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28 March 2025

Akshay Bishnoi
Senior Development Assessment Officer
Willoughby City Council
Via NSW Planning Portal

Dear Akshay,

RESPONSE TO REQUEST FOR INFORMATION | DA-2023/237

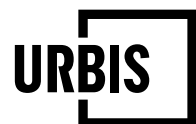
1. INTRODUCTION

This letter has been prepared by Urbis Ltd (**Urbis**) on behalf of LFD Developments (**the Applicant**) and relates to Development Application (D/2023/237) at 9-11 Nelson Street, Chatswood.

The purpose of this letter and the supporting documentation is to provide a comprehensive response to the Request for Information (**RFI**) letter provided by Willoughby City Council (**Council**) on 24 October 2024. Amended and/or updated documentation has been included with this response as follows.

Table 1 Response Documents

Document	Author	Appendix
Updated Architectural Plans	DKO	Appendix A
Construction Noise and Acoustic Reporting	Renzo Tonin	Appendix B
Amended Traffic Impact Assessment	JMT Consulting	Appendix C
Engineering Statement	Northrop	Appendix D
Construction and Demolition Waste Management Plan	Elephants Foot	Appendix E
Operational Waste Management Plan and RFI Responses	Elephants Foot	Appendix F



Document	Author	Appendix
Mechanical Engineering Statement	ADP	Appendix G
Civil Engineering Reports and Modelling	Northrop	Appendix H
Qualitative Wind Assessment	CPP	Appendix I



2. RESPONSE TO WILLOUGHBY CITY COUNCIL

Table 2 Request for Further Information and Project Team Responses

Council Comment	Project Team Response
Development Engineering	
<i>The accessible parking spaces proposed do not all comply with the requirements of AS 2890.6, the accessible parking standard. The majority of spaces have been designed in accordance with AS 4299, the adaptable housing standard. Part F of the Willoughby DCP requires that adaptable parking required for adaptable units is to comply with AS 2890.6. Updated plans are required to address this issue.</i> <i>The proposed convex mirrors as the only means to manage conflict on the ramp between the waste vehicle / largest vehicle serving the site and the B99 vehicle is not acceptable to Council. A detection system is to be provided to manage these conflicts. This can be conditioned.</i> <i>The requested swept path diagrams for some of the difficult parking spaces have not been provided. Diagrams are to be provided for:</i> ▪ <i>Basement 2 – Spaces at northwest corner, at end of blind aisle</i> ▪ <i>Basement 1, 2 and 3– Space at south-west corner (space is on an angle)</i> ▪ <i>Basement 1 – C/R northern accessible space adjacent to the bicycle storage area.</i> <i>In a number of instances, it is not clearly demonstrated that the circular columns are in compliant locations and it appears that they protrude into the clear zone</i>	The updated architectural plans submitted with this RFI response incorporate Council's feedback by providing accessible car parking design in accordance with AS2890.6 – including the provision of a 2.4m parking space and an adjoining 2.4m wide shared area. Noted – a condition will be accepted. Swept path analysis is provided in Appendix A of JMT Consulting Statement dated 17 February 2025. Note the revised architectural plans resolve all of the matters previously identified by Council.



Council Comment	Project Team Response
<i>required at the entry of parking spaces. They are also located within the clear zone of accessible parking spaces in non-compliant locations. All columns are to be located in positions that comply with the requirements of AS/NZS 2890.1 and AS 2890.6.</i> <i>The plans do not demonstrate how access is to be provided to 15-19 Nelson St, as per the requirements of the DCP. Plans are required to demonstrate how this will be achieved. We note that this may require a Type 3 vehicle access to the site, with separate entry and exit lanes, separated by a minimum of 1m.</i> <i>Reasons are required to support the direction of traffic flow at the Porte Cochere, including advantages and disadvantages of vehicles travelling east to</i>	The amended plans address Council's feedback, with all columns located outside the car parking space clearance envelope in accordance with AS2890.1. The updated architectural plans submitted with this RFI response include details of how a future vehicle connection to the neighbouring site at 15 – 19 Nelson Street can be achieved via a shared driveway. It is important to note that AS2890.1 notes that "where traffic flow data on an access driveway is either known or can be determined by separate means more accurately than by use of the categories in Table 3.1, such data may be used to determine driveway widths by accepted design procedures. In the absence of such data the widths given in Table 3.2 shall be used." Therefore Table 3.2 should only be used in the absence of supporting information such as traffic flow data, which is not the case in this situation. The driveway widths specified in Table 3.2 are not a mandatory in this context. A Type 3 vehicle access is not considered required given the site's predominant use as a residential building which would result in low vehicle turnover throughout the day. The revised plans prepared by TKD remove the porte-cochere.



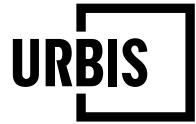
Council Comment	Project Team Response
<i>west and west to east. This is required to determine the best direction for travel through it.</i>	
<i>The information submitted has not addressed the issues raised previously, other than the deletion of the high early discharge chamber. While a HGL analysis has been provided for the outlet pipe, it has not demonstrated that the outlet of the OSD tank is above the downstream water level, as required by Technical Standard 1. The analysis provided has shown that the outlet is impacted.</i> <i>The items raised previously that have not been addressed include:</i> ▪ <i>A copy of Council's onsite stormwater detention system design checklist, available in Appendix 5 of Technical Standard 1, is to be provided for the OSD system. The checklist is to be completed by the design engineer.</i> ▪ <i>No catchment plan has been provided to confirm which areas drain to the tank and which areas bypass the tank. In accordance with Clause 6.2.c of Technical Standard 1, calculations are to be provided to confirm that the outflow from the OSD tank has been reduced by the bypass 1%AEP flow and if the bypass area exceeds 5% a Drains model is to be provided.</i> ▪ <i>No details of the MUSIC modelling have been provided. A summary is to be provided for the modelling, which includes details of parameters used for nodes, including treatment nodes, and a catchment plan, identifying the area of each node used in the model.</i>	OSD Checklist can be found in Appendix D of Northrop Stormwater Report Ref. SY230656 Rev.6 dated 25.02.25. Catchment Plan can be found in Appendix E of Northrop Stormwater Report Ref. SY230656 Rev.6 dated 25.02.25. MUSIC Catchment Plan can be found in Appendix F of Northrop Stormwater Report Ref. SY230656 Rev.6 dated 25.02.25.
Waste Management and Collection	
<i>Following the revision of plans, there are some items that have been addressed, particularly:</i>	As demonstrated in the swept path analysis included in the original traffic impact assessment and provided as Appendix A of of JMT Consulting Statement dated 17 February 2025, the design makes provision for a 10.5m



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▪ <i>HRV access: access for a 10.5m garbage truck is acknowledged. However, WDCP 2023 requires access for a 12.5m space, for which the parking / loading space is required to be a minimum of 12.5m. Please confirm there is sufficient space for Council's waste HRV (12.5m) to service the bins at the allocated collection point and that this does not impede pedestrian or other vehicle movements.</i> ▪ <i>Collection frequency: the current service offered by Council for high-rise developments is a maximum twice weekly general waste collection, weekly recycling collection and weekly garden organics collection. The waste plan proposes twice weekly recycling which should be amended.</i> ▪ <i>Waste and recycling cupboard: the waste chute hopper should be located in a waste cupboard, which also has space for any bulky cardboard waste and additional bins. This is required in the case of a broken recycling chute and to future proof the development in the case of food organics collection.</i>	long Council waste collection vehicle with a further 2m clearance at the rear of the vehicle – thereby providing for a 12.5m long parking space which is compliant with the requirements of the Willoughby DCP. The OWMP (Rev G) has used these collection frequencies. There are also several reasons for the current design: • The Floor plates are small – i.e a reduced population per level. • There are only typically four apartments per plate, serviced directly by two lifts. • The bin chute is in a separate service corridor, so smells are not transferred to a common circulation corridor. Waste Management Strategies to supplement this design: • The cardboard recycling bins are on basement level, located close to the lifts, for all residents to use. • Bulky waste is expected to be taken directly to the basement via the lift. • In the event of a chute failure, residents can take a lift down directly to B1 level where all the bins are located. There are FOGO bins in the corridors near the lifts and garbage and recycling bins in the chute discharge rooms of each core. This is less than a 20-30m walk. The linear tracks/carousel systems will



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▪ <i>Residential bin storage areas: Council requires a minimum of 125m² of residential bin storage space. The architectural drawings indicate 114m² of space has been allocated for residential bin storage and all waste management equipment (e.g., bin tug and linear track chute system). This is insufficient storage space for the number of required bins. Please also detail the area provided for bin storage on architectural drawings and provide details of bin room amenities, door widths, aisle widths and any bin room equipment (such as a compactor) on the plans.</i> ▪ <i>Bulky waste: Council requires 42m² of storage space for 193 households; only 32m² is proposed.</i> ▪ <i>Charity waste / other recycling: please provide an area of 6m² for the storage of charity waste and other recycling. This should be close to the bulky waste storage area.</i> ▪ <i>Organics generation rates and bin numbers: please use WDCP 2023 generation rates for the organics bins (120L/hh/wk) to calculate estimated generation and organics stream bin numbers. The development is unlikely to need the full number of garden waste (or organics) bins (97 x 240L); however, the space should be supplied to meet the DCP (2023) requirements, as outline</i>	not be in operation in the event of a chute failure so residents should be able to safely access the area under the guidance of management. • FOGO bins on each level are not recommended due to the putrescible nature of this wet/smelly waste that commonly attracts vermin, and the associated cleaning involved. The residential bin storage area = (FOGO bin room + Chute Discharge Room A + Chute Discharge Room B + Residential Bin Room) – 4 x linear tracks = (7 + 48 + 49 + 70) – 49m² = 125m². The bulky waste room is now 42m² as advised. A charity goods room of 6m² has been included in the vicinity of the bulky waste storage room. The NSROC 2018 document recommends a generation rate of 120L per unit/week for Garden Waste. However, for this site and as mentioned in the Operational Waste Management Plan, garden waste will be removed from the site during scheduled maintenance by landscape contractors. In addition, the units do not have their own private courtyard or garden. Thus the 10L unit/week rate was deemed as sufficient and reasonable for food



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<i>above. In addition, Council may transition to a food organics collection service in the future.</i> ▪ <i>Demolition and construction waste plan: this waste plan should be provided.</i> ▪ <i>Commercial waste: the expected generation rate for commercial general waste is different to Council's expected generation and therefore, the number of bins required varies slightly, but it does not seem to present a bin storage area space issue. Also, commercial waste can be collected more frequently to enable fewer bins to be required.</i>	waste. The 120L unit/week rate is excessive for units with no private garden and is commonly used as the rate for houses. A Construction and Demolition Waste Management Plan has now been provided for this site. Noted.
Owners Consent	
<i>The issue of Owner's consent raised as part of the previous RFI is still outstanding. Without all the required Owner's consents the application cannot be determined, particularly by way of approval.</i> <i>Consent of each individual unit owner and Owners Corporation are required. For the strata titles, consent must be stamped with the common seal of the owner's corporation and signed by the Chairman of the Owners Corporation or the appointed managing agent. If the owner is a company, a separate letter is to be provided stating acknowledgement and consent to this application. This letter is to be signed by an authorised director in accordance with the Company's Memorandum and Articles of Association.</i>	Owner's consent will be provided under separate cover.
Building Height	



Council Comment	Project Team Response
<i>Building height has been reduced to achieve a more compliant development. The revised architectural plans, particularly plan DA-301, revision C, depicts a non-compliance greater than 400mm, which is inconsistent with the exceedance indicated in the applicant's revised CI 4.6.</i>	An updated architectural section (DA-301 Rev. D) is included with this RFI response which aligns with the clause 4.6 request.
Gross Floor Area	
The following matters need to be addressed regarding GFA: ▪ <i>As per the definition of GFA, “car parking to meet any requirements of the consent authority (including access to that car parking)”. That is, only parking that meets the requirements is excluded - parking in excess of the requirement is not excluded. As calculated, approximately 95.8 car parking spaces are in excess of Council maximum car parking requirement. The excess spaces needs to be included in the GFA calculation.</i> ▪ <i>In response the above issue the provided a clause 4.6 variation statement justifying the breach of the FSR standard due to 93 car parking spaces being in excess of Council’s maximum car parking requirement. The non-compliance with the FSR development standard is not supported, as the excess spaces will result in traffic generation, negatively affecting the sustainability of traffic operation within the Chatswood CBD area.</i> ▪ <i>Mezzanine level to be included in GFA Calculation as per the definition of GFA in the WLEP. Any area of the Mezzanine level which is excluded from the GFA calculation (as per the definition) needs to be clearly identified on the floor plan for its purpose.</i> ▪ <i>The applicant’s submission does not address the above issue.</i>	The revised basement layout ensures that the development delivers a compliant number of car parking spaces. Reference to ‘mezzanines’ (as defined) have been removed from the plans, noting these has been incorrectly referenced on previous drawings.
Environmental Health	



Council Comment	Project Team Response
<i>Construction Noise and Vibration Management Plan</i> <i>The Acoustic Report prepared by ADP Consulting advises that there are several sensitive receivers nearby the proposed development, see below picture. In addition to being surrounded by sensitive receivers, this development proposes to excavate 12.4m for 3 levels of underground parking. Excavation is known to Health to be a very noise process and has negative impacts both with noise and vibrations for surrounding receivers.</i> <i>In consideration of these factors Health requests that a Construction Noise Management Plan be prepared and reviewed by Council's Health Unit prior to granting of this application, this is to ensure noise levels are considered and appropriate mitigation measures are in place for all nearby sensitive receivers. This report will then be conditioned to ensure the Health unit can manage any noise complaints throughout the project and ensure mitigation measures are enforced throughout the demolition, excavation and construction phases</i>	Refer attached Construction Noise and Vibration Management Plan Ref. TN283-02F01 Rev.0 by Renzo Tonin dated 20.09.23.
<i>Plans – Mechanical Ventilation for future proposed food premises</i> <i>This proposal includes the construction of base build food premises. Even though the proposal does not include the fitout of the use for food premises, Health requires plans to know which sites will be used as food premises so that appropriate mechanical ventilation.</i> <i>Therefore Health requires plans to be submitted and approved prior to granting approval. This is to ensure that the ventilation is considered and is dispersed vertically into the atmosphere. Health does not allow food premises to discharge</i>	A commercial kitchen ventilation system for food premises has been considered to commercial premises. Noting vertical & horizontal kitchen exhaust discharge are both compliant with AS1668.2. A dedicated vertical discharge kitchen exhaust system has been allocated to two commercial premises located on the southwest and northwest side of the development with the makeup air via façade louvers. The commercial kitchen exhaust will reticulate to the podium level and discharge above the thoroughfare and located away from the adjacent site boundaries, outside air intake, and natural ventilation devices in line with AS1668.2 requirements. The



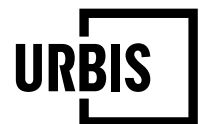
Council Comment	Project Team Response
<i>horizontally to the street as this causes a lot of health issues from smoke and odour.</i>	facade louvre has been sized adequately to provide make up air that ensures a compliant system Due to the building setback requirements & orientation, vertical discharge is not feasible for all commercial premises. For these premises, a horizontal discharge for a commercial kitchen system has been considered. The horizontal system has adequate louvre size for intake and discharge. The discharge system will have adequate filtration (by tenant) and located above the thoroughfare and away from the adjacent site boundaries, outside air intake, and natural ventilation devices in line with AS1668.2 requirements.
<i>The WDCP requires that deep soil planting be provided within the 3m setbacks to Gordon Avenue, Nelson Street, and the Frank Channon Walk, but this is not achieved. The total deep soil provision does not comply with the ADG, where 292.81m² (minimum 6m wide) is required. The proposal only provides 96.12m² of deep soil area with a maximum width of 1.81m. The applicant must provide the required minimum deep soil area and also address Clause 6.3 of the WLEP. The deep soil areas shall meet the definition of deep soil zone under Clause 6.3 of the WLEP.</i> <i>The above issue raised in the previous RFI has not been addressed adequately and remain outstanding.</i>	The DCP requires only that the setbacks to contribute to ground level deep soil. It goes on to specifically note that deep soil is to be provided within the 3m setbacks to Gordon Avenue, Nelson Street and the Frank Channon Walk. Deep soil plantings include trees and shrubs and are to be unimpeded by buildings or structures below ground. No specific reference to a quantum is included as a performance criteria or control in the DCP. The application of the ADG control context of development a relevant consideration to the application of this control. The ADG specifically calls out that achieving the listed deep soil quantum's may not be possible on some sites, such as those in central business districts, high-density areas or in centres. Arguably this development meets all of those, and there are multiple examples of developments (such as recent approvals in North Sydney) where this ADG control has not been achieved. Clause 6.3 of the Willoughby LEP has the objective of reducing or removing urban heat island from the environment and protecting community health and



Council Comment	Project Team Response
	wellbeing. The project has been designed to incorporate a range of strategies that mitigate urban heat island effects whilst enhancing public comfort and environmental sustainability, including: ▪ Façade & Roof Treatments: The building employs light-coloured, materials on both façades and roofs to minimize solar heat absorption. Complementary green roof elements further enhance thermal regulation. ▪ Shading & Shelter: Integrated awnings, deep eaves and overhangs to the public domain, provide essential shading to reduce direct solar gain, thereby maintaining a cooler microclimate at street level. ▪ Green Infrastructure: The comprehensive landscape strategy includes extensive planting of canopy trees, green planters to the podium and vegetated areas within deep soil zones. Mature tree planning to street edges will positively provide shading to hard surfaces and provide solar relief to pedestrians during summer months. ▪ Deep Soil Zone Integration: The deep soil zones are strategically co-located adjacent to public parks, thereby maximising urban cooling benefits while enhancing the usability and recreational connectivity of these community spaces. ▪ Passive Design & Thermal Performance: We have prioritised passive design principles, such as optimised glazing and natural cross-ventilation, coupled with high levels of insulation. The project has been designed to reduce reliance on mechanical cooling systems. ▪ HVAC & Heat Mitigation: The mechanical systems have been designed in collaboration with our ESD consultant to minimise the release of waste heat into adjacent areas. Equipment is located away from public areas and exhaust routes are planned to ensure that thermal emissions do not adversely affect the surrounding environment.



Council Comment	Project Team Response
	▪ Reflective and Permeable Materials: In addition to the primary heat mitigation measures, we have selected low paving materials with lower light absorbance for walkways and plazas. This approach reduces heat retention and encourages natural cooling through enhanced water infiltration. ▪ Integration with Surrounding Urban Fabric: The design establishes a seamless transition between the building and its urban context, promoting connectivity with existing green corridors and open spaces. This integration further amplifies the urban cooling benefits by extending the network of shaded and vegetated areas. For the reasons above, the development is considered to meet the required considerations outlined in Clause 6.3 of the WLEP.
<i>Wind Tunnel Assessment (Quantitative)</i> <i>As recommended in the qualitative wind assessment prepared by CPP Wind Engineering Consultants, dated, 04/08/2023 a Wind Tunnel testing is required to quantify the wind conditions around the site and to develop any specific mitigation measures.</i> <i>Any wind Tunnel testing must be undertaken prior to the granting of consent for the development, as it may reveal the need for design measures to mitigate the effects of wind.</i>	Quantitative wind tunnel testing has been completed and findings outlined in report from CPP Wind dated 18/03/25. The results of the wind assessment can be summarized as follows. GROUND LEVEL The wind environment around the development was found to be generally suitable for Pedestrian Walking style activities from a comfort perspective with reference to the Lawson criteria. Areas on the north and west sides away from building corners were rated as suitable for Pedestrian Standing activities. Spaces near the site corners were windier, in the Business Walking or Uncomfortable categories, and would require wind mitigation in the form of horizontal elements to protect the ground plane from downwash winds. PODIUM TERRACE



Council Comment	Project Team Response
	Wind conditions on the podium terrace were found to be relatively windy with comfort ratings of Pedestrian Walking or Business Walking with reference to the Lawson comfort criteria. Wind mitigation is recommended, such as the widening of the proposed canopies, dense perimeter landscaping, and high perimeter balustrades in addition to local wind mitigation such as screening for areas intended for long term stationary use. BALCONIES Wind conditions were found to be generally suitable for Pedestrian Standing with reference to the Lawson comfort criteria. Inset balconies on all sides of the towers were found to be calm and achieved Outdoor Dining rating. All tested locations were found to satisfy the recommended safety criteria. CONCLUSION It is recommended that wind mitigation be considered for the eastern aspect of the site. Details of the wind mitigation elements can be addressed in the detailed design stages post DA consent.
Inconsistency with Part F of WDCP	
<i>Car parking spaces</i> <i>The proposed car parking rates for both residential and commercial components are not supported. Given the uplift indicated in Council's Chatswood CBD Planning and Urban Design Strategy 2036, Council has defined its intention to limit the growth of private vehicle ownership and travel in the CBD. Instead, it aims to promote a mode shift towards walking, cycling, and the use of public and</i>	The amended layout proposes to comply with the WDCP parking rates as they apply to the site.



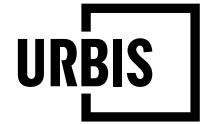
Council Comment	Project Team Response
<i>shared transportation. This shift is endorsed by the new WDCP 2023 in July 2023, which includes lower maximum car parking rates. Increasing the number of car parking spaces would only promote higher car ownership/use and thus congestion. The parking rates adopted in the WDCP is aligned with WCC Integrated Transport Strategy, which identifies travel demand management (TDM) as an effective and achievable approach to manage congestion.</i> <i>The vicinity of the maximum parking rates are located within well connected shared path networks, where walking and cycling to Chatswood Interchange is feasible (Note: The interchange has buses, Heavy Rail and the new Metro). Bus networks along Pacific Highway further complements the transport mode choice. It is crucial that Council consistently adopts and defends the parking rates in Chatswood CBD to maintain sustainable traffic operations.</i> <i>The applicant's supplied justification to vary the parking rate does not achieve the Objectives of Part F of the WDCP and together with the supplied Traffic report, has not satisfied Council that the proposed parking rates wouldn't cause additional traffic impacts.</i> <i>Council's Traffic and Transport section is also not supportive of the proposal and advised that the development must comply with the 2023 WDCP Chatswood CBD rate for all proposed unit sizes. This consideration is based on the development of multiple high rise residential buildings within the precinct, with a reduced parking rate to minimise cumulative traffic impacts.</i>	
Consolidated Basement Access:	The updated architectural plans submitted with this RFI response include details of how a future vehicle connection to the neighbouring site at 15 – 19



Council Comment	Project Team Response
<i>The applicant's response does not provide shared vehicular access with the adjoining immediately to the west (15-19 Nelson Street), which is contrary to the WDCP2023. Consolidation is required to maximise streetscape activation and to ensure the viability of adjoining properties for future development. Additionally, it is important from safety and traffic management perspective to reduce vehicular movement with conflicting pedestrian and traffic movements.</i>	Nelson Street can be achieved via a shared driveway, to enable a shared basement. It is important to note that AS2890.1 notes that "where traffic flow data on an access driveway is either known or can be determined by separate means more accurately than by use of the categories in Table 3.1, such data may be used to determine driveway widths by accepted design procedures. In the absence of such data the widths given in Table 3.2 shall be used." Therefore Table 3.2 should only be used in the absence of supporting information such as traffic flow data, which is not the case in this situation. The driveway widths specified in Table 3.2 are not a mandatory in this context. A Type 3 vehicle access is not considered required given the site's predominant use as a residential building which would result in low vehicle turnover throughout the day.
<i>Cul-de-sac at eastern end of Nelson Street</i> <i>The cul-de-sac at the eastern end of Nelson Street constructed by Sydney Metro and tie-in with the development is to be reflected in the drawings.</i>	Noted – this has been updated.
Substation Requirement	
<i>The applicant to assess whether the available electricity services to the site are adequate for the proposed development or if a substation would be required. To ensure an adequate connection, the applicant should engage an Accredited Service Provider (ASP) of an appropriate level and class of accreditation to</i>	To clarify the Substation that will serve the development will be Chamber type, the standard Ausgrid Chamber substation layout will be followed as per the Figure 1 of ADP Consulting Engineer's Letter Ref.SYD2367 dated 21.02.25.



Council Comment	Project Team Response
<i>assess the electricity load and the proposed method of supply for the development.</i> <i>Should an electrical substation is required for the proposed development, the applicant must clearly identify the appropriate location of the substation on the architectural plans, including details such as the type and size of the substation, and zones of exclusions as per Ausgrid guidelines.</i> <i>A response was provided to the above, however, Pad-mount Substations appears to have zones of exclusion encroaching into Commercial space. No details have been provided whether the walls surrounding the substations are blast proof walls.</i>	Adequate spatial provisions and clearances have been allowed within the architectural layouts as per Figure 2 of ADP Consulting Engineer's Letter Ref.SYD2367 dated 21.02.25.
Sydney Metro RFI	
<i>Sydney Metro reviewed the information provided with the development application and requested additional information. The formal RFI Issued on the portal, dated 10 January 2024 (also submitted to Joe Walsh via email, directly from the agency) is outstanding to date.</i> <i>Note: Please note that external referral to Sydney Trains is outstanding to date.</i>	A response to Sydney Metro RFI dated 10 January 2024 and Sydney Trains has been submitted via email on 24 March 2025. A full response is pending.
Public Domain Works	
<i>Public Domain Works along Frank Shannon Walk are not consistent with the executed VPA associated with the site. The applicant is required to provide clarification on this inconsistency and ensure that the proposed works align with the obligations outlined in the VPA.</i>	The applicant understands that the VPA simply requires the development to deliver a 3m wide public access easement along the eastern boundary of the site fronting Frank Shannon Walk. The development does this, noting that the specific terms of the easement intend to ensure that members of the public



Council Comment	Project Team Response
	have full and free right to pass and repass at all times over and across the easement for pedestrian and passive recreation purposes, including: (a) on foot; and/or (b) with wheelchairs or other disables access aids; and (c) with or without animals; and (d) with bicycles (being walked or ridden); and (e) without vehicles.

3. CONCLUSION

This letter and the accompanying documentation have been prepared in response to the matters raised by Willoughby City Council and Water NSW.

We trust that the information contained within this letter and the supporting suite of documentation adequately responds to the matters raised by Council and will enable the assessment to be finalised, with a favourable determination of the DA.

Should you wish to discuss further, please do not hesitate to contact the undersigned.

Kind regards,

A handwritten signature in black ink, appearing to read "Andrew Hobbs".

Andrew Hobbs
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