

20 June 2025

Sydney North Planning Panel
C/O Jade Buckman
Project Support Office – Planning Panels

For the attention of Panel Members:
Peter Debnam
Brian Kirk
Tanya Taylor
Robert Freestone

Dear Panel,

Re: Response to Sydney North Planning Panel Deferral Notice (PPSSNH-506 – DA2024/106)

Gyde Consulting act on behalf of the applicant SJD NB Pty Ltd., regarding the proposed development application (DA-2024/106) at 57-69 Strathallen Avenue, Northbridge. We write in response to the 'Record of Deferral' Notice issued by the Sydney North Planning Panel (the Panel), dated 5 June 2025.

The Panel resolved to defer determination of the application to allow the applicant additional time to address the following matters:

1. Analysis of View Impacts, including comparison with a fully compliant design
2. Resolution of Design Review Panel comments
3. Clarification of public access to walkway and courtyard
4. Resolution of the proposed Waste Management Arrangements

It was requested that this information be provided by Friday 20 June 2025, and this should be subject to further discussion between the applicant and Willoughby City Council (Council) to resolve the outstanding matters. In addressing these matters we wish to note the following actions that took place:

- The applicant and project team met with Council's Independent Assessor (Ben Tesoriero) on Wednesday 11 June 2025. A summary of the meeting is provided at Appendix A.
- The applicant's visual consultant Urbaine Design (Dan Knight) and town planning consultant Gyde Consulting (Lucy Hammond) attended 128 Sailors Bay Road to capture site photographs for the updated Visual Impact Assessment. Access was granted to apartments 107, 213, 214, and the communal rooftop area. No additional access to other apartments was available during this time.
- The applicant and project team met with Council's Waste Consultant (Kevin Morgan) and Traffic Engineer (Clare Woods) on Monday 16 June 2025. A summary of the meeting is provided at Appendix B.

A comprehensive response to each item is outlined in the following sections of this letter. Amended documents (Table 1) have also been provided for consideration by Council and the Panel.

Table 1 Documents prepared/updated to address outstanding matters

Document	Prepared by	Date
Architectural Drawing Package <i>Various Versions</i>	Bates Smart Architects	20 June 2025
Visual Impact Assessment	Urbaine Design	20 June 2025
Operational Waste Management Plan <i>Version 3</i>	EcCell Environmental	20 June 2025
Waste Response Memo	EcCell Environmental	19 June 2025
Traffic Response Memo	MLA Transport Planning	20 June 2025
Clause 4.6 Building Height Variation Request <i>Final – Amended Post Lodgement</i>	Gyde Consulting	20 June 2025
BCA Memo	Jensen Hughes	19 June 2025
Access Report	Accessibility Solutions	20 June 2025
BASIX documentation, including: <ul style="list-style-type: none"> • BASIX Certificate • BASIX Assessment Report <i>Version 3 – Updated scheme</i> • BASIX Stamped Plans • BCA 2022 Section J Assessment Report <i>Version 3 – Updated scheme</i> • NatHERs Certificate 	ESD Synergy	20 June 2025
Appended to this Letter		
Appendix A – Minutes of Meeting attended with Council's Independent Assessor (11 June 2025)		
Appendix B – Minutes of Meeting attended with Council's Waste and Traffic Officers (16 June 2025)		
Appendix C – Updated Project Description and Development Statistics		
Appendix D – Area Schedule prepared by Bates Smart Architects		
Appendix E – Additional waste advice received from Council's Waste Consultant (via email)		
Appendix F – Swept Path Analysis Diagrams prepared by MLA Transport Planning		

We provide this additional information to the Panel and Council for their consideration. The applicant has worked closely with Council to address the outstanding matters outlined in the Deferral Notice. We are of the view that all outstanding matters have been satisfactorily addressed and respectfully urge the Panel to grant approval of the DA.

Should you require any additional information, please do not hesitate to contact Lucy Hammond by email at lucyh@gyde.com.au or by phone at 02 9071 1882.

Yours sincerely

A handwritten signature in black ink, appearing to read 'T. Christy', with a stylized, cursive script.

Tina Christy
Director
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0411 744 028

1. Analysis of View Impacts, including comparison with a fully compliant design

In response to Council's recommendation for refusal, several reasons cited related specifically to view impacts and the minimisation of view loss. Due to time constraints during the initial assessment, the original Visual Impact Assessment (VIA) prepared by Urbaine Design relied on photographs provided by Council.

As part of the Panel's deferral notice, it was requested that further information be provided regarding view impacts, including a comparison with a fully compliant design under planning controls.

The proposed development previously included non-compliances with Clause 4.3 (Height of Buildings) and Clause 4.4 (Floor Space Ratio) of the Willoughby Local Environmental Plan 2012 (WLEP).

In response, Urbaine Design has prepared an amended VIA, incorporating updated site photographs obtained during an independent site visit conducted on 11 June 2025.

It was noted by Council's Independent Assessor in the meeting that took place on 11 June 2025 (Refer to Item 3 in Appendix A), that when preparing the amended VIA, the applicant team is to consider exploring alternative designs that may show how reducing the FSR contravention (specifically the eastern edge of the building on the Northbridge Hotel site (57 Strathallen Avenue)) could improve view sharing to the city skyline, demonstrating a "reasonable gesture".

1.1 Floor Space Ratio (FSR)

In response to the Panel's request, the applicant and design team have made targeted reductions to the gross floor area (GFA) on 57 Strathallen Avenue. These changes reduce the overall built form at the southern end of the site and significantly minimise potential view impacts.

Previously, the GFA on 57 Strathallen Avenue exceeded the permitted 1,518 sqm (based on a 2.5:1 FSR) by 46 sqm, representing a 2.99% variation. Following a design review by Bates Smart Architects, the GFA has been reduced—particularly along the eastern boundary, where view loss was a key concern raised by the Panel and Council. A portion of the GFA has been shifted to 59–69 Strathallen Avenue, where there was capacity under the allowable limit. Due to the orientation of the site, despite the slight increase in GFA to 59–69 Strathallen Avenue, the adjoining residences still maintain the minimum solar access required under ADG provisions.

As a result:

- The GFA on 57 Strathallen Avenue is now **8 sqm below** the permissible GFA
- At 59–69 Strathallen Avenue, where the site was previously 90 sqm below the permissible GFA, the updated design now remains **55 sqm below** the permissible GFA.
- The total development across both sites is now **63 sqm below** the permissible GFA.
- The total FSR of 2.10:1, across both sites, is under the 2.13:1 permissible.

As the development now complies with the FSR control, the previously submitted Clause 4.6 Variation for FSR, prepared by Gyde Consulting, is **no longer applicable**.

A detailed summary of the permissible, previously proposed, and amended GFA and FSR is provided in Table 2 below, with amendments shown in blue. The architectural plans prepared by Bates Smart Architects have been updated to reflect these amendments. An extract of Level 02-03 General Arrangement is provided in Figure 1, the amended plans reflect the reduced GFA in red hatching, and the shifted GFA in blue hatching. The amended design maintains compliance with all other applicable LEP and DCP controls, as with the original proposal.

This reduction of GFA is considered a very positive planning outcome. It now achieves compliance with FSR controls whilst addressing key concerns around view impacts, as further detailed in Section 1.3 of this Letter.

Table 2 Amended GFA and FSR Breakdown

Address	Site Area	Gross Floor Area		Floor Space Ratio		Variation	
		Permissible	Proposed	Permissible	Proposed	Numeric variation	%
57 Strathallen Avenue <u>Legal description:</u> <ul style="list-style-type: none"> Lot 6, Section 3 in DP 7122 	607m ²	1,518m ²	1,559m ²	2.5:1	2.58:1	+42m² GFA (0.08:1)	2.99% more than permissible
Amended to respond to view impact	607m ²	1,518m ²	1,510m²	2.5:1	2.49:1	-8m² GFA	Is now compliant with FSR control
59-69 Strathallen Avenue <u>Legal description:</u> <ul style="list-style-type: none"> Lot 1 in DP 305190 Lot 4B in DP 305190 Lot 4A in DP 305190 Lot 5, Section 3 in DP 1722 Lot 1 in DP 726736 	1,821m ²	3,642m ²	3,545m ²	2:1	1.95:1	-97m² (0.05:1)	2.5% less than permissible
Amended to respond to view impact	1,821m ²	3,642m ²	3,587m²	2:1	1.97:1	-55m² GFA	Remains compliant with FSR control
Total	2,428m ²	5,160m ²	5,104m ²	2.13:1	2.11:1	-44m²	0.85% less than permissible
Amended Total	2,428m² <i>Unchanged</i>	5,160m² <i>Unchanged</i>	5,097m²	2.13:1 <i>Unchanged</i>	2.10:1	-63m²	1.23% less than permissible

An updated project description and development statistics are provided in Appendix C, with the area schedule prepared by Bates Smart Architects provided in Appendix D. This is to provide Council and the Panel with a clear, succinct description that accounts for any amendments as part of this response.

Further, to ensure that any amendments to the design and layouts of apartments maintain compliance, this Letter is supported by the following documentation:

- BCA Memo prepared by Jensen Hughes (dated 19 June 2025) – noting that the latest plans are generally consistent with the BCA Report prepared as part of the original submission.
- Amended Access Report prepared by Accessibility Solutions (dated 20 June 2025) – noting that “the access and adaptability review of the plans demonstrates that the development can comply with the relevant objectives and design code requirements of Section D4, E3D7, E3D8 and F4D5, F4D6 of the BCA 2022, DDA Premises Standards, SEPP 65 and the Willoughby DCP 2023 – for mixed residential/retail developments in terms of accessible pathways, accessible common and retail areas, adaptable and liveable housing for people with disabilities”.

Bates Smart Architects have also prepared amended pre-adaption and post-adaption plans, confirming that the development maintains 12/24 (50%) of apartments being adaptable.

- BASIX Stamped Plans and documentation (dated 20 June 2025) – ESD Synergy have updated the full suite of BASIX documentation, listed in Table 1, noting that the development can still maintain compliance with BASIX.

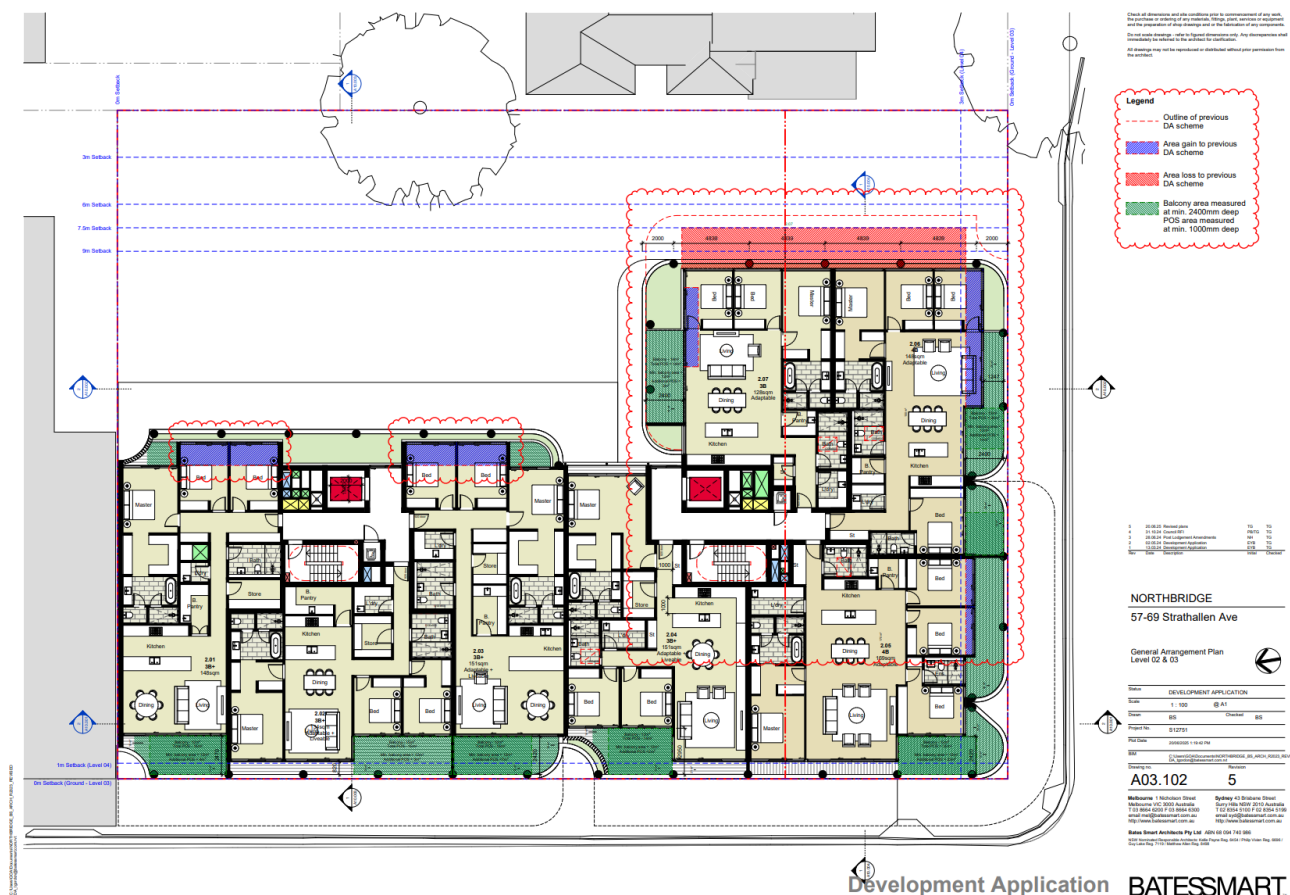


Figure 1 Extract of Drawing No. A03.102 prepared by Bates Smart Architects, noting the amendments to GFA within the proposed development

1.2 Height of Buildings

It was presented to Panel on 4 June 2025 that the building height exceedances are minor in nature, and do not contribute to the loss of views, only views to sky. Agreement to this point was noted by Council's Independent Assessor in the meeting that took place 11 June 2025 (Refer to Item 3 in Appendix A).

To accommodate both the site's sloped terrain and the height control, the building is divided into north and south wings, each served by a single core. The proposed building height represents the minimum necessary to accommodate the required floor levels and building services, noting that the greatest exceedances contribute to lift overruns. Therefore, it is not feasible to physically reduce the height of the building further without compromising the functionality and structural integrity of the design.

The shifting of GFA as noted in Section 1.1 of this Letter results in a very minor height amendment to the southwestern corner of 15mm. The Clause 4.6 Variation Request for Height of Buildings (dated 20 June 2025) has been amended to reflect this minor change, and similarly, to provide a more robust assessment of view impact with consideration of the additional information provided in the VIA prepared by Urbaine Design.

The proposed exceedances are as follows in Table 3 and Figure 2, noting the amended exceedance is marked in blue. This amendment does not result in any additional view loss, considering it is extremely minor, it maintains only view loss to sky, as per the original proposal.

Table 3 Height exceedances of the amended design

Reference	Area of exceedance	RL Height	Exceedance (maximum)
1	Northern wing lift overrun	RL105.550m	0.91m (5.2%)
2	Northern wing - Level 04 roof edge	Roof RL104.200m	0.03m (0.18%)
3	Northern wing - Level 04 roof edge	Roof RL104.200m	0.21m (1.23%)
4	Southern wing lift overrun	RL104.150m	0.76m (4.37%)
5	Southern wing - Level 04 roof edge	RL102.800m	0.26m (1.52%)
6	Southern wing - Level 04 roof edge	RL102.800m	0.325m (2%)

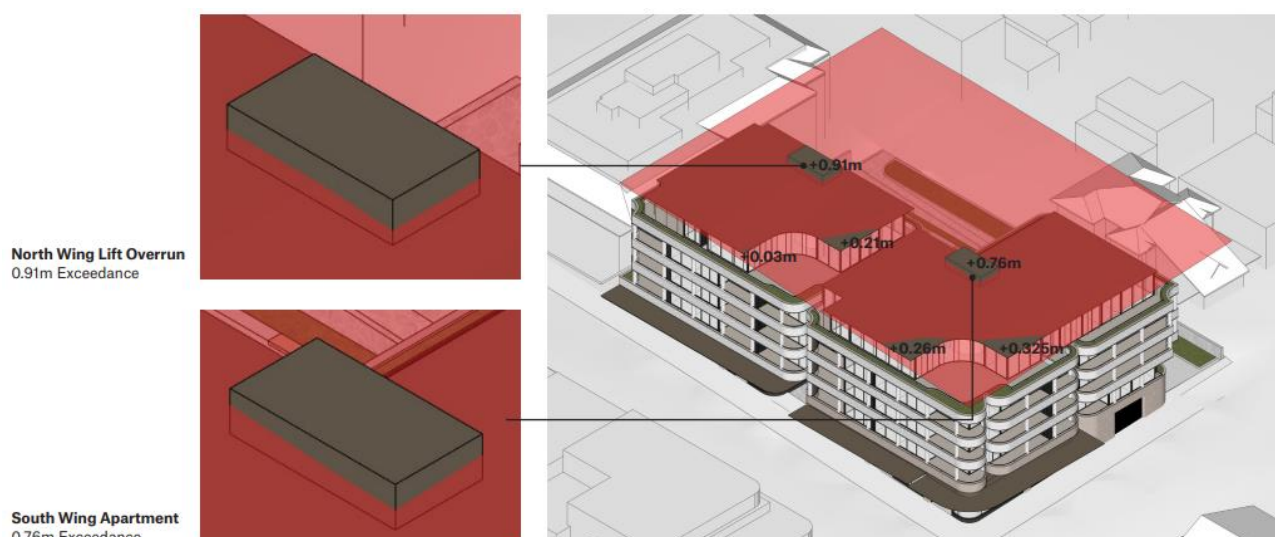


Figure 2 Amended height plane noting the southeastern corner has increased from 0.31m to 0.325m (Note: This image reflects height exceedances only and is not an accurate representation of amended built form)

1.3 Analysis of View Impacts

Taking into account the reduced GFA to the southern portion of the site, particularly to the eastern boundary, as a result, the view impact has been significantly reduced. The building, which now complies with the FSR control, successfully minimises view loss and allows for greater view sharing from 128 Sailors Bay Road. We wish to highlight the following positive outcomes:

- areas that relate to the greatest height exceedance being the lift overruns attribute only to minor parts of view loss to sky,
- the area of the southwestern corner that has minorly increased from 0.31m to 0.325m does not result in additional view loss as it is obscured by compliant elements of the built form,
- the GFA reduction to the eastern boundary minimises view loss, with some views regaining a large portion of their view to North Sydney CBD, Sydney CBD, and in particular, the Centrepont Tower. The VIA prepared by Urbaine Design notes that *“the proposed set back of the eastern facade, from the boundary, results in a significant view gain, when compared to the original Application. This is, crucially in relations to the highest value components of the view, to the south, including Sydney and North Sydney CBDs”*.

- all views of the Sydney Harbour Bridge, being an iconic feature, are maintained to those residents who already enjoy this view.

Extracts of the VIA are provided below, however, the Council and the Panel are encouraged to refer to the amended VIA prepared by Urbaine Design (dated 20 June 2025) which outlines the full assessment of a full suite of view impact images from Units 107, 213, 214, and the rooftop communal open space from 128 Sailors Bay Road. Figure 3 below outlines the selected viewpoint locations that were obtained by Urbaine Design during the site visit that took place 11 June 2025. The VIA outlines view impact from the photos provided by Council during the initial VIA prepared (Viewpoints 01-08) and those obtained during the site visit (Viewpoints 09-16).

The assessment methodology in the VIA has been carried out in accordance with the Land and Environment Court's Planning Principle for view sharing established in *Tenacity Consulting v Warringah Council [2004] NSWLEC 140*. The Clause 4.6 Variation Request prepared by Gyde Consulting (dated 20 June 2025) also carries out an assessment against Tenacity.

The VIA has assessed the view impact against a FSR compliant building, the architectural model of the amended design which was provided by Bates Smart Architects was provided, and utilising the previous model, Urbaine Design were able to clearly illustrate on the view impact images, the view gain that occurs as a result of amending the design to reduce the GFA and establish an FSR complying footprint. This area is clearly shown in yellow on the figures below (Figures 4-7). Height exceedances of lift overruns are minor and attribute only to view to sky, marked in black dashed lines on the same figures below.

Refer to the VIA for a full assessment of each view carried out by the visual consultants Urbaine Design.

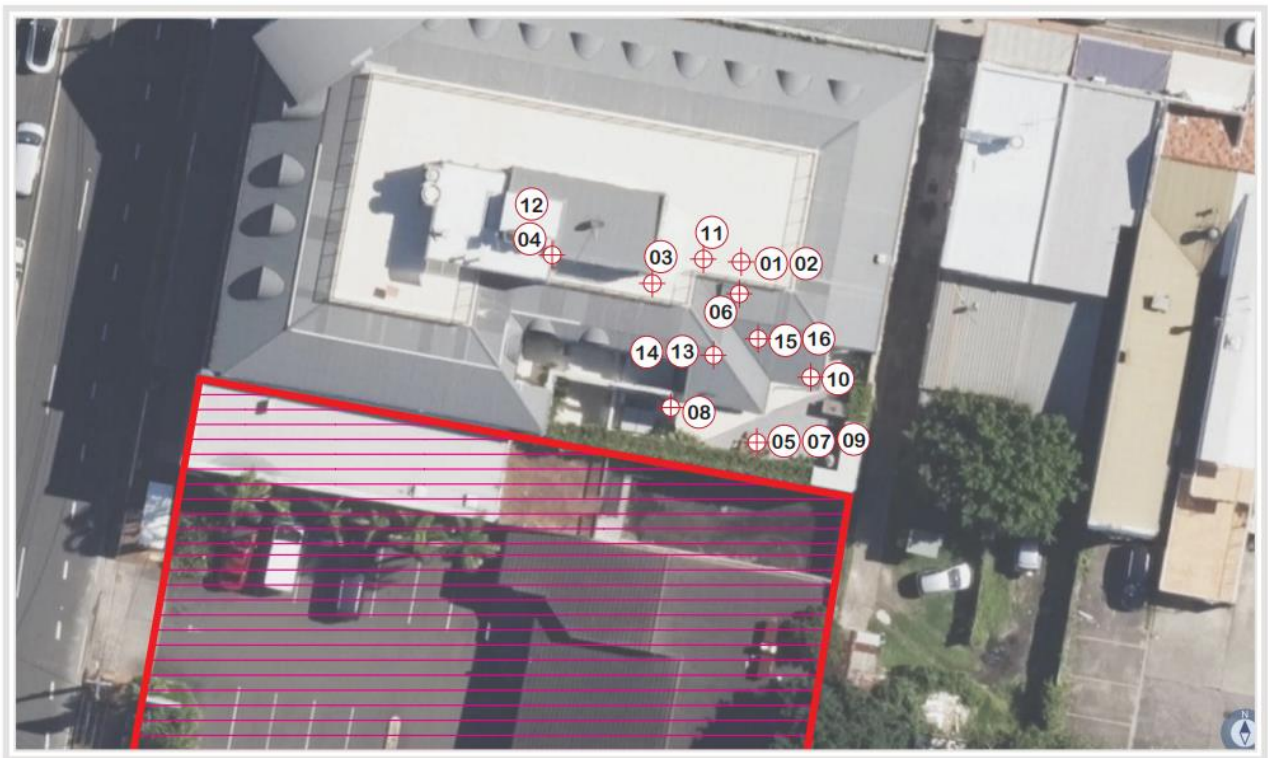


Figure 3 Selected viewpoint locations for view impact assessment (Source: Visual Impact Assessment prepared by Urbaine Design dated 20 June 2025)

Table 4 Extracts of VIA prepared by Urbaine Design

View impact assessment from 128 Sailors Bay Road
Rooftop communal open space (standing position)

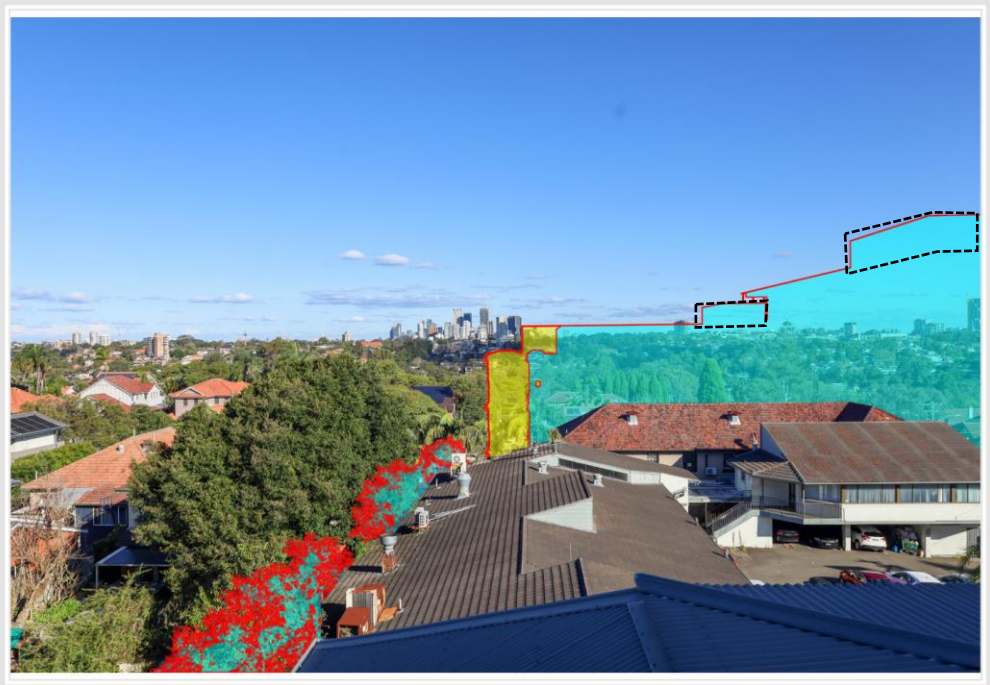


Figure 4 Extract of Viewpoint 11 extracted from the VIA prepared by Urbaine Design dated 20 June 2025

Unit 107 (standing position on balcony)



Figure 5 Extract of Viewpoint 09 extracted from the VIA prepared by Urbaine Design dated 20 June 2025

View impact assessment from 128 Sailors Bay Road

Unit 213 (balcony standing position)



Figure 6 Extract of Viewpoint 15 extracted from the VIA prepared by Urbaine Design dated 20 June 2025

Unit 214 (balcony standing position)



Figure 7 Extract of Viewpoint 13 extracted from the VIA prepared by Urbaine Design dated 20 June 2025

2. Resolution of Design Review Panel comments

We understand from the Design Excellence Review Comments (Revision R2: 14 May 2025), and from comments noted from the presentation to Panel on 4 June 2025, that the outstanding matters to be resolved are relative to view impact, and design excellence. Table 5 below, outlines a response to the additional comments raised by the Design Review Panel (DRP) in their amended assessment. These are outlined in red in the Design Excellence Review Comments (Revision R2: 14 May 2025).

Table 5 Design Review Panel Comments and Response

Design Review Panel Comments	Response
3. Built Form & Scale	
<p>Additional Comments by the Panel added 14 May 2025</p> <p>Based on revised/supplementary information provided, the DEP have reconsidered the proposals. This current review is on the basis of the subsequently amended plans and associated support information being submitted by the applicant as well as points raised during advertising.</p>	<p>Noted. We request that the additional information provided to the Panel as part of this response are submitted to the DRP for their additional review.</p>
<p>The Panel's comments are:</p> <p>Whilst there was recognition that there were contraventions to the FSR at the original DEP review, in the absence of a VIA it was not possible to comment on any detrimental impacts the development may have on neighbours views.</p>	<p>As outlined in Section 1.1 of this Letter, the FSR has now been reduced, and therefore, the development no longer contravenes Clause 4.4 Floor Space Ratio of the WLEP. Analysis of view impacts is provided in Section 1.3 of this Letter, and within the VIA prepared by Urbaine Design, under separate cover.</p>
<p>Clause 6.23 ('Design Excellence') of the Willoughby Local Environmental Plan 2012 (WLEP) stipulates that development consent cannot be granted unless the consent authority is satisfied that the development demonstrates design excellence. The matters to be considered are outlined in subclauses (4) and (5). One of the key considerations under subclause (4)(c) is the development's impact on views. Specifically, objecting parties at 128 Sailors Bay Road, cite significant obstructions to their views of the Harbour Bridge, Centrepont Tower, Barangaroo Towers, and the city skyline, it is likely that the residents do indeed benefit from the views they have cited, including views from their private open spaces and internal areas. As stated above, the DEP have not been provided VIAs at the time of the initial assessment or subsequently and as such cannot confirm.</p>	<p>A response against Clause 6.23 Design Excellence subclause (4) and (5) under the WLEP, as noted by the DRP as outstanding matters to be considered, is outlined below. We note that the following have been addressed further in detail throughout the development, particularly within the Architectural Design Statement prepared by Bates Smart Architects as part of the original DA package, and encourage the DRP to refer to this document, however, we have included a summary response to each item below.</p>
<p><i>(4) In considering whether the development exhibits design excellence, the consent authority must have regard</i></p>	<p>Bates Smart Architects have designed the development to a high quality, in accordance with the Design Principles outlined the State Environmental Planning Policy (Housing) 2021 Schedule 9 Design principles for residential apartment development. The proposal is consistent with the and the relevant provisions and/or design objectives contained within the Apartment Design Guide (ADG). High quality, and durable materials and finishes will have been proposed to ensure that the development can be maintained to a high standard.</p>

Design Review Panel Comments	Response
<p><i>to the following matters—</i></p> <p><i>(a) whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved,</i></p>	<p>The design and use of the development is appropriate to the existing and future character of the Northbridge Local Centre.</p>
<p><i>(b) whether the form, arrangement and external appearance of the development will improve the quality and amenity of the public domain,</i></p>	<p>Currently, the site is underused, rundown, and vacant, resulting in poor external appearance of the site and buildings on it, in general. The form and arrangement of the proposal seeks to significantly improve this, revitalising the retail footprint and streetscape along Strathallen Avenue and Baringa Road. The public domain treatments of awnings, street trees, and provisions for a future site link (if it ever eventuates) improve the quality and amenity in a positive manner.</p>
<p><i>(c) whether the development detrimentally impacts on view corridors.</i></p>	<p>As discussed in Section 1.1 of this Letter, the GFA of the development has been reduced significantly to scale back the development on the southern lot, particularly to the eastern boundary, where view loss was most prevalent. We note that the bulk of the building mass that is compliant, and the height exceedances, do not result in any significant view loss, or views to sky, respectively. Regarding the views to the south to the Sydney CBD and features such as Centrepont and the Harbour Bridge, reducing this GFA, has notably opened up the view corridor from those impacted at 128 Sailors Bay Road, and this redesign has successfully minimised view loss, resulting in a greater level of view sharing provided. Further discussion is provided in Section 1.3 of this Letter, and within the VIA prepared by Urbaine Design, under separate cover.</p>
<p><i>(5) The consent authority must also have regard to how the development addresses the following matters—</i></p> <p><i>(a) the suitability of the land for development,</i></p>	<p>The site is suitable for the proposed development in the following respects, in that the proposal:</p> <ul style="list-style-type: none"> • Is permissible in the E1 Local Centre zone and consistent with the zone objectives. • Enables retail and residential development that contributes to a vibrant and active local centre and is consistent with the Council's strategic planning for development in the area. • Will not result in any adverse impacts on the environment, and there are no environmental constraints that preclude the proposed development. • Is consistent with the 9 Design Principles outlined within SEPP (Housing) and the relevant provisions contained within the Apartment Design Guide. • Is generally consistent with the WDCP controls. Where variations are proposed to the numerical controls, appropriate justification against the WDCP Objectives has been provided. • Will provide dwellings achieving high amenity outcomes with respect to unit size, outlooks, solar access and natural ventilation. • Is located in close proximity to a number of public transport and commercial services, is compatible with surrounding land uses, and can be fully serviced. • Has been designed in a manner that minimises impacts on surrounding developments.

Design Review Panel Comments	Response
	<ul style="list-style-type: none"> Is accompanied by a Clause 4.6 variation to the building height that will deliver an improved built form development for the site that is still consistent with the height objectives in the WLEP. Will provide provisions for future through site links and provide further activation and passive surveillance. Is suitable for the proposed development following remediation of the land as identified in the RAP. Is suitable in that it contains no additional constraints such as bushfire, flooding, or heritage, no further hazards are proposed.
<i>(b) existing and proposed uses and use mix,</i>	<p>The existing site is underused, with retail units vacant and in disrepair, creating an eyesore for a central location in the village centre. The Northbridge Hotel has been sold by the publican, and the associated licence will expire once the current tenant on site leaves (this is because the licence stays 'tied' to the publican, as opposed to the building itself). On this basis, the pub will lose its ability to be functioning and will leave this remaining use, vacant. The proposed use mix comprises 6 retail units at ground level, and 24 x apartments of a mix of 2-3-4 beds, affordable housing, and adaptable housing. The proposed development is compatible with the existing and future character of the Northbridge Local Character Area, and will revitalise what is a rundown site in Northbridge.</p>
<i>(c) heritage and streetscape constraints,</i>	<p>The Northbridge Hotel or any other buildings on site are not heritage listed and or within a heritage conservation area.</p> <p>The development has been designed accordingly with regard to the site's topographical changes, and established streetscape constraints in the form of setbacks, active street frontages, and preferred access points to the development.</p>
<i>(d) the relationship of the development with other existing or proposed development on the same site or on neighbouring sites in terms of separation, setbacks, amenity and urban form,</i>	<p>Site boundaries, and setbacks have been complied with, and shadow diagrams show that no unacceptable overshadowing is caused to the adjacent sites. Privacy has been achieved through the floorplate design, louvered screens, windows, and facade articulation. Metal louvres are used on the building's curves to provide visual privacy to balconies from adjacent apartments and neighbouring buildings. Landscaped buffers on the site, balconies, and balcony widths that comply with minimum requirements all considerably improve the amenity and the relationship of development on neighbouring sites.</p>
<i>(e) bulk, massing and modulation of buildings,</i>	<p>The proposal provides a building height, bulk, and scale which is compatible with the desired future character of the Northbridge locality, and consistent with the master plan for the area as outlined in the Willoughby Development Control Plan 2023 (WDCP). The proposal is in harmony with the bulk and scale of surrounding buildings and the streetscape.</p>
<i>(f) street frontage heights,</i>	<p>The proposed development is consistent with adjacent developments in the area that consist of a similar bulk and scale, and presentation of height to the street frontage. The building minorly encroaches the 17m maximum height of buildings control permitted, with exceedances of 0.03m, 0.26m, and 0.325m to the street. The Clause 4.6 Variation Request prepared by Gyde Consulting (amended dated 20 June 2025) addresses this non compliance in detail. Street frontage heights are considered acceptable, and in keeping with the overall built form and character of the area.</p>
<i>(g) environmental impacts such as</i>	<p>Overshadowing to adjacent properties is minor and an acceptable level of solar access is achieved from 9am to 2pm. The extent of the variation caused by the</p>

Design Review Panel Comments	Response
<i>sustainable design, overshadowing, wind and reflectivity,</i>	portion of the development above the height building control causes negligible additional overshadowing. Due to the orientation of the site, despite the slight increase in GFA to 59-69 Strathallen Avenue, the adjoining residences still maintain the minimum solar access required under ADG provisions.
<i>(h) achieving the principles of ecologically sustainable development,</i>	The development achieves the principles of ESD and complies with the State Environmental Planning Policy (Sustainable Buildings) 2022. ESD principles are outlined in the original application comprising the Embodied Carbon Assessment, Green Star Rating (of which the development achieves 4-stars), and the BASIX Certificates and Reports, which have been updated to reflect the amended scheme.
<i>(i) pedestrian, cycle, vehicular and service access, circulation and requirements,</i>	Pedestrian access to the residential units is provided from Strathallen Avenue, which directly accesses the future through site link (if it ever eventuates) and the residential lobbies. Direct pedestrian access to the retail tenancies is provided from street level onto Strathallen Avenue. Retail cycle parking spaces are provided at ground level making it a safe and secure development for those accessing by bike. Vehicular access has been provided to the southeastern corner of the site to avoid conflict with pedestrians, with a separate waste loading bay provided to that of the access to the basement levels, thus, reducing conflict further. All access and parking requirements largely comply with the relevant controls set out in the WDCP and ADG.
<i>(j) the impact on, and proposed improvements to, the public domain,</i>	The proposed development will result in significant improvements to the public domain, improving the streetscape along Strathallen Avenue and Baringa Road, creating active street frontages with retail tenancies, and providing awnings and street trees to improve the treatment of the public domain in this area.
<i>(k) the impact on special character areas,</i>	The site is not located within any special character areas.
<i>(l) achieving appropriate interfaces at ground level between the building and the public domain,</i>	Appropriate interfaces at ground level between the building and the public domain are achieved, with active street frontages provided in accordance with Clause 6.7 of the WLEP. The zero metre setback required on Strathallen Avenue and Baringa Road, alongside the awnings proposed, which maintain consistency with adjacent developments, allows the ground level and public domain to transition seamlessly. Further, a similar paving type and colour will be used for the public domain of the proposed development. This treatment of the public domain will ensure consistency and flow between the existing developments, public domain, and the proposed development.
<i>(m) excellence and integration of landscape design</i>	Landscaping has been thoughtfully designed to soften the interface between existing and propose built elements. The deep soil zone of 14.7% exceeds ADG requirements of 7%, and is slightly under the WDCP requirement of 15%, however, positive landscaping outcomes are provided on the site, with regard to the 5 street trees proposed along Strathallen Avenue and Baringa Road, and a 3 metre landscaped setback that is provided along the eastern boundary of the development. Communal open space is provided to the northeastern corner of the site, providing a high quality space with a mix of landscaping, including raised seating wall, open turf for passive recreation, feature sandstone boulders, screen planting, feature trees, and permeable paving over parts of the deep soil area.

The Applicant's clause 4.6 written requests to vary the FSR and building height standards do not address view impacts from 128 Sailors Bay Road. In fact, the clause 4.6 requests include

As noted previously in Section 1.1 of this Letter, the Clause 4.6 Variation Request for FSR is no longer applicable, given the reduction of GFA on 57 Strathallen Avenue, therefore resulting in the development complying with the FSR controls.

Design Review Panel Comments	Response
<p><i>statements regarding the view impacts, such as:</i></p> <ul style="list-style-type: none"> <i>“The development that will experience the most significant view loss is located at 29A Baringa Road and 54-56 Strathallen Avenue, on the western side of Strathallen”.</i> <i>“The current views are not considered significant in the locality”.</i> <i>“Any views lost will be of open sky to the east, which is deemed low value, while key views to the south and south-west (including St Leonards, North Sydney, and Sydney CBD) will remain unaffected”. “The proposed increase in density and the balancing of FSR over the two zones will not unduly impact any significant views or outlooks”.</i> 	<p>The Clause 4.6 Variation Request for Height of Buildings prepared by Gyde Consulting has been amended accordingly to further assess view impact (dated 20 June 2025).</p> <p>We refer the DRP to the amended Clause 4.6 Variation Request dated 20 June 2025.</p>
<p>Conclusion</p> <p>There is currently insufficient information to adequately assess the matter under clause 6.23(4)(c) of the WLEP. It is recommended that the applicant provide detailed Visual Impact Assessments to all potentially affected properties.</p>	<p>We believe that with consideration of the VIA prepared by Urbaine Design, that the development does not detrimentally impact view corridors, and has now, with further consideration of the reduction of GFA, as outlined in Section 1.1 of this Letter, positively minimised view loss from neighbouring affected properties, namely, 128 Sailors Bay Road.</p>
<p>Panel Recommendations</p> <p>Additional Comments 14 May 2025</p> <ul style="list-style-type: none"> The Panel understand that changes have been made to the proposals for waste collection and this has been referred to the Council's Engineers for review. See additional notes. 	<p>Section 4 of this Letter addresses waste management arrangements in detail, which have been coordinated with Council's Waste Consultant during the response to the Deferral Notice.</p>
<p>11. Recommendations Summary/Conclusion</p> <p>Key Amendments Proposed to Achieve Design Excellence (Updated 14 May 2025)</p>	<p>Refer below.</p>
<p>It is therefore recommended that the applicant provide detailed Visual Impact Assessments to all potentially affected properties. See Section 3 “Built Form and Scale”.</p>	<p>A Visual Impact Assessment has been prepared by Urbaine Design, provided under separate cover.</p>
<p>One of the key drivers on determining this application is whether the smaller 10.5 metre garbage truck that the design is based on will be accepted by Willoughby Council? This is a fundamental question on whether this proposal can progress in its current form. This is subject to detailed review by the Council Representatives.</p>	<p>As per the above, we encourage the DRP to review Section 4 of this Letter, and supporting documentation provided:</p> <ul style="list-style-type: none"> Updated Operational Waste Management Plan prepared by EcCell Environmental (dated 20 June 2025) Waste Memo in response to the Deferral Notice prepared by EcCell Environmental (dated 19 June 2025) Amended architectural plans prepared by Bates Smart Architects (dated 20 June 2025)
<p>Should the design need to be changed, we remain supportive of the general architectural approach presented. Any future design</p>	<p>The amended design elements, whilst minor in nature, maintain consistency with the general approach of the original architectural design, in fact, the amendments</p>

Design Review Panel Comments	Response
submission will require review by the Panel to consider and determine its capacity to exhibit Design Excellence and will also need to be supported by visual impact assessments.	<p>proposed as part of this response seek only to improve the design outcome for the site.</p> <p>We are confident that the design exhibits design excellence in accordance with Clause 6.23 of the WLEP, particularly in regard to view loss, which has been robustly assessed within the Visual Impact Assessment prepared by Urbaine Design.</p> <p>We are of the view that all outstanding matters relating to design excellence have been satisfactorily addressed and respectfully urge the DRP to support the proposed development.</p>

3. Clarification of public access to walkway and courtyard

We understand from the meeting that took place with Council’s Independent Assessor Ben Tesoriero (11 June 2025 – Meeting Minutes provided at Appendix A), that the Panel are seeking clarification on the public access to the courtyard and walkway. Notably, we understand that the Panel wish to understand how:

- The through site link aligns with Council’s vision and DCP.
- The communal open space area and public open space area will safely work together.

3.1 Through site link and how this aligns with Council’s vision and DCP

The requirement for a through-site link is identified in Section 2.6 Northbridge of the *Willoughby Local Centres Strategy 2036* and Section 10 Northbridge Local Centre of the *Willoughby Development Control Plan Part L: Place Based Plans 2023*. The masterplan for the Northbridge Local Centre identifies the requirement of the through-site link. Refer to Figure 8 below.

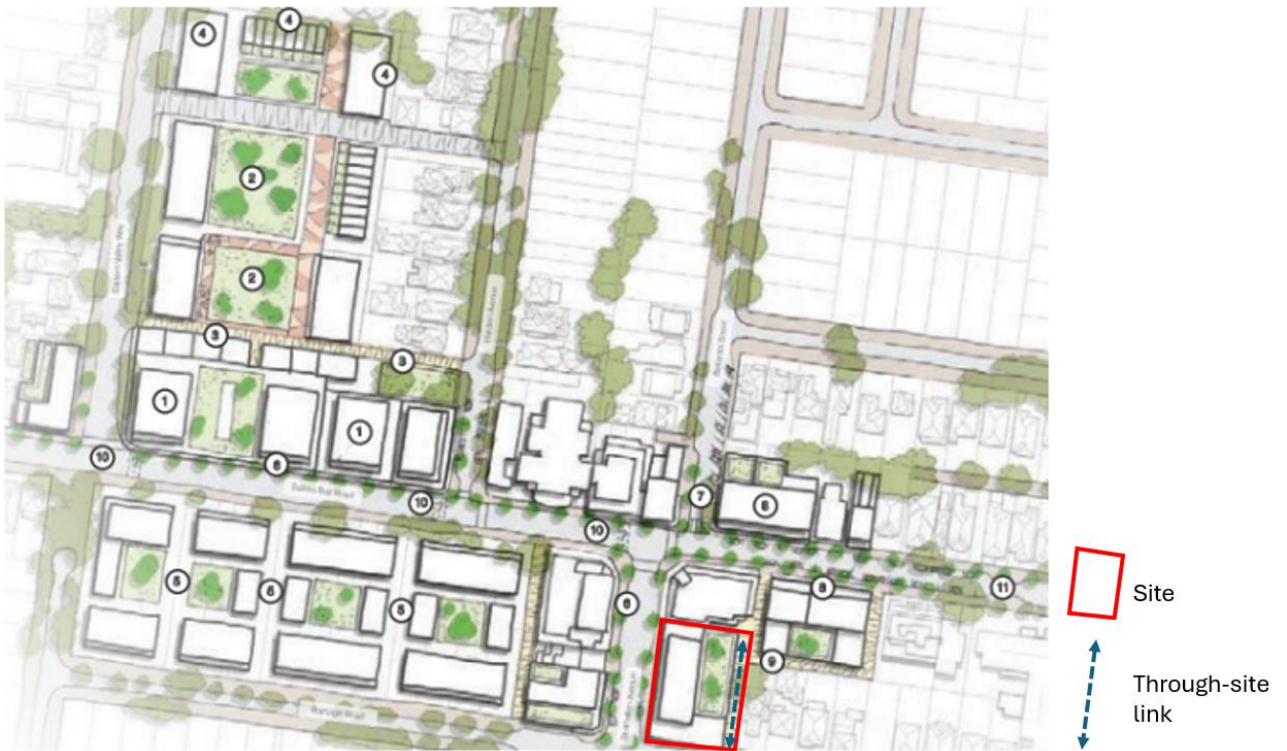


Figure 8 Extract of Master plan for Northbridge from Willoughby Local Centres Strategy 2036

The reconfiguration of the through-site link, to that of an L shape through the site, from Sailors Bay Road to Strathallen Avenue was proposed at the earliest stages of design development. This was presented to both Council (pre-DA dated 07 February 2024) and the Design Review Panel (meeting dated 14 February 2024). It was noted by the DRP that

“The design is consistent with Council’s vision for the site comprising shop top development comprising boutique residential dwellings above ground level retail tenancies, a public landscaped courtyard and a through site link for improved connectivity” (our emphasis added).

“the Applicant has proposed an alternative through site link and courtyard to respond the topography and transition between the two Strathallen Avenue frontage elements. We believe this improves the amenity and likely usage by public” (our emphasis added).

This outcome was most favourable as it,

- Promotes active street frontages to Strathallen Avenue, and increases foot traffic to the Northbridge Local Centre to the west.
- Provides access to public transport links on Strathallen Avenue.
- Proposes a safer option as opposed to full length through-site link that would create conflict between vehicular access point on Baringa Road.
- Proposes a safer option that benefits from causal surveillance of surrounding residents and retail units at ground level.

The development proposal provides provision for the future pedestrian through-site link to connect Strathallen Avenue to Sailors Bay Road, should that ever eventuate in the future.

This was presented to Council at the pre-DA Meeting that took place 07 February 2024. Council acknowledged that this proposed development does not (and cannot as no owners’ consent has been obtained) provide legal access through the northern portion (134 Sailors Bay Road, legally referred to as Lot A in DP404929). The development does not have owners’ consent for 134 Sailors Bay Road and access over that site does not form part of this application. Any treatment of the future “through-site link” can be provided within the site boundary of 57-69 Strathallen Avenue, and to clarify, this DA does not and cannot provide any physical link through to 134 Sailors Bay Road at present.

3.2 The communal open space area and the public open space area, and how the two will safely work together

It was noted by the Panel that clarification is required around the communal open space, and public open space proposed. The applicant has understood there is some concern that the communal open space proposed may not be considered as “genuine” communal open space.

As a result of concerns raised, minor amendments and clarification of the ground level layout are proposed. The proposed development provides provisions for a future through-site link as noted above in Section 3.1, however, the certainty of whether this will come to fruition is unknown. The amended proposal seeks to provide the same communal open space layout as the original proposal, however, the area comprising what would have been the through-site link, is proposed to be a turfed grassed area which can be utilised for passive recreation by residents, until such time as it is required to be dedicated as a through-site link.

The communal open space is proposed for residents use only, which comprises 632 sqm (26%), and therefore complies with the ADG requirement of 25%. The architectural drawings prepared by Bates Smart Architects (dated 20 June 2025) have been amended to reflect this accordingly, an extract of Drawing No. A03.100 is provided overleaf in Figure 9.

The communal open space complies with Crime Prevention Through Environmental Design (CPTED), with regard to:

- Corners and dead areas that are hidden have been avoided, with low lying landscaping and trees provided so as not to create dark and shadowed areas,
- Glazing to the retail units and lobbies that allows the user to see through to the communal open space,

- Lighting to activate the ground floor retail units and lobbies. Lighting details will be provided during design development. Sensor lighting and motion activated lighting may be considered as a means of ensuring safety of movement through the space.
- 16 of the 24 apartments have proposed balconies/windows overlooking the communal open space which also provides casual surveillance of the area.
- Strata management will ensure that communal areas are properly maintained to ensure the upkeep of the building and central walkway and thus reduce the risk of crime.
- Surveillance cameras and securities will be provided in site management to provide passive surveillance and ensure security for residents.
- Strata management will be responsible for ensuring lighting and surveillance cameras are fully functioning and monitored appropriately.
- Access to the apartments will be via the main building entry from Strathallen Avenue or from the underground parking area if entering via car. Access to the lobbies and to the carpark is restricted by a key/fob access and is not publicly accessible.

Should Council consider it appropriate, a condition of consent could require signage to clearly indicate that the space is for the use of residents only.

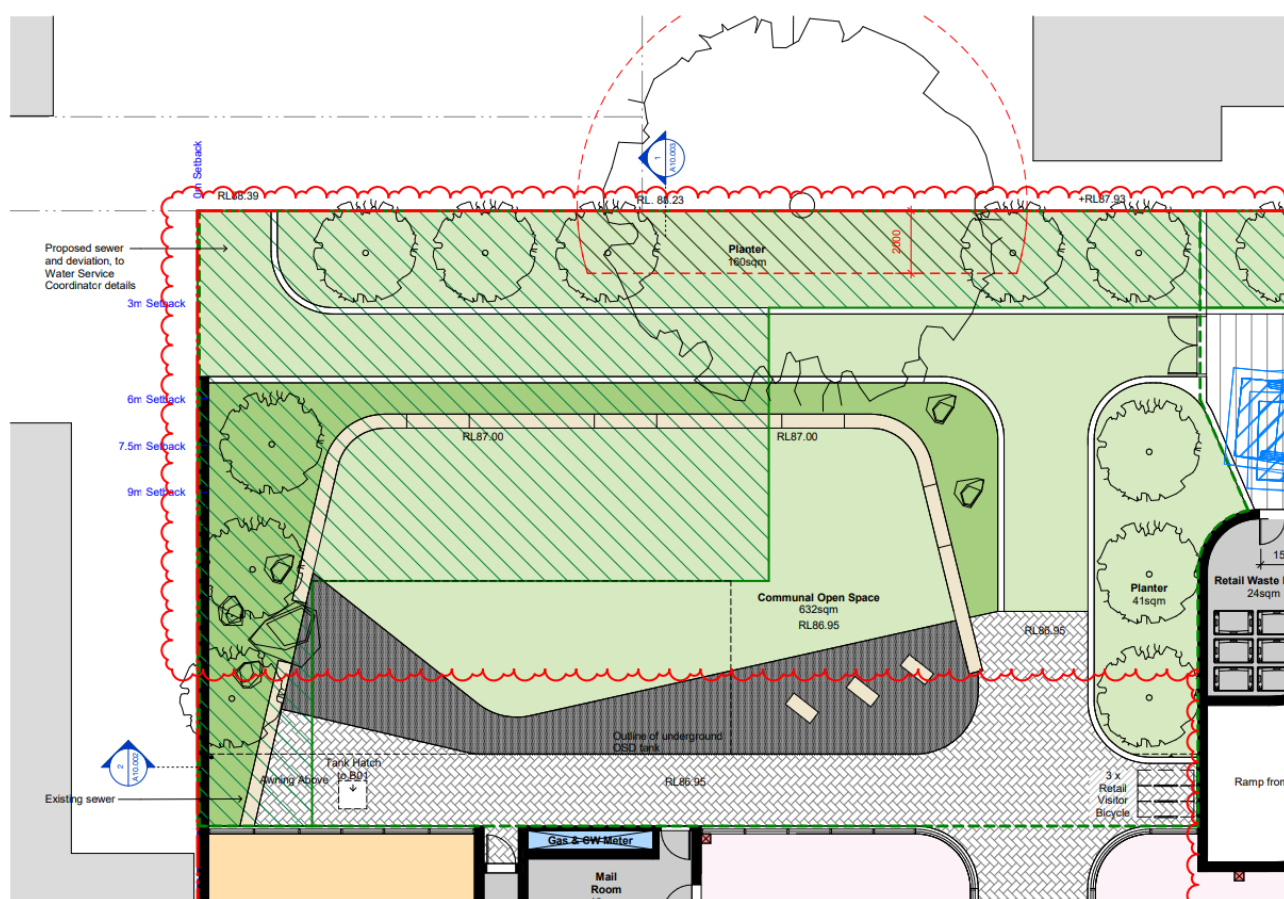


Figure 9 Proposed communal open space (Extract of Drawing No. A03.100 prepared by Bates Smart Architects)

Should the through-site link eventuate in the future—as outlined in Section 3.1 of this letter and subject to the future redevelopment of 134 Sailors Bay Road—we propose a condition of consent that would require the applicant to deliver the link at that time. The following condition of consent is proposed:

An easement is to be registered on title over the area identified as a potential through-site link within the communal open space. This easement shall be dormant until such time that a connection to 134 Sailors Bay Road is facilitated through future redevelopment.

In the event the through-site link is required in the future, the applicant (or future owner) must be responsible for retrofitting the communal open space area to provide a publicly accessible, functional, and compliant through-site link in accordance with Council's requirements. The design and delivery of the link is to be at no cost to Council and must ensure continued amenity for adjoining residents where practical. Details of the proposed fencing, gate and any landscaping changes are to be submitted as part of the easement documentation.

Upon activation of the through-site link, the remaining communal open space is to be appropriately sectioned off to maintain security and amenity for residents. This is to be achieved through the installation of a 1.8-metre high mesh pool-style fence in dark colour, appropriate landscaping, and a gate to clearly define the private resident-only areas.

Signage is to be installed to clearly identify which areas are for resident use only and which areas are publicly accessible.

With regard to the above, we wish to refer Council and the Panel to Drawing No. A03.100_A prepared by Bates Smart Architects, extracted below at Figure 10, which indicates how a through site link could be integrated. The condition above, would ensure that if this were to eventuate, that residents would have access to a private communal open space, separate to the public areas, cognisant of CPTED principles in the nomination of pool-style fencing in a dark colour, and appropriate landscaping.

The same CPTED principles would continue to apply, noting that the communal open space has been designed in a way that allows it to be easily and safely retrofitted into a space that is distinct from the through-site link, which would function as a public open space. Should Council or the Panel consider it appropriate to include a condition requiring the preparation of a Plan of Management to be submitted with any CC in the event that a through-site link is delivered in the future, the applicant has no objection to such a condition being imposed.

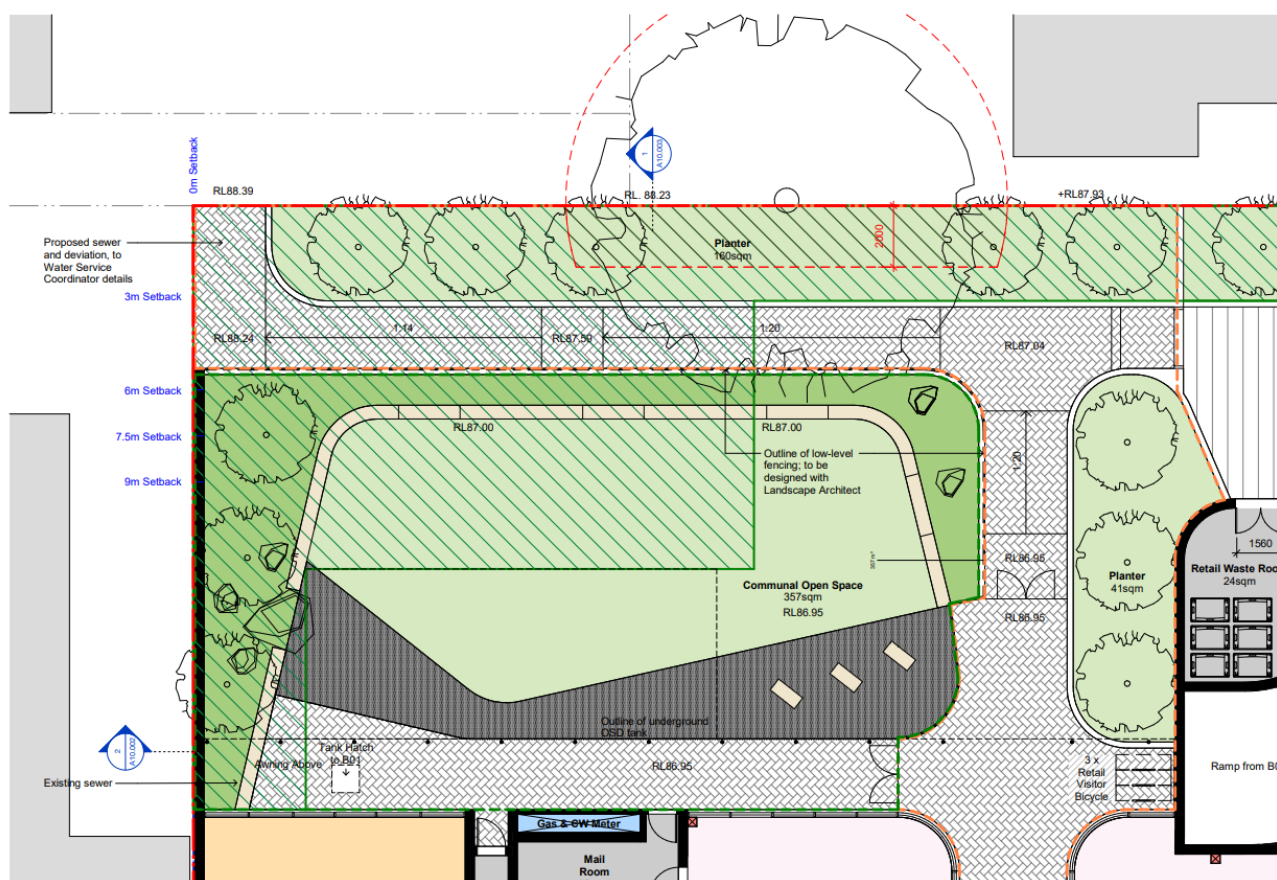
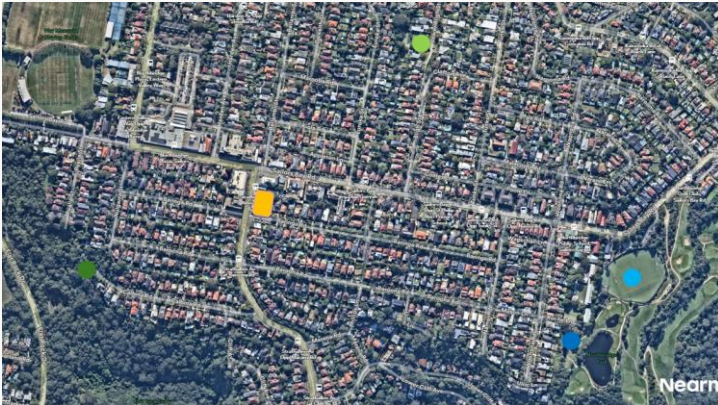


Figure 10 Proposed communal open space to be provided at such time that a through-site link eventuates (Extract of Drawing No. A03.100_A prepared by Bates Smart Architects)

We note that this would result in a communal open space of 357 sqm, at 14.7%, which would fall below the ADG requirement of 25%. In this instance, we consider that this shortfall is acceptable on the basis of compliance with the design guidance of Objective 3D-1 of the ADG. Table 6 below highlights an assessment against Objective 3D-1 design guidance. Further, it must be recognised that as the site currently exists, the communal open space is greater than that required by ADG; and this shortfall will only occur IF the through-site link does eventuate at a later stage. This is a requirement of Council and the site should not be held to “ransom” for something that is dependent on other adjoining landowners dedicating their space as well and may never eventuate.

Table 6 Assessment against the ADG Design Guidance of Objective 3D-1

Design Guidance	Assessment
Communal open space should be consolidated into a well designed, easily identified and usable area	The communal open space will be provided in one consolidated area, which has been well designed with a mix of landscaped features, and is usable by all residents of a range of demographics and abilities.
Communal open space should have a minimum dimension of 3m, and larger developments should consider greater dimensions	The communal open space complies with a minimum dimension of 3m. The size and dimensions proposed are generous given the constraints of the site, regarding site area, setbacks, requirements to provide active street frontages, and access to the southeast of the site onto Baringa Road.
Communal open space should be co-located with deep soil areas	The communal open space overlaps with areas of deep soil, where possible. Deep soil is further provided along the 3m landscaped buffer along the eastern boundary, which is not included as communal open space.
Direct, equitable access should be provided to communal open space areas from common circulation areas, entries and lobbies	The communal open space will be easily accessible from the common circulation areas, entries, and residential lobbies. The distance from the residential lobbies is noted as relatively short making the communal open space easy to access for those who may have mobility issues.
Where communal open space cannot be provided at ground level, it should be provided on a podium or roof	<p>The provision of communal open space at roof level is not feasible for the following reasons:</p> <p>The development already exceeds the maximum building height of 17 metres at its highest points due to the required lift overruns, which reach 17.76 and 17.91 metres. These elements do not contribute to gross floor area and are necessary to appropriately service the building.</p> <p>Introducing communal open space at the rooftop would result in significantly greater height exceedances than currently proposed. It would require additional structures such as balustrading, shading devices, and access elements, and most notably, it would necessitate a lift to serve the communal open space at rooftop level, which would increase the lift overrun by a minimum of 3.6m. This would lead to a less favourable planning and built form outcome for the site and its context.</p>
Where developments are unable to achieve the design criteria, such as on small lots, sites within business zones, or in a dense urban area, they should: provide communal spaces elsewhere such as a landscaped roof top terrace or a common room	<p>In the instance that a through-site link eventuates in the future, resulting in a communal open space of 357 sqm (14.7%), this shortfall is considered acceptable on the basis of the following reasons:</p> <p>The site is relatively constrained, with a total area of 2,248 sqm, and is located within the built-up Northbridge Local Centre. It is bound by Strathallen Avenue to the west and Baringa Road to the south, limiting any potential for site expansion. In addition, compliance with the WLEP and WDCP provisions, including the requirement for active street frontages, dedicated access to the</p>

Design Guidance	Assessment
<p>provide larger balconies or increased private open space for apartments</p> <p>demonstrate good proximity to public open space and facilities and/or provide contributions to public open space</p>	<p>southeastern corner, and a separate loading area, this places further pressure on the site layout, significantly limiting the opportunity to provide additional communal open space at ground level.</p> <p>Larger balconies and private open spaces have been provided for each of the 24 apartments significantly exceeding the minimum requirements. Under the ADG, the minimum requirements for a 2-bed is 10 sqm, and the minimum requirements for a 3-bed and 4-bed is 12 sqm. The private open spaces range from 14 sqm to 96 sqm, with a total excess of private open space of 418 sqm. The inclusion of this excess space, in consideration of the communal open space would result in a total surplus that far exceeds the 15% ADG requirement. Whilst there is a shortfall in communal open space, this is well balanced by a surplus of high-quality private open spaces, which provide direct outdoor amenity to residents, enhance privacy, and reduce reliance on shared facilities.</p> <p>The subject site is located in good proximity to public open spaces and facilities, which are within walking distance of the site. Refer to the map in Figure 11 below which highlights some of these key public open spaces.</p> <ul style="list-style-type: none">• Northbridge Tennis Club – 750 metres – 11-minute walking distance.• Access from Calbina Road to; an array of walking tracks, cycle tracks along Flatrock Creek, and a dog park (Flatrock Reserve), all of which extend further east to Tunks Park Sports Field, Tunks Park Boat Ramp, and Mortlock Reserve – 600 metres – 8-minute walking distance.• Northbridge Oval and Football Club – 900 metres – 12-minute walking distance.• John Roche Playground – 800 metres – 11-minute walking distance. <p>It is further noted that the Willoughby Leisure Centre, Hallstrom Playground and Park, and the Northbridge Golf Club are all located 1.2km from the site, which provides additional facilities within a respectable distance from the site.</p> <div><p>The map shows an aerial view of a residential area in Northbridge. A yellow square marks the 'Subject site'. Other locations marked include the 'Northbridge Tennis Club' (green circle), 'Access to walking and cycle trails' (green line), 'John Roche Playground' (blue circle), and 'Northbridge Oval' (blue circle). The map is labeled 'Near' in the bottom right corner.</p></div>
<p>Figure 11</p>	<p>Graphic identifying key public spaces listed above within proximity to the site</p>

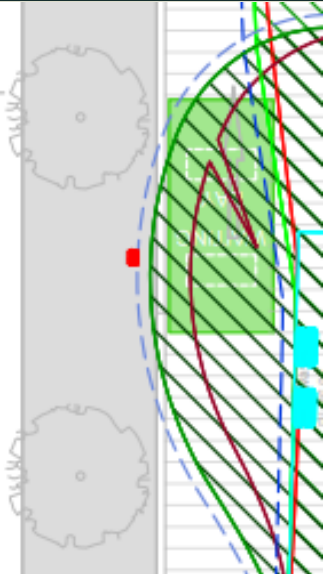
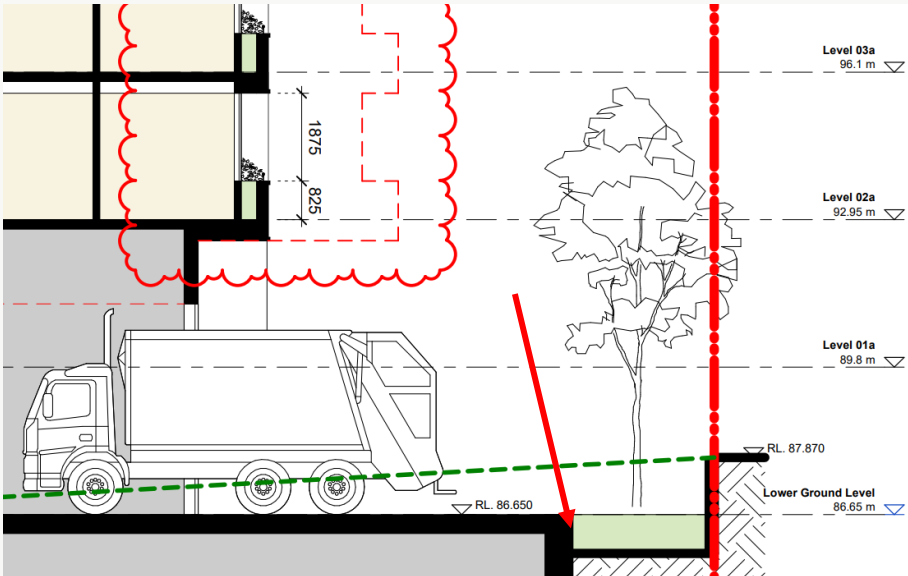
4. Resolution of the proposed Waste Management Arrangements

The applicant, and project team met with Council’s Waste Consultant and Traffic Engineer on 16 June 2025 to discuss the outstanding matters that need resolving in terms of waste management arrangements. A copy of the meeting minutes is provided at Appendix B. Further, Council’s Waste Consultant provided additional advice via email which has been provided at Appendix E. We understand that the key issues to be addressed are those outlined overlaid in Table 7, and we encourage Council and the Panel to refer to the supporting documentation as part of this assessment:

- Updated Operational Waste Management Plan prepared by EcCell Environmental (dated Version 3 dated 20 June 2025)
- Waste Response Memo prepared by EcCell Environmental (dated 19 June 2025)
- Traffic Response Memo prepared by MLA Transport Planning (dated 20 June 2025), and Swept Path Analysis Diagrams (20 June 2025), outlined in Appendix F.
- Amended architectural drawing package prepared by Bates Smart Architects (dated 20 June 2025)

Table 7 Resolution of outstanding waste management arrangements and response

Items raised by Council	Response
<i>Confirm the truck swept path (10.5m HRV waste truck) and diagram to state compliance with AS2890.2.</i>	<p>MLA Transport Planning have confirmed that the swept path analysis for the 10.5m HRV waste truck does comply with AS2890.2. The swept path diagrams have been provided by MLA Transport Planning, and are provided at Appendix F. A Transport Memo has been prepared by MLA Transport Planning responded to this matter (dated 20 June 2025).</p> <p>AS2890.2 does not contain specific wording that permits parts of a vehicle to overhang into a non-hard surface area when performing a vehicle manoeuvre. However, it is noted that Clause 1.4.23 in AS2890.2 defines “swept path” as the “area which is traced by the extremities of the bodywork of a vehicle while turning” and Clause 5.1 requires that swept paths be checked to ensure sufficient clearance. It does not specify or require that the entire swept path be located within a paved or hard-surfaced area, only that it be clear of obstructions. In addition, AS2890.2 defines “apron” and “manoeuvring area” (Clauses 1.4.2 and 1.4.11) but does not specify that these areas must be hard-surfaced or paved. The focus in AS2890.2 is on providing minimum requirements for functional manoeuvrability and safety.</p> <p>As such, from a practical point of view, we interpret the Australian Standard as having no requirement that all parts of the vehicle to remain within a hardstand, nor any restriction against overhangs extending over non-trafficable areas such as turfed area, provided the area tracked by the tyres of the vehicles is on a hard surface and the body of the vehicle remains clear of obstructions.</p> <p>The overhang of the truck minorly extends into the 3m landscape buffer that extends along the eastern boundary. An extract of the swept path analysis diagrams has been provided below in Figure 12, which shows the body of the truck extend into the 3m landscaped buffer. We note that the interface between the hard paving, and the landscaping, will be at one level, with no kerb proposed. The landscaped area will be turfed and no shrubs or trees will be planted toward the outer edge of this area. Therefore, any minor encroachment of the overhang of a truck into this area will not result in damage to the landscaping at this area. See Figure 13 overleaf for an extract of Drawing No. A10.004 prepared by Bates Smart Architects which illustrates this treatment at one level.</p>

Items raised by Council	Response
	<div></div> <p>Figure 12 Extract of Swept Path Analysis Drawing No. 23044CAD008B-002 prepared by MLA Transport Planning – identifying the portion of clearance that encroaches into the landscaped buffer</p> <div></div> <p>Figure 13 Extract of Drawing No. A10.004 prepared by Bates Smart Architects</p> <p>Consideration was given to the option of minorly setting back and hard-paving this area, thereby maintaining a 3m setback along the majority of the eastern boundary, with a small portion reduced to 2.7m to accommodate the truck overhang within the swept path. However, this approach would result in non-compliance with the WDCP requirement for a continuous 3m landscaped setback, and would also further impact deep soil provisions. Whilst the proposal exceeds the 7% ADG requirement, it currently falls slightly short of the 15% required under the WDCP (providing 14.7%), and further non-compliance in this regard was considered unfavourable.</p> <p>Should Council consider this minor encroachment acceptable on a merit basis, and if agreement on the justification regarding swept paths cannot be reached, the applicant would accept a condition of consent that could be imposed to implement this design amendment.</p>

Items raised by Council	Response
<p>Council's Waste Consultant recommended that a temporary holding area for bulky waste is provided as well as bins. A suggestion was made that the organics holding room could be divided into two rooms.</p>	<p>A 12 sqm bulky waste room remains to be provided at Basement Level 01, on the basis of comments provided, a temporary loading area has also been provided at ground level for bulky goods. A 14 sqm holding room has been provided that accommodates bulky waste and organic bin storage.</p> <p>Temporary waste and recycling waste storage is provided within a separate room, of 19 sqm, offering a total of 33 sqm holding waste space at ground level. An extract of Drawing No. A03.100 prepared by Bates Smart Architects is provided overleaf in Figure 10.</p> <p>EcCell Environmental prepared a Waste Response Memo (dated 19 June 2025), noting that the waste storage area design an allocated space wihtun the development is "<i>fit for purpose</i>". Further, this approach was conferred with Council's Waste Consultant via emails (refer Appendix E) and was considered acceptable.</p>
<p>Council's Waste Consultant noted that <i>proximity of temporary holding areas to the loading area where the truck rear is at the back of the parking space (12.5m long parking space to allow the extra 2m rear clearance space for loading). The DCP requires holding areas to be 2m (possibly 10m) from the loading area. Can you state the distances and keep them as close as possible, noting the current design and limitations of being able to substantially amend that now.</i></p>	<p>The loading bay extends 11.5 metres in length, with a 1.904-metre clearance to the rear to allow for waste loading, all within a 4.5-metre high clearance zone suitable for this function. At the front of the bay, an additional 1.470 metres is provided as a buffer to support safe waste collection and loading operations. Whilst 3.5 metres is available to the rear of the waste truck, this area has a reduced height clearance of 2.75 metres. However, it remains functional for the positioning and handling of waste bins during loading (refer Figure 14).</p> <p>Waste trucks can also be positioned slightly forward within the bay due to the front buffer, which facilitates a closer alignment between the truck and the waste holding rooms. The distances from the truck to the waste/general holding room and the bulky/organics holding room are approximately 3 metres and 11 metres, respectively (refer Figure 15). Although the distance to the bulky/organics room exceeds the preferred 10-metre guideline, this only constitutes a very minor shortfall of approximately 1 metre. Furthermore, Council's Waste Consultant previously indicated support for this arrangement, acknowledging the constraints posed by the ground level design (Appendix B).</p>

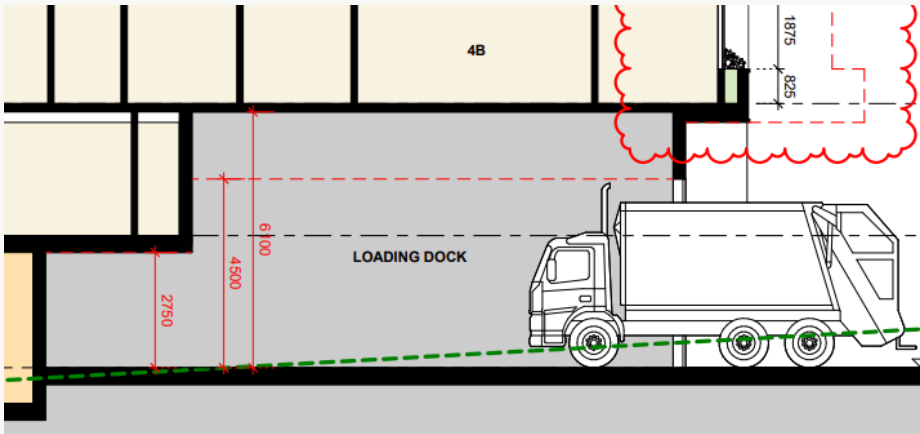


Figure 14 Extract of Drawing No. A10.004 prepared by Bates Smart Architects illustrating clearance zones to rear of loading area

Items raised by Council

Response

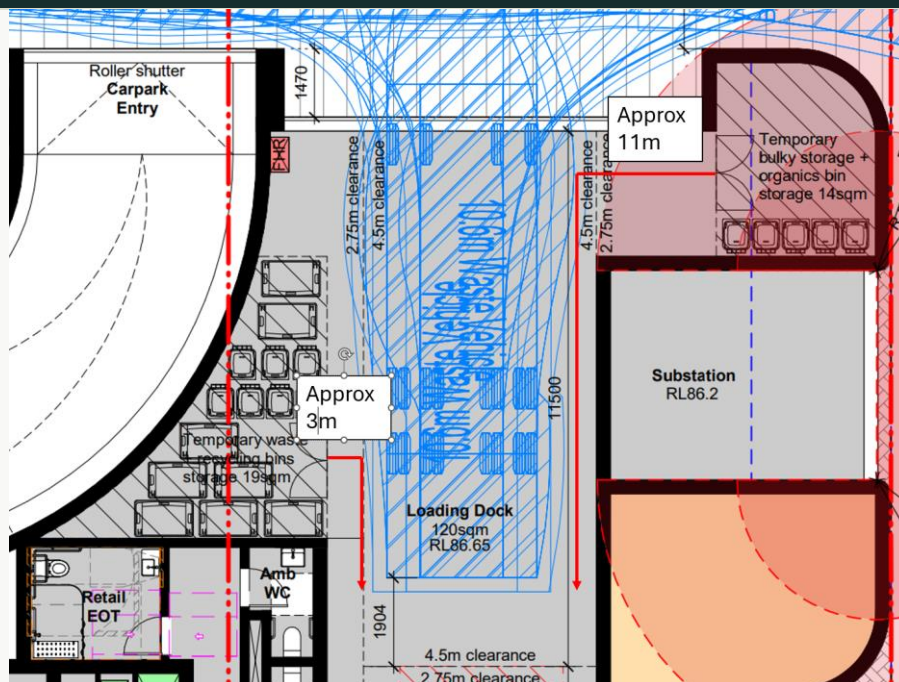


Figure 15 Extract of Drawing No. A03.100 prepared by Bates Smart Architects, edited by Gyde to illustrate approximate distances from holding areas to loading zone

Council's Waste Consultant questioned whether there is suitable aisle width around the truck to wheel bins and carry bulky waste when the truck is parked.

Suitable aisle width has been provided to ensure that bins can be wheeled, and bulky waste can be carried, around the truck when it is parked. 2 meters can be provided on either side of the truck, dependent on whether loading of the recycling and general waste, or the bulky waste and organics room is taking place. An extract of Drawing No. A03.100 prepared by Bates Smart Architects is provided overleaf in Figure 16.

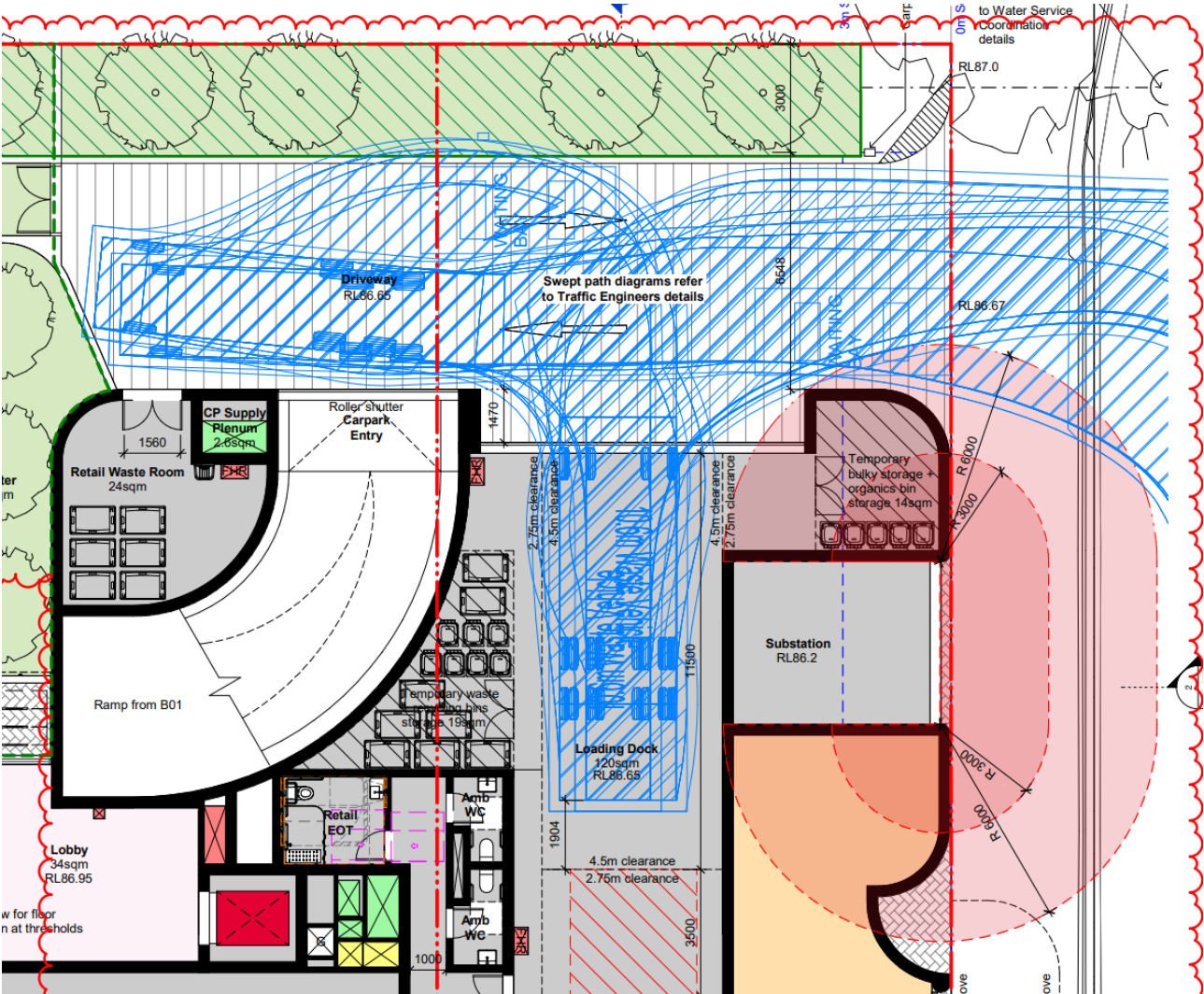


Figure 16 Extract of Drawing No. A03.100 prepared by Bates Smart Architects, identifying the waste arrangements as discussed in Table 6 above

Appendix A

Minutes of Meeting attended with
Council's Independent Assessor (11
June 2025)

Prepared by Gyde Consulting

GYDE

Meeting Note

Ref No.	DA2024/106	
Date & Time	Wednesday, 11 June 2025, 9:00am	
Place	Microsoft Teams	
Invitees	<div>Ben Tesoriero (Council Independent Assessor)</div> <div>Waste Engineer TBC</div> <div>Camilla Firman – Gyde Consulting</div> <div>Lucy Hammond – Gyde Consulting</div> <div>Alex Zhao – SJD</div> <div>Sid Gao – SJD</div> <div>Gary Xu – SJD</div> <div>Nicole Min – SJD</div> <div>Guy Lake – Bates Smart Architects</div> <div>Tania Gordon – Bates Smart Architects</div> <div>Michael Lee – MLA Transport Planning</div> <div>Sergios Bou Francis – Telford Consulting</div> <div>John Aspinall – Urbaine Design</div>	
Apologies	N/A	

No	Item	Notes	Action
1.	Welcome	Opening	
2.	Meeting Agenda	<div>- Meeting agenda to run through each matter raised in the deferral notice issued by the Panel dated 5th June 2025.</div> <div>- The deferral notice identified that: <i>“It became apparent to the Panel that further discussion between Council and Applicant may resolve remaining points of concern”</i>. As a result, this meeting has been arranged.</div>	<div>- Gyde - Meeting minutes will be provided as part of the formal response to the deferral notice.</div>
3.	Analysis of View Impacts, including comparison with a fully compliant design	<div>- The applicant has confirmation to access three apartments at 128 Sailors Bay Road for photo taking to prepare the Visual Impact Assessment (VIA). Site visit arranged on 11 June 2pm to gain access to all 3 apartments where Urbaine will take photographs to prepare an amended VIA.</div> <div>- Bates Smart have provided Urbaine with the model of a compliant building.</div>	<div>- Urbaine & Gyde - Proceed with taking photos at the 3 apartments at 128 Sailors Bay Rd this afternoon to prepare the VIA.</div> <div>- Note: When preparing the VIA, model Applicant team is to consider exploring alternative designs that may show how reducing the FSR contravention (specifically the eastern edge of the building at the former pub location) could improve view sharing to the</div>

No	Item	Notes	Action
		<ul style="list-style-type: none"> - Urbaine have undertaken preliminary analysis to aid discussion of a compliant building and incorporate to assist understanding how Council want this presented in response. Urbaine shared example on screen. - Ben (Council Planner) noted the need to show a fully compliant design that also considers view sharing, specifically focusing on the FSR contravention at the location of the former pub (L-shaped part of the building). - Ben (Council Planner) commented that if looking at tenacity principles, Applicant is to consider whether there are opportunities to deliver the same GFA on the site, but have more equitable sharing views? - Ben (Council Planner) acknowledged that view loss is anticipated. However alternative options are to be explored or otherwise justified. - Ben (Council Planner) noted that height exceedance isn't a great concern as views demonstrated to date attributed to the exceedance are only associated with views to sky. - Ben (Council Planner) noted importance of considering "reasonableness" as part of the Clause 4.6. - Ben (Council Planner) suggested to explore the option of reducing the GFA in that specific area to comply with FSR - could potentially return more views to the city skyline, especially from lower levels, and would demonstrate consideration of equitable view sharing. 	<p>city skyline, demonstrating a "reasonable gesture." Otherwise, justification to be provided if otherwise.</p> <ul style="list-style-type: none"> - Applicant Team: Finalise the response to the DRP comments, ensuring the VIA adequately addresses the view impact concerns and provides sufficient information for the DRP to assess design excellence.
4.	Resolution of Design Review Panel comments	<ul style="list-style-type: none"> - Applicant has provided detailed response to DRP comments in Response to Recommendation for Refusal. - Council confirmed that DRP does not need to meet or reconvene with and that our response to Panel will be referred to DRP for further comments. 	<ul style="list-style-type: none"> - Applicant Team: Finalise the response to the DRP comments, ensuring the VIA adequately addresses the view impact concerns and provides sufficient information for the DRP to assess design excellence.

No	Item	Notes	Action
		<ul style="list-style-type: none"> - Ben (Council Planner) noted that the comments by Design Review Panel (DRP) were that they (in the point of time that the Recommendation of Refusal was issued) had insufficient information to confirm design excellence (Cl. 6.23 of the LEP), and the VIA is crucial for them to make that assessment – in particular to 128 Sailors Bay Road. - Ben (Council Planner) noted that the only other minor comments by DRP were regarding waste – in which the DRP referred to Council's Waste Engineer for referral and comment. 	<ul style="list-style-type: none"> - Applicant Team: Small comment around waste by SDRP noting that waste to be addressed via Council Engineer deferral comments. Meeting to be scheduled with Council Waste Engineers to close out SDRP comment.

No	Item	Notes	Action
5.	Clarification of public access to walkway and courtyard (Communal Open space)	<ul style="list-style-type: none"> - We understand that what is required here is just clarification of some matters, including: <ul style="list-style-type: none"> ▪ The COS area and the public open space area. ▪ How the two will safely work together ▪ The through site link and how this aligns with Council's vision and DCP. - The discussion revolved around clarifying the relationship between the COS and POS, ensuring safety for residents, and delineating genuine communal open space from publicly accessible areas. - The Council's concern is whether the space designated as communal open space is genuinely safe and secure for residents, especially if it also serves as a public thoroughfare. - The applicant presented a compliant solution aligning with the DCP, which involves a public link along the rear boundary edge of the boundary, allowing the remaining courtyard space to exceed 25% and giving future owners flexibility with public access through gates. This design, though not an optimal solution, provides Council with what they require under their DCP. - The applicant highlighted the difficulty of incorporating a rooftop communal open space due to the 17-meter height limit. 	<ul style="list-style-type: none"> - Applicant: Clarify in the response that the commercial spaces bordering the open space are not intended to have outdoor seating or encroach on the communal space. - Develop a clear presentation of the proposed COS, potentially using the DCP-compliant solution, to address Council's concerns regarding the distinction between communal and public space and resident safety and security. - Applicant: Package up information and work undertaken to date to step through the COS/POS and TSL design. - Gyde: Issue Bates Smart markup to DRP for preliminary comment.
6.	Resolution of the proposed Waste	<ul style="list-style-type: none"> - Ben (Council Planner) only recently received the email regarding waste management arrangements. 	<ul style="list-style-type: none"> - Lucy (Applicant Team - Planner): Speak to Council's engineers first to understand their issues and determine if Guy's presence is needed

No	Item	Notes	Action
	Management Arrangements (Vehicle Swept Path and Tolerances)	<ul style="list-style-type: none"> - Council engineers were unable to assemble for a meeting on short notice but are open to a supplementary meeting or telephone call. - The primary concern for the panel regarding waste management is the vehicle swept path and tolerances, ensuring the vehicle can enter and exit the site comfortably without impediment. - Ben (Council Planner) noted that though key panel take-way was mainly re vehicle tolerances, the deferral notes do say resolution of the proposed 'waste management arrangements'. Council recommend conversation with Council Waste Engineers to close out any other items (if any). - Michael (Applicant - Traffic Engineer) stated that the swept path has been designed for a 10.5m truck as requested by the Council and complies with Australian Standard, including a 300mm tolerance. - Guy (Applicant Team - Architect) commented this is a black-and-white engineering issue and finds the Council's differing view unusual. - Misalignment between the applicant's and Council's understanding of the swept path requirements and acceptable tolerances. - Council takeaway – not a fundamental redesign of the waste, improving the tolerances around the vehicle swept path – Panels most pressing concern around the waste management 	<p>based on whether design issues are still outstanding.</p> <ul style="list-style-type: none"> - Lucy (Applicant Team - Planner): Coordinate with Ben to arrange a meeting with Council's waste and traffic engineers to resolve the swept path and waste management arrangements. <p><u>Attendees for this meeting:</u> Michael (Applicant's Traffic Engineer) and Council's waste and traffic engineers. Guy attendance if required.</p> <p>Applicant requires very clear and precise feedback from Council what is required to be satisfied. Note DRP defers to Council Engineers.</p>

Appendix B

Minutes of Meeting attended with
Council's Waste and Traffic Officers (16
June 2025)

Prepared by Gyde Consulting

GYDE

Meeting Note

Ref No.	DA2024/106	
Date & Time	Monday, 16 June 2025, 11:00am	
Place	Microsoft Teams	
Invitees	<div>Kevin Morgan – Council's Waste Consultant</div> <div>Clare Woods – Council's Traffic Engineer</div> <div>Camilla Firman – Gyde Consulting</div> <div>Lucy Hammond – Gyde Consulting</div> <div>Alex Zhao – SJD</div> <div>Sid Gao – SJD</div> <div>Gary Xu – SJD</div> <div>Nicole Min – SJD</div> <div>Tania Gordon – Bates Smart Architects</div> <div>Michael Lee – MLA Transport Planning</div> <div>Jo Drummond – EcCell Environmental</div>	
Apologies	N/A	

No	Item	Notes	Action
1.	Welcome		
2.	Meeting Agenda	<p>Meeting agenda to run through each matter raised in the deferral notice issued by the Panel dated 5th June 2025</p> <p>Item 4 of the deferral notice reads as follows:</p> <p><i>Resolution of the proposed Waste Management Arrangements</i></p>	<p>Gyde: Meeting minutes will be provided as part of the formal response to the deferral notice.</p>
3.	Outline of items to be addressed	<p>Email engagement with Kevin Morgan (Council's Waste Consultant) identified that the outstanding matters/questions to be addressed by the applicant are as follows:</p> <ul style="list-style-type: none">- <i>Confirm the truck swept path (10.5m HRV waste truck) and diagram to state compliance with AS2890.2.</i>- <i>temporary holding area for bulky waste as well the bins. Perhaps the organics holding room could be divided into 2 rooms?</i>- <i>proximity of temporary holding areas to the loading area where the truck rear is at the back of the parking space (12.5m long parking space to allow the extra 2m rear clearance space for loading). The DCP</i>	<p>Actions identified in relevant sections below.</p>

No	Item	Notes	Action
		<p><i>requires holding areas to be 2m (possibly 10m) from the loading area. Can you state the distances and keep them as close as possible, noting the current design and limitations of being able to substantially amend that now.</i></p> <p><i>- Is there a suitable aisle width around the truck to wheel bins and carry bulky waste when the truck is parked?</i></p>	
4.	Australian Standards and Swept Paths	<p>Kevin Morgan (Council's Waste Consultant) noted the requirement to <i>Confirm the truck swept path (10.5m HRV waste truck) and diagram to state compliance with AS2890.2.</i></p> <p>Clare Woods (Council's Traffic Engineer) noted that:</p> <ul style="list-style-type: none"> the diagrams are unclear to confirm that the what constitutes the manoeuvring zone of the truck make sure that the trucks are manoeuvring over pavement, and are clear of buildings the manoeuvring zone should not be over landscaped areas <p>Michael Lee (Applicant Traffic Engineer) noted that:</p> <ul style="list-style-type: none"> it is just the overhang of the body of the truck that goes over the landscaped area, as opposed to the truck wheels or truck driving over any landscaped area 	<p>Applicant team: Required to ensure that the swept path plans are very clear on their compliance with AS2890.2.</p> <p>Applicant team: To look into possibility of scaling back on a small portion of the landscaped area (maximum .3m) to ensure the manoeuvring zone runs over pavement.</p> <p>Noting that will trigger non-compliance with the DCP controls for 3m landscaped setback from the eastern boundary, and further, the deep soil requirements (15%).</p> <p>Applicant team: To provide further assessment against the AS2890.2</p> <p>Further contact with Clare Woods and Kevin Morgan may be required to understand Council's amenability to a minor landscaping change.</p>
5.	Bulky waste holding areas	<p>Kevin Morgan (Council's Waste Consultant) recommended that a temporary holding area for bulky waste is provided as well as bins. A suggestion was made that the organics holding room could be divided into two rooms.</p> <p>Tania Gordon (Bates Smart) confirmed that 12sqm for bulky waste has been allocated in the basement.</p> <p>Confirmation was requested as to whether Council are expecting another bulky waste area from the holding area.</p> <p>Tania ran through an alternative option that provided an additional 10 sqm of bulky waste at ground level in the FOGO room.</p> <p>Kevin Morgan (Council's Waste Consultant) noted that:</p>	<p>As per instruction from Kevin Morgan (Council's Waste Engineer), the applicant team is to:</p> <ul style="list-style-type: none"> Amend the plans to very clearly show: <ul style="list-style-type: none"> All the waste rooms areas (sqm). Show the area of each collection holding room separately on the plans, not 32m2 on the smaller room if it is not 32m2 in that room. Two separate holding areas: <ol style="list-style-type: none"> General waste and recycling Organics and bulky waste

No	Item	Notes	Action
		<ul style="list-style-type: none"> Council would be accepting of a bulky waste room within distance of the loading bay for the waste truck, and that this could be provided within the FOGO area. As long as the number of bins for collection still maintains compliance with the number of bins required then the above is acceptable. The site should maintain additional bins as service bins in the basement so the residents still have access to all services during collection. The holding room is for organics rather than FOGO. Council currently has a garden organics service, but many unit blocks may not generate a high level of garden organics where they do not have grounds or gardeners remove the vegetation. In this case, less organics capacity for collection holding room purposes would be acceptable on the basis of planning for FOGO generation set out in the NSW EPA Better Buildings Guide 2019 (Table F2: Estimated domestic waste and recycling generation rates per week – organics column). Each bin type should be presented in a single room, not distributed across the two rooms. Retain manoeuvring capability in each bin room. 	<ul style="list-style-type: none"> Review the NSW EPA Better Buildings Guide 2019 – working on this basis which means we will have enough room with a lower level of organic bins.
6.	Loading area distances	<p>Kevin Morgan (Council's Waste Consultant) noted that <i>proximity of temporary holding areas to the loading area where the truck rear is at the back of the parking space (12.5m long parking space to allow the extra 2m rear clearance space for loading). The DCP requires holding areas to be 2m (possibly 10m) from the loading area. Can you state the distances and keep them as close as possible, noting the current design and limitations of being able to substantially amend that now.</i></p> <p>Kevin Morgan (Council's Waste Consultant) noted that the clearance space needs to be high enough for the truck to load the bins, noting this should be shown on a truck diagram if this is not high enough (4.5m clearance at 12.5m).</p> <p>There appears to be significant buffer to the front of the truck which may also rectify the</p>	<p>Applicant team:</p> <p>Are to show this arrangement as clearly as possible on the plans, as best as it can be managed, noting that significant amendment at this stage are limited.</p> <p>Plan are to clearly outline</p> <ul style="list-style-type: none"> Distances from each waste holding rooms to the loading area. Truck parking location to confirm the above distance for loading, the 12.5m space should ideally have a rear clearance of 2.5m.

No	Item	Notes	Action
		distances between the holding area and the waste truck loading.	
7.	Bulky waste movements	Kevin Morgan (Council's Waste Consultant) questioned whether there is suitable aisle width around the truck to wheel bins and carry bulky waste when the truck is parked.	Applicant team: <ul style="list-style-type: none"> When the truck is parked in the loading dock we need to show that there is space to get from the loading areas to the back of the truck to load the waste. Aisle widths of 2m for loading waste bins and bulky waste to rear of waste truck – noting that as there are loading areas either side, that a 2m aisle width can be provided each side, depending on the waste type being collected.
Meeting concluded at 11:30am			

Appendix C

Updated Project Description and Development Statistics

Prepared by Gyde Consulting

GYDE

The Proposal

The DA seeks development consent for the demolition of the existing building on site and the construction of a shop-top housing development comprising 6 retail tenancies and 24 apartments over 2 levels of basement.

In summary, the proposed development will comprise of the following;

- Demolition of all existing structures on site,
- Preparation of the site and excavation works for 2 basement levels (including up to 7-8m below existing ground level),
- Construction of a 5 storey shop top housing development configured as follows:
 - Basement levels: Basement: 2 levels of basement, comprising carparking (residential and retail) over two levels for 51 car spaces, 6 accessible spaces, 5 motorcycle spaces, and 3 bicycle spaces, 2 EV charging stations, plant rooms, residential waste rooms, pump rooms, fire storage tank, building managers office, switch room, comms room, OSD tank, grease arrestor room, WCs, and residential storage rooms.
 - Ground: 6 x retail tenancies (972m² retail GFA), 3 x retail visitor bicycle spaces, residential lobby with lifts, mail room, servicing cupboards, loading dock, retail waste room, basement entry, substation, driveway, and landscaped courtyard including provision for future through site link to Sailors Bay Road.
 - Levels 1 to 4: 24 apartments comprising 1 x 2-bed, 15 x 3-bed and 8 x 4-bed apartments located from level 1 to level 4, lifts, waste cupboard and servicing cupboards.
- Provisions for communal open space which may in the future connect to a public through site link from Strathallen Avenue, should that ever eventuate (subject to condition of consent noting the applicant or future owner of the site responsible to retrofit the communal open space to accommodate a through-site link). This DA does not include connection to 134 Sailors Bay Road, and only provides treatment of the future through site link within the site boundary.

Note: Council acknowledged that this proposed development does not (and cannot as no owners' consent has been obtained) provide legal access through the northern portion (134 Sailors Bay Road , legally referred to as Lot A in DP404929). The development does not have owners' consent for 134 Sailors Bay Road and access over that site does not form part of this application. Any treatment of the future "through-site link" is proposed within the site boundary of 57-69 Strathallen Avenue only, and to clarify, this DA does not and cannot provide any physical link through to 134 Sailors Bay Road at present.
- 632m² communal open space with associated landscaping and courtyard, and private open space in the form of balconies to each apartment.
- Public domain works along Strathallen Avenue including planting of street trees and awnings above the ground level retail units, consistent with the adjacent existing development.

Full details of the proposed works are provided in the Architectural Plans, prepared by Bates Smart Architects (updated post lodgement dated 19 June 2025). Key development statistics of the proposed development are described in Table 8 below.

Table 8 Development Statistics

Item	Proposal
Site Area	2,428m ² comprised of: <ul style="list-style-type: none">• 57 Strathallen Avenue: 607m²• 59-69 Strathallen Avenue: 1,821m²

Item	Proposal												
Gross Floor Area (GFA) and Floor Space Ratio (FSR)	The proposed GFA on site, complies with the maximum permitted on the site as a whole, and is proposed as follows:												
	<table><tr><th>Address</th><th>Permissible</th><th>Proposed</th></tr><tr><td>57 Strathallen Avenue (607m² site area)</td><td>1,518 (2.5:1)</td><td>1,510m² (2.49:1)</td></tr><tr><td>59-69 Strathallen Avenue (1,821m² site area)</td><td>3,642m² (2:1)</td><td>3,587m² (1.97:1)</td></tr><tr><td>TOTAL</td><td>5,160m² (2.13:1) for whole site</td><td>5,097m² (2.10:1) for whole site</td></tr></table>	Address	Permissible	Proposed	57 Strathallen Avenue (607m ² site area)	1,518 (2.5:1)	1,510m ² (2.49:1)	59-69 Strathallen Avenue (1,821m ² site area)	3,642m ² (2:1)	3,587m ² (1.97:1)	TOTAL	5,160m ² (2.13:1) for whole site	5,097m ² (2.10:1) for whole site
	Address	Permissible	Proposed										
	57 Strathallen Avenue (607m ² site area)	1,518 (2.5:1)	1,510m ² (2.49:1)										
59-69 Strathallen Avenue (1,821m ² site area)	3,642m ² (2:1)	3,587m ² (1.97:1)											
TOTAL	5,160m ² (2.13:1) for whole site	5,097m ² (2.10:1) for whole site											
Height	<ul style="list-style-type: none">• <u>Permissible</u>: 17m• <u>Proposed</u>: Max. 17.91m (RL 105.550m)												
Residential Apartments	Total 24 residential apartments comprised of: <ul style="list-style-type: none">• 1 x 2-bed apartment (4%)• 15 x 3-bed apartments (63%)• 8 x 4-bed apartments (33%)												
Retail GFA	972m ²												
Adaptable Apartments	Total of 12 apartments (50%)												
Communal Open Space (COS) for residential component	Total 632m ² (26%) in the form of a public landscaped courtyard at ground level.												
Deep Soil Landscaping	357m ² (14.7%) of total site area												
Vehicular and Loading Access	Baringa Road – ingress and egress for retail and residential, servicing access and loading dock via a via 6.5m driveway on south-east corner of the site. Driveway is separated from the eastern boundary (low density residential dwelling) by a 3m landscape buffer zone to provide deep soil planting, and visual and acoustic separation, as per WDCP controls.												
Vehicle Parking	Total 51 x car parking spaces												
Motorcycle Parking	Total 5 x motorcycle parking spaces comprised of: <ul style="list-style-type: none">• Basement 01: 2 x retail spaces, and• Basement 02: 2 x residential space and 1 x residential visitor space.												
Bicycle Parking	Total 6 bicycle parking spaces												
EV Charging Capacity	Total 2 x EV charging spaces over both basement levels. All spaces are ducted for future provision of additional EV charging.												
Storage	Total 255m ² residential storage in Basement 02 comprising: <ul style="list-style-type: none">• 174m² (18 x 12m³ cages) within a residential storage room, and• Additional 3 x 15m³ and 3 x 12m³ cages outside of the storage room.												
Cross ventilation (60% required under ADG)	21 out of 24 apartments (88%)												
Solar access (70% required under ADG)	18 out of 24 apartments (75%)												

Appendix D

Area Schedule prepared by Bates Smart
Architects

GYDE

NORTHBRIDGE				57-69 Strathallen Avenue, Northbridge										DA		19/06/2025	
Site Areas & Calculations				Total		57 Strath. Ave		59-69 Strath. Ave									
Site Area (sqm)				2428		607		1821									
Maximum Permissible Height (m)				17.00													
Allowable GFA (2:1 and 2.5:1)				5160		1518		3642									
Floorplates				Areas						Efficiency		Apartments				ADG Compliance	
Level	Height (m)	Level (RL)	Function	GBA (m2)	GFA (m2)	GFA 57 Strath. Ave	GFA 59-69 Strath. Ave	Retail NLA (m2)	Resi NSA (m2)	Efficiency NXA/GFA	1B 0%	2B 10%	3B 90%	4B	Total Apartments	Solar 70%	Cross Vent 60%
Roof		104.15															
Lift Overrun	1.35	102.80	Lift Overrun														
Level 4	3.35	99.45	Apartments	971	860	263	597	0	801	93%	0	0	2	2	4	4	4
Level 3	3.35	96.10	Apartments	1490	1118	359	759	0	1028	92%	0	0	5	2	7	5	6
Level 2	3.15	92.95	Apartments	1490	1118	359	759	0	1028	92%	0	0	5	2	7	5	6
Level 1	3.15	89.80	Apartments	1506	1034	282	752	0	954	92%	0	1	3	2	6	4	5
Ground Level	3.15	86.65	Retail / Lobby / BOH	1389	946	247	699	767	0	81%							
Basement 1	3.55	83.10	BOH		21	0	21										
Basement 2	3.00	80.10	BOH														
Target GFA				5160		1518		3642									
TOTAL	17.50			6846	8097	1510	3587	767	3811		0	1	15	8	24	18	21
FSR					2.19	2.49	1.97										
GFA Difference						-8	-55										
Apartment Mix											0%	4%	63%	33%			
ADG Compliance																75%	88%

Appendix E

Additional waste advice received from
Council's Waste Consultant (via email)

GYDE

RE: 57-69 Strathallen Avenue, Northbridge DA2024/106



Kevin Morgan <kevin@ecsustainable.com>
To Jo Drummond; Tania Gordon; Lucy Hammond; Alex Zhao - SJD Group; Jesse Hayward

You forwarded this message on 17/06/2025 12:41 PM.
Click here to download pictures. To help protect your privacy, Outlook prevented automatic download of some pictures in this message.

Hi Jo,

The NSW EPA 2019 calculation is OK for showing minimum organics bins in the organics collection holding room; whether garden organics (or in future FOGO). The organics bin entitlement (rates paid) in 24 units will be as in the current waste plan (24 units x 120L/unit = 12 x 240L bins). They should remain.

In the case that bulky waste space is not fully utilised all the time (probably not), then there will be more room there if needed for the other organics bins in some weeks. The development can handle that with management. Therefore, I would not amend the basement or overall number of organics bins. It also gives some service bin capacity.

Ideally there would be a design for both, but I recognised it is probably not possible without a redesign. This would be OK.

Best Regards,



Kevin Morgan | Managing Director | EC Sustainable
Suites 701-702, 107 Walker Street, North Sydney NSW 2080
T: 1300 WASTE 0 (1300 927 830) | M: +61 423 406 054
kevin@ecsustainable.com | www.ecsustainable.com



2024-25 Member

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From: Jo Drummond <jodrummond@eccell.com.au>
Sent: Tuesday, 17 June 2025 10:26 AM
To: Kevin Morgan <kevin@ecsustainable.com>; Tania Gordon <tgordon@batessmart.com>; Lucy Hammond <lucyh@gyde.com.au>; Alex Zhao - SJD Group <slexzhao@sldpg.com>; Jesse Hayward <jesse@eccell.com.au>
Subject: Re: 57-69 Strathallen Avenue, Northbridge DA2024/106

Kevin





Thanks for your time yesterday re the reduction in organic bins I just wanted to check that as per the NSW EPA Better Buildings Guide 2019 (Table F2: Estimated domestic waste and recycling generation rates per week – organics column).


The following reduction would be acceptable for Green Waste and Organics

Apartment size	Waste	Recycling	Organics
1 bedroom or studio	80L	80L	25L*
2 bedroom apartment	100L	100L	25L
3 bedroom apartment or greater	120L	120L	50L

If so I will update the bin requirements in the OWMP
Many thanks
Jo

RE: FW: 57-69 Strathallen Avenue, Northbridge DA2024/106

 Kevin Morgan <kevin@ecsustainable.com>
To  Jo Drummond;  Lucy Hammond;  Tania Gordon;  Alex Zhao - SJD Group

 You replied to this message on 18/06/2025 11:25 AM.
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 A03.100 Current Waste Areas 18062025.pdf
576 KB


Hi Jo,


The plan attached is OK for bulky waste room/ FOGO room. You show 2m side clearance for accessing that room. There's almost 2m rear clearance for loading at 4.5m plus the additional space at 2.75m. I think that's all OK.

However, I think you need to show another swept path that the truck can park with 2m side access to main bin room. That room is blocked in based on the swept path shown.

Best Regards,



Kevin Morgan | Managing Director  **EC Sustainable**
Suites 701-702, 107 Walker Street, North Sydney NSW 2060
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kevin@ecsustainable.com | www.ecsustainable.com



2024-25
Member

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Bulky Waste will be stored in the Bulky Waste Storage Room on Basement Level.
Council offers residents one free booked bulky waste kerbside clean up collection and three free scheduled kerbside bulky waste waste collections per year.If council trucks need to access the Bulky Waste Storage area and not from kerbside on the scheduled days this will be 96 days per year. This will be managed by the building manager on the scheduled days ensuring access to the Bulky Waste Temporary Storage Area
As Per the Northern Sydney Regional Organisation of Councils Waste Management Technical Guide Technical Guide 3.15 *Temporary Bin Storage Areas*
The holding area will only store bins so they can be serviced and must be returned by the caretaker to the permanent bin storage area once the service is complete
Council will collect recycling and waste on a weekly basis and will give the building manager the opportunity an extra 3 days to organise the Bulky Waste Area and schedule 24 days using the free booked bulky waste collection.
For the remaining 68 days when council offers the free scheduled kerbside collection the building manager will notify residents in advance and ensure council have access to the Bulky Waste Temporary Storage Area.

Re The Organics from your comment below
As the Bulky Waste Temporary Storage Area will be only used a third of the year we believe with management all waste types will be accommodated.
We have not amended the basement overall number of organic bins
Can you advise if this is acceptable
Thanks Jo

 Reply Reply All Forward

Wed 18/06/2025 11:23 AM

Re: 57-69 Strathallen Avenue, Northbridge DA2024/106



Kevin Morgan <kevin@ecsustainable.com>
To Lucy Hammond
Cc Clare.Woods@willoughby.nsw.gov.au; Camilla Firman; Ben Tesoriero
 You replied to this message on 12/06/2025 4:14 PM.

Reply

Reply All

Hi Lucy,

Aside from the truck swept path (10.5m HRV waste truck) and diagram to state compliance with AS2890.2, the remaining items were:

- temporary holding area for bulky waste as well the bins. Perhaps the organics holding room could be divided into 2 rooms?
- proximity of temporary holding areas to the loading area where the truck rear is at the back of the parking space (12.5m long parking space to allow the extra 2m rear clearance space for loading). The DCP requires holding areas to be 2m (possibly 10m) from the loading area. Can you state the distances and keep them as close as possible, noting the current design and limitations of being able to substantially amend that now.
- Is there a suitable aisle width around the truck to wheel bins and carry bulky waste when the truck is parked?

Best Regards,

Kevin Morgan | Managing Director | EC Sustainable
T: 1300 WASTE 0 (1300 927 830) | M: +61 423 406 054
kevin@ecsustainable.com | www.ecsustainable.com

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On 12 Jun 2025, at 2:26 pm, Lucy Hammond <LucyH@gyde.com.au> wrote:

Hi Clare, Kevin,

I hope this email finds you well. Ben Tesoriero passed on your contact information to coordinate a quick meeting to discuss outstanding matters related to traffic/waste for the proposed development DA2024/106.

I note that you are both available on Monday at 11am, which will be really helpful to us, so I appreciate you both taking the time to meet with us.
I will send a meeting invite shortly.

In order to make sure that the correct members of the project team are available, can you please provide some indication as to the extent of what needs clarifying at this stage?
The deferral notice referred to "*Resolution of the proposed Waste Management Arrangements*".

We understand from Ben that the crux of the issue here was concern around the vehicle swept paths and tolerances for the 10.5m waste truck.
However, if further matters around the design of the waste arrangements, I just need some indication as to whether we need to get the architects into the meeting.

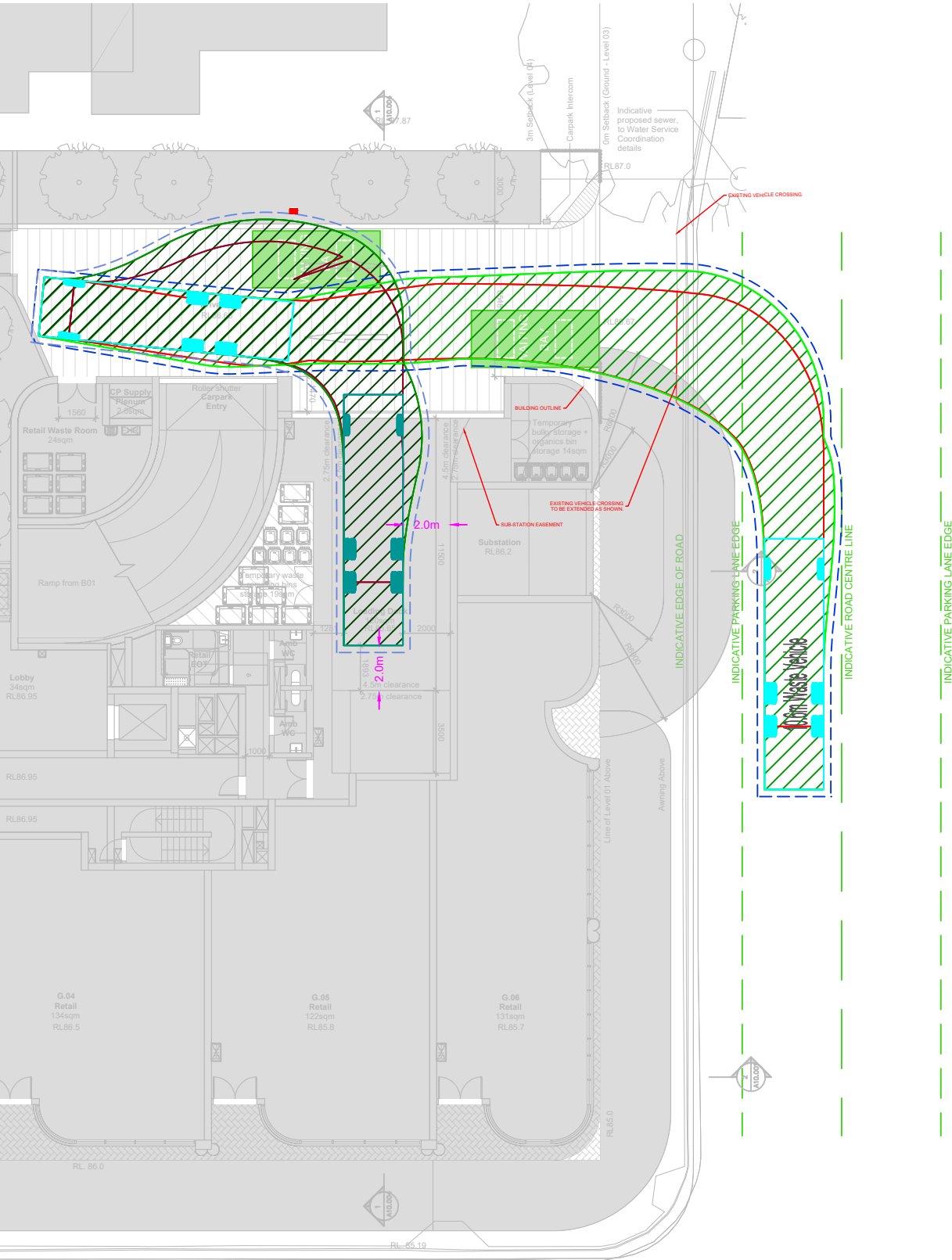
Thanks both for your time,

Appendix F

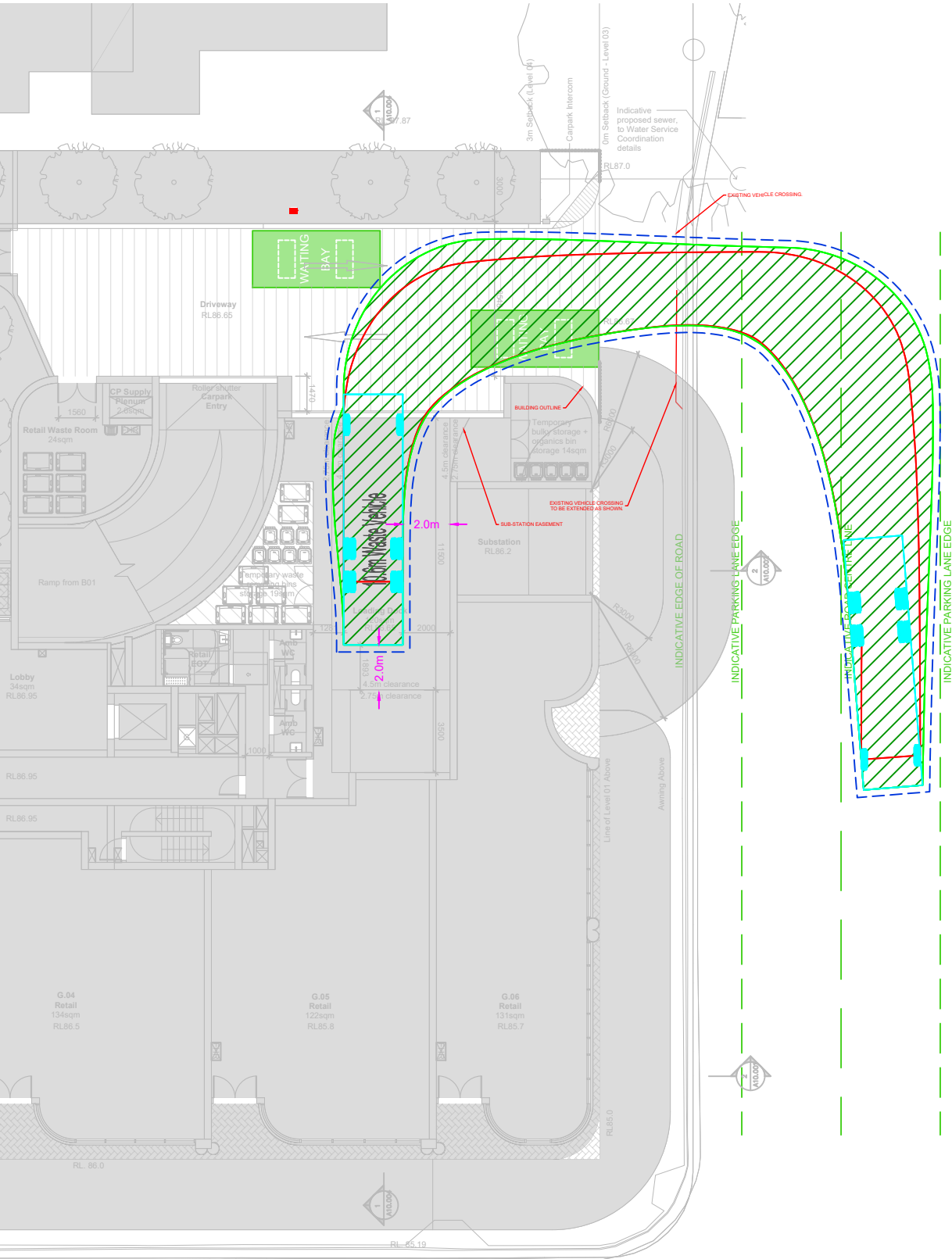
Swept Path Analysis Diagrams prepared by
MLA Transport Planning

GYDE

VEHICLE ENTERING

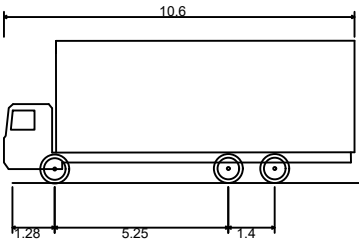


VEHICLE EXITING



Level 14 | 275 Alfred St
North Sydney | NSW | 2060

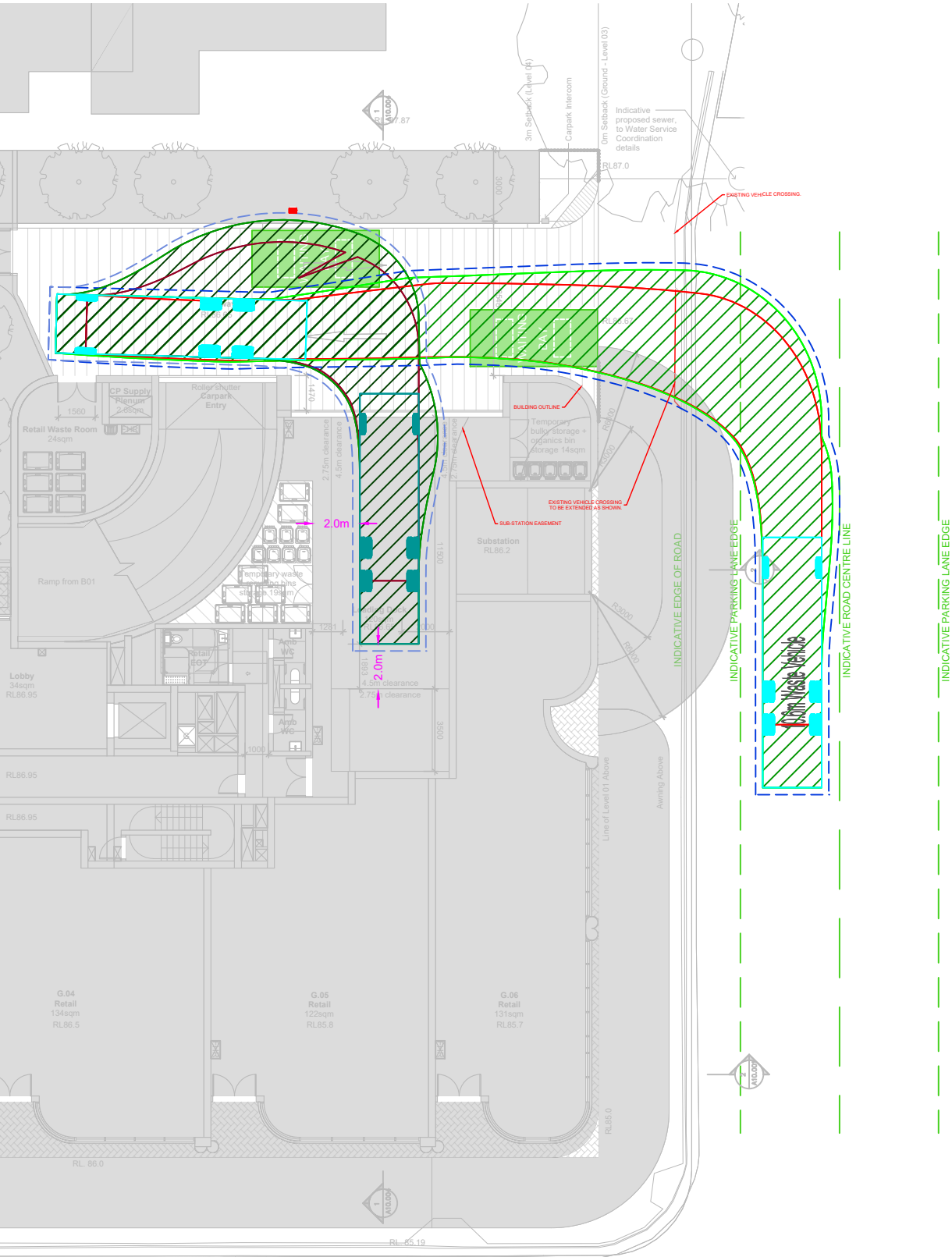
KEY:		
	Forward	Reverse
Wheel Path	—	—
Body Envelope	—	—
Clearance (300mm)	---	---



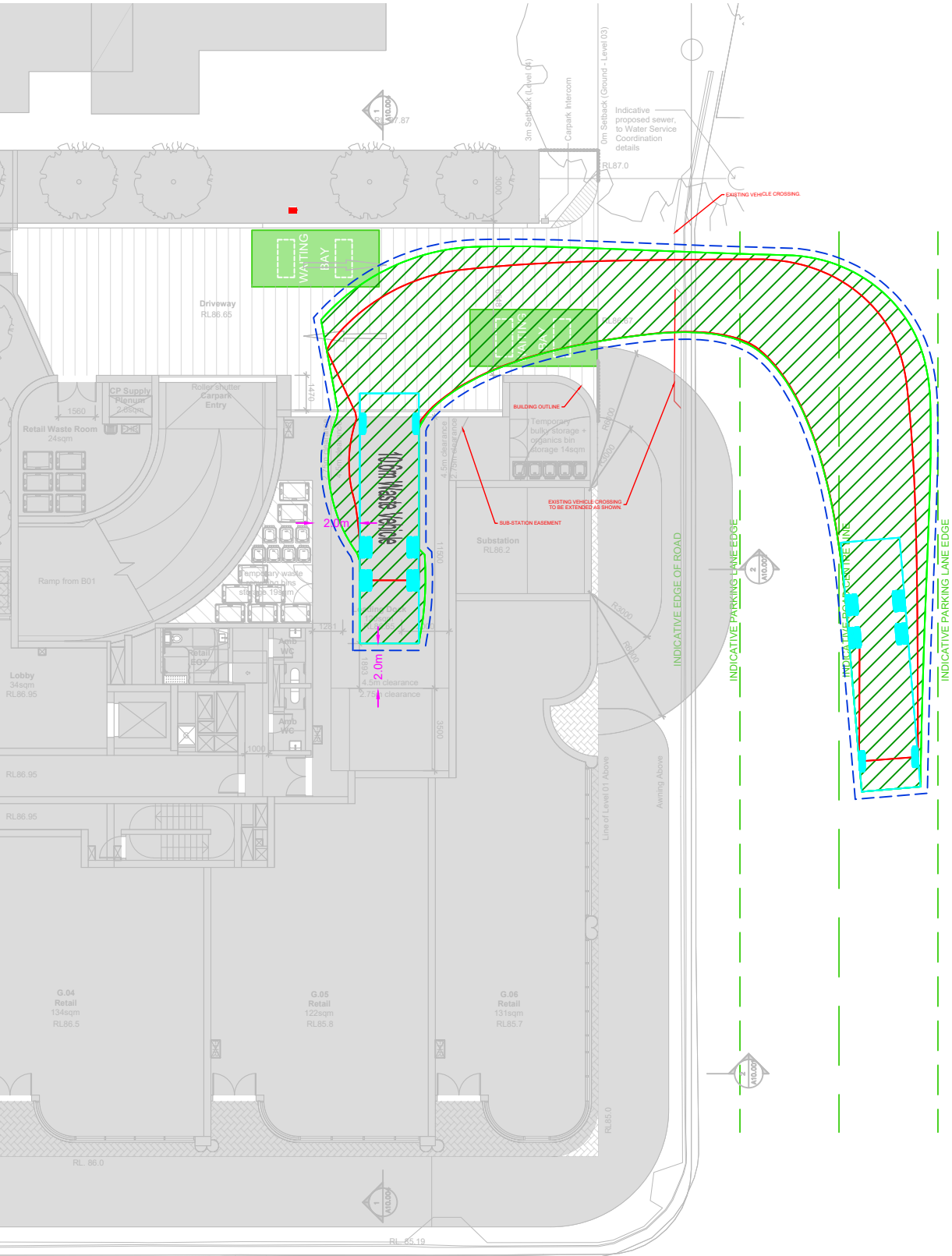
10.6m Waste Vehicle
Overall Length 10.600m
Overall Width 2.500m
Overall Body Height 2.500m
Min Body Ground Clearance 2.500m
Track Width 2.500m
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 8.250m

DATE: 20 JUNE 2025	SCALE: 1:250@A3
DRAWING NO.: 23044CAD008B-001	REV: B
DRAWING TITLE: SWEPT PATH ANALYSIS - 10.6M WASTE VEHICLE ENTERING AND EXITING - GROUND FLOOR WITH 2.0M ACCESS FROM BULKY WASTE STORAGE	
PROJECT: 57-69 STRATHALLEN AVE, NORTHBRIDGE PROPOSED SHOP TOP HOUSING DEVELOPMENT	

VEHICLE ENTERING

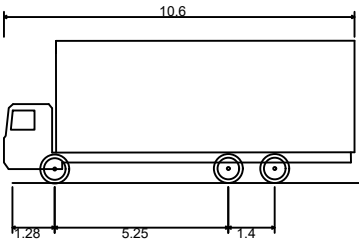


VEHICLE EXITING



Level 14 | 275 Alfred St
North Sydney | NSW | 2060

KEY:		
	Forward	Reverse
Wheel Path	—	—
Body Envelope	 	
Clearance (300mm)	---	---



10.6m Waste Vehicle
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Overall Width 2.500m
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Min Body Ground Clearance 2.500m
Track Width 2.500m
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 8.250m

DATE: 20 JUNE 2025	SCALE: 1:250@A3
DRAWING NO.: 23044CAD008B-002	REV: B

DRAWING TITLE:
SWEPT PATH ANALYSIS - 10.6M
WASTE VEHICLE ENTERING
AND EXITING - GROUND FLOOR
WITH 2.0M ACCESS FROM
GENERAL WASTE STORAGE

PROJECT:
57-69 STRATHALLEN AVE,
NORTHBRIDGE PROPOSED
SHOP TOP HOUSING
DEVELOPMENT