

14 July 2025

Hon. Paul Scully MP
Minister for Planning and Public Spaces
NSW Department of Planning, Housing and Infrastructure
Locked Bag 5022
Parramatta NSW 2124

Attention: Edwina Ross – Senior Planning Officer

Dear Mr Scully

OBJECTION SUBMISSION TO STATE SIGNIFICANT DEVELOPMENT APPLICATION NO. SSD-76555711 FOR DEMOLITION OF EXISTING STRUCTURES, CONSTRUCTION OF A 35 STOREY MIXED USE DEVELOPMENT WITH IN-FILL AFFORDABLE HOUSING, ASSOCIATED LANDSCAPING, AND PUBLIC DOMAIN WORKS 3-5 HELP STREET, CHATSWOOD (SP 134 AND SP 52320)

We refer to the above State Significant Development Application (SSDA) No. SSD-76555711 described by the Department of Planning, Housing, and Infrastructure (the Department) as *“Construction of a 35 storey mixed use development including commercial at ground and podium levels, a residential tower, and associated landscaping and public domain works.”* located at No. 3-5 Help Street, Chatswood (the site). Milestone (AUST) Pty Limited (Milestone) acts for the Strata Committee of Strata Plan No. 79233 located directly adjacent to the west of the subject site for the property known as No. 1 Cambridge Lane, Chatswood (client’s site).

Due to their proximity to the site, our client is a key stakeholder and considered the most directly affected property by the proposed development. No. 1 Cambridge Lane has a setback from the site of approximately 7m. Cambridge Lane is also a shared zone pedestrian and vehicle access. This context and proximity present a significant interface conflict along the western boundary of the subject site, along the Cambridge Lane frontage.

This submission strongly objects to the following aspects of the proposed development:

1. Inadequate building separation to No. 1 Cambridge Lane.
2. Unacceptable building mass and bulk impacts to neighbouring residential development.
3. Non-residential Gross Floor Area.
4. Overprovision of Residential Car Parking.
5. Visual Impact Assessment.
6. Wind Impacts.
7. Construction Impacts.
8. Cumulative Development Impacts.

On the basis of the insufficient information submitted to determine the full extent of environmental impacts from the proposed development, as well as significant environmental impacts that have been identified, we contend that the State Significant Development Application cannot be supported in its current form.

1. BACKGROUND

1.1 The Site (No. 1 Cambridge Lane)

No. 1 Cambridge Lane, Chatswood is a 23-storey residential development comprising 135 lots under Strata Plan No. 79233, of which 132 are residential. Commercial uses are located at ground level and include a coffee shop and a real estate agency. The Sandcastles childcare facility is situated on Level 4 of the building. The only point of access to the site is via Cambridge Lane, a popular single lane, one-way carriageway. Cambridge Lane is a shared pedestrian and vehicle zone. Basement parking is located below the building via access from the north-eastern extent of the site from Cambridge Lane. Refer to **Figure 1** for a Site Location Map, showing our client’s site and the location of the site of SSD-76555711, which is immediately located east of the site on the opposite side of Cambridge Lane.

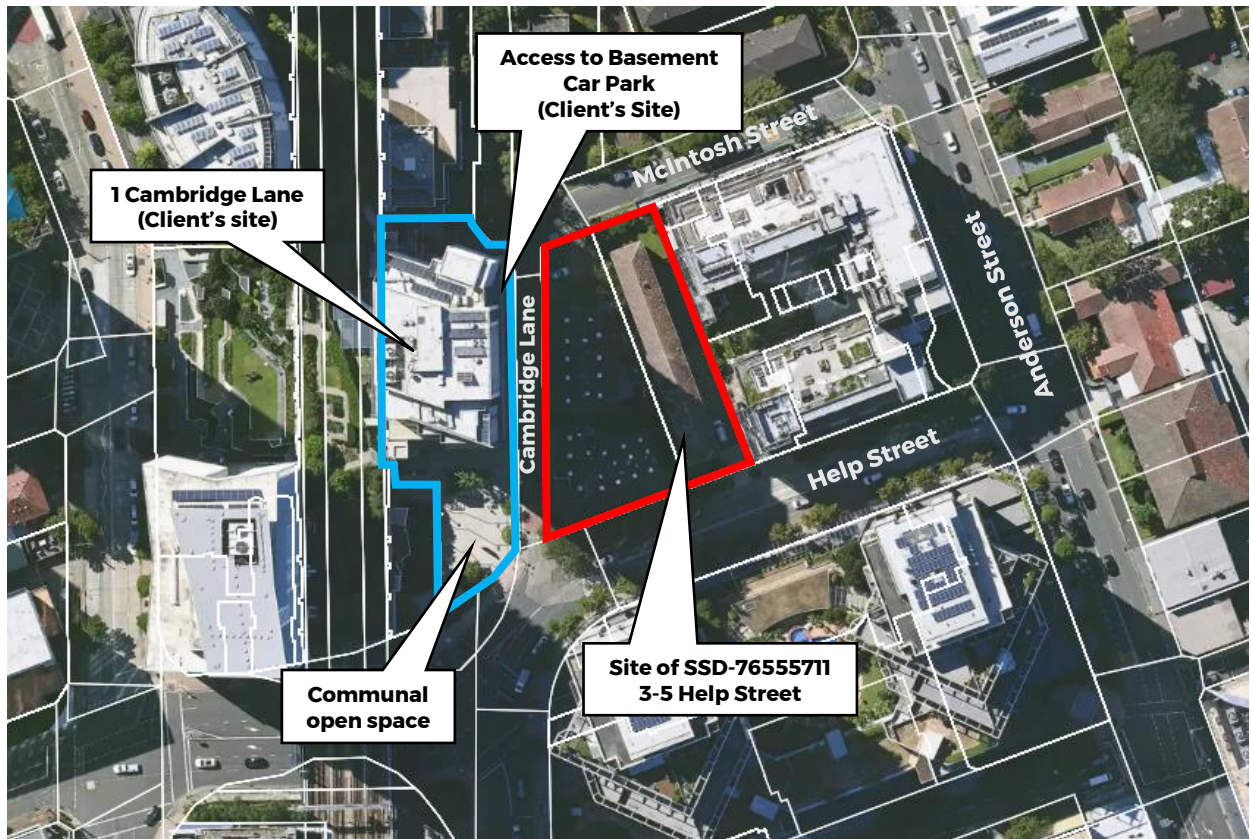


Figure 1: Site Location Map
Source: Metro Map, 2025

The apartments at No. 1 Cambridge Lane have been designed with openable balconies directly connected to the main living areas of each dwelling. A typical floor plate, provided at **Attachment A**, shows six apartments per level from Level 5 to Level 23, including one single oriented, east-facing apartment per floor. Additionally, three single oriented apartments are also located on each level from Level 1 to Level 4 of the building. In total, the building contains 31 single oriented, east-facing apartments.

The eastern elevation of the building offers expansive views to the south-east and east, encompassing prominent landmarks such as North Head, as well as Coogee Beach and Bondi Beach to the south-east.

The drop-off zone for the Sandcastles childcare facility is situated on Cambridge Lane and includes 10-minute limited car parking, as identified in **Figure 2**.

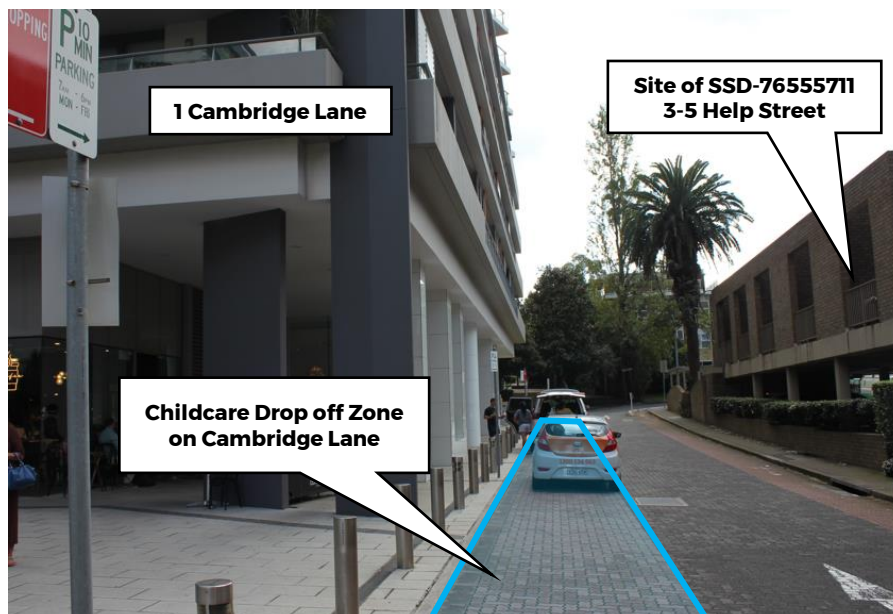


Figure 2: Childcare Facility Drop off Zone on Cambridge Lane (Outlined in Blue)
Source: Milestone, 2023

2. GROUNDS FOR OBJECTION

2.1 Building Separation and Privacy

The separation between our client's eastern building elevation and the subject site is the width of Cambridge Lane plus 1m, which is approximately a separation of 7m, as shown in **Figure 3**. The proposed building separation between No. 1 Cambridge Lane and the proposed tower building is 16.79m as shown on the Proposed Site Plan, Drawing No. SSDA-0110 prepared by EM BE CE.

The proposed built form results in an unacceptable non-compliance with Part 2F of the *Apartment Design Guide* (ADG), and this non-compliance will result in a significant unarticulated interface conflict between the apartments at No. 1 Cambridge Lane and the proposed development.

The ADG provides consistent planning and design standards for apartments in NSW in accordance with *State Environmental Planning Policy (Housing) 2021* (Housing SEPP). Under Subclause 147(1)(c) of the Housing SEPP, development consent must not be granted for residential apartment development unless the consent authority has considered the ADG.

The ADG Assessment provided within the Architectural Design Report prepared by EM BE CE, dated 7 May 2025, acknowledges the non-compliance of the proposed tower development with Part 3F of the ADG, which sets minimum building separation distances between neighbouring sites to achieve reasonable levels of external and internal visual privacy.

Milestone notes that the ADG Assessment fails to address Part 2F of the ADG, which also establishes baseline building separation distances to ensure that new development is appropriately scaled and delivers acceptable residential amenity outcomes, including visual and acoustic privacy, natural ventilation, access to sunlight and daylight, and outlook.

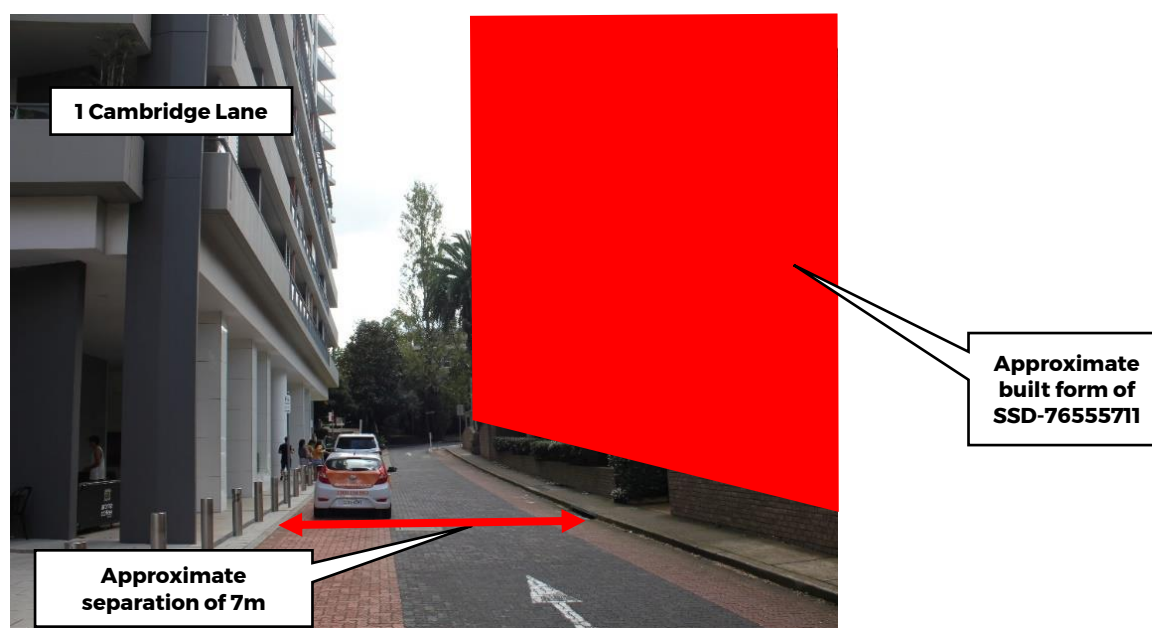


Figure 3: Proposed building separation from 1 Cambridge Lane
Source: Milestone, 2023

Refer to **Table 1** for an assessment of the proposal and its non-compliance with Part 2F of the ADG.

Table 1 : Part 2F Building Separation – Apartment Design Guide

Control	Compliance
<i>Minimum separation distances for buildings are:</i> <i>Up to four storeys (approximately 12m):</i> <ul style="list-style-type: none">12m between habitable rooms/balconies9m between habitable and non-habitable rooms6m between non-habitable rooms <i>Five to eight storeys (approximately 25m):</i> <ul style="list-style-type: none">18m between habitable rooms/balconies	Does not comply. The proposed development comprises a 33-storey residential tower above a part two and part three storey podium. The tower includes a consistent setback of 7.5m to the western boundary from Levels 1 to 33. The proposed separation distance between the western elevation of the tower and the eastern elevation of No. 1 Cambridge Lane is 16.79m. This does not comply with the minimum 18m and 24m separation required between habitable

<ul style="list-style-type: none"> • 12m between habitable and non-habitable rooms • 9m between non-habitable rooms <p>Nine storeys and above (over 25m):</p> <ul style="list-style-type: none"> • 24m between habitable rooms/balconies • 18m between habitable and non-habitable rooms • 12m between non-habitable rooms" 	<p>rooms and balconies for buildings above five storeys and above nine stories, as outlined in Part 2F of the ADG.</p> <p>In summary, the proposed building separation for levels five and above is non-compliant, and no adequate justification has been provided to support this departure from the ADG for a new development.</p>
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The proposed tower development presents a significant interface conflict, with serious privacy impacts and a substantial loss of residential amenity for the affected apartments at No. 1 Cambridge Lane. An indicative building outline is provided in **Figure 4** and illustrates the extent of the required ADG-compliant separation compared to the western façade of the proposed development. The non-compliance from Level 5 and above directly results in unacceptable amenity impacts for existing residents.

This planning outcome is unreasonable and entirely unacceptable. A new tower development must be required to fully comply with the minimum separation distances prescribed by the ADG. While EM BE CE justifies the non-compliance by noting the minimisation of habitable rooms on the western elevation and the inclusion of privacy and solar screening, this is not supported by the plans. Habitable room windows are still present on this elevation from Levels 5 to 31, and operable privacy screens are only applied to bedroom windows. As such, this response does not represent an adequate or effective mitigation strategy for the reduced building separation, which detrimentally affects all residential levels at No. 1 Cambridge Lane. The most affected apartments are single oriented east-facing apartments at No. 1 Cambridge Lane.

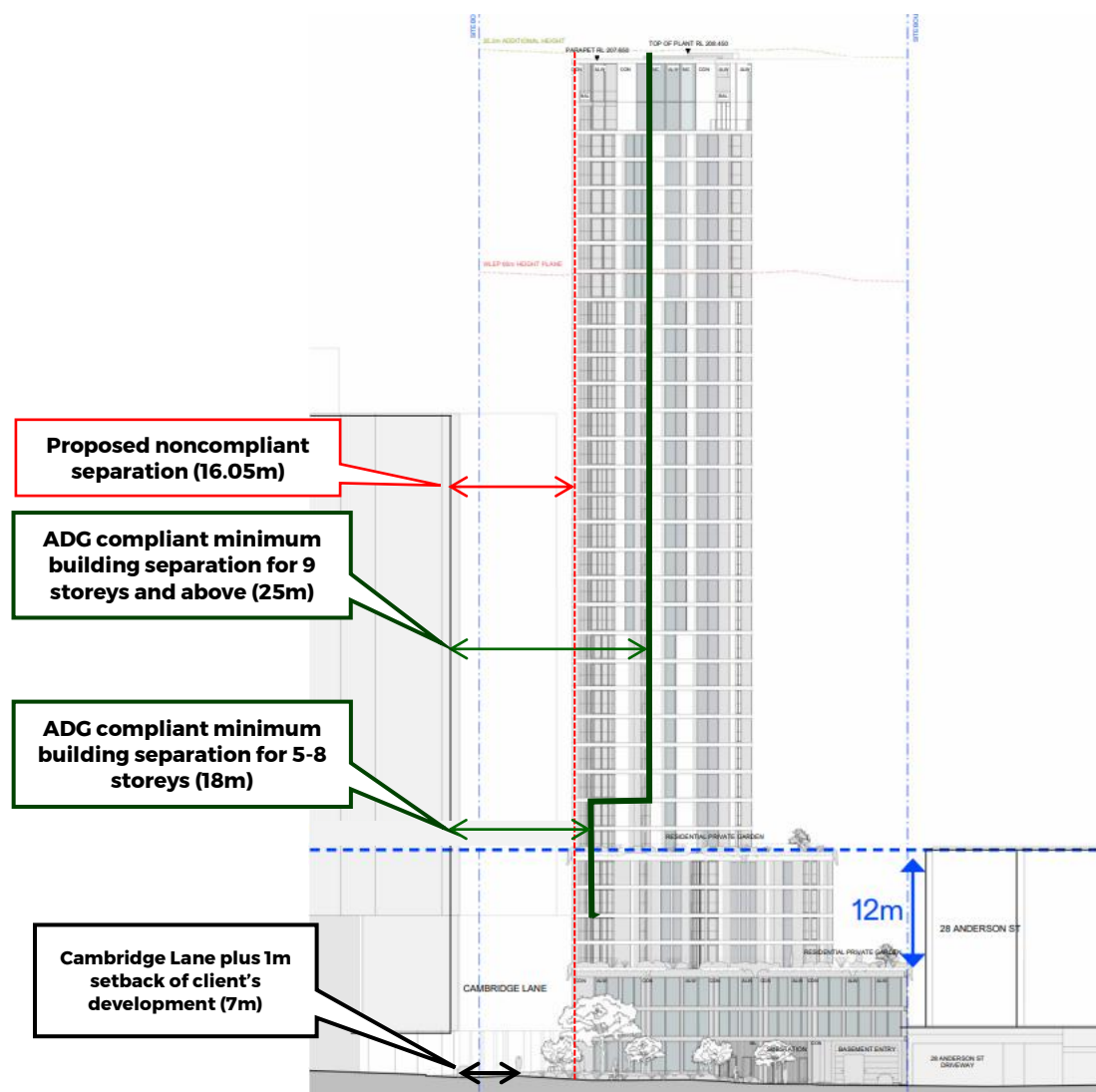


Figure 4: Southern Elevation of SSD-76555711; Approximate ADG building separation control
Source: EM BE CE (Architectural Design Report, dated 7 May 2025)

There is no public benefit from the value captured in the proposed development which results in a substantial reduction in building separation and larger residential apartments with optimised outlook. The value to the developer comes at a significant cost to the amenity and enjoyment of the No. 1 Cambridge Lane and loss of solar access to existing long-standing residents within their apartments.

2.2 Building Mass and Bulk

The proposed development consists of a part two part three storey podium level and a 33 storey residential tower which steps up in defined levels from east to west. The current built form of the proposal has no defined podium level for the western elevation which fronts Cambridge Lane. There is a portion of defined podium located in the north of the subject site which extends to a limited part of the subject site's Cambridge Lane frontage. For the majority of the western elevation of the proposed development, the built form presents as a 35 storey continuous high wall with no defined levels to break up the building mass, as shown in **Figure 5**.

The lack of articulation of the western elevation of the proposed development, coupled with the inadequate and non-compliant building separation distances of the ADC (refer to Section 2.1 of this submission), presents a significant visual bulk and interface conflict between our client's site and the subject site.

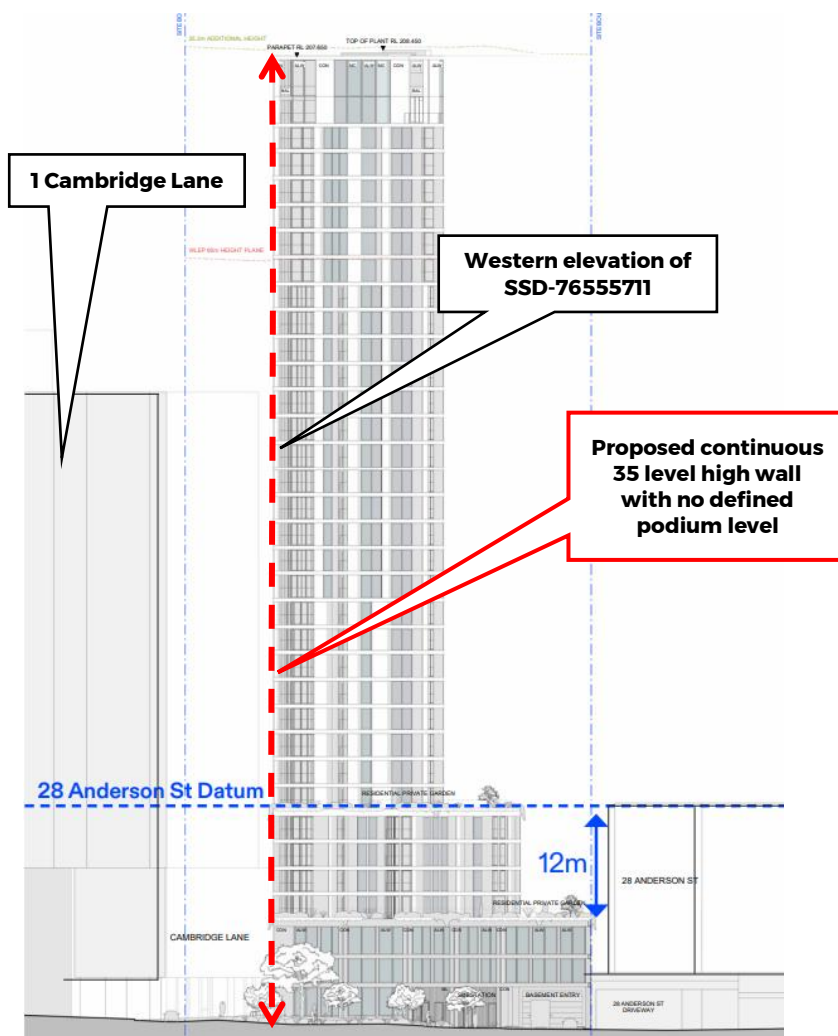


Figure 5: Southern Elevation, SSD-76555711
Source: EM BE CE (Architectural Design Report, dated 7 May 2025)

2.3. Non-residential Gross Floor Area

The proposed mixed use development is categorised as shop top housing development on land identified within the MUI Mixed Use Zone under *Willoughby Local Environmental Plan 2012* (LEP 2012). The proposal is therefore subject to the requirements under Clause 6.25 of LEP 2012:

6.25 Shop top housing in Zone MUI

*Development consent for the purposes of shop top housing on land in Zone MUI Mixed Use must not be granted unless the consent authority is satisfied **at least 17% of the gross floor area of the building will be used for non-residential purposes.***

The proposed development comprises a total GFA of 17,584m², which utilises a bonus 28% bonus uplift to the maximum building height and floor space ratio (FSR) controls applicable to the site, permitted under Clause 16(1), Division 1, Part 2, Chapter 2 of the *State Environmental Planning Policy (Housing) 2021* (Housing SEPP). The purpose of this bonus uplift is to incentivise the delivery of infill affordable housing within new development to support very low, and moderate-income households.

The proposed non-residential floor space component of the proposal is 2,345.4m², which represents 13.3% of the total GFA. This results in a shortfall of **3.7%** (or **644.28m²**) below the minimum required to be provided under Clause 6.25 of LEP 2012.

A Clause 4.6 Written Request dated March 2025 was prepared by Mecone to support the proposed variation to Clause 6.25 of LEP 2012. Milestone is of the opinion that the proposal does not adequately justify the proposed variation to Clause 6.25. The fundamental planning intent that underpins Clause 6.25 is to ensure that employment-generating floor space is retained within mixed-use developments and to guard against the long-term erosion of non-residential uses in the Chatswood CBD. While the inclusion of a non-residential component is acknowledged, the claim that the 3.66% shortfall is “well-justified” on the basis that it is considered minor in context of the proposed development fails to recognise the cumulative impact of such variations on the integrity of employment-focussed objectives for the MUI Mixed Use Zone.

The proposed non-residential GFA (2,345.4m²) meets the 17% requirement under Clause 6.25, when excluding the 28% bonus uplift acquired through the Housing SEPP. The Applicant is therefore seeking to benefit from the incentives of the Housing SEPP without meeting the proportional responsibility for non-residential floor space, which is critical for maintaining the economic role and land use balance intended for the Chatswood CBD under LEP 2012.

The proposed variation to Clause 6.25 should therefore not be supported. The proposal fails to adequately demonstrate that strict compliance with the standard is either unreasonable or unnecessary pursuant to Clause 4.6 and does not provide sufficient environmental planning grounds to justify the departure from this control. The proposal should therefore be amended to achieve a higher level of compliance with Clause 6.25 of LEP 2012, to create a more vibrant community by integrating living and working, as well as retail spaces.

2.4 Overprovision of Residential Car Parking

The subject SSDA proposes a total of 156 residential car parking spaces on the site in the proposed five level basement car park. As the proposal seeks to utilise the bonus uplift permitted under Clause 16(1) of the Housing SEPP, the minimum residential car parking requirements provided under Clauses 19(e)-(f) of the Housing SEPP have been applied by the Applicant. Based on the proposed housing mix, there is a minimum car parking requirement of 132 spaces on the site pursuant to the Housing SEPP, and the proposal provides in excess of 24 spaces. The Applicant states that the excess car parking spaces are to be used as additional visitor car parking.

In an effort to minimise the parking and traffic impacts of the redevelopment of the northern end of the Chatswood CBD, the *Willoughby Development Control Plan 2023* (DCP 2023) sets the following minimum and maximum car parking rates for residential development in the Chatswood CBD.

Table 2: DCP 2023 Car Parking Rates

Minimum Car Parking Requirement	Maximum Car Parking Requirement
<ul style="list-style-type: none"> 0.1 spaces per studio/1-bedroom flat 0.2 spaces per studio/2-bedroom flat 0.25 spaces per studio/3+ bedroom flat 	<ul style="list-style-type: none"> 0.5 space per studio, 1, 2, 3 or more bedroom units 1 visitor space per 7 dwellings

Applying these rates, the proposed development would be limited to a maximum of 103 residential car parking spaces. The proposed provision of 156 spaces equates to 0.98 spaces per apartment, almost double the maximum limit envisaged under DCP 2023.

This substantial overprovision undermines the strategic intent of the maximum car parking controls set by DCP 2023, which have been established to mitigate further strain on the already congested road network of the Chatswood CBD. Allowing such a high parking yield would generate almost double the amount of traffic movements than are anticipated under Council's planning framework. On this basis, we request that the Department insist on a reduction in residential car parking on the site to be in line with the DCP 2023 car parking rates, or at a minimum, deletion of the 24 excess spaces to provide only the minimum required by the Housing SEPP. A lower car parking provision in accordance with DCP 2023 will also reduce the extent of excavation and reduce the duration of the construction timetable, reducing the basement to four levels.

2.5 Visual Impact Assessment

A detailed assessment of view loss as a result of the proposal from long-standing surrounding residential buildings directly adjacent to the site, including No. 1 Cambridge Lane, has not been undertaken by the Applicant. The Visual Impact Assessment prepared by Urbaine Design Group (Urbaine), dated 11 March 2025, provides detailed view analysis only from nearby public vantage points.

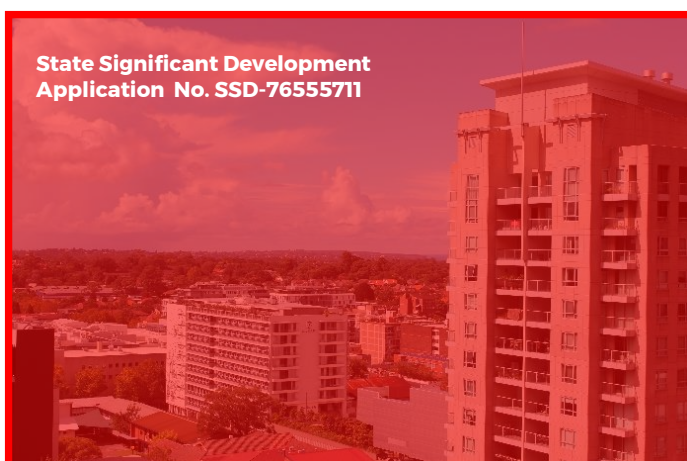
Urbaine concludes that visual impact and view loss will occur to neighbouring residential properties, in particular views from the east and west. It is justified that these views are already impacted significantly by the large residential towers on the northern boundary of Chatswood CBD. Milestone notes that no investigation has been provided within the Visual Impact Assessment to support this justification.

The eastern elevation of No. 1 Cambridge Lane offers significant views south-east and east to iconic elements such as North Head, parts of Garigal National Park along Wakehurst Parkway as well as Coogee Beach and Bondi Beach to the south. Many apartments enjoy an eastern horizon view to the Tasman Sea. The residents in east-facing and south-east-facing apartments currently enjoy uninterrupted district views including views to the south-east toward Coogee and Bondi coastlines, as well as significant iconic views to the North Head.

The image in **Figure 6** was taken on the balcony of Unit 1503 which connects directly to the primary living areas of the apartment. The existing image indicates that North Head can be clearly identified to the left of one of the Regency Towers, which is a significant iconic view that will be completely lost as a result of the proposal.



EXISTING



PROPOSED

Figure 6: View Loss resulting from SSDA for Unit 1503 (Level 15), 1 Cambridge Lane, Chatswood
Source: Milestone, 2025

A total of 44 east-facing and south-east facing apartments located at No. 1 Cambridge Lane will be significantly adversely impacted by the proposed development. Based on this, Milestone considers a more comprehensive and balanced evaluation of the potential visual impacts, particularly from the perspective of affected nearby residents, is essential before a responsible planning determination can be made.

Additionally, the current Visual Impact Statement does not adequately address Item No. 5 of the SEARS, which specifically requires an assessment of amenity impacts, including view loss and view sharing, to demonstrate that the proposal will maintain a high level of environmental amenity for surrounding sensitive and residential land uses.

2.6 Wind Impacts

We have reviewed the Environmental Wind Assessment prepared by Arup, dated 1 January 2025, and consider that it is inadequate and incomplete in addressing wind impacts on both the proposed development and the adjoining residential development and public domain areas. The assessment is based solely on engineering judgment and precedent experience, stating that no detailed simulation, physical or computational study has been made to develop the recommendations presented in this report. For a tower of 35 storeys in a known wind-sensitive location of the Chatswood CBD, this is an unacceptable omission. The scale and context of the proposal warrants more comprehensive wind impact analysis, including wind tunnel testing, to ensure that appropriate design responses and mitigation measures can be applied as necessary, as suitable conditions of consent.

The report identifies that the proposed building reaching over 100m in height is expected to have a noticeable influence on wind conditions, particularly at the corner of Cambridge Lane and McIntosh Street, as well as at the podium of the proposed development. Despite this, the report proposes no specific mitigation measures to address these areas. Additionally, there is no assessment to demonstrate that the proposed development will not cause unreasonable impact to surrounding public open spaces and the adjoining balconies.

Milestone considers the current assessment fails to satisfy Item No. 5 of the Secretary's Environmental Assessment Requirements (SEARs), which specifically requires an assessment of amenity impacts, including wind associated impacts, to demonstrate that the proposal will maintain a high level of environmental amenity for surrounding sensitive and residential land uses.

Accordingly, we request that the Applicant undertake further wind environment analysis to assess these potential impacts and specify any mitigation measures, particularly, to ensure reasonable amenity to No. 1 Cambridge Lane and pedestrians, including children, using Cambridge Lane, noting it is shared zone.

2.7 Construction Impacts

The demolition and construction phase of the proposed development will generate significant noise, dust and vibration impacts which will directly impact the residents of the immediately adjoining site, including No. 1 Cambridge Lane. The SSDA has not been accompanied by a Demolition Management Plan detailing how these impacts will be mitigated during the early stages of works.

Noise and Vibration Impacts

The Noise and Vibration Impact Assessment prepared by Pulse White Noise Acoustics (PWNA), dated 29 November 2024, identifies that exceedances above both tiers of Noise Management Levels will occur during the construction phase. To mitigate this, the report recommends the implementation of respite periods during the use of high noise generating equipment.

Given the high sensitivity of nearby residential receivers to construction noise and vibration, we request that the Department impose specific conditions of consent that:

- Mandate appropriate respite periods in accordance with the PWNA recommendations;
- Require regular noise and vibration monitoring during demolition, excavation, and construction phases;
- Ensure monitoring results are reviewed regularly and mitigation measures adjusted accordingly.

Dust and Air Quality

No dust management plan has been submitted with the SSDA to address the potential impacts of dust created during the construction phase. Given the wind tunnelling effect conditions within the Chatswood CBD including Cambridge Lane, dust being spread from the subject site into surrounding public open space areas and the residential balconies of surrounding buildings is expected to be of a high impact as a result of the proposed construction. If dust is not mitigated properly, this will result in increased maintenance and cleaning costs for surrounding development.

Excavation and Geotechnical Considerations

The proposed five-level basement car park requires excavation to a depth of 16.2m and 19m. The Geotechnical Investigation Report prepared by Cardno, dated 25 February 2025, recommends that:

- Dilapidation surveys of adjacent properties and roadways be undertaken prior to the commencement of earthworks.
- Inspections by a qualified Geotechnical Consultant occur at every 1.5m depth interval during excavation to monitor and confirm stability.

We request that these recommendations be adopted as conditions of consent to ensure the structural integrity of neighbouring developments, particularly No. 1 Cambridge Lane, is preserved throughout the excavation phase.

Construction Environmental Management Plan (CEMP)

Milestone requests that a Construction Environmental Management Plan (CEMP) be prepared which includes all mitigation measures to effectively manage and reduce impacts associated with demolition and construction. The CEMP should be prepared prior to any demolition, excavation or construction works commencing and for this plan to be approved by Department (rather than a PCA) prior to works commencing and the environmental management measures to be regularly reviewed by the Principal Building Contractor and updated accordingly. We also request the following matters are addressed in the CEMP:

- How traffic will be managed with trucks entering/exiting the development site;
- Where construction workers will park;
- How trucks will navigate entry and exit into the site without damaging the kerb and footway;
- How dust will be mitigated to reduce the impact on adjoining developments including No. 1 Cambridge Lane, which is situated directly adjacent to the west of the site;
- Community consultation prior to any construction works outlining the project and timetable and direct contact person;
- Readily available contact person for complaints handling procedures to address and respond to issues during demolition and construction;
- Rectification of any building or property defects to the Pacific Place Community Association created as a result of the demolition and construction works; and
- How remediation will occur on site, including an Unexpected Finds Protocol.

2.8 Cumulative Development Impacts

A key concern held by all residents of No. 1 Cambridge Lane are the cumulative impacts of the redevelopment of the northern end of the Chatswood CBD. This proposed development is not an isolated redevelopment of aged housing stock, with the northern end of the Chatswood CBD having six separate development sites that have all been the subject of Local Development Applications, having Development Consents for large mixed-use buildings, having obtained SEARs or have a State Significant Development Application being assessed by the Department. The cumulative impacts of all of these developments for matters including wind, noise, and construction impacts need to be considered in depth. The cumulative impacts of the redevelopment of the Chatswood CBD needs to be carefully considered to ensure a balanced approach to the redevelopment while appropriately mitigating environmental impacts to existing residents so that reasonable amenity is maintained.

3. CONCLUSION

For the reasons contained in this submission, State Significant Development Application No. SSD-7655711 described by the Department of Planning, Housing and Infrastructure as *“Construction of a 35 storey mixed use development including commercial at ground and podium levels, a residential tower, and associated landscaping and public domain works”* results in significant adverse environmental impacts in relation to its surrounding context. In addition, there is insufficient information provided to assess the actual impact on visual impact, wind impact, and construction impacts including dust and air quality, that the proposed development has on the adjoining dwellings at No. 1 Cambridge Lane, Chatswood.

Insufficient supporting information and assessment has been submitted with the State Significant Development Application to determine the full extent of environmental impacts from the proposed development, with the following supporting reports not providing the necessary detail nor proper assessment required to determine the environmental impacts of the proposed development:

- Architectural Design Report prepared by EM BE CE, dated 7 May 2025 – to include an assessment of the proposal against Part 2F: Building Separation of the *Apartment Design Guide*.
- Visual Impact Assessment prepared by Urbaine Design Group, dated 11 March 2025 – No analysis of view loss from long-standing surrounding residential buildings directly adjacent to the site, in accordance with Item No. 5 of the SEARs.
- Environmental Wind Assessment prepared by Arup, dated 1 January 2025 – No analysis of the potential impact on the wind environment of surrounding residential land uses, well detailed recommendations to mitigate potential wind impacts, in accordance with Item No. 5 of the SEARs.
- Site Specific Construction Environmental Management Plan – Not submitted with State Significant Development Application for consideration.
- Dust Management Plan – Not submitted with State Significant Development Application for consideration.

Additionally, we request that the Department insists on amendment to the proposal to provide a higher non-residential GFA in line with Clause 6.25 of *Willoughby Local Environmental Plan 2012*, on the basis that the Clause 4.6 Written Request prepared by Mecone, dated May 2025, does not provide sufficient environmental planning grounds to justify the departure from this control.

We request that the Department also require the Applicant to reduce the car parking rate provided on site in accordance with the requirements of *Willoughby Development Control Plan 2023* to mitigate the traffic, parking, congestion, environmental and amenity impacts of the proposed development on the Chatswood CBD. A site located in close proximity to a major transport interchange including rail, metro and buses does not need to provide 0.98 car parking spaces per apartment and allowing this would be a direct contradiction to TfNSW's *Future Transport Strategy 2022*. The only reason for so much car parking to be provided is to increase the sale price of the apartments and this directly values the amenity of the future residents of the proposed development over the amenity of the established residents in Chatswood.

Milestone raises that the non-compliant building separation proposed between No. 1 Cambridge Lane will deliver a building directly opposite No. 1 Cambridge Lane and as a result, two tall buildings will flank both sides of Cambridge Lane and in doing so create a canyon-like effect along Cambridge Lane. Once it has been established, the canyon effect as a result of the proposed development in its current form will be locked into the urban fabric of Chatswood with long-lasting adverse implications to the detriment of residents at No. 1 Cambridge Lane and the locality. In addition to the adverse bulk and visual imposition, as well as total view loss from the proposal, the canyon effect impacts result in other negative consequences including temperature change, wind patterns, air quality and even diminished mental health outcomes.

We request that any additional information submitted as part of this State Significant Development Application as detailed in this submission is placed on public exhibition so that the community have an opportunity to review and comment on any amended design or additional documentation/assessment.

We would appreciate the opportunity to discuss our concerns with you and also invite the Department's Officers as part of this planning assessment process to inspect the residential apartments of No. 1 Cambridge Lane both internally and externally, to better understand the nature of the concerns and the proposed recommendations detailed in this submission.

If you have any queries in relation to this matter, please do not hesitate to contact the undersigned.

Yours sincerely

Milestone (AUST) Pty Limited



Luke Signoretti
Associate



Lisa Bella Esposito
Director

Encl.

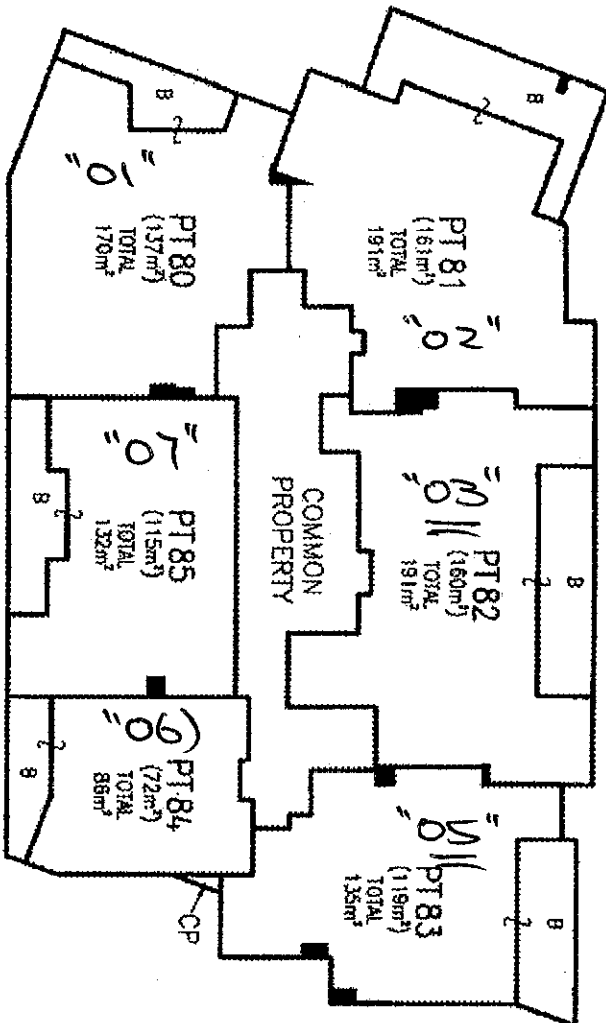
ATTACHMENT A

TYPICAL FLOOR PLATE - NO. 1 CAMBRIDGE LANE, CHATSWOOD

PERIODS ARE COMMON PROPERTY

B - DENOTES BALCONY
CP - DENOTES COMMON PROPERTY

LEVEL 15



NOTE:

AREAS SHOWN ON THE FLOOR PLAN ARE APPROXIMATE AND ARE CALCULATED FOR THE PURPOSE OF THE STRATA SCHEDULES (FREEDOM DEVELOPMENT) ACT 1973 ONLY. THESE AREAS MAY DIFFER TO THE AREAS CALCULATED FOR ANY OTHER PURPOSES.

FOR CLARITY NOT ALL COMMON PROPERTY STRUCTURES, DUCTS & COLUMNS ARE SHOWN

THE STRATA OF THE BUILDINGS WHERE NOT COVERED IS LIMITED TO 2.5 METRES ABOVE THE UPPER SURFACE OF THEIR RESPECTIVE FLOORS

Surveyor: MAN VICTOR STERIGOV
Surveyor's Ref: 04-017 SP
Subdivision No: 15/2007
Lengths are in metres. Reduction Ratio 1:200

REGISTERED
Lic B.10.2007

SP79233