Planning Proposal Assessment against the 35 Key Elements of the Chatswood CBD Planning and Urban Design Strategy

PLANNING PROPOSAL FOR A HIGH-RISE MIXED- USE BUILDING AT 3 ELLIS STREET CHATSWOOD

Key Element 1. The Chatswood CBD boundary is extended to the north and south as per Figure 3.1.1 to accommodate future growth of the centre.

COMMENT

The subject land is located within the existing Chatswood CBD boundary, as identified in Figure 3.1.1 of the Strategy and is therefore, compliant with Key Element 1.

Key Element 2. Land uses in the LEP will be amended as shown in Figure 3.1.2, to:

(a) Protect the CBD core around the Interchange as commercial, permitting retail throughout to promote employment opportunities (with no residential permitted).

(b) Enable other areas to be mixed use permitting commercial and residential.

COMMENT

The subject land is located within the Chatswood CBD area proposed to be zoned B4 Mixed Use and is located outside the Commercial Core. The Planning Proposal (PP) includes a request for the site to be rezoned to a B4 Mixed Use Zone. The CBD Strategy requires a minimum commercial FSR of 1:1 in the B4 Zone. Council requires at least two storeys of commercial floor space within a podium.

It is not possible to achieve commercial FSR of 1:1 (i.e. commercial GFA of 808.6m2) within a 2 storey podium, due to the need to provide for a ground floor residential lobby, lift, stair and services core and driveway, as well as a 3m podium setback to the western side boundary in order to avoid significant adverse impacts on the canopy of 2 existing large trees located on the neighbouring property to the west, near the common side boundary. A 2 storey commercial podium is proposed with a commercial GFA of 420m2 (FSR of 0.52:1). Given the location of the site on a cul-de-sac within a wholly residential area (currently zoned R4 – High Density Residential), provision of a commercial FSR of 1:1 equating to a GFA of 808.6m2 is neither desirable, nor economically feasible.

Key Element 3. The existing DCP limits on office and retail use in parts of the Commercial Core to be removed.

COMMENT

This Key Element is not applicable to the subject land as the site is not located within the B3 Commercial Core Zone.

Key Element 4. Serviced apartments to be removed as a permissible use from the B3 Commercial Core zone.

COMMENT

This Key Element is not applicable to the subject land as the site is not located within the B3 Commercial Core Zone.

It would be possible to increase the "commercial" component on floor space by providing serviced apartments in the 2 lowest levels of the office tower.

Key Element 5. Planning Agreements will be negotiated to fund public domain improvements.

COMMENT

The CBD Strategy envisages that a monetary contribution will be paid with respect to additional residential floor space to fund public domain improvements, by way of a Voluntary Planning Agreement (VPA). The Planning Proposal includes a letter of offer to enter into a VPA providing for payment of developer contributions in accordance with Council's proposed Community Infrastructure Scheme that is to apply to the Chatswood CBD.

Key Element 6. A new Planning Agreement policy will apply and be linked to a contributions scheme that will provide public and social infrastructure in the Chatswood CBD necessary to support an increased working and residential population.

The scheme would:

i. Apply to residential uses

ii. Apply to commercial uses above 10:1 FSR

iii. Operate in addition to the existing Section 7.11 or 7.12 contributions scheme and separate from Affordable Housingrequirements within Willoughby Local Environment Plan (WLEP).

iv. Contribute to public domain improvements in the centre (including streets and parks) that would enhance amenity and support residential and commercial uses.

COMMENT

As noted in Key Element 5 above, the Planning Proposal (PP) includes a letter of offer to enter into a VPA providing for payment of developer contributions for residential floor space in accordance with Council's proposed Community infrastructure Scheme (CIS) that is to apply to the Chatswood CBD. The PP does not propose a commercial FSR above 10:1.

The proponent notes that the CIS contribution proposed per square metre of residential floor space is in addition to section 7.11 or 7.12 contributions and is to be implemented by way of a VPA. The proponent also notes that the CIS is separate from requirements for Affordable housing. The PP includes separate provision for Affordable Housing equating to 4% of residential floor space.

Key Element 7. All developments in Chatswood Centre should contribute public art in accordance with Council's Public Art Policy.

COMMENT

The proponent will contribute to delivery of public art as part of the design excellence process and in accordance with Council's Public Art Policy

Key Element 8. Design excellence is to be required for all developments based on the following process:

a) A Design Review Panel for developments up to 35m high.

b) Competitive designs for developments over 35m high.

COMMENT

As the proposed development will exceed a height of 35m a competitive design process will be required as part of the preparation of a Development Application for the future building. This competitive design process will be in accordance with Council's Design Excellence Policy.

Key Element 9. Achievement of design excellence will include achievement of higher building sustainability standards.

COMMENT

Council requires a high sustainability performance. A minimum 5 star GBCA rating for commercial development, which is to be demonstrated at the Development Application (DA) stage. A sustainability report will be submitted with the DA, in addition to a SEPP 65 – Design Quality of Residential Flat Development report and detailed acoustic and wind assessments.

Key Element 10. The Architects for design excellence schemes should be maintained through the development application process and can only be substituted with written agreement of Council.

COMMENT

The PP includes a reference design for the proposed development of the site. This reference design informs the site specific DCP provisions. The architect for the design excellence process will be retained for the development application process, with the final form of the design prepared in consultation with Council and not adopted until endorsement by the Design Panel. The design excellence process will proceed in accordance with Council's Design Excellence Policy.

Key Element 11. Figure 3.1.3 shows the existing FSR controls under WLEP 2012.

COMMENT

The subject land has an existing maximum FSR of 1.7:1 pursuant to WLEP 2012, as shown in Figure 3.1.3 – Existing Floor Space Ratios under WLEP 2012.

Key Element 12. Minimum site area of:

a) 1800sqm for commercial development in the B3 Commercial Core zone

b) 1200sqm for mixed use development in the B4 Mixed Use zone to achieve maximum FSR as indicated in Figure 3.1.4.

To achieve maximum FSR as indicated in Figure 3.1.4 site amalgamation is encouraged to meet this minimum requirement. In addition, sites should not be left isolated.

COMMENT

The subject land has a site area of 808.6m2, which is 391.4m2 less that the required minimum area of 1,200m2 and became an isolated development site, due to approval of the redevelopment of 84-86 Albert Avenue. Adjoining sites have been developed with 8 to 9 storey apartment buildings with FSR's ranging from 1.5:1 (No. 88), 1.6:1 (No. 96-100) and 1.7:1 (No. 84-86) and are effectively built to or close to the development capacity of those sites under the current maximum FSR (1.7:1). The proposed maximum FSR of 2.5:1 offers insufficient additional floor space to make redevelopment of those sites feasible. The reference design provides a building form that is complementary to the adjoining sites, without requiring site consolidation.

The PP includes evidence that it has not been possible to consolidate the site with an adjoining site, in whole or in part, to achieve a development site area of at least 1,200m2. It should be noted that adjoining sites all have an area of at least 1,200m2. Accordingly, development of the site, as proposed, would not create any isolated development sites.

Potential to share a single driveway access between the neighbouring site to the east at 84 Albert Avenue have been investigated. Due to level differences and existing stormwater drainage infrastructure, including detention tanks, it is not possible to obtain access from a future basement at 3 Ellis Street to the existing driveway off Ellis Street, servicing the basement of 84-86 Albert Ave..

The PP includes breakout walls in the eastern and northern walls of the basement, with a right-of-way in favour of No. 84- 86 and No. 88 Albert Avenue, providing legal access from Ellis Street along the driveway to the proposed breakout walls in the northeast corner of the uppermost basement. If 84-86, or 88 Albert Avenue are redeveloped, these properties will be able to obtain access through the basement of the future building on 3 Ellis Street, allowing removal of the driveway off Ellis Street that currently provides vehicular access to 84 Albert Avenue. Such an outcome not only facilitates a single shared vehicular access, but significantly increases the extent of landscaped area that can be provided to the Ellis Street frontage of 84-86 Albert Avenue.

Key Element 13. The FSRs in Figure 3.1.4, should be considered as maximums achievable in the centre subject to minimum site area and appropriate contributions, and are as follows:

a) No maximum FSR for commercial development in the centre,

b) 6:1 FSR in outer centre.

c) Retention of 2.5:1 FSR along northern side of Victoria Avenue east.

The CBD Strategy proposes a maximum 2.5:1 FSR for the subject land and adjoining land.

Floor space ratio maximums are not necessarily achievable on every site, and will depend on addressing site constraints, surrounding context and other aspects of this Strategy in addition to satisfying SEPP 65 and the associated Apartment Design Guidelines.

COMMENT

The PP seeks approval for a maximum FSR of up to 4.5:1, subject to a minimum commercial FSR of 0.52:1. This FSR is less than the 6:1 FSR applying to the nearby land on the western side of Crisp Lane and provides for a building height that does not result in any increase in shadows to sun protected areas. Importantly, the additional FSR will facilitate removal of an existing outdated low-rise apartment building, which is incompatible with the desired future character of the Chatswood CBD.

Key Element 14. Affordable housing is to be provided within the maximum floor space ratio, and throughout a development rather than in a cluster.

COMMENT

Affordable housing must be provided and contained within the maximum allowable FSR. As part of the implementation of the PP, it is proposed to designate the site in the Willoughby LEP as a site that must provide 4% of residential floor space as affordable housing (or payment of an equivalent cash contribution to Council). As noted in Key Element 6, an affordable housing component equating to 4% of residential floor space is proposed and dispersed within the residential tower.

Key Element 15. Where the maximum floor space ratio of 6:1 is achieved, the minimum commercial floor space ratio sought in development in a Mixed Use zone is 1:1. The objective of this Key Element is to achieve a satisfactory level of commercial in the B4 Mixed use zone to deliver a reasonable amount of employment floor space, typically to be within the podium levels of a development. This will be moderated depending on the overall FSR.

COMMENT

The PP provides for a maximum floor space ratio substantial less than 6:1. Accordingly a commercial FSR of less than 1:1 is permitted. A 2 storey commercial podium is proposed with a commercial GFA of 420m2 (FSR of 0.52:1). A commercial FSR of 0.52:1 is appropriate given the location of the site on a cul-de-sac within a wholly residential area (currently zoned R4 – High Density Residential) and the desirability of providing a western side setback to minimize podium encroachment into the tree canopy of the existing large trees located close to the side boundary, on the neighbouring land to the west.

Key Element 16. In order to achieve the slender tower forms sought by Council the maximum floor plate at each level of a development should be no more than:

a) 2000sqm GFA for office and

b) 700sqm GFA for residential towers above Podium within Mixed Use zones.

COMMENT

The concept plan provides for a slim tower floorplate of approximately 425m2, which is readily compliant with the 700m2 maximum permitted for residential towers.

Key Element 17. In pursuit of the same goal of slender tower forms, the width of each side of any tower should be minimised to satisfactorily address this objective. To the same end, design elements that contribute to building bulk are not supported and should be minimised. Setbacks are considered an important part of achieving slender tower forms.

COMMENT

The residential tower form is broadly square in shape, with maximum dimensions of between 20m and 21m providing a floor plate just 60% of the maximum permitted, which in combination with a tower element 12 storeys high, creates a slim tower form.

The proposed slim tower form is clearing demonstrated in the 3D building envelope studies included with the PP. The tower provides for a modest 3 apartments per level, with the uppermost levels of the tower (Levels 10 to 13) providing a reduced floorplate, to further mitigate tower building bulk.

Proposed setbacks respond to the existing site context and location of neighbouring buildings and are sufficient to demonstrate achievement of a slim tower form.

Key Element 18. If there is more than one residential tower on a site, sufficient separation is to be provided in accordance with setbacks required in this Strategy, SEPP 65 and the Apartment Design Guidelines, to ensure that the slender tower form objective is achieved. Council will seek to avoid an outcome where two towers read as one large tower. Towers are not to be linked above Podium and should operate independently regarding lifts and services.

COMMENT

Key Element 18 does not apply to the subject land, as only 1 residential tower is proposed.

Key Element 19. The sun access protection in Figure 3.1.5 will be incorporated into LEP controls, to ensure no additional overshadowing and protection in mid-winter of:

a) Victoria Avenue (between interchange and Archer St) 12pm-2pm

b) Concourse Open Space 12pm-2pm

c) Garden of Remembrance 12pm- 2pm

d) Tennis and croquet club 12pm-2pm

e) Chatswood Oval 11am- 2pm (which in turn also protects Chatswood Park). In addition

f) Heights adjoining the South Chatswood Conservation Area will provide a minimum 3 hours solar access between 9am and 3pm.

COMMENT

The site is located to the north of the tennis and croquet club and to the west and northwest of Chatswood Oval. The proposal does not increase shadows to either of these sun access protected spaces. All shadows cast towards these areas of public open space are contained with the shadows of existing buildings and do not impact on sun access to those public open spaces. The site does not adjoin the South Chatswood Conservation Area.

Key Element 20. Maximum height of buildings in the CBD will be based on Figure

3.1.6, up to the airspace limits (Pans Ops plane), except as reduced further to meet:

a) Sun access protection.

Achievement of nominated height maximums will depend on addressing site constraints, surrounding context and other aspects of this Strategy in addition to satisfying SEPP 65 and Apartment Design Guidelines.

COMMENT

As the subject land is affected by a sun access plane, it is not possible to achieve a building height anywhere near the maximum 90m typically permitted, where a sun access plane does not apply. The sun access plane to the tennis and croquet club and to Chatswood Oval effectively limits building height to between 10 and 14 storeys, to ensure no additional mid-winter shadow to these areas of public open space.

While the proposed building form marginally encroaches above the sun access plane, it does not increase mid-winter shadows to the above nominated areas of public open space. An accurate shadow impact assessment is included with the PP identifying building height limits that can be achieved on the site, in a manner that prevents any increase the level of mid-winter shadows beyond those already cast over the nominated areas of public open space.

Key Element 21. All structures located at roof top level, including lift over runs and any other architectural features are to be:

a) Within the height maximums.

b) Integrated into the overall building form

COMMENT

The concept plan includes rooftop plant, lift overruns and terrace within the height of the building envelope and the associated shadow impact assessment. The maximum RL of the building, including the rooftop plant is RL 139.5 and no part of the building exceeds a height of 44m above existing ground level. This compares to the existing maximum building height limit of 34m that applies to the site.

Key Element 22. The links and open space plan in Figure 3.1.7 will form part of the DCP. All Proposals should have regard to the potential on adjacent sites. Pedestrian and cycling linkages will be sought in order to improve existing access within and through the CBD. New linkages may also be sought where these are considered to be of public benefit. All such links should be provided with public rights of access and designed with adequate width, sympathetic landscaping and passive surveillance.

COMMENT

The subject land is not impacted by the links and open space plan in Figure 3.7.7 of the CBD Strategy. Strategy. The site is located close to Frank Channon Walk, which includes a cycleway. Ellis Street, east of Crispe Lane is a cul-de-sac suitable for an on-road cycleway connecting to Frank Channon Walk.

Key Element 23. Any communal open space, with particular regard to roof top level on towers, should address issues of quality, safety and useability.

COMMENT

Common open space (215m2), equates a complying to at least 26.6% of site area and includes a substantial area for exclusive use by residents with a northerly aspect, located on the podium at the rear of the tower. This good quality space provides an appropriate level of safety and solar access. There is potential for a public right-of-way for pedestrians to be provided along the western boundary to enhance pedestrian connectivity to Ellis Street from neighbouring properties. This can in the future potentially be extended north to Albert Avenue.

Key Element 24. Public realm or areas accessible by the public on private land:

a) **Is expected from all B3 and B4 redeveloped areas.**
b) **Is to be designed to respond to context and nearby public domain.**
c) **Should be visible from the street and easily accessible.**
d) **Depending on context a public right of way or similar may be required to achieve a public benefit.**

COMMENT

The concept plan includes some publicly accessible open space along the Ellis Street frontage of the site and along a portion of the western boundary in locations that respond to site context and nearby public domain. These areas are visible from t street and easily accessible. 2 street trees are proposed along the Ellis Street frontage. A right of way, or similar mechanism can be used to achieve a permanent public benefit. Detailed design of the public realm will be undertaken in consultation with Council and have regard to the context and the nearby public domain.

Key Element 25. All roofs up to 30 metres from ground are to be green roofs. These are to provide a balance of passive and active green spaces that maximise solar access.

COMMENT

The tower roof exceeds a height of more than 30m and includes a landscaped roof terrace with good solar access over part of the roof area.

Key Element 26. A minimum of 20% of the site is to be provided as soft landscaping, which may be located on Ground, Podium and roof top levels or green walls of buildings.

COMMENT

Based on a site area of 808.6m2, a soft landscaped area of at least 161.72m2 would be required. A readily compliant soft landscaped area of 197m2 is proposed.

Key Element 27. Street frontage heights and setbacks are to be provided based on Figure 3.1.8, which reflect requirements for different parts of the Chatswood CBD. With setbacks of 3 metres or more, including the Pacific Highway, deep soil planting for street trees is to be provided.

d) Mixed use frontage with commercial Ground Floor

i. 6-14 metre street wall height at front boundary.

ii. Minimum 3 metre setback above street wall.

COMMENT

A 2 storey podium is proposed with a height of 7.6m to the street frontage. The CBD Strategy anticipates a zero podium setback to the street frontage. However, given the relatively narrow width of the Ellis Street footpath and the desirability of providing some public space fronting the building, a 2m front setback to Ellis Street is proposed. A compliant zero eastern side setback and 4m northern rear set back is provided for the podium. However, in order to provide additional deep soil and minimse impacts on the tree canopy of 2 existing large trees located near the western boundary of the site, a 3m podium side setback is proposed to the western side boundary.

The residential tower above the podium provides a complying minimum 3m setback to Ellis Street.

Key Element 28. All towers above the podium in the B3 Commercial Core and B4 Mixed Use zones are to be setback from all boundaries a minimum1:20 ratio of the setback to building height (e.g. 3m setback for a 60m building, and 4.5m setback for a 90m building).

COMMENT

The proposed building does not extend above a height of 60m. The proposed tower setback is readily compliant with the 1:20 setback ratio for the western side, northern rear and southern front boundaries of the site. The proposal provides an average eastern side setback equating to a 1:20 ratio, with the northern portion of the tower slightly less than 1:20 and the southern portion of the tower slightly more than 1:20 to provide for articulation to the building, where it is readily seen from Frank Channon Walk

Key Element 29. Building separation to neighbouring buildings is to be:

a) In accordance with the Apartment Design Guide for residential uses.

b) A minimum of 6 metres from all boundaries for commercial uses above street wall height.

COMMENT

No commercial uses are proposed above street wall height. Accordingly, item (b) does not apply.

ADG building separation distances are shared 50/50 with adjoining sites. For example, where a 24m building separation is required, a development should provide a boundary building setback of at least 12m.

The proposed residential tower provides a side setback of 3m to the western side boundary and a building separation of between 9m and 10.5m to the neighbouring building. The proposed western wall of the tower is for the most part a solid wall. West facing windows are limited to the western end of the internal circulation corridor, ensuites and bedrooms, are small and comprise translucent glass. Adequate building separation is provided for a building of the height proposed and a high level of privacy is maintained between the proposed residential tower and the building to the west.

The proposed residential tower does not extend above a height of 60m, and the proposed tower setback is readily compliant with the 1:20 ratio for the western side, northern rear and southern front boundaries of the site. The proposal provides for an average eastern side setback equating to the 1:20 ratio, with the northern portion of the tower slightly less than 1:20 to provide articulation to the building, where it is readily seen from Frank Channon Walk.

There are no existing buildings located to the east of the proposed eastern tower wall. In this location the adjoining land comprises a driveway, front building setback to Ellis Street, pathways and landscaping. Accordingly, building separation and privacy are not an issue with respect to eastern side setback for the proposed tower. Neighbour privacy is further enhanced by limiting windows in the eastern wall to small windows with translucent glazing for the northern portion of the tower. Balconies along the eastern elevation are provided with privacy screens and designed to avoid overlooking of apartments or associated private open space within No. 84-86 Albert Avenue and are also located in excess of 20m from this apartment block.

The proposed residential tower provides a 9m northern rear setback, up to Level 9 and between 10m and 12m for Levels 10 and 11. This rear setback provides for a building separation to the building to the northwest of between17.1m and 18m for those tower levels below Level 10 and between 18.1m and 21m for Levels 10 and 11. With respect to the building to the northeast, those tower levels below level 10 provide a building separation of between 9.81m and 15m and between 12.81m and 18.81m for Levels 10 and 11. North facing balconies are offset from the balconies in the apartment buildings to the northwest and northeast and provide generous separation distances to these apartment buildings.

The ADG allows reduced building separation where adequate neighbor solar access and privacy is provided. The proposed tower has been designed to optimize neighbor privacy by utilizing privacy measures such as solid walls, offsetting, translucent glazing, high sill windows and privacy screens where separation distances are less than those recommended in the ADG.

Key Element 30. At ground level, to achieve the vibrant CBD Council desires, buildings are to maximise active frontages. Blank walls are to be minimised and located away from key street locations.

COMMENT

A glass fronted residential lobby and glazing to commercial floor space is provided on the ground floor, fronting Ellis Street, ensuring there is an active frontage to this street, equating to at least 50% of site width and 57% of building width.

The ground floor commercial tenancy in the southeast portion of the podium has potential for use as a café, with clear sight lines to the nearby Frank Channon Walk. There is also potential to widen the footpath on the northern side of Ellis Street to create more landscaped plaza area.

Key Element 31. Site Isolation will be discouraged and where unavoidable joined basements and zero-setback podiums should be provided to encourage future efficient sharing of infrastructure.

COMMENT

Development of the site would not create any isolated development sites. Adjoining sites all have a site area of at least 1,200m2. The site itself has been created as an isolated site.

Opportunities to share a single driveway access between the neighbouring site to the east at 84 Albert Avenue have been investigated. Due to level differences and existing stormwater drainage infrastructure, including detention tanks, it is not possible to obtain access from a future basement at 3 Ellis Street to the existing driveway off Ellis Street, servicing the basement of 84 Albert Avenue.

The PP includes breakout walls in the eastern and northern walls of the basement, with a right-of-way in favour of adjoining properties proposed to provide legal access from Ellis Street along the driveway to a proposed breakout walls in the northeast corner of the uppermost basement. If 84 Albert Avenue is redeveloped, this property will be able to obtain access through the basement of the future building on 3 Ellis Street, allowing removal of the driveway off Ellis Street that currently provides vehicular access to 84-86 Albert Avenue. Such an outcome not only facilitates a single shared vehicular access, but significantly increases the extent of landscaped area that can be provided to the Ellis Street frontage of 84-86 Albert Avenue.

Key Element 32. Controls will be applied to ensure the traditional lot pattern along Victoria Ave east (building widths of between 6-12m) is reflected into the future.

COMMENT

Key Element 32 does not apply to the subject land.

Key Element 33. Floor space at Ground level is to be maximised, with supporting functions such as car parking, loading, garbage rooms, plant and other services located in Basement levels.

COMMENT

The PP provides for maximum useable floor space at ground floor level, with more than 80% of the ground floor allocated as commercial floor space. Apart from the lift/stairs/services core and a plant room, all floor space at ground floor level is lettable commercial floor space, or the residential lobby. Garbage storage and the majority of plant room requirements and the like are located within the basement, which is provided with a driveway of complying gradient and sufficient basement height clearance and driveway width to accommodate vehicles up to a medium size truck (8.8m length). Traffic control lights are proposed at the basement driveway entry/exit, with priority given to traffic entering the site.

Key Element 34. Substations are to be provided within buildings, not within the streets, open spaces or setbacks and not facing key active street frontages.

COMMENT

Consultation with the electricity authority indicates it is not feasible to provide a substation in the basement. A small, screened ground level substation kiosk is proposed fronting the fire stairs, in a location that is unobtrusive and does not comprise the presentation of the glazed active frontage of the commercial tenancy and the residential lobby. The electricity authority has also indicated it would not agree to placement of a substation behind the front setback adjoining the driveway. This location would also obstruct sight lines to Frank Channon Walk from the commercial tenancy.

Key Element 35. The CBD Strategy employs a Travel Demand Management approach seeking to modify travel decisions to achieve more desirable transport, social, economic and environmental objectives. A new CBD Transport Strategy will build on the approach. In addition, site specific traffic and transport issues are to be addressed as follows:

a) Vehicle entry points to a site are to be rationalised to minimise streetscape impact, with one entry into and exiting a site. To achieve this objective loading docks, including garbage and residential removal trucks, are to be located within Basement areas.

b) In order to facilitate rationalisation of vehicle entry points on neighbouring sites, all development sites are to provide an opportunity within Basement levels to provide vehicle access to adjoining sites when they are developed.

c) All vehicles are to enter and exit a site in a forward direction. In this regard vehicle turntables should be provided where necessary.

d) All commercial and residential loading and unloading is required to occur on-site and not in public streets.

e) Car parking should be reduced by utilising RMS car parking rates for sites close to public transport, as well as reciprocal parking and car share strategies.

f) Other strategies for car parking reduction include reciprocal arrangements for sharing parking and car share.

COMMENT

The proposal minimizes driveway width to 5.5m at the front boundary of the site, where the driveway width equates to less than 25% of overall site width. At the gutter crossing a 6m wide driveway crossing is provided to facility truck turning and two-way car movements.

A total of 39 car spaces are proposed, with all car parking is located below ground level in the basement and cars can enter and leave the site in a forward direction. 1 car space is provided for each of the 33 apartments, with the remaining 6 car spaces provided for resident visitor parking and for commercial tenants/customers. Additional parking is not considered necessary, given the proximity of the site to Chatswood Railway Station and Transport Interchange and the Albert Avenue public carpark and the retail and other services provided nearby. This is consistent with parking requirements recommended in the recently completed ARUP traffic and parking study. Bicycle facilities are proposed within the basement in accordance with DCP requirements.

Nick Juradowitch – Director Ingham Planning Pty Ltd: May 2021