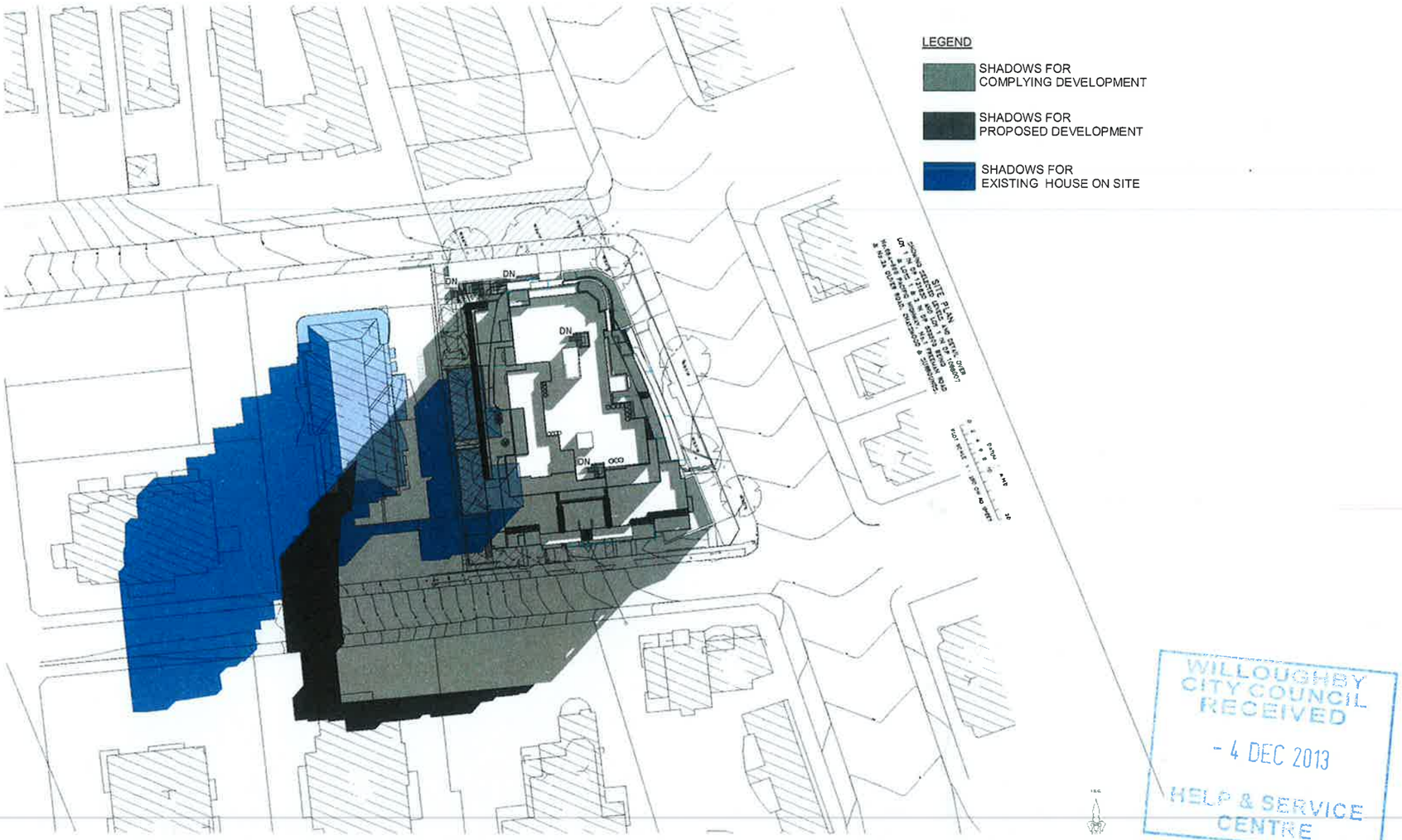
NORTH



22 JUNE 9AM

0m 10m 20m 30m 40m 50m

VISUAL SCALE 1:500 @ A1

PLANNING PROPOSAL APPLICATION
28 NOV 2013

Rev	Date	Description
	28 NOV 13	PLANNING PROPOSAL APPLICATION

28/11/2013 11:58:31 AM

Architect: MGA Architects Pty Ltd. Architecture Interiors Project Management ACN 146 267 972

Client: DARAKI HOLDING PTY LTD

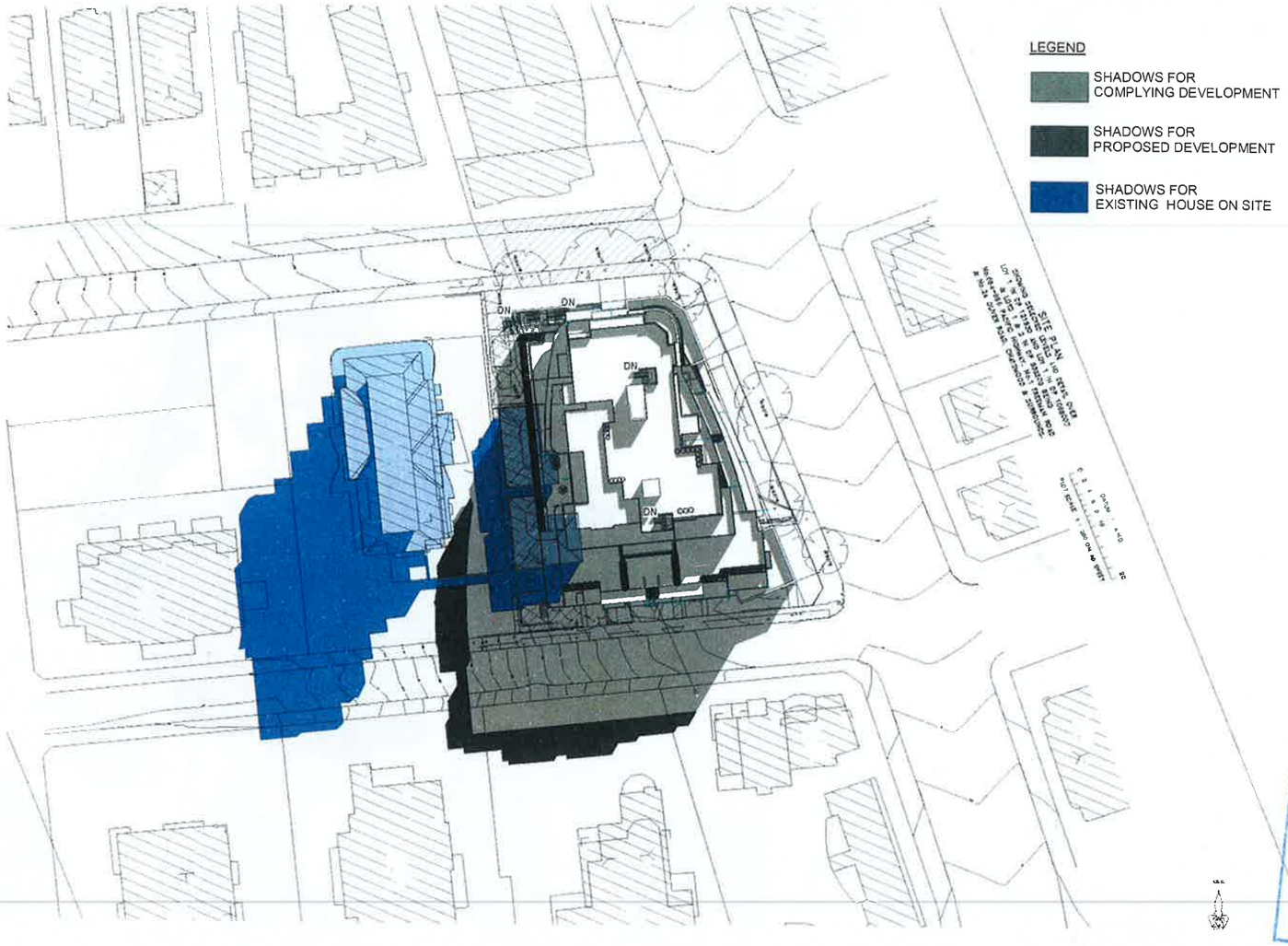
Project: PROPOSED MIXED DEVELOPMENT 654-666 PACIFIC HIGHWAY

DRAWING: SHADOW DIAGRAM 9AM

Scale	Date	Project No.	Drawing No
1 : 500@A1	28 NOV 13	12-0024	A5.01

Verify all dimensions before commencing work. Use figured dimensions. Do not scale off drawing. Any errors or omissions to be reported to

NORTH



22 JUNE 10AM

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VISUAL SCALE 1:500 @ A1

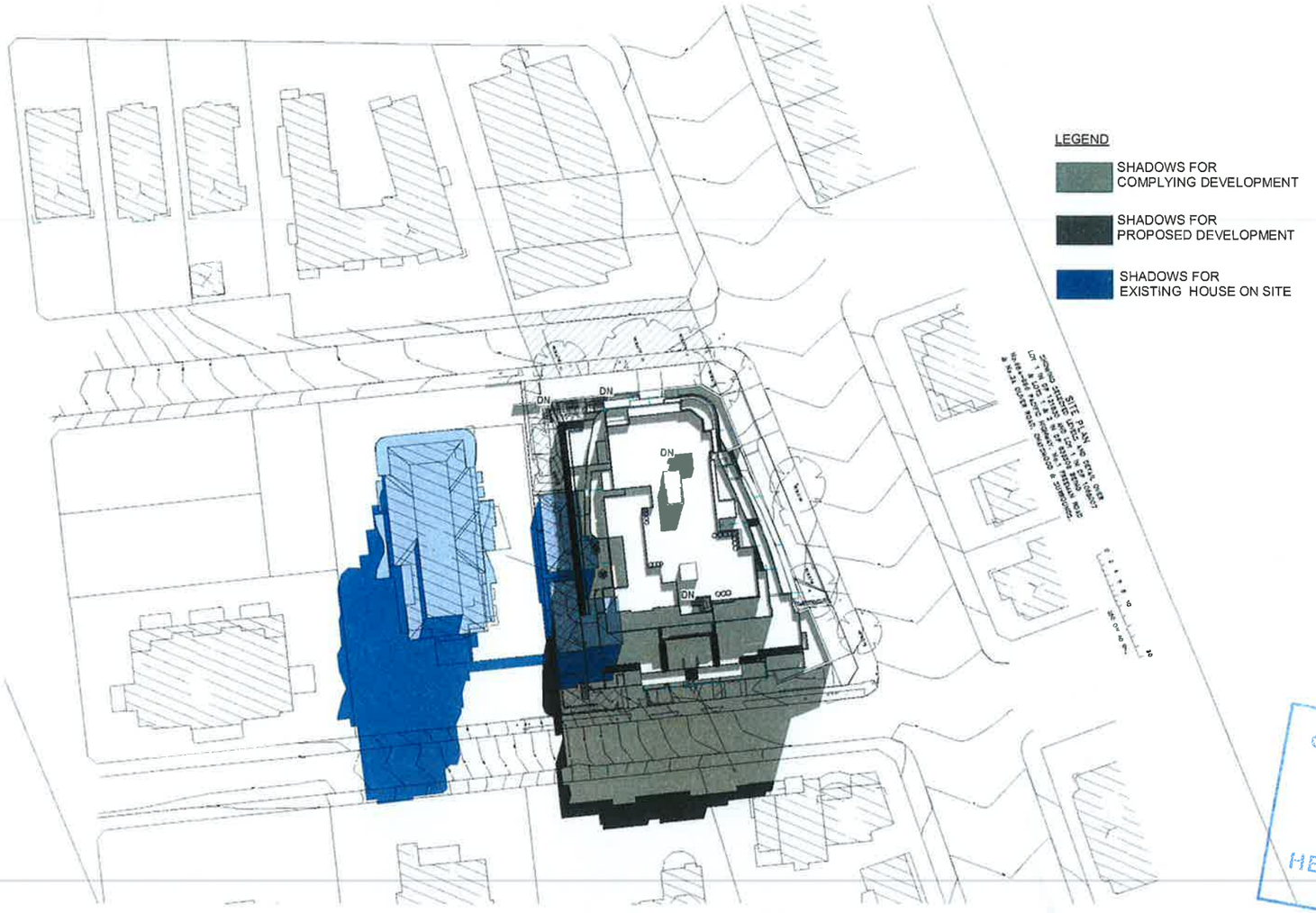
PLANNING PROPOSAL APPLICATION
28 NOV 2013

Rev	Date	Description
	28 NOV 13	PLANNING PROPOSAL APPLICATION

28/11/2013 11:58:52 AM

Architect	Client	Project	DRAWING	Scale	Date	Project No.	Drawing No
MGA Architects Pty Ltd. Architecture Interiors Project Management ACN 149 257 972	DARAKI HOLDING PTY LTD 654-666 PACIFIC HIGHWAY	PROPOSED MIXED DEVELOPMENT	SHADOW DIAGRAM 10AM	1 : 500@A1	28 NOV 13	12-0024	A5.02

Verify all dimensions before commencing work. Use figured dimensions



22 JUNE 11AM

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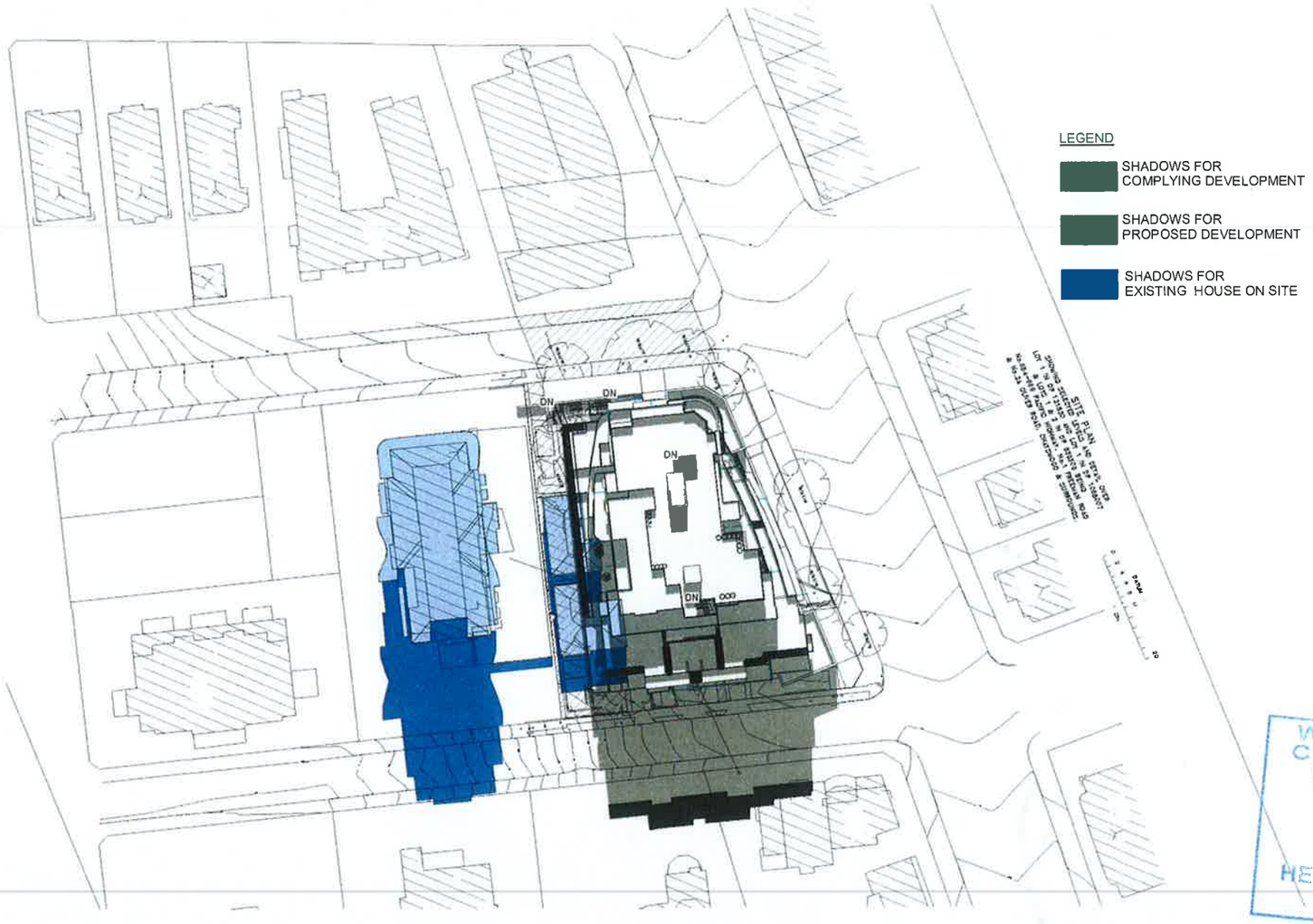
VISUAL SCALE 1:500 @ A1

PLANNING PROPOSAL APPLICATION 28 NOV 2013

Rev	Date	Description
	28 NOV 13	PLANNING PROPOSAL APPLICATION

Architect	Client	Project	DRAWING	Scale	Date	Project No.	Drawing No
MGA Architects Pty Ltd. Architecture Interiors Project Management ACN 149 287 972	DARAKI HOLDING PTY LTD 654-666 PACIFIC HIGHWAY	PROPOSED MIXED DEVELOPMENT	SHADOW DIAGRAM 11AM	1 : 500@A1	28 NOV 13	12-0024	A5.03

NORTH



LEGEND

- SHADOWS FOR COMPLYING DEVELOPMENT
- SHADOWS FOR PROPOSED DEVELOPMENT
- SHADOWS FOR EXISTING HOUSE ON SITE

22 JUNE 12PM

0m 10m 20m 30m 40m 50m

VISUAL SCALE 1:500 @ A1

PLANNING PROPOSAL APPLICATION
28 NOV 2013

Rev	Date	Description
	28 NOV 13	PLANNING PROPOSAL APPLICATION

28/11/2013 11:59:21 AM

Architect: MGA Architects Pty Ltd. — Architecture Interiors Project Management ACN 149 287 972

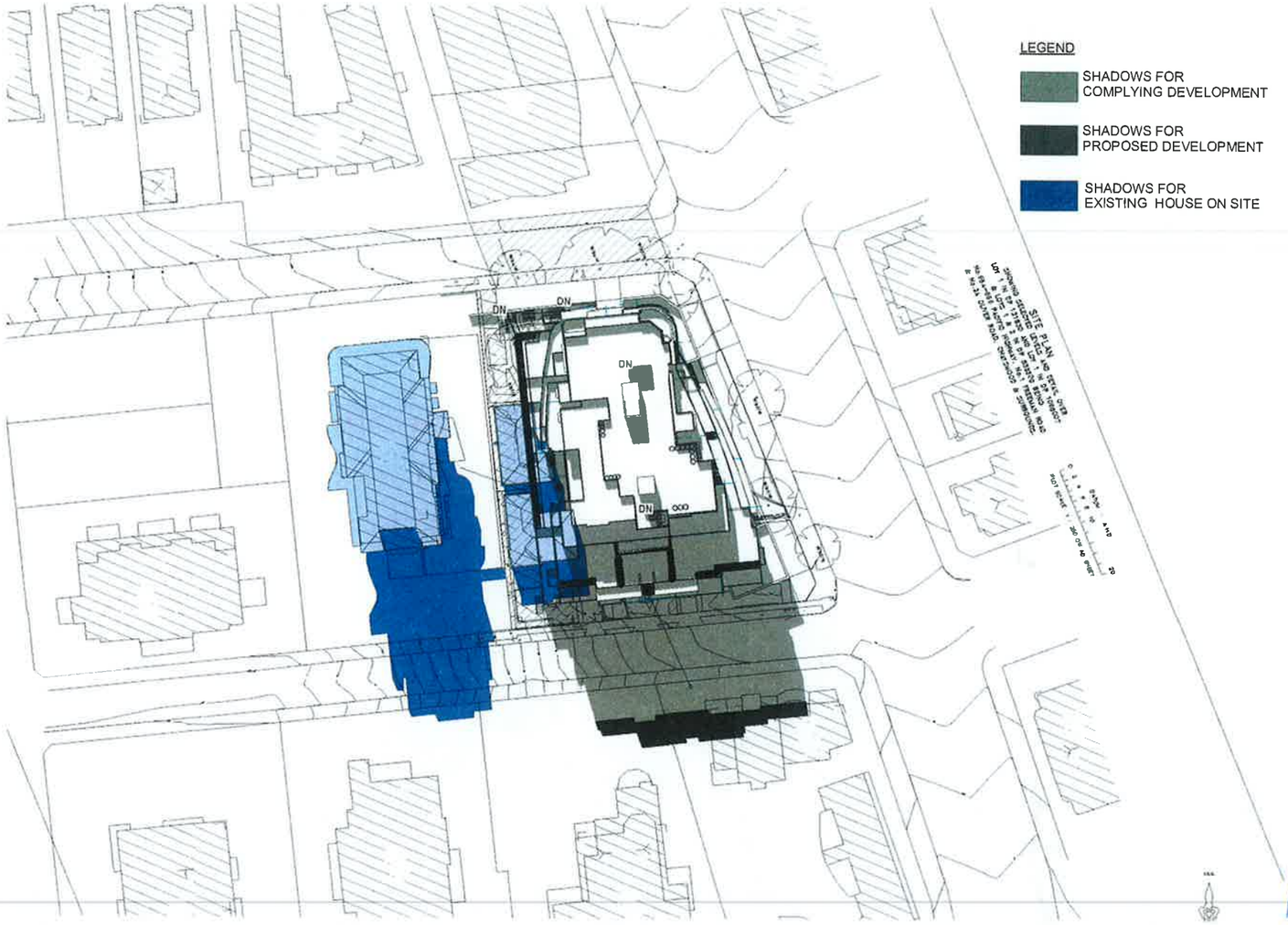
Client: DARAKI HOLDING PTY LTD

Project: PROPOSED MIXED DEVELOPMENT
654-666 PACIFIC HIGHWAY
CHATSWOOD NSW

DRAWING: SHADOW DIAGRAM 12PM

Scale	Date	Project No.	Drawing No.
1 : 500@A1	28 NOV 13	12-0024	A5.04

NORTH



22 JUNE 1PM

VISUAL SCALE 1:500 @ A1

PLANNING PROPOSAL APPLICATION
28 NOV 2013

Date	Description
28 NOV 13	PLANNING PROPOSAL APPLICATION

28/11/2013 11:59:36 AM

Architect	Client	Project	DRAWING	Scale	Date	Project No.	Drawing No.
MGA Architects Pty Ltd. Architecture Interiors Project Management ACN 140 267 972	DARAKI HOLDING PTY LTD	PROPOSED MIXED DEVELOPMENT	SHADOW DIAGRAM 1PM	1 : 500@A1	28 NOV 13	12-0024	A5.05

654-668 PACIFIC HIGHWAY CHATSWOOD NSW

NORTH

22 JUNE 2PM

VISUAL SCALE 1:500 @ A1

PLANNING PROPOSAL APPLICATION
28 NOV 2013

No.	Date	Description
	28 NOV 13	PLANNING PROPOSAL APPLICATION

Architect	Client	Project	DRAWING	Scale	Date	Project No.	Drawing No
MGA Architects Pty Ltd. Architecture Interiors Project Management ACN 149 267 972	DARAKI HOLDING PTY LTD 654-666 PACIFIC HIGHWAY	PROPOSED MIXED DEVELOPMENT	SHADOW DIAGRAM 2PM	1 : 500@A1	28 NOV 13	12-0024	A5.06

NORTH

22 JUNE 3PM

0m 10m 20m 30m 40m 50m

VISUAL SCALE 1:500 @ A1

PLANNING PROPOSAL APPLICATION 28 NOV 2013

No	Date	Description
	28 NOV 13	PLANNING PROPOSAL APPLICATION

28/11/2013 12:00:08 PM

Architect: MGA Architects Pty Ltd
Architecture Interiors Project Management
ACN 149 267 972

Client: DARAKI HOLDING PTY LTD
654-666 PACIFIC HIGHWAY
CHATSWOOD NSW

Project: PROPOSED MIXED DEVELOPMENT

DRAWING: SHADOW DIAGRAM 3PM

Scale	Date	Project No.	Drawing No
1 : 500@A1	28 NOV 13	12-0024	A5.07

Verify all dimensions before commencing work. Use figured dimensions. Do not scale off drawing. This drawing is copyright and may not be

PLANNING PROPOSAL FOR MIXED USE DEVELOPMENT 666 PACIFIC HIGHWAY, CHATSWOOD

Assessment of Traffic and Parking Implications

December 2013
(Rev D)

Reference 13057

TRANSPORT AND TRAFFIC PLANNING ASSOCIATES
Transportation, Traffic and Design Consultants
Suite 502, Level 5
282 Victoria Avenue
CHATSWOOD 2067
Telephone (02) 9411 5660
Facsimile (02) 9904 6622
Email: ttpa@ttpa.com.au

TABLE OF CONTENTS

LIST OF ILLUSTRATIONS

1. INTRODUCTION

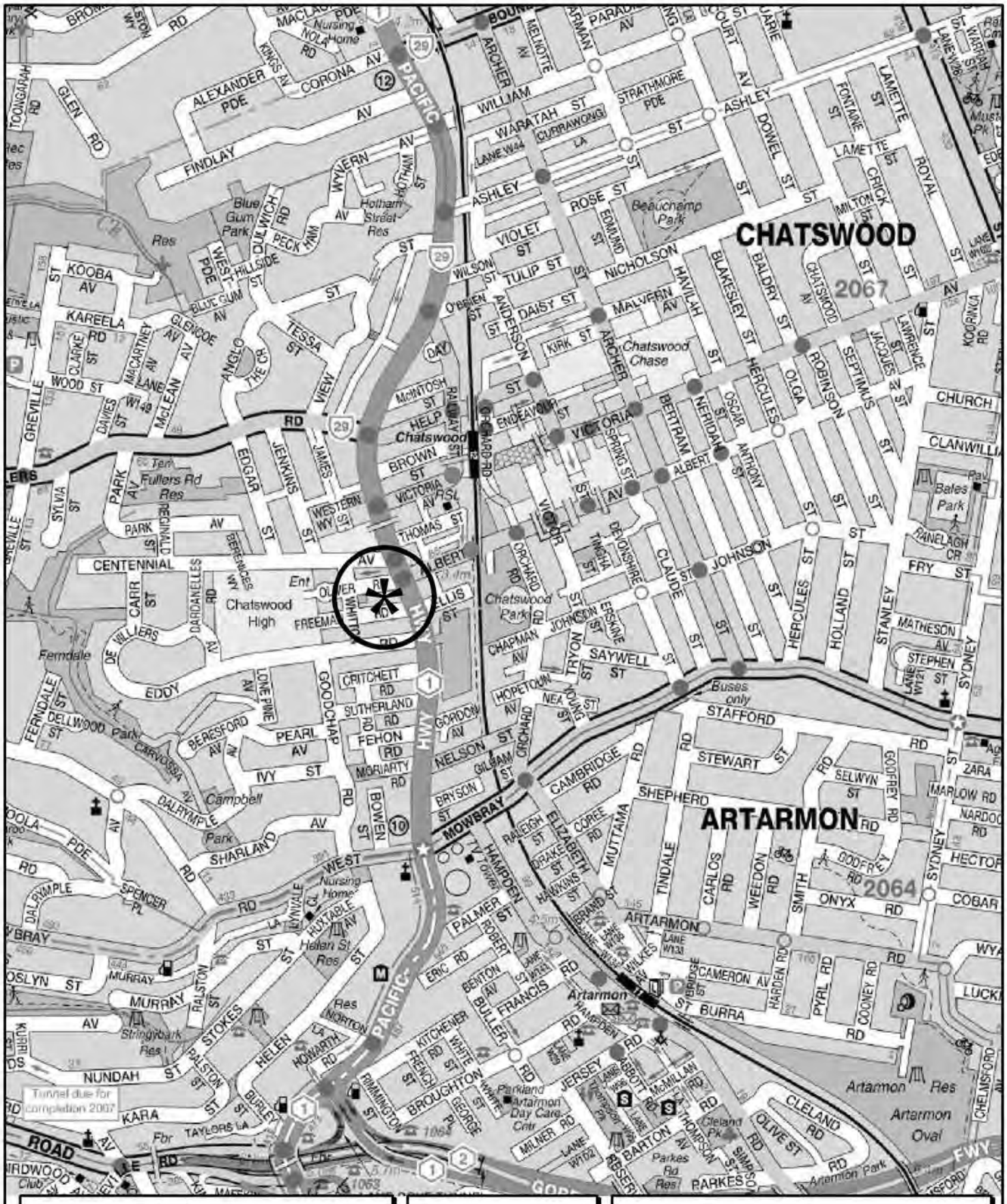
This report has been prepared to accompany a Planning Proposal Application to Willoughby City Council for an amendment to Willoughby Local Environment Plan 2012 (WLEP2012) to permit an increased FSR for a mixed use development at 666 Pacific Highway, Chatswood (Figure 1).

Significant ongoing development is occurring in the Chatswood Centre reflecting the urban consolidation process and the excellent public transport, shopping, entertainment and employment facilities available. The provisions of WLEP enable development on the site with an FSR of 2:1 while the Planning Proposal seeks an FSR of 3.2:1 and the comparative development outcomes achievable under these circumstances are as follows:

	FSR 2:1	**FSR 3.2:1**
Apartments	44	69
Commercial	1,181 m^2	703.5 m^2
Retail	535 m^2	1,641.5 m^2

The purpose of this report is to:

* describe the Planning Proposal and the envisaged development scheme
* describe the existing road network and traffic conditions as well as the future circumstances in the vicinity of the site
* assess the potential traffic implications of the increased floorspace under the proposal compared to that under the existing WLEP provisions
* assess the adequacy of the envisaged parking provisions to serve the development
* assess the envisaged vehicle access, internal circulation and servicing arrangements.



LEGEND

LOCATION

FIG 1

2. PLANNING PROPOSAL

2.1 SITE, CONTEXT AND EXISTING USE

The site (Figure 2) is a consolidation of 4 lots occupying a total area of 2,856 m^2 with frontages to Pacific Highway, Oliver Road and Freeman Road. The site is located on the western side of the highway on the edge of the CBD where there is significant ongoing development for residential apartment buildings with ground level retail/commercial uses.

The central and eastern part of the site is currently occupied by commercial buildings comprising:

- a single level building on the corner of Freeman Road which is used for the sale of fireplaces
- a two level building on the corner of Oliver Road which is used for the display and sale of tiles

There are two residential dwellings on the western part of the site and there are existing access driveways on the three frontages. The site is adjoined by a home unit building to the west while there is a new mixed use building on the southern side of Freeman Road and there is a car dealership located on the northern side of Oliver Road.

2.2 ENVISAGED DEVELOPMENT

A comparison of the potential development outcomes under the existing and proposed FSR provisions is provided in the following:

LEGEND

N

SITE

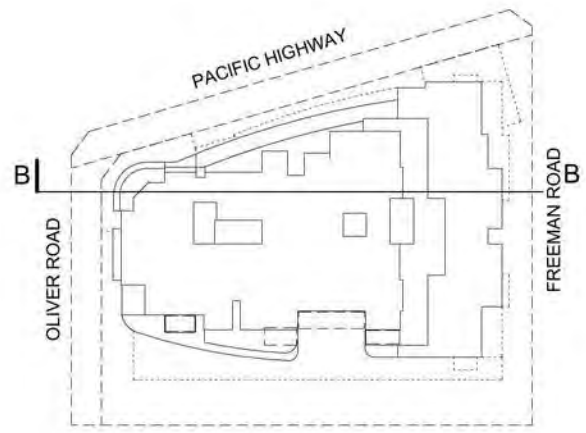
FIG 2

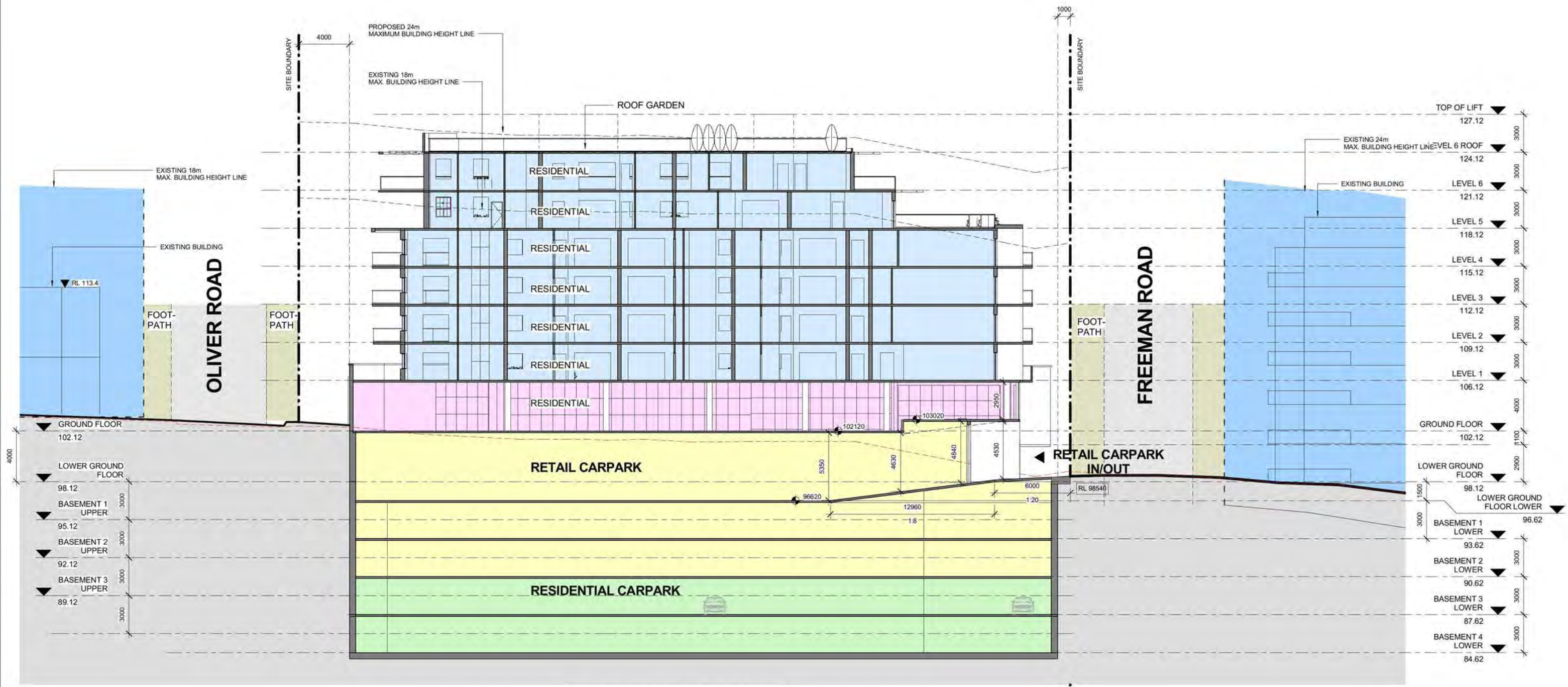
	FSR 2:1	FSR 3.2:1
Residential apartments		
Studio	6	10
1 Bed	6	9
2 Bed	29	45
3 Bed	3	5
Total:	**44**	**69**
Commercial	1,181 m^2	703.5 m^2
Retail	535 m^2	1,641.5 m^2

In respect of other aspects of the envisaged development (apart from height and carparking) the development outcomes would be similar with:

- vehicle access on the Freeman Road frontage
- service vehicle provision on the lower ground floor level
- retail units on the highway frontage and commercial units along the western frontage
- provision for road widening along the highway and Oliver Road frontages

Details of the envisaged FSR 3.2:1 scheme are shown on the plans prepared by MGA Architects which accompany the Planning Proposal and are reproduced in part overleaf.





PLANNING PROPOSAL APPLICATION 28 NOV 2013

0m 3m 6m 9m 12m 15m

VISUAL SCALE 1:150 @ A1

Rev	Date	Description
	28 NOV 13	PLANNING PROPOSAL APPLICATION

2/12/2013 10:22:08 AM
\\Mganas\k\2011\12-0024-654-666 Pacific Hwy Chatswood\Drawings\02-DA\DA-REVIT\Model\Chatswood residential.rvt

Architect

MGA
MGA Architects Pty Ltd.
Architecture
Interiors
Project Management
ACN 149 287 972
P + 61295606882 F + 612 8065 9844 M + 61 (0)414 864 812
5-26 Grove Street Dulwich Hill NSW 2203 E + e.auyeung@mga-arch.com.au

Client: DARAKI HOLDING PTY LTD

Project: PROPOSED MIXED DEVELOPMENT

654-666 PACIFIC HIGHWAY
CHATSWOOD NSW

DRAWING: SECTION B

Scale	Date	Project No.	Drawing No.
As indicated @A1	28 NOV 13	12-0024	A3.02

NORTH

PACIFIC HIGHWAY

ROAD WIDENING AREA

FUTURE 4M ROAD WIDENING AS HATCHED

EXISTING FOOTPATH

EXISTING BOUNDARY

AWNING ABOVE

POSSIBLE NEW BOUNDARY

SETBACK

DCP SETBACK

RL101740

RL10010

RL10087

RL99380

RL 99500

LANDSCAPE 56m2

COMMERCIAL VISITOR ENTRANCE

FFL 101120

AREA 1a (1171m2)

AREA 1b (432m2)

TOTAL AREA (1603m2)

FFL 102120

FFL 102120

900mm DROP

FFL 103020

LINE OF BALCONY AT LEVEL 1

RL 98150

RL 98540

INGRESS AND EGRESS AT LOWER GROUND FLOOR

RL 98500

LANDSCAPE 25m2

STAIR 1 FROM LEVEL 1 AND ABOVE

AWNING ABOVE

STAIR 1

LIFT A

STORE

LIFT B

RESIDENTIAL LOBBY CORRIDOR 28 m²

FFL 102120

RL 102620

1:20 RAMP

LETTER BOX

RESIDENTIAL ENTRANCE

RETAIL ENTRANCE

LANDSCAPE 4m2

LEVEL 1 ABOVE

SECURITY DOOR AT LOWER GROUND FLOOR

OPEN EXIT STAIR

EXIT STAIR

STAIR 4

LANDSCAPE 5m2

LANDSCAPE 22m2

OLIVER ROAD

EXISTING FOOTPATH

PROPOSED ROAD WIDENING BY WILLOUGHBY COUNCIL

SEPP65 SETBACK

SITE BOUNDARY

SITE BOUNDARY AFTER ROAD WIDENING

GATE

SETBACK

RL102600

RL102510

RL101910

RL 98120

RL101420

RL99220

DEEP SOIL PLANTING 300m2

EXISTING TREES TO BE REMOVED

60960

RETAIL/COMMERCIAL

FFL 102120

LIFT C RETAIL

VOID

STAIR 2

RL 98160

COMMERCIAL ENTRANCE LOWER GROUND FLOOR

POSSIBLE DEDICATION 1m WIDE

LANDSCAPE 21m2

EXISTING FOOTPATH

FREEMAN ROAD

INGRESS AND EGRESS AT LOWER GROUND FLOOR

LANDSCAPE 3m2

RL 96110

RL 98120

SUBSTATION

RL 97500

PROPOSED SETBACK

DCP SETBACK

RL95800

PLANNING PROPOSAL APPLICATION 28 NOV 2013

0m 2m 4m 6m 8m 10m

VISUAL SCALE 1:100 @ A1

Rev	Date	Description
	28 NOV 13	PLANNING PROPOSAL APPLICATION

29/11/2013 11:09:33 AM
\\Mgarass\k2011\12-0024-654-666 Pacific Hwy Chatswood\Drawings\02-DA\DA-REVIT\Model\Chatswood residential.rvt

Architect: MGA Architects Pty Ltd. Architecture Interiors Project Management ACN 149 287 972
P + 61295606882 F + 612 8566 9844 M + 61 (0)414 864 612
5/26 Grove Street Dulwich Hill NSW 2203 E + e.auyeung@mga-arch.com.au

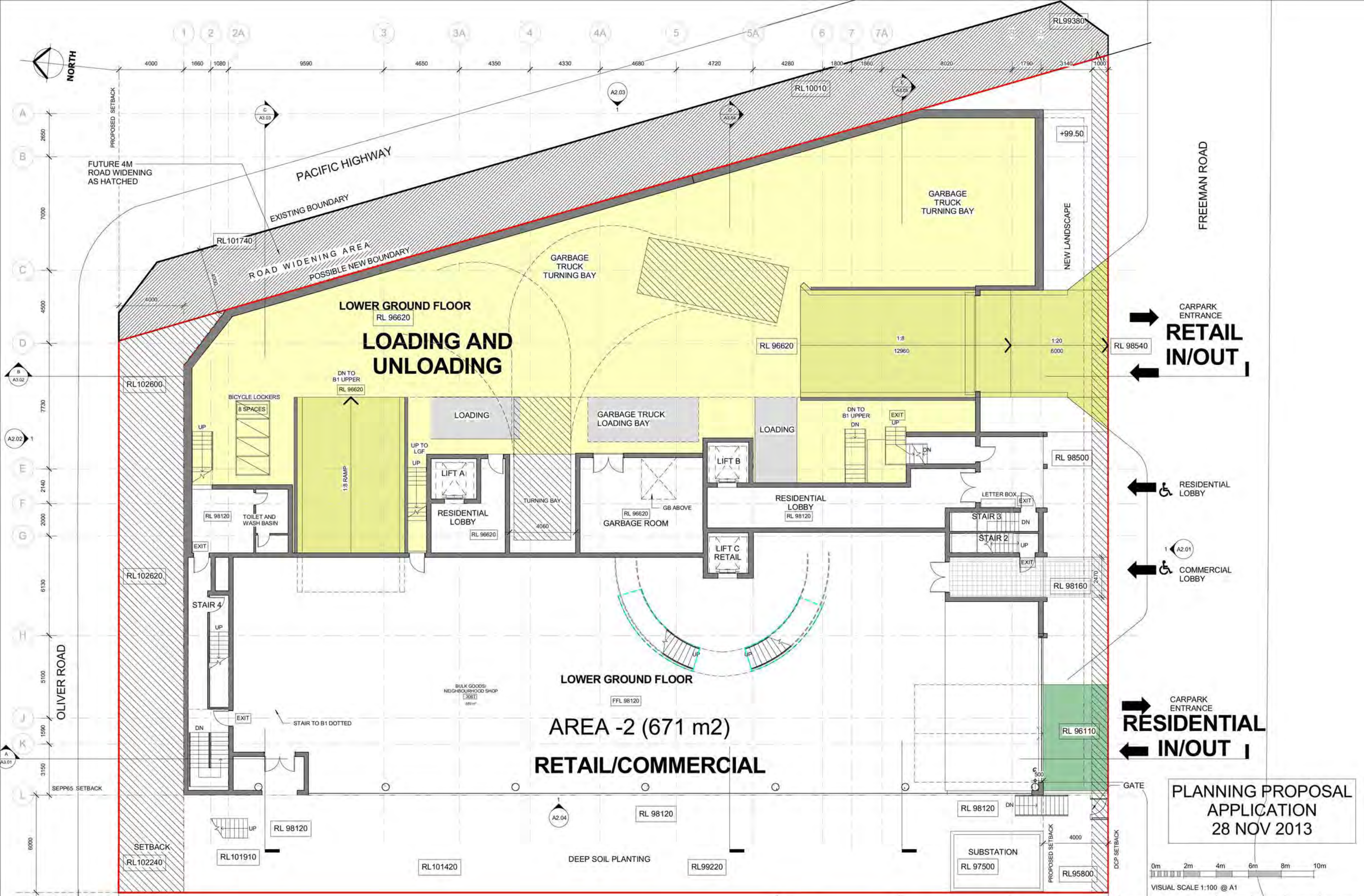
Client: DARAKI HOLDING PTY LTD

Project: PROPOSED MIXED DEVELOPMENT

654-666 PACIFIC HIGHWAY
CHATSWOOD NSW

DRAWING: GROUND FLOOR PLAN

Scale: 1 : 100@A1, 1 : 200@A3 | Date: 28 NOV 13 | Project No.: 12-0024 | Drawing No.: A1.03


NORTH
PACIFIC HIGHWAY
EXISTING BOUNDARY
ROAD WIDENING AREA
POSSIBLE NEW BOUNDARY
FUTURE 4M
ROAD WIDENING
AS HATCHED
PROPOSED SETBACK
FREEMAN ROAD
OLIVER ROAD
NEW LANDSCAPE
GARBAGE
TRUCK
TURNING BAY
LOWER GROUND FLOOR
RL 96620
LOADING AND
UNLOADING
BICYCLE LOCKERS
8 SPACES
DN TO
B1 UPPER
LOADING
GARBAGE TRUCK
LOADING BAY
TURNING BAY
LIFT A
RESIDENTIAL
LOBBY
LIFT B
LIFT C
RETAIL
GARBAGE ROOM
GB ABOVE
TOILET AND
WASH BASIN
STAIR 2
STAIR 3
STAIR 4
LETTER BOX
STAIR TO B1 DOTTED
AREA -2 (671 m2)
RETAIL/COMMERCIAL
DEEP SOIL PLANTING
SUBSTATION
RL 97500
CARPARK
ENTRANCE
RETAIL
IN/OUT
RESIDENTIAL
LOBBY
COMMERCIAL
LOBBY
RESIDENTIAL
IN/OUT
GATE
SEPP65 SETBACK
DCP SETBACK
SETBACK
RL 98540
RL 98500
RL 98160
RL 96110
RL 95800
RL 98120
RL 99220
RL101420
RL101910
RL102240
RL102620
RL102600
RL101740
RL10010
RL99380
+99.50
VISUAL SCALE 1:100 @ A1

PLANNING PROPOSAL
APPLICATION
28 NOV 2013

Rev	Date	Description
	28 NOV 13	PLANNING PROPOSAL APPLICATION

Architect	Client	Project	DRAWING	Scale	Date	Project No.	Drawing No.
MGA Architects Pty Ltd — Architecture, Interiors, Project Management, ACN 149 287 972	DARAKI HOLDING PTY LTD 654-666 PACIFIC HIGHWAY CHATSWOOD NSW	PROPOSED MIXED DEVELOPMENT	LOWER GROUND FLOOR PLAN	1 : 100@A1 1 : 200@A3	28 NOV 13	12-0024	A1.02

29/11/2013 11:09:17 AM

3. ROAD NETWORK AND TRAFFIC CONDITIONS

3.1 ROAD NETWORK

The road network serving the development site (Figure 3) is dominated by:

* *Pacific Highway* - a State Road and arterial route being the principal link between the City and Hornsby

* *Delhi Road, Mowbray Road and Boundary Street* - State Roads and sub-arterial routes connecting and/or crossing the Highway

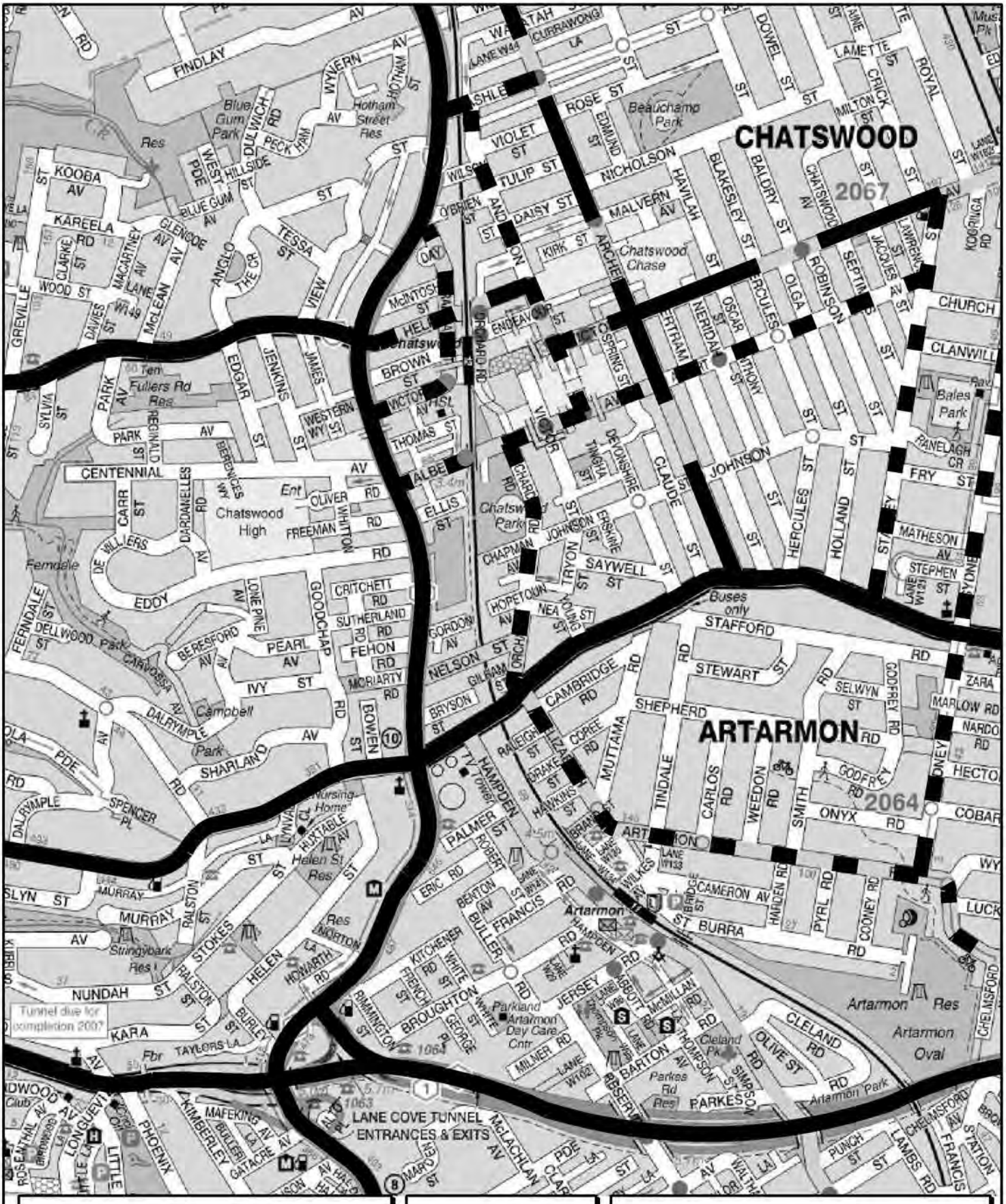
* *Archer Street* - Regional Road and major collector road route connecting between Mowbray Road and Boundary Road

* *Help Street – Victoria Avenue* - a major collector road route through the town centre

* *Albert Avenue* - a collector road connecting to the Highway and running parallel to Victoria Avenue

* *Orchard Street and Anderson Street* - collector roads connecting to Albert Avenue.

Oliver Road and Freeman Road are local access roads which connect to Whitton Road but "dead end" at the boundary of the Chatswood High School site to the west.



LEGEND

- ARTERIAL
- SUB-ARTERIAL
- COLLECTOR

ROAD NETWORK

FIG 3

3.2 TRAFFIC CONTROLS

The traffic controls which have been applied to the road system in the vicinity of the site (Figure 4) comprise:

* the traffic signals at the Albert Avenue/Pacific Highway intersection. Details are provided on the design plan reproduced overleaf and include:

    - tidal flow lane arrangement in the Highway
    - 3 lanes westbound and 1 lane eastbound in Albert Avenue
    - green arrow for the right turn into Oliver Street
    - signal controlled pedestrian crossings

* the traffic signals at the Pacific Highway/Centennial Avenue intersection which include the provision to turn right into Centennial Avenue

* the traffic signals at the Pacific Highway, Fullers Road and Help Street intersection including prohibited right turn movements into Fullers Road and out of Help Street

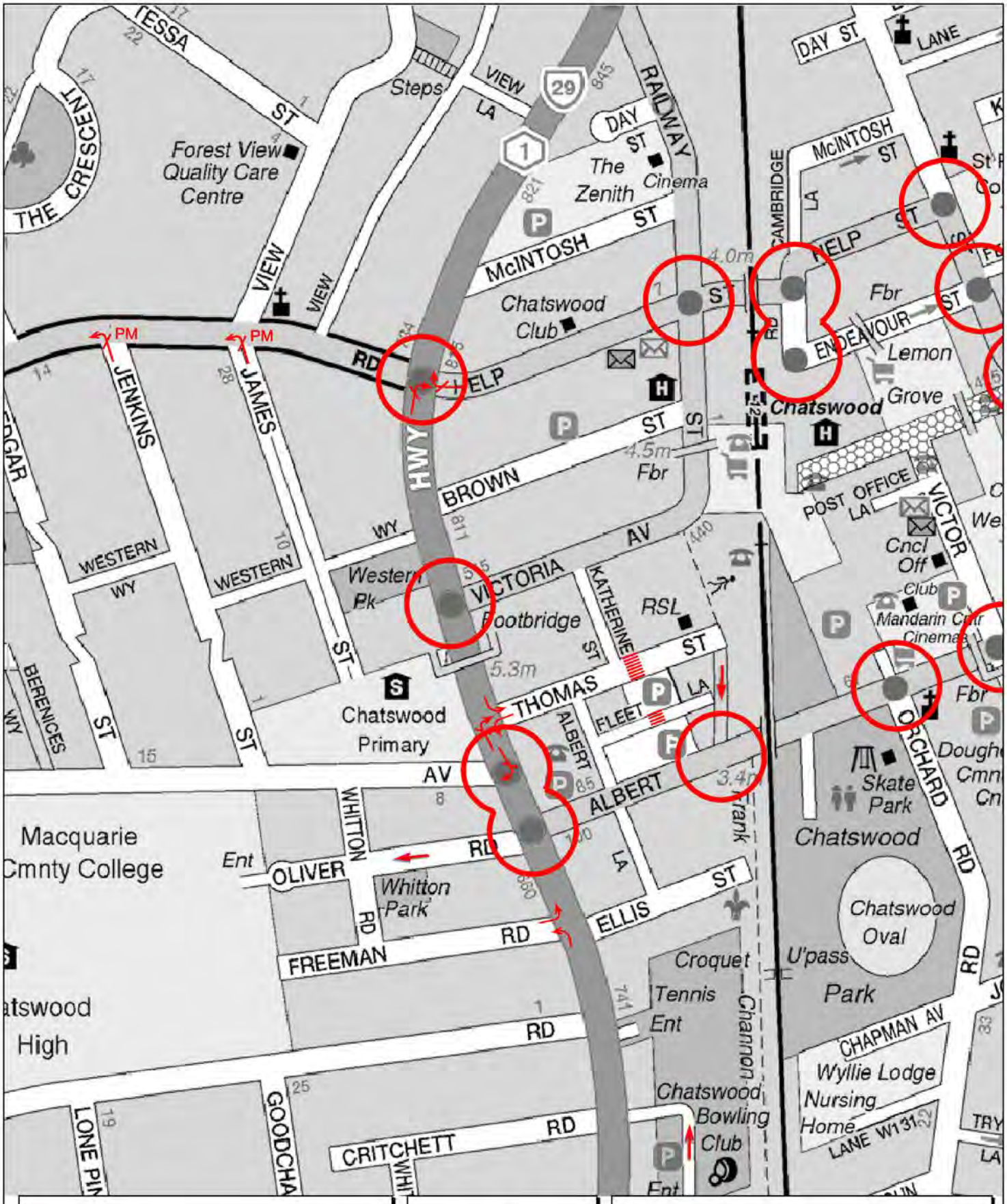
* the traffic control signals at the Pacific Highway/Victoria Avenue intersection which provides for right-turn movements into Victoria Road

* the ONE WAY westerly restriction on Oliver Road between the Pacific Highway and Whitton Road

* the 50 kmph speed restrictions except for the 40 kmph restriction in the CBD core area and 60 kmph on the Highway

* the NO STOPPING restrictions along the Pacific Highway and Albert Avenue (western part)

* the central median island in Pacific Highway across the Freeman Road intersection.



LEGEND

- TRAFFIC SIGNAL CONTROL
- ROUNDABOUT
- RESTRICTED TURNING MOVEMENT

N

TRAFFIC CONTROLS

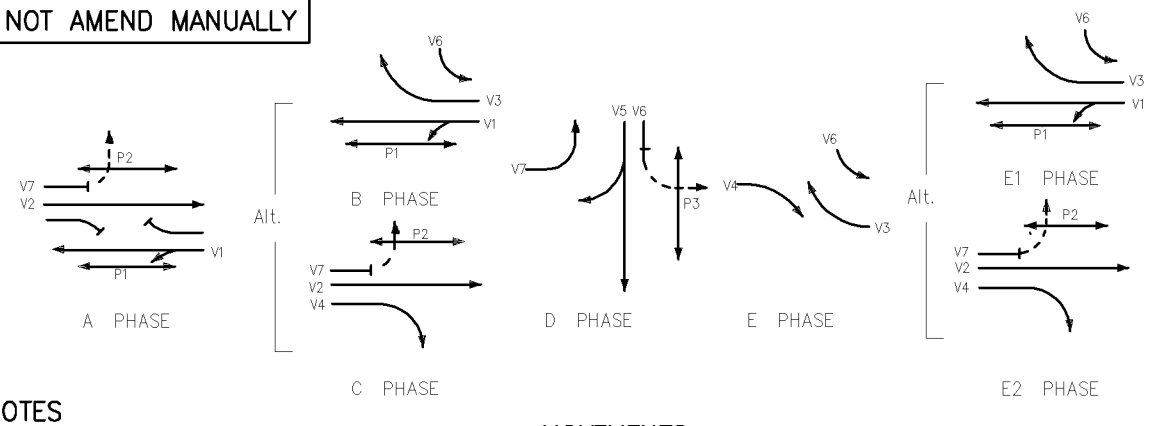
FIG 4

DRAWN BY CADD
DO NOT AMEND MANUALLY

Date in Service 07/11/66

RTA

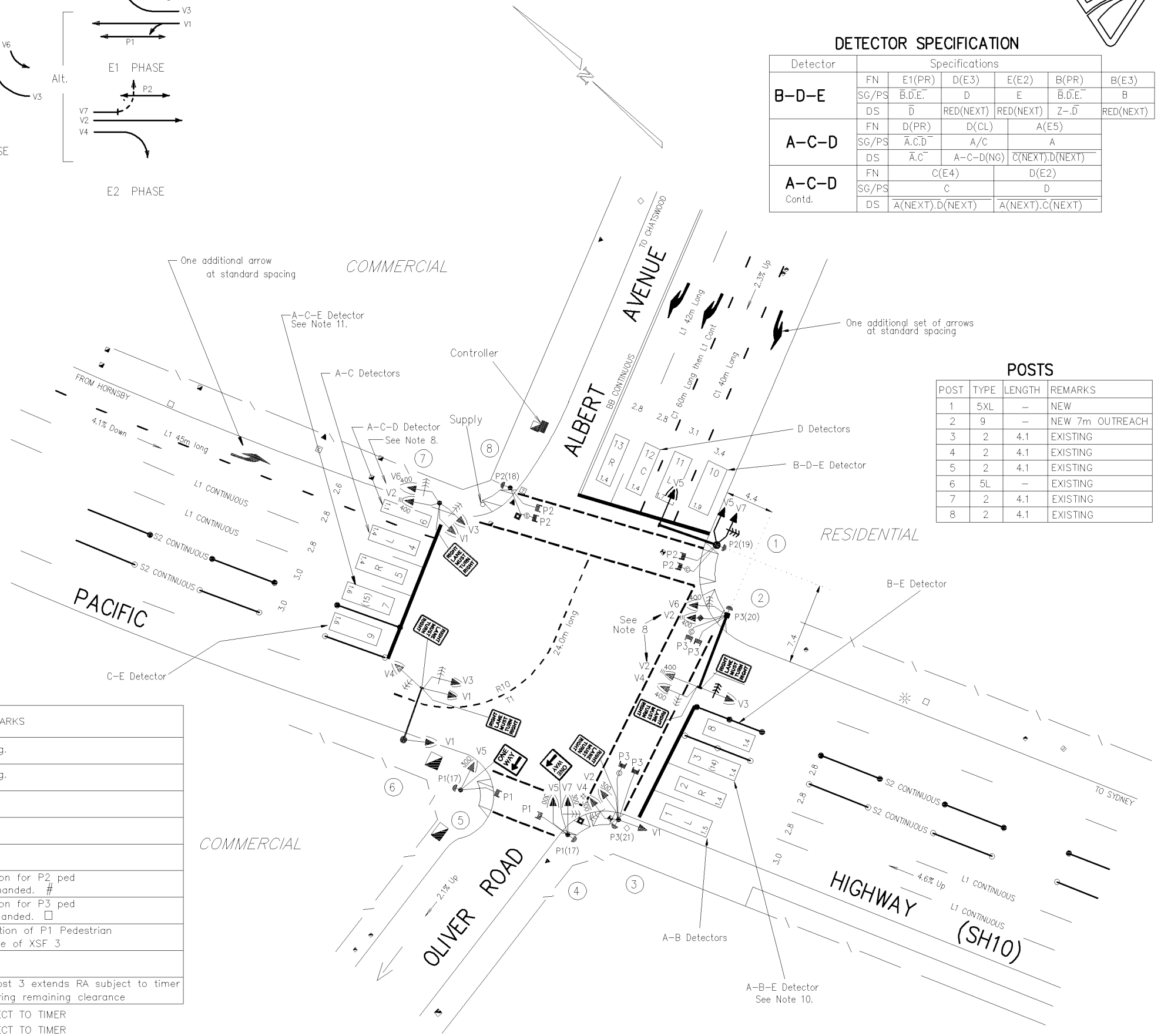
PROPOSED 0010.490.VV.0882



NOTES

1. This site is SCATS linked.
2. Special stop signs R1–4 to be placed on Post 1.
3. All push buttons are audio tactile.
4. This site operates to standard single diamond overlap phase in accordance with TS–TN–026.
5. Candy Bar locations shown thus :
   NORTHBOUND mode..... ●
   SOUTHBOUND mode..... ○
6. Mode switch to be installed in the controller to allow switching from the outside, marked as follows: NORTHBOUND/SOUTHBOUND.
7. Mode switch is to be connected to detector 16. In the ON position, the NORTHBOUND mode is selected.
8. "V2" Phase lantern assemblies are focussed such that they are not visible at the southbound stop line of TCS No.892.
   "V2" lantern 400mm long visors in green aspect only.
   "V2" lantern horizontal louvres in green aspect only.
9. A–B–E detector to operate as B–E detector in SOUTHBOUND mode.
   A–B–E detector to operate as A–B detector in NORTHBOUND mode.
   A–C–E detector to operate as A–C detector in SOUTHBOUND mode
   A–C–E detector to operate as C–E detector in NORTHBOUND mode
10. Detector 14 provides additional strategic output for detector 3.
11. Detector 15 provides additional strategic output for detector 6.
12. Roadworks in accordance with Opus International roads construction drawings 4140–TR.
13. Kerb ramps to be constructed at all pedestrian crossings in accordance with Model Drawing MD.R173.B01.A.1.

MOVEMENTS



DETECTOR SPECIFICATION

Detector		Specifications				
B–D–E	FN	E1(PR)	D(E3)	E(E2)	B(PR)	B(E3)
	SG/PS	$\overline{B.D.E.}$	D	E	$\overline{B.D.E.}$	B
	DS	$\overline{D}$	RED(NEXT)	RED(NEXT)	$Z.\overline{D}$	RED(NEXT)
A–C–D	FN	D(PR)	D(CL)	A(E5)		
	SG/PS	$\overline{A.C.D}$	A/C	A		
	DS	$\overline{A.C}$	A–C–D(NG)	$\overline{C(NEXT).D(NEXT)}$		
A–C–D Contd.	FN	C(E4)		D(E2)		
	SG/PS	C		D		
	DS	A(NEXT).D(NEXT)		A(NEXT).C(NEXT)		

POSTS

POST	TYPE	LENGTH	REMARKS
1	5XL	–	NEW
2	9	–	NEW 7m OUTREACH
3	2	4.1	EXISTING
4	2	4.1	EXISTING
5	2	4.1	EXISTING
6	5L	–	EXISTING
7	2	4.1	EXISTING
8	2	4.1	EXISTING

SIGNAL GROUP PHASE CHART

SIGNAL GROUP	PHASE DURING WHICH GREEN DISPLAYED							OVERLAPS PERMITTED	REMARKS
	A	B	C	D	E	E1	E2		
V1	X	X				X		A/B A/E1⊖ E1/A/B	⊖ P1 Not Running.
V2	X		X				X	A/C A/E2⊖ E2/A/C	⊖ P2 Not Running.
V3		X			X	X		B/E E/E1	
V4			X		X		X	C/CE E/E2	
V5				X					
V6	C		C	X			C	E2/A/C/D D/E2⊖ A/D D/A⊖	*Timed RA protection for P2 ped ⊖ P2 not demanded. #
V7		X		C	X	X		B/D⊖ B/E E/E1 D/E	*Timed RA protection for P3 ped ⊖ P3 not demanded. □
P1	X	X				X		E1/A/B	Automatic introduction of P1 Pedestrian subject to presence of XSF 3
P2	X		X				X	E2/A/C	
P3				X					Push button on post 3 extends RA subject to timer Flashing yellow during remaining clearance

\# PUSH BUTTON ON POST 1 EXTENDS RA PROTECTION SUBJECT TO TIMER
□ PUSH BUTTON ON POST 3 EXTENDS RA PROTECTION SUBJECT TO TIMER

A ORIGINAL ISSUE

PUBLIC UTILITY LEGEND		REFERENCE PLANS	
HYDRANT	□	SYMBOLS/ABBS.	VD003–6
STOP VALVE	▲	STD POSIT.	VD001–5
GAS VALVE	#	DET SCHED EXP	VD018–10
SEWER MANHOLE	⊕	PRES. DETECT	VC005–17
TELECOM PIT	◪	SSG DIS. SEQ.	VD018–8
ELECT LIGHT POLE	☾		
POWER POLE	○		
STAY POLE	⊘		
TELEPHONE BOX	⚿	SURVEYOR: Rodney Scott Fitzgerald	
TELECOM PILLAR	◍	DATE : 2001	

U.S.D.Ref 2000 MAP 195 H11
I.S.G. E: 316 465
CO–ORDS N: 1 258 614
DESIGNED ROSS NETTLE
CHECKED
RN SITE CHECKED
RN RECOMMENDED

DESIGN APPROVAL
APPROVED
ROSS NETTLE
POSITION DIRECTOR
DATE 22.6.10
DESIGN PREPARED BY
TRANSPORT AND TRAFIC PLANNING ASSOCIATES

RTA ACCEPTANCE
RECOMMENDED
POSITION .....
DATE .....
ACCEPTED
POSITION .....
DATE .....

Roads and Traffic Authority,N.S.W

CITY OF WILLOUGHBY
TRAFFIC SIGNALS AT THE INTERSECTION OF PACIFIC HIGHWAY (SH10), ALBERT AVENUE AND OLIVER ROAD
CHATSWOOD

DESIGN LAYOUT TCS No 0882

EXISTING □ PROPOSED ☑
CADD FILE: VV0882_12A.dgn
SCALE 5 0 (1:200) 5 10
FILE 490 TS 148
SUPERSEDES SHEET/ISSUE 1G
ISSUE A
REGN. 0010.490.VV.0882
SHEET 12

3.3 TRAFFIC CONDITIONS

An indication of the prevailing traffic conditions on the road system serving the site is provided by traffic surveys undertaken during the morning and afternoon peak periods which are summarised in the following:

		AM	**PM**
Pacific Highway	Northbound	1607	1826
	Right-turn	200	191
	Left-turn	11	12
	Southbound	2625	1670
	Right-turn	18	56
	Left-turn	195	189
Albert Avenue	Westbound	33	63
	Right-turn	135	392
	Left-turn	38	158

The operational performance of the Albert Avenue intersection has been analysed using SIDRA and the results for the morning and afternoon peak periods are summarised in the following while the criteria for interpreting the results are reproduced overleaf:

	AM	**PM**
LOS	A	B
DS	0.896	0.855
AVD	13.4	14.9

It is apparent that the operational performance of the intersection is relatively satisfactory although traffic flows in reality are at times disrupted by the congestion along the Highway (in peak traffic periods).

Criteria for Interpreting Results of SIDRA Analysis

1. *Level of Service (LOS)*

LOS	Traffic Signals and Roundabouts	Give Way and Stop Signs
'A'	Good	Good
'B'	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
'C'	Satisfactory	Satisfactory but accident study required
'D'	Operating near capacity	Near capacity and accident study required
'E'	At capacity; at signals incidents will cause excessive delays. Roundabouts require other control mode	At capacity and requires other control mode
'F'	Unsatisfactory and requires additional capacity	Unsatisfactory and requires other control mode

2. *Average Vehicle Delay (AVD)*

The AVD provides a measure of the operational performance of an intersection as indicated on the table below which relates AVD to LOS. The AVD's listed in the table should be taken as a guide only as longer delays could be tolerated in some locations (ie inner city conditions) and on some roads (ie minor side street intersecting with a major arterial route).

Level of Service	Average Delay per Vehicle (secs/veh)	Traffic Signals, Roundabout	Give Way and Stop Signs
A	less than 14	Good operation	Good operation
B	15 to 28	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	29 to 42	Satisfactory	Satisfactory but accident study required
D	43 to 56	Operating near capacity	Near capacity and accident study required
E	57 to 70	At capacity; at signals incidents will cause excessive delays Roundabouts require other control mode	At capacity and requires other control mode

3. *Degree of Saturation (DS)*

The DS is another measure of the operational performance of individual intersections.

For intersections controlled by **traffic signals**[1] both queue length and delay increase rapidly as DS approaches 1, and it is usual to attempt to keep DS to less than 0.9. Values of DS in the order of 0.7 generally represent satisfactory intersection operation. When DS exceeds 0.9 queues can be anticipated.

For intersections controlled by a **roundabout or GIVE WAY or STOP signs**, satisfactory intersection operation is indicated by a DS of 0.8 or less.

[1] *the values of DS for intersections under traffic signal control are only valid for cycle length of 120 secs*

The results of other surveys undertaken at intersections in the vicinity are provided in the following:

		AM	PM
Pacific Highway	Northbound	1,496	2,126
	Right-turn	208	156
	Southbound	2,043	1,697
	Left-turn	26	37
Victoria Avenue	Right-turn	93	107
	Left-turn	87	143
Albert Avenue	Eastbound	236	327
	Right-turn	180	94
	Westbound	206	670
	Left-turn	158	128
Orchard Road	Right-turn	44	41
	Left-turn	177	71
Railway Street	Northbound	83	146
	Right-turn	82	116
	Left-turn	59	108
	Southbound	213	93
	Right-turn	31	68
	Left-turn	89	171
Help Street	Eastbound	359	412
	Right-turn	89	61
	Left-turn	2	6
	Westbound	267	335
	Right-turn	98	198
	Left-turn	295	89

The operational performance of these intersections as modeled with SIDRA is summarised in the following:

	AM		PM	
	LOS	**AVD**	**LOS**	**AVD**
Pacific Highway/Victoria Avenue	A	7.9	A	8.8
Albert Avenue/Orchard Road	B	18.3	B	15.9
Railway Street/Help Street	B	17.9	B	19.3

These results indicate relatively satisfactory operational performances. Traffic delays and congestion are experienced on the road system in Chatswood at times, however these circumstances are related to:

* major intersections on the Pacific Highway (eg Boundary Street, Fullers Road/ Help Street and Mowbray Road etc)

* Victoria Avenue through the heart of the CBD

* Archer Street/Victoria Avenue intersection

* retail centre carpark accesses.

3.4 PUBLIC TRANSPORT SERVICES

Chatswood CBD has excellent access for public transport services including:

Railway Services

The North Shore and Western Lines operate through Chatswood Railway Station which is located just to the north of the site. These lines provide 13 trains per hour in the morning and afternoon peak periods and there are currently some 32,000 passengers passing through the station each day.

Bus Services

There are services provided by 3 operators accessing Chatswood as well as 2 interstate operators with some 460 scheduled services operating each day out of the rail interchange and 220 per day operating out of Railway Street.

There is also excellent provisions for pedestrian access and circulation within the CBD (eg Victoria Mall) as well as provisions for bicycle access.

4. FUTURE ROAD AND TRAFFIC CIRCUMSTANCES

Landuse

Chatswood is a developing Regional Centre with excellent public transport services and there are numerous recent, current, approved and proposed landuse developments in the centre. These developments include:

* Chatswood Civic Place
* Chatswood Interchange Complex
* Proposed Student Accommodation on Albert Avenue (adjoining the site)
* Albert Avenue/Archer Street site
* Archer Street Carpark site
* Albert Avenue Carpark site

Road Network and Traffic

Council engaged the consultant GHD to prepare a traffic model reflecting the future traffic circumstances consequential to the identified landuse development and a range of road and traffic management works.

Details of the options for road and traffic management works which were assessed in Council's study are provided in Appendix C. The resolved proposals include:

* widening of Albert Avenue between the Pacific Highway east of Albert Lane (1 additional westbound lane)

* introduction of a one-way northbound flow in Thomas Lane between Fleet Lane and Thomas Street

* prohibition of the right turn movements into and out of Albert Lane at Albert Street

5. TRAFFIC

The existing development on the site is assessed to have a traffic generation during the morning and afternoon peak periods as follows:

2 dwellings @ 0.85 vtph	1.7 vtph
Southern Commercial	2 vtph
Northern Commercial	6 vtph
Total:	**10 vtph** (say)

The RMS Development Guideline Supplement (TDT 2013-04) specifies a peak traffic generation for high density residential apartments of 0.19vtph in the morning peak and 0.15vtph in the afternoon peak.

Similarly because the parking provision for commercial floorspace is "constrained" in the Railway precinct the traffic generation is lower than that indicated by the RMS Guidelines for this use. Extensive surveys undertaken by TTPA of existing parking for commercial uses in the precinct indicate a generation rate of 0.25 vtph/space in the morning and 0.32 vtph/space in the afternoon.

Isolated small retail units of the type proposed do not generate high parking turn over characterists like other retail uses and these uses will be somewhat ancillary (ie. café, convenience store etc). The assessed generation of the retail use is 0.2 vtph/space in the morning and 0.5 vtph/space in the afternoon.

Application of these factors to the FSR 2:1 and envisaged FSR 3.2:1 development scenarios indicates the following traffic generation outcomes:

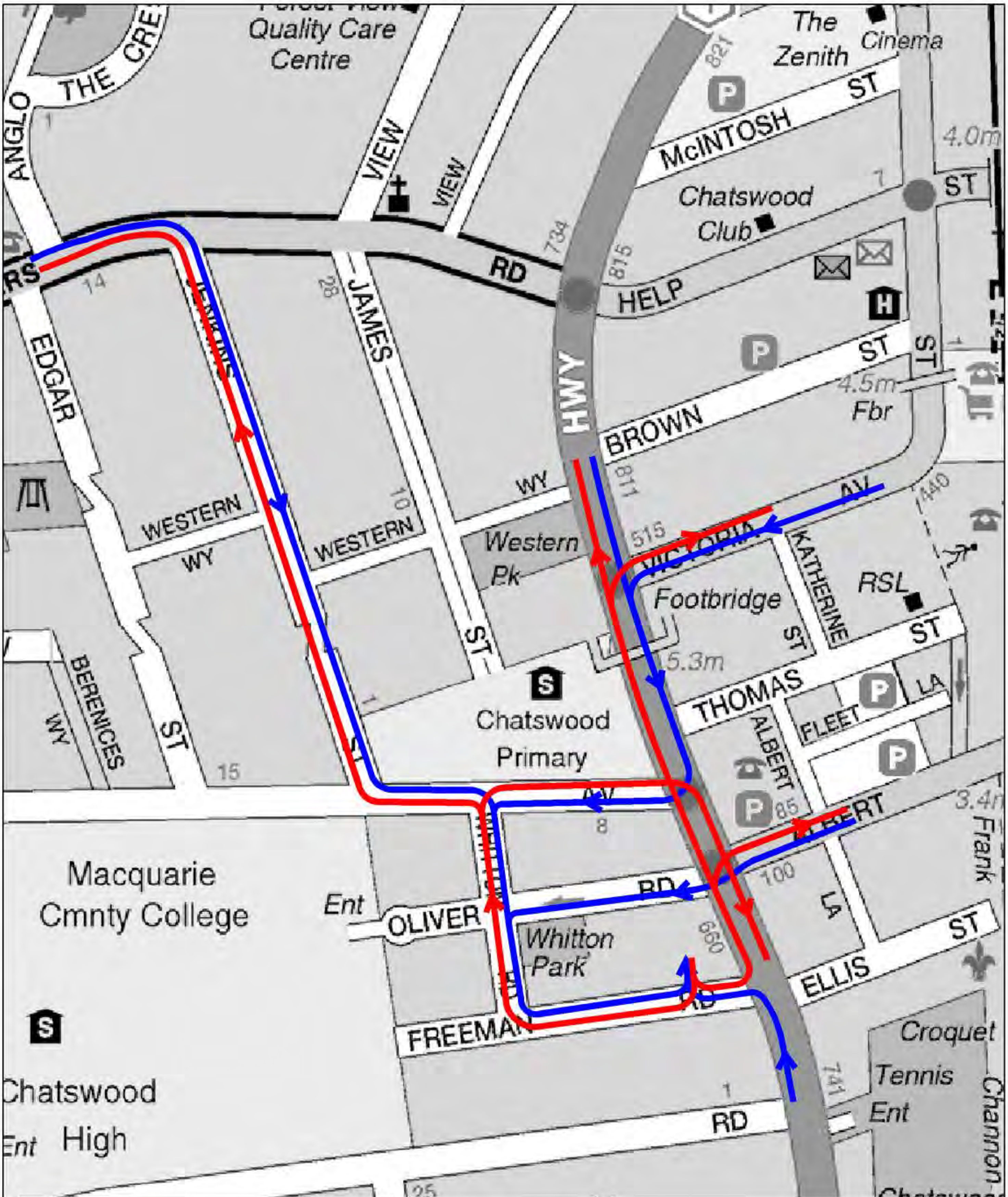
	FSR 2:1				FSR 3.2:1			
			AM	**PM**			**AM**	**PM**
Apartments		44	9	7		69	13	11
Commercial	1,181 m^2	11 spaces	3	4	703.5 m^2	7 spaces	2	3
Retail	535 m^2	20 spaces	8	16	1,641.5 m^2	66 spaces	13	33
	455 m^2 @85%				1,395 m^2 @85%			
Total:			**20**	**27**			**28**	**47**
Less Existing			10	10			10	10
Additional to Existing			10	17			18	37

Thus it is apparent that the development outcome under the FSR 3.2:1 as compared to the FSR 2:1 will only result in some 8 vtph additional (ie to 2:1) in the morning peak and 20 vtph in the afternoon peak.

The envisaged vehicle access for the development will be located on the Freeman Road frontage and there will be very flexible approach and departure routes (despite the central median island in the highway across Freeman Road) as indicated in Figure 6. These available routes will enable access to/from the north, south, east and west resulting in a relatively even distribution of generated traffic movements.

The flexibility will be such that the projected "additional" (ie to the existing) movements for the FSR 3.2:1 outcome, will spread as follows:

	AM		**PM**	
	IN	**OUT**	**IN**	**OUT**
TOTAL:	**8**	**10**	**27**	**10**
North 25%	2	2.5	6.75	2.5
South 40%	3.2	4	10.8	4
East 20%	1.6	2	5.4	2
West 20%	1.6	2	5.4	2



Quality Care
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HWY
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BROWN
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WESTERN
WY
WESTERN
AV
Western
Pk
Footbridge
KATHERINE
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RSL
ST
5.3m
THOMAS
LA
FLEET
ALBERT
BERENICES
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Chatswood
Primary
AV
Macquarie
Cmnty College
Ent
OLIVER
RD
Whitton
Park
ELLIS
ST
LA
3.4m
Frank
FREEMAN
RD
Chatswood
High
Ent
Croquet
Tennis
Ent
RD
Channon

LEGEND

APPROACH

DEPARTURE

TRUCK ROUTES

FIG 5

Vehicle movements of such a small magnitude will have no perceptible impact on the access road system and would not have any "measurable" impact on the operation of the intersections on the highway (which have an existing peak period throughput of some 4,500 to 5,000 vph). Accordingly there will be no requirement for upgrade roadworks particularly when the scheme provides the dedication of land for future road widening on the Highway and Oliver Road.

6. ACCESS, INTERNAL CIRCULATION AND SERVICING

Access

Vehicle accesses for the envisaged development would be located on the Freeman Road frontage with an appropriate separation from the highway intersection. The proposed accesses will comply with the requirements of AS2890.1 and there will be suitable sight distances available.

Internal Circulation

The internal circulation arrangements will adopt a flexible two-way system with the residents carparking segregated on the lower basement levels. The layout of the basement areas will comply with the design requirements of AS 2890.1 particularly in relation to ramps, aisles, bays and manoeuvring areas.

Servicing

Provision will be made on the lower ground floor for 3 service vehicles and this will be adequate for the residential, commercial and retail needs particularly given the nature of the small units for each use. The manoeuvring of service vehicles will be assisted by a turntable which will ensure that these vehicles can enter and depart in a forward direction.

7. PARKING

Willoughby City Council's DCP specifies a parking provision relevant to the proposed development scheme as follows:

Residential Apartments (Railway Precinct)		
Studio	-	0.5 space
One-bedroom	-	1 space
Two-bedroom	-	1 space
Visitors	-	1 space per 4 apartments
Commercial	-	1 space per 110m^2
Retail Shop	-	1 space per 25m^2 of 85% of NFA

* *If not whole number rounded down.*

Application of this criteria to the envisaged FSR 3.2:1 development scheme would indicate the following requirements:

Residential Apartments		
10 x studio	-	5 spaces
9 x one-bedroom	-	9 space
45 x two-bedroom	-	45 spaces
5 x three-bedroom	-	3 spaces
Visitors	-	17.25 spaces
Commercial		
703.5 m^2	-	6.3 spaces
Retail		
1,641.5 m^2	-	65.6 spaces
Total	-	**153 spaces**

Accordingly it is proposed to provide a total of 153 parking spaces including suitable "disabled" and "accessible" spaces. The DCP specifies bicycle parking provisions as follows:

	Lockers	**Racks**
Residential	1 per 10 apts	1 per 12 apts
Commercial	1 per 600 m^2	1 per 2,500 m^2
Retail	1 per 450 m^2	1 per 150 m^2

Application of this criteria to the FSR 3.2:1 outcome would indicate 24 rack spaces and 12 locker spaces.

The DCP also specifies the provision of motor cycle parking at the rate of 1 space per 25 car spaces indicating a requirement for 6 motor cycle spaces.

8. CONCLUSION

The Planning Proposal involves a consolidated site and an amendment to WLEP2012 to permit development with an FSR of 3.2:1.

Assessment of the envisaged development scheme, which comprises commercial, retail and residential apartment elements, has concluded that:

* there will be no adverse traffic implications

* the parking can be provided to comply with Council's DCP criteria

* the proposed vehicle access, circulation and servicing arrangements will be suitable and appropriate.

Residential Flat Design Code - SEPP 65

Compliance Table for 654-666 Pacific Highway. Chatswood

Prepared by Ingham Planning Pty Ltd

Provision	Requirements	Proposal	Compliance
Building Envelope	Building envelope should be at least 20-25% greater than their achievable floor area to allow for building articulation. Total floor area includes assessable GFA and non-assessable GFA (for the purposes of calculating FSR). In denser urban areas 80% of the total maximum building envelope is acceptable.	The maximum permissible building envelop to a maximum height of 24m, based on compliant DCP setbacks (but with SEPP 65 RFD Code setbacks to rear boundary) is 42,205m3. The proposal has a total volume) excluding the volume of balconies) of 30,933m3 which equates to 73.2% of maximum envelope. The building envelope standard is designed to encourage articulation of apartment buildings. The proposed balconies form an important part of the building's articulation. If balconies are included in the proposed building envelope, it increases to 33,067m3, equating to 78.3% of the maximum achievable building envelope volume. This complies with the maximum 80% permitted in a dense urban area that is the case within and adjoining the Chatswood CBD.	YES
Building Height	Compliance with building height controls or permissible number of storey.	A maximum building height of 18m above ground level applies to the site. The Planning Proposal seeks to increase maximum building height to 24m, a height commensurate with adjoining land. The proposal, apart from lift overrun, has a maximum height of not more than 24m and therefore complies with the requested 24m height control. The top of the lift overrun extends to a height of 26m, as measured from the ground level below the lifts.	YES (Subject to the Planning Proposal proceeding with an increase in maximum building height to 24m and a minor 2m height concession for the lift over-run)

Residential Flat Design Code - SEPP 65

Compliance Table for 654-666 Pacific Highway. Chatswood

Provision	Requirements	Proposal	Compliance
		There is no maximum number of storeys specified. A proposed building height of 8 storeys is consistent with a maximum building height of 24m and building height controls that apply in the locality and as envisaged under the proposed FSR of 3.2:1.	
Building Depth	Resolve building depth controls in plan, section and elevation. In general, an apartment building depth of 10-18 meters is appropriate. Developments that propose wider than 18m must demonstrate how satisfactory day lighting and natural ventilation are to be achieved. The objectives of the building depth control are: • *To ensure that the bulk of the development is in scale with the existing or desired future context.* • *To provide adequate amenity for building occupants in terms of sun access and natural ventilation.* • *To provide for dual aspect apartments.*	Council's DCP allows a maximum building depth of 20m. The proposal substantially complies with Council's DCP standard for building depth, apart from a limited area of the central rear portion of the building on Levels 1-4, (see drawings showing 18m & 20m building depth lines). Adequate articulation is provided in this location to "break" the length of the rear elevation and reduce perceived bulk of the western elevation. The great majority of the building also complies with the RFD Code standard of 18m as measured from the facades facing public roads. The site has 3 road frontages and for the most part has a building depth that does not exceed 18m to these road frontages. There is a minor encroachment of the 20m DCP maximum building depth, in the central rear portion of the building. Some flexibility in building depth is envisaged where *"the bulk of development is in scale with the existing and future context"* and provided *"satisfactory daylighting and natural ventilation are achieved."*	SUBSTANTIAL COMPLIANCE

Residential Flat Design Code - SEPP 65

Compliance Table for 654-666 Pacific Highway. Chatswood

Provision	Requirements	Proposal	Compliance
		The proposal is in context with existing and future context and readily achieves compliance with respect to daylighting and natural ventilation. Building separation is well in excess of RFD Code requirements, as demonstrated below.	
Building Separation	Design and test buildings separation controls in plan and section. Test building separation controls for daylight access to buildings and open spaces. Building separation required as follows: Up to 4 storeys/12m 12m between habitable rooms/ balconies; 9m between habitable rooms/balconies & non-habitable; 6m between non-habitable rooms; 5 to 8 storeys/up to 25m 18m between habitable rooms/ balconies; 13m between habitable rooms/balconies & non-habitable; 9m between non-habitable rooms; 9 storeys & above/over 25m 24m between habitable rooms/ balconies; 18m between habitable rooms/balconies & non-habitable; 12m between non-habitable rooms; Building separation control may be varied in respond to site and context constrains, subject to the objectives of the building separation standard being met. These objectives are:	Residential floor levels up to a height of 12m (4 storeys) above ground level provide in excess of 12m building separation between habitable rooms/balconies of the proposed building and neighbouring residential buildings. Minimum building separation of 13.91m is provided up to a building height of 12m. Building separation (up to a building height of 12m) to the closest residential building (3-5 Freeman Road) ranges from 13.91m up to 18.5m Residential floor levels above 12m up to a height of 25m (8 storeys) above ground level provide in excess of 18m building separation between habitable rooms/balconies and neighbouring residential buildings. Minimum building separation of between 19.56m and 20.63m is provided above a building height of 12m, up to a building height of 25m. Building separation (building height 12m to 25m) to the closest residential building (3-5 Freeman Road) ranges from 19.56m to 22.86m	YES

Residential Flat Design Code - SEPP 65

Compliance Table for 654-666 Pacific Highway. Chatswood

Provision	Requirements	Proposal	Compliance
	• To ensure that new development is scaled to support the desired character with appropriate massing and spaces between buildings. • To provide visual and acoustic privacy for existing and new residents. • To control overshadowing of adjacent properties and private or shared open space. • To allow the provision of open space with appropriate size and proportion for recreational activities for building occupants. • To provide deep soil zones for stormwater management and tree planting, where contextual and site conditions allow.	No part of the proposed building (other than the lift overrun) extends above a height of 24m (8 storeys). The objectives of the building separation standards are achieved.	
Street Setbacks	Identify streetscape character, common setback in street, planting and height of buildings and daylight access controls. Relate to area's hierarchy. Identify garden and landscape areas and street sections. And test control for impact on the scale, proportion and shape of building façade.	The building podium provides a zero setback to the Pacific Highway & the eastern end of Oliver Road (with road widening in place), a 4m setback to Freeman Road and a 4m setback to Oliver Road (with road widening in place). The residential tower component of the building provides a minimum building setback of 2m to the Pacific Highway (with road widening in place) & average setback of ??? Building setback to the Highway is compatible with the residential tower to the south (No. 640-650 Pacific Highway). Front setbacks to the Pacific Highway are appropriate for a mixed use building. Freeman Road and Oliver Road are secondary street frontages.	SUBSTANTIAL COMPLIANCE FOR STREET SETBACKS (Having regard to provision for future road widening).

Residential Flat Design Code - SEPP 65

Compliance Table for 654-666 Pacific Highway. Chatswood

Provision	Requirements	Proposal	Compliance
		The residential tower provides a minimum setback of 4m to Freeman Road and a 4m setback to Oliver Road (with road widening in place). Typically reduced setback is reasonable to secondary street frontages	
Side and Rear Setbacks	Relate side setbacks to existing streetscape patterns. Test side and rear setbacks with controls for building separation, open space and deep soil zones and overshadowing controls (see building separation standards in this Compliance Table).	As noted above, the site has 3 road frontages, which means there are no side boundaries. The primary frontage of the proposed building is the Pacific Highway. Therefore the western boundary of the site is effectively a rear boundary. Rear setback to 3-5 Freeman Road significantly exceeds the 3m minimum required for the lower ground and ground floor levels. The proposal substantially complies with the minimum rear setback for all levels of the building (apart from some minor encroachment by parts of balconies). Setbacks are considered in detail in the DCP Compliance Table. Deep soil zone to the rear boundary is more than double the minimum width required.	SIDE SETBACKS NOT APPLICABLE REAR BOUNDARY SETBACK COMPLIES
Floor Space Ratio	Determine FSR by calculating at 80% of the building envelope in denser urban areas and at 75% in suburban areas. Test desired built form outcome against proposed FSR to ensure consistency with building height, building footprint, the three dimensional building envelope and open space requirement. Test typical lot sizes and shapes in the area.	The current FSR controls provide for a maximum FSR of 2:1. The Planning Proposal seeks to increase this to a maximum of 3.2:1. The proposed building envelope accommodates an FSR of 3.2:1, which complies with the maximum FSR sought under the Planning Proposal. The proposed total floor space is accommodated in a building which equates to not more than 77% of the maximum total floor space achievable in the	YES

Provision	Requirements	Proposal	Compliance
		maximum permissible building envelope for the site. The site is located within a denser urban area (being adjacent to the Chatswood Town Centre), therefore 77% is compliant with the 80% building envelope in dense urban areas.	
Deep Soil Zones	Minimum of 25% of open space area should be a deep soil zone.	The proposal provides for a deep soil zone of 300m2 approximating 25% of the total area of communal open space of some 1,230m2. The deep soil zone at the rear of the site is capable of accommodating large trees.	YES
Communal Open Space	Area of communal open space required should generally be at least between 25% and 30% of the site area. Where developments are unable to achieve the recommended communal open space, such as those in dense urban areas, they must demonstrate that residential amenity is provided in the form of increased private open space and/or a contribution to public open space.	The rear deep soil panting area of some 300m2 is available for use as communal open space for residents. Additional communal open space is located along the Freeman Road and Oliver Road frontages of the site. At podium & roof level, communal open space area of 570m2 including a substantial area of landscaping is provided. Total communal open space of 1,230m2 equates to 47% of site area (within the B5 zone) and exceeds the 25% to 30% of site area requirement.	YES
Safety	Carry out a formal crime risk assessment for all residential developments of more than 20 dwellings. The safety objectives are: • To ensure residential flat developments are safe and secure for residents and visitors. • To contribute to the safety of the public domain.	There is a clear definition of the public and private domain and suitable fencing and access controls provided. Residential and commercial entrance lobbies are separated. The design provides for passive surveillance of the public domain. The development Application will be accompanied by a "Safety by Design" assessment.	YES

Residential Flat Design Code - SEPP 65

Compliance Table for 654-666 Pacific Highway. Chatswood

Provision	Requirements	Proposal	Compliance
Visual Privacy	Locate and orientate new development to maximize visual privacy between buildings on site and adjacent buildings. Design building layouts to minimize direct overlooking of rooms and private open space adjacent to apartments. Use detailed site and building design elements to increase privacy without compromising access to light and air. In relation to visual privacy the Code adopts the building separation minimum standards as the primary 'rule of thumb" for maintaining adequate neighbor privacy.	High levels of visual privacy are provided for apartments within the proposed development. Measures include privacy walls to balconies, off-setting of external windows and use of translucent glass in windows, where necessary. Substantial building separation distance to neighbouring buildings, in excess of the minimum requirements of the Code ensures adequate visual privacy to neighbouring residential units. Privacy to the units to the west is further enhanced by proposed planting of large trees and shrubs along the western boundary of the site.	YES
Parking and Vehicular and Pedestrian Access	Determine appropriate parking requirements depending on building type and proximity of public transport. Provide vehicular access in accordance with Australian Standards. Limit driveways to a maximum width of 6m and locate vehicle entries away from pedestrian entries.	Off-street parking is provided in accordance with the Council's DCP requirements. Vehicular access is designed in accordance with Australian Standards. Driveway access does not exceed 6m in width. Vehicular access is located in Freeman Road, separated from pedestrian access off Oliver Road & Pacific Highway.	YES
Private Open Space	The minimum recommended area of private open space for each apartment at Ground Floor is 25sqm with 4m in one dimension. Provide primary balconies for all apartments with a minimum depth of 2m.	There are no ground floor apartments and there are no 3 bedroom apartments. All apartments are provided with balconies with a minimum depth of at least 2m and minimum area of at least 10m2.	YES

Residential Flat Design Code - SEPP 65

Compliance Table for 654-666 Pacific Highway. Chatswood

Provision	Requirements	Proposal	Compliance
Apartment Sizes	Minimum 38.5m2 for studio units, 50 m2 for 1 bedroom units; 70m2 for 2 bedroom apartments and 95m2 for 3 bedroom apartments.	The floor areas of all units are equal to, or exceed the minimum recommended apartment sizes (38.5m2 for studio units, 50 m2 for one bedroom units, 70m2 for 2 bedroom units and 95m2 for 3 bedroom units).	YES
Residential flat building Floor to Ceiling height	2.7m minimum for all habitable rooms on all floors, 2.4m is the preferred for non-habitable rooms although 2.25m is permitted.	A floor to ceiling height of at least 2.7m is achieved for all habitable rooms. In the case of non-habitable rooms a minimum height of 2.4m is achieved.	YES
Ground floor Apartments	Optimize number of ground floor apartments with separate entries. Provide ground floor apartments with access to private open space, preferably as a terrace or garden.	There are no ground level apartments.	N/A
Internal Circulation	Where units are arranged off a double loaded corridor, the number of units accessible from a single core corridor should be limited to 8.	The proposal provides for corridors extending north and south from the residential lifts. The maximum number of units accessed from the northern corridor is 6 and in the case of the southern corridor the maximum is 8.	YES
Storages	Minimum 6m3 for 1 bedroom apartments, 8m3 for 3 bedroom apartments and 10m3 for 3 bedroom apartments (excluding kitchen cupboards or wardrobes) is to be provided.	The basement car park includes an average storage capacity of 7.5m3 of residential storage for the proposed apartments. Minimum capacity complies with the requirements of SEPP 65 (6m3 for 1 bedroom units, 8m3 for 2 bedroom units and 10m3 for 3 bedroom units). Additional storage is provided within apartments, equivalent to at least 40% of the basement storage for each apartment. Total storage capacity per unit exceeds the minimum required.	YES

Residential Flat Design Code - SEPP 65

Compliance Table for 654-666 Pacific Highway. Chatswood

Provision	Requirements	Proposal	Compliance
Daylight Access	Living room and private open spaces for at least 70% of apartment should receive minimum of 3 hours direct sunlight between 9am- 3pm in mid-winter. In dense urban areas a minimum of 2 hours may be acceptable. Limit the number of single-aspect apartments with a southerly aspect (SW-SE) to a maximum of 10%	The site is located within a dense urban area, hence a minimum mid-winter solar access of 2 hours applies. The proposal provides that 52 units out of a total of 69 units receive in excess of 2 hours sunlight on the winter solstice. This equates to 75% of units (3 units more than the minimum number required) that achieve at least 2 hours mid-winter solar access. This is an acceptable outcome in a dense urban environment on a site that is orientated north to south. The proposal provides 2 single-aspect south facing apartments. This equates to 3% of the total number of apartments.	YES
Natural Ventilation	Building depths which support natural ventilation typically range in depth from 10-18m. (ie. Building depths should generally not exceed 18m in order to optimize access to natural ventilation). 60% of residential units should be naturally cross ventilated. 25% of kitchens should have access to natural ventilation.	Proposed units do not exceed a depth of 18m and have good access to natural ventilation. No apartments have a depth of more than 18m. The RFD Code guideline with respect to apartment depth is intended to discourage apartments of significant depth, where the rear portions of those apartments may be difficult to naturally ventilate from windows. Single aspect units have a modest depth of 6.31m to 10.83m, ensuring good access to natural ventilation. 86.9% of apartments (60 units (out of a total of 69 units) are naturally cross ventilated, well in excess of the 60% standard. 40.5% of apartment kitchens (28 out of a total of 69) have direct access to natural ventilation.	YES

Willoughby DCP – Part E and I6 Specific Controls for Commercial and Shop Top Housing Development

Compliance Table for 654-666 Pacific Highway Chatswood

Prepared by Ingham Planning Pty Ltd

Provision	Controls	Proposal	Compliance
E1.1 Frontages Ensure sufficient frontages to achieve a good relationship to adjoining development & provide adequate landscaping & be compatible with the general pattern of spacing of buildings. Avoid "isolating" allotments by development. Minimize impact of traffic & vehicular access, including adequate separation between driveways and provide adequate separation between the different uses within the site.	Where development exceeds 11m in height or vehicular access is only obtainable from the primary street frontage, a minimum width of the site at the front alignment is 27m.	The site frontages to the Pacific Highway, Freeman Road and Oliver Road all exceed 27m.	Yes.
	Vehicular access is to be from the secondary street frontage.	Vehicular access is to the secondary street frontage (Freeman Road).	Yes.
	Entry portal for driveway not to exceed 5m in width, with max 3.6m head clearance, if car park entry is also an entry to a loading dock.	6m width provided to ensure adequate clearance for two way truck movements.	Substantial compliance.
	Car parking must be provided at and/or below ground level.	All car parking is located below ground level.	Yes.
	Vehicular movements for loading/unloading and customer car parking should be separated where possible.	Loading and unloading facilities are separately located from customer/visitor parking.	Yes.
	Residential apartments entries to be separated from commercial entries. Ground level frontages shall be "transparent".	The residential entries/lobbies are separate from the commercial entries/lobbies.	Yes.
	Any security shutters, mesh, gates or similar must be located a minimum of 1m behind the façade.	No security shutters, mesh gates or the like are proposed within 1m of the front facades.	Yes.

Provision	Controls	Proposal	Compliance
E1.2 Density, Use and Height Maintenance & improvement of existing or planned scale and character of the street & maintenance of solar access to public places & footpaths. Buildings are appropriate to their setting & provide a well integrated backdrop to the streetscape and maintain the amenity of any adjoining residential land in terms of building bulk and solar access.	Compliance with building height and floor space controls in Willoughby LEP 2012. A maximum building height of 18m and maximum floor space ratio (FSR) of 2:1 applies. The Planning Proposal envisages an increase in maximum building height to 24m (excluding lift overrun) and an increase in maximum FSR to 3.2:1. The height of a building must ensure that: - • Solar access to adjoining properties and key areas of the public domain is maintained. • Views from neighbouring dwellings are not unduly compromised. • The building height does not overwhelm the public street & is compatible with the existing or planned scale of the surrounding environment. Development should incorporate retail, business or office use on the ground floor to provide a continuous commercial character of business zones & maintain activity & passive surveillance at street level.	The proposal complies with the maximum building height of 24m (apart from lift overrun, which extends to a height of 26m) and the maximum FSR of 3.2:1 proposed in the Planning Proposal. The proposal maintains at least 2 hours solar access & in most cases at least 3 hours solar access to adjoining properties. No key areas of the public domain are overshadowed. Views from neighbouring dwellings are not materially compromised, having regard to the high density context and the existing allowable building height of up to 18m. The 2 storeys of additional building height proposed does not obstruct any significant views. The proposal does not "overwhelm" the Pacific Highway frontage. This Highway is a major road of significant width. The residential tower provides setbacks to the Highway consistent with the 7 storey apartment building to the south. Upper levels of the building are stepped back from Freeman Road and building form is relatively narrow and modest in scale, fronting Oliver Road. The ground and lower ground floors comprise non-residential uses permitted in the B4 Zone and would be subject to separate DA.	Compliance subject to increased height and FSR proposed in the Planning Proposal being supported.

Provision	Controls	Proposal	Compliance
		Non-residential uses that could be considered include neighbourhood shops, bulky goods retail, offices& showrooms. The ground and lower ground floors include glazing to street frontages for passive surveillance.	
E1.3 Design and Streetscape Design Qualities Achieve attractive streetscapes that add visual interest & amenity to pedestrian areas, reflect the function of the street, create high quality urban forms & enhance the character of the existing retail/commercial areas.	*Façade Treatment:*	Colours, vertical and horizontal elements, balconies and blade walls provide for an attractive façade with visual interest.	Yes.
	Building Form:	Contemporary building form proposed that is consistent with new development in the locality. Clearly defined commercial podium. Vertical elements in residential tower moderate the horizontal line of the building on the longer eastern and western elevations.	Yes.
	Street Frontage Heights:	Existing street frontage heights in the locality are highly variable. Overall building height is consistent with nearby buildings to the south and west.	Yes.
	Prominent Corner Sites:	The design includes a strong vertical element in the northeast corner of the building to define the intersection of Oliver Road and Pacific Highway, an intersection of some visual prominence as viewed from the Chatswood CBD.	Yes.
	Ground Level Activities & Interest:	The ground floor frontage to the Pacific Highway includes display windows and avoids large areas of blank wall and provide for active uses such as neighbourhood shops and bulky goods retailing	Yes.

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	Building to Street Alignment:	The commercial podium (single storey to Highway) is built to the future street alignment of the Pacific Highway and the eastern end of the Oliver Road frontage. Some setback is provided to the commercial podium along the balance of the Oliver Road frontage and the Freeman Road frontage, as these streets are primarily residential in character with buildings setback from the street.	Yes.
	Façade Modulation;	Building form is modulated with openings and changes to façade treatment to provide a suitable balance of horizontal and vertical lines and achieve suitable proportions, adding some "verticality" to what would otherwise appear as a relatively long building.	Yes.
	Solid to Void Ratio:	There are no above awning shop frontages proposed. The first floor level is a residential floor level and includes an acceptable proportion of windows and solid wall.	Yes.
	Window Proportion:	The proportion of windows and openings to wall areas above awning level are consistent with other residential buildings in the locality.	Yes.
	Colour & Finishes:	A suitable range of coordinated colours is proposed, with strong colours avoided. Driveway entry walls are to be painted the same colour as the adjoining external facade.	Yes.

Provision	Controls	Proposal	Compliance
	Materials:	Design is contemporary in style, with a painted smooth rendered masonry finish. Large unbroken expanses of masonry wall surface area avoided and the facades are suitably modulated.	Yes.
	Rear Façade:	No access to apartments is proposed at the rear, above podium level. Stairs are integrated into the design of the building. Lifts and stairs to apartments are within the building rather than at the rear elevation. Garbage and storage rooms are located within the basement. Clothes drying areas are screened from view.	Yes.
	Building massing & bulk: Buildings over 11m should have a defined podium & tower element & the podium element defined as a transition element to reflect the height and form of neighbouring buildings.	The building presents a clearly defined commercial podium, with the residential tower above defined as a separate element of residential character by way of façade treatment, balconies and setback.	Yes.
	Signage	No signage, other than directional signage is required for the residential component. Signage for the commercial floor levels will be limited shop front and under awning signs as detailed on the future development application.	Yes.
	Public Art	There is potential for provision of an item of public art in the northeast corner of the site. However the site is not a gateway or highly visible location and would therefore not require provision of public art.	Yes.

Provision	Controls	Proposal	Compliance
E1.4 Set backs Positioning of buildings to provide adequate separation between buildings for the amenity of the development and adjoining properties & to provide adequate space for landscaping, equitable access to sunlight& minimize overshadowing of adjoining properties. Provide setbacks that spatially define the street, ensure adequate visibility for pedestrians and cars, complement the streetscape & allow for landscaping & open space. Ensure the positioning of new buildings contribute to the existing and proposed streetscape character.	*Front/street setback* Consistent front setback with adjoining development, though not necessarily identical. Vehicular entrances or open parking areas must not diminish the attractiveness of the streetscape or visually dominate. To achieve visual interest in front facades, buildings can be designed with variations in the facade alignment at upper levels. Where appropriate, parapet structures should be used above the ground or first floor level to emphasise the commercial streetscape character consistent with adjoining buildings. Where existing streetscape is characterized by ribbon development immediately on the boundary to the street frontage, the ground floor (and where existing 2 storey building facades prevail, the first floor) of the development should maintain the existing streetscape character by incorporating a zero front setback. First & second floor levels should be setback a minimum of an additional 2m from the street frontage 9from that of the ground level below). Balconies, other than the	Residential floor levels up to a height of 12m (4 storeys) above ground level provide in excess of 12m building separation between habitable rooms/balconies of the proposed building and neighbouring residential buildings. Minimum building separation of 13.91m is provided up to a building height of 12m. Building separation (up to a building height of 12m) to the closest residential building (3-5 Freeman Road) ranges from 13.91m up to 18.5m Residential floor levels above 12m up to a height of 25m (8 storeys) above ground level provide in excess of 18m building separation between habitable rooms/balconies and neighbouring residential buildings. Minimum building separation of between 19.56m and 20.63m is provided above a building height of 12m, up to a building height of 25m. Building separation (building height 12m to 25m) to the closest residential building (3-5 Freeman Road) ranges from 19.56m to 22.86m Apart from the lift overrun, no part of the proposed building extends above a height of 25m (8 storeys).	Variation to minimum street setbacks sought due to site circumstances (3 street frontages and road widening).

Provision	Controls	Proposal	Compliance
	use of the podium level, shall not encroach into this setback. Third floor and above: 5m for the 3rd floor, with an increase of 1.2m for each storey of the building above the 3rd floor (e.g. a 6 storey building would have the top 3 floors setback 7.4m from the front boundary. Balconies are not to encroach into the required setback of the level below. Development with a frontage to the Pacific Highway is to provide a minimum 4 metres landscaped setback at ground level and a 4m setback below ground level. Splay corners are to be provide to all street corners at street level. *Side Setbacks* Minimum setback from side boundaries: Ground floor: Zero setback; First & Second Floor; Zero setback for maximum of 50% of the length of the side boundary located within the front half of the site, subject to further stepping back in the rear half of the site.	The residential tower at and below 3 storeys achieves a minimum 2m front setback to all street frontages. Due to the site having 3 street frontages a variation of front setback controls for the residential tower component above 3 storeys is considered reasonable, particularly as nearby contemporary development over 3 storeys does not provide for a significant increase in front setback above 3 storeys. Above the commercial podium a variable setback is provided to the Pacific Highway. For Levels 1 & 2 this setback is 2m. levels 3 to 6 the setback ranges from 2m to 4m. As the ground floor is proposed for commercial use a zero front setback is considered more appropriate and consistent with Council's expectations as illustrated in the street front setback diagrams on Page E1-18 of the DCP. The "side" boundaries of the site are to the street frontages of Freeman Road and Oliver Road. Accordingly there are effectively no side boundaries. On this basis the proposal's building setback to Freeman Road and Oliver Road have been assessed against the controls for street front setbacks. As these are secondary street frontages, some flexibility in setback to these streets is warranted.	Side setbacks N/A. Side boundaries are to secondary street frontages.

Provision	Controls	Proposal	Compliance
	Third floor and above: 3m for the 3rd floor with an increase of 1.2m for each storey above the 3rd floor (applied to all floors from the 3rd floor). *Rear Setbacks* Ground floor adjoining a residential boundary: Minimum of 3m. Upper floors (all floors above ground level); a minimum of 3m from the line of the ground floor rear wall below the first floor, with an increase of 1.2m for each storey of the building above first floor level. *Balconies & Verandahs* Balconies and verandahs, other than rear balconies, may encroach upon the prescribed side and rear setbacks provided that the encroachment produces no adverse effect on the amenity of the adjoining properties, is not enclosed (except by balustrades or a dividing wall) and does not encroach upon the required side setback so as to be closer than 2m to the side boundary. Rear balconies or planter boxes may not project beyond the line of the required setback of the level below.	The commercial podium is located close to the Freeman Road frontage. Above the commercial podium a minimum setback of 4m is provided to Freeman Road. This increases to 11.5m for Level 5 and 16.67m for level 6. The lower ground floor and ground floor levels are setback 6m from the rear boundary, double the minimum required, to provide for a wide deep soil landscaped area along the boundary. The west facing wall of Levels 1 to 4 are setback a minimum of 9m from the rear boundary. The minimum rear setback required for these levels is 9m). The west facing wall of Levels 5 and 6 are stepped further back, providing a minimum rear setback of between 10.6m and 12.6m Sufficient setback is provided to the rear boundary to achieve full compliance with the building separation requirements of the SEPP 65 Residential Flat Design Code. Balconies encroach marginally into the southern side setback to Freeman Road, but have no amenity impact in this location. Balconies on Levels 1 to 4 encroach into the rear setback on Level 1 but are provided with planter boxes to maintain neighbor privacy.	YES Substantial compliance.

Provision	Controls	Proposal	Compliance
	Variations to side & rear setback Variations to side and rear setback may be permitted where Council is satisfied the encroachment produces no adverse effect on the amenity (privacy, solar access etc.) of the adjoining properties and the area between the building wall and the boundary is to be landscaped to Council's satisfaction.	Above Level 1 balcony encroachments into the rear setback are very minor and result in no material impact on neighbor amenity. Rear balconies and planter boxes do not project beyond the setback of the floor below. The proposal seeks some minor variations to the side and rear setback controls on the grounds that the side boundaries are to public roads and landscaping to the rear boundary is twice the width of the minimum landscaping required under the DCP. Accordingly there is no adverse amenity impact to neighbouring residential properties.	Variations sought on the basis that the site has 3 street frontages.
E1.5 <u>Building Depth</u> Ensure that the bulk of the development is in scale with the desired future context and provide adequate amenity for building occupants in terms of sun access and natural ventilation.	Development should have a maximum depth of 20m. Developments that propose buildings with a depth of greater than 20m must demonstrate how satisfactory natural lighting and ventilation are to be achieved.	Building depth for the most part does not exceed 20m as measured from any street frontage. A modest variation is sought for a portion of the residential building above podium, on Levels 2 – 4 of the central, western side. Notwithstanding a limited portion of the building extending to a depth of more than 20m, the proposal achieves solar access and natural ventilation to a greater number of units than is required under the SEPP 65 Residential Flat Design Code.	Substantial compliance (variation sought for central western portion of building at levels 2 to 4).

Provision	Controls	Proposal	Compliance
		A "break" in the length western elevation is achieved od sufficient width and depth to mitigate the appearance of building length as viewed from the west. Increasing the depth of this "break" in the western elevation to achieve compliance with the recommend 20m maximum building depth would offer no material visual bulk, aesthetic or amenity benefit.	
E1.6 Landscaping Requirements Provide a high quality & attractive landscaping which enhances the setting of the buildings in the streetscape and enhances the amenity of a development by allowing for adequate open space, sunlight & shade. Provide landscaping as a means of maintaining the amenity of surrounding development and provide absorptive areas for on-site infiltration of stormwater.	*Landscaping to rear* A 3m wide landscaped setback area is to be provided along a rear boundary adjoining residentially zoned land. *Landscaping to podium & roof* A minimum of 20% of podium and a minimum of 20% of rooftop open space is to be provided as vegetated area (turf, gardens & planters). *Location of site landscaping* Landscaping should be provided within rear and side boundary setbacks, where a driveway is provided along a side	A 6m wide landscaped area is provided along the rear boundary and provides a total of 321m2 of landscaped open space at the rear. The podium is utilized for private terraces for Level 1 apartments and some common open space (140m2). Some 115m2 (20.8%) of the podium level open space (553.5m2) (terraces and common area open space) is provided with landscaping. Some 183m2 (74%) of the rooftop common open space area (247m2) will comprise landscaping. Landscaping is provided along the rear boundary as outlined above. The site's "side" boundaries are effectively secondary street	Yes Yes Yes.

Provision	Controls	Proposal	Compliance
	boundary & in the area between recreational structures & the site boundary.	frontages to Freeman Road and Oliver Road. Landscaping is provided along these frontages.	
E1.7 <u>Open Space Requirements for Shop Top Housing Developments</u> Provide a range of usable, attractive and accessible landscaped outdoor spaces and recreational areas for the use of occupants of shop-top housing. For sites providing open space at the ground level, to assist with stormwater management and on-site drainage control.	*Recreational Area* For buildings comprising 6 storeys of residential, provide an area of recreational open space equivalent in area to at least 58% of site area. *Private Open Space* Balconies/terraces with a minimum dimension of 2m shall be provided for each unit, as follows: Studio & 1 bedroom unit – Minimum 10m2 2 bedroom unit – Minimum 10m2 3+ bedroom unit Minimum 15m2 *Communal areas* 10m2 of communal area per dwelling, subject to such area having a dimension of not less than 5m and a minimum area of not less than 30m2.	The site has an area of 2,608.2m2 (after road widening). 60% of this area equates to 1,513m2. 1,230m2 of communal recreation space (660m2 at ground level and 570m2 at roof or podium level). In addition private recreation space of 1,689m2 (balconies and terraces) is provided for each unit. Total recreational/open space area (2,919m2) equates to more than 100% of site area (after road widening). All balconies have a minimum depth of at least 2.4m for a length of at least 4m. All units have balconies areas at or larger than the minimum required. Communal open space totaling 1,230m2 (660m2 at ground level and 570m2 at roof top or podium level) is provided. This equates to 17.8m2 of communal open space per dwelling. Communal open space of at least 10m2 per dwelling is provided where such space has a minimum dimension of 5m and area of 30m2.	Yes. Yes Yes Yes.

Provision	Controls	Proposal	Compliance
E1.8 Privacy *Acoustic privacy* Ensure the provision of maximum acoustic privacy, both within the development itself & between the development & adjoining properties. *Visual Privacy* Minimise overlooking of living spaces in dwellings and private open space. Balance the need for shop-top housing development with the achievement of a reasonable level of privacy between dwellings.	*Acoustic Privacy* Include effective sound insulation against road & traffic noise. Use noise resistant construction techniques/materials (e.g. mass of materials, thicker or double glazing to windows, insulation of cracks and gaps). Mechanical equipment should be designed and located to minimize noise nuisance. Council may require a noise assessment report to be submitted by a qualified acoustic consultant. *Visual Privacy* Limit windows & balconies that face directly onto windows, balconies or private open spaces of adjoining dwellings. Avoid windows being opposite and in close proximity to each other and splay location of windows to minimize direct views. Use level changes, planter boxes and other techniques to minimize direct views. Use screening such as landscape treatment,	Suitable noise attenuation measures, such as double glazing of windows will be incorporated in units fronting the Pacific Highway. Mechanical equipment does not adjoin noise sensitive areas. If required, an acoustic report can be submitted with the development application. The proposal will not have any unacceptable acoustic impacts on neighbouring properties, due to separation distance. Potential uses of the commercial floor space would not be significant noise generators. There are no proposed windows or balconies that are located within 12m of windows or balconies located on adjoining land. Where windows or balconies of units within the site are located within 12m of windows or balconies of other units on the site, suitable privacy measures such as screen walls, offsets, raised sills or translucent glass are provided.	Yes. Yes Yes. Yes

Provision	Controls	Proposal	Compliance
	screening devices or translucent glass, where direct viewing is unavoidable. Where windows or balconies are within 12m of windows or balconies of dwellings, some form of screen planting, offset of window locations, higher window sills or other appropriate measures must be used.		
E1.9 Views and Vistas Siting and form of development must have regard to the creation, retention and enhancement of significant views and vistas from public places, into, out of and within the public domain and adjacent properties. View sharing is encouraged, whilst not restricting reasonable development potential of a site.	Existing views & vistas from & to commercial/residential precincts should be maintained. The sense of entry into a commercial precinct should be heightened by development which maintains and enhances the views and vistas from vehicular and pedestrian approaches. Where possible, dwelling units should be designed with living areas facing views. However, windows should be positioned to avoid overlooking of adjoining property to gain views. Care should be taken to protect the views of existing buildings and potential views from adjoining future buildings. Proposed development should be designed to	There is a clear definition of the public and private domain and suitable fencing and access controls provided. Residential and commercial entrance lobbies are separated. The design provides for passive surveillance of the public domain. The Development Application will be accompanied by a "safety by Design" assessment. Development surrounding the site currently enjoys views over the existing low rise one and two storey buildings on the site. Given that the existing development controls provide for a 6 storey building on the site, current views over the site do not recognize the reasonable development potential of the site. The additional 6 metres of building height sought under the Planning Proposal does not result in any loss of	Yes.

Provision	Controls	Proposal	Compliance
	maintain significant views where possible or achieve a degree of view sharing between properties. Where it is not possible for existing view levels to be maintained, any potential disruption to the primary view lines of adjoining developments should be minimized. The Site and Context Analysis prior to the preparation of a proposal must identify any significant views from the site and adjoining properties, including the public domain.	views compared to a building constructed at the current maximum building height of 24m. This arises from the fact that neighbouring buildings do not extend above a height of 18m and hence would have no views over a building of 18m height on the site. The only exception is the upper 2 floor levels of the apartment building at the southeast corner of Albert St. and the Highway. There will be a minor reduction in the arc of view for the west facing upper level apartments in this building.	
E1.10 Solar Access and Overshadowing Development should be designed for adequate solar access in winter and summer and avoid potential for significant overshadowing of neighbouring dwellings, private open spaces, recreation areas and public areas, used by pedestrians such as malls, parks and the footpaths of commercial areas.	Minimise overshadowing of adjacent buildings or open space by using measures such as variation to wall setbacks, roof form and building height and significant public areas. Control the desired amount of solar access to habitable rooms and recreational open space by considering building siting and orientation, height, placement of windows including the height of window sills, use of sun shading devices and location and species of planting. Shadow diagrams must be submitted to illustrate compliance with the controls. The north facing	75% of proposed units will achieve solar access of at least 2 hours in mid-winter between 9am and 3pm. Solar access is acceptable and complies with the requirements of SEPP 65. Shadow diagrams have been provided which demonstrate that there is no unacceptable overshadowing of neighbouring residential development. All neighbouring residential properties will continue to receive at least 2 hours solar access in mid-winter between the hours 9am and 3pm. This is the applicable solar access control in dense urban environments. The additional FSR and building height has been accommodated in a manner	Yes.

Provision	Controls	Proposal	Compliance
	windows of living areas and the principal portion of the recreational open space of adjoining residential buildings should have at least 3 hours of sunlight between 9am and 3pm on June 22. Where existing overshadowing by buildings and fences is greater than this, sunlight should not be reduced by more than 20%.	that results in a minimal increase in overshadowing compared to a complying building constructed in accordance with the current 18m maximum building height control. Existing residential properties receiving less than 3 hours mid-winter solar access will not have their solar access reduced by more than 20%.	
E1.11 <u>Service Facilities and Amenities</u> Adequate provision is to be made for service facilities and such facilities should be integrated with the design of the development and suitably sited for the convenience of occupants of the development.	*Electrical requirements* Substations to Energy Australia requirements and screened if able to be viewed from the street. Substations should preferably be located below ground level. Existing and new power and telecommunications are to be placed underground. *Plant & Equipment* All plant & equipment shall be acoustically treated to ensure that noise generation does not exceed 5dBA above the background noise level at the boundary of the site, at all times. Site services and facilities (such as letterboxes & drying yards) should be designed to enable safe and convenient access by residents, be aesthetically designed and have regard to the amenity of	Off-street parking is provided in accordance with the Council's DCP requirements. Vehicular access is designed in accordance with Australian Standards. Driveway access does not exceed 6m in width. Vehicular access is located in Freeman Road, separated from pedestrian access in Oliver Road & Pacific Highway. A substation location is provided at ground level in the southwest corner of the site screened by landscaping. All plant and equipment will be located and designed to meet the prescribed noise emission standard. Site services facilities have been designed in accordance with the requirements of the DCP.	 Yes. Yes Yes.

Provision	Controls	Proposal	Compliance
	adjoining developments and streetscape, require minimal maintenance and be visually integrated with the development. Facilities such as laundries and storage areas should meet the needs of the users, be convenient and secure in terms of access and have adequate lighting. *Utility Services* Utility services should be provided to meet the needs of the users, be considered at the design stage, be visually harmonious with the development and the streetscape and be separated from entry lobby and foyer areas (where applicable). The design, location and construction of utility services must meet the requirements of both the relevant servicing authority and Council. *Letterboxes* Letter boxes must be provided in accordance with Australia Post's Requirements for the Positioning and Dimensions of Mail Boxes in new Commercial and Residential Developments. There should be a separately identifiable residential address and entry in shop-top housing development.	The basement and plant rooms and service ducts provide utility services to the residential and commercial components of the development. Detailed design of utility services will be in accordance with the requirements of the service authorities. Letter boxes are to be provided adjacent to the residential and commercial foyer entries.	Yes. Yes.

Provision	Controls	Proposal	Compliance
	Laundry facilities & drying yards		
	Laundry facilities should be incorporated into each dwelling unit. Drying yards and balconies are not to be located forward of the building line or within the setback to any street frontage and should not be visible from any public areas by the use of screens or landscaping.	Residential apartments are provided with internal laundry facilities, including space for a dryer. A suitably located and screened outdoor drying facilities are provided on the podium level and on the rooftop level.	Yes.
	Storage areas		
	Allow a space of 3m2 per dwelling exclusively for storage. This excludes wardrobe and cupboard areas incorporated into dwelling units. Storage space may form part of a garage.	Storage areas in excess of 3m2 are provided for all units.	Yes.
	Public/common toilet		
	A building containing more than 10 dwelling units shall provide a toilet and washbasin in a convenient and accessible location at or near ground level for use by all who visit or reside on the premises.	A separate toilet and wash basin is provided in the lower ground floor car park.	Yes.
	TV antennae & satellite dishes		
	A master TV antenna or satellite dish is to be provided for each building. Individual antennae or dishes may not be placed on balconies or verandahs.	A master TV antenna will be provided on the roof of the building.	Yes.

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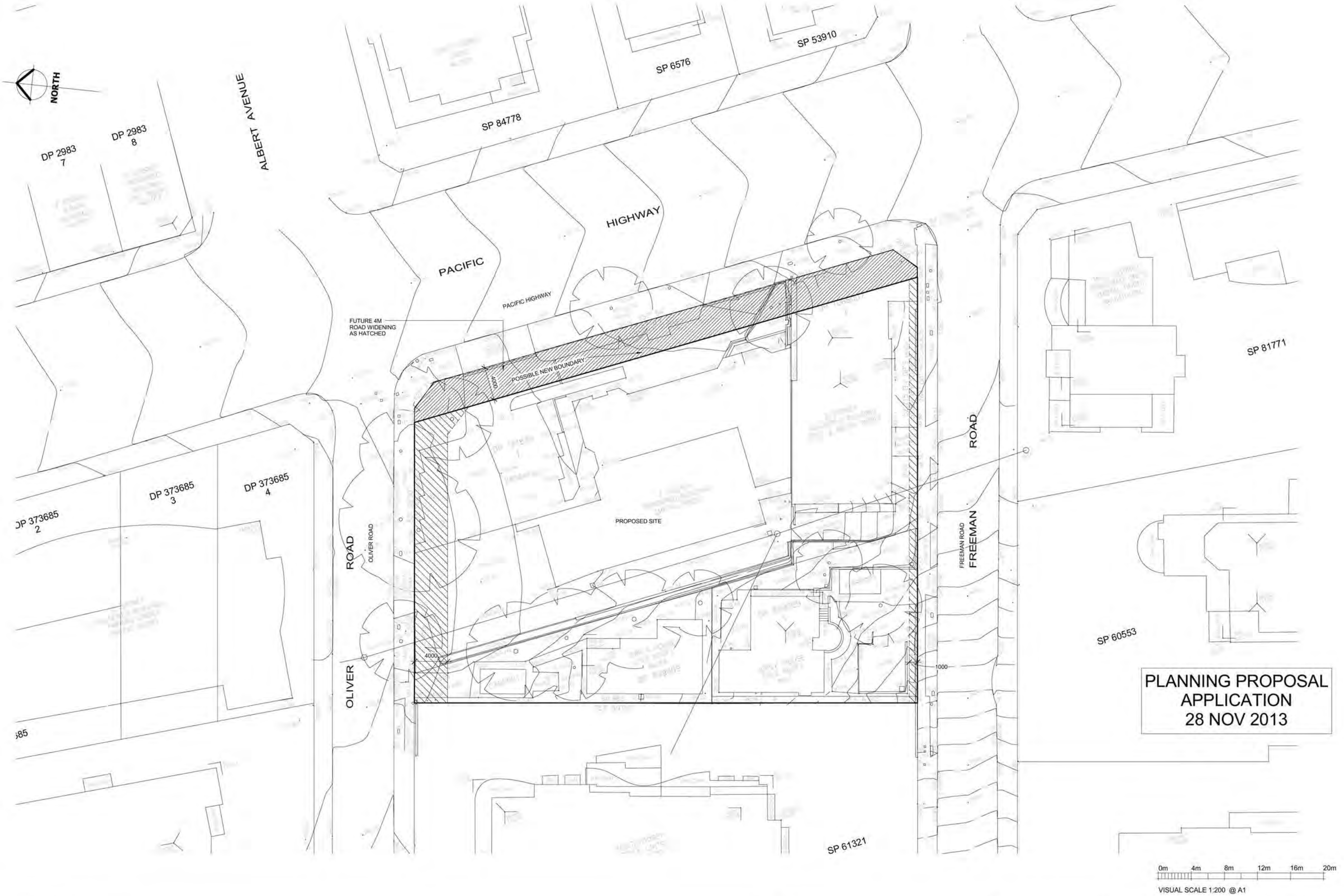
	Satellite dishes should not exceed 600mm diameter. *Plumbing* All plumbing pipes and installations must be concealed in internal ducts and not exposed on the external walls of the building and must be adequately soundproofed.	All plumbing pipes and installations are concealed.	Yes.
E1.12 <u>Reflectivity & Wind</u> Development is to be designed and sited to avoid hazardous or undesirable glare to pedestrians, motorists, people using commercial areas and those in other buildings. Ensure that development is designed to avoid uncomfortable winds at pedestrian level in public areas.	Building materials and finishes which minimize adverse reflectivity are to be used. The use of glass of more than 20% reflectivity or other highly reflective external materials and finish are not permitted. Mirrored glass is not to be used on building exteriors. Shade, angle or treat glass areas with horizontal, vertical or diagonal shading devices to reduce reflected solar radiation.	The reflectivity requirements of the DCP will be achieved. Glass in the display glazing provided to the commercial podium will not have a mirrored finish. A narrow depth awning is provided to more than 60% of the glazed area facing east towards the Highway. Future street trees will provide shade to the north facing podium glazing. Landscaping will shade west facing glazing to the podium. Most apartment glazing (other than south facing) includes shading (awnings, pergolas, roof of units above etc)	Yes. Yes
E1.13 <u>Awnings, Tree Planting and Paving</u> Provision of awnings over the commercial/retail component of development to aid climate control and	Provision of protection from rain and sun is to be provided in locations of high pedestrian activity, by way of awnings and colonnades. Entrances to large frontage development can incorporate raised or	An awning is provided along approximately 50% of the Highway frontage. Other street frontages have low pedestrian traffic. Weather protection is provided at the Oliver Road and Freeman Road pedestrian entries to the building.	Yes.

Provision	Controls	Proposal	Compliance
shelter from rain and sun.	arched canopy elements to highlight entrances and break up the length of awnings. These should be appropriately scaled and be compatible with prevailing street awning character. Awnings are to be designed to permit street planting, provided at regular intervals. New awnings should maintain the continuity of the alignment of existing awnings. Awnings should be of opaque materials with glass inserts to allow light penetration and be continuous for the whole length of the building and setback 600mm from the footpath edge and include recesses for street trees. Awnings should have a height of between 3m and 4.2m above footpath level and where the footpath is sloping, maintain the horizontal alignment by stepping down at regular intervals to follow the topography. Footpath paving shall be provided in accordance with the Paving Policy.	The western side of the Pacific Highway fronting the site and to the north and south, does not contain any existing awnings. Accordingly there is no prevailing awning character or form. The awning to the Highway is of relatively narrow depth, so that there is ample light penetration to the commercial tenancies, fronting the Highway and allows ample space for future street trees. The face of the awning is well setback from the kerb and gutter line and has a height above footpath of between 3m and 4.2m. Footpath paving will be provided in accordance with Council's Paving Policy.	Yes Yes
E1.14 <u>Sustainable Development</u> The commercial component must comply with the	*Commercial/Retail Component* The commercial component must be designed to achieve an	The building will be designed to achieve the required NABERS rating	Yes.

Provision	Controls	Proposal	Compliance
provisions of Part E1.14 of the DCP. The residential component of shop top development must comply with the provisions of Part D2.14 of the DCP.	overall score of at least 24, while the retail component must achieve an overall score of at least 14 under the National Australian Built Environment Rating Scheme (NABERS). Proponents shall sign a NABERS Energy Commitment Agreement to achieve a minimum 4 star rating for the commercial/retail component. A BASIX certificate pursuant to SEPP (BASIX) 2004 is to be submitted for the residential component. In addition a Sustainability Scorecard (Attachment 1 to DCP – Sustainability Scorecard C2 – Multi Unit Residential) must be submitted demonstrating an overall score of 12 for high density residential.	when a development application is submitted. A BASIX Certificate and Sustainability Scorecard achieving the required standards will be submitted with the development application.	 Yes
E2 & E3 <u>Characteristics of Business Areas</u> Chatswood CBD & Chatswood City Centre	The site adjoins the western boundary of Chatswood CBD/City Centre, which extends east from the Pacific Highway. The Chatswood CBD between the Pacific Highway and the North Shore Rail Line is the commercial office precinct of Chatswood, characterized by multi-storey office buildings intermingled with some older low scale office development and service	Development of the site for a mixed-use building in the form proposed will contribute positively to the Chatswood CBD/City Centre and maintain a mixed-use edge to the western precinct of the Chatswood CBD/City Centre.	Yes.

Provision	Controls	Proposal	Compliance
	retailing. Around the edges of the office precinct is some multi-storey mixed use development.		
I.6 Locality 'J' West Chatswood Part I of the Willoughby DCP sets out controls for specific sites/areas. The subject land is located within Locality 'J' West Chatswood. Controls relevant to the subject land are identified in Column 2.	*Dwelling Types* Multi-unit residential developments should provide for a mix of dwellings sizes, generally comprising 15% 1 bedroom units, 35% 2 bedroom units and 50% 3 bedroom units. Minimum floor areas are 75m2, 100m2 and 120m2 respectively. *Allotment Size & lot Consolidation Objectives* Development in the area is to generally conform with the Lot Consolidation Plan and as a guide, should provide a minimum site area of 2,000m2 should be available as a consequence of a lot consolidation.	The proposal is for a mixed use development in a CBD location and the controls in relation to apartment mix and sizes should therefore be applied more flexibly. The location of the site, fronting the Pacific Highway and adjoining the Chatswood CBD is more suitably developed for more affordable housing comprising 1 and 2 bedroom units of more modest floor area. Unit mix proposed is as follows: 10x Studio units (15%) 9x1 bedroom units (13%) 45x2 bedroom units (65%) 5 x3 bedroom units (7%) The proposal complies with the minimum floor areas prescribed in the SEPP 65 Residential Flat Design Code. The site boundaries and lot area accord with the lot Consolidation Plan. The site has an area in excess of 2,000m2 and does not result in any residual allotments of less than 2,000m2.	Variation to unit mix sought due to CBD location. (reduced provision of 3 bedroom units and increased provision of 2 bedroom units). Yes.

Provision	Controls	Proposal	Compliance
	Site Coverage For buildings of 6 or more storeys, a maximum site coverage of 24% of site area applies. Variations to the maximum site coverage requirements can be considered as long as the recreational open space and the natural landscape requirements, privacy, solar access and overshadowing considerations are complied with.	The proposal is for a mixed-use building rather than a residential tower only. The podium of mixed-use buildings is intended to extend substantially across the site, apart from a minimum 3m rear setback, hence a 24% maximum site coverage is not appropriate. It should be noted that the proposal achieves adequate recreational and natural landscape area in the context of a mixed-use development and does not result in adverse privacy, solar access and overshadowing impacts on neighbouring properties.	Variation is sought as proposal is for a mixed use building in a mixed use zone.
	Landscaping Significant trees indicated on the "retention of Significant Trees" map are to be retained with any development of the sites or to be replaced with advanced indigenous trees able to achieve similar height and maturity.	There are no trees on the site that are identified as significant trees for retention on the Retention of Significant Trees map. There is a significant tree identified on this Map as being located adjoining the site, in the northeast corner of No. 4 Freeman Road, fronting Oliver Road. The proposed development, including any basement car parking and excavation, is located more than 12m from this tree. A number of existing trees on the site are to be removed and replaced with new tree planting along the rear boundary. A landscaping plan is enclosed separately.	Yes.
	Trees to the Street Additional street tree planting is required for new development, as nominated by Council.	Street trees will be provided to the site frontages as required by Council.	Yes.



Rev	Date	Description	Architect	Client	Project	DRAWING	Scale	Date	Project No.	Drawing No.
	28 NOV 13	PLANNING PROPOSAL APPLICATION	MGA Architecture Interiors Project Management ACN 149 287 972 MGA Architects Pty Ltd	DARAKI HOLDING PTY LTD 654-666 PACIFIC HIGHWAY CHATSWOOD NSW	PROPOSED MIXED DEVELOPMENT	SURVEY PLAN	1 : 200@A1	28 NOV 13	12-0024	A0.02

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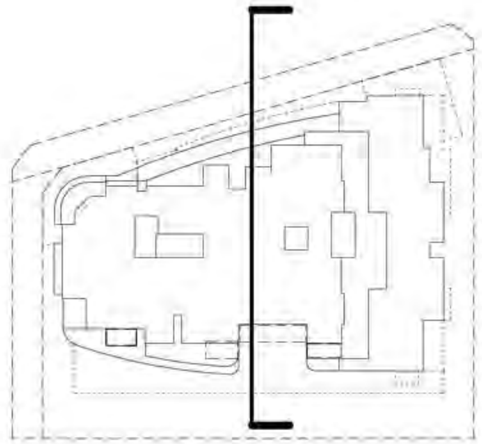
CAR PARKING REQUIREMENT

	DCP Requirement	Proposed Units/ Area	Required Spaces	Total
Residential Apartments (Railway Precinct)				
Studio -	0.5 space	10	5	
One-bedroom -	1 space	9	9	
Two-bedroom -	1 space	45	45	
Three-bedroom -	1 space	5	5	64
Visitors -	1 space per 4 apartments	69		17.25
Commercial/Office -	1 space per 110m2	703.5 (30% of 2345.1m2)	6.3	
Retail Shop -	1 space per 25m2	1641.5(70%of 2345.1m2)	65.6	72
		Total Retail/Commercial 2345.1m2		
				153 spaces
Motorcycle Parking	1 space per 25 carspaces			
	Residential		2.5	
	Visitors		1	
	Commercial/Office		2.8	7 spaces
Bicycle Rail/Rack				
Residential	1 per 12 units		5.3	
Retail	1 per 150m2		11	
Commercial/Office	1 per 2500m2		7	23.3 racks
Bicycle Lockers				
Residential	1 per 10 units		7	
Retail	1 per 450m2		3.6	
Commercial/Office	1 per 600m2		1.1	11.7 lockers

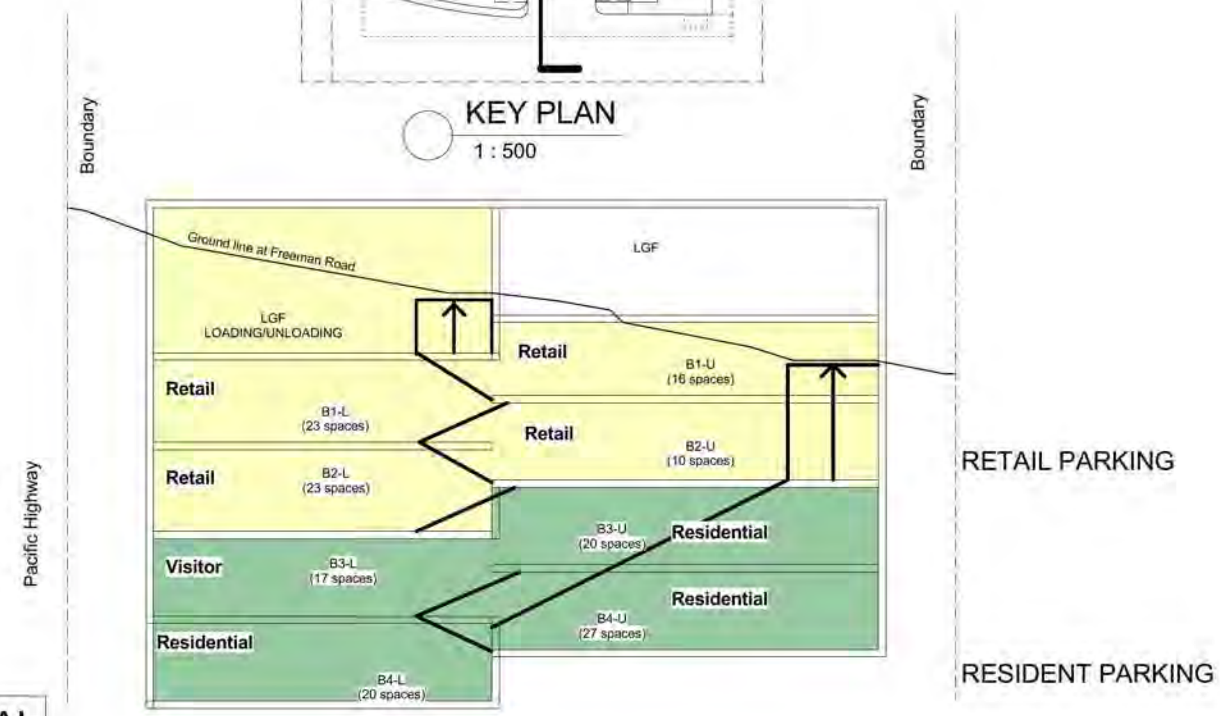
CAR PARKING SUMMARY

DCP CONTROL		PROPOSED	COMPLIANCE
Residential	64	67	YES
Retial/Commercial	72	72	YES
Viisitors	17	17	YES
Accessible		Residential 8 Retail 4 Visitor 2 Total 12	YES
Motor Cycle Parking	7	11	YES
Bicycle Rail/Rack			
Residential	6	12	YES
Retail/Commercial	18	20	YES
Bicycle Lockers			
Residential	7	7 (in units storage)	YES
Retail/Commercial	5	8	YES

PROPOSED CAR PARKING SCHEDULE								
LEVEL	RESIDENT	RETAIL/COMMERCIAL	VISITOR	TOTAL CAR SPACES	ACCESSIBLE (INCLUDED)	LOADING BAY	MOTORCYCLE	BICYCLE LOCKERS/RACK
BASEMENT 4 LOWER	20	0	0	20	6	0	3	
BASEMENT 4 UPPER	27	0	0	27	0	0		6
BASEMENT 3 LOWER	0	0	17	17	2	0	3	
BASEMENT 3 UPPER	20	0	0	20	2	0		6
BASEMENT 2 LOWER	0	23	0	23	0	0	5	
BASEMENT 2 UPPER	0	10	0	10	2	0		20
BASEMENT 1 LOWER	0	23	0	23	0	0		
BASEMENT 1 UPPER	0	16	0	16	2	0		
LOWER GROUND FLOOR LOWER	0	8	0	8	0	3		8
Grand total TOTAL	67	72	17	156 SPACES	14	3	11	40



KEY PLAN
1 : 500



SCHEMATIC SECTION
NOT TO SCALE

PLANNING PROPOSAL APPLICATION
28 NOV 2013

Rev	Date	Description
	28 NOV 13	PLANNING PROPOSAL APPLICATION

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Architect	Client	Project	DRAWING	Scale	Date	Project No	Drawing No
MGA Architecture Interiors Project Management ACN 149 287 972 MGA Architects Pty.Ltd.	DARAKI HOLDING PTY LTD 654-666 PACIFIC HIGHWAY CHATSWOOD NSW	PROPOSED MIXED DEVELOPMENT	CAR PARKING SCHEDULE	As indicated @A1	28 NOV 13	12-0024	A0.05

FLOOR SPACE RATIO

SITE AREA =	2,856 sqm (EXISTING)	SITE AREA =	2,608.2 sqm (AFTER ROAD WIDENING)
TOTAL FLOOR SPACE RATIO AREA =	8,335.00 sqm	TOTAL FLOOR SPACE RATIO AREA =	8,335.00 sqm
FLOOR SPACE RATIO =	2.92 : 1.0	FLOOR SPACE RATIO =	3.20 : 1.0

UNIT MIX SCHEDULE

LEVEL	STUDIO (NO.)	1 BED (NO.)	2 BED (NO.)	3 BED(NO.)	TOTAL UNITS (NO.)	Naturally cross ventilated units	Kitchens with Natrual ventilation	Single Aspect South Facing units	Dual Aspect Units	2Hr Mid-Winter sunlight to Living and POS
LEVEL 1	5	1	7	1	14	9	7	1	9	11
LEVEL 2	3	2	8	1	14	11	6	1	11	9
LEVEL 3	0	3	9	1	13	13	3	0	12	9
LEVEL 4	0	2	9	1	12	12	3	0	12	9
LEVEL 5	1	1	7	0	9	8	5	1	8	7
LEVEL 6	1	0	5	1	7	7	4	0	7	7
LEVEL 6 ROOF										
Grand total	10	9	45	5	69	60	28	3	59	52
						86.9% of Total Units	40.5% of Total Units	4% of Total Units	85.5% of Total Units	75% of Total Units

LANDSCAPE SCHEDULE

Level	GROUND FLOOR OPEN SPACE	DEEP SOIL ZONE	LANDSCAPE AREA	BALCONY AREA	COMMUNAL OPEN SPACE	RECREATION AREA
LEVEL 1 (PODIUM)			65.5m2 (private)	349 m²	(50m2 LS+90m2 COS)=140m2	
LEVEL 2				217 m²		
LEVEL 3				220 m²		
LEVEL 4				236 m²		
LEVEL 5				442 m²		
LEVEL 6				225 m²		
GROUND FLOOR	660 (A)	300	135		(A)	
LOWER GROUND FLOOR						
LEVEL 6 ROOF (ROOF)			183 (42% of roof open space)		(183m2 LS+247m2 COS)=430m2	
TOTAL			383.5m2	1,689m2 (D)	1,230m2 (C)	(C)+(D)=2,919m2
	45.0% of GF OPEN SPACE				17.8m2 per unit	100+% of SITE AREA

ROOF TOP OPEN SPACE: 430m2

PODIUM OPEN SPACE: 553.5m2

SEPP65/DCP COMPLIANCE SUMMARY

	SEPP/DCP CONTROL	PROPOSED	COMPLIANCE
Naturally cross ventilated units	60% (min) of total units	86.9%	YES
Kitchens with natural ventilation	25% (min) of total units	40.5%	YES
Single aspect south facing units	10% (max) of total units	4.0%	YES
2Hr mid-winter sunlight to Living and POS	70% (min) of total units	75%	YES
Deep soil zone	25%(min) of ground floor open space	45%	YES
Podium landscape area	20%(min) of podium open space	20.8%	YES
Roof landscape area	20%(min) of rooftop open space	42%	YES
Recreational area	58%(min) of site area	100%	YES
Communal open space	10m2(min) per unit	17.8m2	YES

NOTE: For others controls and compliance, refer to SEPP65 compliance table and DCP Control compliance table in Planning report.

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APPLICATION
28 NOV 2013

Rev	Date	Description
	28 NOV 13	PLANNING PROPOSAL APPLICATION

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Architect: MGA Architects Pty Ltd — Architecture Interiors Project Management ACN 149 287 972

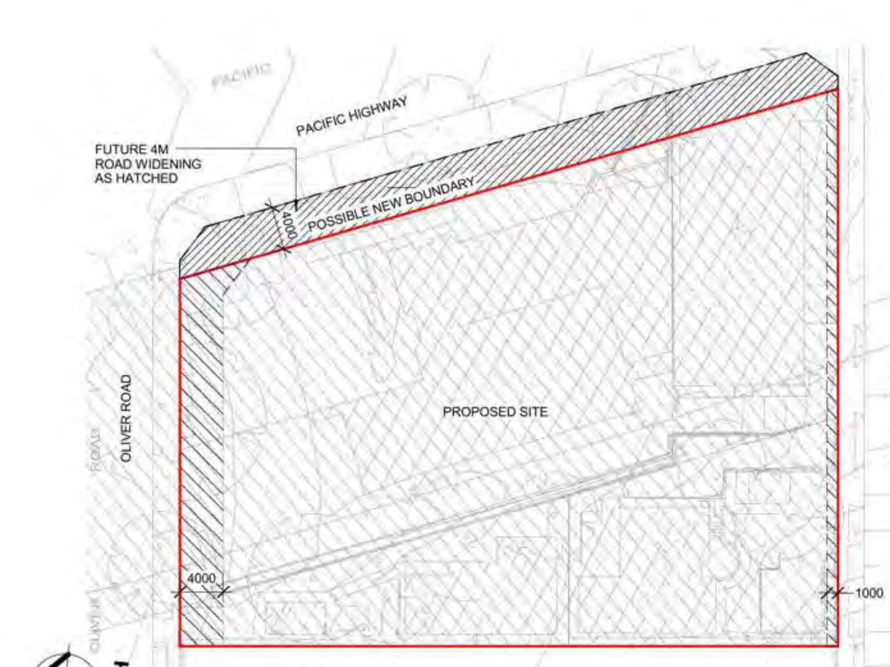
Client: DARAKI HOLDING PTY LTD

654-666 PACIFIC HIGHWAY
CHATSWOOD NSW

Project: PROPOSED MIXED DEVELOPMENT

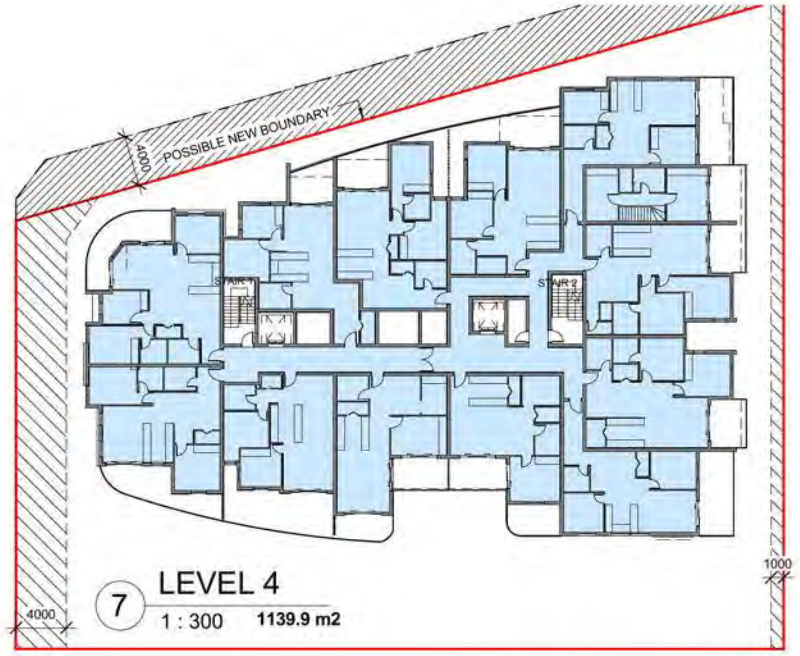
DRAWING: COMPLIANCE CALCULATIONS

Scale	Date	Project No.	Drawing No.
As indicated @A1	28 NOV 13	12-0024	A0.01



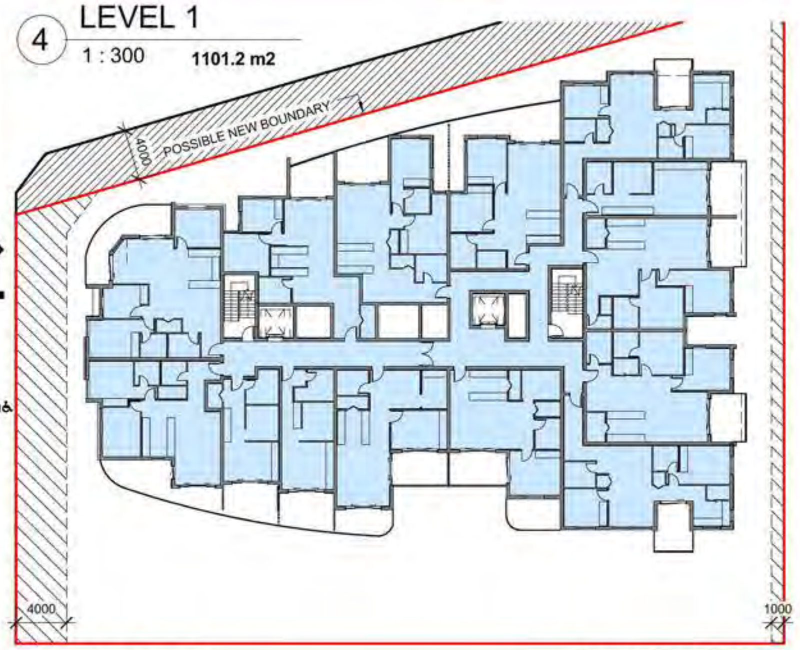
1 SITE
1 : 350

4 LEVEL 1
1 : 300 1101.2 m2



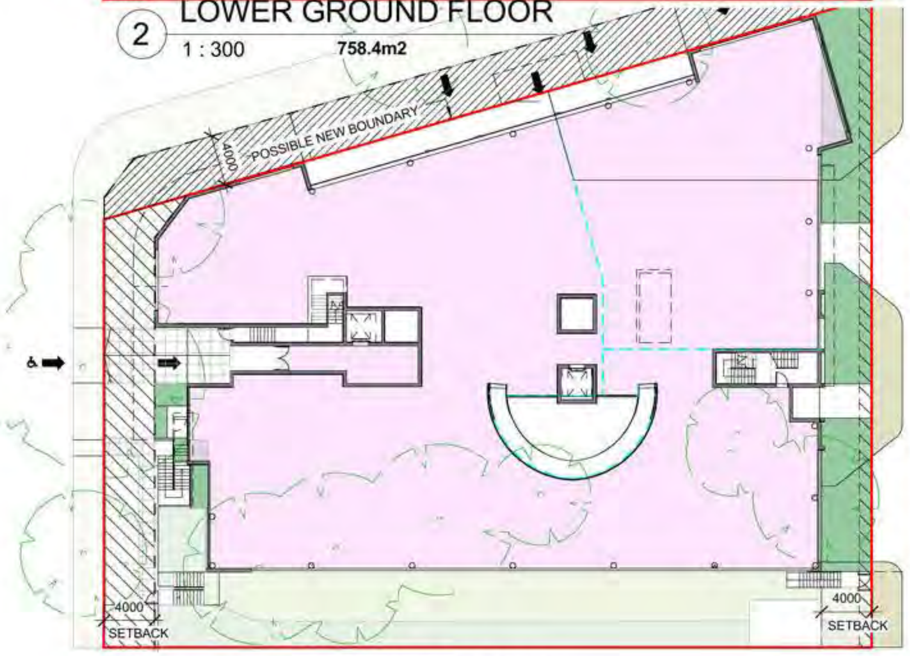
7 LEVEL 4
1 : 300 1139.9 m2

2 LOWER GROUND FLOOR
1 : 300 758.4m2

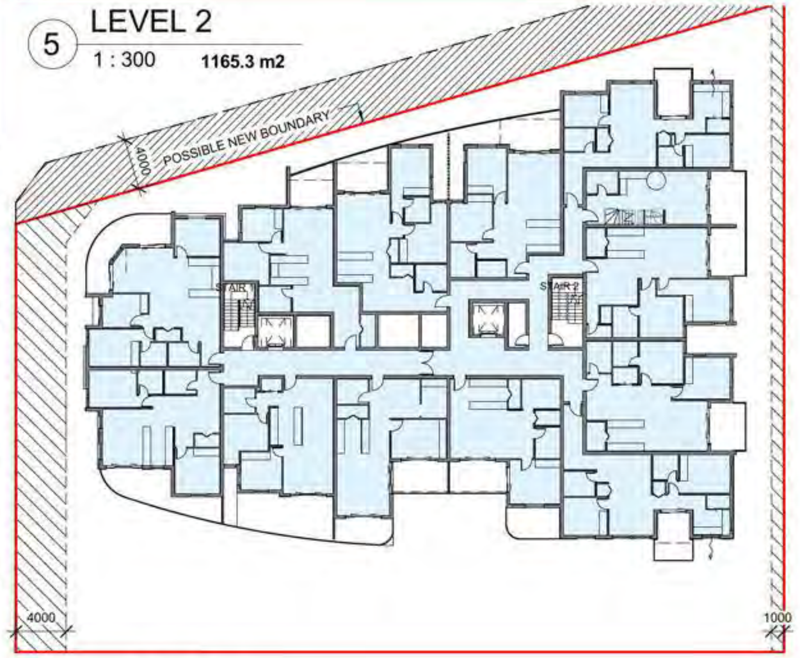


5 LEVEL 2
1 : 300 1165.3 m2

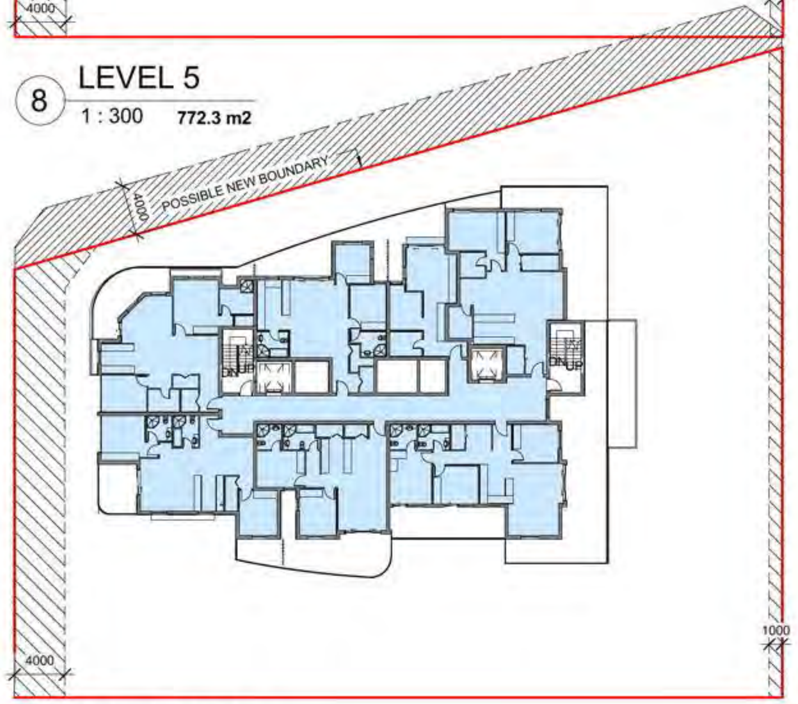
8 LEVEL 5
1 : 300 772.3 m2



3 GROUND FLOOR
1 : 300 1586.7 m2



6 LEVEL 3
1 : 300 1160.4 m2



9 Area LEVEL 6
1 : 300 650.8m2

PLANNING PROPOSAL APPLICATION 28 NOV 2013

LEGEND

- FSR CALCULATED AREA (RETAIL/BULKEY GOODS NEIGHBOURHOOD SHOPS)
- FSR CALCULATED AREA (RESIDENTIAL)
- ROAD WIDENING AREA (LEP)
- ROAD WIDENING AREA (WILLOUGHBY COUNCIL)
- GB GARBAGE ROOM

FLOOR SPACE RATIO AREA (m2)		FSR CALCULATED ON TOTAL SITE AREA	BASED ON AREA OF SITE ZONED B5
SITE AREA		2856	2608.2
RESIDENTIAL	5989.9		
RETAIL/BULKEY GOODS/ NEIGHBOURHOOD SHOP	2345.1		
TOTAL FSR AREA	8335		
FLOOR SPACE RATIO		2.92 : 1.0	3.19 : 1.0

Rev	Date	Description
	28 NOV 13	PLANNING PROPOSAL APPLICATION

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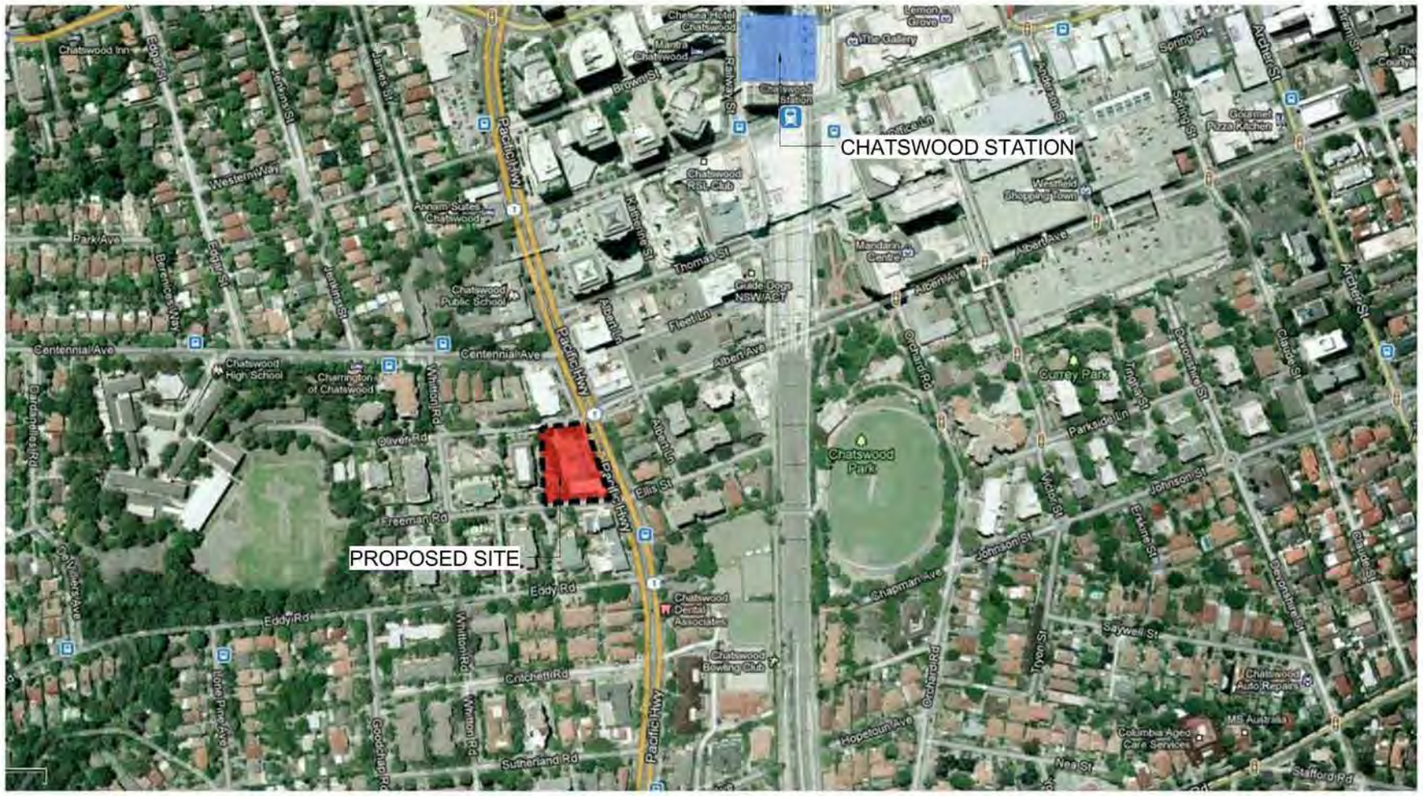
Architect	Client	Project	DRAWING	Scale	Date	Project No.	Drawing No.
MGA — MGA Architects Pty Ltd. Architecture Interiors Project Management ACN 149 287 972	DARAKI HOLDING PTY LTD 654-666 PACIFIC HIGHWAY CHATSWOOD NSW	PROPOSED MIXED DEVELOPMENT	FSR CALCULATION	As indicated @A1	28 NOV 13	12-0024	A0.03

MIXED USED COMMERCIAL/RESIDENTIAL DEVELOPMENT

654-666 PACIFIC HIGHWAY, CHATSWOOD



1 LOCALITY PLAN
1 : 500

DRAWING LIST				
SHEET NUMBER	DESCRIPTION	SCALE IN A1	ISSUE DATE	REVISION
A0.00	LOCALITY PLAN	NTS	28 NOV 13	
A0.01	COMPLIANCE CALCULATION	NTS	28 NOV 13	
A0.02	SURVEY PLAN	1:400	28 NOV 13	
A0.03	FSR CALCULATION	1:300	28 NOV 13	
A0.04	UNITS AREA SCHEDULE	1:300	28 NOV 13	
A0.05	CAR PARKING SCHEDULE	NTS	28 NOV 13	
A1.01	SITE ANALYSIS PLAN	1:250	28 NOV 13	
A1.02	LOWER GROUND FLOOR PLAN	1:100	28 NOV 13	
A1.03	GROUND FLOOR PLAN	1:100	28 NOV 13	
A1.04	LEVEL 1 FLOOR PLAN	1:100	28 NOV 13	
A1.05	LEVEL 2 FLOOR PLAN	1:100	28 NOV 13	
A1.06	LEVEL 3 FLOOR PLAN	1:100	28 NOV 13	
A1.07	LEVEL 4 FLOOR PLAN	1:100	28 NOV 13	
A1.08	LEVEL 5 FLOOR PLAN	1:100	28 NOV 13	
A1.09	LEVEL 6 FLOOR PLAN	1:100	28 NOV 13	
A1.10	ROOF PLAN	1:100	28 NOV 13	
A1.11	BASEMENT 1 PLAN	1:100	28 NOV 13	
A1.12	BASEMENT 2 PLAN	1:100	28 NOV 13	
A1.13	BASEMENT 3 PLAN	1:100	28 NOV 13	
A1.14	BASEMENT 4 PLAN	1:100	28 NOV 13	
A2.01	ELEVATION 1	1:150	28 NOV 13	
A2.02	ELEVATION 2	1:150	28 NOV 13	
A2.03	ELEVATION 3	1:150	28 NOV 13	
A2.04	ELEVATION 4	1:150	28 NOV 13	
A3.01	SECTION A	1:150	28 NOV 13	
A3.02	SECTION B	1:150	28 NOV 13	
A3.03	SECTION C	1:150	28 NOV 13	
A3.04	SECTION D	1:150	28 NOV 13	

DRAWING LIST				
SHEET NUMBER	DESCRIPTION	SCALE IN A1	ISSUE DATE	REVISION
A3.05	SECTION E	1:150	28 NOV 13	
A3.13	BUILDING ENVELOPE	1:200	28 NOV 13	
A3.14	BUILDING SEPARATION	1:200	28 NOV 13	
A3.15	BUILDING DEPTH PLAN	1:200	28 NOV 13	
A4.01	PHOTOMONTAGE VIEW 1	NTS	28 NOV 13	
A4.02	PHOTOMONTAGE VIEW 2	NTS	28 NOV 13	
A5.01	SHADOW DIAGRAM 9AM	1:500	28 NOV 13	
A5.02	SHADOW DIAGRAM 10AM	1:500	28 NOV 13	
A5.03	SHADOW DIAGRAM 11AM	1:500	28 NOV 13	
A5.04	SHADOW DIAGRAM 12PM	1:500	28 NOV 13	
A5.05	SHADOW DIAGRAM 1PM	1:500	28 NOV 13	
A5.06	SHADOW DIAGRAM 2PM	1:500	28 NOV 13	
A5.07	SHADOW DIAGRAM 3PM	1:500	28 NOV 13	
A6.01	WINTER SUNLIGHT ACCESS LEVEL 1	1:100	28 NOV 13	
A6.02	WINTER SUNLIGHT ACCESS LEVEL 2	1:100	28 NOV 13	
A6.03	WINTER SUNLIGHT ACCESS LEVEL 3	1:100	28 NOV 13	
A6.04	WINTER SUNLIGHT ACCESS LEVEL 4	1:100	28 NOV 13	
A6.05	WINTER SUNLIGHT ACCESS LEVEL 5	1:100	28 NOV 13	
A6.06	WINTER SUNLIGHT ACCESS LEVEL 6	1:100	28 NOV 13	
13710-01	LANDSCAPE CONCEPT PLAN-GROUND FLOOR	1:100	29 NOV 13	
13710-02	LANDSCAPE CONCEPT PLAN-FIRST FLOOR	1:100	29 NOV 13	
13710-03	LANDSCAPE CONCEPT PLAN-ROOFTOP LEVEL	1:100	29 NOV 13	
13710-04	LANDSCAPE CONCEPT PLAN-ELEVATION	1:100	29 NOV 13	
13710-05	LANDSCAPE CONCEPT PLAN-ELEVATION	1:100	29 NOV 13	
13710-06	LANDSCAPE TYPICAL DETAILS	1:100	29 NOV 13	

Grand total: 53

PLANNING PROPOSAL APPLICATION
28 NOV 2013

Rev	Date	Description
	28 NOV 13	PLANNING PROPOSAL APPLICATION

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Architect
MGA
MGA Architects Pty.Ltd.
Architecture Interiors Project Management ACN 149 287 972
P + 61295606882 F + 612 9560 9894 M + 61 (0)414 964 612
6-26 Grove Street Dulwich Hill NSW 2203 E + a.soyeung@mga-arch.com.au

Client: DARAKI HOLDING PTY LTD

Project: PROPOSED MIXED DEVELOPMENT
654-666 PACIFIC HIGHWAY
CHATSWOOD NSW

DRAWING: LOCALITY PLAN

Scale	Date	Project No.	Drawing No.
As indicated @A1	28 NOV 13	12-0024	A0.00

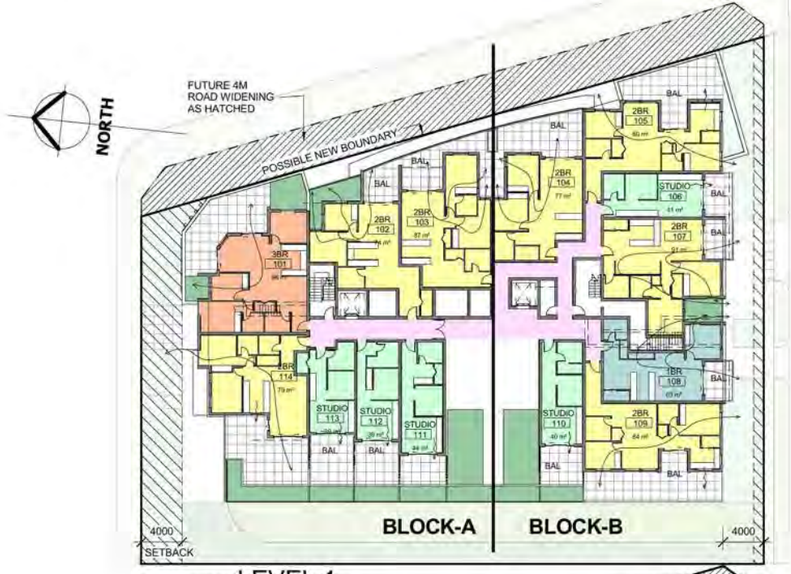
UNITS AREA SCHEDULE

LEVEL	UNIT NO.	BR	AREA	BALCONY	CROSS VENTILATION	KITCHEN VENTILATION	SOLAR ACCESS	STORAGE UNIT	STORAGE BASEMENT
LEVEL 1									
LEVEL 1	101	3BR	96 m²	41 m²	Y		6 Hr	0.0 m³	0.0 m³
LEVEL 1	102	2BR	74 m²	12 m²	Y		2 Hr	0.0 m³	0.0 m³
LEVEL 1	103	2BR	87 m²	27 m²	Y		3 Hr	2.8 m³	0.0 m³
LEVEL 1	104	2BR	77 m²	35 m²	Y		4 Hr	0.0 m³	0.0 m³
LEVEL 1	105	2BR	80 m²	47 m²	Y	Y	5 Hr	6.5 m³	0.0 m³
LEVEL 1	106	STUDIO	41 m²	11 m²			0	0.0 m³	0.0 m³
LEVEL 1	107	2BR	91 m²	10 m²	Y		0	8.0 m³	0.0 m³
LEVEL 1	108	1BR	63 m²	10 m²	Y		0	6.7 m³	0.0 m³
LEVEL 1	109	2BR	84 m²	44 m²	Y	Y	2 Hr	5.8 m³	0.0 m³
LEVEL 1	110	STUDIO	40 m²	16 m²		Y	2 Hr	0.0 m³	0.0 m³
LEVEL 1	111	STUDIO	44 m²	13 m²		Y	3 Hr	0.0 m³	0.0 m³
LEVEL 1	112	STUDIO	39 m²	20 m²		Y	3 Hr	0.0 m³	0.0 m³
LEVEL 1	113	STUDIO	39 m²	21 m²		Y	3 Hr	0.0 m³	0.0 m³
LEVEL 1	114	2BR	79 m²	42 m²	Y	Y	6 Hr	0.0 m³	0.0 m³
LEVEL 2									
LEVEL 2	201	3BR	96 m²	19 m²	Y		6 Hr	0.0 m³	0.0 m³
LEVEL 2	202	2BR	74 m²	10 m²	Y		2 Hr	0.0 m³	0.0 m³
LEVEL 2	203	2BR	87 m²	20 m²	Y		3 Hr	2.8 m³	0.0 m³
LEVEL 2	204	2BR	77 m²	25 m²	Y		4 Hr	0.0 m³	0.0 m³
LEVEL 2	205	2BR	80 m²	10 m²	Y	Y	2 Hr	6.5 m³	0.0 m³
LEVEL 2	206	STUDIO	41 m²	12 m²		Y	0	0.0 m³	0.0 m³
LEVEL 2	207	2BR	87 m²	11 m²	Y		0	3.0 m³	0.0 m³
LEVEL 2	208	2BR	87 m²	11 m²	Y		0	6.5 m³	0.0 m³
LEVEL 2	209	2BR	84 m²	11 m²	Y	Y	2 Hr	4.4 m³	0.0 m³
LEVEL 2	210	1BR+S	70 m²	22 m²	Y		2 Hr	6.2 m³	0.0 m³
LEVEL 2	211	1BR+S	74 m²	20 m²	Y		< 2 Hr	0.0 m³	0.0 m³
LEVEL 2	212	STUDIO	39 m²	14 m²		Y	< 2 Hr	0.0 m³	0.0 m³
LEVEL 2	213	STUDIO	39 m²	12 m²		Y	2 Hr	0.0 m³	0.0 m³
LEVEL 2	214	2BR	79 m²	20 m²	Y	Y	6 Hr	0.0 m³	0.0 m³
LEVEL 3									
LEVEL 3	301	3BR	96 m²	20 m²	Y		6 Hr	0.0 m³	0.0 m³
LEVEL 3	302	2BR	74 m²	10 m²	Y		2 Hr	0.0 m³	0.0 m³
LEVEL 3	303	2BR	87 m²	20 m²	Y		3 Hr	2.8 m³	0.0 m³
LEVEL 3	304	2BR	77 m²	25 m²	Y		4 Hr	0.0 m³	0.0 m³
LEVEL 3	305	2BR	80 m²	10 m²	Y	Y	2 Hr	6.5 m³	0.0 m³
LEVEL 3	306L	1BR+S	41 m²	12 m²	Y		0	0.0 m³	0.0 m³
LEVEL 3	307	2BR	87 m²	11 m²	Y		0	3.0 m³	0.0 m³
LEVEL 3	308	2BR	87 m²	11 m²	Y		0	6.5 m³	0.0 m³
LEVEL 3	309	2BR	84 m²	10 m²	Y	Y	2 Hr	4.4 m³	0.0 m³
LEVEL 3	310	1BR+S	70 m²	22 m²	Y		2 Hr	6.2 m³	0.0 m³
LEVEL 3	311	1BR+S	74 m²	20 m²	Y		< 2 Hr	0.0 m³	0.0 m³
LEVEL 3	312	2BR	73 m²	29 m²	Y		2.5 Hr	0.0 m³	0.0 m³
LEVEL 3	313	2BR	82 m²	20 m²	Y	Y	6 Hr	0.0 m³	0.0 m³
LEVEL 4									
LEVEL 4	306U	1BR+S	36 m²	12 m²	Y		0	0.0 m³	0.0 m³
LEVEL 4	401	3BR	96 m²	20 m²	Y		6 Hr	0.0 m³	0.0 m³
LEVEL 4	402	2BR	74 m²	10 m²	Y		2 Hr	2.8 m³	0.0 m³
LEVEL 4	403	2BR	87 m²	20 m²	Y		3 Hr	0.0 m³	0.0 m³
LEVEL 4	404	2BR	77 m²	26 m²	Y		4 Hr	0.0 m³	0.0 m³
LEVEL 4	405	2BR	73 m²	19 m²	Y	Y	2 Hr	0.0 m³	0.0 m³
LEVEL 4	406	2BR	87 m²	12 m²	Y		0	3.0 m³	0.0 m³
LEVEL 4	407	2BR	87 m²	11 m²	Y		0	6.5 m³	0.0 m³
LEVEL 4	408	2BR	73 m²	18 m²	Y	Y	2 Hr	0.0 m³	0.0 m³
LEVEL 4	409	1BR+S	70 m²	22 m²	Y		2 Hr	6.2 m³	0.0 m³
LEVEL 4	410	1BR+S	74 m²	20 m²	Y		< 2 Hr	0.0 m³	0.0 m³
LEVEL 4	411	2BR	73 m²	29 m²	Y		2.5 Hr	0.0 m³	0.0 m³
LEVEL 4	412	2BR	82 m²	20 m²	Y	Y	6 Hr	0.0 m³	0.0 m³
LEVEL 5									
LEVEL 5	501	2BR	92 m²	35 m²	Y	Y	6 Hr	6.2 m³	0.0 m³
LEVEL 5	502	2BR	80 m²	45 m²	Y	Y	3 Hr	8.0 m³	0.0 m³
LEVEL 5	503	2BR	86 m²	33 m²	Y		3 Hr	1.0 m³	0.0 m³
LEVEL 5	504	2BR+S	86 m²	128 m²	Y	Y	4 Hr	11.0 m³	0.0 m³
LEVEL 5	505	STUDIO	39 m²	48 m²	Y		< 2 Hr	0.0 m³	0.0 m³
LEVEL 5	506	2BR+S	81 m²	78 m²	Y		2 Hr	0.0 m³	0.0 m³
LEVEL 5	507	1BR+S	58 m²	23 m²		Y	< 2 Hr	6.0 m³	0.0 m³
LEVEL 5	508	2BR	76 m²	30 m²	Y		2 Hr	4.6 m³	0.0 m³
LEVEL 5	509	2BR	83 m²	28 m²	Y	Y	6 Hr	0.0 m³	0.0 m³
LEVEL 6									
LEVEL 6	601	2BR	92 m²	20 m²	Y	Y	6 Hr	6.2 m³	0.0 m³
LEVEL 6	602	2BR	79 m²	24 m²	Y	Y	3 Hr	8.0 m³	0.0 m³
LEVEL 6	603	STUDIO	40 m²	16 m²	Y		3 Hr	0.0 m³	0.0 m³
LEVEL 6	604	2BR+S	94 m²	46 m²	Y		3 Hr	8.8 m³	0.0 m³
LEVEL 6	605	3BR	96 m²	93 m²	Y	Y	2 Hr	10.0 m³	0.0 m³
LEVEL 6	606	2BR	76 m²	31 m²	Y	Y	2 Hr	4.6 m³	0.0 m³
LEVEL 6	607	2BR	83 m²	19 m²	Y		6 Hr	0.0 m³	0.0 m³

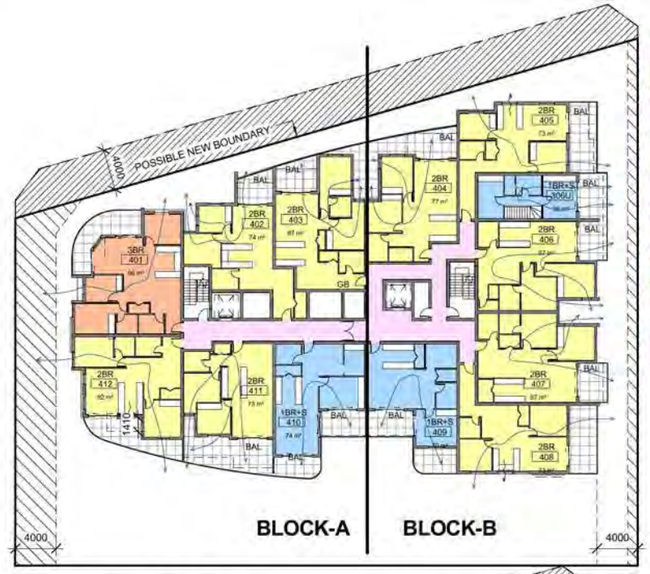
Grand total: 70

STUDIO	10 UNITS	15%
1BEDROOM	9 UNITS	13%
2BEDROOM	45 UNITS	65%
3BEDROOM	5 UNITS	7%
TOTAL	69 UNITS	

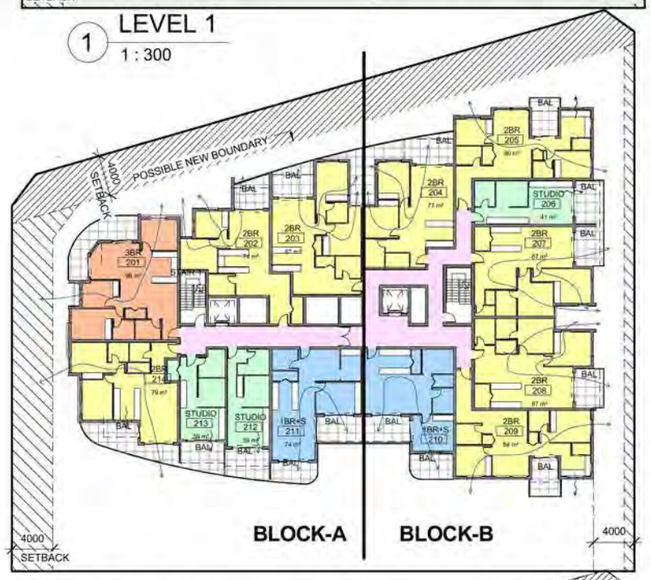
PLANNING PROPOSAL APPLICATION
28 NOV 2013

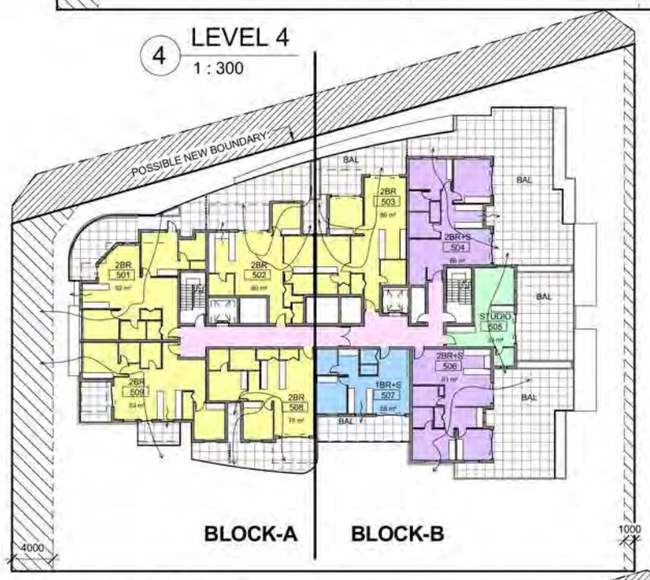


1 LEVEL 1
1 : 300

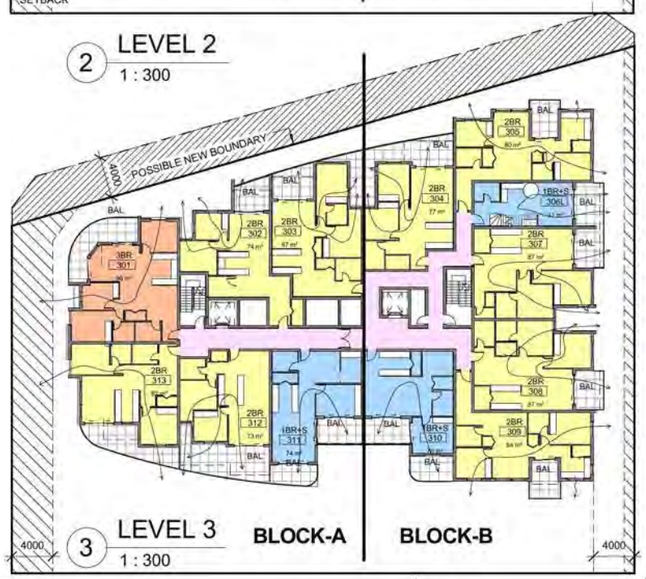


4 LEVEL 4
1 : 300



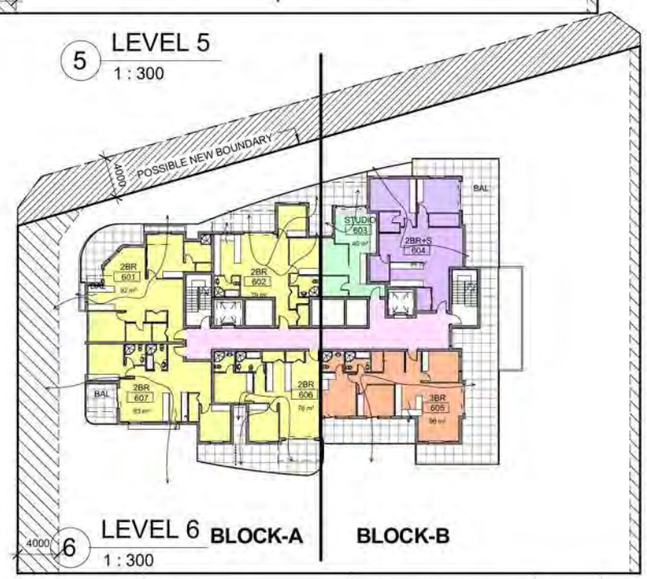


2 LEVEL 2
1 : 300



3 LEVEL 3
1 : 300

5 LEVEL 5
1 : 300



6 LEVEL 6
1 : 300

UNIT MIX LEGEND

- STUDIO
- 1BR
- 1BR+S
- 2BR
- 2BR+S
- 3BR
- BAL
- CORRIDOR

Rev	Date	Description
	28 NOV 13	PLANNING PROPOSAL APPLICATION

26/11/2013 3:25:19 PM
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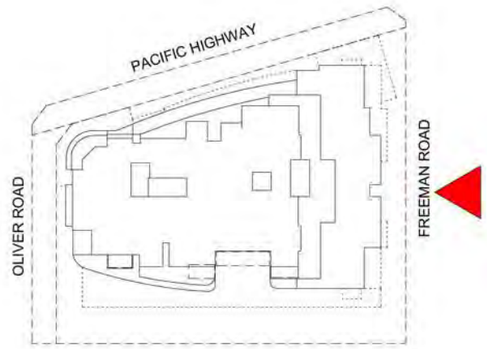
Architect
MGA
MGA Architects Pty Ltd.
Architecture Interiors Project Management ACN 149 287 972
P + 61295606882 F + 612 9560 9884 M + 61 (0)418 964 812
6-26 Grove Street Dulwich Hill NSW 2203 E + a.suvarog@mga-arch.com.au

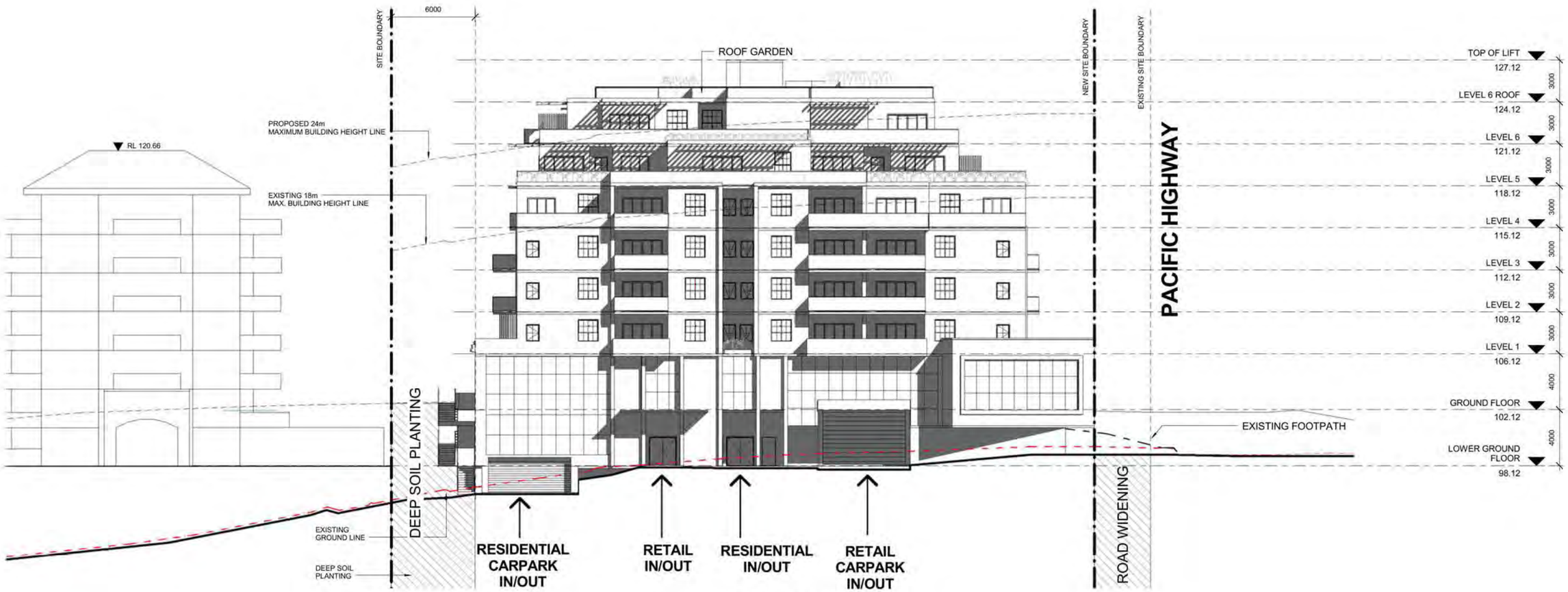
Client: DARAKI HOLDING PTY LTD

Project: PROPOSED MIXED DEVELOPMENT
654-666 PACIFIC HIGHWAY
CHATSWOOD NSW

DRAWING: UNITS AREA SCHEDULE

Scale	Date	Project No.	Drawing No.
As indicated @A1	28 NOV 13	12-0024	A0.04





1 ELEVATION 1
1 : 150

0m 3m 6m 9m 12m 15m
VISUAL SCALE 1:150 @ A1

PLANNING PROPOSAL APPLICATION
28 NOV 2013

Rev	Date	Description
	28 NOV 13	PLANNING PROPOSAL APPLICATION

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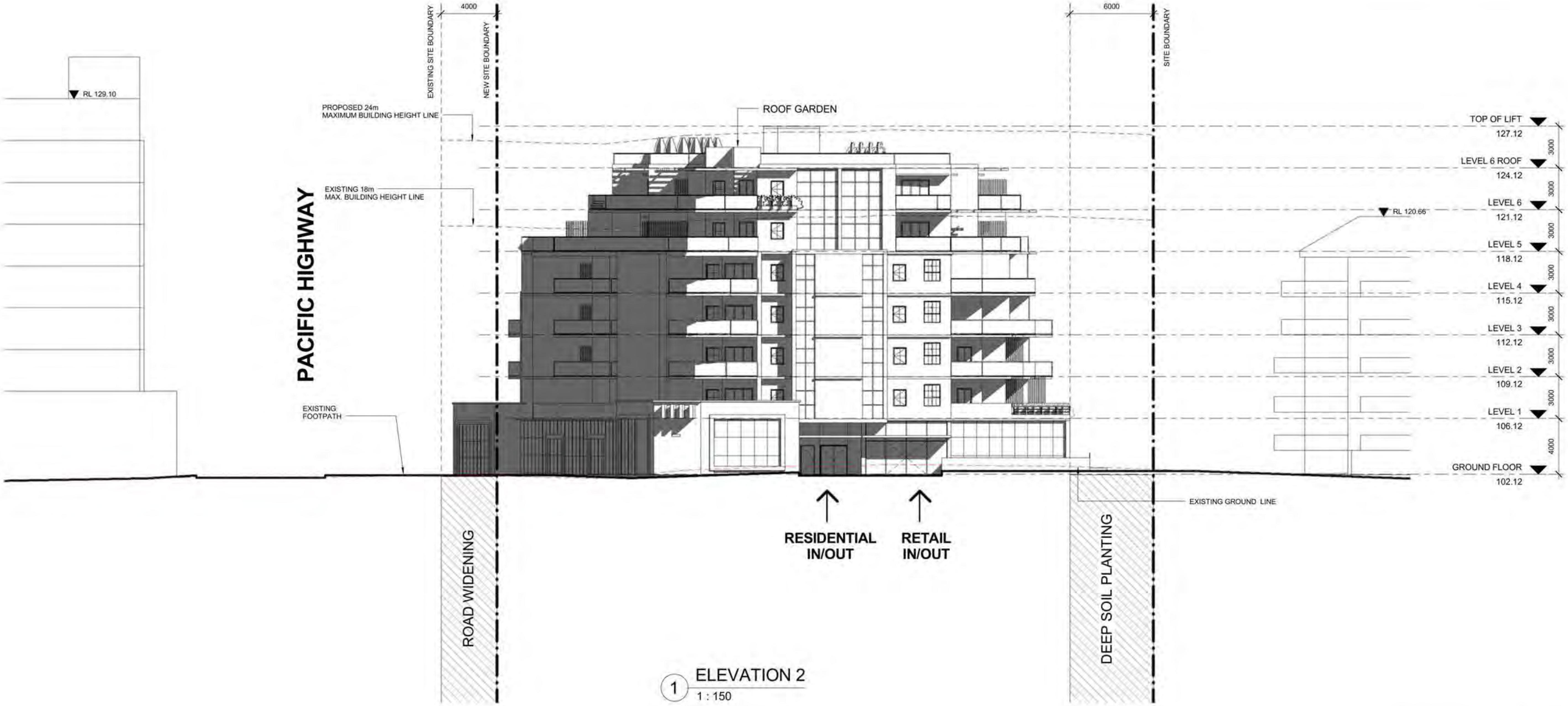
Architect
MGA
MGA Architects Pty.Ltd.
Architecture
Interiors
Project Management
ACN 149 287 972
P + 61295606882 F + 612 9560 9894 M + 61 (0)414 964 612
6-26 Grove Street Dulwich Hill NSW 2203 E : a.soyeung@mga-arch.com.au

Client
DARAKI HOLDING PTY LTD

Project
PROPOSED MIXED DEVELOPMENT
654-666 PACIFIC HIGHWAY
CHATSWOOD NSW

DRAWING
ELEVATION 1

Scale	Date	Project No.	Drawing No.
As indicated @A1	28 NOV 13	12-0024	A2.01



1 ELEVATION 2
1 : 150

0m 3m 6m 9m 12m 15m

VISUAL SCALE 1:150 @ A1

PLANNING PROPOSAL
APPLICATION
28 NOV 2013

Rev	Date	Description	Architect	Client	Project	DRAWING	Scale	Date	Project No.	Drawing No.
	28 NOV 13	PLANNING PROPOSAL APPLICATION	MGA Architects Pty Ltd — Architecture Interiors Project Management ACN 149 287 972	DARAKI HOLDING PTY LTD 654-666 PACIFIC HIGHWAY CHATSWOOD NSW	PROPOSED MIXED DEVELOPMENT	ELEVATION 2	As indicated @A1	28 NOV 13	12-0024	A2.02

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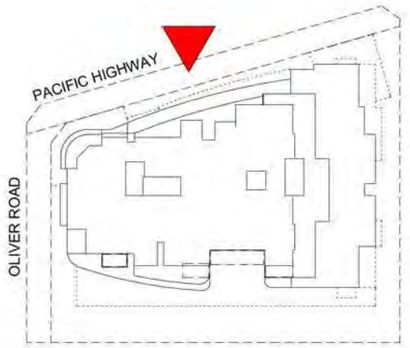

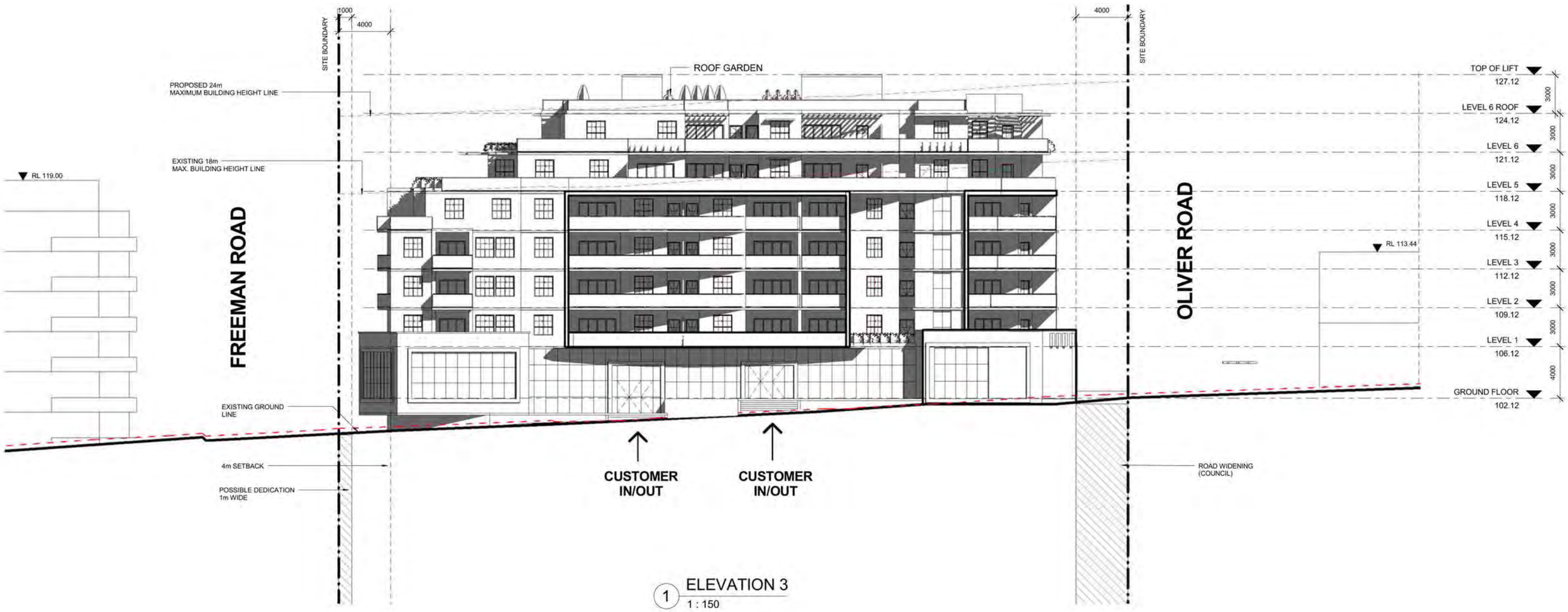

1 ELEVATION 3
1 : 150

0m 3m 6m 9m 12m 15m

VISUAL SCALE 1:150 @ A1

PLANNING PROPOSAL
APPLICATION
28 NOV 2013

Rev	Date	Description
	28 NOV 13	PLANNING PROPOSAL APPLICATION

27/11/2013 12:19:00 PM
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Architect
MGA
MGA Architects Pty.Ltd.
Architecture
Interiors
Project Management
ACN 149 287 972
P + 61295606882 F + 612 9560 9854 M + 61 (0)414 964 812
6-26 Grove Street Dulwich Hill NSW 2203 E + a.sayeung@mga-arch.com.au

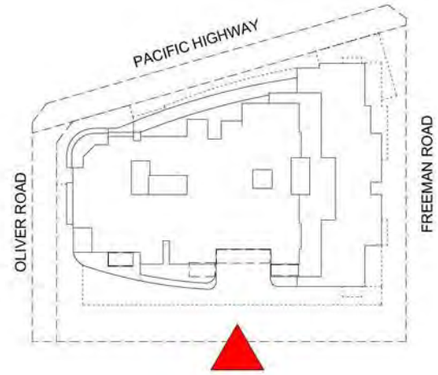
Client
DARAKI HOLDING PTY LTD

654-666 PACIFIC HIGHWAY
CHATSWOOD NSW

Project
PROPOSED MIXED
DEVELOPMENT

DRAWING
ELEVATION 3

Scale	Date	Project No.	Drawing No.
As indicated @A1	28 NOV 13	12-0024	A2.03



1 ELEVATION 4
1 : 150

0m 3m 6m 9m 12m 15m

VISUAL SCALE 1:150 @ A1

PLANNING PROPOSAL
APPLICATION
28 NOV 2013

Rev	Date	Description
	28 NOV 13	PLANNING PROPOSAL APPLICATION

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Architect
MGA
MGA Architects Pty.Ltd.
Architecture
Interiors
Project Management
ACN 149 287 972
P + 61295606882 F + 612 9560 9854 M + 61 (0)414 964 812
6-26 Grove Street Dulwich Hill NSW 2203 E + b.sayeung@mga-arch.com.au

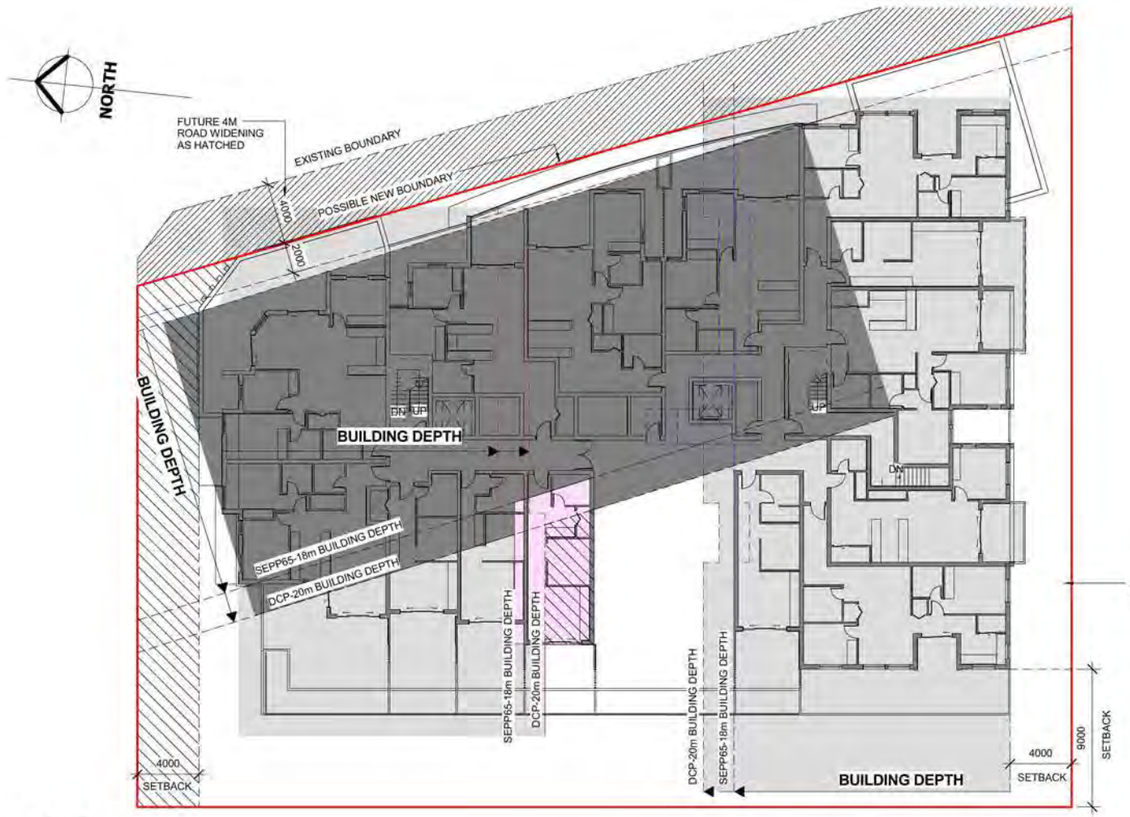
Client
DARAKI HOLDING PTY LTD

654-666 PACIFIC HIGHWAY
CHATSWOOD NSW

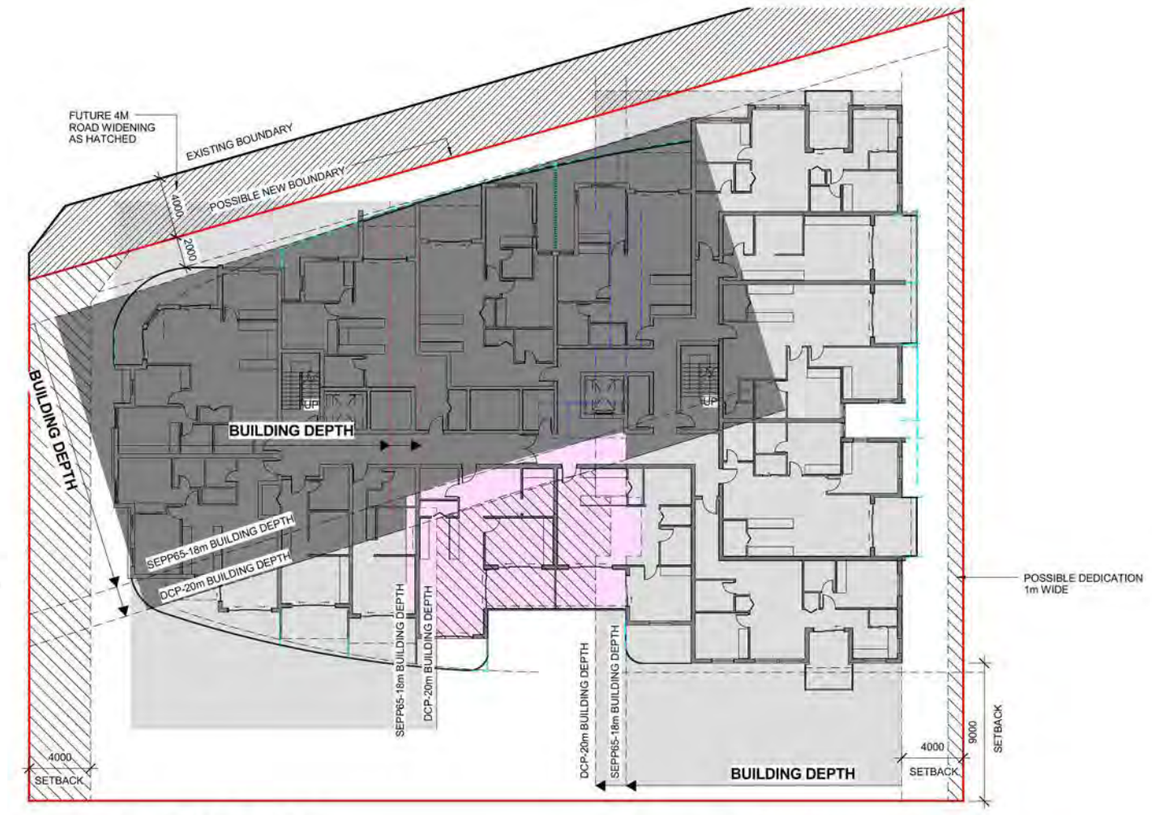
Project
PROPOSED MIXED
DEVELOPMENT

DRAWING
ELEVATION 4

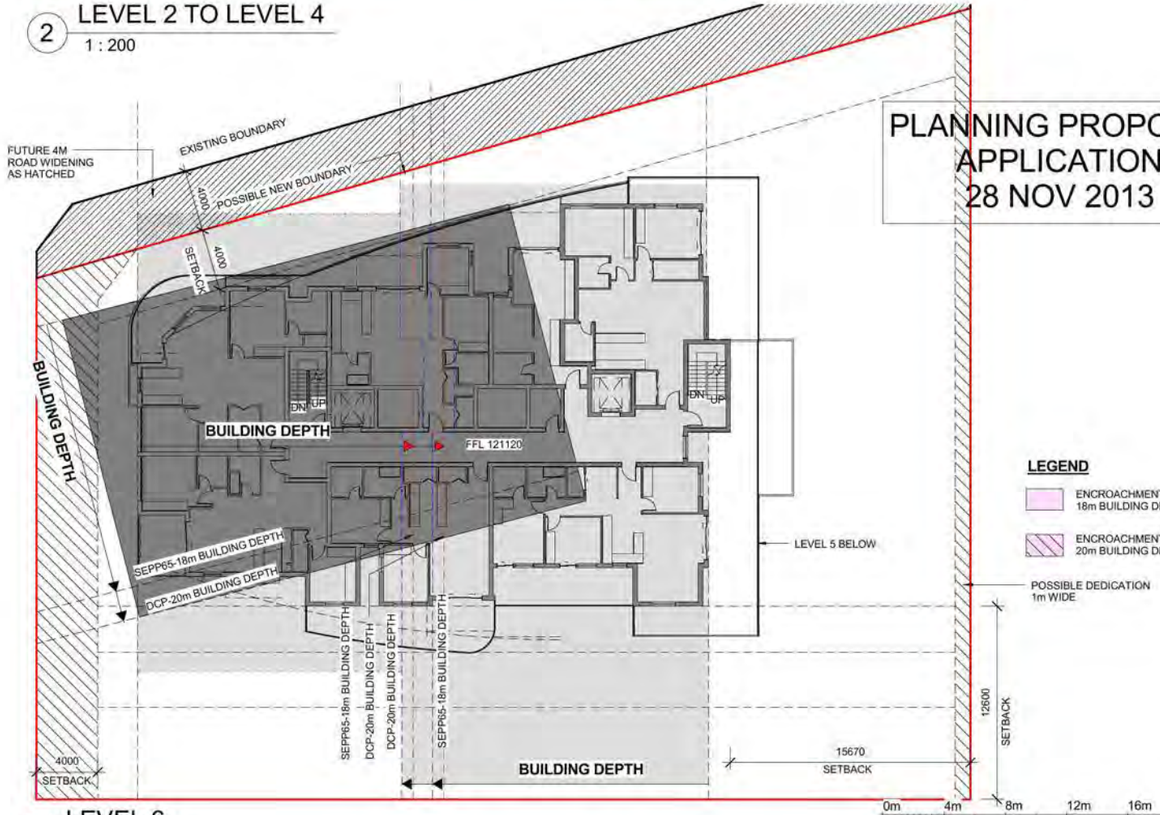
Scale	Date	Project No.	Drawing No.
As indicated @A1	28 NOV 13	12-0024	A2.04



1 LEVEL 1
1 : 200



3 LEVEL 5
1 : 200



2 LEVEL 2 TO LEVEL 4
1 : 200

4 LEVEL 6
1 : 200

PLANNING PROPOSAL APPLICATION
28 NOV 2013

LEGEND

- ENCROACHMENT TO 18m BUILDING DEPTH
- ENCROACHMENT TO 20m BUILDING DEPTH

0m 4m 8m 12m 16m 20m

VISUAL SCALE 1:200 @ A1

Rev	Date	Description
	28 NOV 13	PLANNING PROPOSAL APPLICATION

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Architect

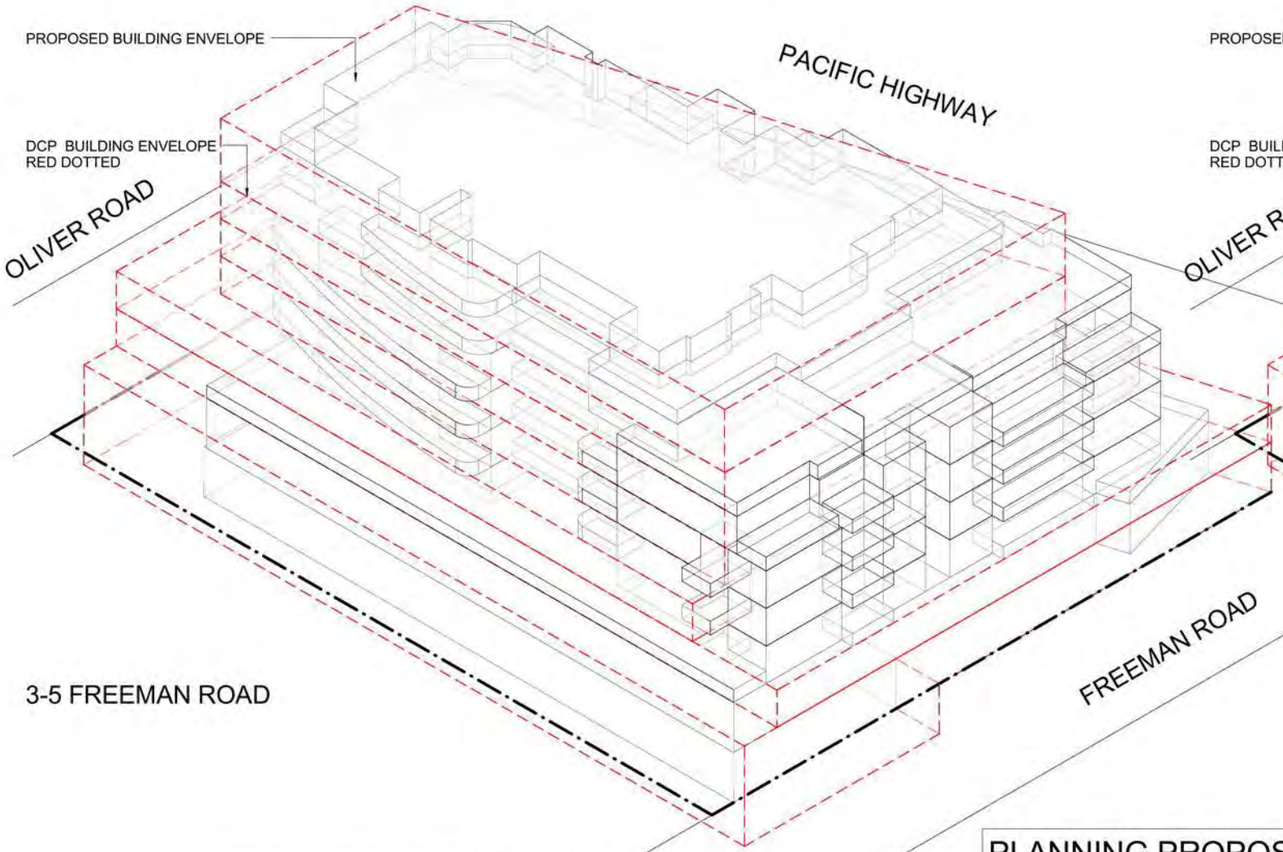
MGA
MGA Architects Pty Ltd.
Architecture Interiors Project Management ACN 149 267 972
P + 61295606882 F + 612 9560 9854 M + 61 (0)414 964 812
6-26 Grove Street Dulwich Hill NSW 2203 E > a.auyeung@mga-arch.com.au

Client
DARAKI HOLDING PTY LTD
654-666 PACIFIC HIGHWAY
CHATSWOOD NSW

Project
PROPOSED MIXED DEVELOPMENT

DRAWING
BUILDING DEPTH PLAN

Scale	Date	Project No.	Drawing No.
1 : 200@A1	28 NOV 13	12-0024	A3.15



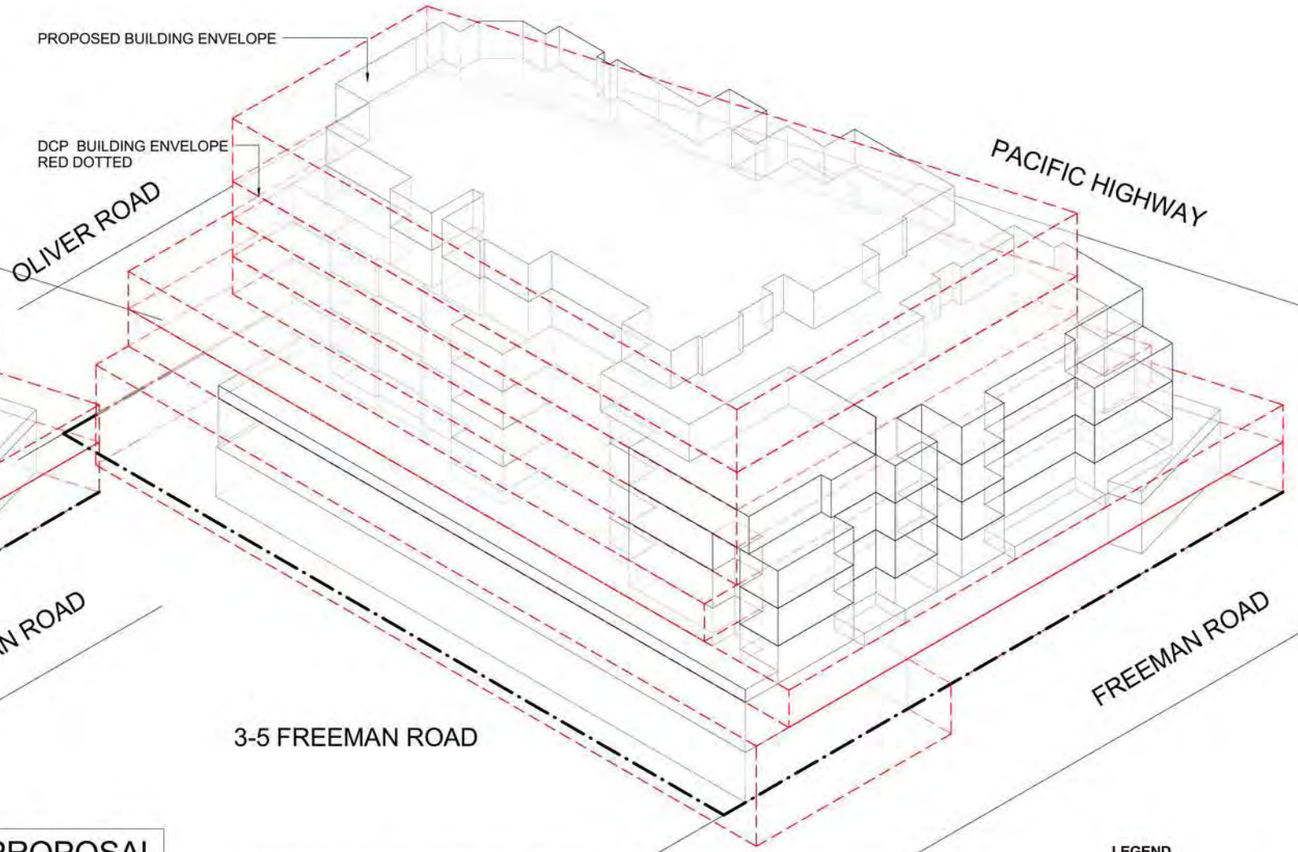
DCP ENVELOPE : 42205.92 m3

PROPOSED ENVELOPE: 30933.28m3
BALCONY ENVELOPE: 2133.62m3

78.3% OF PERMISSIBLE BUILDING ENVELOPE

1 WITH BALCONIES

PLANNING PROPOSAL APPLICATION 28 NOV 2013



DCP ENVELOPE : 42205.92 m3

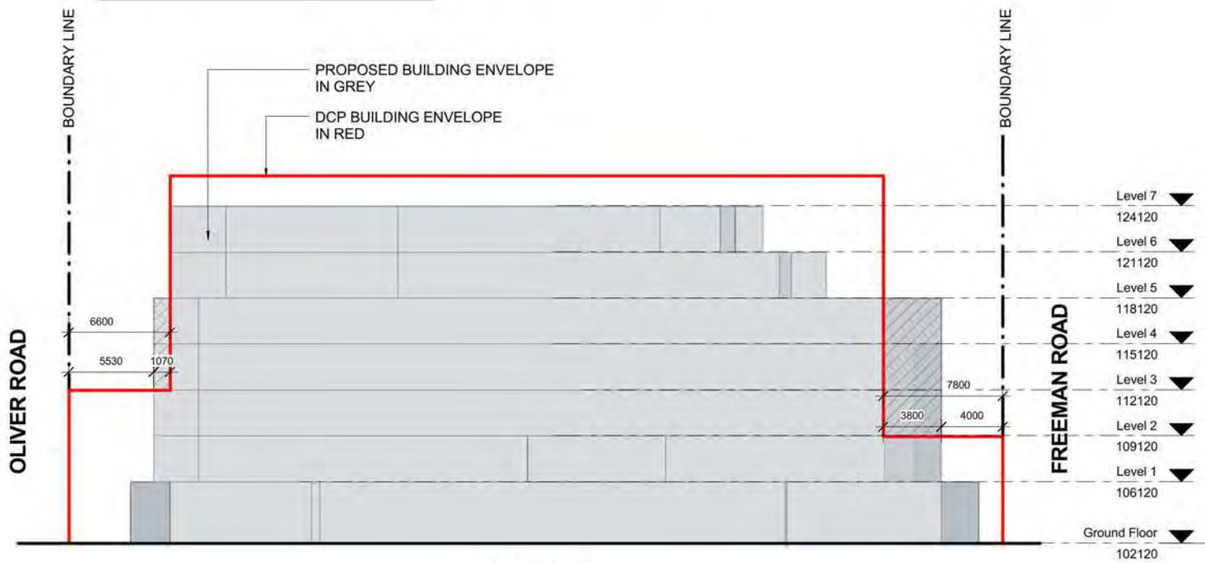
PROPOSED ENVELOPE: 30933.28m3
BALCONY ENVELOPE: 2133.62m3

73.2% OF PERMISSIBLE BUILDING ENVELOPE

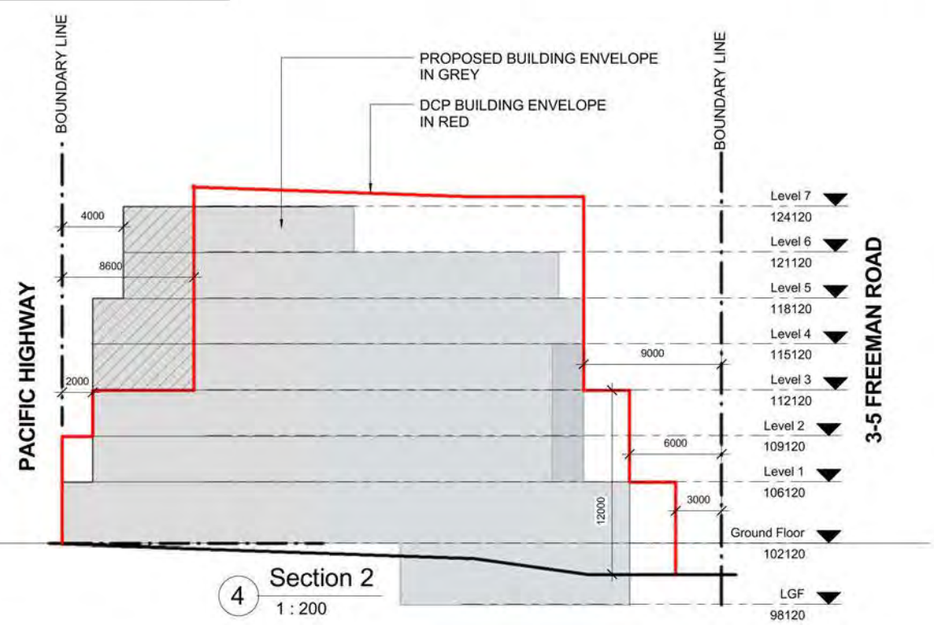
2 WITHOUT BALCONIES

LEGEND

- CONTROL BUILDING ENVELOPE
- PROPOSED BUILDING ENVELOPE
- ENCROACHMENT AREA



3 Section 1
1 : 200



4 Section 2
1 : 200

Rev	Date	Description
	28 NOV 13	PLANNING PROPOSAL APPLICATION

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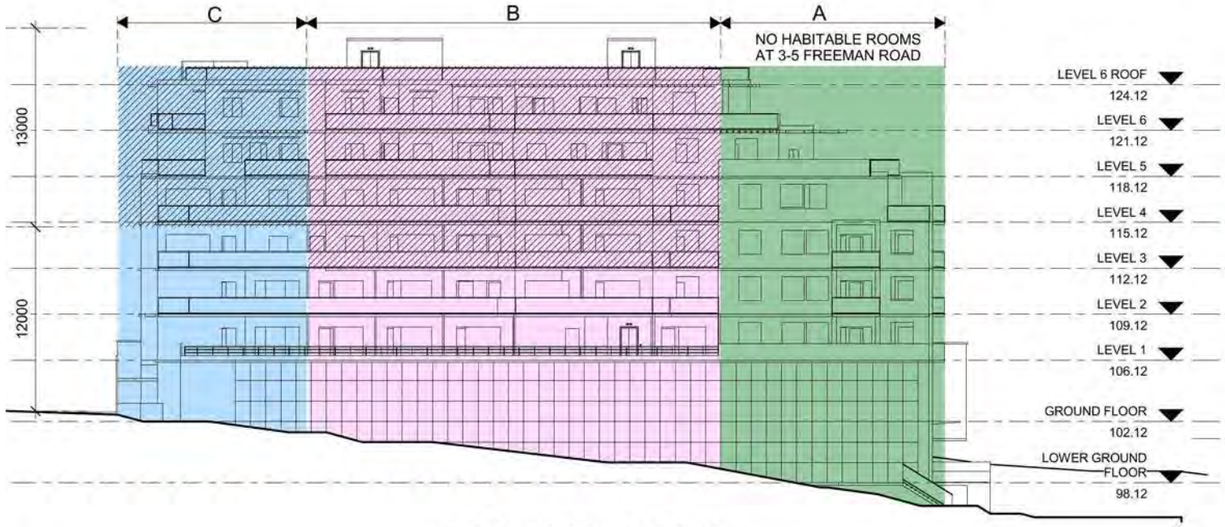
MGA
MGA Architects Pty.Ltd.
Architecture Interiors Project Management ACN 149 287 972
P + 61295606882 F + 612 9569 8884 M + 61 (0)414 964 812
6-26 Grove Street Dulwich Hill NSW 2203 E + a.leyeung@mga-arch.com.au

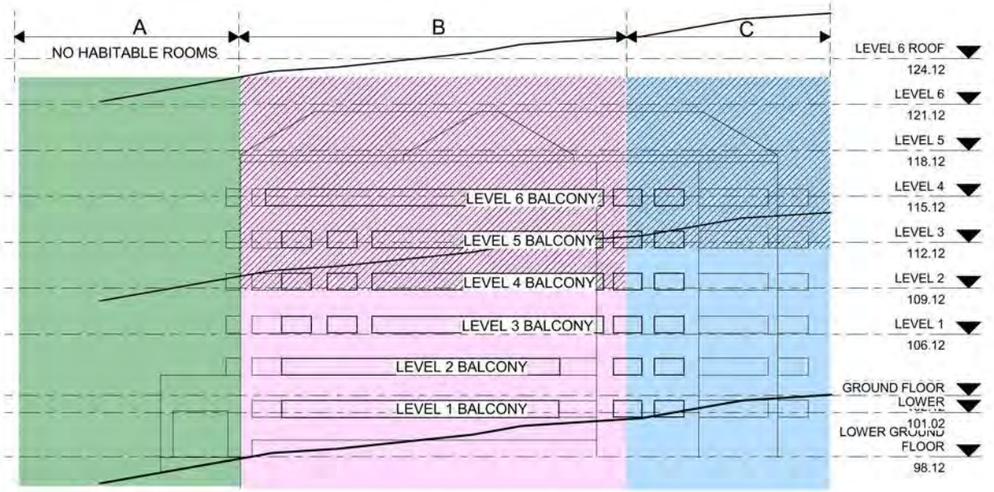
Client: DARAKI HOLDING PTY LTD

Project: PROPOSED MIXED DEVELOPMENT
654-666 PACIFIC HIGHWAY
CHATSWOOD NSW

DRAWING: BUILDING ENVELOPE

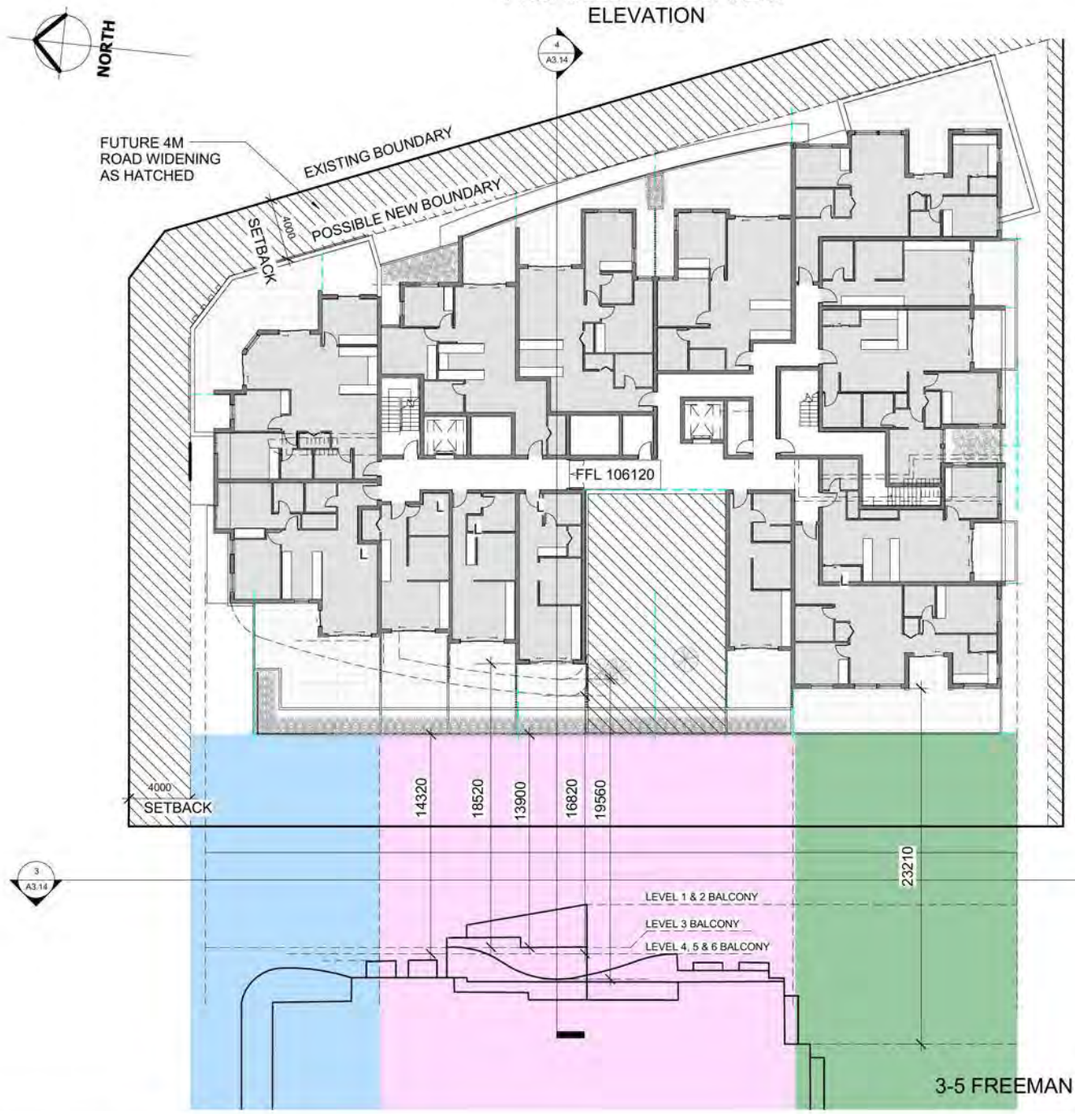
Scale	Date	Project No.	Drawing No.
1 : 200@A1	28 NOV 13	12-0024	A3.13



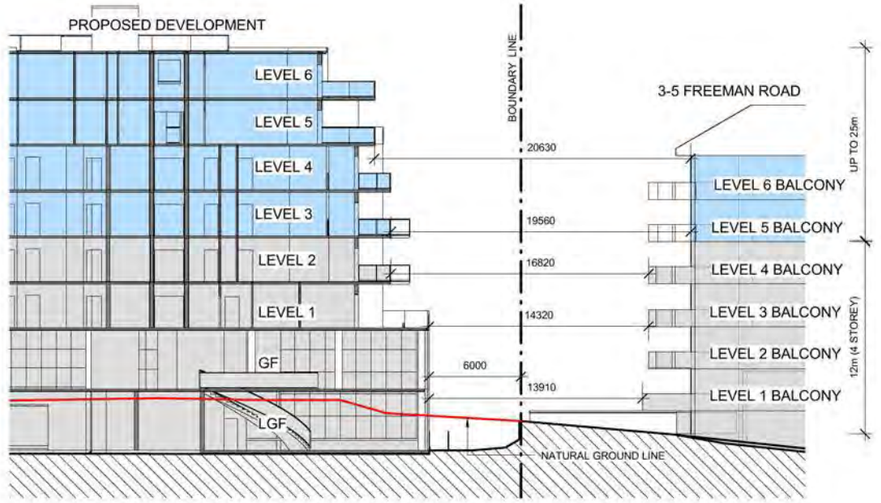


3 3-5 FREEMAN ROAD
1 : 200

PROPOSED DEVELOPMENT
ELEVATION



TYPICAL FLOOR PLAN
LEVEL 1 TO LEVEL 4



4 SECTION
1 : 200

PLANNING PROPOSAL
APPLICATION
28 NOV 2013

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	28 NOV 13	PLANNING PROPOSAL APPLICATION

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Architect
MGA
MGA Architects Pty Ltd.
Architecture
Interiors
Project Management
ACN 149 287 972
P + 61295606882 F + 612 9560 9884 M + 61 (0)414 964 812
6/26 Grove Street Dulwich Hill NSW 2203 E + a.stevens@mga-arch.com.au

Client
DARAKI HOLDING PTY LTD
654-666 PACIFIC HIGHWAY
CHATSWOOD NSW

Project
PROPOSED MIXED
DEVELOPMENT

DRAWING
BUILDING SEPARATION

Scale	Date	Project No.	Drawing No.
1 : 200@A1	28 NOV 13	12-0024	A3.14

NORTH

1 2 2A 3 3A 4 4A 5 5A 6 7 7A 8 9

4000 1660 1080 9590 4650 4350 4330 4680 4720 4280 1800 1860 8020 1790 3140 1000

A B C D E F G H J K L

2650 7000 4500 7730 2140 2000 6130 5100 1590 3150

C A3.03 D A3.04 E A3.05 B A3.02 A A3.01

FUTURE 4M ROAD WIDENING AS HATCHED

TURNING BAY

BASEMENT 1 LOWER

RL 93620

23 SPACES

RETAIL PARKING

DN TO B2 UPPER

UP TO B1 UPPER

UP TO B1 UPPER 2000

1:8 RAMP

LIFT A

LIFT B

LIFT C RETAIL

LOBBY

DN TO B2 UPPER DN

DN TO B1 LOWER

UP TO LGF

EXIT

DN

UP

12000 6000

BASEMENT 1 UPPER

RL 95120

16 SPACES

1000 2700 2700 6600

UP TO LGF RL95120

DN TO B1 LOWER

RESIDENTIAL RAMP AS DOTTED

1000 2700 2600 400 400 2600 2700 1040

5500 520

RAMP 1:4 RAMP 1:10 RAMP 1:8 RAMP 1:20

RL 96110

ENTRANCE FROM LOWER GROUND FLOOR LEVEL

RESIDENTIAL IN/OUT

POSSIBLE DEDICATION/ 1m WIDE

Pacific Highway Boundary

Boundary

SCHEMATIC SECTION-D

Ground line at Freeman Road

LGF

LGF LOADING/UNLOADING

Retail B1-L (23 spaces)

Retail B1-U (16 spaces)

Retail B2-L (23 spaces)

Retail B2-U (10 spaces)

Visitor B3-L (17 spaces)

B3-U (20 spaces) Residential

B4-U (27 spaces) Residential

Residential B4-L (20 spaces)

PARKING SUMMARY

RESIDENTIAL	67
RETAIL	66
COMMERCIAL	6
VISITORS	17
TOTAL	**156 SPACES**

PLANNING PROPOSAL APPLICATION 28 NOV 2013

0m 2m 4m 6m 8m 10m

VISUAL SCALE 1:100 @ A1

Rev	Date	Description
	28 NOV 13	PLANNING PROPOSAL APPLICATION

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Architect
MGA
MGA Architects Pty.Ltd.
Architecture Interiors Project Management ACN 149 287 972
P + 61295606882 F + 612 9560 9854 M + 61 (0)414 964 812
6-26 Grove Street Dulwich Hill NSW 2203 E + a.sayegh@mga-arch.com.au

Client: DARAKI HOLDING PTY LTD

654-666 PACIFIC HIGHWAY CHATSWOOD NSW

Project: PROPOSED MIXED DEVELOPMENT

DRAWING: BASEMENT 1 PLAN

Scale	Date	Project No.	Drawing No.
1 : 100@A1 1 : 200@A3	28 NOV 13	12-0024	A1.11

NORTH

1 2 2A 3 3A 4 4A 5 5A 6 7 7A 8 9

4000 1660 1080 9590 4650 4350 4330 4680 4720 4280 1800 1860 8020 1790

A B C D E F G H J K L

2650 7000 2500 7730 2140 2000 6130 5100 1590 3150

C A3.03 D A3.04 E A3.05 B A3.02 A A3.01

FUTURE 4M ROAD WIDENING AS HATCHED

TURNING BAY

BASEMENT 2 LOWER

RL 90620

23 SPACES

RETAIL PARKING

6000

6600

RL 90620 UP TO B2 UPPER

1200

EXIT

MORTOR CYCLE BARKING

DN TO B3 UPPER

BICYCLE BARKING

UP TO B2 UPPER

LIFT A

LIFT B

LIFT C RETAIL

DN TO B2 LOWER

LOBBY

UP TO B1 LOWER

1:8 RAMP

12000

DN

UP

EXIT

BASEMENT 2 UPPER

RL 92120

10 SPACES

RETAIL PARKING

RL 92120

DN TO B2 LOWER

6000

1700 1700

1000 780

6690

3150

UP

BICYCLE RACKS 2 SIDED

20 RACKS

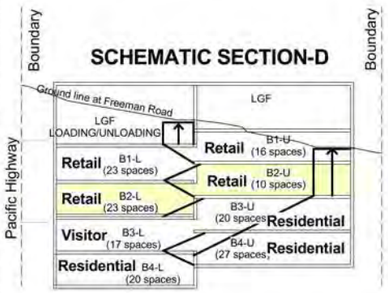
1:4 RAMP 1:10 RAMP 1:10 RAMP 1:4 RAMP

6600

POSSIBLE DEDICATION 1m WIDE

PLANNING PROPOSAL APPLICATION 28 NOV 2013

SCHEMATIC SECTION-D



PARKING SUMMARY

RESIDENTIAL	67
RETAIL	66
COMMERCIAL	6
VISITORS	17
TOTAL	**156 SPACES**

0m 2m 4m 6m 8m 10m

VISUAL SCALE 1:100 @ A1

Rev	Date	Description
	28 NOV 13	PLANNING PROPOSAL APPLICATION

28/11/2013 2:50:28 PM
\\Mganas\k\2011\12-0024-654-666 Pacific Hwy Chatswood\Drawings\02-DA\DA-REVIT\Model\Chatswood residential.rvt

Architect: MGA Architects Pty Ltd. Architecture Interiors Project Management ACN 149 287 972
P + 61295606682 F + 612 9560 9884 M + 61 (0)414 964 612
6/26 Grove Street Dulwich Hill NSW 2203 E + a.wong@mga-arch.com.au

Client: DARAKI HOLDING PTY LTD

654-666 PACIFIC HIGHWAY CHATSWOOD NSW

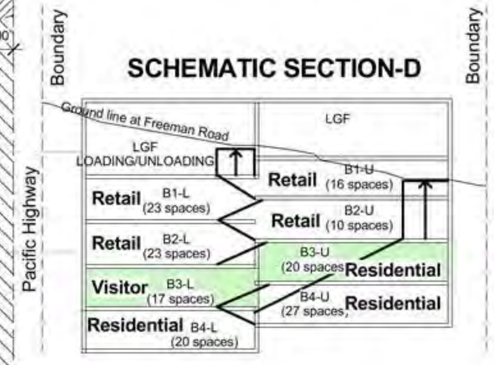
Project: PROPOSED MIXED DEVELOPMENT

DRAWING: BASEMENT 2 PLAN

Scale	Date	Project No.	Drawing No.
1 : 100@A1 1 : 200@A3	28 NOV 13	12-0024	A1.12


NORTH
FUTURE 4M ROAD WIDENING AS HATCHED
TURNING BAY
SHARED ZONE
STORAGE FOR RESIDENTIAL UNITS
BASEMENT 3 LOWER
RL 87620
17 SPACES
VISITOR PARKING
(RESIDENTIAL)
UP TO LOWER GROUND LEVEL
UP TO B3 UPPER
DN TO B4 UPPER
1:8 RAMP
EXIT
LOBBY
MORTOR CYCLE PARKING
LIFT A
LIFT B
DN TO B4 UPPER
UP TO B2 LOWER
RETAIL LIFT PIT ABOVE
BICYCLE RACKS 2 SIDED
6 SPACES
TURNING BAY
DN TO B3 LOWER
RL 89120
BASEMENT 3 UPPER
RL 89120
20 SPACES
RESIDENT PARKING
POSSIBLE DEDICATION 1m WIDE
PLANNING PROPOSAL APPLICATION 28 NOV 2013
VISUAL SCALE 1:100 @ A1

SCHEMATIC SECTION-D


Boundary
Pacific Highway
Ground line at Freeman Road
LGF
LGF LOADING/UNLOADING
Retail B1-L (23 spaces)
Retail B1-U (16 spaces)
Retail B2-L (23 spaces)
Retail B2-U (10 spaces)
Visitor B3-L (17 spaces)
B3-U (20 spaces) Residential
Residential B4-L (20 spaces)
B4-U (27 spaces) Residential

PARKING SUMMARY

RESIDENTIAL	67
RETAIL	66
COMMERCIAL	6
VISITORS	17
TOTAL	**156 SPACES**

Rev	Date	Description
	28 NOV 13	PLANNING PROPOSAL APPLICATION

28/11/2013 2:50:33 PM

\\Mganas\k\2011\12-0024-654-666 Pacific Hwy Chatswood\Drawings\02-DA\DA-REVIT\Model\Chatswood residential.rvt

Architect: MGA — MGA Architects Pty Ltd. Architecture Interiors Project Management ACN 149 287 972

Client: DARAKI HOLDING PTY LTD, 654-666 PACIFIC HIGHWAY CHATSWOOD NSW

Project: PROPOSED MIXED DEVELOPMENT

DRAWING: BASEMENT 3 PLAN

Scale	Date	Project No.	Drawing No.
1 : 100@A1 1 : 200@A3	28 NOV 13	12-0024	A1.13

NORTH

1 2 2A 3 3A 4 4A 5 5A 6 7 7A

4000 1660 1080 9590 4650 4350 4330 4680 4720 4280 1800 1860 8020 1790 3140 1000

A B C D E F G H J K L

2650 7000 4500 7730 2140 2000 6130 5100 1590 3150

C A3.03 C A3.04 C A3.05 B A3.02 A A3.01

STORAGE FOR RESIDENTIAL UNITS

BASEMENT 4 LOWER — RESIDENT PARKING

RL 84620

20 SPACES

UP TO B4 UPPER

LOBBY

MORTOR CYCLE BARKING

LIFT A

LIFT B

LOBBY

EXIT

DN

UP

UP TO B4 UPPER

DN

UP

UP TO B3 LOWER

DN TO B4 LOWER

1:8 RAMP

1:8 RAMP

EXIT

UP

EXIT

BICYCLE RACKS 2 SIDED

6 SPACES

6000

12000

1000 2600 3000

DN TO B4 LOWER

3180

2940

RL 86120

UP TO B3 LOWER

BASEMENT 4 UPPER — RESIDENT PARKING

RL 86120

27 SPACES

6000

6020

400 400 400 400 400 400 1970

Pacific Highway

Boundary

Boundary

SCHEMATIC SECTION-D

Ground line at Freeman Road

LGF

LGF LOADING/UNLOADING

Retail (23 spaces) B1-L

Retail (16 spaces) B1-U

Retail B2-L (23 spaces)

Retail (10 spaces) B2-U

Visitor B3-L (17 spaces)

B3-U (20 spaces) Residential

B4-U (27 spaces) Residential

Residential B4-L (20 spaces)

PARKING SUMMARY

RESIDENTIAL	67
RETAIL	66
COMMERCIAL	6
VISITORS	17
TOTAL	**156 SPACES**

PLANNING PROPOSAL APPLICATION 28 NOV 2013

0m 2m 4m 6m 8m 10m

VISUAL SCALE 1:100 @ A1

Rev	Date	Description
	28 NOV 13	PLANNING PROPOSAL APPLICATION

28/11/2013 2:50:51 PM
\\Mganas\k\2011\12-0024-654-666 Pacific Hwy Chatswood\Drawings\02-DA\DA-REVIT\Model\Chatswood residential.rvt

Architect: MGA Architects Pty Ltd. — Architecture Interiors Project Management ACN 149 287 972
P + 61295606882 F + 612 9560 9884 M + 61 0414 964 612
6-26 Crowe Street Dulwich Hill NSW 2203 E + a.souvenir@mga-arch.com.au

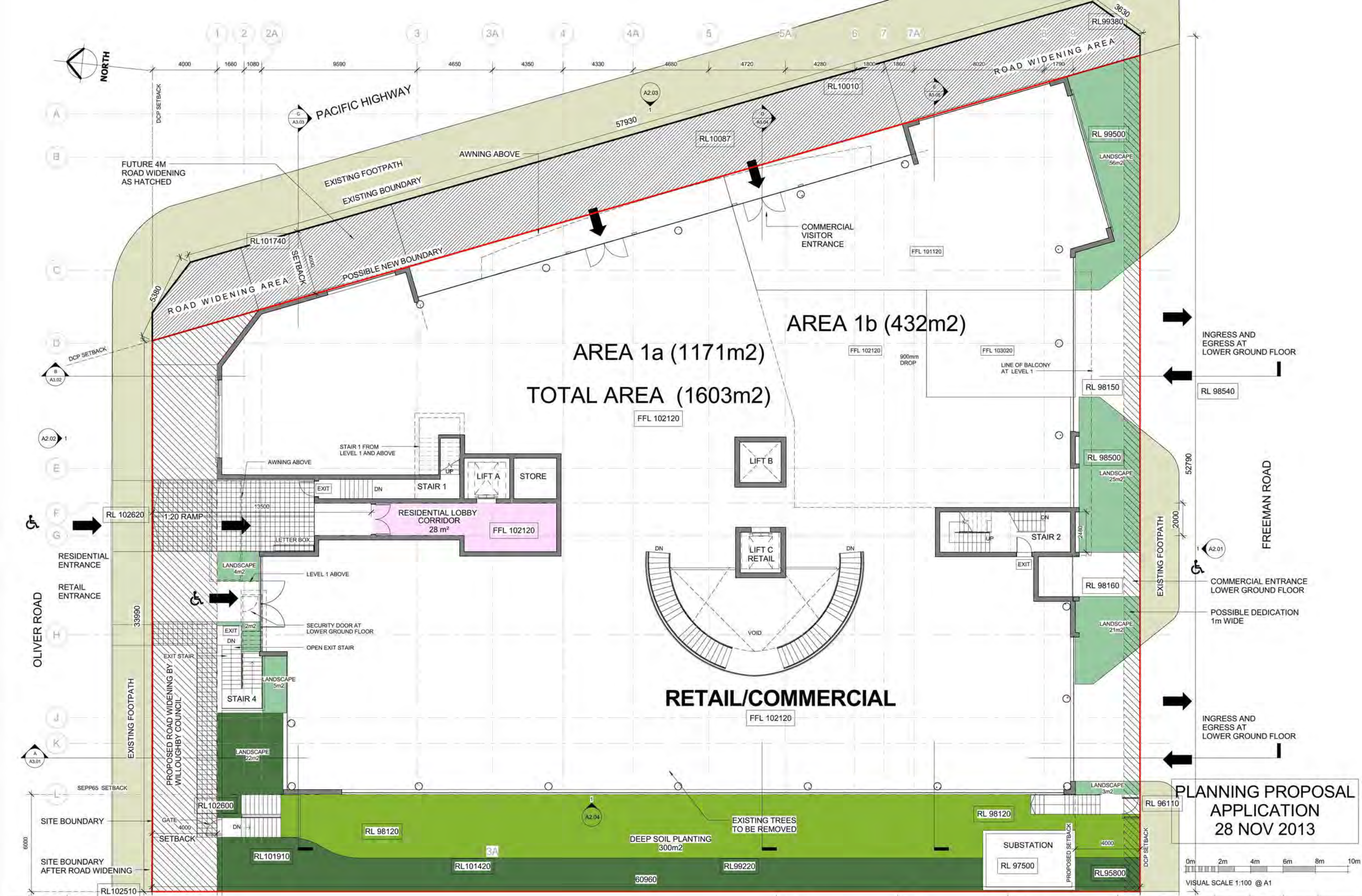
Client: DARAKI HOLDING PTY LTD

654-666 PACIFIC HIGHWAY CHATSWOOD NSW

Project: PROPOSED MIXED DEVELOPMENT

DRAWING: BASEMENT 4 PLAN

Scale	Date	Project No.	Drawing No.
1 : 100@A1	28 NOV 13	12-0024	A1.14


NORTH
PACIFIC HIGHWAY
ROAD WIDENING AREA
FUTURE 4M ROAD WIDENING AS HATCHED
EXISTING FOOTPATH
EXISTING BOUNDARY
AWNING ABOVE
POSSIBLE NEW BOUNDARY
DCP SETBACK
SETBACK
COMMERCIAL VISITOR ENTRANCE
AREA 1b (432m2)
AREA 1a (1171m2)
TOTAL AREA (1603m2)
FFL 102120
FFL 101120
FFL 103020
900mm DROP
LINE OF BALCONY AT LEVEL 1
INGRESS AND EGRESS AT LOWER GROUND FLOOR
RL 98540
RL 98150
RL 98500
RL 98160
RL 99500
RL99380
RL10010
RL10087
RL101740
STAIR 1 FROM LEVEL 1 AND ABOVE
LIFT A
LIFT B
LIFT C RETAIL
STORE
STAIR 1
STAIR 2
STAIR 4
EXIT
RL 102620
1:20 RAMP
RESIDENTIAL LOBBY CORRIDOR 28 m²
FFL 102120
LETTER BOX
RESIDENTIAL ENTRANCE
RETAIL ENTRANCE
LEVEL 1 ABOVE
SECURITY DOOR AT LOWER GROUND FLOOR
OPEN EXIT STAIR
EXIT STAIR
LANDSCAPE 4m2
LANDSCAPE 5m2
LANDSCAPE 22m2
LANDSCAPE 56m2
LANDSCAPE 25m2
LANDSCAPE 21m2
LANDSCAPE 3m2
VOID
RETAIL/COMMERCIAL
FFL 102120
OLIVER ROAD
FREEMAN ROAD
EXISTING FOOTPATH
PROPOSED ROAD WIDENING BY WILLOUGHBY COUNCIL
COMMERCIAL ENTRANCE LOWER GROUND FLOOR
POSSIBLE DEDICATION 1m WIDE
SEPP65 SETBACK
SITE BOUNDARY
SITE BOUNDARY AFTER ROAD WIDENING
RL102600
RL102510
RL101910
RL101420
RL99220
RL95800
RL 98120
RL 96110
RL 97500
SUBSTATION
DEEP SOIL PLANTING 300m2
EXISTING TREES TO BE REMOVED
60960
57930
52790
33990
PLANNING PROPOSAL APPLICATION 28 NOV 2013
VISUAL SCALE 1:100 @ A1

Rev	Date	Description
	28 NOV 13	PLANNING PROPOSAL APPLICATION

Architect: MGA Architects Pty Ltd. — Architecture, Interiors, Project Management, ACN 149 287 972

Client: DARAKI HOLDING PTY LTD, 654-666 PACIFIC HIGHWAY CHATSWOOD NSW

Project: PROPOSED MIXED DEVELOPMENT

Drawing: GROUND FLOOR PLAN

Scale	Date	Project No.	Drawing No.
1 : 100@A1 1 : 200@A3	28 NOV 13	12-0024	A1.03

29/11/2013 11:09:33 AM

NORTH

FUTURE 4M ROAD WIDENING AS HATCHED

EXISTING BOUNDARY

POSSIBLE NEW BOUNDARY

DCP SETBACK

PROPOSED SETBACK

GLASS AWNING

SCREEN PLANTING

PRIVACY SCREENING

LINE OF GROUND FLOOR BELOW

STAIR 1 DISCHARGE AT GF

AWNING AT GF

STAIR 2 AT GF

POSSIBLE DEDICATION 1m WIDE

SEPP65 SETBACK

SETBACK

CORRIDOR

BLOCK-A

BLOCK-B

FFL 106120

COMMUNAL OPEN SPACE 140m2

LANDSCAPE 10.5m2

LANDSCAPE 12m2

LANDSCAPE 5m2

LANDSCAPE 25m2

LANDSCAPE 36m2

LANDSCAPE 14m2

LANDSCAPE 6m2

3BR 101 96 m²

2BR 102 74 m²

2BR 103 87 m²

2BR 104 77 m²

2BR 105 111 m²

2BR 107 91 m²

2BR 114 79 m²

2BR 109 84 m²

STUDIO 106 41 m²

STUDIO 113 39 m²

STUDIO 112 39 m²

STUDIO 111 44 m²

STUDIO 110 40 m²

1BR 108 63 m²

BAL 41 m²

BAL 12 m²

BAL 27 m²

BAL 35 m²

BAL 47 m²

BAL 11 m²

BAL 10 m²

BAL 42 m²

BAL 21 m²

BAL 19 m²

BAL 13 m²

BAL 16 m²

BAL 44 m²

STAIR 1

STAIR 2

LIFT A

LIFT B

EXHAUST 8 m²

GB 5 m²

STORE

TRANSFER

STORAGE AT BASEMENT

UNIT MIX LEGEND

- STUDIO
- 1BR
- 1BR+S
- 2BR
- 2BR+S
- 3BR
- BAL
- CORRIDOR

ABBREVIATION

BAL	BALCONY
GB	GARBAGE
L	LAUNDRY
S	STORAGE/STUDY
C	CUPBOARD
B1,B2	BEDROOM
B	BATHROOM
E	ENSUITE
LIV,DIN	LIVING,DINING
K	KITCHEN
GF	GROUND FLOOR
LGF	LOWER GROUND FLOOR

PLANNING PROPOSAL APPLICATION 28 NOV 2013

0m 2m 4m 6m 8m 10m

VISUAL SCALE 1:100 @ A1

Rev	Date	Description
	28 NOV 13	PLANNING PROPOSAL APPLICATION

26/11/2013 6:39:47 PM
\\Mganas\k\2011\12-0024-654-666 Pacific Hwy Chatswood\Drawings\02-DA\DA-REVIT\Model\Chatswood residential.rvt

Architect: MGA Architects Pty Ltd. — Architecture Interiors Project Management ACN 149 267 972
P + 61295606882 F + 612 9560 9854 M + 61 (0)414 964 812
6-26 Grove Street Dulwich Hill NSW 2203 E + a.surveng@mga-archi.com.au

Client: DARAKI HOLDING PTY LTD
654-666 PACIFIC HIGHWAY CHATSWOOD NSW

Project: PROPOSED MIXED DEVELOPMENT

DRAWING: LEVEL 1 FLOOR PLAN

Scale	Date	Project No.	Drawing No.
1 : 100@A1 1 : 200@A3	28 NOV 13	12-0024	A1.04


NORTH
FUTURE 4M ROAD WIDENING AS HATCHED
EXISTING BOUNDARY
POSSIBLE NEW BOUNDARY
PRIVACY SCREENING
DCP SETBACK
PROPOSED SETBACK
SEPP65 SETBACK
SETBACK
3BR 201 96 m²
2BR 202 74 m²
2BR 203 87 m²
2BR 204 77 m²
2BR 205 80 m²
STUDIO 206 41 m²
2BR 207 87 m²
2BR 208 87 m²
2BR 209 84 m²
1BR+S 210 70 m²
1BR+S 211 74 m²
STUDIO 212 39 m²
STUDIO 213 39 m²
2BR 214 79 m²
STAIR 1
STAIR 2
LIFT A
LIFT B
EXHAUST 8 m²
GB 5 m²
STORE
FFL 109120
CORRIDOR
BLOCK-A
BLOCK-B
STORAGE AT BASEMENT
POSSIBLE DEDICATION 1m WIDE

UNIT MIX LEGEND

- STUDIO
- 1BR
- 1BR+S
- 2BR
- 2BR+S
- 3BR
- BAL
- CORRIDOR

ABBREVIATION

BAL	BALCONY
GB	GARBAGE
L	LAUNDRY
S	STORAGE/STUDY
C	CUPBOARD
B1,B2	BEDROOM
B	BATHROOM
E	ENSUITE
LIV,DIN	LIVING,DINING
K	KITCHEN
GF	GROUND FLOOR
LGF	LOWER GROUND FLOOR

PLANNING PROPOSAL APPLICATION 28 NOV 2013

VISUAL SCALE 1:100 @ A1

Rev	Date	Description	Architect	Client	Project	DRAWING	Scale	Date	Project No	Drawing No.
	28 NOV 13	PLANNING PROPOSAL APPLICATION	MGA Architects Pty Ltd. Architecture Interiors Project Management ACN 149 287 972	DARAKI HOLDING PTY LTD 654-666 PACIFIC HIGHWAY CHATSWOOD NSW	PROPOSED MIXED DEVELOPMENT	LEVEL 2 FLOOR PLAN	1 : 100@A1 1 : 200@A3	28 NOV 13	12-0024	A1.05

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NORTH

FUTURE 4M ROAD WIDENING AS HATCHED

EXISTING BOUNDARY

POSSIBLE NEW BOUNDARY

PROPOSED SETBACK

DCP SETBACK

PRIVACY SCREENING

SEPP65 SETBACK

BLOCK-A

BLOCK-B

FFL 112120

STAIR 1

STAIR 2

LIFT A

LIFT B

STORE

EXHAUST 8 m²

GB 5 m²

EXIT

STORAGE AT BASEMENT

3BR 301 96 m²

2BR 302 74 m²

2BR 303 87 m²

2BR 304 77 m²

2BR 305 80 m²

1BR+S 306L 41 m²

2BR 307 87 m²

2BR 308 87 m²

2BR 309 84 m²

2BR 310 70 m²

1BR+S 311 74 m²

2BR 312 73 m²

2BR 313 82 m²

BAL 20 m²

BAL 10 m²

BAL 12 m²

BAL 8 m²

BAL 25 m²

BAL 11 m²

BAL 29 m²

BAL 9 m²

UNIT MIX LEGEND

- STUDIO
- 1BR
- 1BR+S
- 2BR
- 2BR+S
- 3BR
- BAL
- CORRIDOR

ABBREVIATION

BAL	BALCONY
GB	GARBAGE
L	LAUNDRY
S	STORAGE/STUDY
C	CUPBOARD
B1,B2	BEDROOM
B	BATHROOM
E	ENSUITE
LIV,DIN	LIVING,DINING
K	KITCHEN
GF	GROUND FLOOR
LGF	LOWER GROUND FLOOR

PLANNING PROPOSAL APPLICATION 28 NOV 2013

0m 2m 4m 6m 8m 10m

VISUAL SCALE 1:100 @ A1

Rev	Date	Description
	28 NOV 13	PLANNING PROPOSAL APPLICATION

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\\Mganas\k\2011\12-0024-654-666 Pacific Hwy Chatswood\Drawings\02-DA\DA-REVIT\Model\Chatswood residential.rvt

Architect

MGA

MGA Architects Pty.Ltd.

Architecture
Interiors
Project Management
ACN 149 287 972

P + 61295606882 F + 612 9560 9854 M + 61 (0)414 964 812
6-26 Grove Street Dulwich Hill NSW 2203 E + la.surveying@mga-arch.com.au

Client: DARAKI HOLDING PTY LTD

Project: PROPOSED MIXED DEVELOPMENT

654-666 PACIFIC HIGHWAY
CHATSWOOD NSW

DRAWING: LEVEL 3 FLOOR PLAN

Scale	Date	Project No.	Drawing No.
1 : 100@A1 1 : 200@A3	28 NOV 13	12-0024	A1.06

EXISTING BOUNDARY
POSSIBLE NEW BOUNDARY
FUTURE 4M ROAD WIDENING AS HATCHED
PRIVACY SCREENING
PROPOSED SETBACK
DCP SETBACK
SEPP65 SETBACK
NORTH
BLOCK-A
BLOCK-B
FFL 115120
3BR 401 96 m²
2BR 402 74 m²
2BR 403 87 m²
2BR 404 77 m²
2BR 405 73 m²
1BR+S 306U 36 m²
2BR 406 87 m²
2BR 407 87 m²
2BR 408 73 m²
1BR+S 409 70 m²
1BR+S 410 74 m²
2BR 411 73 m²
2BR 412 82 m²
STAIR 1
STAIR 2
LIFT A
LIFT B
EXHAUST 8 m²
GB 5 m²
STORE
EXIT
STORAGE AT BASEMENT
LEVEL 3 BELOW
POSSIBLE DEDICATION 1m WIDE

UNIT MIX LEGEND

- STUDIO
- 1BR
- 1BR+S
- 2BR
- 2BR+S
- 3BR
- BAL
- CORRIDOR

ABBREVIATION

BAL	BALCONY
GB	GARBAGE
L	LAUNDRY
S	STORAGE/STUDY
C	CUPBOARD
B1,B2	BEDROOM
B	BATHROOM
E	ENSUITE
LIV,DIN	LIVING,DINING
K	KITCHEN
GF	GROUND FLOOR
LGF	LOWER GROUND FLOOR

PLANNING PROPOSAL APPLICATION 28 NOV 2013

0m 2m 4m 6m 8m 10m

VISUAL SCALE 1:100 @ A1

Rev	Date	Description	Architect	Client	Project	DRAWING	Scale	Date	Project No.	Drawing No.
	28 NOV 13	PLANNING PROPOSAL APPLICATION	MGA Architects Pty Ltd. Architecture Interiors Project Management ACN 149 287 972	DARAKI HOLDING PTY LTD 654-666 PACIFIC HIGHWAY CHATSWOOD NSW	PROPOSED MIXED DEVELOPMENT	LEVEL 4 FLOOR PLAN	1 : 100@A1 1 : 200@A3	28 NOV 13	12-0024	A1.07

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NORTH

FUTURE 4M ROAD WIDENING AS HATCHED

EXISTING BOUNDARY

POSSIBLE NEW BOUNDARY

DCP SETBACK

PROPOSED SETBACK

SEPP65 SETBACK

SCREEN PLANTING

PRIVACY SCREEN

HIGH LEVEL WINDOW

SCREEN PLANTING

HIGH LEVEL OPENING

POSSIBLE DEDICATION 1m WIDE

PROPOSED SETBACK

DCP SETBACK

PRIVACY SCREEN

BLOCK-A

BLOCK-B

CORRIDOR C02 34 m² FFL 118120

2BR 501 92 m²

2BR 502 80 m²

2BR 503 86 m²

1BR+S 504 39 m²

1BR+S 507 58 m²

2BR 508 76 m²

2BR 509 83 m²

2BR+S 506 81 m²

STUDIO 505 39 m²

STAIR 1

STAIR 2

LIFT A

LIFT B

EXHAUST 8 m²

GB 5 m²

STORE

STORAGE AT BASEMENT

BAL 10 m²

BAL 45 m²

BAL 33 m²

BAL 128 m²

BAL 25 m²

BAL 48 m²

BAL 12 m²

BAL 9 m²

BAL 7 m²

BAL 30 m²

BAL 23 m²

BAL 78 m²

UNIT MIX LEGEND

- STUDIO
- 1BR
- 1BR+S
- 2BR
- 2BR+S
- 3BR
- BAL
- CORRIDOR

ABBREVIATION

BAL	BALCONY
GB	GARBAGE
L	LAUNDRY
S	STORAGE/STUDY
C	CUPBOARD
B1,B2	BEDROOM
B	BATHROOM
E	ENSUITE
LIV,DIN	LIVING,DINING
K	KITCHEN
GF	GROUND FLOOR
LGF	LOWER GROUND FLOOR

PLANNING PROPOSAL APPLICATION 28 NOV 2013

0m 2m 4m 6m 8m 10m

VISUAL SCALE 1:100 @ A1

Rev	Date	Description
	28 NOV 13	PLANNING PROPOSAL APPLICATION

26/11/2013 6:42:11 PM
\\Mganas\k\2011\12-0024-654-666 Pacific Hwy Chatswood\Drawings\02-DA\DA-REVIT\Model\Chatswood residential.rvt

Architect
MGA
MGA Architects Pty.Ltd.
Architecture Interiors Project Management ACN 149 287 972
P + 61295606882 F + 612 9560 9884 M + 61 (0)414 964 612
6-26 Grove Street Dulwich Hill NSW 2203 E + a.sayeung@mga-arch.com.au

Client: DARAKI HOLDING PTY LTD

Project: PROPOSED MIXED DEVELOPMENT
654-666 PACIFIC HIGHWAY
CHATSWOOD NSW

DRAWING: LEVEL 5 FLOOR PLAN

Scale	Date	Project No.	Drawing No.
1 : 100@A1 1 : 200@A3	28 NOV 13	12-0024	A1.08

NORTH

FUTURE 4M ROAD WIDENING AS HATCHED

EXISTING BOUNDARY

POSSIBLE NEW BOUNDARY

LINE OF LEVEL 4

PROPOSED SETBACK

DCP SETBACK

SEPP65 SETBACK

BALCONY AT LEVEL 5 BELOW

PRIVACY SCREEN

STORAGE AT BASEMENT

BLOCK-A

BLOCK-B

FFL 121120

IRRIDOF

BAL 20 m²

BAL 24 m²

BAL 16 m²

BAL 46 m²

BAL 12 m²

BAL 7 m²

BAL 31 m²

BAL 70 m²

BAL 23 m²

2BR 601 92 m²

2BR 602 79 m² DIN

STUDIO 603 40 m²

2BR+S 604 94 m²

2BR 607 83 m²

2BR 606 76 m²

3BR 605 98 m²

STAIR 1

STAIR 2

LIFT A

LIFT B

EXHAUST 8 m²

GB 5 m²

LANDSCAPE 20m2

LEVEL 5 BELOW

BUILDING LINE OF LEVEL 4 BELOW

POSSIBLE DEDICATION 1m WIDE

UNIT MIX LEGEND

- STUDIO
- 1BR
- 1BR+S
- 2BR
- 2BR+S
- 3BR
- BAL
- CORRIDOR

ABBREVIATION

BAL	BALCONY
GB	GARBAGE
L	LAUNDRY
S	STORAGE/STUDY
C	CUPBOARD
B1,B2	BEDROOM
B	BATHROOM
E	ENSUITE
LIV,DIN	LIVING,DINING
K	KITCHEN
GF	GROUND FLOOR
LGF	LOWER GROUND FLOOR

PLANNING PROPOSAL APPLICATION 28 NOV 2013

VISUAL SCALE 1:100 @ A1

Rev	Date	Description
L	28 NOV 13	PLANNING PROPOSAL APPLICATION

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\\Mganas\k\2011\12-0024-654-666 Pacific Hwy Chatswood\Drawings\02-DA\DA-REVIT\Model\Chatswood residential.rvt

Architect: MGA Architects Pty Ltd. — Architecture Interiors Project Management ACN 149 287 972
P + 61295606882 F + 612 9560 9884 M + 61 (0)414 964 612
6-26 Grove Street Dulwich Hill NSW 2203 E + a.seymour@mga-archi.com.au

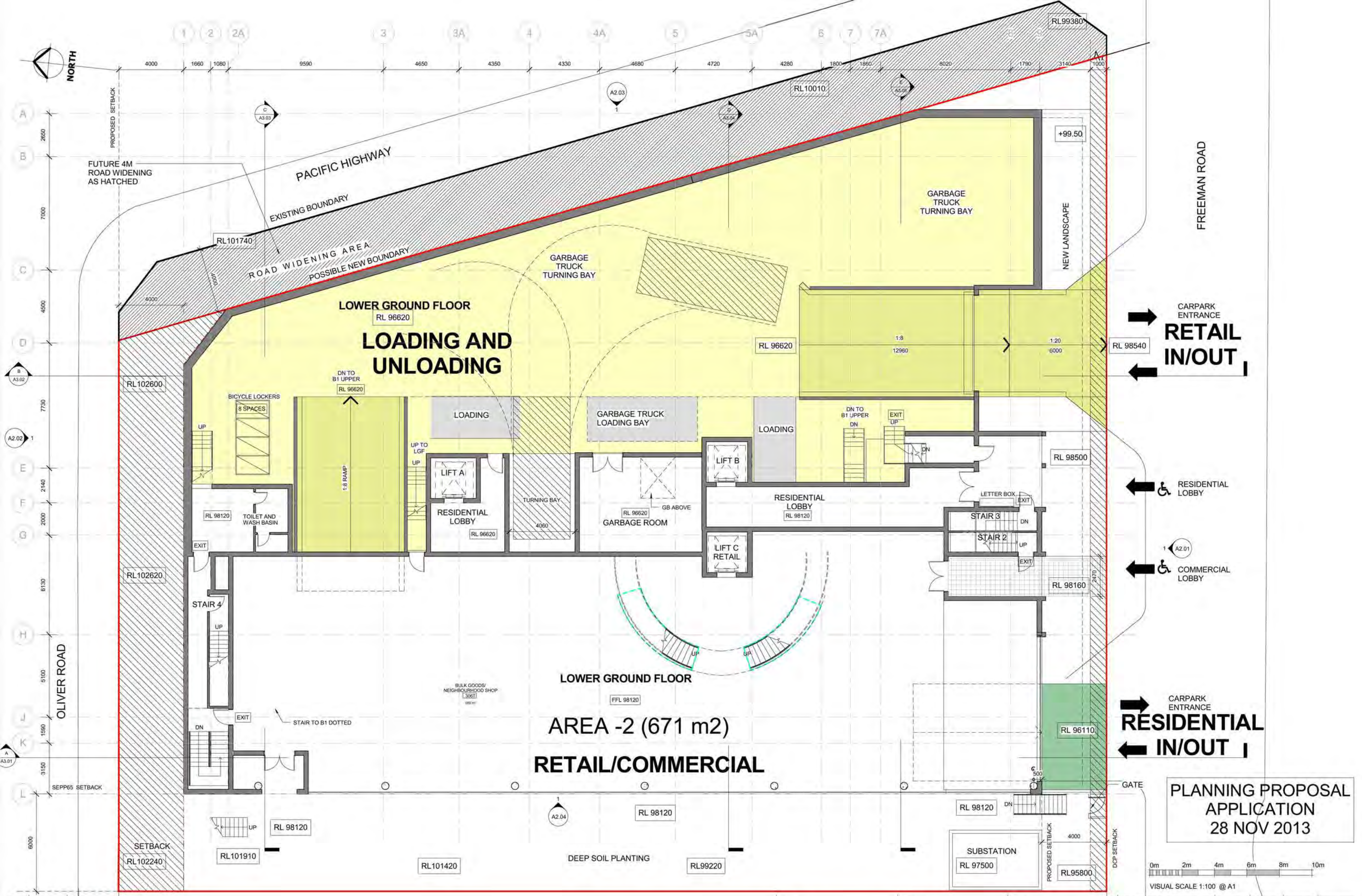
Client: DARAKI HOLDING PTY LTD

654-666 PACIFIC HIGHWAY CHATSWOOD NSW

Project: PROPOSED MIXED DEVELOPMENT

DRAWING: LEVEL 6 FLOOR PLAN

Scale: 1 : 100@A1, 1 : 200@A3 | Date: 28 NOV 13 | Project No: 12-0024 | Drawing No: A1.09



NORTH
PACIFIC HIGHWAY
FUTURE 4M ROAD WIDENING AS HATCHED
EXISTING BOUNDARY
ROAD WIDENING AREA
POSSIBLE NEW BOUNDARY
PROPOSED SETBACK
FREEMAN ROAD
OLIVER ROAD
LOWER GROUND FLOOR
RL 96620
LOADING AND UNLOADING
GARBAGE TRUCK TURNING BAY
GARBAGE TRUCK TURNING BAY
NEW LANDSCAPE
+99.50
CARPARK ENTRANCE
RETAIL IN/OUT
RL 98540
RL 96620
1:8
12960
1:20
6000
DN TO B1 UPPER
BICYCLE LOCKERS
8 SPACES
LOADING
GARBAGE TRUCK LOADING BAY
LOADING
EXIT UP
UP TO LGF
1:8 RAMP
LIFT A
RESIDENTIAL LOBBY
RL 96620
TURNING BAY
GARBAGE ROOM
RL 96620
GB ABOVE
LIFT B
RESIDENTIAL LOBBY
RL 98120
LIFT C RETAIL
LETTER BOX
STAIR 3
STAIR 2
RL 98500
RESIDENTIAL LOBBY
COMMERCIAL LOBBY
RL 98160
RL 98120
TOILET AND WASH BASIN
STAIR 4
BULK GOODS/ NEIGHBOURHOOD SHOP
LOWER GROUND FLOOR
FFL 98120
STAIR TO B1 DOTTED
AREA -2 (671 m2)
RETAIL/COMMERCIAL
CARPARK ENTRANCE
RESIDENTIAL IN/OUT
RL 96110
GATE
SEPP65 SETBACK
SETBACK
RL102600
RL102620
RL102240
RL101910
RL 98120
RL 98120
RL101420
DEEP SOIL PLANTING
RL99220
RL 98120
SUBSTATION
RL 97500
RL95800
DCP SETBACK
RL101740
RL10010
RL99380
PLANNING PROPOSAL APPLICATION 28 NOV 2013
VISUAL SCALE 1:100 @ A1

Rev	Date	Description
	28 NOV 13	PLANNING PROPOSAL APPLICATION

Architect: MGA — MGA Architects Pty Ltd. Architecture, Interiors, Project Management. ACN 149 287 972

Client: DARAKI HOLDING PTY LTD, 654-666 PACIFIC HIGHWAY CHATSWOOD NSW

Project: PROPOSED MIXED DEVELOPMENT

Drawing: LOWER GROUND FLOOR PLAN

Scale	Date	Project No	Drawing No.
1 : 100@A1 1 : 200@A3	28 NOV 13	12-0024	A1.02

29/11/2013 11:09:17 AM

PLANNING PROPOSAL APPLICATION
28 NOV 2013

Rev	Date	Description
	28 NOV 13	PLANNING PROPOSAL APPLICATION

26/11/2013 6:41:20 PM
\\Mganas\k\2011\12-0024-654-666 Pacific Hwy Chatswood\Drawings\02-DA\DA-REVIT\Model\Chatswood residential.rvt

Architect	Client	Project	DRAWING	Scale	Date	Project No	Drawing No.
MGA MGA Architects Pty Ltd Architecture Interiors Project Management ACN 149 287 972	DARAKI HOLDING PTY LTD 654-666 PACIFIC HIGHWAY CHATSWOOD NSW	PROPOSED MIXED DEVELOPMENT	ROOF PLAN	1 : 100@A1	28 NOV 13	12-0024	A1.10

NORTH

PACIFIC HIGHWAY

SUMMER SUN

WINTER SUN

9AM SUN

SUNRISE

12PM SUN

3PM SUN

SUNSET

N/E SUMMER WIND

S/W WINTER WIND

19700

BUILDING SEPARATION UP TO 12m HEIGHT

EXISTING SITE BOUNDARY

FUTURE 4m ROAD WIDENING

SITE AREA UNDER INFRASTRUCTURE

CONSISTENT FRONT SETBACK

COMMERCIAL ENTRY

RESIDENTIAL ENTRY

VEHICULAR ACCESS

18750

VIEW TO CITY

OPEN SAPCE

DN

LEVEL 6 ROOF

LEVEL 6 FLOOR

LEVEL 5 FLOOR

LEVEL 1-4 FLOOR

OPEN SAPCE DEEP SOIL PLANTING

GROUND FLOOR & LOWER GROUND FLOOR

SCREEN PLANTING

60960

16210

MINIMUM SEPARATION UP TO 4 STOREY

OLIVER ROAD

FREEMAN ROAD

PLANNING PROPOSAL APPLICATION
28 NOV 2013

0m 5m 10m 15m 20m 25m

VISUAL SCALE 1:250 @ A1

Rev	Date	Description
	28 NOV 13	PLANNING PROPOSAL APPLICATION

26/11/2013 3:30:57 PM
\\Mganas\k\2011\12-0024-654-666 Pacific Hwy Chatswood\Drawings\02-DA\DA-REVIT\Model\Chatswood residential.rvt

Architect

MGA

MGA Architects Pty Ltd.

Architecture
Interiors
Project Management
ACN 149 287 972

P + 61295606882 F + 612 9560 9884 M + 61 (0)414 964 812
6-26 Grove Street Dulwich Hill NSW 2203 E + a.seyeung@mga-arch.com.au

Client

DARAKI HOLDING PTY LTD

654-666 PACIFIC HIGHWAY
CHATSWOOD NSW

Project

PROPOSED MIXED DEVELOPMENT

DRAWING

SITE ANALYSIS PLAN

Scale	Date	Project No.	Drawing No.
1 : 250 @A1	28 NOV 13	12-0024	A1.01

LANDSCAPE PLAN - GROUND FLOOR

SCALE 1:100@A1/1:200@A3

PACIFIC HIGHWAY

RL 99.38

RL 100.10

RL 100.20

RL 100.70

RL 99.60

EE

MG

AWNING ABOVE

COMMERCIAL VISITOR ENTRANCE

RETAIL ENTRANCE

RETAIL ENTRANCE

RL 101.74

INGRESS AND EGRESS AT LOWER GROUND FLOOR

RL 98.54

RL 98.15

RL 98.50

RL 103.14

AWNING ABOVE

RETAIL ENTRANCE

PROPOSED COMMERCIAL AND RESIDENTAIL TOWER BLOCKS
654-666 PACIFIC HIGHWAY
CHATSWOOD
(REFER TO ARCHITECTS DRAWINGS A1-01 & 02 FOR DETAIL)

CHUTE

EXIT

STAIR 1B

DN

UP

LIFT 1B

LIFT 2B

UP

EXIT

STAIR 2B

DN

FREEMAN ROAD

RL 102.70

LETTER BOX

1:20 RAMP

RESIDENTIAL LOBBY
FFL 102.12

UP

UP

RESIDENTIAL ENTRANCE

RL 102.80

LIFT C
RETAIL

DN

VOID

RL 98.16

COMMERCIAL ENTRANCE LOWER GROUND FLOOR

DN

OLIVER ROAD

INGRESS AND EGRESS AT LOWER GROUND FLOOR

RL 102.67

RL 102.60

DN

RL 98.12

RL 101.91

RL 101.42

RL 99.22

RL 98.12

SUBSTATION

RL 96.11

RL 95.80

RL 102.51

AP
EM
ER

1/05

1/04

1/05

1/04

LEGEND

- BENCHMARK ON KERB R. L. 00.00 (AHD)
- RL 95.800 — PROPOSED SPOT LEVEL
- EXISTING TREE TO BE REMOVED (REFER ARBORIST REPORT)
- EXISTING TREE TO BE RETAINED (REFER ARBORIST REPORT)
- MASONRY WALLING (REFER ARCHITECTS DRAWINGS)
- EXISTING BRICK PAVING (REFER SITE SURVEY)
- EXISTING CONCRETE PAVING (REFER SITE SURVEY)
- PROPOSED PAVING TYPE 1 (REFER ARCHITECTS DRAWINGS)
- PROPOSED PAVING TYPE 2 (REFER ARCHITECTS DRAWINGS)
- PROPOSED PAVING TYPE 3 (REFER ARCHITECTS DRAWINGS)
- PROPOSED STEPPING STONES
- GROUNDCOVER PLANTING (REFER PLANT SCHEDULE)
- ACCENT PLANTING (REFER PLANT SCHEDULE)
- SCREEN PLANTING (REFER PLANT SCHEDULE)
- TREE PLANTING (REFER PLANT SCHEDULE)
- EXISTING TURF AREA (TO BE RETAINED)
- WALL / FLOOR — LANDSCAPE LIGHTING

MAGNETIC NORTH PROJECT NORTH

ISSUE	DESCRIPTION	DATE
F	REVISED PLANNING PERMISSION	28/05/14
E	REVISED PLANNING PERMISSION	02/05/14
D	FOR COORDINATION	15/04/14
C	REVISED PLANNING PERMISSION	08/11/13
B	FOR PLANNING PERMISSION	19/07/13

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PROJECT AND ADDRESS
MIXED USE DEVELOPMENT
654-666 PACIFIC HIGHWAY
CHATSWOOD

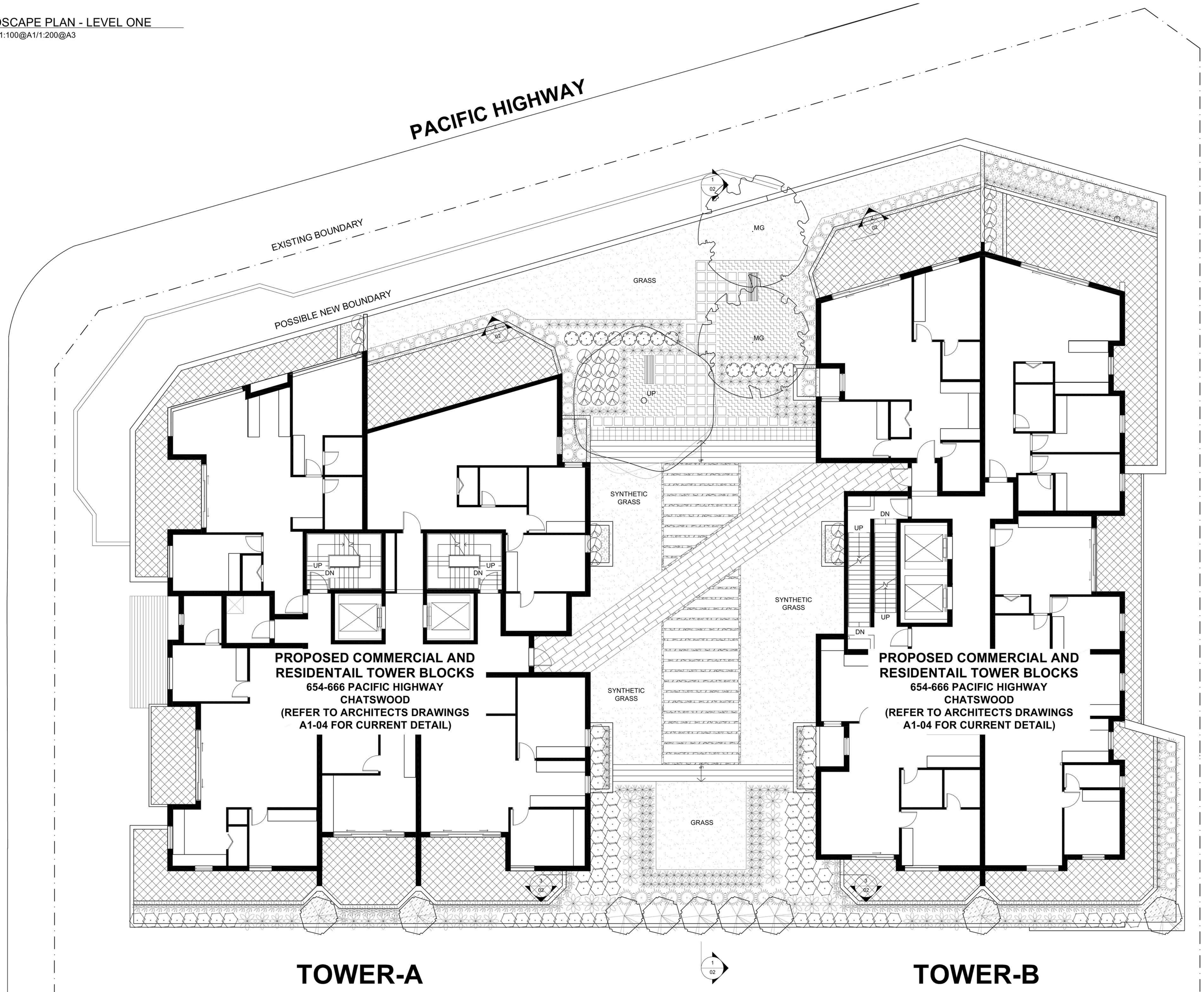
DRAWING TITLE
LANDSCAPE CONCEPT PLAN
GROUND FLOOR

SCALE	1:100 @ A1/1:200 @ A3
DESIGNED/DRAWN	MG/CD
VERIFIED	JR
DATE	16/07/2013
JOB NUMBER	13710

DRAWING NUMBER ISSUE
13710-01 F

LANDSCAPE PLAN - LEVEL ONE

SCALE 1:100@A1/1:200@A3



LEGEND

- BENCHMARK ON KERB R. L. 00.00 (AHD)
- + RL 95.800 — PROPOSED SPOT LEVEL
- EXISTING TREE TO BE REMOVED (REFER ARBORIST REPORT)
- EXISTING TREE TO BE RETAINED (REFER ARBORIST REPORT)
- MASONRY WALLING (REFER ARCHITECTS DRAWINGS)
- EXISTING BRICK PAVING (REFER SITE SURVEY)
- EXISTING CONCRETE PAVING (REFER SITE SURVEY)
- PROPOSED PAVING TYPE 1 (REFER ARCHITECTS DRAWINGS)
- PROPOSED PAVING TYPE 2 (REFER ARCHITECTS DRAWINGS)
- PROPOSED PAVING TYPE 3 (REFER ARCHITECTS DRAWINGS)
- PROPOSED STEPPING STONES
- DECORATIVE PEBBLE MULCH
- GROUNDCOVER PLANTING (REFER PLANT SCHEDULE)
- ACCENT PLANTING (REFER PLANT SCHEDULE)
- SCREEN PLANTING (REFER PLANT SCHEDULE)
- TREE PLANTING (REFER PLANT SCHEDULE)
- EXISTING TURF AREA (TO BE RETAINED)
- WALL / FLOOR — LANDSCAPE LIGHTING

MAGNETIC NORTH PROJECT NORTH

ISSUE	DESCRIPTION	DATE
F	REVISED PLANNING PERMISSION	28/05/14
E	REVISED PLANNING PERMISSION	02/05/14
D	FOR COORDINATION	15/04/14
C	REVISED PLANNING PERMISSION	08/11/13
B	FOR PLANNING PERMISSION	19/07/13

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654-666 PACIFIC HIGHWAY
CHATSWOOD

DRAWING TITLE
LANDSCAPE CONCEPT PLAN
LEVEL ONE

SCALE	1:100 @ A1/1:200 @ A3
DESIGNED/DRAWN	HG/CD
VERIFIED	JR
DATE	16/07/2013
JOB NUMBER	13710

DRAWING NUMBER ISSUE

13710-02 F

LANDSCAPE PLAN - GROUND FLOOR

SCALE 1:100@A1/1:200@A3

LEGEND

- BENCHMARK ON KERB R. L. 00.00 (AHD)
- PROPOSED SPOT LEVEL
- EXISTING TREE TO BE REMOVED (REFER ARBORIST REPORT)
- EXISTING TREE TO BE RETAINED (REFER ARBORIST REPORT)
- MASONRY WALLING (REFER ARCHITECTS DRAWINGS)
- EXISTING BRICK PAVING (REFER SITE SURVEY)
- EXISTING CONCRETE PAVING (REFER SITE SURVEY)
- PROPOSED PAVING TYPE 1 (REFER ARCHITECTS DRAWINGS)
- PROPOSED PAVING TYPE 2 (REFER ARCHITECTS DRAWINGS)
- PROPOSED PAVING TYPE 3 (REFER ARCHITECTS DRAWINGS)
- PROPOSED STEPPING STONES
- GROUNDCOVER PLANTING (REFER PLANT SCHEDULE)
- ACCENT PLANTING (REFER PLANT SCHEDULE)
- SCREEN PLANTING (REFER PLANT SCHEDULE)
- TREE PLANTING (REFER PLANT SCHEDULE)
- EXISTING TURF AREA (TO BE RETAINED)
- LANDSCAPE LIGHTING

MAGNETIC NORTH   PROJECT NORTH

ISSUE	DESCRIPTION	DATE
C	REVISED PLANNING PERMISSION	06/11/13
B	FOR PLANNING PERMISSION	15/07/13
A	FOR INFORMATION	16/07/13

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654-666 PACIFIC HIGHWAY
CHATSWOOD

DRAWING TITLE
LANDSCAPE CONCEPT PLAN
GROUND FLOOR

SCALE 1:100 @ A1/1:200 @ A3

DRAWING NUMBER 13710-01   ISSUE C

LANDSCAPE PLAN - FIRST FLOOR
SCALE 1:100@A1/1:200@A3

LEGEND

- BENCHMARK ON KERB R. L. 00.00 (AHD)
- PROPOSED SPOT LEVEL
- EXISTING TREE TO BE REMOVED (REFER ARBORIST REPORT)
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- PROPOSED PAVING TYPE 3 (REFER ARCHITECTS DRAWINGS)
- PROPOSED STEPPING STONES
- GROUNDCOVER PLANTING (REFER PLANT SCHEDULE)
- ACCENT PLANTING (REFER PLANT SCHEDULE)
- SCREEN PLANTING (REFER PLANT SCHEDULE)
- TREE PLANTING (REFER PLANT SCHEDULE)
- EXISTING TURF AREA (TO BE RETAINED)
- LANDSCAPE LIGHTING

MAGNETIC NORTH | PROJECT NORTH

ISSUE	DESCRIPTION	DATE
C	REVISED PLANNING PROPOSITION	28/11/13
B	FOR PLANNING PERMISSION	19/09/13
A	FOR INFORMATION	19/07/13

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CHATSWOOD

DRAWING TITLE
LANDSCAPE CONCEPT PLAN
FIRST FLOOR

SCALE	1:100 @ A1/1:200 @ A3
DESIGNED/DRAWN	HS/CD
VERIFIED	JR
DATE	14/07/2013
JOB NUMBER	13710

DRAWING NUMBER	ISSUE
13710-01	C

LANDSCAPE PLAN - SIXTH FLOOR

SCALE 1:100@A1/1:200@A3

LEGEND

- BENCHMARK ON KERB R.L. 00.00 (AHD)
- PROPOSED SPOT LEVEL
- EXISTING TREE TO BE REMOVED (REFER ARBORIST REPORT)
- EXISTING TREE TO BE RETAINED (REFER ARBORIST REPORT)
- MASONRY WALLING (REFER ARCHITECTS DRAWINGS)
- EXISTING BRICK PAVING (REFER SITE SURVEY)
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- PROPOSED PAVING TYPE 1 (REFER ARCHITECTS DRAWINGS)
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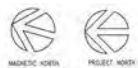
- PROPOSED PAVING TYPE 3 (REFER ARCHITECTS DRAWINGS)
- PROPOSED STEPPING STONES
- GROUNDCOVER PLANTING (REFER PLANT SCHEDULE)
- ACCENT PLANTING (REFER PLANT SCHEDULE)
- SCREEN PLANTING (REFER PLANT SCHEDULE)
- TREE PLANTING (REFER PLANT SCHEDULE)
- EXISTING TURF AREA (TO BE RETAINED)
- LANDSCAPE LIGHTING



ISSUE	DESCRIPTION	DATE
C	REVISED PLANNING PERMISSION	08/11/13
B	FOR PLANNING PERMISSION	19/07/13
A	FOR INFORMATION	15/07/13

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MIXED USE DEVELOPMENT
654-666 PACIFIC HIGHWAY
CHATSWOOD

DRAWING TITLE
LANDSCAPE CONCEPT PLAN
ROOFTOP LEVEL

DRAWING NUMBER: 13710-03
ISSUE: C

SECTIONAL ELEVATION A-B SCALE 1:100 @ A1
(DIAGRAMMATIC ONLY)

ISSUE	DESCRIPTION	DATE
B	FOR PLANNING PERMISSION	08/11/13
A	FOR PLANNING PERMISSION	15/07/13

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MIXED USE DEVELOPMENT
654-666 PACIFIC HIGHWAY
CHATSWOOD

DRAWING TITLE
LANDSCAPE CONCEPT PLAN
ELEVATION

SCALE	1:100 @ A1 | 1:200 @ A3
DESIGNED/Drawn	KG/CD
CHECKED	JK
DATE	15/07/2013
JOB NUMBER	13710

DRAWING NUMBER	ISSUE
13710-04	B

SECTIONAL ELEVATION C-D SCALE 1:100 @ A1
(DIAGRAMMATIC ONLY)

ISSUE	DESCRIPTION	DATE
A	FOR PLANNING PERMISION	19/07/13

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PROJECT AND ADDRESS
MIXED USE DEVELOPMENT
654-666 PACIFIC HIGHWAY
CHATSWOOD

DRAWING TITLE
LANDSCAPE CONCEPT PLAN
ELEVATION

SCALE	1:100@ A1 1:200@A3
DRAWING DRAWN	AS/CD
VERIFIED	JK
DATE	16/07/2013
JOB NUMBER	13710

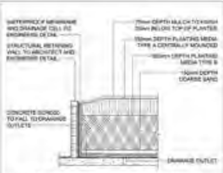
DRAWING NUMBER	ISSUE
13710-05	A

PLANT SCHEDULE

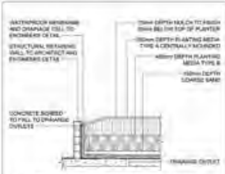
SYMB.	BOTANICAL NAME	COMMON NAME	CENTRES	POT SIZE	HEIGHT/SPAN *	TOTAL	NATIVE	WATER USE
GROUNDCOVER AND ACCENT PLANTS								
	AGAPANTHUS PRAECOX	LILY OF THE NILE	600mm	200mm	400 x 400mm	16	N	1
	DORYANTHES EXCELSA	GYMEA LILY	RANDOM	200mm	1200 x 1200mm	200	Y	1
	LANTANA MONTEVIDENSIS	DWARF STERILE LANTANA	5/m2	150mm	400 x 600mm	305	N	1
	LIRIOPE 'EVERGREEN GIANT'	LIRIOPE	450mm	150mm	450 x 450mm	918	N	1
	MACROZAMIA COMMUNIS	BURRAWANG	RANDOM	20lt	VARIABLE	41	Y	1
	PHORMIUM TENAX 'PURPUREUM'	NZ FLAX CULTIVAR	600mm	25lt	600 x 600mm	110	N	1
	TRACHELOSPERMUM TRICOLOR	VARIEGATED STAR JASMINE	5/m2	150mm	400 x 500mm	1015	N	1
	VIOLA HEDERACEAE	NATIVE VIOLET	5/m2	100mm	100 x 500mm	510	Y	1
SCREEN PLANTING								
	CAMELLIA SASANQUA 'SOMETHING SPECIAL'	SASANQUA CAMELLIA	1000mm	25lt	3000 x 1200mm	65	N	L-M
	MURRAYA PANICULATA	ORANGE JESSAMINE	1000mm	25lt	2000 x 1000mm	106	N	1
	SYZYGIUM 'PATHFINDER'	LILLYPILLY CULTIVAR	1000mm	25lt	1500 x 1000mm	128	Y	1
	STRELITZIA JUNCEA	BIRD-OF-PARADISE	1000mm	45lt	2000 x 1200mm	60	N	1
TREES								
AP	ACER PALMATUM	JAPANESE MAPLE	SHOWN	75lt	6 x 3.5m	17	N	L-M
ER	ELAEOCARPUS RETICULATUS	BLUE BERRY ASH	1800mm	45lt	6 x 3.5m	16	Y	1
EM	EUCALYPTUS MACULATA	SPOTTED GUM	SHOWN	100lt	20 x 10m	8	Y	1
LA	LIVISTONA AUSTRALIS	CABBAGE PALM	SHOWN	300lt	8 x 5m	20	Y	1
ML	MAGNOLIA GRANDIFLORA 'LITTLE GEM'	MAGNOLIA	SHOWN	100lt	5 x 3m	30	N	1
RS	ROBINIA PSEUDOACACIA 'FRISIA'	GOLDEN ROBINIA	SHOWN	150lt	6-8 x 4-5m	5	N	1
UP	ULMUS PARVIFOLIA	CHINESE ELM	SHOWN	150lt	8-12 x 8-10m	2	N	L-M

* HEIGHT AND SPAN INDICATIVE. SUBJECT TO ONSITE LOCAL ENVIRONMENTAL FACTORS. USE ONLY AS A GUIDE.

NOTE: WATER USE IS MEASURED ONCE THE 12 MONTH PLANTING ESTABLISH PERIOD HAS BEEN REACHED.

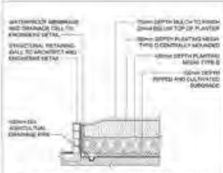


1 / 06 PLANTING TYPE 1 - ON SLAB FILLING DETAIL

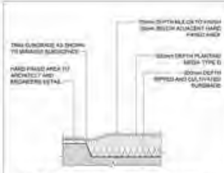


2 / 06 PLANTING TYPE 2 - ON SLAB FILLING DETAIL

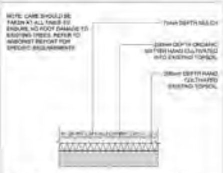
3 / 06 PLANTING TYPE 3 - ON SLAB FILLING DETAIL



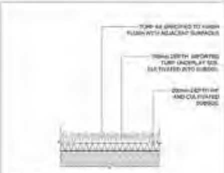
4 / 06 PLANTING TYPE 4 - ON GRADE FILLING DETAIL



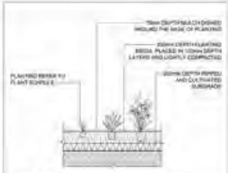
5 / 06 PLANTING TYPE 5 - ON GRADE FILLING DETAIL



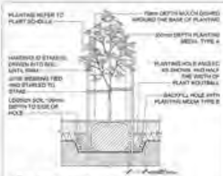
6 / 06 PLANTING TYPE 6 - EXISTING GARDEN BED



7 / 06 PLANTING TYPE 7 - TURF ON GRADE



8 / 06 PLANTING INSTALLATION - 150mm TO 45lt



9 / 06 PLANTING INSTALLATION - 75lt TO 150lt

7 / 06 PLANTING TYPE 5 - POT TYPICAL DETAIL

LEGEND

- BENCHMARK ON KERB R.L. 00.00 (AHD)
- PROPOSED SPOT LEVEL
- EXISTING TREE TO BE REMOVED (REFER ARBORIST REPORT)
- EXISTING TREE TO BE RETAINED (REFER ARBORIST REPORT)
- MASONRY WALLING (REFER ARCHITECTS DRAWINGS)
- EXISTING BRICK PAVING (REFER SITE SURVEY)
- EXISTING CONCRETE PAVING (REFER SITE SURVEY)
- PROPOSED PAVING TYPE 1 (REFER ARCHITECTS DRAWINGS)
- PROPOSED PAVING TYPE 2 (REFER ARCHITECTS DRAWINGS)
- PROPOSED PAVING TYPE 3 (REFER ARCHITECTS DRAWINGS)
- PROPOSED STEPPING STONES
- GROUNDCOVER PLANTING (REFER PLANT SCHEDULE)
- ACCENT PLANTING (REFER PLANT SCHEDULE)
- SCREEN PLANTING (REFER PLANT SCHEDULE)
- TREE PLANTING (REFER PLANT SCHEDULE)
- EXISTING TURF AREA (TO BE RETAINED)
- LANDSCAPE LIGHTING

MAGNETIC NORTH   PROJECT NORTH

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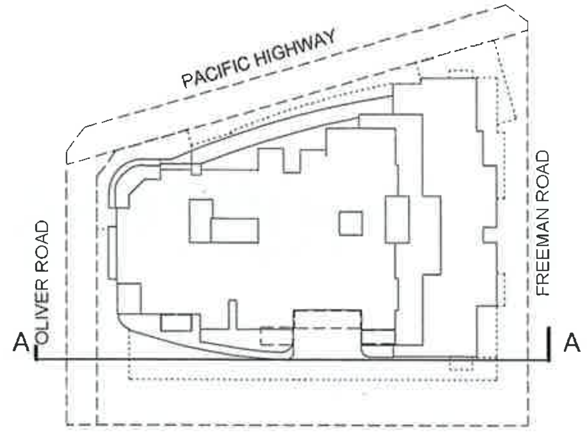
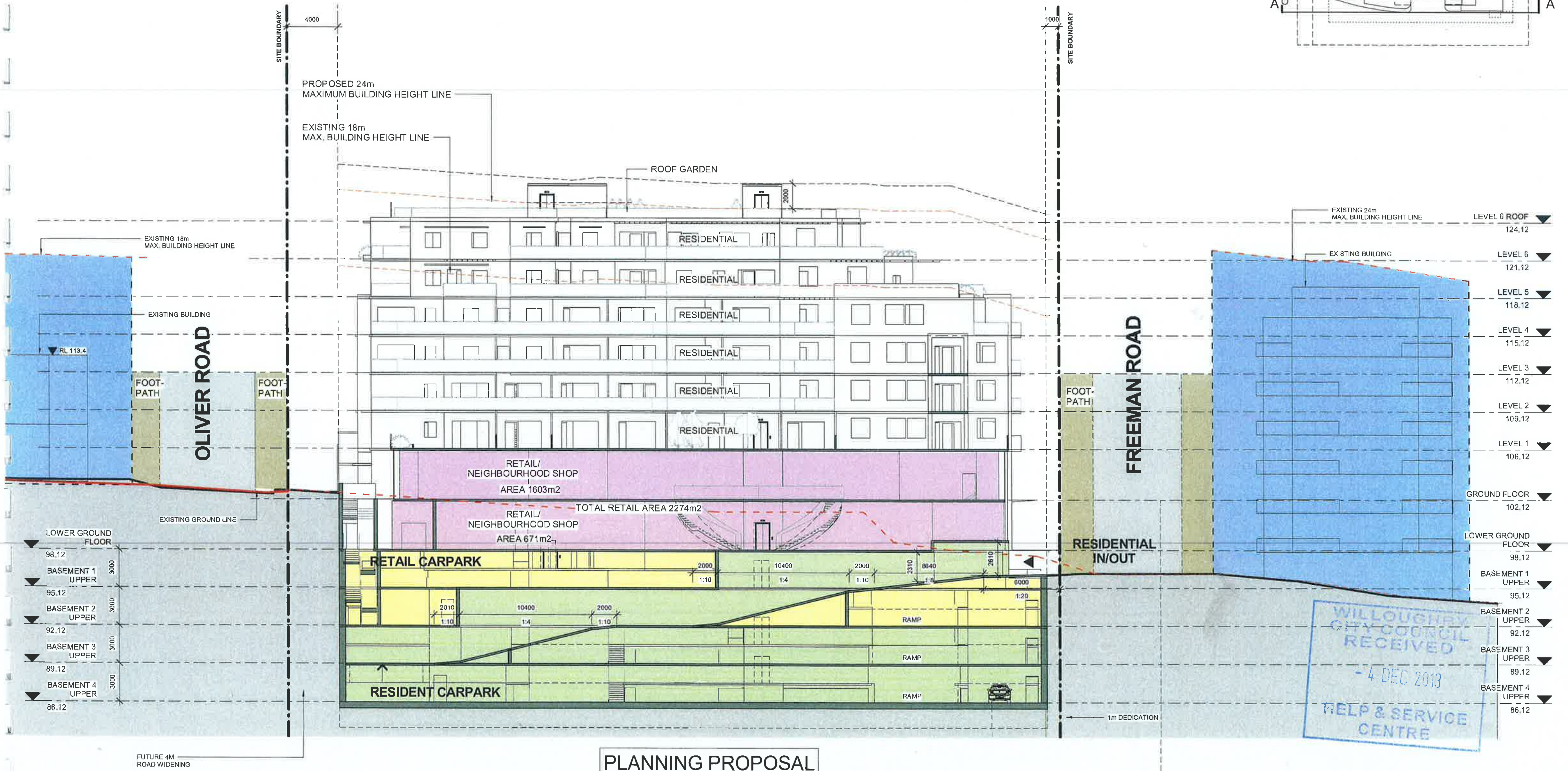
PROJECT AND ADDRESS
MIXED USE DEVELOPMENT
654-666 PACIFIC HIGHWAY
CHATSWOOD

DRAWING TITLE
LANDSCAPE TYPICAL DETAILS

DRAWING NUMBER: 13710-06   REV: C




SITE BOUNDARY
4000
1000
PROPOSED 24m
MAXIMUM BUILDING HEIGHT LINE
EXISTING 18m
MAX. BUILDING HEIGHT LINE
ROOF GARDEN
2000
EXISTING 18m
MAX. BUILDING HEIGHT LINE
EXISTING BUILDING
RL 113.4
FOOT-PATH
OLIVER ROAD
FOOT-PATH
RESIDENTIAL
RESIDENTIAL
RESIDENTIAL
RESIDENTIAL
RESIDENTIAL
RESIDENTIAL
RETAIL/
NEIGHBOURHOOD SHOP
AREA 1603m2
TOTAL RETAIL AREA 2274m2
RETAIL/
NEIGHBOURHOOD SHOP
AREA 671m2
EXISTING GROUND LINE
LOWER GROUND FLOOR
98.12
BASEMENT 1 UPPER
95.12
BASEMENT 2 UPPER
92.12
BASEMENT 3 UPPER
89.12
BASEMENT 4 UPPER
86.12
3000
RETAIL CARPARK
RESIDENT CARPARK
2000
1:10
10400
1:4
2000
1:10
2310
8640
1:8
2610
6000
1:20
2010
1:10
10400
1:4
2000
1:10
RAMP
RAMP
RAMP
RAMP
FUTURE 4M
ROAD WIDENING
FOOT-PATH
FREEMAN ROAD
RESIDENTIAL
IN/OUT
1m DEDICATION
EXISTING 24m
MAX. BUILDING HEIGHT LINE
EXISTING BUILDING
LEVEL 6 ROOF
124.12
LEVEL 6
121.12
LEVEL 5
118.12
LEVEL 4
115.12
LEVEL 3
112.12
LEVEL 2
109.12
LEVEL 1
106.12
GROUND FLOOR
102.12
LOWER GROUND FLOOR
98.12
BASEMENT 1 UPPER
95.12
BASEMENT 2 UPPER
92.12
BASEMENT 3 UPPER
89.12
BASEMENT 4 UPPER
86.12
WILLOUGHBY CITY COUNCIL
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- 4 DEC 2013
HELP & SERVICE CENTRE

PLANNING PROPOSAL
APPLICATION
28 NOV 2013

0m 3m 6m 9m 12m 15m

VISUAL SCALE 1:150 @ A1

Rev	Date	Description
	28 NOV 13	PLANNING PROPOSAL APPLICATION

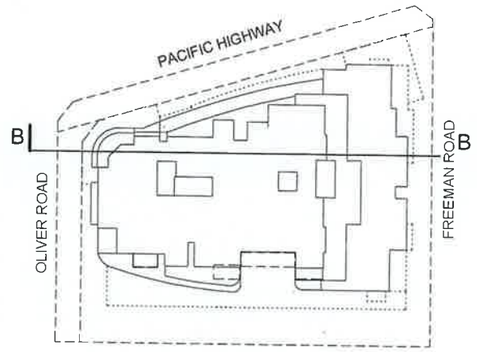
Architect: MGA
MGA Architects Pty Ltd
Architecture Interiors Project Management
ACN 149 287 972

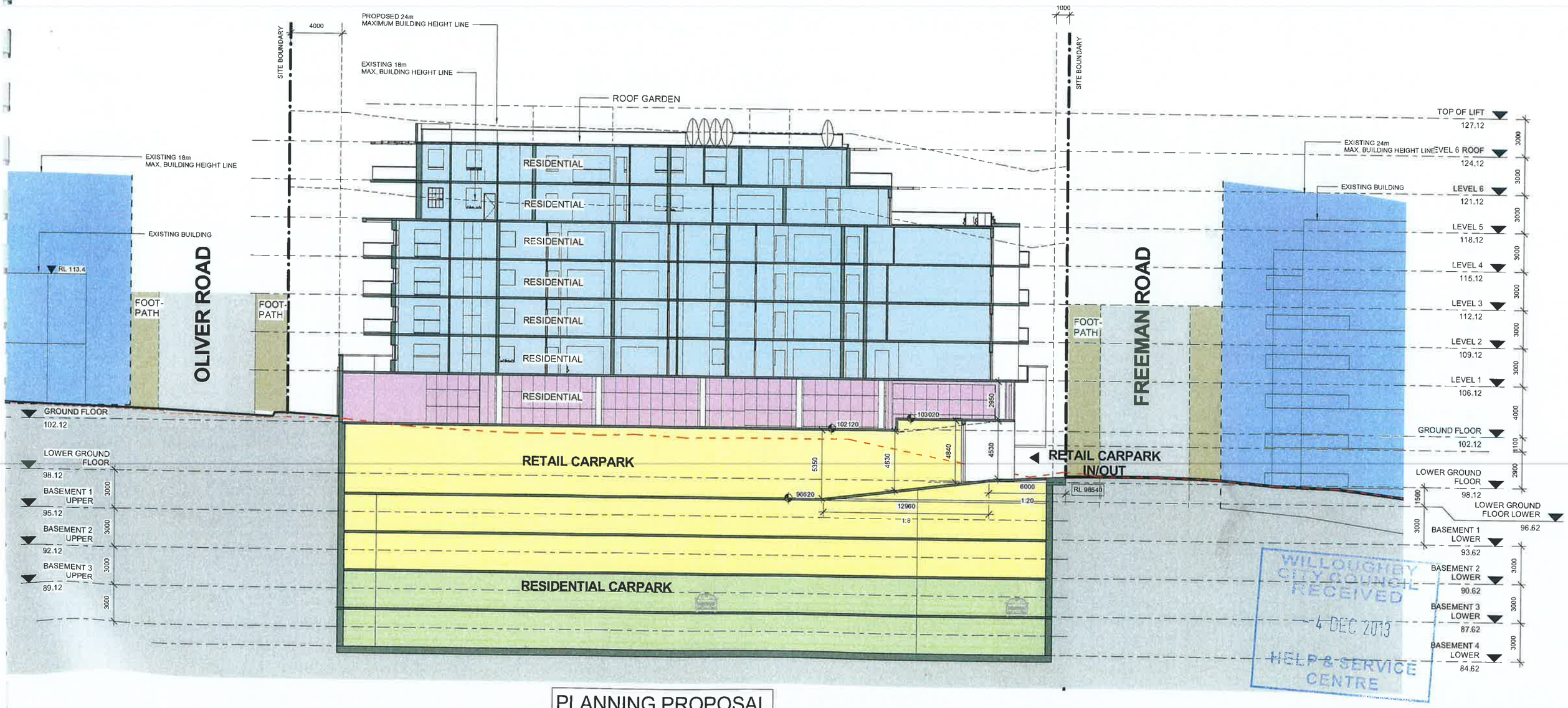
Client: DARAKI HOLDING PTY LTD
654-666 PACIFIC HIGHWAY
CHATSWOOD NSW

Project: PROPOSED MIXED DEVELOPMENT

DRAWING	Scale	Date	Project No.	Drawing No
SECTION A	As @A1 1:300@A3	28 NOV 13	12-0024	A3.01

2/12/2013 4:15:21 PM





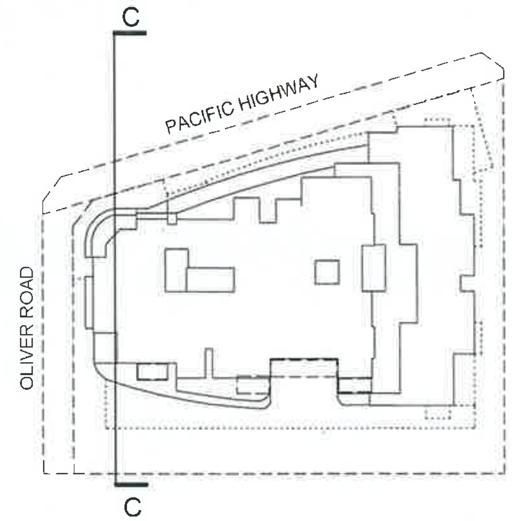
PLANNING PROPOSAL
APPLICATION
28 NOV 2013

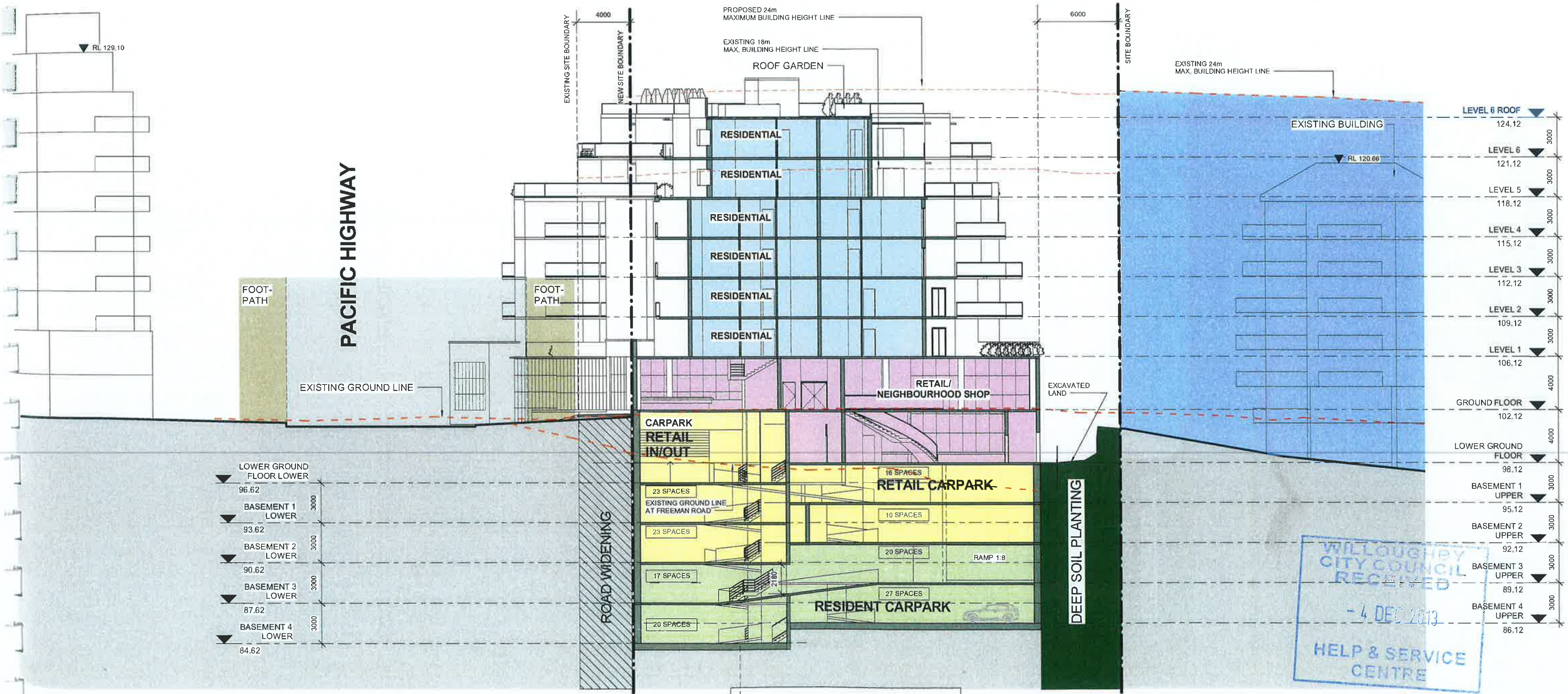
0m 3m 6m 9m 12m 15m

VISUAL SCALE 1:150 @ A1

Rev	Date	Description
	28 NOV 13	PLANNING PROPOSAL APPLICATION

Architect	Client	Project	DRAWING	Scale	Date	Project No.	Drawing No
MGA MGA Architects Pty Ltd Architecture Interiors Project Management ACN 149 287 972	DARAKI HOLDING PTY LTD	PROPOSED MIXED DEVELOPMENT	SECTION B	As indicated @A1	28 NOV 13	12-0024	A3.02



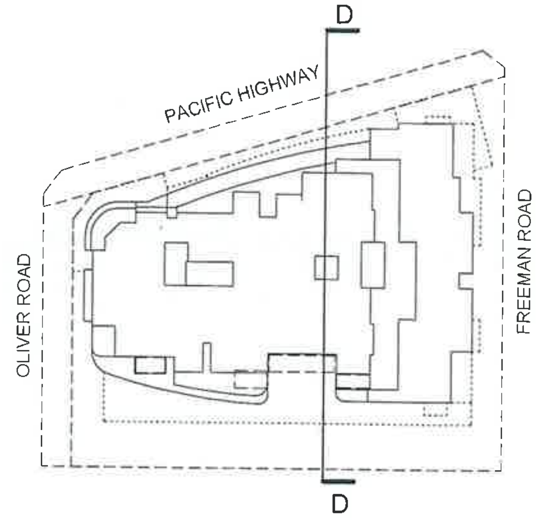


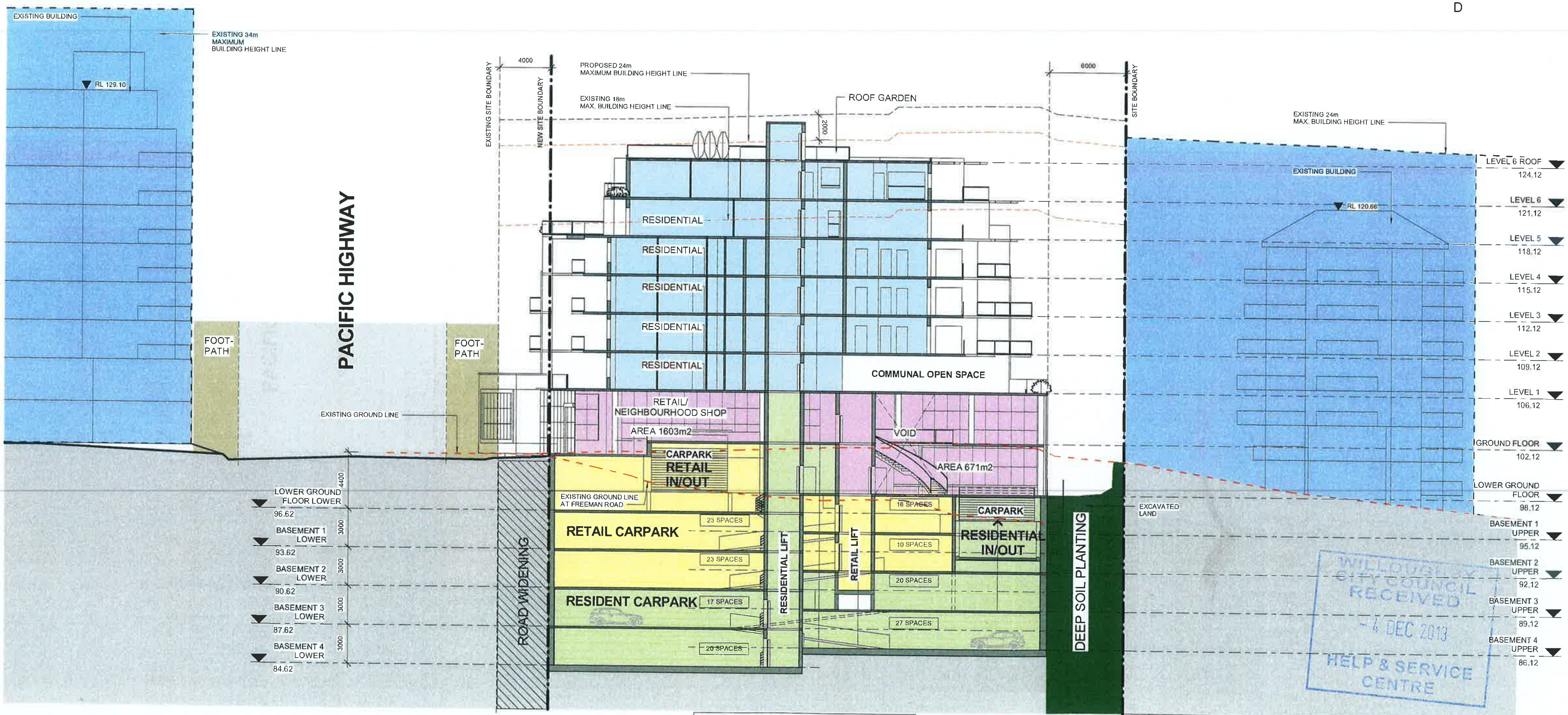
PLANNING PROPOSAL APPLICATION
28 NOV 2013

0m 3m 6m 9m 12m 15m
VISUAL SCALE 1:150 @ A1

Rev	Date	Description
	28 NOV 13	PLANNING PROPOSAL APPLICATION

Architect	Client	Project	DRAWING	Scale	Date	Project No.	Drawing N
MGA MGA Architects Pty Ltd Architecture Interiors Project Management ACN 149 287 972	DARAKI HOLDING PTY LTD 654-666 PACIFIC HIGHWAY	PROPOSED MIXED DEVELOPMENT	SECTION C	As @A1 1 : 300@A3	28 NOV 13	12-0024	A3.03





EXISTING BUILDING
EXISTING 34m MAXIMUM BUILDING HEIGHT LINE
RL 129.10
PACIFIC HIGHWAY
FOOT-PATH
FOOT-PATH
EXISTING GROUND LINE
4000
EXISTING SITE BOUNDARY
NEW SITE BOUNDARY
PROPOSED 24m MAXIMUM BUILDING HEIGHT LINE
EXISTING 18m MAX. BUILDING HEIGHT LINE
ROOF GARDEN
2000
6000
SITE BOUNDARY
EXISTING 24m MAX. BUILDING HEIGHT LINE
RESIDENTIAL
RESIDENTIAL
RESIDENTIAL
RESIDENTIAL
RESIDENTIAL
COMMUNAL OPEN SPACE
RETAIL/ NEIGHBOURHOOD SHOP
AREA 1603m2
VOID
AREA 671m2
CARPARK RETAIL IN/OUT
EXISTING GROUND LINE AT FREEMAN ROAD
RETAIL CARPARK
23 SPACES
23 SPACES
RESIDENT CARPARK
17 SPACES
20 SPACES
16 SPACES
10 SPACES
20 SPACES
27 SPACES
CARPARK RESIDENTIAL IN/OUT
RESIDENTIAL LIFT
RETAIL LIFT
ROAD WIDENING
DEEP SOIL PLANTING
EXCAVATED LAND
EXISTING BUILDING
RL 120.66
LOWER GROUND FLOOR LOWER 96.62
BASEMENT 1 LOWER 93.62
BASEMENT 2 LOWER 90.62
BASEMENT 3 LOWER 87.62
BASEMENT 4 LOWER 84.62
4400
3000
3000
3000
3000
LEVEL 6 ROOF 124.12
LEVEL 6 121.12
LEVEL 5 118.12
LEVEL 4 115.12
LEVEL 3 112.12
LEVEL 2 109.12
LEVEL 1 106.12
GROUND FLOOR 102.12
LOWER GROUND FLOOR 98.12
BASEMENT 1 UPPER 95.12
BASEMENT 2 UPPER 92.12
BASEMENT 3 UPPER 89.12
BASEMENT 4 UPPER 86.12
WILLOUGHBY CITY COUNCIL RECEIVED
- 4 DEC 2013
HELP & SERVICE CENTRE

PLANNING PROPOSAL
APPLICATION
28 NOV 2013

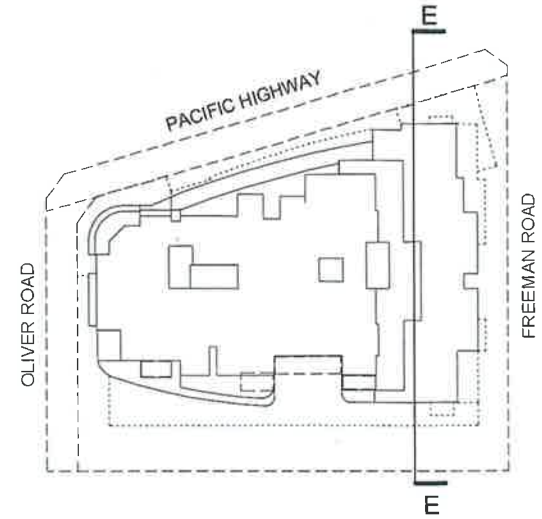
0m 3m 6m 9m 12m 15m

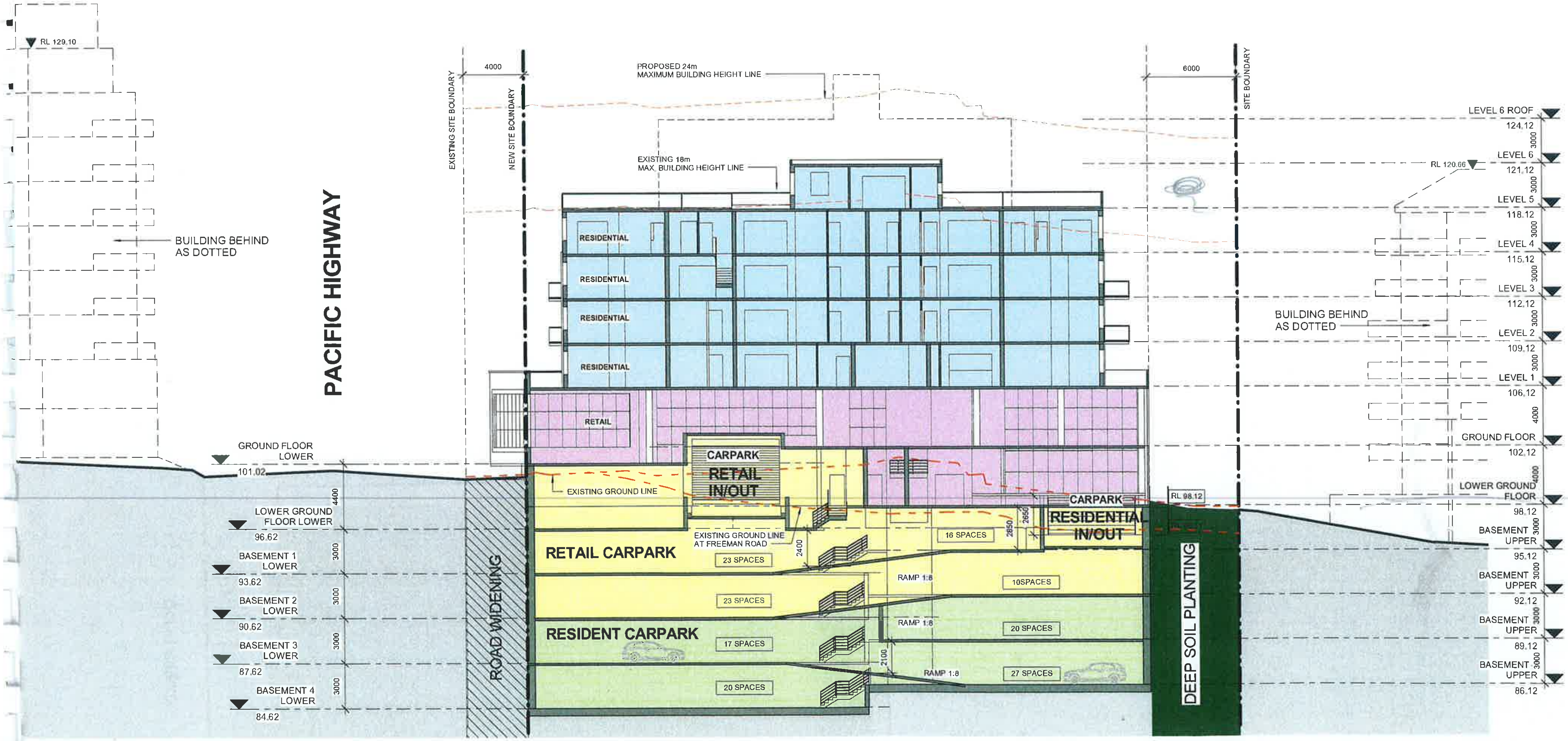
VISUAL SCALE 1:150 @ A1

Rev	Date	Description
	28 NOV 13	PLANNING PROPOSAL APPLICATION

Architect	Client	Project	DRAWING	Scale	Date	Project No	Drawing No
MGA Architecture Interiors Project Management ACN 149 287 972 MGA Architects Pty Ltd	DARAKI HOLDING PTY LTD 654-666 PACIFIC HIGHWAY CHATSWOOD NSW	PROPOSED MIXED DEVELOPMENT	SECTION D	As indicated @A1	28 NOV 13	12-0024	A3.04

4/12/2013 10:39:24 AM





PLANNING PROPOSAL APPLICATION
28 NOV 2013

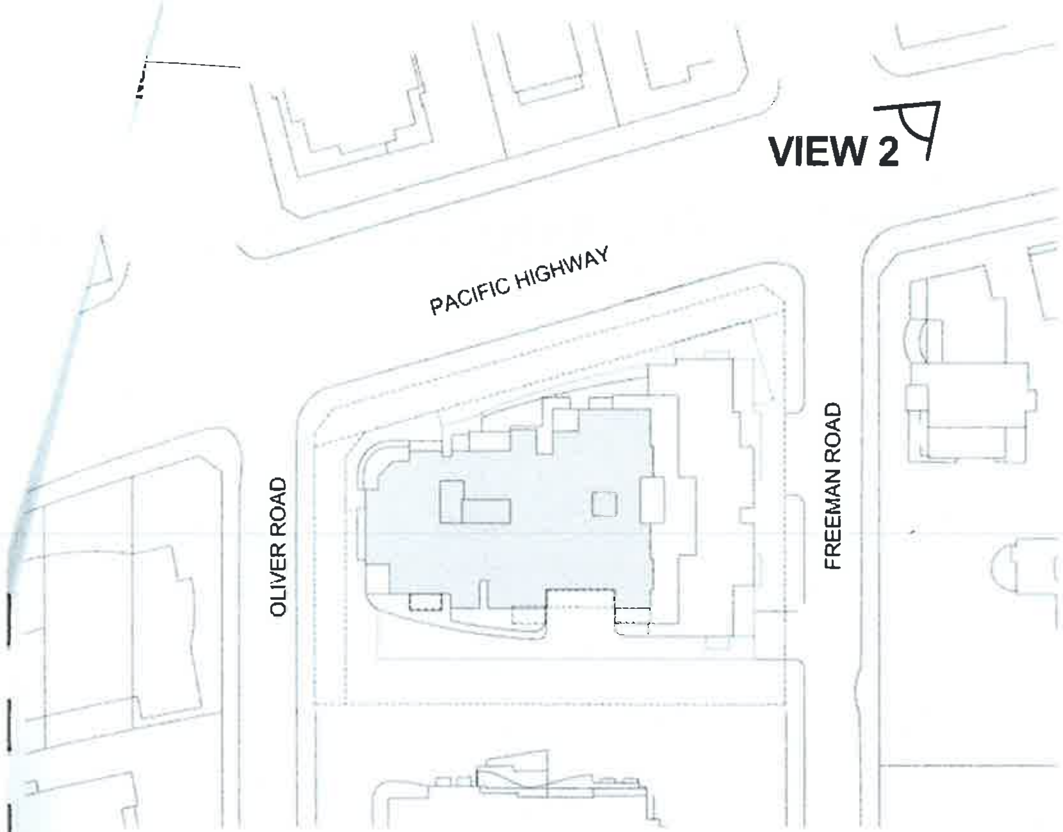
0m 3m 6m 9m 12m 15m

VISUAL SCALE 1:150 @ A1

Date	Description
28 NOV 13	PLANNING PROPOSAL APPLICATION

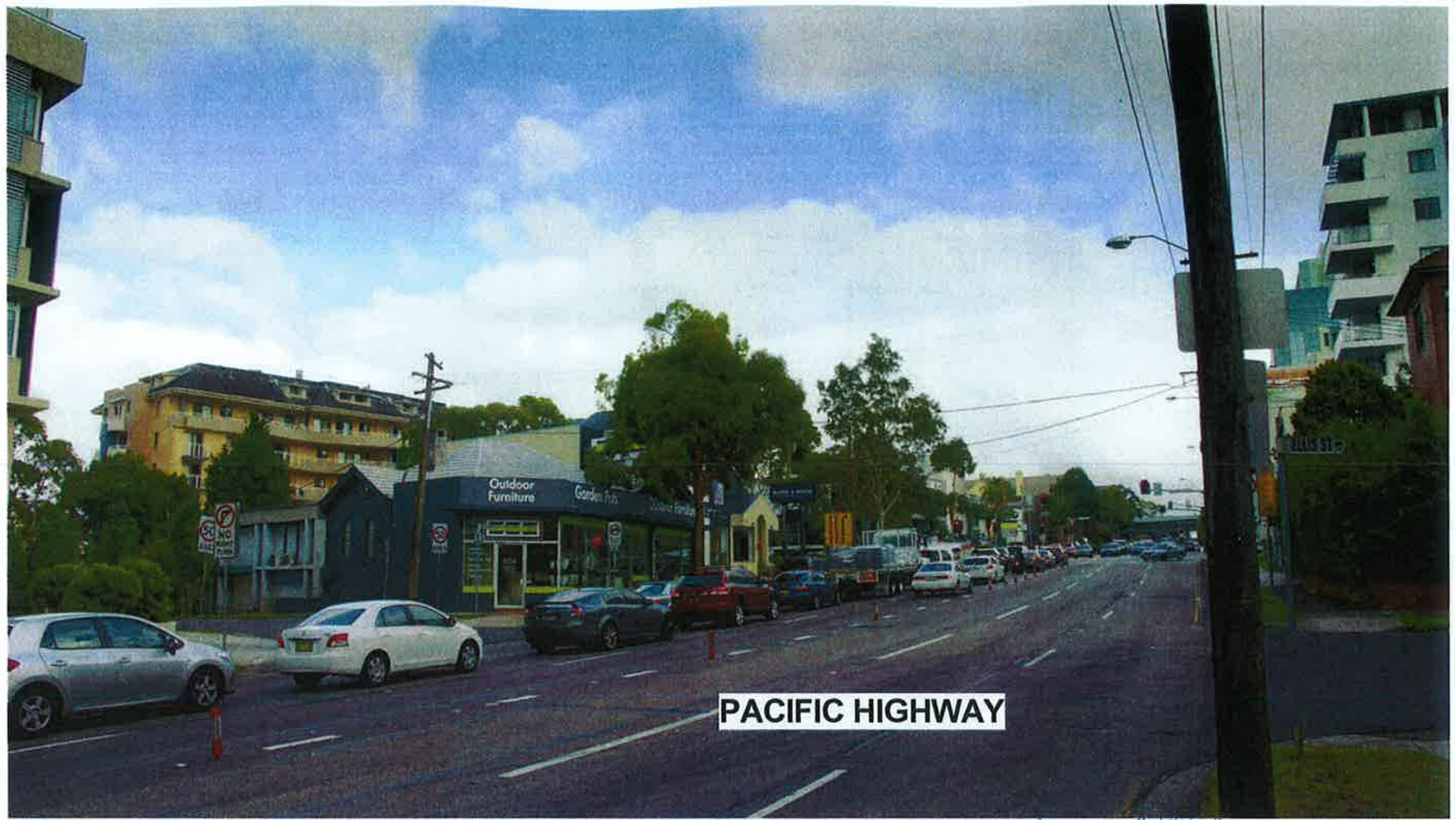
Architect	Client	Project	DRAWING	Scale	Date	Project No.	Drawing No
MGA Architects Pty Ltd. Architecture Interiors Project Management	DARAKI HOLDING PTY LTD 654-666 PACIFIC HIGHWAY CHATSWOOD NSW	PROPOSED MIXED DEVELOPMENT	SECTION E	As indicated @A1	28 NOV 13	12-0024	A3.05

2/12/2013 4:17:03 PM



KEY PLAN
SCALE: NTS

EXISTING VIEW



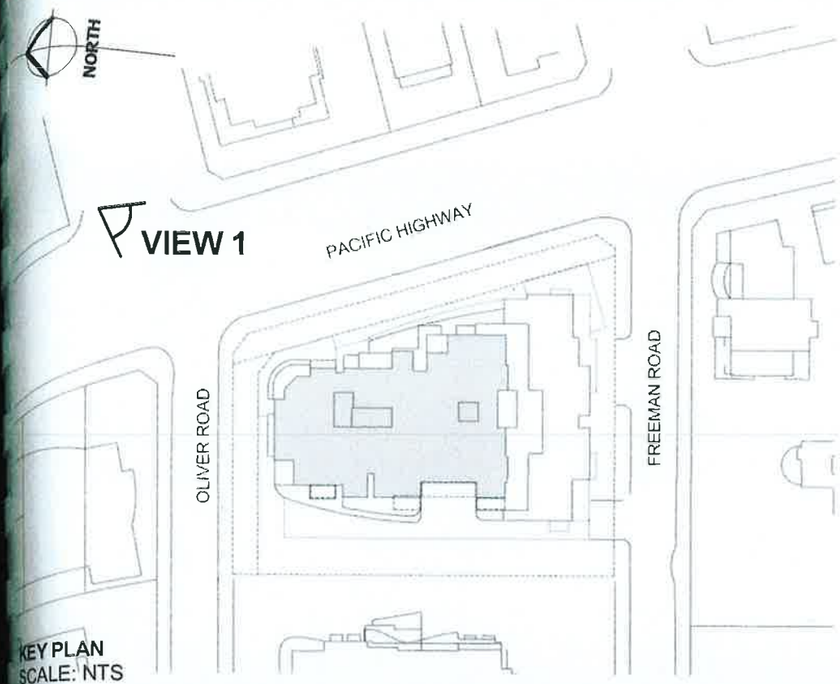
PROPOSED VIEW

PLANNING PROPOSAL APPLICATION
28 NOV 2013

Rev	Date	Description
	28 NOV 13	PLANNING PROPOSAL APPLICATION

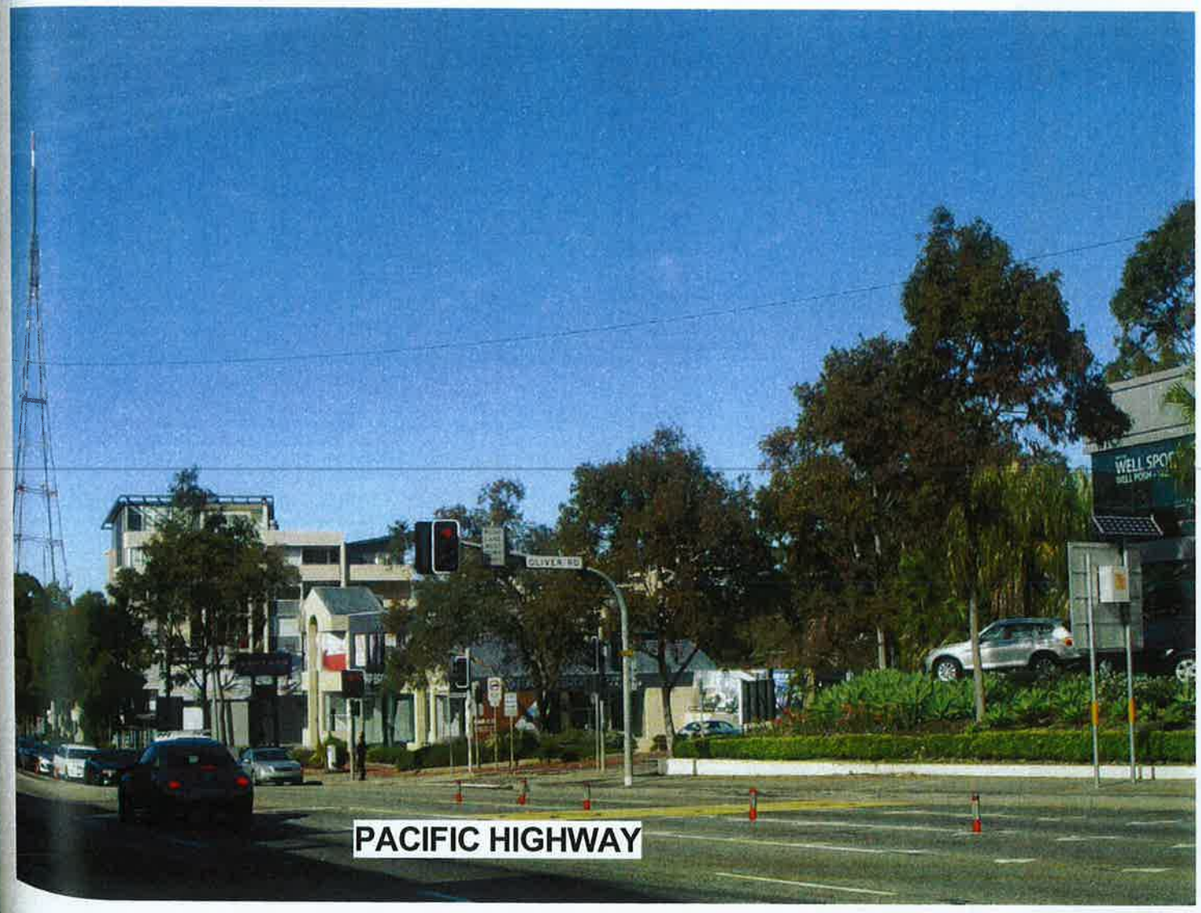
28/11/2013 10:54:52 AM

Architect	Client	Project	DRAWING	Scale	Date	Project No.	Drawing No
MGA Architects Pty Ltd Architecture Interiors Project Management ACN 149 287 972	DARAKI HOLDING PTY LTD 654-666 PACIFIC HIGHWAY CHATSWOOD NSW	PROPOSED MIXED DEVELOPMENT	PHOTOMONTAGE VIEW 2	NTS @A1	28 NOV 13	12-0024	A4.02



PLANNING PROPOSAL
APPLICATION
28 NOV 2013

EXISTING VIEW



PROPOSED VIEW

No.	Description	Date
	PLANNING PROPOSAL APPLICATION	28 NOV 13

28/11/2013 9:53:28 AM

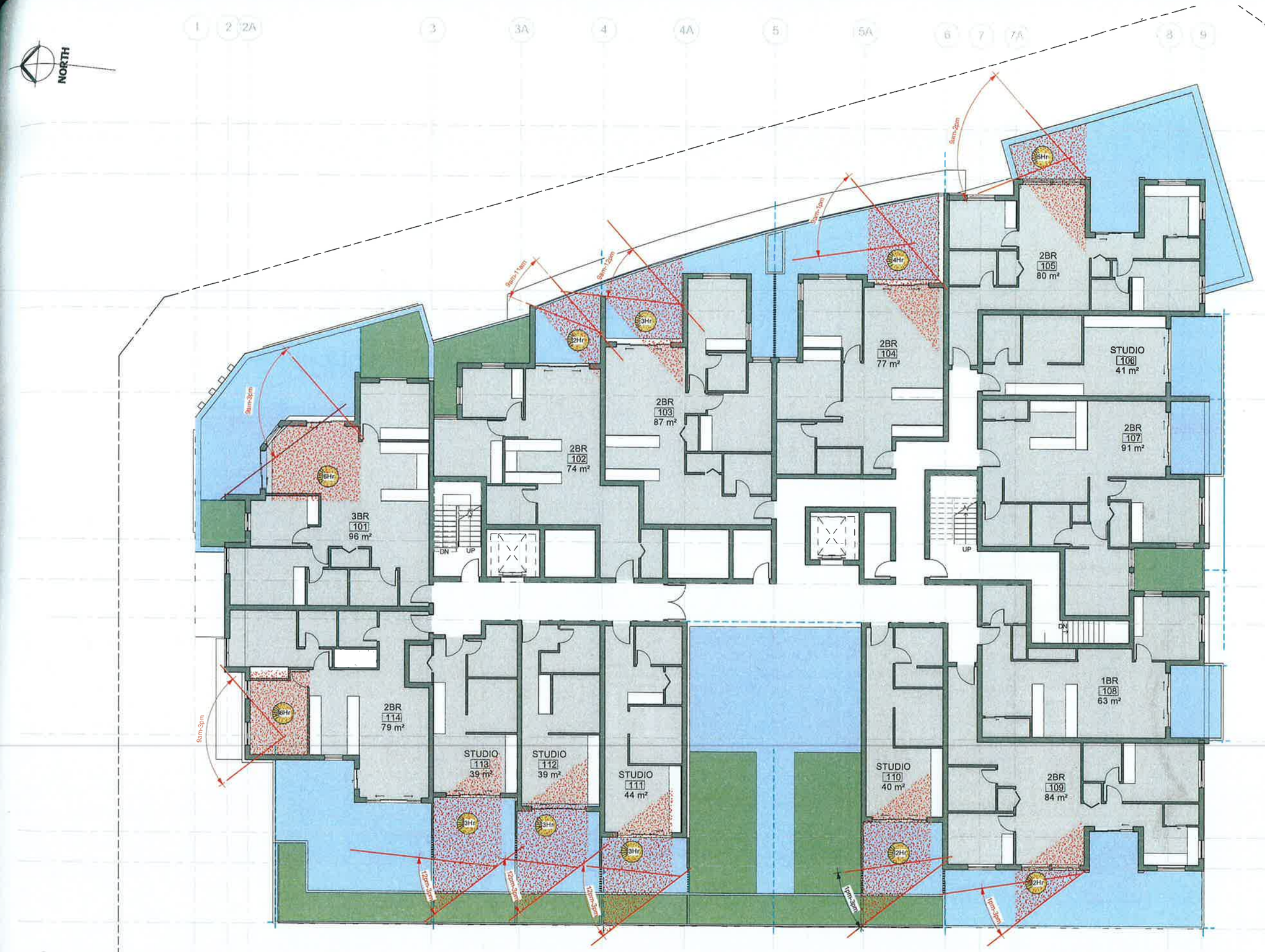
Architect: MGA — MGA Architects Pty Ltd. — Architecture Interiors Project Management ACN 149 207 972

Client: DARAKI HOLDING PTY LTD

Project: PROPOSED MIXED DEVELOPMENT — 654-666 PACIFIC HIGHWAY

DRAWING: PHOTOMONTAGE VIEW 1

Scale	Date	Project No.	Drawing No.
NTS @A1	28 NOV 13	12-0024	A4.01



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PLANNING PROPOSAL APPLICATION 28 NOV 2013

0m 2m 4m 6m 8m 10

VISUAL SCALE 1:100 @ A1

Rev	Description	Date
	PLANNING PROPOSAL APPLICATION	28 NOV 13

28/11/2013 12:43:28 PM

Architect: MGA Architects Pty Ltd — Architecture Interiors Project Management ACN 149 287 972

Client: DARAKI HOLDING PTY LTD

654-666 PACIFIC HIGHWAY

Project: PROPOSED MIXED DEVELOPMENT

DRAWING: WINTER SUNLIGHT ACCESS LEVEL 1

Scale	Date	Project No.	Drawing No
1 : 100@A1	28 NOV 13	12-0024	A6.01

Verify all dimensions before commencing work. Use figured dimensions.

PLANNING PROPOSAL APPLICATION
28 NOV 2013

0m 2m 4m 6m 8m 10

VISUAL SCALE 1:100 @ A1

Description	Architect	Client	Project	DRAWING	Scale	Date	Project No.	Drawing No
PLANNING PROPOSAL APPLICATION	MGA Architects Pty Ltd Architecture Interiors Project Management ACN 149 287 972	DARAKI HOLDING PTY LTD 654-666 PACIFIC HIGHWAY	PROPOSED MIXED DEVELOPMENT	WINTER SUNLIGHT ACCESS LEVEL 2	1 : 100@A1	28 NOV 13	12-0024	A6.02

28/11/2013 12:43:36 PM

NORTH

1 2 2A 3 3A 4 4A 5 5A 6 7 7A 8 9

A B C D E F G H K

2BR 305 80 m²
1BR+S 306 41 m²
2BR 307 87 m²
2BR 308 87 m²
2BR 309 84 m²
1BR+S 310 70 m²
1BR+S 311 74 m²
2BR 312 73 m²
2BR 313 82 m²
3BR 301 96 m²
2BR 302 74 m²
2BR 303 87 m²
2BR 304 77 m²

UP DN

9am-3pm 9am-11am 9am-12pm 9am-1pm 9am-11am 9am-3pm 12.30pm-3pm 1.30pm-3pm 1pm-3pm 1pm-3pm

6Hr 2Hr 3Hr 4Hr 2Hr 6Hr 2.5Hr 1.5Hr 2Hr 2Hr

PLANNING PROPOSAL APPLICATION 28 NOV 2013

0m 2m 4m 6m 8m 10

VISUAL SCALE 1:100 @ A1

Description	Architect	Client	Project	DRAWING	Scale	Date	Project No.	Drawing No
PLANNING PROPOSAL APPLICATION	MGA Architects Pty Ltd. Architecture Interiors Project Management ACN 149 297 972	DARAKI HOLDING PTY LTD 654-666 PACIFIC HIGHWAY	PROPOSED MIXED DEVELOPMENT	WINTER SUNLIGHT ACCESS LEVEL 3	1 : 100@A1	28 NOV 13	12-0024	A6.03

28/11/2013 12:43:48 PM

Verify all dimensions before commencing work. Use figured dimensions. Do not scale off drawing. This drawing is copyright and may not be

PLANNING PROPOSAL APPLICATION 28 NOV 2013

0m 2m 4m 6m 8m 10

VISUAL SCALE 1:100 @ A1

Description	Architect	Client	Project	DRAWING	Scale	Date	Project No.	Drawing No
PLANNING PROPOSAL APPLICATION	MGA Architecture Interiors Project Management ACN 149 287 972	DARAKI HOLDING PTY LTD	PROPOSED MIXED DEVELOPMENT	WINTER SUNLIGHT ACCESS LEVEL 4	1 : 100@A1	28 NOV 13	12-0024	A6.04