 October 2025:</b></p> <p><i>Following on from my additional information request yesterday, could you please also supply solar access data from 8am-9am and 3pm-4pm to help justify the site not meeting the ADG sunlight requirements?</i></p>	<p>As requested, the updated View from the Sun Diagrams have been provided at <b>Attachment 1</b> and <b>Attachment 2</b>, showing the solar access to the building façade in 15-minute increments from 8am to 4pm.</p> <p>A detailed statement addressing solar impact has been provided by EMBECE at <b>Attachment 3</b>. In summary, if the proposed SSDA to the north of the site is approved in its current form, with the consideration of extended solar access hours to include 8am-9am and 3pm-4pm, then at least 119 of 166 apartments (74%) will receive 2 hours of sunlight to either the habitable rooms or private open space between the hours of 8am to 4pm on June 21,.</p> <p>Noting that 74% of apartments will still have access to sunlight in mid-winter, despite the proposed SSDA to the north, is evidence that the proposal can satisfy the objectives of Part 4A-1 of the ADG.</p> <p>A detailed summary of how the design achieves compliance with the objectives of Part 4A-1 of the ADG is provided in <b>Attachment 3</b>.</p>
<b>Flooding</b>	
<p><b>Excerpt from SES submission:</b></p> <p><b>Request clarification of the driveway crest height.</b></p> <p><i>Page 32 of the Response to Submissions report (RTS) states “at the location of the proposed vehicle access, the 1%AEP flood level is 91.40m and the PMF level is 93.54m. The report details that in this location it is not possible for the vehicle access ramp to be at the PMF level, due to the height above the roadway, and that the ramp level is set at 94.91m, which is above the 1%AEP +500mm level.”<sup>1</sup> While both page 38 of the RTS2 and the provided architectural plans show this at 91.91m AHD.<sup>3</sup> This is significantly lower than the PMF flood height at this location. Basement car parks pose significant risks to life and property. Basement car parking should be reconsidered for this location if protection up to the PMF is not possible.</i></p>	<p>We acknowledge DPHI’s intent to apply flood-related conditions in response to the submissions raised by CPHR and the SES. However, we note a discrepancy in the SES submission regarding the site levels.</p> <p>The driveway crest is confirmed at <b>RL91.91</b>, whereas Council’s submission incorrectly references RL94.91, which was picked up by SES in their most recent submission (dated 7 October). As illustrated in the mark-up below (by the highlights and red arrow – refer to original to read levels), the existing footpath and street levels at the corner of Help and Anderson Streets are approximately RL91.6, highlighted in yellow. The RL91.8 contours shown on Stantec’s civil drawings are located on the northern side of Help Street (highlighted in green). Consequently, in the event of ponding along Help Street, water would naturally flow south along Anderson Street (as indicated by the red arrow) before entering the site, noting that the basement crest sits 300mm higher than the flow path.</p> <p>Given Council’s previous support for the proposed floor levels, we consider this matter to be resolved, and no further action required.</p>



**Traffic Impact**

**Excerpt from Council’s submission:**

*The updated Transport Impact Assessment indicates that “a conservative growth rate of 2% per annum has been adopted to forecast traffic growth at the Anderson Street / Help Street intersection to a 2035 future year” (p. 26, Traffic Impact Assessment 3-5 Help St, PDC Consultants, 9/09/2025).*

*No evidence has been provided to establish how this percentage appropriately reflects the expected growth and the mode split. The general statement that high density development in close proximity to public transport does not sufficiently account for the significant increase in residents in the local network at this location. Relevant data should be provided to support the 2% assumption so that a fulsome consideration of the local network impacts and any mitigation works that may be required can be undertaken.*

The 2% per annum background traffic growth rate represents a commonly applied upper-bound estimate across the industry, as advised by the traffic consultant. This same approach was applied to the development at 44-52 Anderson Street to the north of the site.

There is no requirement for the applicant to conduct cumulative modelling for future development that is not yet approved, noting the surrounding development is still under assessment.

Nevertheless, given the absence of a strategic, city-wide model that provides reliable local-level traffic growth forecasts, the traffic consultant considers the adopted 2% rate to remain a reasonable and conservative assumption for this assessment. This is the same approach which has been applied to other developments along Anderson Street and by Council in applying a 2% factor in their CBD Strategy traffic growth analysis.

It is noted that even under this conservative assumption, the 2035 “with development” scenario continues to demonstrate satisfactory network performance, with a Level of Service C, indicating ample residual capacity within the surrounding road network.

**Sydney Metro**

**The following was requested via email on 1<sup>st</sup> October 2025:**

*Could you please request the following information from the applicant:*

- *Elevation/section verified by Surveyor showing the metro protection reserves and development site.*

As requested, the Sections showing the metro protection reserves have been prepared and verified by a Surveyor at **Attachment 4**.

A letter has been prepared by the engineer at **Attachment 5** certifying that no anchors will be installed within the metro reserves.



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- *A letter from the shoring designer/structure engineer confirming no anchors will be installed within the metro reserves.*
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