

PLANNING PROPOSAL

1A-29 BOWEN STREET/6- 18 MORIARTY ROAD, CHATSWOOD

22 JANUARY 2019
SA6659
UPDATED PLANNING PROPOSAL
PREPARED FOR PLATINE PROPERTY DEVELOPMENT PTY LTD

URBIS

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Report Number	Updated Planning Proposal

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EXECUTIVE SUMMARY

OVERVIEW

This Report has been prepared by Urbis Pty Ltd (**Urbis**) on behalf of Platine Property Development 2 Pty Ltd (**the proponent**) to further an amendment to the *Willoughby Local Environmental Plan 2012* (**the LEP**). The amendment relates to 1A-29 Bowen Street and 6-18 Moriarty Road, Chatswood (**the site**) and would result in the following:

- A change in zoning to R4 High Density Residential;
- A maximum allowable height of buildings control of 30m (8 and 9 storey equivalent);
- A maximum allowable floor space ratio (**FSR**) control of 2.85:1;
- Retention of a local heritage item (I147) from Schedule 5 of the LEP; and
- Removal of any minimum subdivision lot sizes for the site.

This Report contains an explanation of the intended effects and justification for proposed amendments to the LEP to facilitate the redevelopment of the site for a residential development that is well connected to employment, public transport, retail and community services at Chatswood CBD.

This Report has been prepared to assist the Council to prepare a Planning Proposal for the LEP amendment. This Report has been prepared with detailed inputs from the following consultants:

- Architectural and urban design input: PBD Architects
- Traffic, access and transport: GTA Consultants
- Heritage: Urbis
- Environmental assessment: Geotechnique Pty Ltd

BACKGROUND

The site is currently zoned R2 Low Density Residential, and is subject to density and height controls that commensurate with this land zoning. This zoning however is a historic anomaly for the area, with the site surrounded by B5 Business Development zoned land to the east, and R3 Medium Density Residential zoned land to the north, west, and south. The current low-density zoning reflects the scale of built form existing on the site prior to the making of the LEP. During the preparation of the draft LEP however it was acknowledged by Willoughby City Council (**the Council**) planning staff that a higher density residential zoning was appropriate for not only the surrounding properties but also the site.

In recent years, the surrounding area has observed a change in density and dwelling types in response to the planning controls and the high level of accessibility to public transport, services and employment opportunities within the Chatswood CBD. This change also reflects the endorsement of metropolitan and regional plans and policies that have encouraged high density developments in areas close to public transport options. This includes the NSW Government's objectives for growth and the Council's own draft Strategy for Chatswood CBD.

INTENDED DEVELOPMENT OUTCOME

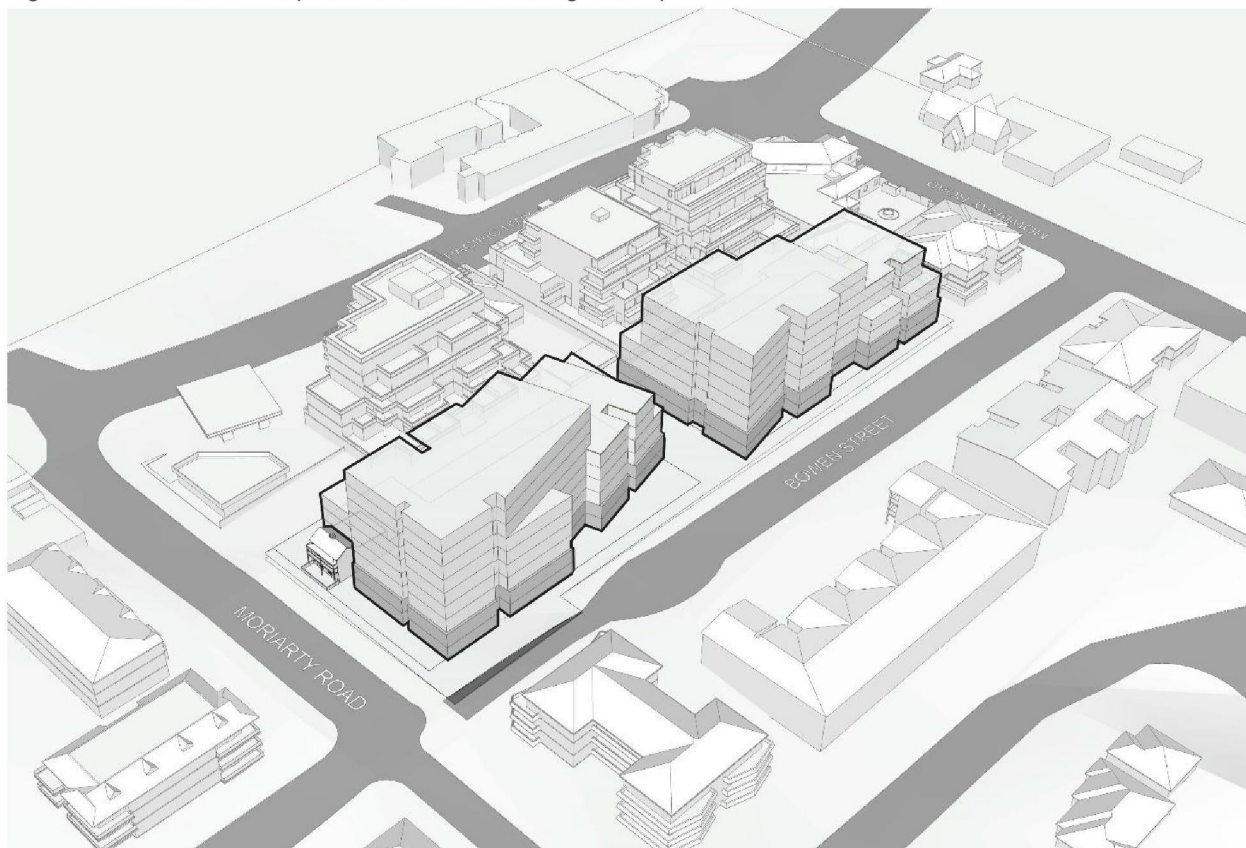
This proposal seeks an amendment to the exiting planning controls for the site not only to be consistent with the existing controls for surrounding properties, but to provide a zoning and future residential development that is commensurate with the high accessibility of the site, opportunities resulting from site amalgamation, and the future needs of the Willoughby community. The proposed zoning for the site is recommended as a true representation of the future needs of the community, rather than a rectification of an anomaly in the The LEP created some 5-10 years ago.

The recent endorsement of the Chatswood CBD expansion to the south between the rail line and the Pacific Highway, could see potential building heights of 90 metres. This potential growth would be located within 70 metres of the subject site and could cause an inconsistent and uneven streetscape between the different

sides of the highway. The proposed built form can facilitate a transition in building height from anticipated densities from the CBD south extension on the eastern side of the Pacific Highway to the R3 Medium Density zoning west of the site.

This Report seeks to facilitate the construction of a new residential development that responds to the changing needs of the Chatswood area, whilst ensuring the desired future character of the area is achieved. This proposal will provide greater housing choice and additional supply of housing within proximity of the Chatswood CBD and transport nodes, connecting the development to the Greater Sydney area. The intended development outcome in terms of approximate building envelopes is illustrated at **Figure 1**.

Figure 1 – Intended Development Outcome – Building Envelopes



Source: PBD Architects

PLANNING ASSESSMENT

The proposal has been assessed against relevant State and Local planning considerations including relevant Strategic Merit Tests. The proposal offers significant benefits and opportunities for the development of the site and to the local community including:

- The provision of a balanced transition of height and streetscape character between the eastern and western sides of the Pacific Highway resulting from the proposed expansion of the Chatswood CBD area (Draft Chatswood CBD Planning and Urban Design Strategy);
- Facilitating the delivery of additional housing required by the growing population near employment and public transport;
- Demonstration of strategic planning merit by being consistent with the relevant draft precinct and regional plans that apply to the site;
- Delivery of a mix of housing types that suit the changing demographic of the locality and the wider metropolitan region; and
- Facilitating the improvement of public open space surrounding the site and delivery of additional affordable housing units within the Local Government Area (LGA).

VOLUNTARY PLANNING AGREEMENT

The Planning Proposal is to be accompanied by a Voluntary Planning Agreement (**VPA**) Strategy which identifies that the proponent is willing to enter into a VPA with the Council. The proponent accepts that the planning proposal will not be exhibited by Council, post gateway determination, until all related VPA terms and details are resolved.

1. INTRODUCTION

1.1. OVERVIEW

This Report has been prepared by Urbis Pty Ltd (**Urbis**) on behalf of Platine Property Development 2 Pty Ltd (**the proponent**), to further an amendment of *Willoughby Local Environmental Plan 2012* (**the LEP**) regarding land at 1A-29 Bowen Street and 6-18 Moriarty Road, Chatswood (**the site**).

This Report contains an explanation of the intended effects and justification for proposed amendments to the LEP to facilitate the redevelopment of the site for a residential development that is well connected to employment, public transport, retail and community services at Chatswood Central Business District (**CBD**).

The proposal recommends amending the planning controls for the site in the context of adjacent land identified in the '*Draft Chatswood CBD Planning and Urban Design Strategy*' located on the eastern side of the Pacific Highway and the broader strategic planning for growth in the global economic corridor. The proposal would facilitate the delivery of a maximum nine storey residential development on the western side of the Pacific Highway providing for a height transition to the west.

The intended outcome of the Planning Proposal is to amend the LEP as follows:

- Amend the land use zone for the site from R2 Low Density Residential to R4 High Density Residential;
- Amend the maximum floor space ratio (**FSR**) control from 0.4:1 to 2.85:1;
- Amend the maximum height of buildings control from 8.5 metres to 30 metres;
- Removal of any minimum subdivision lot sizes and restriction of dual occupancies on the site reflecting the proposed zoning.

The planning proposal does not seek to amend Schedule 5 of the LEP to remove the local heritage listing of two terraces at 8-10 Moriarty Road (I147) that are currently located on the site.

1.2. REPORT STRUCTURE

The Report has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (**EP&A Act**) and the relevant guidelines prepared by the NSW Department of Planning and Environment (**DPE**) including *A Guide to Preparing Local Environmental Plans* and *A Guide to Preparing Planning Proposals*. It includes the following:

- Description of the subject site and its context;
- An overview of the strategic context of the site;
- A summary of the local planning controls;
- An overview of the key elements of the Planning Proposal;
- Statement of the objectives and intended outcomes of the proposal;
- Explanation and justification of the provisions of the proposal;
- Mapping to accompany the proposal;
- Description of the community consultation process expected to occur regarding the proposal; and
- An approximate project timeline.

This Report is accompanied by a range of plans and reports to provide a comprehensive analysis of the site opportunities and constraints. These include:

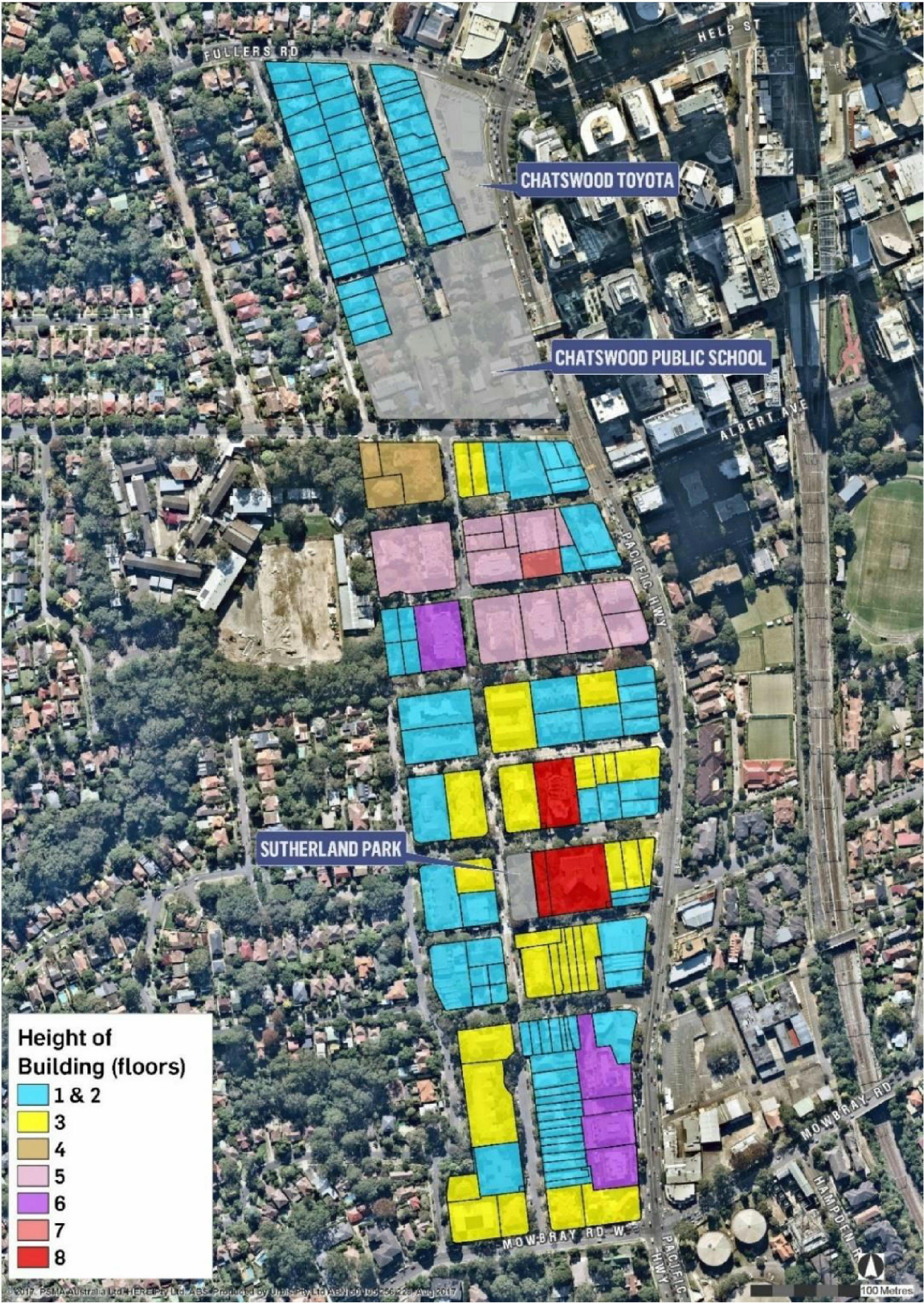
- **Appendix A**– Urban Design Report and Architectural Plans prepared by PBD Architects
- **Appendix B**– Traffic and Parking Study prepared by GTA Consultants

- **Appendix C**– Heritage Impact Statement prepared by Urbis
- **Appendix D**– Proposed Site-Specific DCP Provisions prepared by Urbis and PBD Architects
- **Appendix E**– Preliminary Contamination Assessment prepared by Geotechnique Pty Ltd

medium density residential, one to eight storeys in height. The area includes several small and medium sized parks and open green spaces along with Chatswood Public primary and High Schools.

- **East** – The Pacific Highway is located to the east of the site and is the main arterial road for Northern Sydney. The future Chatswood CBD expansion area is located on the eastern side of the highway, 70 metres from the subject site, with the potential for maximum building heights of 90 metres. Bordering the site are three 6-storey shop-top housing developments, with the property at 544 Pacific Highway being recently constructed.
- **South** – Directly to the south of the subject site is a small 3-storey residential flat building, Mowbray Road, and Chatswood South Uniting Church, a State Heritage Item (I209 under the Lane Cove Local Environmental Plan). Adjacent to the site, to the south-east is the Great Northern Hotel which is a local heritage item (I107).
- **West** – To the west of the site, along Bowen Street, are three 3-storey residential flat buildings. Further west is Ferndale Park, a large nature reserve, containing walking tracks and Barbeque areas. The western side of the Pacific Highway has typically been subject to lower density planning controls as a result of Council strategic focus on high density on the eastern side. However, as demonstrated in **Figure 3** existing building heights vary greatly, with some as tall as 8-storeys in height on the western side of the Pacific Highway.

Figure 3 – Height of buildings (storeys) on the western side of the Pacific Highway



Source: Google Earth

2.3. SITE DESCRIPTION AND EXISTING BUILT FORM

The subject site is located at 1A-29 Bowen Street and 6-18 Moriarty Road, Chatswood. The site has an approximate 58m frontage to Moriarty Road, and a 128m frontage to Bowen Street.

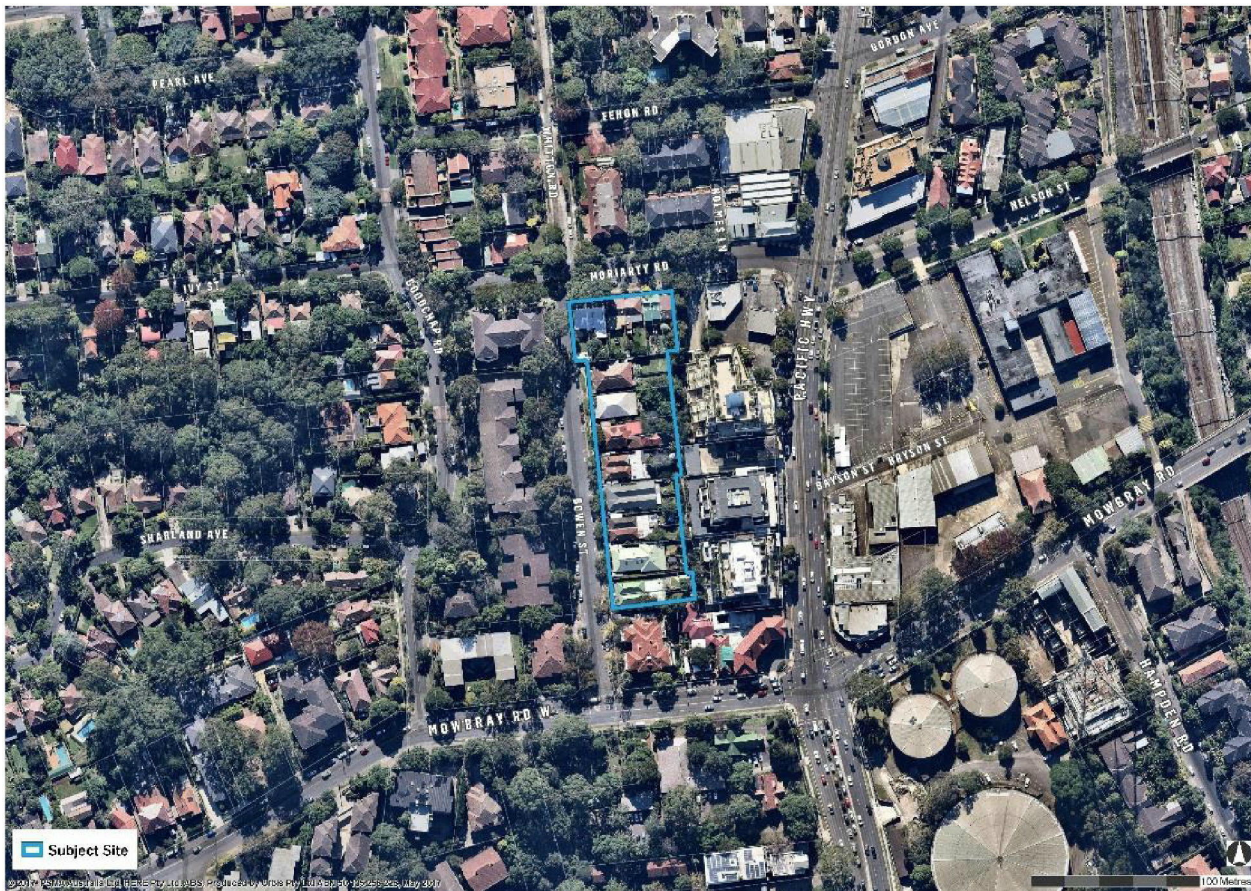
The site has an area of approximately 6,716sqm and encompasses 22 individual allotments, which are identified within **Table 1**. The site was previously under separate ownership, however the proponent is in the process of amalgamating the sites to deliver a more coordinated development across the site, with 56.8% of the site secured.

The site is currently occupied by several single storey residential dwellings and two 2-storey terrace houses located on Moriarty Road which are listed as local heritage items on the LEP. The existing development on the site can be seen in **Figure 4**.

Table 1 – Legal identification

Lot	DP	Ownership		Lot	DP	Ownership	
1, 2	DP844161	Burst Pty Ltd	Brendan Keith Jordan and Lucy Jordan	101, 102	DP1169675	Grace Raffaele	Grave Raffaele
1, 2	DP580741	Hellen O'Donnel	Christine Janet Seckold	A, B	DP439872	Michael Joseph D'Antonio and Helen Rowan D'Antonio	Robert Khatchadourian and Lisa Khatchadourian
B1, B2	DP444998	Franca Magagnotti	Luciano Magagnotti	1	DP363053	Kheng Chiok Chan	
1, 2	DP597787	Jimmy Lee and Anan Zhao	Lee Featherby and Yu Mei Tseng	1	DP915744	Bong Kum Kwon and Young Tae Kwon	
1, 2	DP733443	Christopher Benjamin, John Ellis and Merrily Kerry James	Meike Birthe Davis	A, B, C	DP106994	Maureen Frances Lanigan	Bo Xiao
1, 2	DP976473	Huang and Jiang	Matthew Ferguson and Ian Andrew Walker				
11	DP976473	Velarie	Velarie				

Figure 4 – Aerial of the site



Source: Urbis

The existing built form on the subject site is characterised by a variety of semi-detached, detached and terrace style dwellings. The existing dwellings are predominantly single storey along Bowen Street and typically 2-storey along Moriarty Road, notably including the 2-storey heritage listed terrace houses at 8-10 Moriarty Road.

In 1995 the site was rezoned from a residential flat zone to a lower density residential zone reflecting the existing development across the site and its listing as a heritage conservation area. In 1999, following a Conservation Area Review, the Council 'delisted' the heritage conservation area on the basis that:

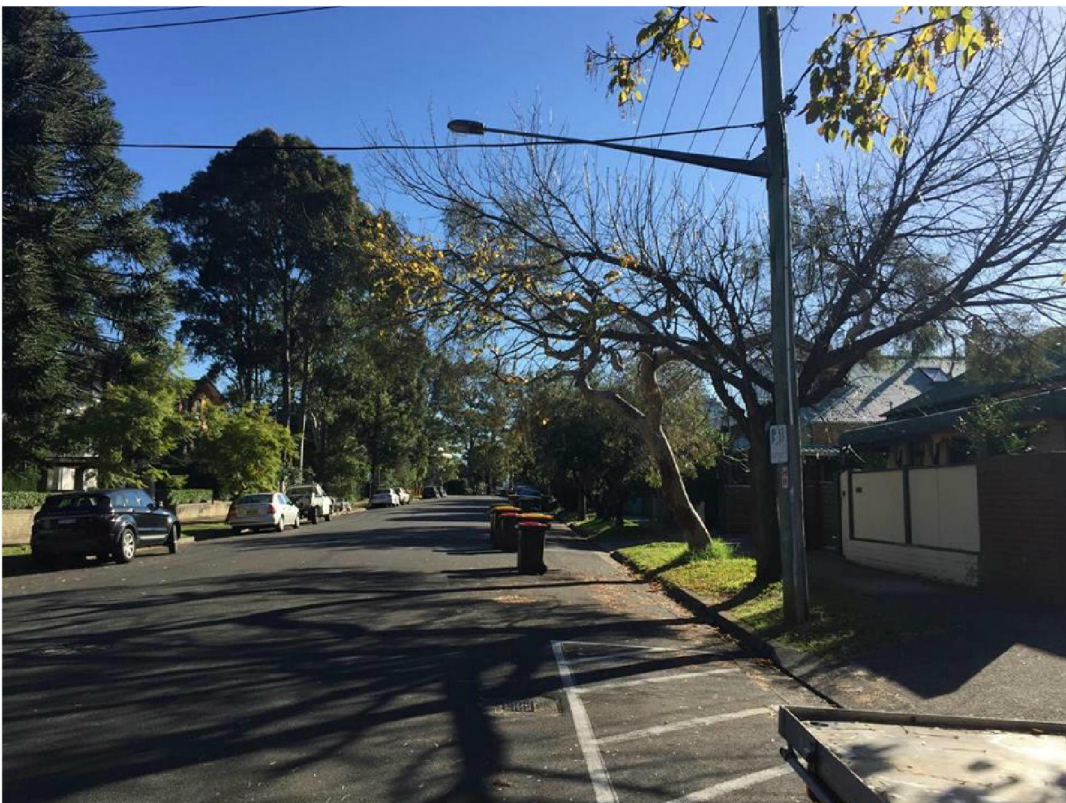
"Because of the low integrity of the Bowen Street group, their degraded context and isolation from surrounding streetscapes and considering that a very intact and much larger group of small scale cottages of the 1905 period are protected in the Naremburn Conservation Area, exclusion of the Bowen Street conservation Area from WLEP 1995 is supported".

Images of the existing built form on the site are included within **Figure 5** on the next page.

Figure 5 – Existing built form on the subject site



Picture 1 - The subject site is characterised by single-storey detached and semi-detached homes.



Picture 2 – Bowen Street is a wide street which allows on-street car parking.



Picture 3 – Houses along Moriarty Road are built up to the building line.

2.4. TOPOGRAPHY

An extensive area of land on the western side of the Pacific Highway contains steeply sloping land, presenting a challenge when coordinating development of medium to high density, given the additional costs associated with the construction. **Figure 6** comprises mapping of the topography within the 800-metre catchments of Chatswood and Artarmon railway stations.

The subject site is located on land with slopes that are generally less than 4%, as illustrated in **Figure 6** below. For the Council to achieve the required housing targets in appropriately located areas near public transport infrastructure and employment, the constraints to constructing medium to high density development must be considered. In this respect, there are few sites located within an 800-metre catchment of Chatswood and Artarmon railway stations that slope by less than 10% and in many instances west of Chatswood station by less than 20%.

The site is one of the few large parcels of land located within the 800 metres catchment of the Chatswood railway station that is not restricted by the steep topography.

Figure 6 – Topography within 800m radius of Chatswood and Artarmon railway stations (Source: Urbis)



Source: Urbis

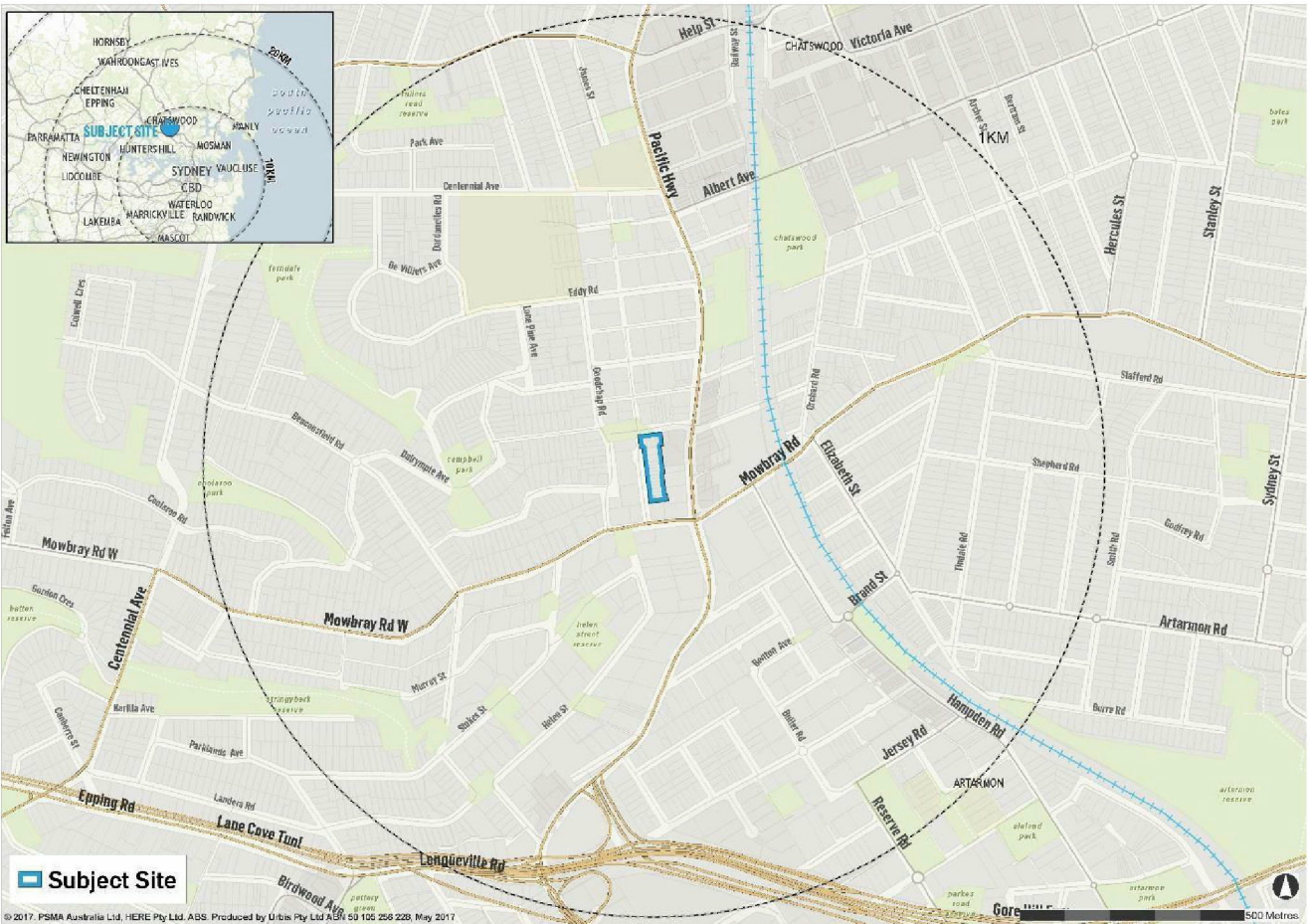
2.5. BUSHLAND AND OPEN SPACE

The site is located within 500 metres of several parks and green open spaces. Sutherland Park, located less than 50 metres from the site on Sutherland Street, provides a small children's playground as well as landscaped gardens and green open space. Chatswood Park, located 400 metres from the site, on the eastern side of the Pacific Highway and railway line, is a large playing field and open park that accommodates small sporting games and areas of open spaces and landscaped gardens. The park connects to the southern end of Chatswood CBD.

Small pocket parks located off streets close to the site provide small areas of lawn and seating for residents of surrounding buildings.

Ferndale Park, located 500 metres to the west of the site, is a large natural park that follows Swains Creek. The park provides picnic areas and walking tracks along the creek. Public open space within an 800m radius of the site is illustrated in **Figure 7** below.

Figure 7 – Location of public open space, parks and nature reserves



Source: Urbis

2.6. HERITAGE

The site is not located within a heritage conservation area under the LEP, however the site contains a locally listed heritage item (I147), being two 2-storey Victorian terrace houses located at 8-10 Moriarty Road, Chatswood. These terraces were first listed under a local environmental plan in November 1995. The terraces are described on the NSW Heritage Register as follows:

“have been built as a pair of terrace buildings and have a traditional street elevation typical of the late Victorian period, and represent the earliest (SIC) phase of development in the area. The terrace represents the earliest phase of the residential development of the local government area.” Source: NSW Office of Environment and Heritage

At the north-eastern boundary, the site adjoins the rear of another local heritage item being The Great Northern Hotel (I107). The site is also in proximity of the Chatswood South Uniting Church, a State Heritage Item (I209) listed on the NSW Heritage Register and the *Lane Cove Local Environmental Plan 2009* located at the south-western corner of the Pacific Highway and Mowbray Road, Chatswood. **Figure 8** identifies the site in context of surrounding heritage items and conservation areas.

Figure 8 – Location of heritage conservation areas and heritage items.



Source: WLEP

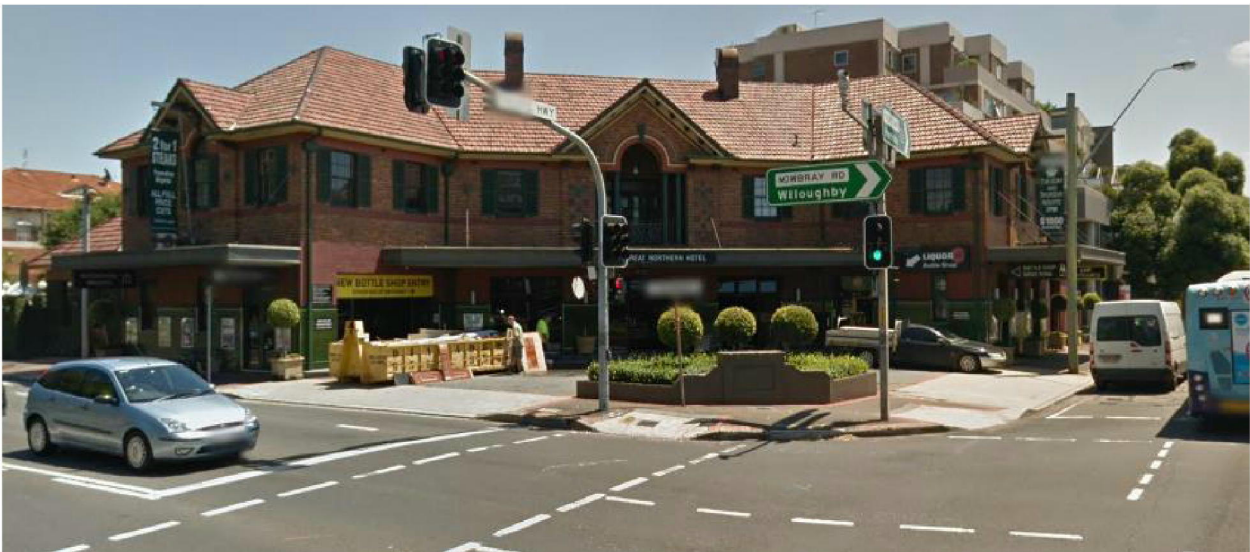
Images of the locally heritage listed terrace houses and the adjacent Great Northern Hotel are provided at **Figure 9** on the following page.

Figure 9 –Images of the heritage listed terrace house and Great Northern Hotel



Picture 4 – Heritage listed terrace house on Moriarty Road

Source: Google Earth



Picture 5 – The Great Northern Hotel is adjacent to the subject site, located on the corner of Mowbray Road and the Pacific Highway

Source: Google Earth

2.7. WALKABILITY

The site is located within 800 metres of both the Chatswood and Artarmon Stations on the North Shore line, as well as 50 metres from bus stops along the Pacific Highway and Mowbray Road, with connections to Macquarie Park, St Leonards North Sydney and Sydney CBD. The site is also within 800 metres of employment opportunities within the Chatswood CBD and Artarmon. Access to nearby public transport routes provide excellent opportunities for people to travel to employment centres further afield, including the heath precinct at St Leonards and to North Sydney and central Sydney.

Figure 10 illustrates that the site is within a 10-minute walking catchment to either Chatswood or Artarmon Stations.

Figure 10 – 10-minute walking catchment of Chatswood and Artarmon Stations



Source: Urbis

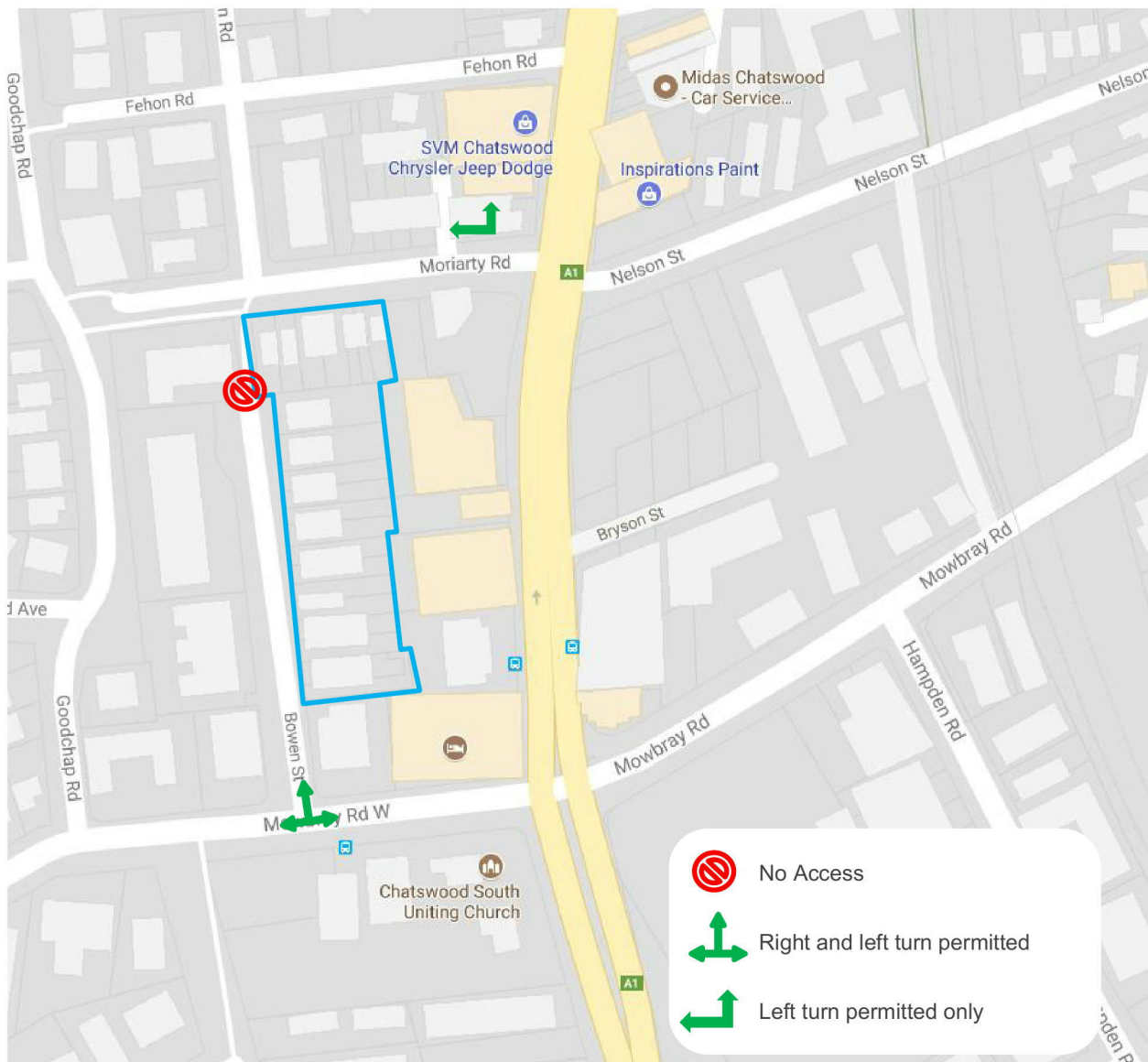
2.8. TRANSPORT AND PARKING

The site is located along two local streets, Bowen Street and Moriarty Road. While pedestrian access is possible, vehicular access is not currently permitted between the two streets. During the preparation of the Draft WLEP 2009 the Council, in consultation with the RMS, considered the opening of Bowen Street from Moriarty Road for south bound traffic only. Council officers however recommended not to make any changes to on street parking until the completion of the Resident Parking Scheme Review. At that same meeting on 3 November 2010 Council resolved that the road closure between Bowen Street and Moriarty Road are to remain.

Moriarty Road connects with the Pacific Highway and Whitton Road, further connecting with other local streets. Right turns are not permitted at the intersection of the Pacific Highway, with vehicles connecting to Centennial Avenue, traveling through local streets. The road access surrounding the site is illustrated at **Figure 11**.

On street parking is available along both Bowen Street and Moriarty Road, as well as along surrounding streets. All existing buildings on the site have private driveways and garages with the exception of the heritage listed terrace house.

Figure 11 – Road access



2.9. PUBLIC TRANSPORT

The site is well served by public transport including buses and trains. The site is located 800 metres from Chatswood Transport Interchange which provides an easy connection between Sydney buses and trains. The site is also located 800m from Artarmon railway station. This accessibility will be enhanced with the construction of Sydney Metro, connecting the Chatswood area with suburbs and employment areas in the north-west and south west of Sydney via the Sydney CBD.

The available public transport options and their destinations are as follows:

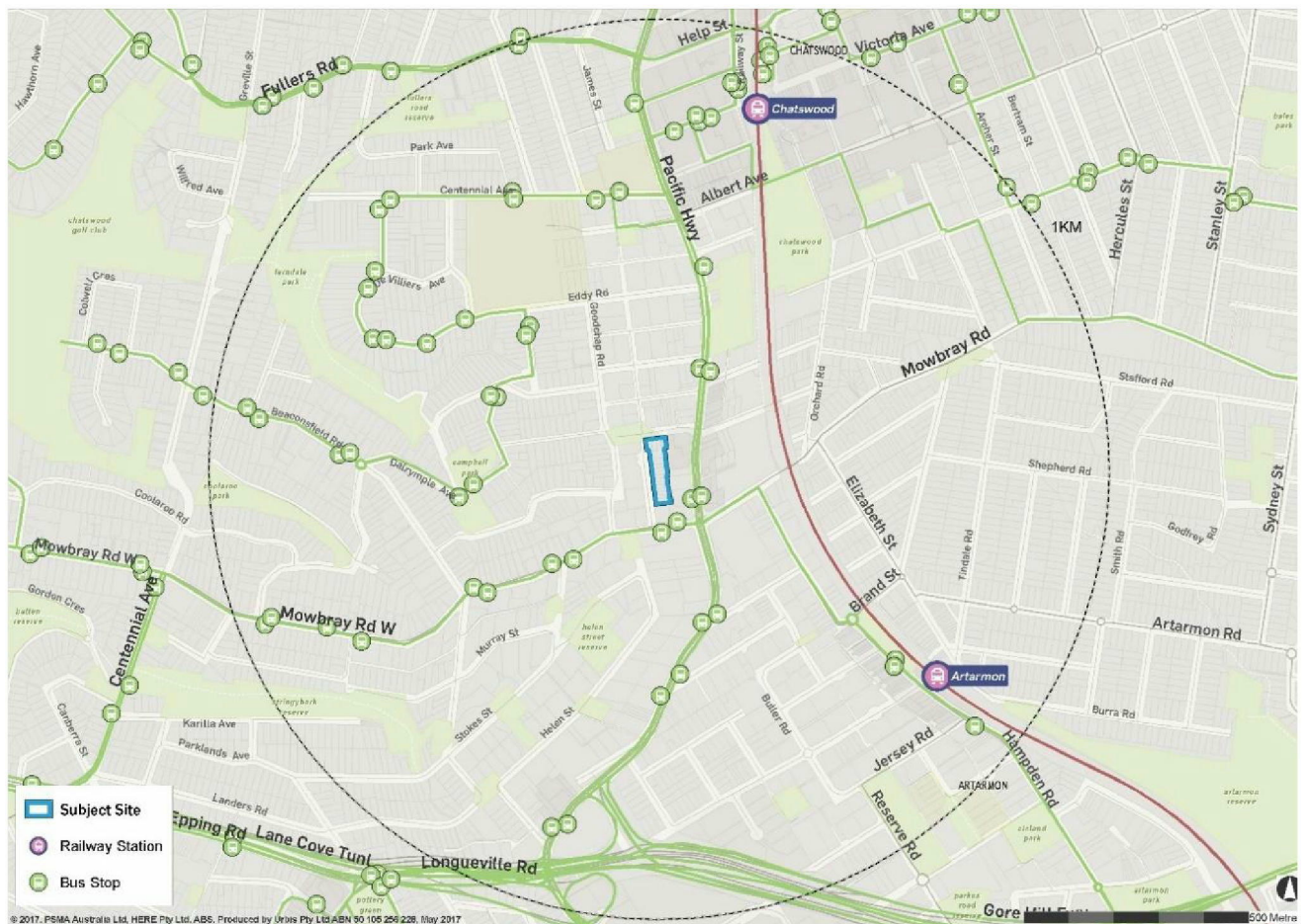
- **Train:** North shore and Western line trains with connections to the Sydney CBD, Macquarie Park and Central Coast.
- **Sydney Metro:** Future Sydney Metro station at Chatswood, which will connect the area with employment precincts in the North West, as well as the future line to the Sydney CBD and South Western suburbs.
- **Bus:** Bus stops are located along the Pacific Highway and Mowbray road, along with a major intermodal interchange at Chatswood, connecting bus and train riders.

The location of the site in proximity of public transport options is illustrated in **Figure 12** on the following page.

The new Metro line will connect the site to major employment areas in Macquarie Park and Norwest Business Park in the northwest and with the future opening of the southwestern line in 2024, a faster and more efficient connection to Barangaroo, Sydney CBD and southwestern suburbs. When the new line opens in the first half of 2019, trains will run at a frequency of every 4 minutes at peak times, ensuring more services are provided, decreasing commuter congestion. The alignment of the Metro line is included at **Figure 13**.

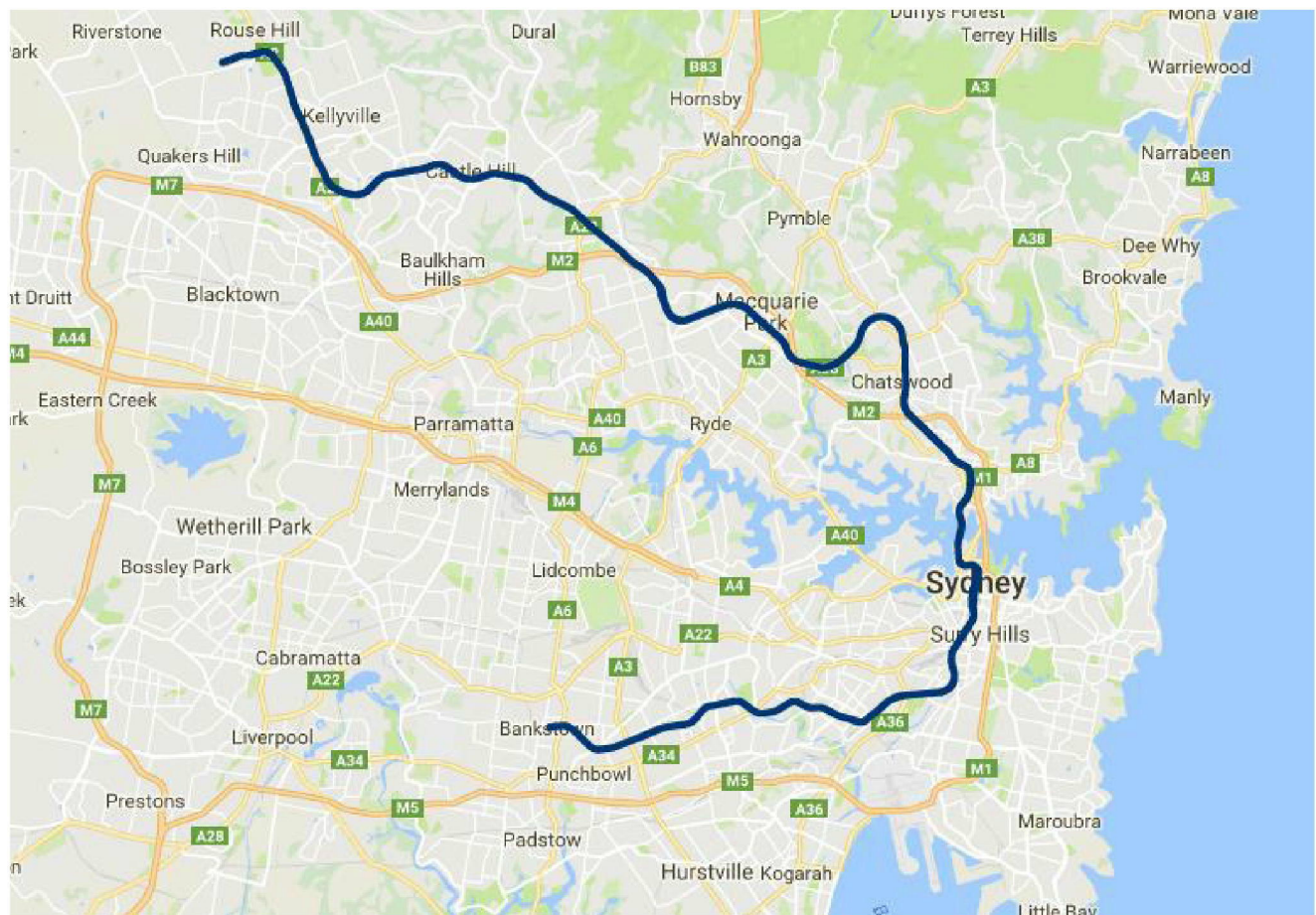
The proposed Sydney Metro West line will also be accessible via the proposed interchange between the two lines at Central Station, providing a fast and efficient service to Parramatta CBD, Bays Precinct and Sydney Olympic Park.

Figure 12 – Location of nearby transport nodes



Source: Urbis

Figure 13 – Route of Stage 1 and 2 of Sydney Metro



Source: Transport for NSW

3. CURRENT PLANNING FRAMEWORK

This section provides a summary of the existing local planning controls that are relevant to the site, including:

- *Willoughby Local Environmental Plan 2012* (the LEP)

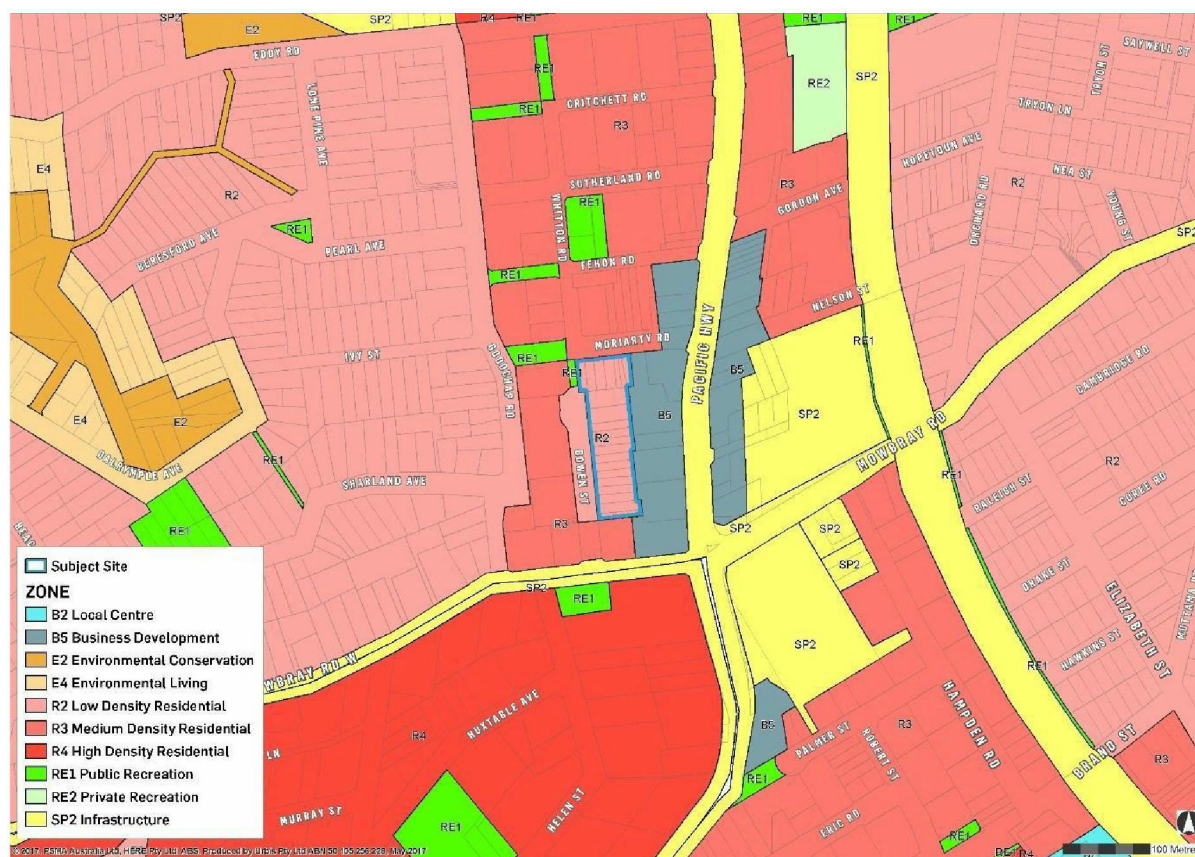
3.1. WILLOUGHBY LOCAL ENVIRONMENTAL PLAN 2012

The LEP is the principle environmental planning instrument guiding development within the Willoughby LGA which was gazetted 31 January 2013. The following section outlines the current LEP provisions applying to the site.

3.1.1. Zoning

The subject site is currently located within the R2 Low Density Residential zone under the LEP, and is surrounded by land zoned R3 Medium Density Residential and B5 Business Development as illustrated at **Figure 14**.

Figure 14 – Land Use Zone



Source: WLEP

The objectives of the R2 Low Density Residential zone are:

- *To provide for the housing needs of the community within a high density residential environment.*
- *To provide a variety of housing types within a high density residential environment.*
- *To enable other land uses that provide facilities or services to meet the day to day needs of residents.*
- *To allow for increased residential density in accessible locations, while minimising the potential for adverse impacts of such increased density on the efficiency and safety of the road network.*
- *To encourage innovative design in providing a comfortable and sustainable living environment that also has regard to solar access, privacy, noise, views, vehicular access, parking and landscaping.*

The permitted and prohibited uses in the R2 Low Density zone are identified below, noting that any residential development other than boarding houses, dwelling houses, dual occupancies, and group homes are currently prohibited on the site.

2 - Permitted without consent

Home Occupations

3 - Permitted with consent

Bed and breakfast accommodation; Boarding houses; Child care centres; Community facilities; Dual occupancies; Dwelling houses; Group homes; Home-based child care; Home businesses; Home industries; Recreation areas; Respite day care centres; Roads

4 - Prohibited

Any development not specified in item 2 and 3

3.1.2. Maximum Height of Buildings

Under the LEP, the existing maximum height of building control for the site is 8.5 metres. As illustrated in **Figure 15**, the current height limits for neighbouring land range from 12 metres for land opposite the subject site on Bowen Street and Moriarty Road, to 20 metres for land fronting the Pacific Highway. Certain sites along the Pacific Highway, including 763–781 Pacific Highway and 20–24 Thomas Street, Chatswood, and consolidated sites on Pacific Highway, Freeman Road and Oliver Road, Chatswood are identified within the Special Provisions Area Map of the LEP which allow for a maximum building height up to 60m (and an FSR up to 8:1).

Figure 15 – Maximum Building Height



Source: WLEP

3.1.3. Floor Space Ratio

The FSR control for the site is determined by the provisions outlined in Clause 4.4A of the LEP, which provides a scale of FSR controls depending on site area. Given this, the combined site area is 6,500sqm and therefore the 800m plus control applies, giving the site a 0.4:1 ratio.

In comparison, neighbouring land is subject to a maximum FSR of 0.9:1 to the west and north of the site and 2.5:1 to the immediate east, showing the inconsistency with controls for the subject site. The existing FSR controls for the site and surrounds are illustrated at **Figure 16**.

Figure 16 – Maximum FSR



Source: WLEP

3.1.4. Heritage

The site is not located within a heritage conservation area under the LEP, however the site contains a locally listed heritage item (I147), being two 2-storey Victorian terrace houses located at 8-10 Moriarty Road, Chatswood.

At the north-eastern boundary, the site adjoins the rear of another local heritage item being The Great Northern Hotel (I107). The site is also in proximity of the Chatswood South Uniting Church, a State Heritage Item (I209) listed on the NSW Heritage Register and the *Lane Cove Local Environmental Plan 2009* located at the south-western corner of the Pacific Highway and Mowbray Road, Chatswood. **Figure 7** within **Section 2.4** illustrates the heritage items surrounding the site.

3.1.5. Minimum Lot Sizes and Dual Occupancy Provisions

The site contains two separate controls for minimum lot size. Lots located along Bowen Street are subject to a minimum lot size of 550sqm. Lots located along Moriarty Road are subject to a minimum lot size of 650sqm.

The controls associated with the site are inconsistent with the surrounding sites, as shown on the Minimum Lot Size Map within LEP, as land surrounding the subject site are not subject to any minimum lot size control. Further, the two heritage listed terraces at 8-10 Moriarty Road are subject to additional minimum lot controls and maximum gross floor areas for dual occupancies (attached) in the R2 Low Density Residential zone.

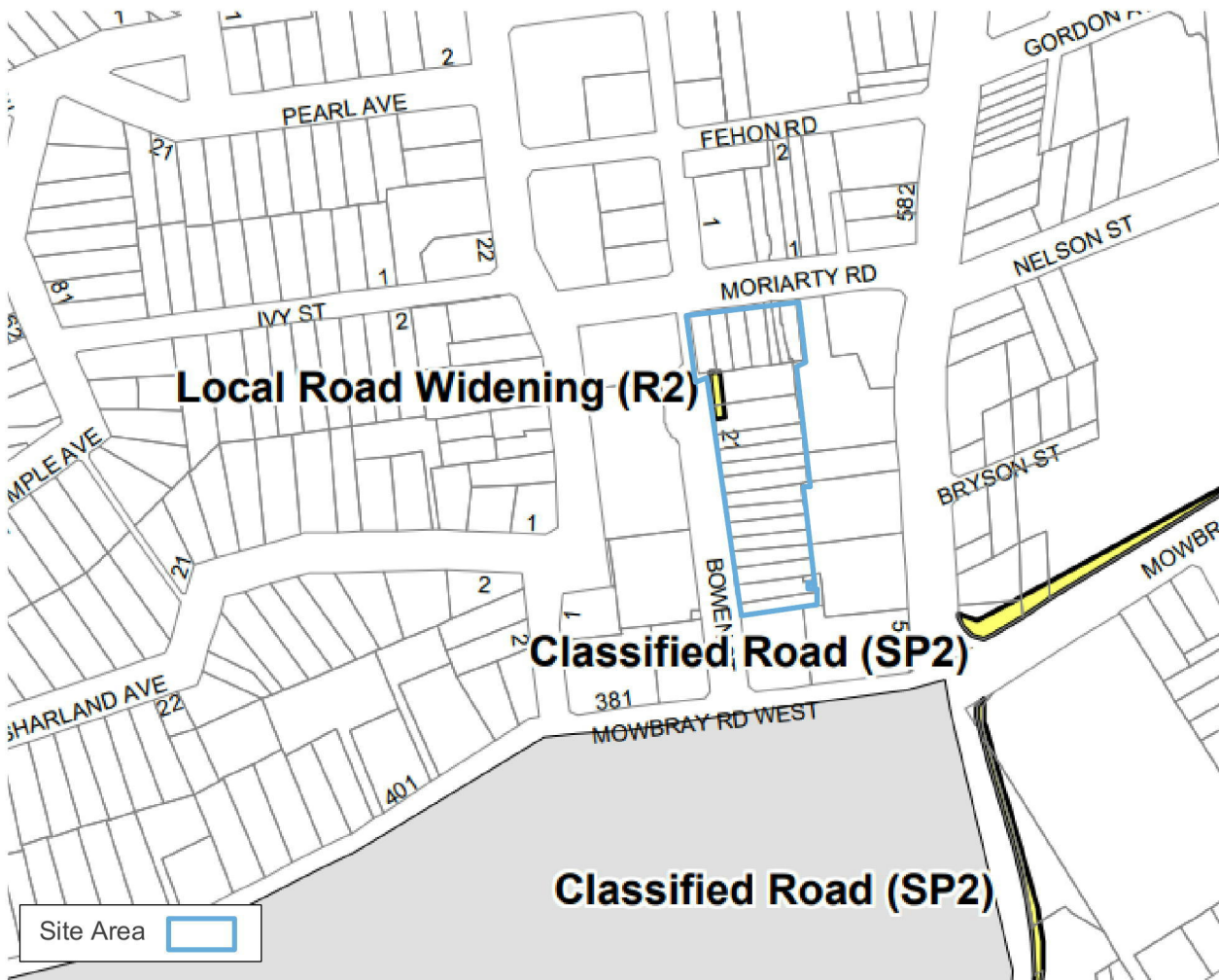
3.1.6. Acid Sulphate Soils

The site, and much of the Willoughby LGA, are identified as containing Class 5 Acid Sulphate Soils under the LEP. Given the distance between the site and other Class of Acid Sulphate Soils in addition to the unlikelihood of lowering the water table in this location, the identification of Class 5 Acid Sulphate Soils is unlikely to impact future development on the site.

3.1.7. Land Reservation and Acquisition

A portion of the site at 25-27 Bowen Street is identified on the Land Reservation Acquisition Map within the LEP as being reserved for local road widening, as identified at **Figure 17**. This local road widening would facilitate a larger turning circle should the closure between Moriarty Road and Bowen Street be retained.

Figure 17 – Land Reservation



Source: WLEP 2012

4. STRATEGIC PLANNING CONTEXT

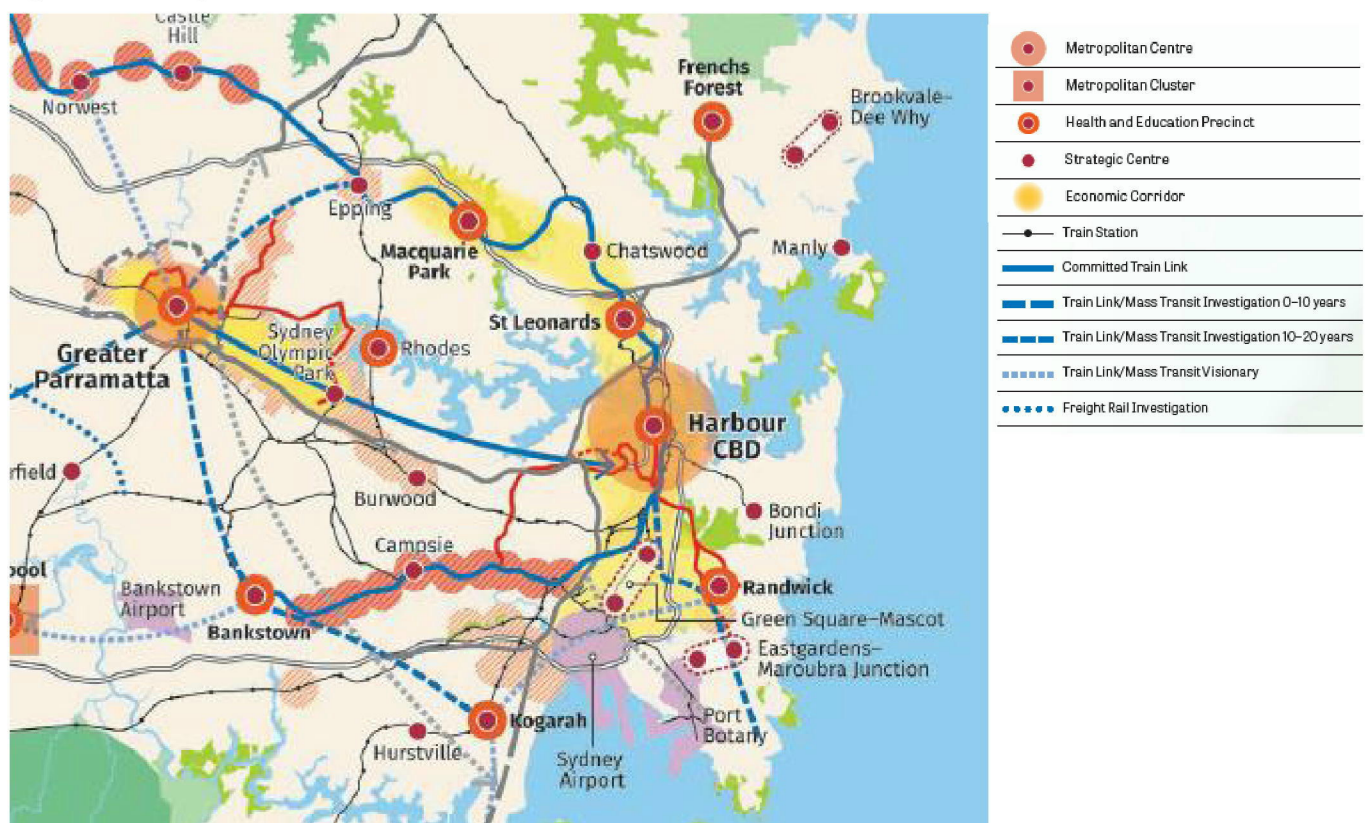
4.1. GREATER SYDNEY REGION PLAN

The “Greater Sydney Region Plan - A Metropolis of Three Cities” (**Greater Sydney Region Plan**), identifies Chatswood as a Strategic Centre within the top nine largest office markets in Sydney, with a significant influence on the greater Sydney area. The site is located within the Eastern Harbour City and specifically within the Eastern Economic Corridor, which spans from Sydney Airport and Port Botany through Sydney CBD, St Leonards and Chatswood up to Macquarie Park. The Eastern Economic Corridor already contains approximately 775,000 jobs and contributed two-thirds of NSW economic growth in the 2015-2016 Financial Year, highlighting the importance and potential future growth of the area.

Sydney Metro Norwest is currently under construction and when complete will connect centres such as Norwest Business Park to Chatswood via a fast and efficient train service. The second stage of the Sydney Metro rail project will link Chatswood to Central Sydney via a second harbour crossing. This additional infrastructure will provide an efficient service to Sydney CBD to relieve pressure on the current heavy rail North Shore line. Each of these committed new infrastructure projects will significantly enhance the accessibility to, and between, approximately a million jobs which will exist between Rouse Hill and Sydney Airport by 2036.

Given the strategic location of the subject site, future development should seek to accommodate additional housing supply to realise alignment with the strategic directions of the Plan for this locality and to best utilise new transport infrastructure.

Figure 18 – Metropolis of Three Cities



Source: Greater Sydney Region Plan (2018)

Figure 18 illustrates the extent of the *Eastern Economic Corridor* between Macquarie Park to Sydney Airport and the location of the Chatswood Strategic Centre on committed train links to Sydney CBD and Train Link/Mass Transit investigation links to Parramatta.

4.2. NORTH DISTRICT PLAN

The North District Plan (2018) sets out aspirations and strategic planning context for Greater Sydney's North District, which includes the local government areas of Hornsby, Hunters Hill, Ku-ring-gai, Lane Cove, Northern Beaches, Mosman, North Sydney, Ryde and Willoughby.

The North District Plan sets a target of 31,000 – 33,000 jobs by 2036 for the Chatswood Strategic Centre, an increase of 8300 jobs upon the 2016 estimate of 24,700 jobs.

A five-year housing target is provided for each local government area in the North District Plan. Willoughby LGA is set a target for 2016 – 2021 of 1,250 additional dwellings.

The District Plans however encourage Council's to have an eye on the longer-term target, as well as the 5-year housing target as the Great Sydney Commission wants to ensure that new housing capacity opportunities leverage current and future infrastructure provisions such as the Sydney Metro whilst improving Sydney's equity and liability. A target of 92,000 additional dwellings for the District has been set as a minimum target over the next 20 years. This equates to an average annual supply of 4,600 new dwellings per year to be delivered in the District over the next 20 years.

The North District Plan includes the following priorities to deliver a place-based and collaborative approach to delivering new housing in the District:

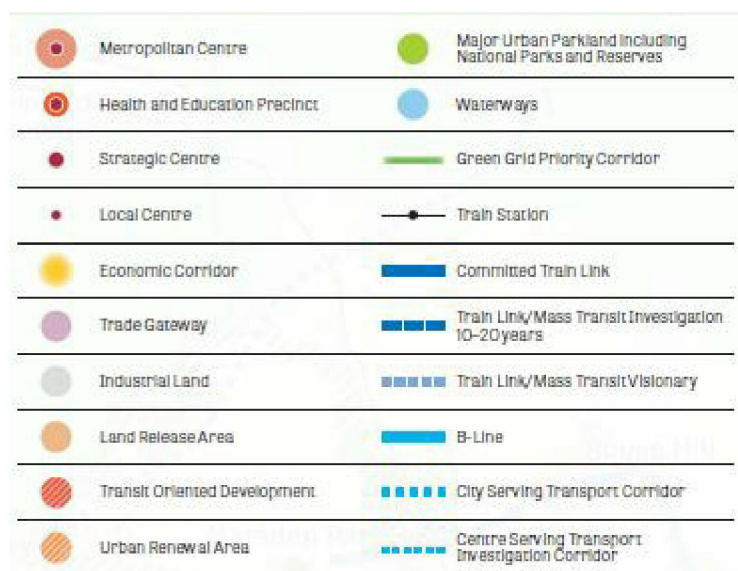
- N3. Providing services and social infrastructure to meet people's changing needs
- N4. Fostering healthy, creative, culturally rich and socially connected communities
- N5. Providing housing supply, choice and affordability, with access to jobs, services and public transport
- N6. Creating and renewing great places and local centres, and respecting the District's heritage.

Within North District Plan, the following specific actions are identified for the Chatswood strategic centre:

- Protect and grow the commercial core.
- Maximise the land use opportunities provided by Sydney Metro.
- Promote the role of the centre as a location for high quality, commercial office buildings and a diverse retail offering.
- Enhance the role of the centre as a destination for cultural and leisure activities.
- Promote and encourage connectivity, and upgrade and increase public open spaces.
- Investigate interchange operations on both sides of the railway line to increase capacity and efficiency of modal changes.
- Improve pedestrian connectivity between the eastern and western side of the rail line.

The site, located within 800m from Chatswood Station and the Concourse shopping precinct and Westfield Shopping Centre, has the potential to provide additional residential accommodation within a walkable catchment of retail and employment services. The proposal provides greater housing choice in the District to keep up with the forecasted population growth over the next few decades. The proposal also contributes not only to the provision of new affordable housing in the District, but also provides a housing product that is more affordable than the existing dwellings on the site.

Figure 19 – North District Plan – Centres



4.3. WILLOUGHBY HOUSING POSITION STATEMENT 2017

The Council released the Willoughby Housing Position Statement 2017 (Position Statement) in February 2017 for community consultation to inform a review of planning controls to support housing growth in Willoughby LGA.

The Position Statement 2017 states that the purpose of the document as:

This Position Statement discusses planning for the future housing needs of Willoughby City residents over the next 20 years in response to our growing and changing population.

The principles underpinning the Position Statement include:

- Provide sufficient and well-designed housing for the next 20 years;
- Provide for a mix of housing types to suit various community needs including affordable housing;
- Focus new housing growth in larger centres and areas of medium and high density with access to public transport to protect lower density neighbourhoods;
- Promote community health and wellbeing by locating new housing within walkable access (400m) to transport and other local services and amenities; and
- Respect and promote the heritage and environmental qualities of WCC in planning for new housing.

The Position Statement highlights the need for further investigation of medium to high density developments outside of the Chatswood CBD, and within local centres. The Position Statement considers population statistics and identifies that there is a lack of available land in highly accessible areas to accommodate the expected population growth. The Position Statement forecasts that the largest household type will be single person households, followed by couples with children, showing that further investment in diverse housing types is needed.

The study has highlighted the need for future developments to:

“occur in locations that are in close proximity to adequate educational, transport, health, social, cultural and employment services. New residential development needs to be adequately serviced by infrastructure. The adequacy of existing water supply, stormwater, drainage, open space and community facilities are important considerations in permitting additional development to take place.”

The subject site falls within both the Artarmon and Chatswood study areas identified by the Position Statement which have both been classified as having excellent public transport links with the Artarmon and Chatswood stations being no more than 800 metres away as well as bus connections along the Pacific Highway in a location referred to as “Chatswood Edge”. The location of the “Chatswood Edge” is illustrated in **Figure 20**.

The investigation notes that any remaining land that is not classified as R3 or R4 should be further investigated to “reality check” the relevant LEP controls. This includes the site subject to this planning proposal.

This study has highlighted how well the subject site is located and that there will be strong demand for a high-density development in that area.

In addition, the following constraints were also taken into consideration when developing the Position Statement in identified areas suitable for additional housing:

- Bushfire prone land
- Heritage and conservation areas
- Topography
- Strata subdivision

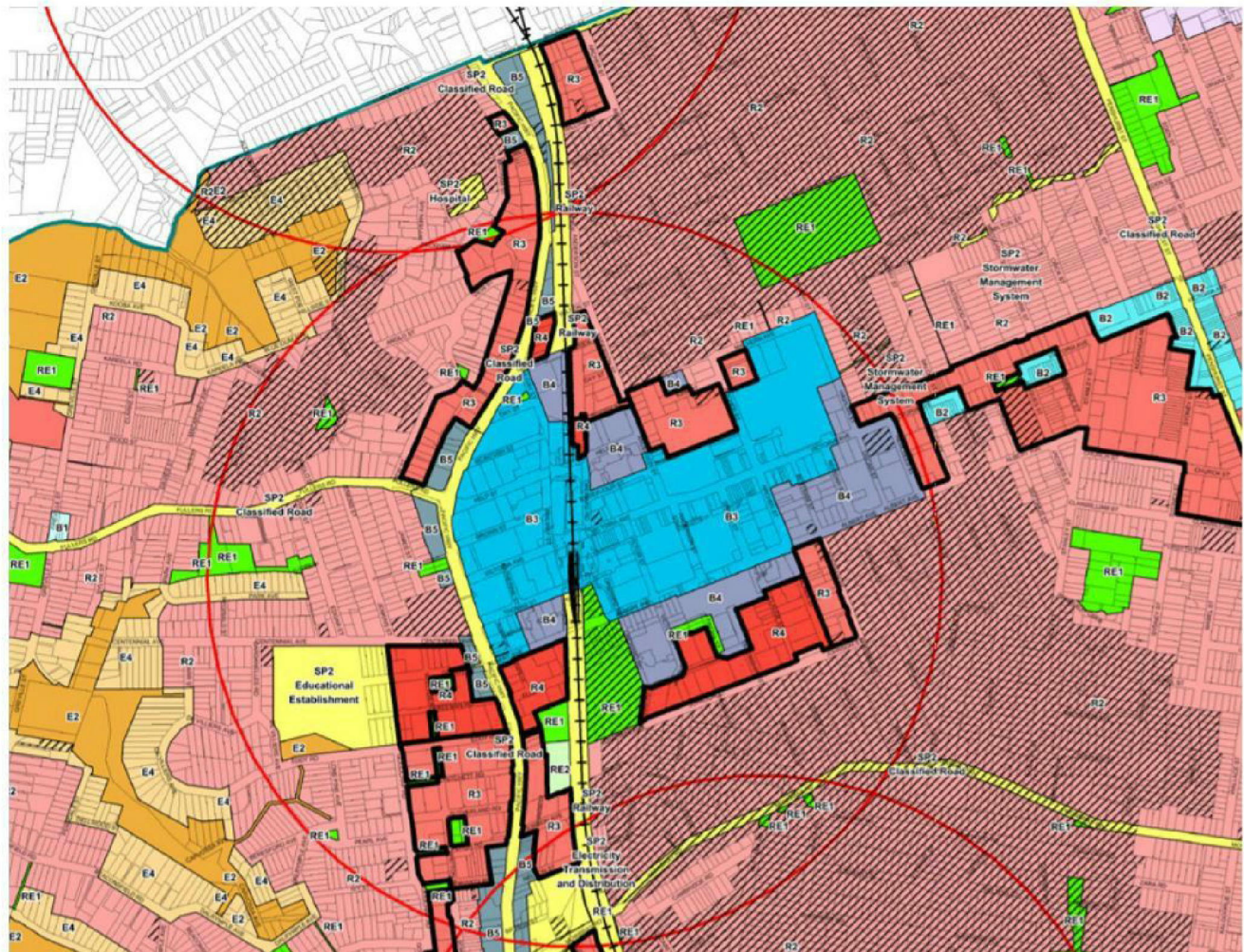
The following principles are suggested in the Position Statement 2017 as important in identifying areas that may have potential to accommodate additional density:

- Offer a variety of housing types

- *Located close to public transport, including train stations and major bus routes.*
- *Heritage significance is not compromised.*
- *The scenic qualities and ecological values of environmentally sensitive natural areas, including foreshores and bushland, are maintained.*
- *An intensification not to occur in areas of bushfire risk.*
- *The capacity of existing infrastructure is considered. The majority of new development should occur in locations that are in close proximity to adequate educational, transport, health, social, cultural and employment services. New residential development needs to be adequately serviced by infrastructure. The adequacy of existing water supply, stormwater, drainage, open space and community facilities are important considerations in permitting additional development to take place.*
- *Impacts of development on traffic movements and arterial road networks, and the improvement of public transport services need to be considered.*
- *Where possible, new pedestrian and cycling linkages will be required to increase accessibility both for prospective residents and residents of surrounding properties.*
- *Any additional density will be provided near existing business centres to support local business as recommended in the Willoughby City Strategy*
- *Increase in population to be matched by social planning considerations for increased childcare, open space, schools, youth services and improved infrastructure.*
- *Quality of existing housing stock*

This Report demonstrates how the rezoning of the site to R4, with commensurate height and FSR controls, will satisfy the above principles.

Figure 20 – Chatswood Edge



Source: Willoughby Housing Position Statement 2017

4.4. CHATSWOOD CBD STRATEGY

The site is located outside the study area for the Chatswood CBD Strategy, being located on the western side of the Pacific Highway. The study has identified Chatswood CBD as having the potential for substantial growth in commercial office space in the Commercial Core, supported by an expansion of the centre for higher density residential growth to the north and south.

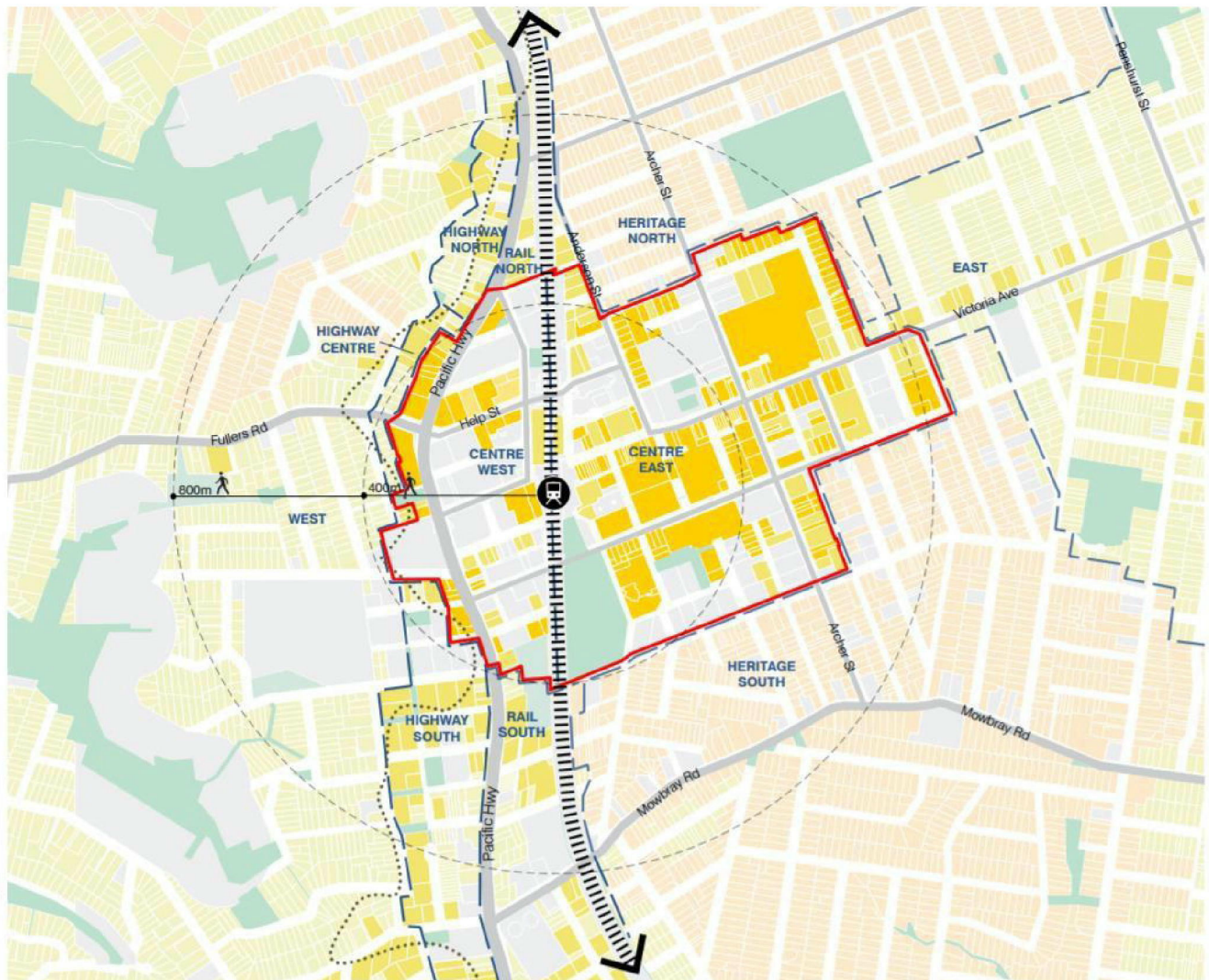
The Strategy considers all areas surrounding the CBD for potential future development, identifying the opportunity sites within each area. This provides the basis for the consideration of two potential CBD boundary expansion options, as illustrated in **Figure 21** and **Figure 22**.

The Strategy recommends the following approach for each of the areas identified:

- *The **Rail north and south areas**, are well connected to the centre and should be considered appropriate for change immediately even if they are considered separate from the 'core' of the centre which focusses around retail and office uses.*
- *Development to the **west and highway centre, north and south** should be considered in the future growth of the centre once the existing centre and areas noted above are built out. These areas should be considered in tandem with improvements to pedestrian access across the Pacific Highway and steep topography*
- *All of these areas should be considered as having a potential contribution to the centre in the longterm. They should not be permitted in the near term to develop as low to mid-rise strata apartments which may preclude this future potential.*

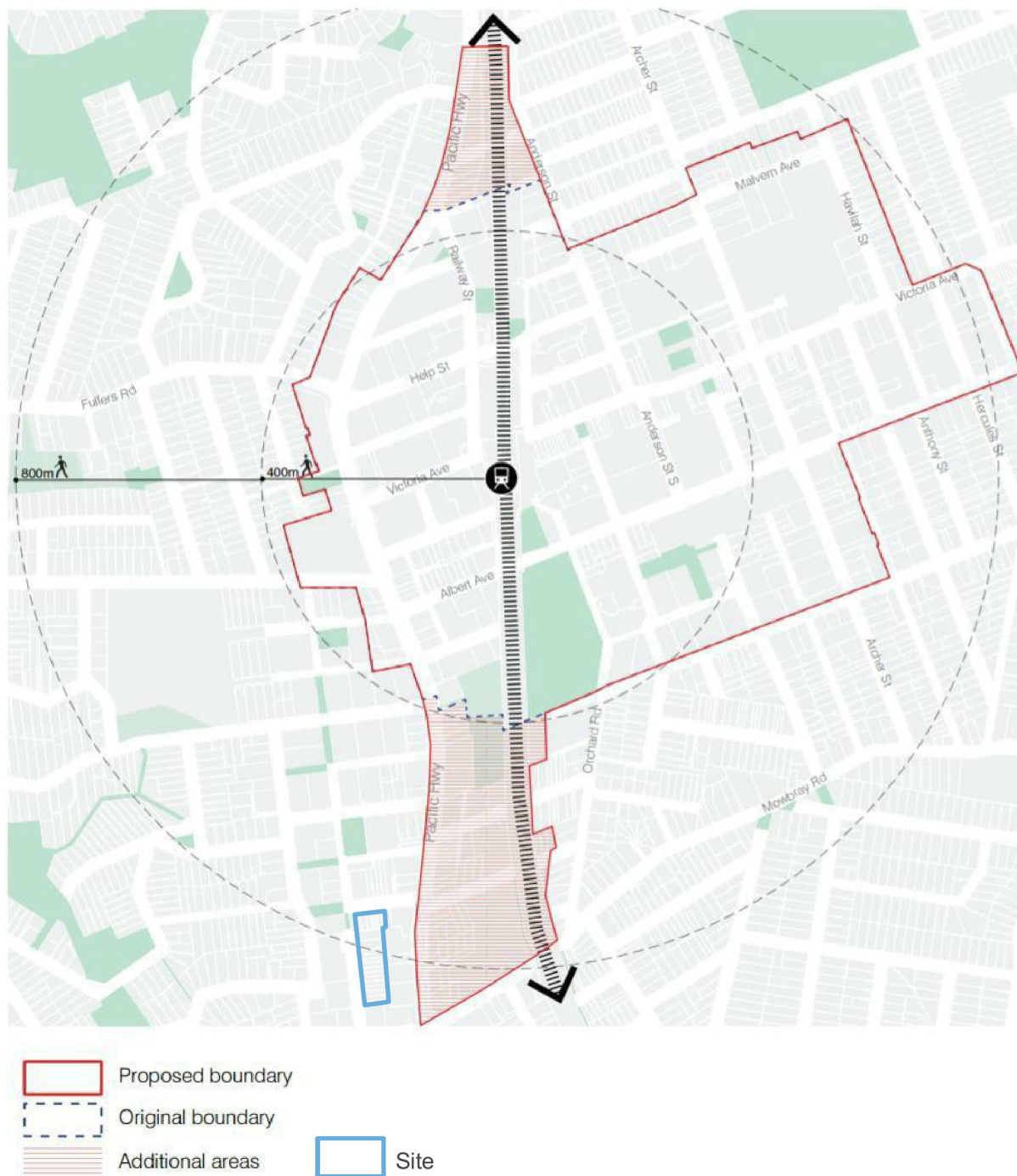
As stated above, it is clearly not the intention of the Strategy to support the development of land for the short-term, which may preclude the potential for these sites to deliver upon the required housing demand for the future needs of the LGA. The planning proposal supports this methodology and approach.

Figure 21 – Chatswood CBD Potential Areas for Growth



Source: Chatswood CBD Planning and Urban Design Strategy, Architectus

Figure 22 – Recommended CBD boundary

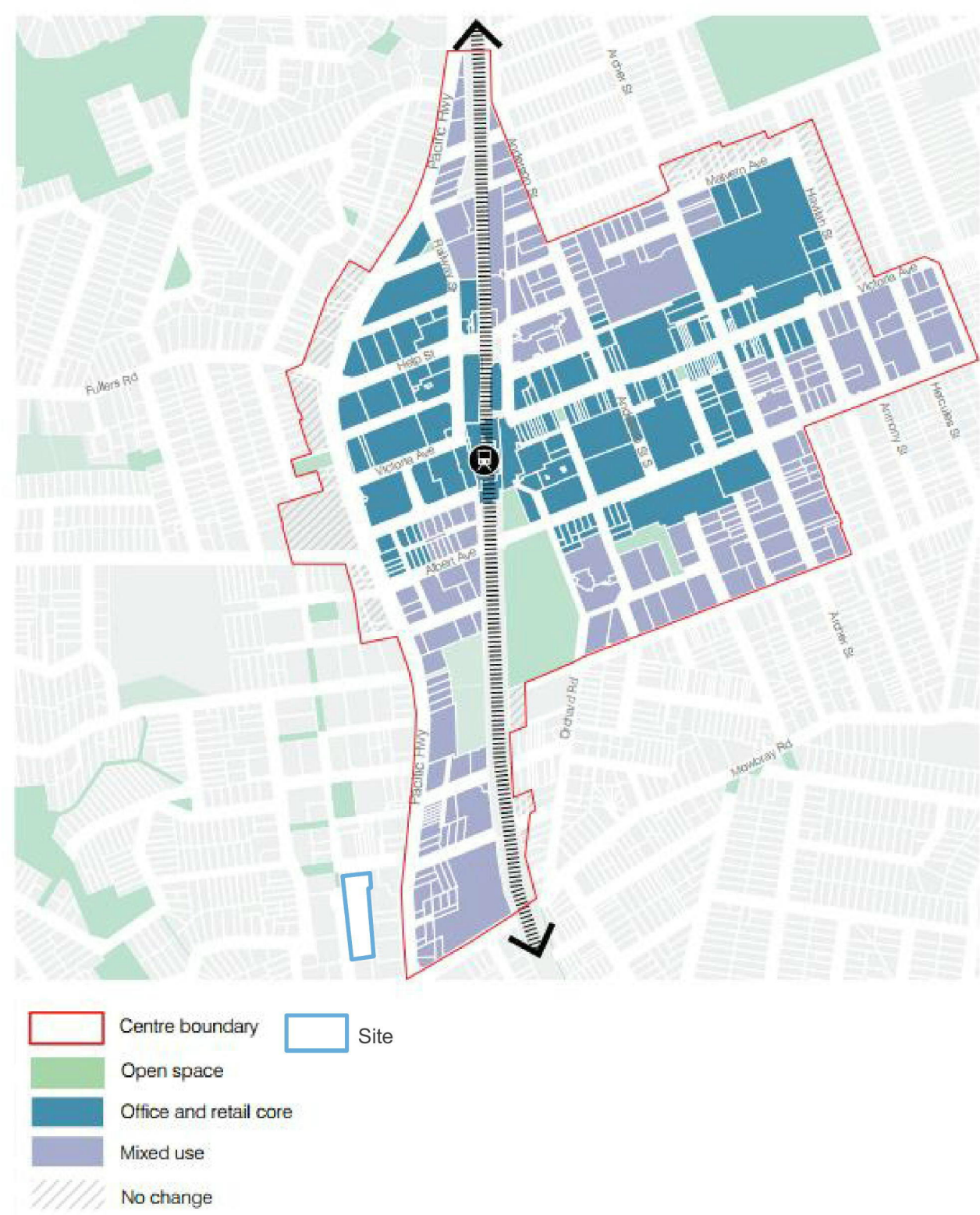


Source: Chatswood CBD Planning and Urban Design Strategy, Architectus

The land between the railway line and the Pacific Highway has been identified as a future high density mixed precinct, as illustrated at **Figure 23**. This area, located approximately 70 metres from the subject site is recommended for a change in densities with high rise residential towers reaching to 90 metres with FSR controls up to 6:1.

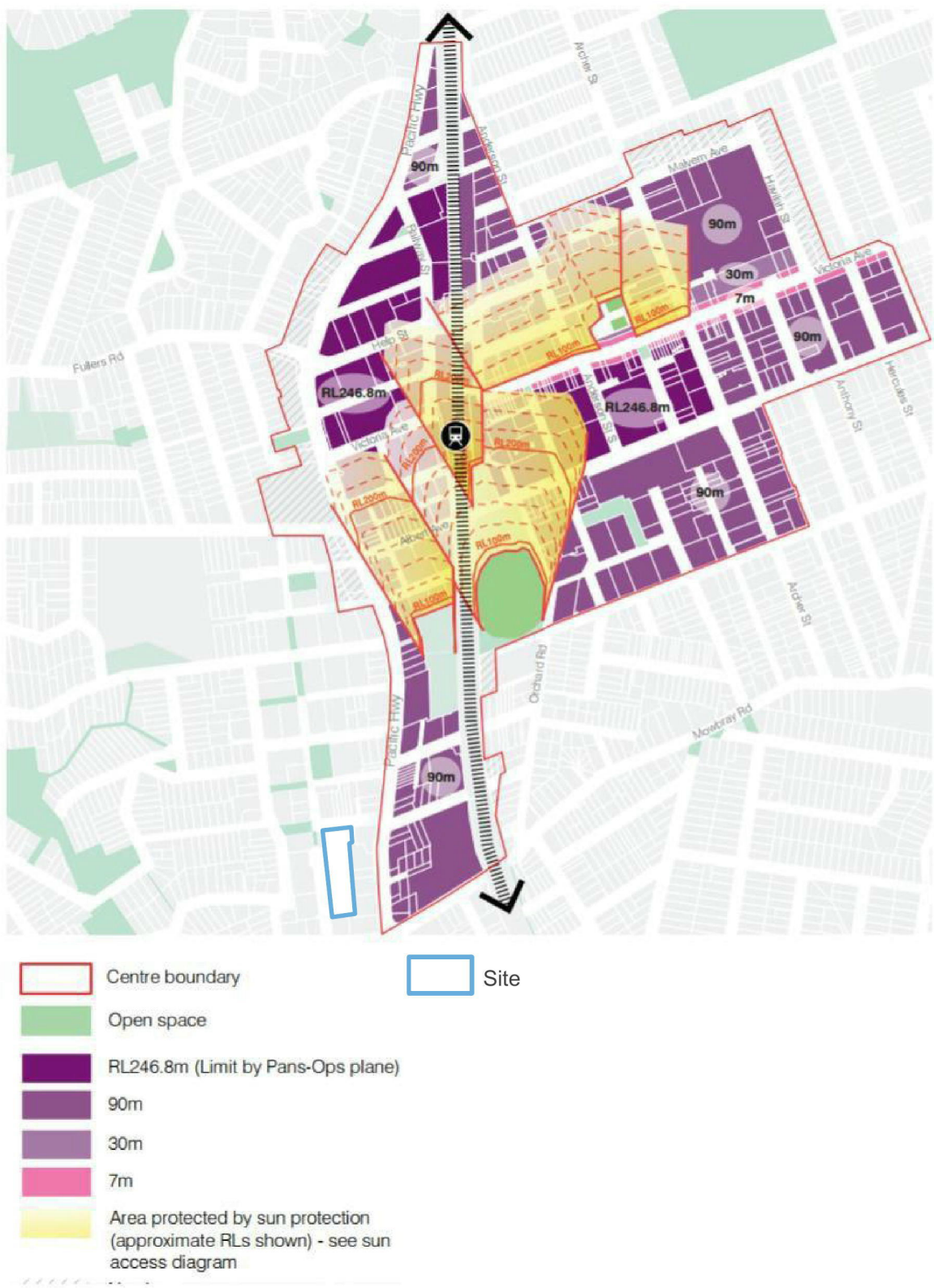
Whilst the site is located outside of the proposed Chatswood CBD area, the likely future context of the built form surrounding the site is an important consideration. The boundary of the Chatswood CBD under the draft Strategy is at the eastern edge of the Pacific Highway. As illustrated in **Figure 23** and **Figure 24**, this will result in a highly disparate built form on the opposite sides of the Pacific Highway if heights and densities are not reconsidered on the western side of this corridor. The planning proposal represents a transition in heights from this CBD area including mixed use development to surrounding residential localities.

Figure 23 – Recommended land uses



Source: Chatswood CBD Planning and Urban Design Strategy, Architectus

Figure 24 – Recommended maximum heights



Source: Chatswood CBD Planning and Urban Design Strategy, Architectus

5. PARTS OF THE PLANNING PROPOSAL

This Planning Proposal has been prepared in accordance with Section 3.33 of the EP&A Act with consideration of DPE's *A guide to preparing Planning Proposals* (August 2016).

Accordingly, the proposal is discussed in the following parts:

- **Part 1 – Objectives or Intended Outcomes** – A statement of the objectives and intended outcomes.
- **The Planning Proposal is to be accompanied** by a Voluntary Planning Agreement (**VPA**) Strategy which identifies that the proponent is willing to enter into a VPA with the Council. The proponent accepts that the planning proposal will not be exhibited by Council, post gateway determination, until all related VPA terms and details are resolved.
- **Part 2 – Explanation of the Provisions**– An explanation of the provisions that are to be included in the proposed LEP.
- **Part 3 – Justification for the Planning Proposal**– The justification for the planning proposal and the process for the implementation.
- **Part 4 – Mapping**
- **Part 5 – Community Consultation** – Details of community consultation that is to be undertaken for the planning proposal.
- **Part 6 – Project Timeline**

Discussion for each of the above parts is outlined in the following chapters.

6. PART 1 – OBJECTIVES OR INTENDED OUTCOMES

6.1. OBJECTIVES

The objective of the Planning Proposal is to facilitate the redevelopment of the site for the purpose of a residential flat building(s) development that can provide a transition in built form from the Pacific Highway and Chatswood CBD to the surrounding residential development. The Planning Proposal seeks to facilitate the delivery of residential flat building(s) that contribute to the growing demand for housing in the Willoughby LGA and within close proximity to employment, services, and public transport.

The proposal is in part response to the changing form of the southern Chatswood CBD area, through the recent endorsement of the Chatswood CBD extension to the south between the Pacific Highway, Mowbray Road and the train line. The proposal considers and responds to the recent significant investments made by the NSW Government in the Sydney Metro project and to meet the NSW objective to deliver more housing within 30 minutes of employment.

In summary, the site will achieve the following key planning objectives:

- Consistency with State Government policy to encourage growth within walking distance of existing centres and public transport accessible areas.
- Consistency with State government housing targets.
- Sound planning practice and sustainable transport focused development.
- A high quality residential development that the proponent is committed to developing.
- Appropriate built form in a transitional location that is visible from the Pacific Highway.
- Landscape opportunities for well-considered landscape areas, communal open spaces and deep soil planting.
- Improved vehicle access and circulation within the local and State road network.

Overall, it is considered that the proposal will have significant benefits for the community and is in the public interest.

6.2. INTENDED DEVELOPMENT OUTCOME

The urban design principles and design rationale supporting the Planning Proposal have been developed through the preparation of a development concept scheme by PBD Architects (**Appendix A**). The development concept scheme outlines the general intention for the site, with regards to building siting, massing and height.

The key numeric aspects of the proposal are summarised in **Table 2** with the intended development outcome illustrated at **Figure 25**.

Table 2 – Numeric aspects of the proposal

Key Indicator	Indicative Development Concept Scheme
FSR	2.85:1
Maximum Height of Buildings	30m (13 storey equivalent)
GFA	19,134qm (site area: 6,714sqm)
Units	207 units, approximately comprising: <ul style="list-style-type: none">• 43 one-bedroom units (20%)• 153 two-bedroom units (73%)

Key Indicator	Indicative Development Concept Scheme
	<ul style="list-style-type: none"> 11 three-bedroom units (7%)
Affordable Housing	<ul style="list-style-type: none"> 4% of the floor space achieved on the site is to be provided as affordable housing units in general accordance with the provisions included within Clause 6.8 of the LEP for land identified as 'Area 3'.
Car parking	<ul style="list-style-type: none"> 260 car parking spaces (including 21 accessible)
Communal Open Space	<ul style="list-style-type: none"> 1,683sqm (25% of the site area)

Figure 25 – Development Concept Scheme Images



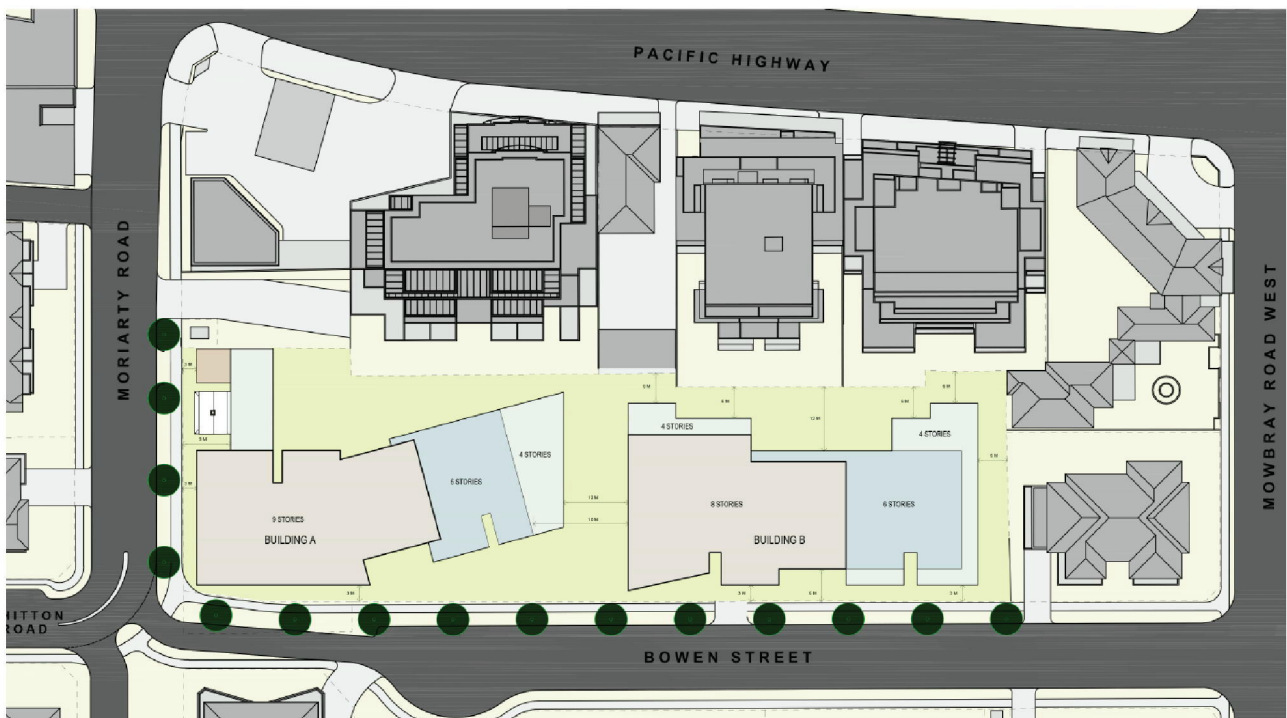
Picture 6 – 3D perspective, view from the sun 3.00pm midwinter

Source: PBD Architects



Picture 7 – Ground floor plan

Source: PBD Architects



Picture 8 – Building separation

Source: PBD Architects

6.2.1. Urban Design and Planning Principles

The development concept scheme has been designed to respond to deliver a positive built form outcome whilst mitigating any adverse impacts on surrounding development. The development concept scheme illustrates that whilst the Planning Proposal seeks a single maximum height of building controls, the use of the FSR control will mean that the future development on the site will result in a range of building heights generally transitioning away from heritage listed *The Great Northern Hotel* at the south, to a maximum nine storeys in height (30m) at the northern portion of the site.

In summary, the following urban design and planning principles have informed the proposed planning controls and development concept scheme:

- To minimise the scale of development on Bowen Street, the proposal anticipates two separate buildings along the Bowen Street frontage.
- The new buildings are to have a two-storey podium at the street frontage to respect the scale of the existing heritage items at 8-10 Moriarty Road.
- The tallest form of the development is to be positioned at the north of the site to reduce any solar impacts on the public domain and surrounding residential buildings and provide a transition to The Great Northern Hotel heritage item.
- The building form will be tapered to optimise solar access to the southern portion of the site.
- The ground and lower floors of the residential flat building are to address the street and ensure activation and passive surveillance to the street is achieved.
- The location of the communal open space is to provide a buffer between adjacent development and achieve the required solar access to the space for the enjoyment of residents and their guests.

Figure 26 – Streetscape views



Picture 9 – View from Mowbray Road West looking north along Bowen Street

Source: PBD Architects



Picture 10 – View from Whitton Road looking south to Bowen Street

Source: PBD Architects



Picture 11 – View from Pacific Highway looking north-west towards Great Northern Hotel

Source: PBD Architects

6.2.2. Traffic Network Amendments

Vehicular access to and from the basement car parking and loading area would be provided via two two-way driveways at Moriarty Road and Bowen Street respectively to further distribute vehicles from the site. The consolidation of driveways across the site will reduce the potential pedestrian and vehicle conflict areas along the street frontages and provide opportunity to increase the on-street parking provision along Bowen Street and Moriarty Road.

The development concept scheme proposes to open the intersection between Bowen Street and Moriarty Road for south bound traffic only in a shared zone formation, to enable better access to the site and development. Further, the Moriarty Road kerb will be revised to allow left-in only movements for westbound traffic on Moriarty Road to mitigate potential risks of 'rat-running' traffic from the north.

This opening of the road for vehicular movements will facilitate more practical traffic distribution around the site. Further, the proposal includes changes to the intersection of Bowen Street and Mowbray West to allow left-in/ left-out movements only. The impacts of these road network amendments, in addition to traffic and parking impacts of the proposal are addressed at **Appendix B**.

6.2.3. Retention of Heritage Listed Terraces

The proponent had previously considered the removal of the heritage listed terraces at 8-10 Moriarty Road as part of the redevelopment of the site. However, following the receipt of feedback from the Council it has been determined that this Planning Proposal would not seek to amend any aspect of the heritage listing of the two terraces.

The potential impact of the proposed redevelopment of the site on the heritage listed terraces and in addition to the impact of the proposal on surrounding heritage items is addressed within the Heritage Impact Assessment (HIS) prepared by Urbis at **Appendix C**.

In summary the proposed building massing is supportable from a heritage perspective subject to the following recommendation:

The site specific DCP must include provisions to ensure that the heritage listed terrace pair is sympathetically incorporated in the redevelopment. DCP provisions should include (but are not limited to):

- *Consideration of setbacks and modulation/ articulation of new development in response to the siting of the heritage item.*
- *Detailed design of podium elements to specifically respond to the bulk, materiality and street wall height of the heritage item.*
- *Conservation of the principal form and facades of the terraces.*
- *Inclusion of soft landscaping.*

6.2.4. Voluntary Planning Agreement

The proposal is in the public interest as it will provide for an improved streetscape, greater housing choice and high density living in close proximity to Chatswood CBD and public transport. The development will also ensure that the scale of development on the western side of the Pacific Highway is not disparate with that planned for the eastern side, but rather provide a transition in heights.

The Planning Proposal is to be accompanied by a Voluntary Planning Agreement (VPA) Strategy which identifies that the proponent is willing to enter into a VPA with the Council. The proponent accepts that the planning proposal will not be exhibited by Council, post gateway determination, until all related VPA terms and details are resolved.

7. PART 2 – EXPLANATION OF THE PROVISIONS

The purpose of the Planning Proposal is to facilitate the redevelopment of the site for a residential flat building development that is of a scale commensurate with the future built form of the broader Chatswood locality, and provide an immediate transition from future development on the eastern side of the Pacific Highway to the residential neighbourhood of Chatswood West.

Specifically, the Planning Proposal seeks to amend the following provisions of the LEP:

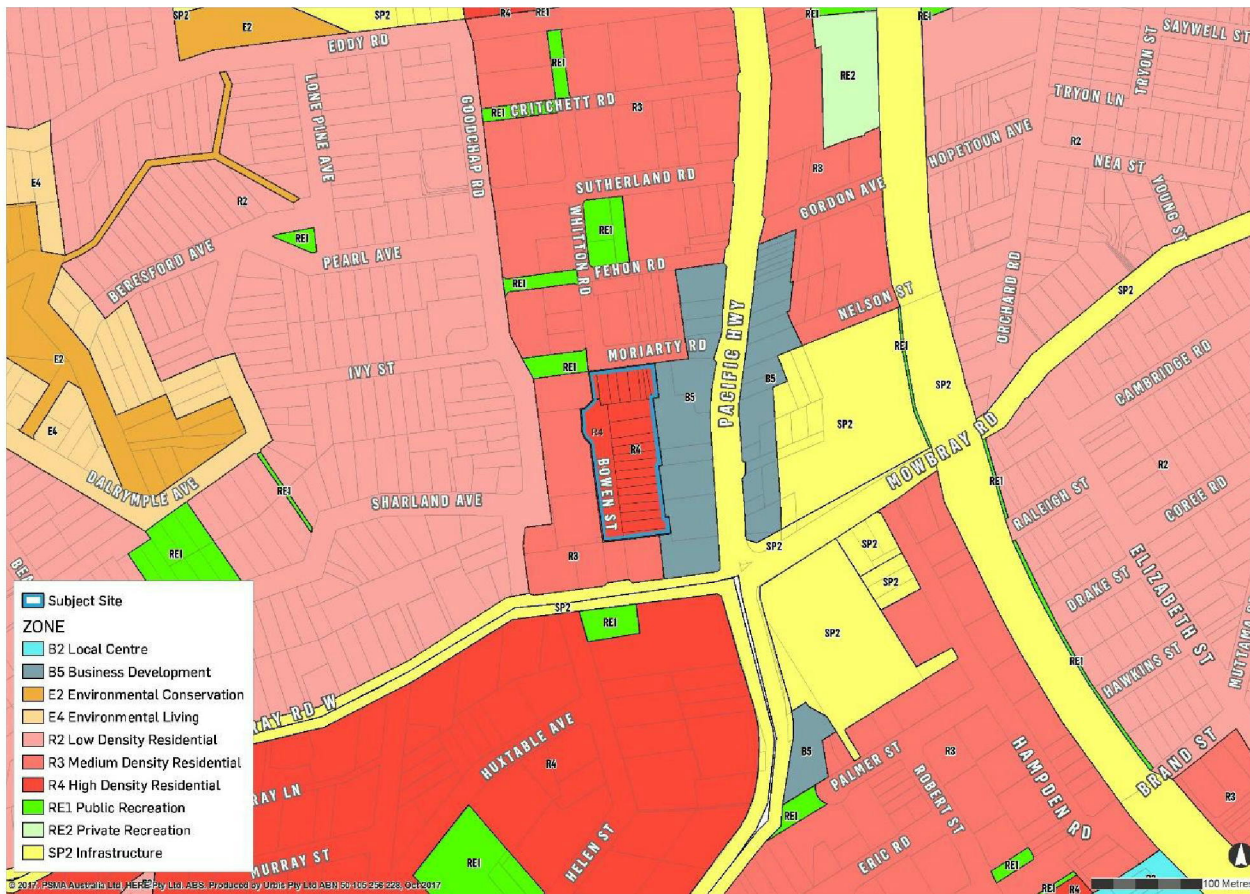
- Amend the LEP Land Zoning Map applicable to the site from R2 Low Density Residential to R4 High Density Residential.
- Amend the LEP Floor Space Ratio (**FSR**) Map to allow for a maximum FSR of 2.85:1 on the site.
- Amend the LEP Height of Buildings Map to allow for a maximum building height of 30m on the site.
- Amend the Dual Occupancy Restriction Map to clarify that clauses 4.1A, 6.10, and 6.11 do not apply to the site.
- Include an additional provision within Clause 1.8A (Savings provisions relating to development applications) of the LEP to ensure that the revised Planning Proposal will apply to a future development application submitted on the site as follows:

“To avoid doubt, Willoughby Local Environmental Plan 2012 (Amendment No. XX) applies to the determination of a development application made (but not finally determined) before the commencement of that Plan.”

7.1. LAND USE ZONING

It is proposed that the entire site is zoned R4 High Density Residential, as illustrated in **Figure 27** below.

Figure 27 – Proposed Land Use Zoning



Given the future character of the area and capacity of the site to deliver upon a residential flat building as illustrated in the development concept plan at **Appendix A**, the R4 High Density Residential Zone is considered the most appropriate land use zone for the proposal. Under the LEP the following uses are permissible within the R4 High Density Residential zone

Boarding houses; Centre-based child care facilities; Community facilities; Home businesses; Home occupations; Neighbourhood shops; Places of public worship; Recreation areas; Residential flat buildings; Respite day care centres; Roads; Shop top housing

Any other development not listed as permissible with development consent is prohibited within the R4 High Density Residential zone.

The application of the R4 High Density Residential zone is appropriate for the site as the intended development outcome is consistent with the objectives of the zone as follows:

- Provides housing types that will suit the needs of the community in a high density residential environment.
- Provides additional residential development in an accessible location, whilst mitigating the potential for adverse impacts of such increased density on the efficiency and safety of the road network (Refer **Appendix B**).
- Provides an architectural design that provides a comfortable residential amenity that has regard to solar access, privacy, noise, view, vehicular access, parking, and landscaping (Refer **Appendix A**).

The proposed FSR has been determined through detailed modelling of potential residential flat building envelopes that can be accommodated on the site whilst ensuring appropriate amenity considerations for the development and surrounding properties, including:

- The objectives of the maximum FSR control are consistent with clause 4.4 of the LEP as it:

- URBIS
BOWEN STREET PLANNING PROPOSAL - REVISED FINAL

- Achieves transition in building scale and density from the higher intensity mixed use development east of the Pacific Highway to surrounding residential areas,

8. PART 3 – JUSTIFICATION FOR THE PLANNING PROPOSAL

8.1. SECTION A – NEED FOR THE PLANNING PROPOSAL

8.1.1. Question 1 - Is the planning proposal a result of any strategic study or report?

The proposal is not the direct result of a specific strategic study or report prepared by the Council. The proposal has been informed by the objectives set out within the Willoughby Housing Position Statement 2017 (Position Statement) as well as future changes to the overall character of the locality endorsed within the Draft Chatswood CBD Strategy.

The proposed planning controls have been informed by an urban design study prepared by PBD Architects (**Appendix A**) and range of specialist technical reports that addressed key issues such as managing car parking and traffic generation.

Although not directly a result of the of the Chatswood CBD south extension, the proposal seeks to create a high density residential development that responds to the desired future character of the eastern side of the Pacific Highway and provides a transition to the existing residential flat building developments to the west.

The proposal responds to the goals and objectives of the “Greater Sydney Region Plan” and the North District Plan. Both strategic plans identified land surrounding the Chatswood CBD as having the potential to support the expected future growth, with land located within the centre to be reserved for commercial uses, due to the recent loss of land to residential use and need to plan for greater housing choice in the broader District.

8.1.2. Question 2 - Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

The purpose of the Planning Proposal is articulated as:

- To facilitate the redevelopment of the site for the purpose of a residential flat building(s) development that can provide a transition in built form from the Pacific Highway and Chatswood CBD to the surrounding residential character; and
- To facilitate the delivery of residential flat building(s) that contribute to the growing demand for housing and housing diversity in the Willoughby LGA and within close proximity to employment, services, and public transport.

To achieve the objectives above, amendments to the zoning and built form controls of the site are needed. Alternative mechanisms to deliver the objectives and intended outcomes of the proposal have been explored however were dismissed as:

- Lodging development applications compliant with the current zone across the site would result in a low scale development that does not capitalise on the proximity of the site to the railway station, and planned rapid transport improvements. Lodging under the current zone would not only reflect a missed opportunity to increase the number of dwellings at a more affordable price point than that existing, but also would not be compatible with the density of existing development surrounding the site.
- Rezoning the site to R3 Medium Density Residential would result in a residential flat development that is broadly consistent with the surrounding densities and land uses, however would not provide an appropriate transition from the Chatswood CBD extension, buildings fronting the Pacific Highway, and assist in meeting the ambitious housing targets of the North District. Rezoning the site to R3 Medium Density Residential would bring the density of the site to a scale considered appropriate approximately 10 years ago. The purpose of the Planning Proposal is to satisfy the longer term needs of the community and limiting a residential flat building development to a lower density will lose the opportunity to provide increased housing in an appropriate location in a consolidated site for a generation.
- A do-nothing approach would not result in the highest and best use development of the site.

8.2. SECTION B – RELATIONSHIP TO STRATEGIC PLANNING FRAMEWORK

8.2.1. Question 3 - Is the planning proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?

The revised Planning Proposal meets the relevant Assessment Criteria of the “Guide to preparing planning proposals” (August 2016) as summarised below.

Table 3 – Strategic Plan Merit Test

Criteria	Planning Proposal Response
a) Does the proposal have strategic merit? Is it:	
<i>Consistent with the relevant district plan, or corridor/precinct plans applying to the site, including any draft regional, district or corridor/precinct plans released for public comment</i>	<p>The revised Planning Proposal remains consistent with the objectives and actions contained within the applicable plan for Metropolitan Sydney, being the “Greater Sydney Region Plan” and the North District Plans as described within Section 4 of this Report.</p> <p>Specifically, the proposal is consistent with the North District Plan which has outlined the need for more housing in places that people want to live, which will allow people to remain in their communities through different stages of their life. Given the location of the proposal and its proximity to Chatswood CBD, multiple nodes of public transport as well as being within 10 minutes of the St Leonards Heath and Education precinct, residents have the opportunity to stay in their local area without the need to move closer to services.</p>
<i>Consistent with a relevant local council strategy that has been endorsed by the Department.</i>	N/A
<i>Responding to a change in circumstances, such as the investment in new infrastructure or changing demographic trends that have not been recognised by existing planning controls.</i>	<p>The existing planning controls reflect the existing development, however do not reflect the infrastructure upgrades or demographic trends of the locality. Specifically, in 1995 the site was rezoned from a zone that permitted residential flats to a lower density residential zone reflecting the status of the site at that time as a heritage conservation area. In 1999, following a Conservation Area Review, the Council ‘delisted’ the heritage conservation area on the basis that:</p> <p><i>“Because of the low integrity of the Bowen Street group, their degraded context and isolation from surrounding streetscapes and considering that a very intact and much larger group of small scale cottages of the 1905 period are protected in the Naremburn Conservation Area, exclusion of the Bowen Street conservation Area from WLEP 1995 is supported”.</i></p> <p>In 2009, when preparing the Draft Willoughby LEP 2009, Council staff proposed to rezone the site from the lower density zone to the R3 Medium Density Residential zone to reflect the surrounding dwelling types, recognizing the highly accessible location of the site, and potential to build to 12m without adverse solar impacts on surrounding development.</p>

Criteria	Planning Proposal Response
	<p>In 2010 the Council officers report re-stated their position that the site should be zoned R3 Medium Density Residential, however at the meeting on 3 November 2010 the Council lost the motion to adopt the officer's recommendation and imposed development controls consistent with those existing at the time.</p> <p>Given the planning merit demonstrated in 2009 and 2010 to re-zone the site to permit residential flat building development, the significant population growth and housing affordability pressures identified within the strategic plans (Refer Section 4 of this Report), and the Council's own proposed strategy for residential development in the LGA, it is timely if not overdue to consider an amendment to the LEP as it applies to the site.</p> <p>Further, the proposal is consistent with the investment and construction of the new Sydney Metro line. The new train line provides a new link to the employment centres of Macquarie Park and Norwest Business Park as well as an alternative to the Sydney CBD via Barangaroo through to the southwestern suburbs of Sydney.</p> <p>The proposal seeks to bring the subject site in line with surrounding planning controls, as well as responding to the expected future needs of the area as outlined in "Greater Sydney Region Plan" and the "North District Plan".</p>
b) Does the proposal have site-specific merit having regard to the following:	
Criteria	Planning Proposal Response
<i>the natural environment (including known significant environmental values, resources or hazards)?</i>	The proposal does have site specific merit. The site does not contain any known environmental values, having contained the exiting built form for the past 100 years. As outlined within Section 8.2.3, the proposal will not adversely impact any natural environments including critical habitat or threatened species, populations or ecological communities, or their habitats. As further outlined in Appendix A , the built form proposed within the indicative concept plan has been informed by the natural topography of the land and site constraints.
<i>the existing uses, approved uses and likely future uses of land in the vicinity of the land subject to a proposal?</i>	The proposal is consistent with the expected change in character of the immediate area, driven by the future development of the CBD south extension, which could see development up to 90 metres in height and FSR of 6:1. The proposal will allow for the gradual transition of height from the east of the Pacific Highway towards the west, ensuring western sites are not overpowered by the inconsistent heights.
<i>the services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision?</i>	The proposal is located within 800 metres from the Chatswood CBD which has been classified as a Strategic Centre within "Greater Sydney Region Plan" and the "North District Plan". The site is well serviced by a variety of public transport options being within a 10 minute walking catchment of both Chatswood and Artarmon railway stations and buses along the Pacific Highway.

8.2.2. Question 4 - Is the planning proposal consistent with a council's local strategy or other local strategic plan?

The Council has adopted the Willoughby City Strategy to guide the strategic direction of the Council and is used to inform Council's services, policies, and actions. The Planning Proposal is consistent with the relevant provisions and objectives of the Willoughby City Strategy as outlined within **Table 4**.

Table 4 – Consistency with Willoughby City Strategy

Willoughby City Strategy	Proposal
3.1.1 Plan for housing choice	
a. Undertake and implement housing strategies in the context of state government requirements.	As discussed previously in Section 4.3 of this Report, it is considered that the Planning Proposal is consistent with the key directions of the Willoughby Housing Position Statement 2017 (Position Statement).
b. Investigate changing demographics of the Willoughby area and review planning controls to encourage new housing types to meet community and intergenerational needs	<p>At the 2016 census the Willoughby LGA area was estimated to consist of 29,984 dwellings and comprise a population of 74,302. The population has increased 6,946 persons since 2011, however only increased 1,967 dwellings. The number of persons per household in the LGA has overall increased from 2.6 to 2.7 and the number of single person households has marginally decreased, while the average for Australia has increased.</p> <p>In Willoughby LGA, of occupied private dwellings 10.9% had 1 bedroom, 32.4% had 2 bedrooms and 27.5% had 3 bedrooms. Given the existing 21.2% of dwellings are single person households and the projected increase to single household dwellings, it follows that there will be a greater demand for fewer bedrooms per dwelling in the LGA.</p>
c. Facilitate, provide and advocate for affordable housing.	The proposal facilitates the delivery of additional affordable housing as outlined within the VPA strategy.
d. Protect important employment areas (industrial, commercial land) from incursion by residential development and other uses that affect the long-term integrity of those areas.	The Planning Proposal does not impact the provision of employment areas within the LGA.
e. The heritage and natural environment of Willoughby is balanced with housing growth needs.	The Planning Proposal does not seek to amend Schedule 5 of the LEP and the listing of existing terraces houses on the site. As outlined at Appendix C the proposed building envelope and planning controls have been prepared to respect the heritage fabric of these items.

Willoughby City Strategy	Proposal
3.1.2 Quality living amenity for residents	
<p>a. Ensure future development can be provided with adequate infrastructure and services</p>	<p>The site is strategically located within 800 metres of the Chatswood CBD and transport interchange. This will ensure future residents have the ability to use these transport modes rather than private vehicles.</p> <p>As part of this Planning Proposal, a VPA Strategy has been proposed which will upgrade the 'pocket park' at the end of Moriarty Road. This will benefit existing residents, along with new residents of the proposed development.</p> <p>The existing road network is proposed to be upgraded. This includes a proposal to open the connection between Moriarty Road and Bowen Street to southbound vehicular traffic. It also proposes to insert a median strip at the intersection of Mowbray Road and Bowen Street, only allowing eastbound traffic to enter Bowen Street from Mowbray Road.</p> <p>The site is suitably serviced for water, sewer, electricity, telecommunications, gas and other urban services and where any services are required to be augmented to meet the requirements of future development, this can be accommodated within the future development application for the site.</p>
<p>b. Assess development for its quality, sustainability and amenity for living</p>	<p>As outlined in the Urban Design Report, the proposal will be made out of durable materials, which complement the character of the streetscape and the immediate area whilst meeting sustainability initiatives.</p> <p>Due to the location of the proposal, the use of public transport will be encouraged, with Chatswood Transport Interchange located less than a 10-minute walk from the subject site. This will ensure future residents are less reliant on the use of private vehicles.</p> <p>The proposal includes 1,683sqm of communal space, along with upgrades to the existing road network, including street tree plantings. A VPA has been proposed in conjunction with this proposal to facilitate upgrades to several parks in the immediate area. This will provide improvements to playgrounds and picnic areas for existing and future residents in the Chatswood West area.</p>
<p>c. Universally accessible measures into all new housing design.</p>	<p>Adaptable dwellings will be provided within future development on the site in accordance with the local controls.</p>

Willoughby City Strategy	Proposal
3.1.3 Local character	
a. Identify and protect heritage items, conservation areas, environmentally sensitive areas and Aboriginal sites	Refer to the Heritage Assessment at Appendix C .
b. Encourage quality design and construction.	The proposal will be the subject of a future development application which shall address the specific design quality of the building and its construction.
c. Respect and enhance local character	The proposal includes residential flat buildings, which is a consistent land use and built form with that on the western side of Bowen Street, building forms fronting the Pacific Highway, and also existing residential flat buildings surrounding the site on Moriarty Road and the western side of Bowen Street. While the overall scale of the proposal departs from the existing local character of the site, the proposal will provide a transition in heights from the Pacific Highway and Chatswood CBD to the lower scale residential character of the western corridor and Lane Cove LGA.

8.2.3. Question 5 - Is the planning proposal consistent with applicable State Environmental Planning Policies?

An assessment of the Planning Proposal against applicable State Environmental Planning Policies (SEPPs) is set out in **Table 5**.

Table 5 – Assessment against SEPPs

SEPP	Consistent	Comment
SEPP (Infrastructure) 2007 (Infrastructure SEPP)	YES	<p>The Infrastructure SEPP aims to facilitate the efficient delivery of infrastructure across the State. The following matters are relevant to the proposal:</p> <ul style="list-style-type: none"> The proposed development will require existing utility services to be upgraded and/or augmented to enable the future residential population to be accommodated. These works will need to be undertaken in accordance with the provisions of the SEPP. As the proposal includes residential land uses, the Council must take into consideration “Development Near Rail Corridor and Busy Roads – Interim Guidelines”. Given the proximity of adjacent residential apartment dwellings adjacent to the Pacific Highway compared to the site, the Council can reasonably conclude that the

SEPP	Consistent	Comment
		<p>development concept scheme can improve industry standard mitigation and management measures to achieve satisfactory level of residential amenity can be achieved through the future detailed design phases.</p> <ul style="list-style-type: none"> As the proposal includes a building for residential use, the consent authority must not grant consent to a future development unless it is satisfied that appropriate measures will be taken to ensure that the following levels are not exceeded for residential development: <p>(a) in any bedroom in the building—35 dB(A) at any time between 10.00 pm and 7.00 am.</p> <p>(b) anywhere else in the building (other than a garage, kitchen, bathroom or hallway)—40 dB(A) at any time.</p>
SEPP (Building Sustainability Index: BASIX) 2004 (BASIX SEPP)	YES	The BASIX SEPP will require all future residential development facilitated by this proposal to achieve mandated levels of energy and water efficiency.
SEPP No. 55 Remediation of Land (SEPP 55)	YES	SEPP 55 provides a statutory planning framework for further investigations and suitable remediation through the rezoning and development application processes.
SEPP No. 65 Design Quality of Residential Apartment Development (SEPP 65)	YES	<p>SEPP 65 provides a statutory framework, and calls up the Apartment Design Guide to ensure that subsequent development applications achieve an appropriate standard of design quality.</p> <p>The proposed building controls proposed have been designed with consideration of the requirements of the Apartment Design Guide including although not limited to communal landscape areas, building separation, building widths, and site analysis. An assessment of the indicative concept plan against the key provisions of the Apartment Design Guide is provided at Appendix A.</p> <p>Future development will be undertaken in accordance with SEPP 65 and the accompanying Apartment Design Guide.</p>
SEPP No. 70 Affordable Housing (Revised Schemes) (SEPP 70)	YES	The Planning Proposal foreshadows the inclusion of the site within 'Area 3' on the Special Provisions Area Map which requires the contribution of Affordable Housing within residential development in accordance with SEPP No. 70. The provision of this Affordable Housing, in addition to that proposed within the VPA Strategy will be

SEPP	Consistent	Comment
		provided with consideration of the Affordable housing principles contained within Schedule 2 of SEPP No. 70.

8.2.4. Question 6 - Is the planning proposal consistent with applicable Ministerial Directions (S9.1 directions)?

Yes. The Planning Proposal has been assessed against the applicable Section 9.1 Ministerial Directions and is consistent with each of the relevant matters, as outlined in **Table 6**.

Table 6 – Section 9.1 Compliance Table

Ministerial Direction	Consistent	Comment
1. Employment and Resources		
1.1 Business and Industrial Zones	N/A	
1.2 Rural Zones	N/A	
1.3 Mining, Petroleum Production and Extractive Industries	N/A	
1.4 Oyster Aquaculture	N/A	
1.5 Rural Lands	N/A	
2. Environment and Heritage		
2.1 Environmental Protection Zones	N/A	
2.3 Heritage Conservation	Consistent	The Planning Proposal does not seek to amend the heritage listing of the pair of terraces located at 8-10 Moriarty Road. The Heritage Assessment at Appendix C demonstrates that the potential impact from the development on the heritage item I147 would not adversely impact on the interpretation of heritage of the Willoughby area nor any significant fabric of the heritage item.
2.5 Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	N/A	
3. Housing, Infrastructure and Urban Development		
3.1 Residential Zones	YES	The proposal will increase the range of housing choices within the Willoughby LGA and provide ample opportunity for good urban design. The site is located adjacent to established residential areas and local services such as shops, community facilities and public transport.

Ministerial Direction	Consistent	Comment
		<p>The proposed increase in housing supply within such an accessible location makes more efficient use of planned improvements to public transport infrastructure and existing services within the Chatswood area.</p> <p>The end design of the development will be subject to a future development application; however this Planning Proposal is accompanied by a development concept plan that has been designed in response to the key provisions of the Apartment Design Guide to ensure that the future development across the site will meet good design principles.</p>
3.2 Caravan Parks and Manufactured Home Estates	N/A	
3.3 Home Occupations	N/A	
3.4 Integrating Land Use and Transport	YES	<p>The proposal is consistent with this direction for the following reasons:</p> <ul style="list-style-type: none"> Chatswood is highly serviced by frequent rail and bus public transport infrastructure, providing excellent linkages to key centres and destinations within the lower north shore and greater metropolitan Sydney. The site exhibits good access to public transport being located within 800m from two railway stations. The site is also located in proximity to bus routes which service the Pacific Highway. Increased population in the locality will stimulate demand for increased public transport services. The quantum of car parking associated with the potential increase in floor space, and associated traffic generation, has been assessed to be acceptable within the road network, subject to alterations as recommended at Appendix B.
3.5 Development Near Licensed Aerodromes	N/A	
3.6 Shooting Ranges	N/A	
4. Hazard and Risk		

Ministerial Direction	Consistent	Comment
4.1 Acid Sulphate Soils	YES	The site is identified as Class 5 Acid Sulphate Soils risk. Given the history and location of the site in an urban area surrounded by residential development, risks associated with acid sulphate soils are considered minor. Detail of mitigation measures for the management of acid sulphate soils can be provided as part of a future development application for the redevelopment of the site.
4.2 Mine Subsidence and Unstable Land	N/A	
4.3 Flood Prone Land	YES	It is understood that the site(s) is not flood prone. The planning proposal seeks to rezone land from one residential zone to another and the relevant flood planning controls and mitigation measures contained within the LEP and DCP will be considered as part of a future development application.
4.4 Planning for Bushfire Protection	N/A	
5. Regional Planning		
5.1-5.10 Implementation of Regional Strategies	N/A	
6. Local Plan Making		
6.1 Approval and Referral Requirements	YES	This is an administrative requirement for Council.
6.2 Reserving Land for Public Purposes	YES	This is an administrative requirement for Council.
6.3 Site Specific Provisions	YES	The Planning Proposal has been prepared in accordance with the provisions of the Standard Instrument and in a manner consistent with the LEP.
7. Metropolitan Planning		
7.1 Implementation of A Plan for Growing Sydney	YES	The planning proposal is consistent with the aims of the Greater Sydney Region Plan as detailed previously within this report.

8.3. SECTION C – ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACT

8.3.1. Question 7 - Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats will be adversely affected as a result of the proposal?

No. An ATLAS Search has been completed which confirms no threatened or endangered species are currently located on or in proximity to the site. As such the proposal, will not impact on any critical habitats or threatened species as a result of the overall proposed works for the site. The site is located within an established urban area with a history of residential land uses.

8.3.2. Question 8 - Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

Potential environmental effects of the Planning Proposal are considered below.

Heritage

This site includes a heritage item included in Schedule 5 of the LEP, located at 8-10 Moriarty Road, Chatswood and identified as I147. The site is also within the vicinity of the following items:

- The Great Northern Hotel (including interiors), 522 Pacific Highway – I107
- House (including original interiors), now the Stratford Manor Private Hotel - 24 Goodchap Road – I145

In addition, the site is also within the vicinity of the following item listed in Schedule 5 of the Lane Cove LEP 2009:

- Chatswood South Uniting Church, corner Pacific Highway and Mowbray Road – I209.

The report is required to assess the heritage significance of the terrace pair 8-10 Moriarty Road, and further to assess the heritage impact of the scheme, and redevelopment of the precinct.

The Heritage Assessment (**Appendix C**) provides an assessment of the significance of the heritage item located on the site, as follows:

The terrace dwellings at 8-10 Moriarty Road are not considered to meet the threshold for heritage listing.

8-10 Moriarty Road are a pair of late Victorian terraces constructed in the late 1880s, early 1890s. Whilst this period reflects an intensification of development in the area following the completion of the North Shore Railway which connected Chatswood with Hornsby and St Leonards in 1890, this is not considered sufficient to meet criteria for individual heritage listing.

While the terraces have been associated with the Hammond family, who ran a butcher shop in the Chatswood area from the late 19th C to mid-20th C, there is no evidence that the family directly resided in the terraces for any great length of time, rather they appear to have been built as investment properties. Regardless, while the Hammond family operated a business in the area for some time, there is no indication that their contribution to the development of Chatswood was at a level that would warrant the terraces being historic, associative or socially significant. Any associations are also diminished by the demolition of the butcher shop, which would have provided the focus for the local community.

The terraces are modest examples of residential terrace dwellings from the late Victorian period. They have been modified internally and externally, with refurbished verandahs and the loss of the original street front fencing. While they are characteristic they are not aesthetically distinctive and do not represent fine examples of the typology. They are also somewhat diminished by alterations and the loss of their original street front setting. Due to this, the terraces do not meet the threshold for either aesthetic or representative significance.

Despite not meeting the threshold for heritage listing, the pair of terraces are proposed to be retained as part of any future redevelopment of the site. The Heritage Assessment at **Appendix C** concludes that while there is a disparity in scale between the proposed planning controls for the broader site, that the indicative building envelopes contained within the Urban Design Report (**Appendix A**) demonstrates how impacts of scale can be mitigated in the design response.

Notably, the inclusion of a two-storey street podium within the building envelope plan has been recommended by the Heritage consultant to response to the terrace typology as a row house. Further, massing is reduced to a maximum four storeys behind the heritage item, and setback approximately 1m from the rear of the principal form (and 9m from the street frontage) to mitigate impacts of scale in views to the heritage item.

An assessment of the planning proposal envelopes in the context of proximate heritage items, has also been provided. The assessment finds that:

The proposed envelopes will have no significant impact on the proximate heritage items, which include the Great Northern Hotel at 522 Pacific Highway, the Chatswood South Uniting Church, on the corner of the Pacific Highway and Mowbray Road, and a single residence at 24 Goodchap Road. (...)

The development will be apparent in the backdrop of views to the heritage item, however the proposal has sought to mitigate impacts through a transition of heights and building envelopes – with the lower height nearest to the item, to mitigate impacts of scale. This is able to be further mitigated through sensitive design and façade articulation in subsequent applications.

The Heritage Assessment concludes that the planning proposal is recommended to council for approval, subject to the inclusion of site specific DCP provisions as outlined in **Appendix D**.

Bulk, Scale and Massing of Development Concept Design

The planning proposal will increase the permissible heights and FSR over the site. As such the proposal will allow for an increased scale of built form over what currently exists. The following urban design and planning principles have informed the proposed planning controls and development concept scheme:

- The tallest building height is to be positioned at the north of the site to reduce any solar impacts on the public domain and surrounding residential buildings and provide a transition to The Great Northern Hotel heritage item.
- The building form will be tapered to optimise solar access to the southern portion of the site.
- The development will include multiple buildings across the site that provide opportunities for view corridors from existing residential flat buildings adjacent to the site.
- The ground and lower floors of the residential flat building are to address the street and ensure activation and passive surveillance to the street is achieved.
- The location of the communal open space is to provide a buffer between adjacent development and achieve the required solar access to the space for the enjoyment of residents and their guests.

From a macro scale the proposed building form and massing has been designed to provide a transition in building height from the proposed 90m height control east of the Pacific Highway and respond by providing additional height though at a reduced scale on the western side of the Pacific Highway. Providing additional height on appropriately dimensioned sites west of the highway will mitigate a potential future disparate building form on either side of the Pacific Highway.

When considering the site-specific massing in consideration of the surrounding built form, the draft planning controls have been based on a development concept design that is feasible on the site whilst:

- Being consistent with the relevant provisions of the Apartment Design Guide;
- Protecting solar access to surrounding properties;
- Mitigating visual impact of addition height from lower scale residential localities;

- Providing a transition in height from the heights and scale of development at Chatswood CBD, the proposed southern extension of the CBD, and the lower residential densities west of the Pacific Highway;
- Provide building breaks that provide relief in the visual impact of the proposal and also view and ventilation opportunities across the site.

The key design drivers of the development concept plan, and in turn the proposed planning controls, are outlined at **Appendix A**. Recommended site-specific controls to be contained within PART I of the Willoughby DCP 2006 are outlined in **Appendix D**.

Solar Access and Overshadowing

Maintaining solar access to existing surrounding development in proximity to the site has informed the development concept design for the site, and in turn informed the draft planning controls proposed.

The solar study using views from the sun diagrams within the Urban Design Report shows that the proposed 2.85:1 FSR and 30m height building envelope allows at least two hours of direct solar access into living areas and private open spaces to most of the adjacent buildings, except for 2-6 Bowen Street and 524 Pacific Highway.

The building design at 2-6 Bowen Street is self-shadowing from 10:45am and does not receive the two hours according to ADG principles. 524 Pacific Highway also has self-shadowing due having deep over-hangs for balconies. The proposed building envelope for the subject site allows at least two hours of solar access into more than 70% of private open spaces for these buildings in accordance with ADG principles.

As most of the living areas and private open spaces for 8-16 Bowen Street are facing west towards Goodchap Road, the proposed building envelope does not significantly affect the majority of residential units in that development. The building envelopes demonstrate the proposed planning controls can facilitate a compliant scheme with solar access principles on the site that does not unreasonably impact the solar access of surrounding properties.

Traffic and Parking

Traffic and Parking GTA has prepared a Transport Impact Assessment (**TIA**) which is provided at **Appendix B**. The TIA provides an assessment of anticipated transport implications of the proposed development and has considered the estimated traffic demand for the development concept plans and car parking provision. The TIA also considers a series of options for the revision of the traffic network as a result of the proposal but also to alleviate traffic conditions occurring currently. This report responds to the traffic assessment brief requested by the RMS for Planning Proposal lodgement.

Traffic Generation

- The TIA identifies that there is existing significant traffic congestion through the Chatswood CBD, with the intersection of the Pacific Highway and Mowbray Road experiencing peak period queuing and delays. Queuing and delays at this intersection also result in congestion at the Mowbray Road West/ Bowen Street intersection. Levels of Service of surrounding intersections vary between Level A and Level E. As such any additional development in the locality is likely to trigger road and service upgrades.
- To reduce potential conflicts between turning traffic at the intersection of Mowbray Road West and Bowen Street, GTA recommend restricting the intersection to allow left-in/ left-out movements only. As such, this proposal includes the alteration of this intersection.
- The proposal also includes the opening and conversion of the northern section of Bowen Street to shared zone for vehicle access to allow left-in only for westbound traffic on Moriarty Road. The traffic generation of the proposal in addition to the existing local dairy traffic volumes are in accordance with the 'shared zones' requirements set by TfNSW.
- The development is expected to generate up to 60 vehicle movements during the weekday morning and evening peak periods. Taking into account the traffic generated by the existing uses on the site, the proposed development is anticipated to generate an additional 48 vehicle movements in a weekday morning and evening peak hours.

- The additional development traffic volumes through each of the surrounding intersections is approximately one vehicle movement every minute through the adjacent key intersections during the weekday morning and evening peak hours.
- GTA conclude that with the proposed intersection alterations there will be adequate capacity in the surrounding road network to cater for the traffic generated by the proposed development.

Parking

- In accordance with the Willoughby DCP 2006 provisions, the proposal will generate parking requirement of 293 car parking spaces. Given the currency of these provisions, the site location in close proximity to public transport and a desire to reduce traffic impacts of the proposal, a reduced car parking rate in accordance with Railway Precincts as required by the Willoughby DCP 2006 is proposed for the site, resulting in the following rate:

Table 7 – Proposed Car Parking Requirements

Description	Use	Quantity	Parking Rate	Requirement
Residential Flats outside Railway Precincts/ Major Public Transport Corridors	1 bedroom	43 units	1 space per unit	43
	2 bedroom	153 units	1 space per unit	153
	3 bedroom	11 units	1.25 space per unit	13
			Sub-total	280
	Visitor	207 units	0.25 spaces per unit	51
			Total	260 spaces

- The proposed development is required to provide at least 21 bicycle lockers and 18 bicycle rails to be in accordance with the minimum requirements of the DCP 2006.

Given the above it is considered that the proposed development concept arising from the planning proposal will be acceptable in terms of its traffic impacts and the ability of the existing road network to cater for the traffic generated by the proposed development.

8.3.3. Question 9 - Has the planning proposal adequately addressed any social and economic effects?

The planning proposal will have positive social and economic effects for the following reasons:

- The proposal facilitates the orderly economic development of the site which is currently underutilised in such a highly accessible location in close proximity to the Pacific Highway.
- The proposal increases the provision of residential units 'where people want to live' that will attract a more affordable price point than single dwellings in the locality, meeting the market needs of the local community and growing population.
- The proposal will facilitate the delivery of additional affordable housing units within the Willoughby LGA in general accordance with the LEP.
- The proposal will result in an overall improved built environment on the site, including good quality residential development.
- The proposed built form does not result in any isolated development sites adjacent to the site. Specifically, the proponent is within the final stages of securing development rights to the whole site to enable the redevelopment of a previously fragmented land block to provide a consolidated and considered redevelopment project.

8.4. STATE AND COMMONWEALTH INTERESTS

8.4.1. Question 10 - Is there adequate public infrastructure for the planning proposal?

The proposal is located within a well-established area, close to a major strategic centre that provides an abundance of employment, recreational, health and educational facilities. The site is well serviced by multiple nodes of public transport including the future Sydney Metro station at Chatswood as outlined throughout this report. The impact of the proposal on local traffic networks is considered in detail in **Section 8.3** of this report.

8.4.2. Question 11 - What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?

Consultation with other stakeholders includes the RMS undertaken by GTA which has informed the preparation of their Transport Impact Assessment at **Appendix B**.

No other consultation has been carried out at this stage with any State and/or Commonwealth Public Authorities or service providers, however consultation will occur in accordance with the requirements of the Gateway Determination.

9. PART 4 – MAPPING

The following LEP maps are included in the Planning Proposal.

Table 8 – Summary of LEP Mapping Amendments

WLEP 2012	Amendments
Height of Building Map sheet HOB_004	<ul style="list-style-type: none">• Include a 30m height limit across the site
Floor Space Ratio Map sheet FSR_004	<ul style="list-style-type: none">• Include a 2.85:1 FSR control across the site
Dual Occupancy Restriction Map sheet DOX_004	<ul style="list-style-type: none">• Remove 8-10 Moriarty Road from 'Area 1'
Lot Size Map sheet LSZ_004	<ul style="list-style-type: none">• Remove the minimum lot size controls for the site

A copy of the proposed amended LEP maps has been provided within the Urban Design Report at **Appendix A**.

10. PART 5 – COMMUNITY CONSULTATION

Part 1 of Schedule 1 of the EP&A Act requires the relevant planning authority to consult with the community in accordance with the gateway determination. It is anticipated that the Planning Proposal will be required to be publicly exhibited for 28 days in accordance with the requirements of the Department of Planning and Infrastructure guidelines *A Guide to Preparing Local Environmental Plans*.

It is anticipated that the public exhibition would be notified by way of:

- A public notice in local newspaper(s).
- A notice on the Council website.
- Written correspondence to adjoining and surrounding landowners.

11. PART 6 – PROJECT TIMELINE

An indicative project timeframe is provided below.

Table 9 – Indicative Project Timeline

Stage	Timeframe and/or Date
Consideration by Willoughby Council	September 2018 – December 2018
Planning Proposal referred to DPE for Gateway Determination	February 2019
Gateway Determination by DPE	To be determined
Commencement and completion of public exhibition period	Dates are dependent on Gateway determination. Anticipated timeframe for public exhibition is 28 days.
Consideration of submissions	6 weeks
Consideration of the Planning Proposal post-exhibition	6 weeks
Submission to DPE to finalise the LEP	To be determined
Gazettal of LEP Amendment	To be determined

12. CONCLUSION

The Planning Proposal has been prepared in accordance with Section 3.3 of the EP&A Act and the relevant guidelines prepared by the NSW Department of Planning including A Guide to Preparing Local Environmental Plans and A Guide to Preparing Planning Proposals.

The planning proposal seeks to amend the LEP to permit high density residential development at the site to facilitate the delivery of a vibrant residential development that responds to the location of the site and the future needs of the immediate area. The site is highly suitable for high density residential development as:

- The site is one of the few large parcels of land located within the 800 metres catchment of the Chatswood railway station that is not restricted by the steep topography.
- The site is a large site, mainly in single ownership, within easy walking distance of public transport (trains and buses). The site (due to its size and location) provides a significant opportunity to increase residential densities within the catchment of the Chatswood CBD.
- The proposal responds to the potential development on the eastern side of the Pacific Highway as a result of the endorsement of the Chatswood CBD extension to the south. The proposed height and size will enable a balance and transition to the west of this proposed extension.
- The proposal is consistent with Council and NSW Government priorities to provide increased housing in close proximity to employment and public transport corridors. Specifically, the site is within the walking catchment of the new Sydney Metro.

We submit that this Planning Proposal should be favourably considered by Council and that Council resolve to forward it to the Department of Planning and Environment to allow the Department to consider the Planning Proposal for Gateway Determination under Section 3.34 of the EP&A Act.

DISCLAIMER

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A URBAN DESIGN REPORT

APPENDIX B

TRAFFIC AND PARKING ASSESSMENT

APPENDIX C

HERITAGE ASSESSMENT

APPENDIX D PROPOSED SITE-SPECIFIC DCP PROVISIONS

APPENDIX E PRELIMINARY CONTAMINATION ASSESSMENT



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