



31 October 2024

Akshay Bishnoi  
Development Assessment Officer  
Willoughby City Council  
31 Victor Street,  
Chatswood NSW 2067

Dear Akshay,

**Re: Request for Further Information – 57-69 Strathallen Avenue, Northbridge**

Gyde Consulting represent SJD NB Pty Ltd, the applicant of the above Development Application (DA2024/106). Willoughby City Council issued a Request for Further Information (RFI) dated 26 September 2024.

This letter is accompanied by the following consultants' reports, and plans, which have been updated to reflect the comments received by Council. This letter includes the following appendices:

- **Appendix A** – Comprehensive response to the matters raised by Council.
- **Appendix B** – Copy of the RFI received from Council.
- **Appendix C** – Compliance with the Apartment Design Guide (ADG) prepared by Bates Smart.

Documentation	Prepared by	Revision	Dated
Architectural Plans: <ul style="list-style-type: none"><li>• Dwg. No. A03.001 Basement Level 01</li><li>• Dwg. No. A03.002 Basement Level 02</li><li>• Dwg. No. A03.100 Ground Level</li><li>• Dwg. No. A03.101 Level 01</li><li>• Dwg. No. A03.102 Level 02 &amp; 03</li><li>• Dwg. No. A03.104 Level 04</li><li>• Dwg. No. A03.105 Roof Level</li><li>• Dwg. No. A09.001 North Elevation</li><li>• Dwg. No. A09.002 East Elevation</li><li>• Dwg. No. A09.003 South Elevation</li><li>• Dwg. No. A09.004 West Elevation</li><li>• Dwg. No. A10.001 Section A</li><li>• Dwg. No. A10.002 Section B</li><li>• Dwg. No. A10.003 Section C</li><li>• Dwg. No. A10.004 Section D</li><li>• Dwg. No. 13.001 Apartment 3B_A</li><li>• Dwg. No. 13.002 Apartment 3B_B</li><li>• Dwg. No. 13.003 Apartment 3B_C</li></ul>	Bates Smart Architects	4	30 October 2024

Documentation	Prepared by	Revision	Dated
<ul style="list-style-type: none"> <li>Dwg. No. 13.004 Apartment 3B_D</li> <li>Dwg. No. 13.101 Apartment 4B_A</li> <li>Dwg. No. 13.102 Apartment 4B_B</li> <li>Dwg. No. 22.001 Area Calculation Plans GFA</li> </ul>			
Architectural Compliance with ADG Refer to <b>Appendix C</b>	Bates Smart Architects	-	-
Landscape Plans	Sturt Noble Associates	D	31 October 2024
Stormwater and Drainage Concept Plans	Telford Civil	C	29 October 2024
Stormwater Response Letter	Telford Civil	-	31 October 2024
Traffic Response to Council's RFI Letter	MLA Transport Planning	-	25 October 2024
Demolition and Construction Waste Management Plan	Eccell Environmental Management Pty Ltd	2	01 October 2024
Operational Waste Management Plan	Eccell Environmental Management Pty Ltd	2	09 October 2024
Acoustic Comments Response Letter	PWNA	-	03 October 2024
Cl. 4.6 Variation Request – Cl. 4.4 Floor Space Ratio	Gyde Consulting	-	29 October 2024
Feasibility Letter Concept Plan Water Hydra System Plan	Qalchek	-	28 October 2024

We trust that the above response clarifies the matters outlined in the RFI. Should you require any additional information, please do not hesitate to contact the below.

Lucy Hammond ([lucyh@gyde.com.au](mailto:lucyh@gyde.com.au) / 02 9071 1882)

Camilla Firman ([camillaf@gyde.com.au](mailto:camillaf@gyde.com.au) / 02 9071 1852)

Yours sincerely



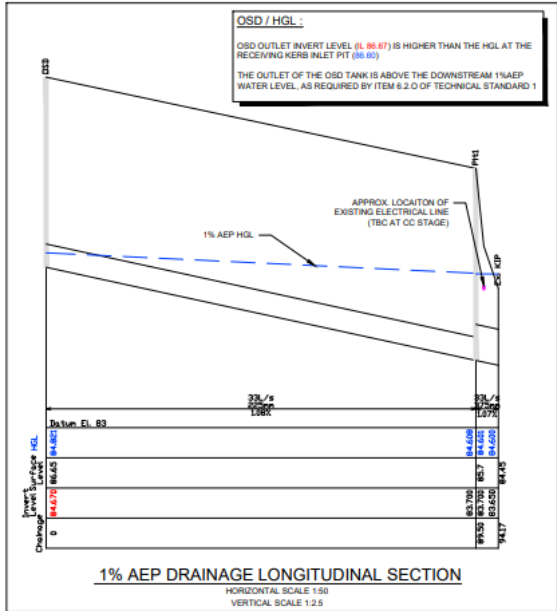
Susan E. Francis  
Executive Director

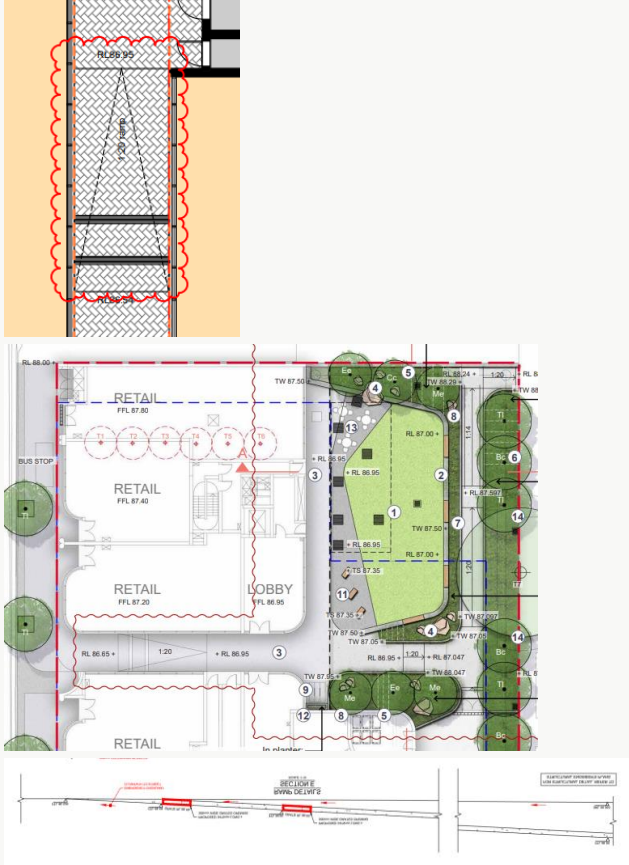
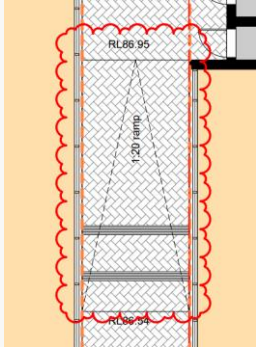
# **Appendix A**

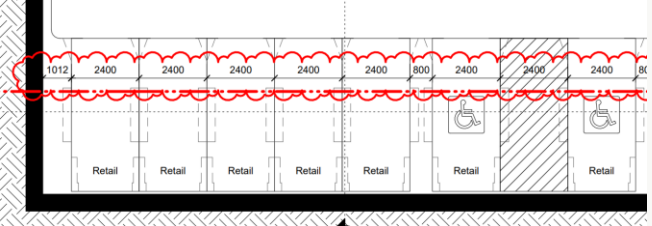
## RFI Response

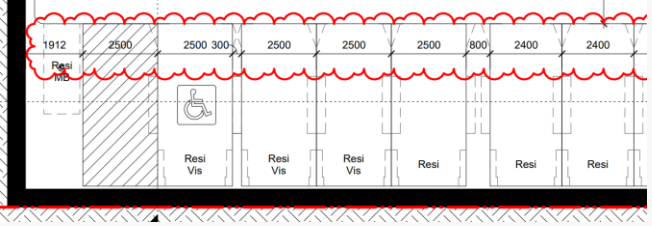
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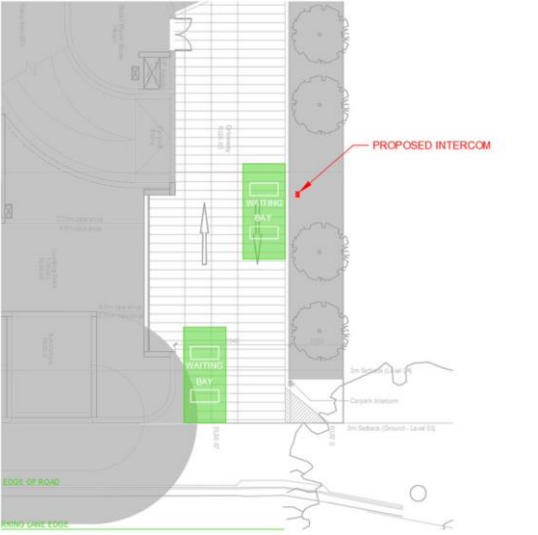
# GYDE

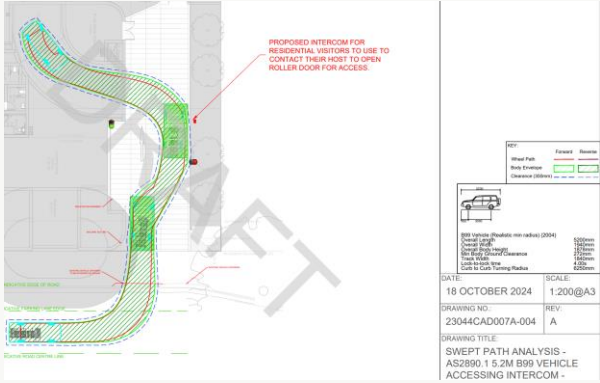
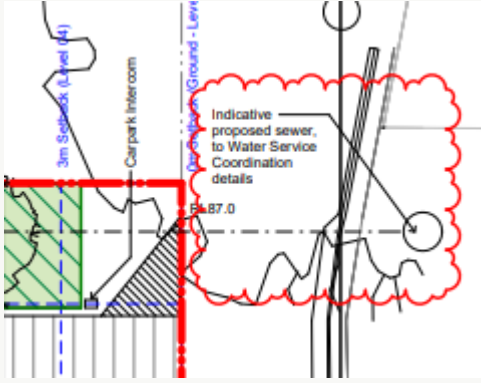
RFI Matter	Response
<p><b>1. Development Engineering</b></p> <p>Council's Development Engineer has reviewed the proposed development and provided the following comments:</p> <p>Stormwater Management</p> <p>The design provided has not demonstrated full compliance with the requirements of Technical Standard 1. Items that require amendment or further information are:</p> <p>Revised plans are to be submitted that address the issues raised above.</p>	<p>Refer to individual responses below. This section is to be read in conjunction with:</p> <ul style="list-style-type: none"> <li>Updated architectural plans prepared by Bates Smart.</li> <li>Updated stormwater concept plans prepared by Telford Civil.</li> <li>Updated landscape plans prepared by Sturt Noble Associates.</li> </ul>
<ul style="list-style-type: none"> <li>It has not been demonstrated that the outlet of the OSD tank is above the downstream 1%AEP water level, as required by Item 6.2.o of Technical Standard 1. A HGL analysis is required from the OSD tank to the connection point to the Council system. The adopted downstream water level at the Council pit is to be the top of kerb level. We note that the section submitted only extends from the Council pit to the boundary and the adopted downstream water level is within the pit and not at the top of kerb level.</li> </ul>	<p>It has been demonstrated by Telford Civil that the outlet of the OSD tank is above the downstream 1% AEP water level, in accordance with the requirements of Technical Standard 1.</p> <p>A HGL analysis is provided from the OSD tank to the connection point to the Council system, adopting downstream water level at the Council pit is to be to the top of the kerb level.</p> <p>See extract below, refer to Dwg. No. 105 prepared by Telford Civil, and the response letter for further information.</p> 
<ul style="list-style-type: none"> <li>The OSD tank includes an internal overflow weir to an internal chamber, which is not acceptable to Council and does not meet the requirements of Clause 6.2.e of Technical Standard 1. The overflow from the OSD must be to ground in a visible location.</li> </ul>	<p>The internal overflow chamber has been removed and the overflow from the OSD is proposed to ground level in a visible location. OSD overflow will be captured via a grated drain, with a 1:20 ramp directed from east to west located at the entrance and through site link of the development. The grated drain will be able to discharge the total flow in case of OSD blockage. All relevant documentation has been updated to outline the amendments. Refer to the architectural drawings prepared by Bates Smart, Stormwater Concept Plans</p>

RFI Matter	Response
	<p>prepared by Telford Civil, Response Letter prepared by Telford Civil, and the Landscape Plans prepared by Sturt Noble Associates. See extracts below of Dwg. No. A03.100 prepared by Bates Smart and Dwg. No. DA-2320-01 prepared by Sturt Noble Associates, and Dwg. No. 105.1 prepared by Telford Civil.</p> 
<ul style="list-style-type: none"><li>The design has not demonstrated that the required 300mm freeboard between the overflow path from the OSD and the adjacent floor levels has been achieved, as pre Clause 6.2.g of Technical Standard 1.</li></ul>	<p>Following on from the response above, a 300mm freeboard has also been provided between the overflow path from the OSD and the adjacent floor levels. This is achieved between the OSD tank and the laneway entry. Floor levels have been updated and are outlined on the ground level plan prepared by Bates Smart, increasing the floor level from 86.65 to 86.95 accordingly. See extract below and refer to Dwg. No. A03.100. Further detail is outlined in the Stormwater Concept plans and Response Letter prepared by Telford Civil.</p> 


RFI Matter	Response
<p>The plans have not demonstrated that vehicle access and parking arrangements are suitable for the development and comply with the requirements of AS/NZS 2890.1. Items requiring amendment or further information are:</p>	<p>Refer to individual responses below. This section is to be read in conjunction with:</p> <ul style="list-style-type: none"> <li>• Traffic Response to Council's RFI Letter prepared by MLA Transport Planning.</li> <li>• Updated architectural plans prepared by Bates Smart.</li> </ul>
<p>The proposed single lane ramp between the ground floor and basement 1 is not acceptable and needs to be increased to 2-way traffic, due to the level of retail traffic, the proximity of the top of the ramp to the loading bay and the potential conflict and congestion created adjacent to the loading bay for vehicles waiting to access the single lane ramp.</p>	<p>As the retail tenancies are expected to draw their customs from walk in pedestrians and people using public transport, the retail car parking spaces are proposed for retail owners and staff.</p> <p>It is expected that traffic movements on the ramp to be minimal. The proposed development would generate up to 18 vehicles per hour (two-way traffic) during the busiest periods, which includes 13 vph rising from retail tenancies, which is a conservative estimate. The single lane ramp access complies with Australian Standard AS2890.1, which permits accesses with less than 30 movements per peak hour to be provided as a single lane.</p> <p>MLA have provided further detail in their Traffic Response to Council's RFI Letter in which they conclude in their assessment that:</p> <p><i>"the proposed single lane ramp between the ground floor and Basement 01, is therefore, considered to be satisfactory".</i></p>
<p>As retail spaces will not be all day parking but will include medium term parking catering for visitors to the retail areas, spaces for the retail area must comply with the requirements of AS/NZS 2890.1 for Class 2 medium term parking spaces.</p>	<p>Retail car parking spaces will be allocated to retail owners/tenants and retail staff. Retail uses will be occupied by smaller local businesses that serve the local community, that draw their custom from walk in pedestrians and people using public transport. The car parking spaces will operate as Class 1A long term car parking spaces under AS/NSZ 2890.1. This requires retail car parking spaces to have a dimension of 2.4m wide by 5.4m long. This has been updated on the architectural plans, see extract below, refer to Dwg. No. A03.001 prepared by Bates Smart.</p> 
<p>Typical dimensions are to be provided for parking spaces, to confirm widths comply with the requirements of AS/NZS 2890.1 and AS 2890.6.</p>	<p>Dimensions are provided for car parking spaces. Refer above regarding retail car parking spaces. Residential car parking space dimensions have also been provided. See extract below, refer to Dwg. No. A03.002 prepared by Bates Smart.</p>

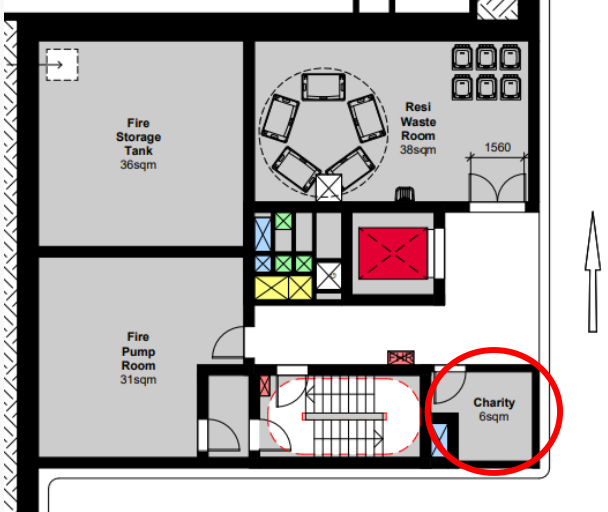
RFI Matter	Response
	 <p>MLA confirm that the car parking spaces are of the following dimensions, which comply with AS2890.1, AS2890.6, and Willoughby DCP requirements.</p> <ul style="list-style-type: none"> <li>• residential spaces – 2.4m wide by 5.4m long</li> <li>• accessible dedicated spaces and shared areas – 2.4m wide by 5.4m long</li> <li>• retail staff spaces – 2.4m wide by 5.4m wide long, and</li> <li>• residential visitor spaces – 2.5m wide by 5.4m wide long</li> </ul> <p>Refer to the Traffic Response to Council's RFI Letter prepared by MLA.</p>
<p>Both basement parking levels include visitor parking and have dead end / blind aisles with no ability for a visitor to turn around in the event that parking is not available. Details of proposed turn around areas are to be provided to cater for visitors unable to find parking on each level.</p>	<p>It is proposed to include a warning sign at the car park entrance from the street near the proposed intercom that reads 'Visitor parking full when lights are on' or wording to that effect.</p> <p>This will be activated by vehicle presence sensors installed in the visitor parking spaces.</p> <p>This will notify visitors not to enter the carpark when full and will avoid visitors having to turn around the car park if parking is not available.</p> <p>As the visitor car parking proposed is compliant with the DCP requirements, it is not anticipated that visitor car parking will not be available when required.</p> <p>Refer to the Transport Response to Council's RFI Letter prepared by MLA for further detail.</p> <p>The applicant accepts that a condition may be prescribed that requires installation of appropriate signage as detailed above prior to issue of an occupation certificate.</p>
<p>The wall at the top of the ramp inhibits the view to the loading bay and the driveway for vehicles leaving the basement. As this is the main traffic route for vehicles leaving the site, reducing the height of the wall or cutting the wall back is required to increase visibility and improve safety and minimise vehicle conflict.</p>	<p>The potential to reduce the height of the wall or cutting the wall back was assessed by Bates Smart and MLA following receipt of the RFI from Council. Numerous options were considered and from a design perspective, ultimately the design of the wall at the top of the ramp is crucial to the integrity of the development's design.</p> <p>The wall defines the planter's edge of the apartment level above and minimises the vertical clearance required for the loading dock entry. It also mitigates the visual impact of this façade of what would be an otherwise large and obtrusive opening. Reducing the height of the wall or cutting it back would result in a less favourable design and impact of the proposed development to the eastern façade where it adjoins the low density residential area.</p>

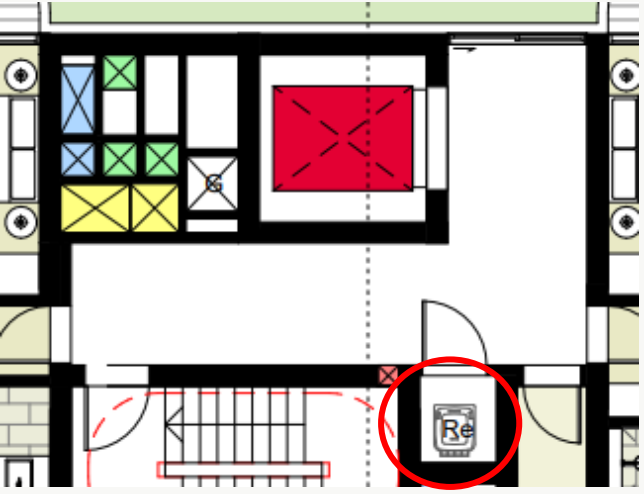
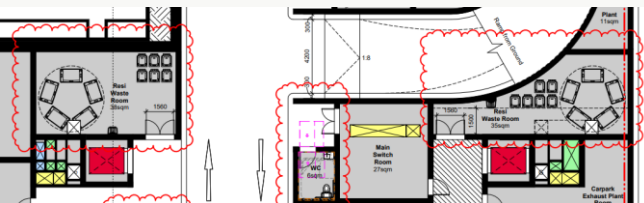
RFI Matter	Response
	<p>MLA confirm from a traffic safety perspective that the wall is not expected to pose any visibility or safety issues. Management of traffic movements will be controlled by a traffic light system to manage vehicle movements using the ramp and the loading dock.</p> <p>The applicant accepts that a condition may be prescribed that requires the installation of a traffic mirror opposite the wall to increase visibility and improve safety.</p>
<p>Swept path diagrams provided do not clearly show the extent of the vehicle crossing and the location of the building structure is not clear on all diagrams. Revised diagrams are to be provided that clearly show the vehicle crossing, the edge of the frontage road and the outline of the building structure, to allow confirmation that the space provided is suitable. Diagrams are to be provided for the following situations:</p> <ul style="list-style-type: none"> <li>• Council's 10.5m waste vehicle between the frontage road and the loading bay, both entry and exit.</li> <li>• Simultaneous movement of an SRV and a B99 vehicle between the frontage road and the loading bay, excluding the reversing movement into or out of the loading bay.</li> <li>• Simultaneous movement of a B99 and B85 vehicle between the frontage road and the base of the ramp down from ground level at Basement 01.</li> </ul>	<p>Additional swept path diagrams have been prepared by MLA. Refer to Attachment 1 to the Traffic Response to Council's RFI Letter.</p> <p>Attachment 1 includes the following swept path diagrams to respond to Council's request:</p> <ul style="list-style-type: none"> <li>• Dwg. No. 23044CAD007A-001 – Swept Path Analysis – 10.6m waste vehicle entering and exiting – ground floor.</li> <li>• Dwg. No. 23044CAD007A-002 – Swept Path Analysis – AS2890.2 6.4m SRV entering vs. AS2890.1 B99 vehicle exiting – ground floor.</li> <li>• Dwg. No. 23044CAD007A -003 – Swept Path Analysis – AS2890.1 B99 vehicle entering vs. AS2890.1 B85 vehicle exiting – ground floor.</li> </ul>
<p>A roller door is proposed at the top of the ramp leading down to the residential parking. Details are to be provided to demonstrate how access will be provided for visitors to gain access to the visitor parking in Basement 02.</p> <p>Revised plans are to be submitted to address the items raised above.</p>	<p>A roller door is proposed to the carpark entrance to ensure safety for access to residents and visitors of residents. A waiting bay with an intercom has been included to allow visitors to residents to call the resident to be gained access virtually from the individual apartment. See extract below, refer to Figure 2 in the Traffic Response to Council's RFI Letter prepared by MLA.</p> 

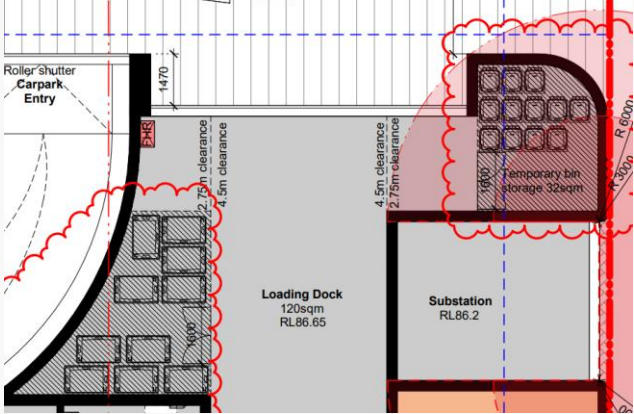
RFI Matter	Response
	<p>A swept path analysis for this additional movement and waiting bay to be included beside the intercom has been prepared by MLA Transport Planning. See extract below, refer to Dwg. No. 23044CAD007A-004 prepared by MLA.</p>  <p>The drawing shows a site plan with a proposed intercom for residential visitors. A red line indicates the swept path of a vehicle. A legend on the right lists dimensions: 1000mm, 1500mm, 2000mm, 2500mm, 3000mm, 3500mm, 4000mm, 4500mm, 5000mm, 5500mm, 6000mm, 6500mm, 7000mm, 7500mm, 8000mm, 8500mm, 9000mm, 9500mm, 10000mm. A table on the right provides drawing details: DATE: 18 OCTOBER 2024, SCALE: 1:200@A3, DRAWING NO: 23044CAD007A-004, REV: A, DRAWING TITLE: SWEEP PATH ANALYSIS - AS2890 1.5.2M B99 VEHICLE ACCESSING INTERCOM -</p>
<p>Documents submitted detail that a Sydney Water sewer main is located within the site, which will required diversion, so that it is clear of the basement. In order to confirm that the sewer main will not impact the proposed development, a concept plan is to be provided to detail the proposed diversion of the main. The plan is to be accompanied by advice from a Sydney Water accredited designer that the relocation complies with Sydney Water requirements. Architectural plans are also to be amended to show the location of the relocated main.</p>	<p>The applicant engaged a Sydney Water accredited Water Service Coordinator Qalchek to review the proposed development against the Sydney Water anticipated development requirements and provide a concept plan of how the proposed sewer can be deviated and achieved. Please refer to attached documents including the Feasibility Letter (dated 28 October 2024), Concept Plan, and Water Hydra System Plan prepared by Qalchek.</p> <p>Details have also been updated accordingly on the architectural plans prepared by Bates Smart. See extract below, refer to Dwg. No. A03.100.</p>  <p>The drawing shows a cross-section of the ground level and a car park intercom. A red line indicates the proposed sewer. A legend on the right lists dimensions: 1000mm, 1500mm, 2000mm, 2500mm, 3000mm, 3500mm, 4000mm, 4500mm, 5000mm, 5500mm, 6000mm, 6500mm, 7000mm, 7500mm, 8000mm, 8500mm, 9000mm, 9500mm, 10000mm. A table on the right provides drawing details: DATE: 18 OCTOBER 2024, SCALE: 1:200@A3, DRAWING NO: 23044CAD007A-004, REV: A, DRAWING TITLE: SWEEP PATH ANALYSIS - AS2890 1.5.2M B99 VEHICLE ACCESSING INTERCOM -</p>
<p>2. Waste Management and Collection</p>	

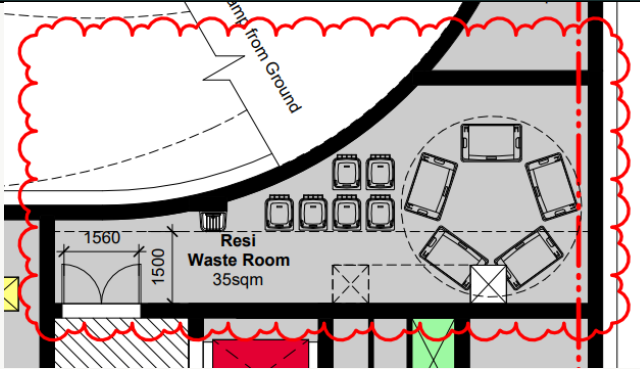
RFI Matter	Response
<p>Council's Waste Section has reviewed the proposed development and provided the following comments:</p> <p>In the latest DCP (2023), Willoughby City Council has formally adopted the Waste Management Technical Guide and Development Controls by North Sydney Regional Organisation of Councils for multi-dwelling housing, residential flat buildings and mixed-use developments.</p> <ul style="list-style-type: none"> <li>• The technical guide provides comprehensive information to achieve best practice design and construction of waste management and recycling systems.</li> <li>• The development controls provide specific requirements for internal waste storage facilities, individual bin storage areas, communal bin storage areas, bin carting routes, and access for collection vehicles.</li> <li>• All major residential developments must comply with the technical guide and the specific controls for multi dwelling housing, residential flat buildings, and mixed-use buildings.</li> </ul>	<p>Refer to individual responses below. This section is to be read in conjunction with:</p> <ul style="list-style-type: none"> <li>• Demolition and Construction Waste Management Plan prepared by Eccell Environmental Management Pty Ltd.</li> <li>• Operational Waste Management Plan prepared by Eccell Environmental Management Pty Ltd.</li> <li>• Updated architectural plans prepared by Bates Smart.</li> </ul>

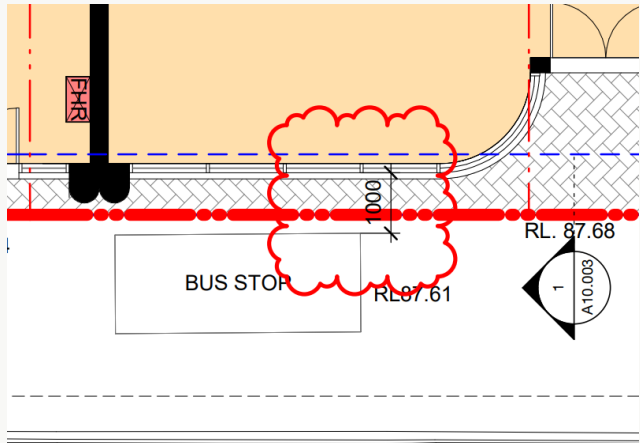
RFI Matter	Response
<p>There are some items that require clarification for the demolition and construction WMP:</p> <ul style="list-style-type: none"> <li>• Nominated landfill and recycling facilities: please indicate the specific location of nominated landfill and recycling facilities for material recycling or disposal. Please specify that the nominated facilities comply with all regulatory exemptions and orders, including but not limited to the Raw Mulch Order 2016 (NSW EPA) and Raw Mulch Exemption 2016 (NSW EPA).</li> <li>• Site plans: please provide a plan showing the on-site waste facilities during the demolition and construction phases, including truck access.</li> <li>• Asbestos: a report or clearance certificate should demonstrate zero volume of asbestos.</li> </ul>	<p>The Demolition and Construction Waste Management Plan (DCWMP) has been updated by Eccell (version 2 dated 01 October 2024).</p> <p>The DCWMP confirms that the nominated landfill and recycling facilities for the development is the Bingo Eastern Creek Recycling Facility. This facility works with regulatory exemptions and orders, including but not limited to the Raw Mulch Order 2016 (NSW EPA) and Raw Mulch Exemption 2016 (NSW EPA).</p> <p>A site plan has been included in the DCWMP that shows the location of on-site waste facilities and truck access to and from the site.</p>  <p>All potential asbestos will be managed in accordance with the Work Health and Safety Act (2011) and Work Health and Safety Regulation (2017), Code of Practice How to Safely Remove Asbestos (NSW Government 2019), Code of Practice How to Manage and Control Asbestos in the Workplace (NSW Government 2019), NSW SafeWork Guidelines, the NSW EPA (2014) Waste Classification Guidelines, and requirements under the Protection of the Environment Operations (Waste) Regulation (2014) for asbestos waste monitoring (NSW EPA 2015).</p> <p>The management of asbestos is addressed in the Remedial Action Plan prepared by JBS&amp;G (dated 30 April 2024) submitted with the original DA. Refer to Sections 6.3.2, 7.2.9, 7.3.4, 9.6.2, 9.8, 10.5, and 11.5 of the RAP for further discussion on the removal, disposal, and management of asbestos if found on site during demolition and construction.</p>
<p>There also a number of items that require clarification for the operational WMP:</p> <ul style="list-style-type: none"> <li>• Bin configuration and Council's waste service: please provide an updated WMP with the following details confirmed: <ul style="list-style-type: none"> <li>○ Expected residential generation (in L/week) per bin type.</li> </ul> </li> </ul>	<p>The Operational Waste Management Plan (OWMP) has been updated by Eccell (Version 2 dated 10 October 2024).</p> <p>Table 5 addresses the waste estimates that are in accordance with Council's preference of both size, and on-site servicing for general, recycling, and organic waste.</p>

RFI Matter	Response
<ul style="list-style-type: none"> <li>○ The number of bins required per type, noting Council's preference is for the following: <ul style="list-style-type: none"> <li>▪ General waste: 3 x 660L bins</li> <li>▪ Recycling: 5 x 660L bins</li> <li>▪ Organics: 12 x 240L bins; and</li> </ul> </li> <li>○ Council's on-site service is as follows: <ul style="list-style-type: none"> <li>▪ General waste: bulk bins collected twice per week</li> <li>▪ Recycling: bulk bins collected once per week</li> <li>▪ Organics: 240L MGBs collected once per week.</li> </ul> </li> </ul>	
<ul style="list-style-type: none"> <li>• Charity space: please show on the architectural plans and update in the WMP that the development will provide 6m2 of space for charity and other recycling waste.</li> </ul>	<p>A 6sqm charity space has been provided on basement level 01, extracted below, refer to Dwg. No. A03.001 prepared by Bates Smart.</p>  <p>Refer to Table 5 and Section 7.2 of the OWMP prepared by Eccell.</p>
<ul style="list-style-type: none"> <li>• Organics recovery: please show how residents will be able to conveniently recover organics. Although Council does not offer a FOGO service currently, this is likely to be introduced in the future. The preference is for the development to provide space for an organics disposal point close to the general waste and recycling disposal points for resident convenience and improved resource recovery outcomes. This could include ensuring the waste cupboard has enough space for a recycling MGB and an organics MGB to be serviced regularly by caretakers.</li> </ul>	<p>Provisions have been made for FOGO servicing should it ever eventuate in the future.</p> <p>FOGO Organic recovery will be made available to each resident. A space for a small kitchen bin will be available in each apartment allowing residents to separate FOGO waste. Kitchen layouts and the location of the organic waste bin will be provided at construction stage of the DA. Residents will bring FOGO waste down to the waste room where bins will be allocated. The chute system will be caged to ensure residents are restricted to accessing only the FOGO bins in the waste room.</p>
<ul style="list-style-type: none"> <li>• Recycling recovery: the inclusion of a waste cupboard for recycling disposal by residents</li> </ul>	<p>Recycling store cupboards have been provided on each residential level, see extract below, refer to Dwg.</p>

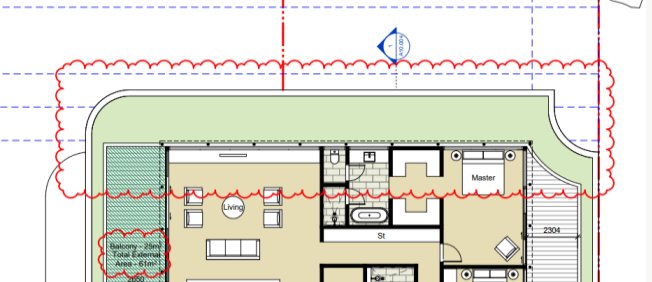
RFI Matter	Response
<p>is acknowledged. Please provide further detail on how this is to be serviced. Caretakers could service the 240L MBGs frequently, and decant the material in the basement into larger bulk bins which are presented for collection. This would ensure that residents will have access to recycling disposal during servicing periods as the MBGs would not be presented for collection.</p>	<p>No. A03.101 prepared by Bates Smart. These recycling cupboards are separate to the waste disposal chute cupboards.</p>  <p>It is proposed for residents to dispose of recycling waste in the waste cupboard at their level on each floor. A dedicated cleaner/caretaker will transport these 240L MBGs every second day to the larger 660L MBGs in the residential waste rooms at basement level 01. Further details are provided in the OWMP prepared by Eccell.</p>
<ul style="list-style-type: none"> <li>Waste chute equipment: please provide further information on the waste chute and any additional equipment that may be required. For example <ul style="list-style-type: none"> <li>Three-days of waste generation is required under the chute; to achieve this, other developments may use equipment like a linear track system or carousel.</li> <li>Please consider the space that any equipment would use and show there is still enough space to store the required number of bins, including any service bins that may be required during the collection period.</li> </ul> </li> </ul>	<p>A carousel system has been proposed to ensure that frequent and proper disposal of waste from residential waste chutes can be actioned. Consideration of these waste calculations has been outlined by Eccell in the waste estimate Table 5 in the OWMP.</p> <p>Appendix J outlines the proposed carousel system for 660L waste bins.</p> <p>The architectural plans have been updated by Bates Smart to identify the carousel system proposed and the space the equipment requires for operation (as advised by Eccell). See extract below, refer to Dwg. No. A03.001 prepared by Bates Smart.</p> 
<ul style="list-style-type: none"> <li>Temporary bin storage area: please indicate the size available for bin presentation and bulky waste presentation on the architectural plans. Please also confirm how this area will remain available for waste bin presentation and bulky waste presentation and how the development will ensure bins are contained. Note: the development is able to propose a waste storage room that acts as the collection point and storage</li> </ul>	<p>Details of the temporary bin storage area has been updated to provide the information requested by Council. The sizes of these rooms required has been advised by Eccell.</p> <p>Temporary bin storage areas at ground level will be accessible by the dedicated caretaker/cleaner only and will not be accessible by residents. These temporary waste areas have been positioned away from habitable rooms, in an accessible location so that collection vehicles can service the development with minimal reversing, and positioned so that appropriate</p>

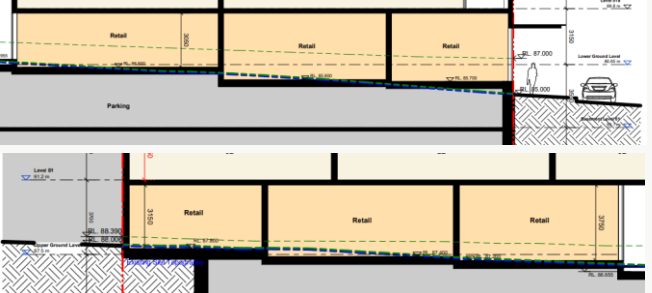

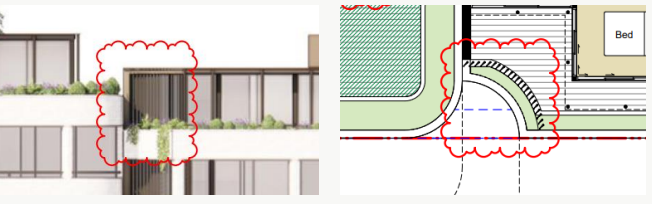
RFI Matter	Response
<p>point (if space and configuration allows) on the ground floor.</p>	<p>clearances are allowed for the collection vehicles can enter the premises, collect the waste and recycling, and exit the premises easily.</p> <p>See extract below, refer to Dwg. No. A03.100 prepared by Bates Smart for areas and details of temporary bin storage areas.</p> 
<ul style="list-style-type: none"> <li>Bin and bulky waste carting routes: the following details should be considered with respect to the current bin carting routes: <ul style="list-style-type: none"> <li>Please consider how bulky waste and bulk bins will be carted through the development to the presentation area (especially due to the typical size of residential bulky waste and potentially heavy bulk bins);</li> <li>Please detail any equipment that should be used by caretakers, such as bin tugs;</li> <li>The bin carting route should minimise gates, doors, steps and obstacles;</li> <li>Bins and bulky waste should not be carted through the residential lobby; and</li> <li>If bins and bulky waste has to be carted between different levels, a back-of-house lift should be provided.</li> </ul> </li> </ul>	<p>Due to the configuration of the proposed development and ground level uses, and the constraints of the site that limit the potential to provide a dedicated back-of-house lift, it is proposed to transport waste through the lifts which do also service the residential lobbies. This is a common practice across developments of similar size and scale, and cause no impact if the proper practices are in place</p> <p>Bin tugs will be used to transport 660L bins from the waste rooms to the lift, where they will be detached, taken up, and reattached to another bin tug to transport to the waste collection point.</p> <p>Transport of waste will be done so by a dedicated caretaker who will be provided with the appropriate PPE. Transportation of waste can be done so outside of peak hours of lift use by residents so as not to avoid obstruction or back up of the lifts for residents. The caretaker can also be advised to allow residents use of the lift first.</p> <p>Refer to the OWMP prepared by Eccell, and Appendix K which outlines the details of the bin tugs proposed to be used.</p>
<ul style="list-style-type: none"> <li>Waste storage area amenities: please consider the following details that should be complied with: <ul style="list-style-type: none"> <li>Waste bin storage areas should have an aisle space of 1.5m;</li> <li>Doorways should be 2.5m wide;</li> <li>Floors should be reinforced concrete and 75mm thick; and</li> <li>Please indicate amenities (including door widths, taps and drainage) on the architectural plans.</li> </ul> </li> </ul>	<p>All waste bin storage areas have an aisle space of 1.5m and this has been clearly noted on the architectural plans prepared by Bates Smart. See extract below, refer to Dwg. No. A03.001 and A03.100 prepared by Bates Smart.</p>

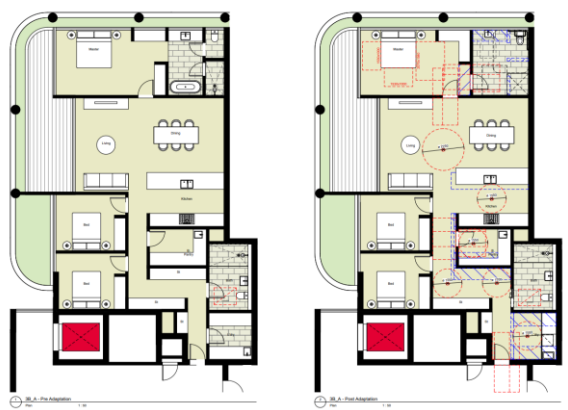
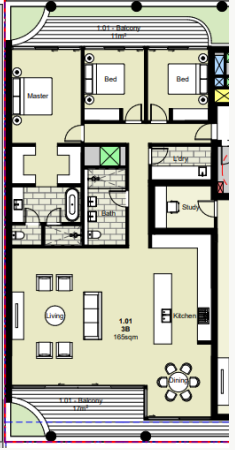
RFI Matter	Response
	 <p>The 1.56m doorways proposed are consistent with aisle widths. Part 4.82(a) of the DCP outlines that “<i>all waste management facilities must comply with the Building Code of Australia and relevant Australian Standards</i>”. We note that the BCA requires doors to have a minimum clearance of 1.200mm (identified in Appendix L of the OWMP prepared by Eccell). This allows for the sufficient dimensions to transport the entry and exits of the waste bins proposed. Therefore, we comply with both the DCP and the BCA.</p> <p>Furthermore, bulky waste is also proposed at basement level 01 in a separate room with a proposed roller doorway of 2.5m, and therefore, only bins will be moving through the doors to the waste rooms with a 1.56m doorway.</p> <p>Floors of concrete construction are proposed, further details of which can be provided prior to the issue of a construction certificate.</p> <p>All amenities have been noted on the architectural plans prepared by Bates Smart.</p>
<b>3. Environmental Health</b>	
<p>Council's Environmental Health Section has reviewed the proposed development and provided the following comments: In order to give fair and reasonable consideration to the proposed development, the Applicant should provide the following information;</p>	<p>Refer to individual responses below.</p>
<ul style="list-style-type: none"> <li>It is acknowledged that a kitchen riser in has been provided for Retail Tenancy space G.01 which enables the discharge of exhaust ventilation for food premise vertically through the building. However, all tenancies with potential to be occupied by a food business or beauty salon must be provided with similar connection to mechanical ventilation ducting with vertical external discharge in such a way as to avoid offensive odours to nearby residential and commercial tenants. Council will not accept horizontal ventilation discharge. This should be incorporated into</li> </ul>	<p>It is not proposed for all tenancies to have the potential to accommodate a food business or beauty salon. In consideration of future proofing the proposed development to accommodate potential growth, it may arise that amalgamation of units G.01, G.02, and G.03 may be sought by future retail owners/tenants (subject to a separate approval), due to change in future demands of uses within the area. This would be subject to individual assessment of any future alterations and additions to the development.</p> <p>The applicant accepts that conditions may be prescribed that restrict such uses as beauty/nail premises and food premises where no vertical kitchen</p>

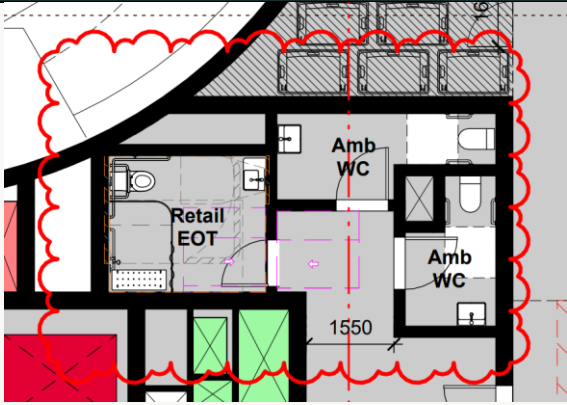
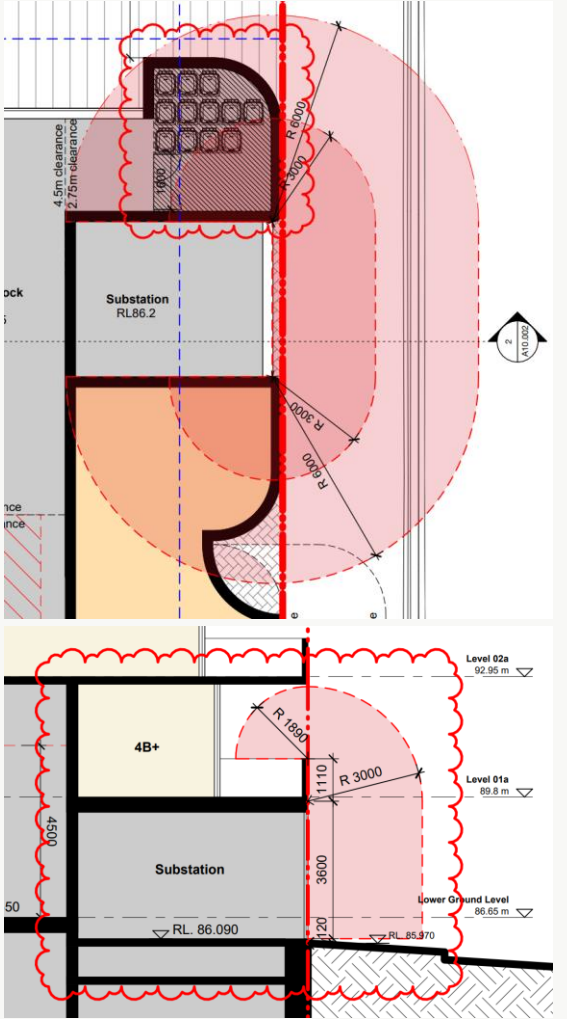
RFI Matter	Response
<p>the construction design plans. Alternatively, restrictions on future use as food or nail premises will be conditioned on the remaining commercial tenancies.</p>	<p>riser or exhaust ventilation can be accommodated. However, it is requested that flexibility be applied to any conditions that could allow for future amalgamation of units where appropriately acceptable, subject to future approval.</p>
<ul style="list-style-type: none"> <li>Indicate on construction design plans, the location of components of heating and cooling (Air Conditioning) systems. These are to be located in such a way so as to not give rise to offensive noise or vibrations.</li> </ul>	<p>Location and details of heating and cooling (air conditioning) systems will be provided in construction plans prior to the issue of a construction certificate. Consideration of their location so as not to give rise to offensive noise or vibrations will be given.</p>
<ul style="list-style-type: none"> <li>Confirm if a cooling water system (cooling tower) is being considered. If so, indicate intended location on construction design plans.</li> </ul>	<p>A cooling water system (cooling tower) is not being considered. No further actions are required.</p>
<ul style="list-style-type: none"> <li>In order to avoid pollution of waterways, confirm that floor waste drains of any Car Washing Bay, Grease Arrestor Room and Garbage Rooms are connected to a sewer and not stormwater line.</li> </ul>	<p>Floor waste drains of any car washing bay, grease arrestor room, and garbage rooms will not be connected to a stormwater line.</p>
<p><b>4. Traffic and Transport</b></p>	
<p>Council's Traffic Section has reviewed the proposed development and provided the following comments, including matters to be resolved by conditions of consent should the application to be determined for approval:</p>	<p>Refer to individual responses below. This section is to be read in conjunction with the architectural plans prepared by Bates Smart.</p>
<ul style="list-style-type: none"> <li>Spacing behind bus stop</li> </ul> <p>The existing bus stop (ID 206352) on Strathallen Avenue should provide a minimum clearance of 1 metre, free from obstructions, to allow additional space for pedestrian movement.</p>	<p>The existing bus stop on Strathallen Avenue provides a minimum clearance of 1 metre, free from obstruction, to allow pedestrian movement between the bus stop and the proposed development. See extract below, refer to Dwg. No. A03.100 prepared by Bates Smart.</p>  <p>In order to provide a 1m clearance between the existing bus stop on Strathallen Avenue to the proposed development, the retail spaces at ground level have been slightly reduced and setback.</p> <p>This results in a reduction in total GFA from 5,116 sqm to 5,104 sqm.</p> <p>Due to the change in GFA, the Cl. 4.6 Variation Request for Cl. 4.4 Floor Space Ratio prepared by</p>

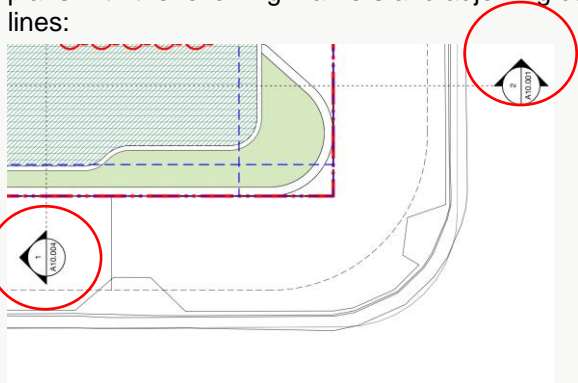
RFI Matter	Response
	<p>Gyde Consulting has been updated to reflect the change of the GFA, and therefore accurately reference the FSR that now applies.</p>
<ul style="list-style-type: none"> <li>Condition has been provided on top of standard conditions to request for a new pedestrian/ cyclist refuge and associated line marking and signage to be provided.</li> <li>Pedestrian and Bicycle Refuge (New) – Baringa Road and Strathallen Avenue intersection               <ul style="list-style-type: none"> <li>One 2.0 metre-wide minimum bicycle/ pedestrian refuge in Baringa Street at the intersection with Strathallen Avenue, east of Strathallen Avenue.</li> <li>All necessary line marking, pavement marking and signposting to support the new traffic and parking arrangements</li> </ul> </li> </ul>	<p>The applicant accepts that a condition may be prescribed that enforces the provision of a new pedestrian/cyclist refuge and associated line marking and signage to be provided to the Baringa Road and Strathallen Avenue intersection.</p>
<ul style="list-style-type: none"> <li>Construction Staff and Contractors Parking Plan</li> </ul> <p>Additional special condition has been provided to minimise parking impacts on the surrounding road network during the construction period:</p> <p>To ensure that construction activities, including demolition and modification works, are carried out with minimal disruption to local traffic, parking, and pedestrian safety, the applicant must submit a Construction Staff and Contractors Parking Plan to Council for review and approval.</p>	<p>The applicant accepts that a condition may be prescribed that requires a Construction Staff and Contractors Parking Plan to be prepared for Council's review and approval.</p>
<b>5. Apartment Design Guide</b>	
<ul style="list-style-type: none"> <li>The proposal fails to demonstrate compliance with the key design criteria outlined in the Apartment Design Guide (ADG), the following issues have been identified:</li> </ul>	<p>Refer to individual responses below. This section is to be read in conjunction with:</p> <ul style="list-style-type: none"> <li>Architectural plans prepared by Bates Smart.</li> <li>Apartment Design Guide Compliance Table prepared by Bates Smart.</li> <li>Acoustic Comments Response Letter prepared by PWNA.</li> </ul>
<ul style="list-style-type: none"> <li>The eastern façade of the development, particularly on Levels 1, 2 &amp; 3, does not achieve the criteria for building separation under Part 2F and 3F. A minimum setback of 9m to the boundary adjoining R2 Low Density Residential is required.</li> </ul>	<p>All apartments located along the eastern boundary have planter boxes to address the low density residential adjacent. On Levels 2-3, the room layout is oriented away from the eastern boundary, with planters for privacy and visual separation. On Level 4, the balcony along the eastern boundary is now replaced with a planter bed, providing visual privacy from the eastern neighbour.</p> <p>See extract below, refer to Dwg. No. A03.104 outlining the Level 4 balcony amendments.</p>

RFI Matter	Response
	
<ul style="list-style-type: none"> <li>There are concerns with acoustic amenity and the appropriateness of the floor layout in the scenario where bedrooms adjoin the principle living areas of neighbouring units. The submitted acoustic report does not provide any design solution to mitigate these issues (part 4H).</li> </ul>	<p>PWNA have prepared a response letter addressing any acoustic comment raised by Council (dated 03 October 2024).</p> <p>The internal design of the proposed development, including all party walls and floors will include elements which comply with Part 7 of the 2022 BCA. The development proposes to mitigate any concern of acoustic amenity of the floor layout where bedrooms adjoin the principle living areas of adjoining areas by complying with the BCA requirements. The BCA requires walls which separate wet areas (kitchens) of one dwelling to habitable areas of another dwelling to include discontinuous construction which includes a 20mm gap between two leaves of a wall. PWNA conclude that the <i>“acoustic separation between dwellings will be acoustically acceptable”</i> and confirm that <i>“based on the proposed design of the project ... the proposed development is acoustically acceptable and consistent with the acoustic requirements of the ADG”</i>.</p>
<ul style="list-style-type: none"> <li>Part 4Q of the apartment design guide has not been addressed.</li> </ul>	<p>Part 4Q of the ADG has been addressed in the ADG compliance table prepared by Bates Smart, and subsequently in the architectural plans. Features of universal and liveable design have been noted on the plans, showing adaptability of the design of the apartments.</p> <p>Refer to Dwg. No's A13.001 to A13.102 for further details. Refer to Appendix C for further detail.</p>
<ul style="list-style-type: none"> <li>The proposed ground floor retail tenancies do not meet the ADG criteria under part 4C-1 for a minimum ceiling height of 3.3m, with some measuring as little as 2.89m.</li> </ul>	<p>Due to the existing slope of the site, there are certain constraints to meeting the minimum ceiling heights of 3.3m. Furthermore, the previous section had shown a structural zone of 400mm thick between the apartment levels and the ground floor retail. Consistent with other apartment buildings, this is now shown to be a 250mm thick structural zone which assists with providing a ceiling height closer to 3300mm. The minimum floor to ceiling heights that do not comply apply to G.01 at 3150mm and G.04 at 3050mm. All other retail units meet the 3300mm minimum requirement. Refer to Appendix C for further detail.</p> <p>See extracts below, refer to Dwg. No. A10.001 prepared by Bates Smart.</p>

RFI Matter	Response
	
<ul style="list-style-type: none"> <li>Balconies do to meet the minimum dimensions outlined in the ADG, particularly for 3-bedroom units.</li> </ul>	<p>All balcony dimensions have been clearly outlined on the architectural plans prepared by Bates Smart, all areas comply with the ADG minimum requirements. Refer to Appendix C for further detail.</p> 
<ul style="list-style-type: none"> <li>Balconies of Units 4.02 and 4.03 do not meet the criteria for visual amenities.</li> </ul>	<p>The architectural plans have been updated to improve visual amenity of the Unit 4.02 and Unit 4.03. with the addition of a privacy screen between the 2 apartments. See extracts below, refer to Dwg. No. A03.104 and Dwg. No. A09.004 prepared by Bates Smart. Refer to Appendix C for further detail.</p> 
<p>A revised statement adequately addressing the relevant ADG criteria must be provided. Any departures from the ADG must be clearly dimensioned, acknowledged and justified.</p>	<p>A revised ADG Compliance Statement has been prepared by Bates Smart. Refer to Appendix C for further detail.</p>
<p><b>6. Planning Miscellaneous</b></p>	
	<p>Refer to individual responses below. This section is to be read in conjunction with the architectural plans prepared by Bates Smart.</p>
<ul style="list-style-type: none"> <li>Adaptable Housing Part B4.3.3: The proposal requires that 50% of dwellings be adaptable. The architectural plans must identify which apartments/dwellings are designed as adaptable. Separate plans with the DA must show the adaptable layout to demonstrate</li> </ul>	<p>12 out of 24 (50%) of apartments are designed to be adaptable. This includes the following apartments; 2.02, 2.03, 2.04, 2.05, 2.06, 2.07, 3.02, 3.03, 3.04, 3.05, 3.06, 3.07</p> <p>These units are identified on the architectural plans prepared by Bates Smart, refer to Dwg. No. A03.102.</p>

RFI Matter	Response
<p>compliance can be achieved with circulation zones and the like.</p>	<p>Pre and post adaptations of these apartments have also been provided by Bates Smart to highlight the adaptable layouts with circulation zones. Refer to Dwg. No. A13.001-004 and A13.101-10. An example of the pre and post adaptations is provided below (extract of Dwg. No. A13.001).</p> 
<ul style="list-style-type: none"> <li>Affordable housing: Affordable housing must be delivered as unit/s and the architectural drawings must clearly identify those units (and unit area) to be dedicated for this purpose.</li> </ul>	<p>Cl. 6.8 of the <i>Willoughby Local Environmental Plan 2012</i> identifies that the site is located in Area 1 and 4% of total residential GFA is to be provided as affordable housing. This equates to 1 apartment, of which apartment 1.01, a 3-bedroom apartment on level 01 has been selected as an affordable housing unit. See extract below, refer to Dwg. No. A03.101 prepared by Bates Smart.</p> 
<ul style="list-style-type: none"> <li>End-of-trip facilities: End-of-trip facilities should be provided in accordance with Part F of the WDCP.</li> </ul>	<p>End of trip facilities have been provided at ground level for the retail staff. Part F of the WDCP outlines that one shower is required per 5 bicycle parking spaces (retail).</p> <p>The proposed development provides 3 bicycle spaces for retail uses which complies with the bicycle parking requirements under Table 3 of the WDCP.</p> <p>However, the WC facilities at ground level have been reconfigured to accommodate an end of trip facility that can be utilised by retail staff travelling to work by bicycle. See extract below, refer to Dwg. No. A03.100 prepared by Bates Smart.</p>

RFI Matter	Response
	
<ul style="list-style-type: none"> <li>Substation Exclusion Zone: Concerns are raised regarding the substation and its zone of exclusions, particularly concerning the bedrooms of Unit 1.06 located directly above the substation, which appears to be in the blast zone. The applicant to provide further information ensuring that the unit located above meet the relevant design requirement of the relevant service provider for substations.</li> </ul>	<p>The substation blast zone has been outlined on the architectural plans prepared by Bates Smart, extracted below, refer to Dwg. No. A03.100 and A10.002. The blast zone does not extend to any living or habitable areas of Unit 1.06.</p> 
<ul style="list-style-type: none"> <li>Additional section plans: At least two long section and two cross sections are required to appropriately assess the proposed design. Additionally, the section grids should be</li> </ul>	<p>As per Council's request, additional sections have been prepared by Bates Smart. The DA included:</p> <ul style="list-style-type: none"> <li>Section A – Dwg. No. A10.001</li> </ul>

RFI Matter	Response
<p>clearly identified on the floor plans and site plan.</p>	<ul style="list-style-type: none"> <li>Section B – Dwg. No. A10.002</li> </ul> <p>Additional sections include:</p> <ul style="list-style-type: none"> <li>Section C – Dwg. No. A10.003</li> <li>Section D – Dwg. No. A10.004</li> </ul> <p>Section grids are identified on the floor plans and site plans with the following markers and adjoining dashed lines:</p> 
<ul style="list-style-type: none"> <li>Revised elevations: Elevation drawings should be revised to include RLs.</li> </ul>	<p>All elevation drawings prepared by Bates Smart have been revised to display RLs.</p>
<ul style="list-style-type: none"> <li>Study rooms: The applicant to demonstrate how the enclosed study rooms meet the requirements of a habitable room and NCC.</li> </ul>	<p>The design of the apartments has been amended to remove study rooms where they would not meet the requirements of a habitable room and the NCC. Additional storage rooms have been provided to further improve the storage provisions provided to residents.</p> <p>The study in Unit 4.04 has been retained in the updated design as this receives natural daylight and complies with NCC requirements.</p>

## **Appendix B**

RFI Letter received from Willoughby City  
Council

**GYDE**

## PLANNING & INFRASTRUCTURE

Planning Unit

26 September 2024

Sjd Nb Pty Ltd  
SUITE 902, 65 Berry St  
NORTH SYDNEY NSW 2060

Council ref: DA-2024/106  
ePlanning Portal ref: PAN-**436765**

Dear Sir/Madam

**RE: Requesting Additional Information for your lodged ePlanning application for the proposed development, SNPP - Integrated Development- (REVISED PLANS AND REPORTS) Demolition of existing structures and excavation works and construction of shop top housing consisting of retail tenancies, residential apartments, basement car parking, landscaping and associated works. The application is identified as nominated integrated development requiring approval from Water NSW pursuant to s90 the Water Management Act 2000., at 57-69 STRATHALLEN AVENUE, NORTHBRIDGE NSW 2063**

I refer to your application related to the subject property lodged on 29 May 2024. An assessment of your application has identified the following additional information is required to enable your application to progress:

### 1. Development Engineering

Council's Development Engineer has reviewed the proposed development and provided the following comments:

#### Stormwater Management

The design provided has not demonstrated full compliance with the requirements of Technical Standard 1. Items that require amendment or further information are:

- It has not been demonstrated that the outlet of the OSD tank is above the downstream 1%AEP water level, as required by Item 6.2.o of Technical Standard 1. A HGL analysis is required from the OSD tank to the connection point to the Council system. The adopted downstream water level at the Council pit is to be the top of kerb level. We note that the section submitted only extends from the Council pit to the boundary and the adopted downstream water level is within the pit and not at the top of kerb level.
- The OSD tank includes an internal overflow weir to an internal chamber, which is not acceptable to Council and does not meet the requirements of Clause 6.2.e of Technical Standard 1. The overflow from the OSD must be to ground in a visible location.
- The design has not demonstrated that the required 300mm freeboard between the overflow path from the OSD and the adjacent floor levels has been achieved, as per Clause 6.2.g of Technical Standard 1.

Reference: DA-2024/106  
Enquiries: Akshay Bishnoi  
Phone: 02 9777 7630

Revised plans are to be submitted that address the issues raised above.

### **Vehicle Access and Parking**

The plans have not demonstrated that vehicle access and parking arrangements are suitable for the development and comply with the requirements of AS/NZS 2890.1. Items requiring amendment or further information are:

- The proposed single lane ramp between the ground floor and basement 1 is not acceptable and needs to be increased to 2-way traffic, due to the level of retail traffic, the proximity of the top of the ramp to the loading bay and the potential conflict and congestion created adjacent to the loading bay for vehicles waiting to access the single lane ramp.
- As retail spaces will not be all day parking, but will include medium term parking catering for visitors to the retail areas, spaces for the retail area must comply with the requirements of AS/NZS 2890.1 for Class 2 medium term parking spaces.
- Typical dimensions are to be provided for parking spaces, to confirm widths comply with the requirements of AS/NZS 2890.1 and AS 2890.6.
- Both basement parking levels include visitor parking and have dead end / blind aisles with no ability for a visitor to turn around in the event that parking is not available. Details of proposed turn around areas are to be provided to cater for visitors unable to find parking on each level.
- The wall at the top of the ramp inhibits the view to the loading bay and the driveway for vehicles leaving the basement. As this is the main traffic route for vehicles leaving the site, reducing the height of the wall or cutting the wall back is required to increase visibility and improve safety and minimise vehicle conflict.
- Swept path diagrams provided do not clearly show the extent of the vehicle crossing and the location of the building structure is not clear on all diagrams. Revised diagrams are to be provided that clearly show the vehicle crossing, the edge of the frontage road and the outline of the building structure, to allow confirmation that the space provided is suitable. Diagrams are to be provided for the following situations:
  - o Council's 10.5m waste vehicle between the frontage road and the loading bay, both entry and exit.
  - o Simultaneous movement of an SRV and a B99 vehicle between the frontage road and the loading bay, excluding the reversing movement into or out of the loading bay.
  - o Simultaneous movement of a B99 and B85 vehicle between the frontage road and the base of the ramp down from ground level at Basement 01.
- A roller door is proposed at the top of the ramp leading down to the residential parking. Details are to be provided to demonstrate how access will be provided for visitors to gain access to the visitor parking in Basement 02.

Revised plans are to be submitted to address the items raised above.

### **Sydney Water Sewer Main**

Documents submitted detail that a Sydney Water sewer main is located within the site, which will require diversion, so that it is clear of the basement. In order to confirm that the sewer main will not impact the proposed development, a concept plan is to be provided to detail the proposed diversion of the main. The plan is to be accompanied by advice from a Sydney Water accredited designer that the

Reference: DA-2024/106  
Enquiries: Akshay Bishnoi  
Phone: 02 9777 7630

relocation complies with Sydney Water requirements. Architectural plans are also to be amended to show the location of the relocated main.

## 2. Waste Management and Collection

Council's Waste Section has reviewed the proposed development and provided the following comments:

In the latest DCP (2023), Willoughby City Council has formally adopted the Waste Management Technical Guide and Development Controls by North Sydney Regional Organisation of Councils for multi-dwelling housing, residential flat buildings and mixed-use developments.

- The technical guide provides comprehensive information to achieve best practice design and construction of waste management and recycling systems.
- The development controls provide specific requirements for internal waste storage facilities, individual bin storage areas, communal bin storage areas, bin carting routes, and access for collection vehicles.
- All major residential developments must comply with the technical guide and the specific controls for multi dwelling housing, residential flat buildings, and mixed-use buildings.

There are some items that require clarification for the **demolition and construction WMP**:

- **Nominated landfill and recycling facilities**: please indicate the specific location of nominated landfill and recycling facilities for material recycling or disposal. Please specify that the nominated facilities comply with all regulatory exemptions and orders, including but not limited to the Raw Mulch Order 2016 (NSW EPA) and Raw Mulch Exemption 2016 (NSW EPA).
- **Site plans**: please provide a plan showing the on-site waste facilities during the demolition and construction phases, including truck access.
- **Asbestos**: a report or clearance certificate should demonstrate zero volume of asbestos.

There also a number of items that require clarification for the **operational WMP**:

- **Bin configuration and Council's waste service**: please provide an updated WMP with the following details confirmed:
  - Expected residential generation (in L/week) per bin type.
  - The number of bins required per type, noting Council's preference is for the following:
    - General waste: 3 x 660L bins
    - Recycling: 5 x 660L bins
    - Organics: 12 x 240L bins; and
  - Council's on-site service is as follows:
    - General waste: bulk bins collected twice per week
    - Recycling: bulk bins collected once per week
    - Organics: 240L MGBs collected once per week.

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Enquiries: Akshay Bishnoi  
Phone: 02 9777 7630

- **Charity space:** please show on the architectural plans and update in the WMP that the development will provide 6m<sup>2</sup> of space for charity and other recycling waste.
- **Organics recovery:** please show how residents will be able to conveniently recover organics. Although Council does not offer a FOGO service currently, this is likely to be introduced in the future. The preference is for the development to provide space for an organics disposal point close to the general waste and recycling disposal points for resident convenience and improved resource recovery outcomes. This could include ensuring the waste cupboard has enough space for a recycling MGB and an organics MGB to be serviced regularly by caretakers.
- **Recycling recovery:** the inclusion of a waste cupboard for recycling disposal by residents is acknowledged. Please provide further detail on how this is to be serviced. Caretakers could service the 240L MBGs frequently, and decant the material in the basement into larger bulk bins which are presented for collection. This would ensure that residents will have access to recycling disposal during servicing periods as the MBGs would not be presented for collection.
- **Waste chute equipment:** please provide further information on the waste chute and any additional equipment that may be required. For example
  - Three-days of waste generation is required under the chute; to achieve this, other developments may use equipment like a linear track system or carousel.
  - Please consider the space that any equipment would use and show there is still enough space to store the required number of bins, including any service bins that may be required during the collection period.
- **Temporary bin storage area:** please indicate the size available for bin presentation and bulky waste presentation on the architectural plans. Please also confirm how this area will remain available for waste bin presentation and bulky waste presentation and how the development will ensure bins are contained.  
Note: the development is able to propose a waste storage room that acts as the collection point and storage point (if space and configuration allows) on the ground floor.
- **Bin and bulky waste carting routes:** the following details should be considered with respect to the current bin carting routes:
  - Please consider how bulky waste and bulk bins will be carted through the development to the presentation area (especially due to the typical size of residential bulky waste and potentially heavy bulk bins);
  - Please detail any equipment that should be used by caretakers, such as bin tugs;
  - The bin carting route should minimise gates, doors, steps and obstacles;
  - Bins and bulky waste should not be carted through the residential lobby; and
  - If bins and bulky waste has to be carted between different levels, a back-of-house lift should be provided.
- **Waste storage area amenities:** please consider the following details that should be complied with:
  - Waste bin storage areas should have an aisle space of 1.5m;
  - Doorways should be 2.5m wide;
  - Floors should be reinforced concrete and 75mm thick; and
  - Please indicate amenities (including door widths, taps and drainage) on the architectural plans.

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- **Commercial generation rates and bin configuration:** please provide an updated WMP with the following details confirmed:
  - Expected commercial generation (in L/week) per bin type; and
  - The number of bins required per type, noting Council's preference is for the following:
    - General waste: 3 x 1,100L bins
    - Recycling: 3 x 1,100L bins.

### 3. Environmental Health

Council's Environmental Health Section has reviewed the proposed development and provided the following comments:

In order to give fair and reasonable consideration to the proposed development, the Applicant should provide the following information;

- It is acknowledged that a kitchen riser in has been provided for Retail Tenancy space G.01 which enables the discharge of exhaust ventilation for food premise vertically through the building. However, all tenancies with potential to be occupied by a food business or beauty salon must be provided with similar connection to mechanical ventilation ducting with vertical external discharge in such a way as to avoid offensive odours to nearby residential and commercial tenants. Council will not accept horizontal ventilation discharge. This should be incorporated into the construction design plans.

Alternatively, restrictions on future use as food or nail premises will be conditioned on the remaining commercial tenancies.

- Indicate on construction design plans, the location of components of heating and cooling (Air Conditioning) systems. These are to be located in such a way so as to not give rise to offensive noise or vibrations.
- Confirm if a cooling water system (cooling tower) is being considered. If so, indicate intended location on construction design plans.
- In order to avoid pollution of waterways, confirm that floor waste drains of any Car Washing bay, Grease Arrestor Room and Garbage Rooms are connected to a sewer and not stormwater line.

### 4. Traffic and Transport

Council's Traffic Section has reviewed the proposed development and provided the following comments, including matters to be resolved by conditions of consent should the application to be determined for approval:

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- **Spacing behind bus stop**

The existing bus stop (ID 206352) on Strathallen Avenue should provide a minimum clearance of 1 metre, free from obstructions, to allow additional space for pedestrian movement.

- Condition has been provided on top of standard conditions to request for **a new pedestrian/ cyclist refuge and associated line marking and signage to be provided.**

Pedestrian and Bicycle Refuge (New) – Baringa Road and Strathallen Avenue intersection

- One 2.0 metre-wide minimum bicycle/ pedestrian refuge in Baringa Street at the intersection with Strathallen Avenue, east of Strathallen Avenue.
  - All necessary line marking, pavement marking and signposting to support the new traffic and parking arrangements
- **Construction Staff and Contractors Parking Plan**
- Additional special condition has been provided to minimise parking impacts on the surrounding road network during the construction period:
- To ensure that construction activities, including demolition and modification works, are carried out with minimal disruption to local traffic, parking, and pedestrian safety, the applicant must submit a Construction Staff and Contractors Parking Plan to Council for review and approval.

## 5. Apartment Design Guide

The proposal fails to demonstrate compliance with the key design criteria outlined in the Apartment Design Guide (ADG), the following issues have been identified:

- The eastern façade of the development, particularly on Levels 1, 2 & 3, does not achieve the criteria for building separation under Part 2F and 3F. A minimum setback of 9m to the boundary adjoining R2 Low Density Residential is required.
- There are concerns with acoustic amenity and the appropriateness of the floor layout in the scenario where bedrooms adjoin the principle living areas of neighbouring units. The submitted acoustic report does not provide any design solution to mitigate these issues (part 4H).
- Part 4Q of the apartment design guide has not been addressed.
- The proposed ground floor retail tenancies do not meet the ADG criteria under part **4C-1** for a minimum ceiling height of 3.3m, with some measuring as little as 2.89m.
- Balconies do not meet the minimum dimensions outlined in the ADG, particularly for 3-bedroom units.
- Balconies of Units 4.02 and 4.03 do not meet the criteria for visual amenities.

A revised statement adequately addressing the relevant ADG criteria must be provided. Any departures from the ADG must be clearly dimensioned, acknowledged and justified.

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## 6. Planning Miscellaneous

- **Adaptable Housing Part B4.3.3:** The proposal requires that **50% of dwellings be adaptable.** The architectural plans must identify which apartments/dwellings are designed as adaptable. Separate plans with the DA must show the adaptable layout to demonstrate compliance can be achieved with circulation zones and the like.
- **Affordable housing:** Affordable housing must be delivered as unit/s and the architectural drawings must clearly identify those units (and unit area) to be dedicated for this purpose.
- **End-of-trip facilities:** End-of-trip facilities should be provided in accordance with Part F of the WDCP.
- **Substation Exclusion Zone:** Concerns are raised regarding the substation and its zone of exclusions, particularly concerning the bedrooms of Unit 1.06 located directly above the substation, which appears to be in the blast zone. The applicant to provide further information ensuring that the unit located above meet the relevant design requirement of the relevant service provider for substations.
- **Additional section plans:** At least two long section and two cross sections are required to appropriately assess the proposed design. Additionally, the section grids should be clearly identified on the floor plans and site plan.
- **Revised elevations:** Elevation drawings should be revised to include RLs.
- **Study rooms:** The applicant to demonstrate how the enclosed study rooms meet the requirements of a habitable room and NCC.

Please submit the abovementioned additional documents via the [ePlanning Portal](#) within **21 days** from the date of this letter.

Council will require additional fees for assessment and re-notification to affected properties to address the amendments requested. We will contact you via the ePlanning Portal under separate correspondence with the costs associated and how to make the payment once the above plans/documentation requested have been received.

File name the amended plans/documents with prefix '**Add Info -XXX - XXX**'. For more information, visit <https://www.willoughby.nsw.gov.au/Development/Get-Approval/Electronic-Application-Requirements>

For help, visit <https://www.planningportal.nsw.gov.au/support/how-guides> for guidelines on how to provide additional information via the Portal.

If your amended plans are in the **paper size of A2 or greater**, please provide **2 hard copies** in person/by post in addition to the ePlanning Portal electronic submission. (note: no hardcopies are needed if paper size A3 or smaller)

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Please note that further assessment of the application may raise additional issues, which require further clarification/documents.

In accordance with Part 4, Division 4 of the Environmental Planning & Assessment Regulation 2021, you are advised that any days between the following periods will not be taken into consideration in calculating the number of days for the assessment period:

- the date of this letter and the date of which the information is formally received by Council; or
- the date of which Council receives your written notification that the information will not be provided.

Any further periods that are deducted during the assessment of your application will be communicated under separate cover.

Should you require any further information specifically with the additional information requested, please contact Akshay Bishnoi on 9777 1000.

Yours faithfully,

Akshay Bishnoi

Development Assessment Officer

(Computer printed copy – No signature required)

*Reference:* DA-2024/106  
*Enquiries:* Akshay Bishnoi  
*Phone:* 02 9777 7630

# **Appendix C**

## **Compliance with the Apartment Design Guide (ADG)**

**Prepared by Bates Smart**

**GYDE**

Objective	Design Criteria	Bates Smart Commentary	Compliance
Part 3 Siting the development			
3A Site Analysis			
Objective 3A-1: Site Analysis illustrates that design decisions have been based on opportunities & constraints of the site conditions & their relationship to the surrounding context.		Detailed site analysis included in Chapter 2.0 of this report	Yes
3B Orientation			
Objective 3B-1: Building types & layouts respond to the streetscape & site while optimising solar access within the development	-	The massing strategy has been carefully considered respond to the streetscape and improve ground plane activation whilst maximising solar access to apartments. Refer to Chapter 3.0 of this report	Yes
Objective 3B-2: Overshadowing of neighbouring properties is minimised during mid winter.	-	Solar access analysis of the surrounding development has been undertaken. There is minimal impact to neighbouring properties. Refer to Chapter 3.0 of this report.	Yes
3C Public Domain Interface			
Objective 3C-1: Transition between private & public domain is achieved without compromising safety & security.	-	The two street frontages are activated with retail tenancies, whilst residential lobbies are located away from the street.	Yes
Objective 3C-2: Amenity of the public domain is retained & enhanced.	-	The proposal includes a future through site link which will activate the ground plane and improve connectivity.	Yes
3D Communal and Open Space			
Objective 3D-1: An adequate area of communal open space is provided to enhance residential amenity & to provide opportunities for landscaping.	Communal open space has a minimum area equal to 25% of the site	Communal open space is provided in the form of a landscaped courtyard at ground level. The area of this courtyard is 629m², equivalent to 25.9% of the site.	Yes
	Developments achieve a minimum of 50% direct sunlight to the principal usable part of the communal open space for a minimum of 2 hours between 9 am and 3 pm on 21 June (mid winter)	The courtyard receives good solar access throughout the day in mid winter.	Yes
Objective 3D-2: Communal open space is designed to allow for a range of activities, respond to site conditions & be attractive and inviting	-	The courtyard is a flexible open space, lined by a covered colonnade and surrounded by trees. It is accessed via a future through site link and is directly adjacent to the residential lobbies. Refer to the Landscape Architects documentation for detail of the courtyard	Yes
Objective 3D-3: Communal open space is designed to maximise safety.	-	The courtyard has level access from the street and has passive surveillance from the residential lobbies and apartments	Yes
Objective 3D-4: Public open space, where provided, responds to the existing pattern & uses of the neighbourhood.	-	The future public through site link encourages ground plane activation and use of the public courtyard. A total area of 709m² public open space is achieved on the site.	Yes

Objective	Design Criteria	Bates Smart Commentary	Compliance		
3E Deep Soil Zones					
Objective 3E-1 : Deep soil zones are suitable for healthy plant & tree growth, improve residential amenity and promote management of water and air quality.	Deep soil zones are to meet the following minimum requirements:		A 3m wide deep soil zone is provided along the eastern boundary of the site. Additional deep soil is provided within the public courtyard. The total area of deep soil is 357m², equivalent to 15% of the site.	Yes	
	Site Area (sqm)	Minimum Dim. (m)			Deep Soil Zone (% of site area)
	Less than 650	-			7
	650-1500	3			
	Greater than 1500	6			
	Greater than 1500 with significant existing tree cover	6			
3F Visual Privacy					
Objective 3F-1: Adequate building separation distances are shared equitably between neighbouring sites, to achieve reasonable levels of external & internal visual privacy.	Separation between windows & balconies is provided to ensure visual privacy is achieved. Minimum required separation distances from buildings to the side & rear boundaries are as follows:			Yes	
	Building Height (m)	Habitable Rooms & Balconies. (m)			Non-Habitable Rooms (m)
	Up to 12 (4 storeys)	6			3
	Up to 25 (5-8 storeys)	9			4.5
	Over 25 (9+ storeys)	12			6
	Note: Separation distances between buildings on the same site should combine required building separations depending on the type of room. Gallery access circulation should be treated as habitable space when measuring privacy separation distances between neighbouring properties.				
Objective 3F-2: Site & building design elements increase privacy without compromising access to light & air and balance outlook & views from habitable rooms & private open space.	-		Privacy has been carefully considered alongside access to views, light and air. Locations of louvred screens, windows and facade articulation have been developed to achieve privacy from the streets and adjoining neighbours. All apartments located along the eastern boundary have planter boxes to address the low density residential adjacent. On Levels 2 and 3, each room layout is oriented away from the eastern boundary; planter boxes line the edge of the eastern facade to provide privacy and visual separation. On Level 4, the balcony along the eastern boundary is now replaced with a planter bed, providing visual privacy from the eastern neighbour.	Yes	
	Louvre screens are located between apartments to avoid overlooking.				
3G Pedestrian Access and Entries					
Objective 3G-1: Building entries & pedestrian access - connects to and addresses the public domain.			The main building entry is via Strathallen Avenue. Residential lobbies are accessed from the central arcade and away from the street. A public courtyard is located within the site with provision for a future through site link to improve ground plane activation and pedestrian connectivity. Ground level retail tenancies are accessed directly from street, activating the building frontages and addressing the public domain.	Yes	

Objective	Design Criteria	Bates Smart Commentary	Compliance
Objective 3G-2: Access, entries & pathways are accessible & easy to identify.	-	The buidling entry is clearly identified by the main arcade, with awnings providing weather protection.	Yes
Objective 3G-3: Large sites provide pedestrian links for access to streets & connection to destinations.	-	Provisions for future through site link are provided.	Yes
<b>3H Vehicle Access</b>			
Objective 3H-1: Vehicle access points are designed & located to achieve safety, minimise conflicts between pedestrians & vehicles and create high quality streetscapes.	-	Vehicular access has been arranged to minimise impact on the road network and public domain, with all cars and service vehicles accessing the site from one entry point on Baringa Road. Vehicular access is separated from pedestrian access to improve pedestrian safety.	Yes
Objective 3J-1: Car parking is provided based on proximity to public transport in metropolitan Sydney & centres in regional areas.	<p>For development in the following locations:</p> <ul style="list-style-type: none"> <li>— On sites that are within 800m of a railway station or light rail stop in the Sydney Metropolitan Area; or</li> <li>— On land zoned, and sites within 400m of land zoned, B3 Commercial Core, B4 Mixed Use or equivalent in a nominated regional centre</li> </ul> <p>The minimum car parking requirement for residents &amp; visitors is set out in the Guide to Traffic Generating Developments, or the car parking requirement prescribed by the relevant council, whichever is less. The car parking needs for a development must be provided off street.</p>	<p>All parking is provided off street in a two level below-ground basement. Refer to Chapter 6.0 of this report for details. <a href="#">For further details, refer to Traffic Engineers letter of response.</a></p> <p>A bus stop is located on the western boundary of the site. <a href="#">A minimum clearance of 1m is now achieved between the bus stop and the retail glazing line.</a></p>	Yes
Objective 3J-2: Parking & facilities are provided for other modes of transport.	-	Dedicated motorcycle spaces bike storage areas are proposed in the basement.	Yes
Objective 3J-3: Car park design & access is safe and secure.	-	The car park is secured via a vehicle door and designed in accordance with AS2890.1	Yes
Objective 3J-4: Visual & environmental impacts of underground car parking are minimised.	-	The car park entry has been integrated with the building and minimised by using a single vehicle crossing, locating the entry off the street and providing a landscaped buffer between the driveway and neighbouring site to the east.	Yes
Objective 3J-5: Visual & environmental impacts of on-grade car parking are minimised.	-	N/A	N/A
Objective 3J-6: Visual & environmental impacts of above ground enclosed car parking are minimised.	-	N/A	N/A

Part 4 Designing the Building				
4A Solar and Daylight Access				
Objective 4A-1: To optimise number of apartments receiving sunlight to habitable rooms, primary windows & private open space.	Living rooms & private open spaces of at least 70% of apartments in a building receive a minimum of 2 hrs direct sunlight between 9am - 3pm at mid winter in Sydney Metropolitan Area and in Newcastle and Wollongong local government areas	The minimum requirements for solar accessed have been achieved. Refer to Section 3.12 of this report.		Yes
	In all other areas, living rooms & private open spaces of at least 70% of apartments in a building receive a minimum of 3 hrs direct sunlight between 9 am - 3 pm at mid winter	N/A		N/A
	A maximum of 15% of apartments in a building receive no direct sunlight between 9 am - 3 pm at mid winter	2 apartments (8%) will receive no solar access to living rooms and balconies at midwinter.		Yes
Objective 4A-2: Daylight access is maximised where - sunlight is limited.		Where possible large windows maximise solar access to apartments		Yes
Objective 4A-3: Design incorporates shading & glare - control, particularly for warmer months.		The facade is designed with depth to provide inherent shading.		Yes
4B Natural Ventilation				
Objective 4B-1: All habitable rooms are naturally ventilated.	-	Every habitable room has a window or is open plan connected with a living space.		Yes
Objective 4B-2: The layout & design of single aspect - apartments maximises natural ventilation.		The floor plates include a high proportion of through or corner apartments to maximise cross ventilation. Single aspect apartments have operable windows facing to their balconies, as well as screened apartment entry doors to allow for ventilation via the naturally ventilated lift corridors.		Yes
Objective 4B-3: Number of apartments with natural cross vent is maximised to create comfortable indoor environments for residents.	At least 60% of apartments are naturally cross ventilated in the first nine storeys of the building. Apartments at ten storeys or greater are deemed to be cross ventilated only if any enclosure of the balconies at these levels allows adequate natural ventilation and cannot be fully enclosed	The minimum requirements for cross ventilation have been achieved. Refer to Section 3.13 of this report.		Yes
	Overall depth of a cross-over or cross-through apartment does not exceed 18m, measured glass line to glass line	The maximum depth of a proposed through apartment is 17m.		Yes

Objective	Design Criteria	Bates Smart Commentary	Compliance	
4C Ceiling Heights				
Objective 4C-1: Ceiling height achieves sufficient natural ventilation & daylight access.	Measured from finished floor level to finished ceiling level, minimum ceiling heights are:	Floor to floor heights of 3.15m (Levels 01-02) and 3.35m (Levels 03-04) minimum will deliver habitable room ceilings of 2.7m and non-habitable room ceilings of 2.4m throughout.	Yes	
	Minimum Ceiling Height for apt and mixed-used buildings (m)			
	Habitable rooms	2.7		
	Non-habitable rms	2.4		
	For 2 storey apts	2.7 for main living area floor; 2.4 for second floor, where its area does not exceed 50% of the apt area	Retail ceiling:	No
			Structural zone between Retail and Level 1 is amended to 250mm thick, consistent with typical apartment building construction, assisting with ceiling heights closer to 3300mm.	
			Due to the existing slope of the site, and maximum height limit of 17m 2x retail spaces achieve a clear height of 3050mm and 3150mm, measured to the underside of Level 1 slab.	
Attic spaces	1.8 at edge of room with 30deg minimum ceiling slope			
Mixed-used areas	3.3 for ground and first floor to promote future flexibility of use			
These minimums do not preclude higher ceilings if desired				
Objective 4C-2: Ceiling height increases the sense of space in apartments & provides for well proportioned rooms.	-	-	Yes	
Objective 4C-3: Ceiling heights contribute to the flexibility of building use over the life of the building.	-	-	Yes	
4D Apartment Size and Layout				
Objective 4D-1: The layout of rooms within apartment is functional, well organised & provides a high standard of amenity.	Apartments have the following minimum internal areas:		-	Yes
	Apartment Type	Minimum Internal Area (sqm)		
	Studio	35		
	1 Bedroom	50		
	2 Bedroom	70		
	3 Bedroom	90		
	Every habitable room has a window in an external wall with a total minimum glass area of not less than 10% of the floor area of the room. Daylight & air is not borrowed from other rooms		-	Yes

Objective	Design Criteria	Bates Smart Commentary	Compliance															
Objective 4D-2: Environmental performance of the apartment is maximised.	Habitable room depths are limited to a maximum of 2.5 x ceiling height	-	Yes															
	In open plan layouts (where the living, dining and kitchen are combined) the maximum habitable room depth is 8m from a window	-	Yes															
Objective 4D-3: Apartment layouts are designed to accommodate a variety of household activities & needs.	Master bedrooms have a minimum area of 10sqm & other bedrooms 9sqm (excluding wardrobe space)	-	Yes															
	Bedrooms have a minimum dimension of 3m (excluding wardrobe space)	-	Yes															
	Living rooms or combined living/dining rooms have a minimum width of:  — 3.6m for studio & 1 bedroom apartments — 4m for 2 & 3 bedroom apartments	-	Yes															
	The width of cross-over or cross-through apartments are at least 4m internally to avoid deep narrow apartment layouts	-	Yes															
4E Private Open Space and Balconies																		
Objective 4E-1: Apartments provide appropriately sized private open space & balconies to enhance residential amenity.	All apartments are required to have primary balconies as follows:	-	Yes															
	<table><tr><th>Apartment Type</th><th>Minimum Area (sqm)</th><th>Minimum Depth (m)</th></tr><tr><td>Studio</td><td>4</td><td>-</td></tr><tr><td>1 Bedroom</td><td>8</td><td>2</td></tr><tr><td>2 Bedroom</td><td>10</td><td>2</td></tr><tr><td>3+ Bedroom</td><td>12</td><td>2.4</td></tr></table>	Apartment Type	Minimum Area (sqm)	Minimum Depth (m)	Studio	4	-	1 Bedroom	8	2	2 Bedroom	10	2	3+ Bedroom	12	2.4		
	Apartment Type	Minimum Area (sqm)	Minimum Depth (m)															
	Studio	4	-															
	1 Bedroom	8	2															
	2 Bedroom	10	2															
	3+ Bedroom	12	2.4															
The minimum balcony depth to be counted as contributing to the balcony area is 1m																		
For apartments at ground level or on podium or similar, a private open space is provided instead of a balcony. It must have minimum area of 15sqm & minimum depth of 3m	N/A	N/A																
Objective 4E-2: Primary private open space & balconies are appropriately located to enhance liveability for residents	-	Balconies and terraces have been located in the sunniest positions.	Yes															
Objective 4E-3: Private open space & balcony design is integrated into & contributes to the overall architectural form & detail of the building	-	Balconies have been designed to be integrated into the building mass.	Yes															
Objective 4E-4: Private open space & balcony design maximises safety	-	Balconies are designed free of climbable hazards.	Yes															
4F Common Circulation and Spaces																		
Objective 4F-1: Common circulation spaces achieve good amenity & properly service the number of apartments	The maximum number of apartments off a circulation core on a single level is eight	The maximum number of apartments accessed via a single core on a single level is four.	Yes															

Objective	Design Criteria	Bates Smart Commentary	Compliance										
	For buildings of 10 storeys & over, the maximum number of apartments sharing a single lift is 40	N/A	N/A										
Objective 4F-2: Common circulation spaces promote safety & provide for social interaction between residents	-	All lobbies and corridors have access to natural light and receive passive surveillance either from adjacent public areas or apartments via screened entry doors.	Yes										
4G Storage													
Objective 4G-1: Adequate, well designed storage is provided in each apartment	<div>In addition to storage in kitchens, bathrooms and bedrooms, the following storage is provided:</div> <table><tr><th>Apartment Type</th><th>Storage Size Volume (m3)</th></tr><tr><td>Studio</td><td>4</td></tr><tr><td>1 Bedroom</td><td>6</td></tr><tr><td>2 Bedroom</td><td>8</td></tr><tr><td>3+ Bedroom</td><td>10</td></tr></table> <div>At least 50% of the required storage is to be located within the apartment</div>	Apartment Type	Storage Size Volume (m3)	Studio	4	1 Bedroom	6	2 Bedroom	8	3+ Bedroom	10	Apartments layouts include a good amount of storage, meeting or exceeding the minimum required to be provided within the apartment. Additional storage is located with in the basement with one storage locker for every apartment.	Yes
Apartment Type	Storage Size Volume (m3)												
Studio	4												
1 Bedroom	6												
2 Bedroom	8												
3+ Bedroom	10												
Objective 4G-2: Additional storage is conveniently located, accessible & nominated for individual apartments	-	Each apartment is provided with additional storage in the basement. The storage cages are contained within a secure room with access to a lift lobby.	Yes										
4H Acoustic Privacy													
Objective 4H-1: Noise transfer is minimised through the siting of buildings & building layout	-	Balconies provide acoustic separation between apartments and the street frontages/roads.	Yes										
Objective 4H-2: Noise impacts are mitigated within apartments through layout & acoustic treatments	-	Where two balconies are adjacent solid barriers are proposed to provide acoustic privacy. Where balconies are adjacent to neighbouring developments, louvred screens are proposed.	Yes										
4J Noise and Pollution													
Objective 4J-1: In noisy or hostile environments impacts of external noise & pollution are minimised through careful siting & layout	-	N/A	N/A										
Objective 4J-2: Appropriate noise shielding or attenuation techniques for building design, construction & choice of materials are used to mitigate noise transmission	-	Glazing treatment to be as per Acoustic report	Yes										
4K Apartment Mix													
Objective 4K-1: A range of apartment types & sizes is provided to cater for different household types now & into the future	-	A range of apartment types are provided including 3 and 4 bedroom apartments.	Yes										

Objective	Design Criteria	Bates Smart Commentary	Compliance
Objective 4K-2: The apartment mix is distributed to suitable locations within the building	-	-	Yes
<b>4L Ground Floor Apartments</b>			
Objective 4L-1: Street frontage activity is maximised where ground floor apartments are located	-	N/A	N/A
Objective 4L-2: Design of ground floor apartments delivers amenity & safety for residents	-	N/A	N/A
<b>4M Façades</b>			
Objective 4M-1: Building façades provide visual interest along the street while respecting the character of the local area	-	Refer to Chapter 4.0 of this report.	Yes
Objective 4M-2: Building functions are expressed by the facade	-	Refer to Chapter 4.0 of this report.	Yes
<b>4N Roof Design</b>			
Objective 4N-1: Roof treatments are integrated into the building design & positively respond to the street	-	The upper level is setback from the street edge, reducing visual bulk and scale. The landscaped terraces create a blurred green edge to the roof top.	Yes
Objective 4N-2: Opportunities to use roof space for residential accommodation & open space are maximised	-	Landscaped roof terraces are provided for the Level 04 apartments.	Yes
Objective 4N-3: Roof design incorporates sustainability features	-	Solar panels are proposed to be installed on the roof level.	Yes
<b>4O Landscape Design</b>			
Objective 4O-1: Landscape design is viable & sustainable	-	Refer to Chapter 5.0 and Sturt Noble Associates separate Design Report.	Yes
Objective: 4O-2 Landscape design contributes to streetscape & amenity	-	Refer to Chapter 5.0 and Sturt Noble Associates separate Design Report.	Yes
<b>4P Planting on Structures</b>			
Objective 4P-1: Appropriate soil profiles are provided	-	Refer to Sturt Noble Associates separate Design Report.	Yes
Objective 4P-2: Plant growth is optimised with appropriate selection & maintenance	-	Refer to Sturt Noble Associates separate Design Report.	Yes
Objective 4P-3: Planting on structures contributes to the quality & amenity of communal & public open spaces	-	Refer to Sturt Noble Associates separate Design Report.	Yes

Objective	Design Criteria	Bates Smart Commentary	Compliance
4Q Universal Design			
Objective 4Q-1: Universal design features are included in apartment design to promote flexible housing for all community members	-	6 out of 24 apartments (25%) are nominated as Liveable apartments, exceeding ADG requirement of 20%. Min. 1m corridor width and clearance at bathrooms are shown on floor plans.	Yes
Objective 4Q-2: A variety of apartments with adaptable designs are provided	-	62% of apartments are designed as adaptable which exceeds council's requirements of 50%.	Yes
Objective 4Q-3: Apartment layouts are flexible & accommodate a range of lifestyle needs	-	Layouts include a range of flexible design solutions.	Yes
4R Adaptive Reuse		Not Applicable to this project	
4S Mixed Use	-	Both street frontages provide retail activation. The residential lobbies located away from the street, the public landscaped courtyard and future through site link promote pedestrian movement through the site.	Yes
Objective 4S-1: Mixed use developments are provided in appropriate locations and provide active street frontage that encourage pedestrian movement			
Objective 4S-2: Residential levels of the building are integrated within the development, and safety and amenity is maximised for residents	-	Security and safety is managed through separated use access control.	Yes
4T Awnings and Signage			
Objective 4T-1: Awnings are well located and complement & integrate with the building design.	-	Awnings are proposed to provide shelter along the Strathallen Avenue and Baringa Road frontages. The future through site link is proposed to have a colonnade with awning roof. In accordance with TfNSW comments, a minimum of 600mm from the edge of awning to the face of kerb is achieved.	Yes
Objective 4T-2: Signage responds to context & desired streetscape character.	-	-	Yes
4U Energy Efficiency			
Objective 4U-1: Development incorporates passive environmental design.	-	The building envelope is designed to utilise the energy of the sun and natural ventilation to keep occupants comfortable whilst reducing the need for mechanical heating and cooling.	Yes
Objective 4U-2: Passive solar design is incorporated to optimise heat storage in winter & reduce heat transfer in summer.	-	As above.	Yes
Objective 4U-3: Adequate natural ventilation to minimise the need for mechanical ventilation.	-	All apartments have operable windows providing for natural ventilation.	Yes

Objective	Design Criteria	Bates Smart Commentary	Compliance
<b>4V Water Management and Conservation</b>			
Objective 4V-1: Potable water use is minimised.	-	Water efficient fittings and appliances will be specified and apartments individually metered. Rainwater will be collected, stored and reused on site. A mix of planting is specified within landscaped areas including drought tolerant, low water use plants.	Yes
Objective 4V-2: Urban storm water is treated on site before being discharged to receiving waters.	-	-	Yes
Objective 4V-3: Flood management systems are integrated into site.	-	-	Yes
<b>4W Waste Management</b>			
Objective 4W-1: Waste storage facilities are designed to minimise impacts on streetscape, building entry & amenity of residents.	-	A waste a management plan has been prepared which sets out the numbers of bins required. These have been incorporated as required in waste rooms on Basement Level 01 and on Ground Level, with waste chutes being provided on each residential level. <a href="#">Bins layout and carousel are shown on each Waste Room and a temporary bin storage is allocated within the Loading Dock. For further details refer to EcCell letter of response.</a>	Yes
Objective 4W-2: Domestic waste is minimised by providing safe & convenient source separation & recycling.	-	<a href="#">Kitchens will be designed to accommodate appropriate recycling storage and FOGO bins within the apartment.</a>	Yes
<b>4X Building Maintenance</b>			
Objective 4X-1: Building design detail provides protection from weathering.	-	A range of design details have been developed to provide protection from weathering. Projecting horizontal concrete profiles will be detailed with drip lines to avoid staining. Planter boxes are designed separately from structure to reduce planter box leaching.	Yes
Objective 4X-2: Systems & access enable ease of maintenance.	-	Building maintenance is proposed to be achieved through a combination of operable windows cleanable from the inside, and safety line access from the roof provide maintenance access to all areas.	Yes
Objective 4X-3: Material selection reduces ongoing maintenance costs.	-	A robust palette of mainly self finished materials designed to patinate, requiring little ongoing maintenance.	Yes