

**18.3 54-56 ANDERSON STREET, CHATSWOOD - PLANNING PROPOSAL**

<b>ATTACHMENTS:</b>	<ol style="list-style-type: none"><li>1. IMPLICATIONS</li><li>2. COUNCIL DETAILED ASSESSMENT</li><li>3. COUNCIL ASSESSMENT OF DEPARTMENT OF PLANNING AND ENVIRONMENT'S "A GUIDE TO PREPARING PLANNING PROPOSALS"</li><li>4. PLANNING PROPOSAL CONCEPT PLANS</li><li>5. DRAFT DEVELOPMENT CONTROL PLAN PROVISIONS</li><li>6. PROPOSED WRITTEN AMENDMENTS TO WILLOUGHBY LOCAL ENVIRONMENTAL PLAN 2012</li><li>7. PROPOSED WILLOUGHBY LOCAL ENVIRONMENTAL PLAN 2012 LAND ZONING HEIGHT OF BUILDINGS, FLOOR SPACE RATIO AND SPECIAL PROVISIONS AREA MAPS</li></ol>
<b>RESPONSIBLE OFFICER:</b>	IAN ARNOTT - PLANNING MANAGER
<b>AUTHOR:</b>	EMMA BROWN – STRATEGIC PLANNER
<b>CITY STRATEGY LINK:</b>	6.2.1 A COMMUNITY THAT IS INFORMED OF KEY COUNCIL POLICIES, SERVICES AND ACTIVITIES AND CAN PARTICIPATE IN THE DECISION MAKING PROCESS
<b>MEETING DATE:</b>	25 JUNE 2018

**1. PURPOSE OF REPORT**

The purpose of this report is to seek endorsement for the forwarding of the Planning Proposal for 54 – 56 Anderson Street, Chatswood, to the Department of Planning and Environment for a Gateway Determination under Section 3.34 of the *Environmental Planning and Assessment Act 1979* and proceed to public exhibition.

Members of the Sydney (North) Planning Panel should retire from Council Chambers during consideration of the Agenda Item.

**2. OFFICER'S RECOMMENDATION**

That Council:

- 1) Support for public exhibition of the Planning Proposal for 54-56 Anderson Street, Chatswood, as modified by Council, and draft amendments to *Willoughby Local Environmental Plan 2012*:
  - a) To amend the Land Zoning Map (Sheet LZN\_003, Sheet LZN\_004) for 54 – 56 Anderson Street, Chatswood, to B4 Mixed Use.
  - b) To amend the Height of Buildings Map (Sheet HOB\_003, Sheet HOB\_004) for 54 – 56 Anderson Street, Chatswood, to 90 metres.

- c) To amend the Floor Space Ratio Map (Sheet FSR\_003, Sheet FSR\_004) for 54 – 56 Anderson Street, Chatswood, to 6:1 (including affordable housing).
  - d) To amend the Special Provisions Area Map (Sheet SPA\_003, Sheet SPA\_004) to show 54 - 56 Anderson Street, Chatswood, as Area 8.
  - e) To amend the Active Street Frontages Map (Sheet ASF\_003, Sheet ASF\_004) to include 54 – 56 Anderson Street, Chatswood.
- 2) Support for public exhibition the accompanying *Development Control Plan* provisions specific to 54 – 56 Anderson Street, Chatswood, subject to the following amendments:
- a) Amend Section 2 Controls add Point 1 to require that an amalgamation plan be included, requiring 54 Anderson Street and 56 Anderson Street to be consolidated for redevelopment to occur.
  - b) Amend Section 2 Controls to add to Point 2:
    - i) Opportunities should be explored to reduce on-site car parking through the provision of shared residential visitor / commercial car parking and car share spaces.
  - c) Amend Section 2 Controls Point 13 to read:
    - a. The acoustic assessment prepared by Resonate dated November 2017 submitted with this planning proposal request is to be updated to be consistent with the final architectural design and resubmitted more appropriately at Development Application Stage.
  - d) Amend Section 2 Controls to add Point 14:
    - a. Substations to be provided within buildings, not within the streets, open spaces or setbacks, and are to be designed to ensure protection of residents from Electro Magnetic Radiation (EMR) emissions.
  - e) Amend Section 2 Controls to add Point 15:
    - a. A development achieving an FSR uplift should contribute towards public art in accordance with Willoughby's Public Art Policy which may include public art being provided on the site or a monetary contribution for an installation elsewhere in the CBD.
  - f) Amend Section 2 Controls to add Point 17:
    - a. A minimum 5 star GBCA building rating is expected. A report is to be submitted at Development Application Stage.



- 3) Note that a revised traffic report will be required prior to public exhibition addressing the following issues.
- i. Pedestrian access and circulation:
    - 1. The western pedestrian link on the site boundary between Wilson Street and O'Brien Street is to have a minimum connection of 3m to permit the provision of a shared path. An additional 1m should be provided on the approach and departure of the link to minimise any conflicts between opening doors and pedestrians using the pathway.
    - a. O'Brien Street is to be developed into a shared zone to support a traffic calmed environment that meets the needs of the pedestrians using the new link between Wilson and O'Brien Streets.
  - ii. Bicycle access/facilities and circulation along Anderson Street including:
    - 1. 'Filling the gaps' in the existing bicycle lanes across intersections.
    - 2. Widening of Anderson Street to support provision of acceptable widths for kerbside parking, bicycle lanes and travel lanes.
  - iii. Traffic and service vehicle access and circulation including the following:
    - 1. The design of O'Brien Street will need to be reviewed to support safe and efficient movement of traffic and service vehicles in accordance with either of the following scenarios:
      - a. Widening of O'Brien Street to permit two way traffic flow with the retention of parking on both sides of the road (albeit reduced on the northern side to accommodate the new service vehicle (loading bay) and general traffic driveways, or removal of all parking on O'Brien Street.
      - b. The loading bay design should be reviewed as it needs to provide sufficient capacity for the peak demand for all potential users for the on-site land uses including couriers, removalists, waste removal etc. The current design providing a structured area for a medium rigid truck is not considered acceptable.
      - c. A heavy rigid truck should be the default vehicle for the loading bay. The provision of sufficient space for only one medium rigid truck is considered inadequate.
      - d. The development is designed such that the northern ground level retail is isolated from the loading bay – this is not acceptable as this may lead to on-street servicing. It is considered that the loading bay needs to be redesigned to ensure convenient access to all parts of the development. The desired loading bay design should support service vehicle ingress and egress in a forward direction without the need for a turntable.
- 4) Forward the Planning Proposal to the Department of Planning and Environment seeking a Gateway Determination under Section 3.34 of the *Environmental Planning and Assessment Act 1979*.
- 5) Advise the Department of Planning and Environment that the Planning Manager, Mr Ian Arnott is nominated as delegate to process and finalise the Planning Proposal.

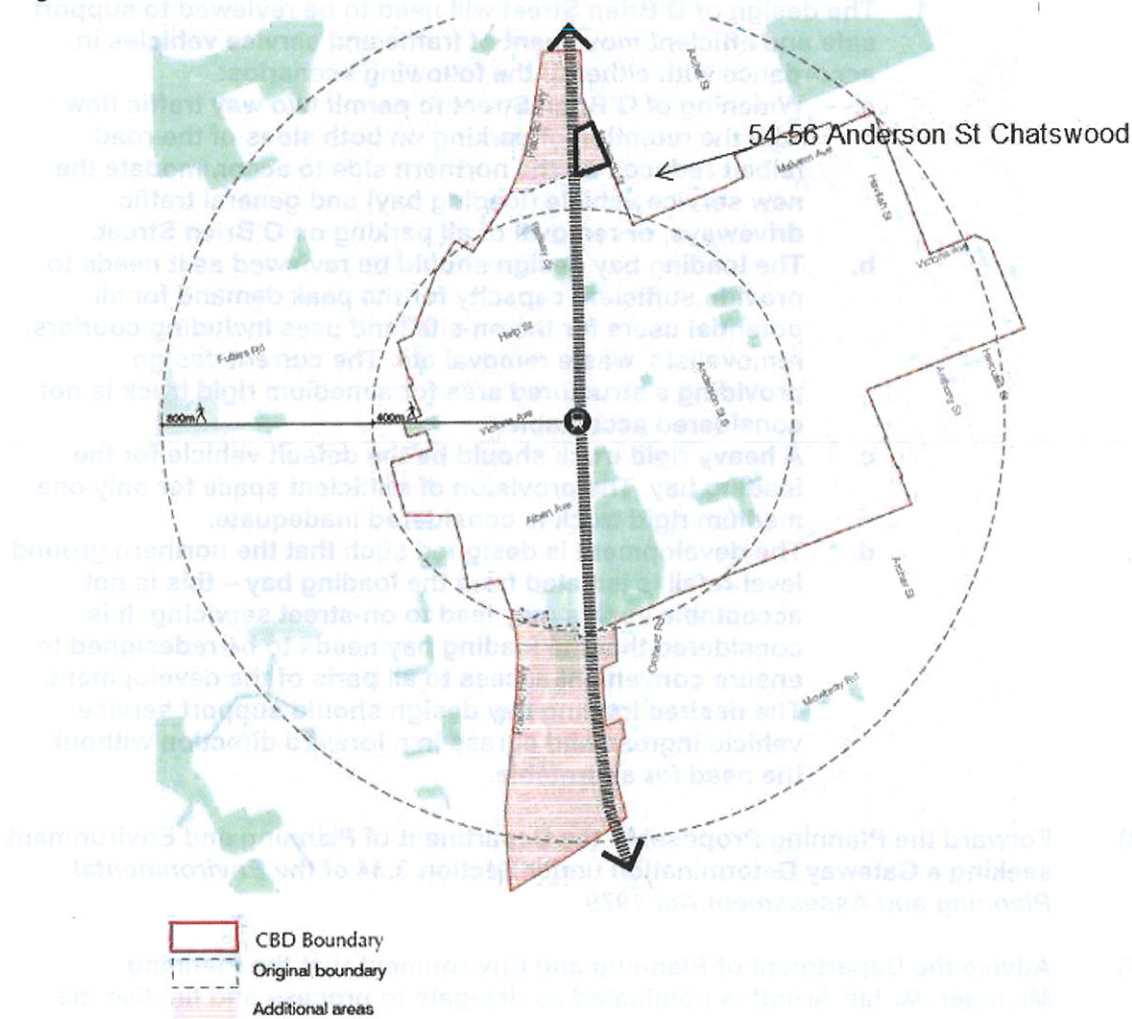
### 3. BACKGROUND

The site is located within the expanded Chatswood CBD boundary identified in the *Chatswood CBD Planning and Urban Design Strategy* endorsed by Council on 26 June 2017. The site has been recommended as a Mixed Use Zone with a maximum height of 90m and floor space ratio of 6:1 subject to the satisfaction of other *Chatswood CBD Planning and Urban Design Strategy* requirements.

In recent correspondence from the Greater Sydney Commission, the Commission has confirmed support for the *Chatswood CBD Planning and Urban Design Strategy*. It states the "Strategy is consistent with the North District Plan, in particular the action to strengthen Chatswood through approaches that protect and grow the commercial core and maximise the land use opportunities provided by Sydney Metro."

The Planning Proposal seeks to amend *Willoughby Local Environmental Plan 2012* in accordance with the *Chatswood CBD Planning and Urban Design Strategy* to rezone the site to B4 Mixed Use, allow a building height of up to 90 metres and a Floor Space Ratio up to 6:1 (including 4% affordable housing) including a commercial podium component on the site. Supporting Development Control Plan provisions have also been provided.

Figure 1





#### 4. DISCUSSION

The Planning Proposal is generally consistent with the recommendations of the *Chatswood CBD Planning and Urban Design Strategy* as endorsed by Council on 26 June 2017. This is discussed in the Detailed Assessment at [Attachment 2](#). In addition the Planning Proposal has been assessed with regard to the criteria contained in the Department of Planning and Environment's 'A Guide to Preparing Planning Proposals' and is generally satisfactory (Refer to [Attachment 3](#)).

The above Council reports have considered the proponent's documentation supporting the Planning Proposal, including:

- Concept plans showing a conceptual redevelopment plan for the site (Refer to [Attachment 4](#)).
- *Draft Development Control Plan* provisions (Refer to [Attachment 5](#)).

The Planning Proposal has been internally referred for Heritage, Landscape and Traffic advice to assist with assessment. No objections were raised to the Planning Proposal proceeding to Gateway and public exhibition. Some amendments have been proposed as drafted in the Recommendation to ensure the *Draft Development Control Plan* provisions are satisfactory for the purposes of public exhibition.

The *Development Control Plan* provisions are to be the subject of a thorough assessment following public exhibition and may be the subject of further amendments. It is also noted that, where matters are not covered by site specific provisions, the remainder of the *Development Control Plan* will apply to the site.

For the purposes of this report and any public notification, Council Officers have prepared:

- 1) Written amendments to *Willoughby Local Environmental Plan 2012* (Refer to [Attachment 6](#)).

To amend Clause 6.23 to read:

"6.23. Minimum commercial floor space within the Mixed Use zone

Land zoned B4 Mixed Use is to contain a minimum commercial floor space component of 0.925:1.

- 2) Amendments to the proposed *Development Control Plan* Provisions.

Although an offer to enter a voluntary planning agreement has been made, detailed discussions regarding an agreement have not been held with Council. Once such discussions have occurred, this matter will be separately reported to Council.

## 5. CONCLUSION

The Planning Proposal is consistent with the strategic objectives of *A Plan for Growing Sydney*, the *Draft Greater Sydney Plan* and the *Revised Draft North District Plan*, as well as the *Chatswood CBD Planning and Urban Design Strategy*.

It is considered that the relevant requirements under Section 3.33 of the *Environmental Planning and Assessment Act 1979* and the matters identified in the Department of Planning and Environment's '*A Guide to Preparing Planning Proposals*' are adequately addressed and that the environmental impacts are acceptable for referral to Gateway and further consideration following public exhibition. This conclusion is subject to additional information being submitted prior to exhibition to address traffic issues.

It should be noted that following exhibition and further assessment, amendments may be required to supporting documentation such as the *Draft Development Control Plan* provisions provided by the proponent.

Based on the above, it is recommended that Council forward the Planning Proposal to the Department of Planning and Environment, seeking a Gateway Determination under Section 3.34 of the *Environmental Planning and Assessment Act 1979*. It is further recommended that Council advise the Department of Planning and Environment that the Planning Manager, Mr Ian Arnott, be nominated as delegate to process and finalise the Planning Proposal.



## ATTACHMENT 1

IMPLICATIONS	COMMENT
City Strategy Link:	6.1.1 A Council that is open, accountable and represents its constituents.
Business Plan Objectives, Outcomes/ Services	To ensure this Planning Proposal is in line with the <i>Chatswood CBD Planning and Urban Design Strategy</i> to accommodate future growth needs.
Policy	This Planning Proposal is in line with the <i>Chatswood CBD Planning and Urban Design Strategy</i> , endorsed by Council on 26 June 2017. The amendment in the Planning Proposal will lead to amendments to <i>Willoughby Local Environmental Plan 2012</i> and <i>Willoughby Development Control Plan</i> .
Consultation	<p>Prior to endorsement by Council, the draft <i>Chatswood CBD Planning and Urban Design Strategy</i> was publicly exhibited between 4 February and 27 March 2017.</p> <p>This Planning Proposal would not be publicly exhibited following Gateway determination.</p>
Resource	No additional operating resources were used to prepare this report.
Risk	Risk of not achieving the endorsed <i>Chatswood CBD Planning and Urban Design Strategy</i> objectives and accommodating future growth requirements.
Legal	The Planning Proposal should be consistent with the endorsed <i>Chatswood CBD Planning and Urban Design Strategy</i> .
Legislation	Under <i>Environmental Planning and Assessment Act 1979</i> provisions.
Budget/Financial	Nil

## ATTACHMENT 2

## PLANNING PROPOSAL DETAILED ASSESSMENT REPORT

PP Number	PP-2017/0006
LGA	Willoughby City Council
Proposed Development	Planning Proposal request to amend the WLEP 2012 to amalgamate and rezone 54 - 56 Anderson Street, Chatswood (SP 11846, SP 30740) from R3 Medium Density Residential to B4 Mixed Use with a maximum FSR of 6:1, including a commercial/retail FSR component of 0.925:1 and 90m height limit.
Street Address	54 Anderson Street, CHATSWOOD NSW 2067 56 Anderson Street, CHATSWOOD NSW 2067
Applicant/Owner	DPG Project 23 Pty Ltd (Develotek) / Owners Corp Strata Plan 30740
Date of PP lodgement	30 November 2017
Site Area	2216m <sup>2</sup>
Disclosure of Political donations/gifts	Nil
Recommendation	The Planning Proposal Request be supported and submission made to the Department of Planning and Environment for a Gateway Determination.
Report by	Emma Brown – Strategic Planner
Responsible Officer	Ian Arnott – Planning Manager
Report date	June 2018

## PURPOSE OF REPORT

The purpose of this report is to provide the Willoughby City Council details of the Planning Proposal request for 54 – 56 Anderson Street, Chatswood seeking to amend the Willoughby Local Environmental Plan 2012 to rezone and amalgamate SP 11846 and SP 30740 in order to facilitate a mixed use development.

This detailed assessment report describes the site and the proposed changes to the *Willoughby Local Environmental Plan 2012* providing justification for the proposal. It has been prepared in accordance with the Department of Planning and Environment's (DPE) publication *A Guide to Preparing a Planning Proposal* (October 2012) and *A Guide to Preparing Local Environmental Plans* (April 2013), and provides strategic justification for the project based on relevant strategic and statutory planning documents.

The Planning Proposal is consistent with the strategic objectives of *A Metropolis of Three Cities Greater Sydney Region Plan* and the *North District Plan*, as well as the more detailed



requirements of the *Chatswood CBD Planning and Urban Design Strategy*. Part of the vision for Greater Sydney as *A Metropolis of Three Cities* seeks to deliver a more productive region. This is to be achieved by driving opportunities for investment, business and jobs growth; and creating housing choice and a more accessible walkable city.

The North District forms a large part of the Eastern Harbour City and its economy is supported by Chatswood strategic centre. Chatswood CBD hosts a mix of uses including retail, office, residential, community and health, as well as entertainment facilities and a growing night-time economy contributing to amenity. Chatswood job targets have informed the scale of growth, land use and infrastructure planning. Most importantly maintaining and growing a high quality commercial core is designed to facilitate the continued growth of employment in the centre, while allowing mixed use with residential around the edge.

Enhancing transport connectivity to and within the Eastern Economic Corridor and removing the barriers to investment and business in the strategic centres along the Corridor will strengthen Greater Sydney's global competitiveness. The proposed Sydney Metro station will improve connectivity. Other transport infrastructure such as the potential Northern Beaches to Chatswood bus improvements will mean that the role of Chatswood as an interchange location connecting parts of the Northern Beaches to other Strategic Centres will increase.

The Planning Proposal site is located on the northern fringe of the proposed expanded Chatswood CBD. The proposed commercial podium component supports the North District Plan by increasing the availability of jobs with good access to public transport and providing local employment opportunities. This is also consistent with the *Chatswood CBD Planning and Urban Design Strategy* (endorsed on 26 June 2017) which recommends mixed use for the site.

It is recommended that the Planning Proposal request be supported and forwarded to Council for a resolution to recommend the endorsement of the Planning Proposal to the Department of Planning and Environment for a Gateway Determination.

## EXECUTIVE SUMMARY

A Planning Proposal request for the site was lodged with Willoughby Council by the DPG Project 35 Pty Ltd. / Owners Corp Strata Plan 30740 on 4 December 2017.

### Details of the Planning Proposal Concept

The Planning Proposal indicative concept plans prepared by DEM, dated November 2017 include a mixed use development with a maximum height of 90 metres including provision for roof top structures such as lift over run and roof plant room.

The concept scheme proposes a three storey podium with ground level retail and level 2-3 commercial/retail equating to a total FSR of 0.925:1, GFA of 2050m<sup>2</sup>. Proposed ground level setbacks are 3m from Anderson, O'Brien and Wilson Streets, and the railway line to the west of the site. Proposed first and second floor setbacks are 3m from O'Brien, Wilson and the western railway line, and 3.95m from Anderson Street.

A 25 storey residential tower with the northern portion being 18 storeys is proposed to have an FSR of 6:1 (11246m<sup>2</sup>). This includes a 4% (433m<sup>2</sup>) affordable housing component. Setbacks proposed are 6m from Anderson Street, 6m - 18m from O'Brien Street and the railway line to the west of the site and 6m - 21m from Wilson Street.



The maximum typical floor plates are 530m<sup>2</sup> with a reduced typical floorplate of 340m<sup>2</sup> above level 18 facilitating a portion of the building stepping down 7 storeys to the north, providing common open roof terrace area.

A total of 148 units are proposed comprising a mix of 1, 2 and 3 bedrooms with five levels of basement parking as well as end-of-journey bicycle facilities, storage, plant room, services/loading area with turn-table, garbage room and loading dock. All vehicle access is to be from O'Brien Street. All other existing vehicle ingress and egress are to be removed.

The podium is to be modulated and articulated to provide an enhanced presentation to the adjacent heritage conservation area presenting a built form with the appearance of two building elements with a through site link.

In order to mitigate visual impact the proposed concept scheme indicates a design considered to satisfactorily address the interface with the low rise residential development to the north, south and east by including fine grain and human scale elements. The tower form is stepped down from 25 storeys to the north at 18 storeys. This will reduce the impact of the scale of the residential tower portion of the development. Setbacks consistent with those recommended by the CBD Strategy will provide suitable visual and physical separation distances.

The development will form part of the northern edge to the CBD, and a key transition between the CBD and conservation area to the east of Anderson Street. A legible, safe, centralised pedestrian access to the commercial and residential building lobbies is proposed through the plaza with clear sightlines from Anderson Street through to the railway line.

The proposed landscape design contributes to the mitigation of visual impact. Ground level perimeter landscaping and substantive/mature trees will soften the appearance of the boundaries to the site and landscaped, accessible, communal open space located on the second storey of the podium and at roof top level of the tower will moderate the building scale enhancing its streetscape presence. Greening at street and building level will contribute to the visual quality of the development when viewed from adjoining properties and surrounding streets.

The site is visible from both the north and south along the Anderson Street corridor, whereas the railway line and Pacific Highway provide visual separation areas to the west. It is noted the proposal will be visible from the north by train. Further to the south west towards the Chatswood CBD varied development heights of between 36m (The Chatswood) and 170m (Metro Grand) can be seen.

The proposal provides a built form and massing which positively contributes to the quality and changing identity of Chatswood as reflected in the last 20 years of development for the Chatswood CBD. The location and character of the CBD provides for an interface between the intensity and mix of uses proposed with lower density, residential nature of the neighbourhood to the south east and north west of the site.



### Summary of the Planning Proposal Justification provided by the Proponent

The Planning Proposal report prepared by Ingham Planning, dated November 2017 to accompany the request provides justification for the proposal, as discussed in the table below.

Issue	Comments
<b>Consistency with CBD Strategy</b>	<p>The Chatswood CBD Planning and Urban Design Strategy (CBD Strategy) has identified the land for increased density with a maximum FSR of 6:1 and building height of up to 90m, subject to the provision of public benefits including the affordable housing component, public pedestrian access along the western boundary and payment of additional developer levy equating to 20% of the value uplift of additional floor space (excluding affordable housing floor space) above the base FSR of 0.9:1.</p> <p>The form of building envelope drawings envisage development of two slim 28 storey and 21 storey mixed use residential towers (148 units) atop a three storey commercial/retail podium consistent with the vision of the CBD Strategy.</p> <p>The site is considered to be of insufficient east-west or north-south dimension to provide for two completed separated towers, the feasible option being a single tower with a slim northern and southern elevation and longer eastern and western elevations.</p> <p>The maximum typical floor plates are 530m<sup>2</sup> with a reduced typical floorplate of 340m<sup>2</sup> GFA above level 18 (facilitating a 7 storey stepping down in building height to the north and providing space for common open roof terrace area). This is below the identified maximum 700m<sup>2</sup> GFA.</p> <p>The western and eastern elevations of the primary portion of the tower (levels 1 to 18) are marginally longer than is typically the case with a slim line residential tower. The perceived bulk of these elevations is reduced by articulation of the elevations and in particular, by stepping down building height by seven storeys for the northern portion of the tower and providing substantial tower setback to Anderson Street.</p> <p>The building envelope proposes a maximum FSR of 6:1 (13296m<sup>2</sup> GFA) comprised of a commercial/retail three storey podium component with an FSR of 0.925:1 (2050m<sup>2</sup>) and a residential tower above (11246m<sup>2</sup>) above of which 4% (433m<sup>2</sup>) is affordable housing.</p>
<b>Compliance with SEPP 65 &amp; ADG</b>	<p>The proposal will be consistent with the design principles of SEPP 65 and the Apartment Design Guide (ADG) therefore achieving compliance in particular with natural cross ventilation (87.8%) and solar access (100%). The tower form creates a shadow that moves rapidly throughout the day. Overshadowing impact to the existing property immediately south on O'Brien Street is largely the same other than in the morning to Altura (Pacific Place) apartment tower to the south west, which is marginally above the existing situation however still reasonable on the winter solstice.</p> <p>The built form proposed optimises orientation and amenity outcomes for the tower, all units receiving more than two hours of sun in mid-winter and the communal open space on the podium roof with eastern orientation</p>

	<p>receiving more than three hours sun in mid-winter. By stepping the tower height down at the northern end the design reduces perceived building bulk and overshadowing of residential to the southwest.</p> <p>The envelope can accommodate generous setbacks and wall heights which will allow for a development which will not be overbearing or dwarf surrounding lower density housing outside of the CBD boundary.</p> <p>The 25 storey residential tower with the northern portion being 18 storeys (FSR of 6:1, GFA of 11246m<sup>2</sup>, including 4%, GFA of 433m<sup>2</sup> affordable housing) proposes setbacks of 6m from Anderson Street, 6m - 18m from O'Brien Street and the railway line to the west of the site and 6m - 21m from Wilson Street.</p>
<b>Design Excellence</b>	The proposal will be the subject of a design excellence process in accordance with the CBD Strategy requirements.
<b>Economic Use of the Land</b>	The Planning Proposal located within the Eastern Economic Corridor of A <i>Metropolis of Three Cities Greater Sydney Region Plan</i> and the <i>North District Plan</i> . The proposal will enable economic use of the land commensurate with its accessibility to the nearby Chatswood commercial core of the CBD and Chatswood rail and bus stations.
<b>Heritage</b>	<p>The site is not listed as a heritage item or within a conservation area and does not contain any significant trees. To the east of the site on the eastern side of Anderson Street is a Heritage Conservation Area, comprising predominantly single storey detached dwellings, including a local heritage item at 20 Tulip Street (southern corner of Anderson Street).</p> <p>The proposal is consistent with the CBD Strategy in that it is a development designed to take into account the heritage context, mitigating visual impacts via 4m landscaped setbacks and 3m setbacks to the three storey podium and 6m to the tower frontage of Anderson Street</p>

Table 1: Justification for Planning Proposal Request



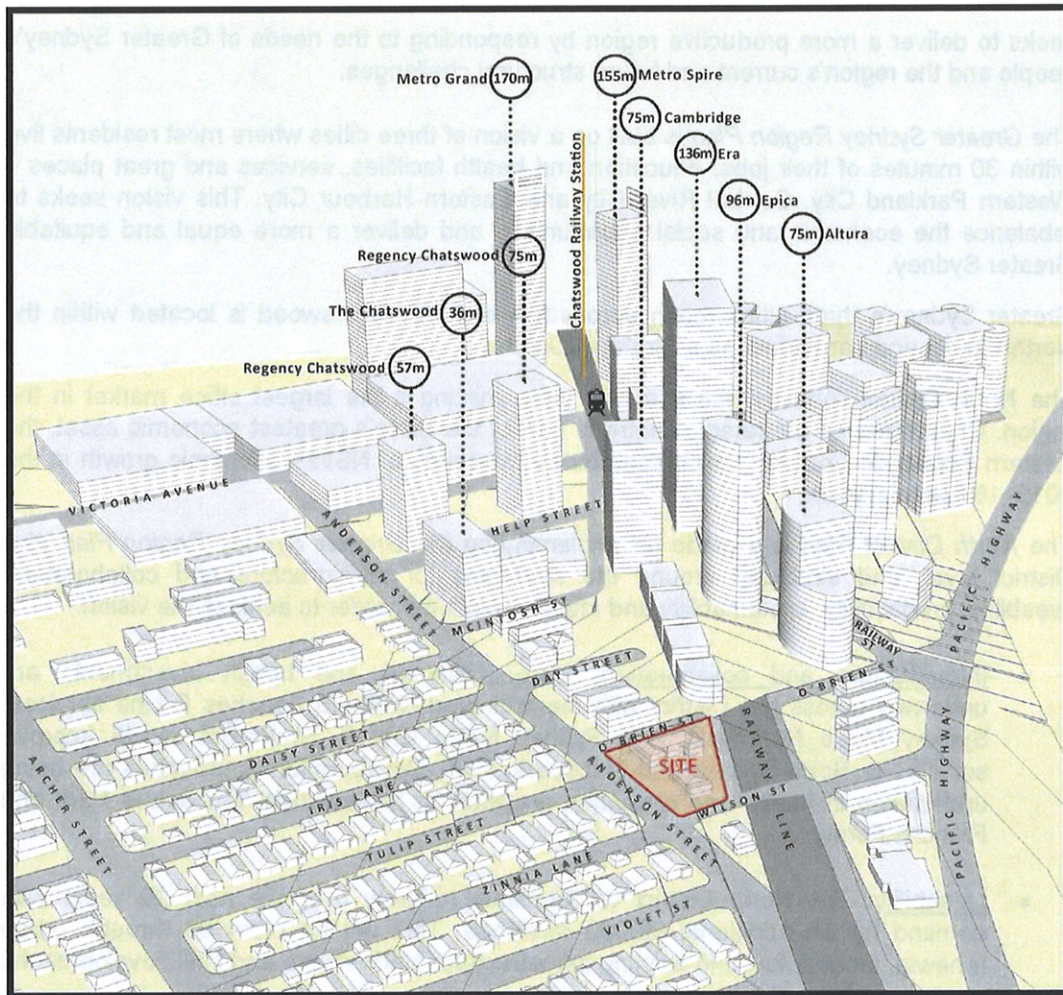


Figure 1: Existing Chatswood CBD Built Form Urban Design Study prepared by Dem (Aust. Pty Ltd) dated November 2017

## RECOMMENDATION

The Planning Proposal has been reviewed against the strategic planning framework. It is considered that the request is consistent with the strategic objectives of *A Metropolis of Three Cities Greater Sydney Region Plan* and the *North District Plan*, as well as the more detailed requirements of the *Chatswood CBD Planning and Urban Design Strategy*.

*A Metropolis of Three Cities - The Greater Sydney Region Plan* will re-balance growth and deliver its benefits more equally and equitably to residents across Greater Sydney. *A Metropolis of Three Cities - The Greater Sydney Region Plan* is the first to be prepared concurrently with *Future Transport 2056* and the *State Infrastructure Strategy*, aligning land use, transport and infrastructure planning to reshape Greater Sydney as three unique but connected cities.

The vision of *A Metropolis of Three Cities* will be achieved by collaborations between all tiers of government, and between governments and key stakeholders including the community, interest groups, businesses, industry groups and nongovernment organisations. The vision



seeks to deliver a more productive region by responding to the needs of Greater Sydney's people and the region's current and future structural challenges.

The *Greater Sydney Region Plan* is built on a vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places – Western Parkland City, Central River City and Eastern Harbour City. This vision seeks to rebalance the economic and social opportunities and deliver a more equal and equitable Greater Sydney.

Greater Sydney's three cities reach across five districts. Chatswood is located within the North District and earmarked as a Strategic Centre.

The North District contains half a million jobs, making it the largest office market in the region. Chatswood as a strategic centre is part of the State's greatest economic asset, the Eastern Economic Corridor, which contributed two-thirds of NSW's economic growth in the 2015–16 financial year.

The *North District Plan* is a guide for implementing the *Greater Sydney Region Plan* at a District level, and structural around the strategies for infrastructure and collaboration, liveability, productivity, sustainability and implementation in order to achieve the vision.

- Infrastructure and collaboration: Major transport and health investments are underway across the District with the improved Northern Beaches B-Line services, Sydney Metro Northwest, and Sydney Metro City & Southwest set to improve services to North Sydney and Macquarie Park. Collaboration approaches are being undertaken in health and education precincts at St Leonards, Macquarie Park and Frenchs Forest.
- Liveability: The North District will continue to grow over the next 20 years with demand for an additional 92,000 dwellings. This will be provided through urban renewal, around new and existing infrastructure, land release and infill developments.
- Productivity: Investments leading to the intensification of health and education facilities, growth of the office market and in tourism will underpin the District's economy. Industrial and urban services land will be retained, and a transition from traditional to advanced manufacturing and innovative industries will increase local jobs.
- Sustainability: An integrated approach to green infrastructure; the coast and waterways, bushland, urban tree canopy and green ground cover, parks and open spaces all will improve sustainability. The Greater Sydney Green Grid will provide cool, green links to support walking, cycling and community access to open space.

The Planning Proposal is consistent with the strategic objectives of *A Metropolis of Three Cities Greater Sydney Region Plan* and the *North District Plan*, as well as the more detailed requirements of the *Chatswood CBD Planning and Urban Design Strategy*. It is recommended that the Planning Proposal request be supported and forwarded to Council for a resolution in order to submit the Planning Proposal to the Department of Planning and Environment for a Gateway Determination.



## DETAILED ASSESSMENT REPORT

### Site Description

The site is located within the expanded Chatswood CBD boundary identified in the *Chatswood CBD Planning and Urban Design Strategy* (the Strategy) endorsed by Council on 26 June 2017.

The Strategy is intended to establish a strong framework to guide all future development in the Chatswood CBD over the next 20 years and to achieve exceptional design and a distinctive, resilient and vibrant centre. The site has been recommended as a B4 Mixed Use Zone with a maximum height of 90m and floor space ratio (FSR) of 6:1 subject to the satisfaction of other *Chatswood CBD Planning and Urban Design Strategy* requirements.

The site is currently zoned R3 Medium Density Residential with a total site area of 2216m<sup>2</sup>.

The two sites which are the subject of this Planning Proposal request are:

- No. 54 Anderson Street (known as SP 30740) which contains a low rise residential red brick flat building (comprising ten flats) built c.1970 with landscaping along the eastern and southern boundaries and garages along the western boundary accessed via a driveway on O'Brien Street.
- No. 56 Anderson Street (known as SP 11846) which contains a two storey blond brick flat building comprised of three flats constructed post 1943 with landscaping along the southern, eastern and northern boundaries and car parking garages along the rear accessed from Wilson Street.

Existing vehicular access to the site is in on O'Brien, Anderson and Wilson Street. Anderson Street is a major road providing access from north Chatswood to the heart of the CBD and connects directly to Victoria Avenue. Access to the site from the Pacific Highway and across the railway line is via a signalised intersection at Ashley Street and a left-in/left-out intersection at Wilson Street. O'Brien Street forms a cul-de-sac at the railway line.

Existing pedestrian footpaths are located on both sides of all roads adjoining the site and provide direct pedestrian access to major destinations within the Chatswood CBD. A pedestrian walkway also extends from the western end of O'Brien Street to Help Street alongside the Pacific Place apartments. The walkway provides a direct pedestrian friendly connection to Chatswood CBD and transport interchange.

The site is located 550m from the Chatswood Railway Station (7 to 8 minute walk) and 450m from the Chatswood Interchange, east of the Pacific Highway and lies to the west of the North Chatswood Conservation Area. There are also bus stops along Anderson Street and 150m to the west on the Pacific Highway.

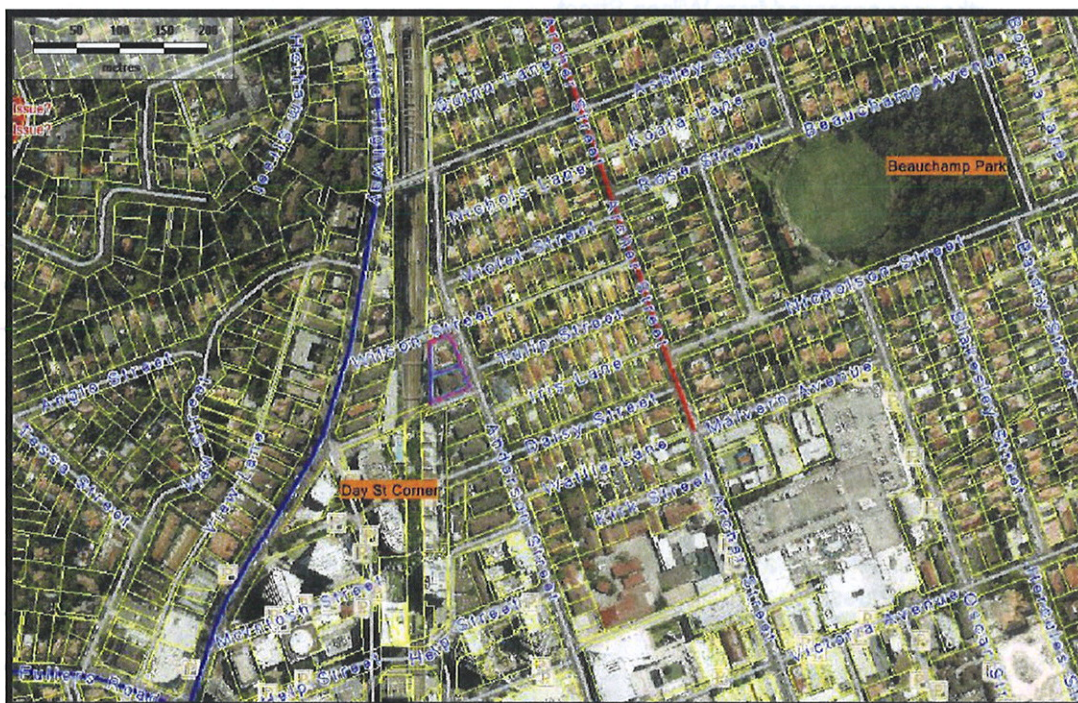
The site is not listed as a heritage item or within a conservation area and does not contain any significant trees.





### Aerial Map 1: The site

Source: Exponaire



### Aerial Map 2: The locality

Source: *Exponaire*





Photo 1: View south west of the Anderson Street streetscape



Photo 2: View west on Wilson Street of the rear of the site (56 Anderson Street)





Photo 3: View west on O'Brien Street of the rear of the site (54 Anderson Street)

### Locality

The surrounding development to the east, south and southwest is predominantly low rise residential with high rise residential to the south east. Immediately to the west is the North Shore Railway line, with the Chatswood Railway Station and Transport Interchange within 600m from the site equating to a 7.5 minute walk.

Immediately to the north across Wilson Street is a two storey dwelling and north west is a low rise commercial building approved for redevelopment of an 8 storey residential building and to the south are three storey apartment buildings on Anderson Street between O'Brien Street and Day Street.

To the east is the North Chatswood Conservation Area, comprising predominantly single storey detached dwellings. The site is within the vicinity of a local heritage item I129 dwelling at 20 Tulip Street named 'Wycliffe' built c.1904-1905 for William Ford who discovered the first found alluvial gold in 1892 at Coolgardie, a small town in Western Australia, 558km east of Perth, once the third largest town in Western Australia. No National Trust listings are noted for this item.

The site is visible from both the north and south along the Anderson Street corridor, whereas the railway line and Pacific Highway provide visual separation areas to the west. Further to the south west towards the Chatswood CBD centre are varied development heights of between 36m (The Chatswood) and 170m (Metro Grand).





Photo 4: View south west on Anderson Street of the site and streetscape



Photo 5: View opposite the site to the north west of 58 Anderson Street





Photo 6: View north west of 50 - 54 Anderson Street opposite the site



Photo 7: View north of the intersection of O'Brien Street and Anderson Street