

From: [Billy Yung](#)
To: [Plan Comment Mailbox](#); [Bailey Williams](#); [Nick Armstrong](#)
Cc: [Amanda Broderick](#); [Rachel Davis](#)
Subject: Planning Proposal Submission for PP-2020-323 65 Albert Avenue, Chatswood
Date: Monday, 23 November 2020 2:28:06 PM
Attachments: [image002.png](#)
[CD20 08289 Chatswood PP-2020-323 - 65 Albert Ave-signed.pdf](#)

Hi Bailey and Nick

Thank you for referring the subject proposal to us for review. Apologise for our delayed response.

Please find attached our submission for consideration.

Many thanks,
Billy

Billy Yung
Senior Transport Planner | Land Use Planning & Development
Customer Strategy & Technology
Transport for NSW

M 0481 905 670



SENSITIVE: NSW GOVERNMENT

From: NSW Planning [mailto:planning.apps@planning.nsw.gov.au]
Sent: Wednesday, 21 October 2020 4:30 PM
To: development <development@transport.nsw.gov.au>
Cc: DM_Council@planning.nsw.gov.au
Subject: Your agency has received an agency referral Ref-48 for the Planning Proposal Application PP-2020-323



Your agency has received an Agency Referral request Ref-48 for the Planning Proposal Application PP-2020-323.

Related cases

RR-2020-58

This application relates to:

65 ALBERT AVENUE CHATSWOOD 2067
Willoughby

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Nick Armstrong
Senior Planning Officer
Department of Planning, Industry and Environment
Locked Bag 5022
PARRAMATTA NSW 2124

Dear Mr. Armstrong

Planning Proposal PP-2020-323 – 65 Albert Avenue Chatswood

Thank you for requesting Transport for NSW (TfNSW) review and comment on the subject matter via NSW Planning Portal (RR-2020-58) on 21 October 2020. The Planning Proposal and other accompanying documents were retrieved from the LEPs Online website for review.

The subject site is located within the CBD Core area as identified in the Chatswood CBD Planning and Urban Design Strategy (The Strategy). The Strategy provides a platform for growth, management and direction of the Chatswood CBD for next 20 years and our review of the subject proposal has taken into consideration the directions outlined in the Strategy.

Willoughby City Council has recently completed a Strategic Transport Study (The Study) that evaluates the impact resulting from the population and employment uplifts as proposed in the Strategy from a strategic transport demand perspective. The Study examined the future year scenarios of the targeted uplifts based on the land use zoning proposed in the Strategy. Of relevance, the subject site is located within the B3 Commercial Core, which does not permit residential accommodation. As such, the Study has not specifically included increased residential yield from the subject proposal, which seeks to include 'shop-top housing' as an additional permitted use that deviates from the land use assumptions proposed in the Strategy.

The subject proposal is accompanied by a transport impact assessment addendum to support the proposed amendment to the planning controls. It is noted that the addendum makes reference to a mesoscopic model that was prepared for a development application for another site and which is stated that the mesoscopic model included travel demand assumptions of an anticipated redevelopment at the subject site. It is however not evident whether the mesoscopic model included the broader CBD land use assumptions proposed in the Strategy. On this note it is considered that the addendum does not adequately present the subject proposal in the context of the cumulative impact resulting from the development uplifts as envisaged in the Strategy.

Considering the above, the following recommendations are offered for consideration prior to determination of the proposal:

- The Transport Impact Assessment should be reviewed to present the transport impact of the subject proposal in the context of cumulative impact resulting from the development uplifts as envisaged in the Strategy. Subject to the availability and agreement by Council, it is recommended that the output of the Study should be referenced such that deviations from the Strategy's land use assumptions as proposed by the subject proposal can be assessed in a consistent manner;

- The Study provided a range of recommendations that are linked to the Strategic Direction in the Willoughby City Council Integrated Transport Strategy (WCCITS). It is recommended that the subject proposal should give effect to these recommendations, noting that its site location could potentially support the realisation of some of these recommendations;
- List of actions have been identified to support the Transport Strategic Directions of the WCCITS. Action No. 54 states that “*Continue the revision of Part C.4 ‘Transport Requirements for Development of Council’s Development Control Plan (DCP) to reduce car parking rates for new developments close to railway stations...*”. In the event that the subject proposal is approved prior to the aforesaid reduction of DCP car parking rates to be undertaken by Council, it is recommended that a site-specific clause of capped car parking rates, consistent with Council’s endorsed rates, should be included to the proposed amendments to the Willoughby Local Environmental Plan 2012 of which the subject proposal is seeking; and
- Based on the review of the concept design attached to the subject proposal, further consideration might be required for the proposed access arrangement. Consideration should be given to preparing a site-specific Development Control Plan outlining access issues, (as detailed in **Attachment A**), to be addressed during the preparation of any development application for the site.

Thank you again for the opportunity of providing advice for the above Planning Proposal. If you require any further information, please don’t hesitate to contact Billy Yung, Senior Transport Planner, via email at billy.yung@transport.nsw.gov.au.

I hope this has been of assistance.

Yours sincerely



23/11/2020

Mark Ozinga
Principal Manager Land Use Planning & Development
Customer Strategy & Technology

CD20/08289

Attachment A:

Preparation of a site-specific Development Control Plan (DCP)

Issues

Based on the review of the concept design attached to the subject proposal, it is noted that access arrangement for redevelopment is proposed to include vehicular entry via Victor Street and exit at the traffic control signal via the intersection of Albert Avenue/Orchard Street. The matters in relation to the design elements of proposed vehicle access points and service vehicle provisions are identified below:

- **Vehicle Access Points:**

Existing vehicle access points, on both Victor Street and at this intersection of Albert Avenue/Orchard Road associated with 65 Albert Avenue Chatswood, should be wide enough to allow for the size of vehicles anticipated to use the site to enter and exit safely.

- **Service Vehicles:**

Service vehicle parking for building maintenance, garbage collection and removalists should be adequately provided and accommodated on site.

- **Transport for NSW Requirements at the intersection of Albert Avenue/Orchard Street**

The proposed access arrangement may require changes at the signalised intersection of Albert Avenue/Orchard Road. Any such changes would require approval from TfNSW in accordance with Section 87 of the *Roads Act 1993*.

Recommendation

It is suggested that a site-specific DCP be prepared to include the aforementioned requirements, which would help manage any impact to the surrounding road network.