

Attachment H – DPIE’s assessment of the consistency of the Planning Proposal against the Chatswood Planning and Urban Design Strategy 20136

Key Element	Consistent	Assessment of Consistency
CBD Boundary	Yes	Proposal is within the existing CBD boundary.
Land Use	Yes	The proposal is to be rezoned from R3 Medium Density Residential to B4 Mixed-Use consistent with the strategy. It will provide commercial/retail within the podium level and residential uses above.
Removal of provisions for size of office and retail tenancies within B3 core	N/A	The site is proposed to be rezoned to B4 Mixed-use and is not within the B3 Commercial Core zone.
Serviced apartments to be removed as a permissible use within B3 core	N/A	The site is proposed to be rezoned to B4 Mixed-use and is not within the B3 Commercial Core zone. The concept does not propose serviced apartments.
Increased FSR above current controls are to be linked to a contributions scheme for the delivery of local infrastructure	N/A	The proposed concept is seeking a commercial/retail component of 1:1 and a residential component of 5:1 with an overall FSR of 6:1, consistent with the Strategy. Council states that the proponent has provided a draft VPA offer for public benefits in line with Council's policies. The proponent states that they are committed to a contribution to public art in accordance with Council's policy.
Design excellence required for all development above 35m	Yes	Council will require all development above 35m to be subject to a design excellence process. This would be undertaken at DA stage. The site is proposed to be included on the Special Provisions Map and will be subject to clause 6.23 Design Excellence at certain sites at Willoughby.
Higher building sustainability standards	Yes – capable at DA stage	This could be determined at the DA stage. Furthermore, recent changes to the National Building Code of Australia now requires improved performance of new buildings such as may be constructed in accordance with the proposal. The proposed DCP includes a requirement of a minimum 5-star Green Building Council of Australia rating.
Base FSR	Yes	The site is to facilitate a maximum FSR of 6:1 including a non—residential FSR of 1:1.

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Minimum site area	Yes	The amalgamated site is approximately 2,687m ² which is greater than the minimum site area requirement of 1,200m ² for sites within the B4 Mixed Use zone. Council recommends Lot Size Map be amended to indicate that the site will be a minimum of 2,500m ² to encourage consolidation.
Maximum FSR	Yes	The proposal is for an amalgamated site for a mixed-use development with commercial/retail floor space and seeks a maximum overall FSR of 6:1.
Affordable Housing	Yes	The concept proposes to provide 4% affordable housing consistent with Council's existing LEP and DCP requirements. Clause 6.8 Affordable Housing is proposed to be amended to introduce 'Area 8' and is also proposed to identify the site on the Special Provisions Area Map as 'Area 8'.
Minimum commercial FSR in mixed use zones is to be 1:1	Yes	The proposed concept is seeking a retail/commercial component of 1:1 and a residential component of 5:1 with an overall FSR of 6:1.
Maximum tower floor plate sizes	Yes	The concept scheme indicates a floorplate of 585m ² GFA which does not exceed the required 700m ² GFA for residential towers above podium level in the mixed-use zone.
Width of the side of each side of any tower to be minimised	Yes	Council states that the residential tower depicted in the concept plan is generally consistent with the slender tower objective. The concept shows a split rotating tower with an open-air lobby and garden treatment to Anderson Street and facing the Heritage Conservation Area.
Tower separation	Yes	<p>The concept scheme indicates one slender tower with sufficient setbacks and separation to achieve privacy, adequate natural ventilation, sun access and views.</p> <p>The concept development indicates an envelope that is capable of accommodating residential development consistent with SEPP 65 and the Apartment Design Guide (ADG).</p>
Sun access to key public spaces and conservation areas	Yes	The proposed development will not have any additional impact upon sun access to key public places including Victoria Avenue, Concourse Open Space, Garden of Remembrance, Tennis and Croquet Club and Chatswood Oval. The proposed development is located on the northern edge of the Chatswood CBD and is considered to comply with this solar access plane.

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Building Heights	Yes	The proposed maximum building height for the subject site is to 90m consistent with the strategy. The site is not affected by the solar access protection controls.
Lift over runs and architectural features integrated into building form	Yes – capable at DA stage	The proposed concept design integrates the lift over run and architectural features within the maximum height.
Links and open space	Yes – capable at DA stage	The proposed concept includes a 2m ground level landscaped setback to the west boundary providing adequate space to accommodate a through site link. Landscaping will enhance street frontages and contribute to amenity, safety and passive surveillance.
Publicly accessible open space and landscaping	Yes – capable at DA stage	The setback to the west will provide an extension to the rear public pedestrian lane. The existing public pathway which is also proposed to be embellished. There will be no constraints to public access. The proponent is prepared to enter into a VPA to fund public domain improvements and will be in addition to any adopted section 7.11 or 7.12 contributions.
All roofs up to 30m from the ground are to be green roofs	Yes – capable at DA stage	The proposed concept identifies green roofs at podium level to Anderson Street, O'Brian Street, Day Street and the rear public pathway.
Soft landscaping is to apply to 20% of the site	Yes – capable at DA stage	A green spine has been introduced to provide additional greenery. A detailed landscape design will ensure a minimum of 20% of the site are provided as soft landscaping.
Roof top communal open space	Yes – capable at DA stage	The concept scheme includes 680m ² of communal open space at ground level, podium roof and the roof top.
Street wall heights and setbacks	Yes – capable at DA stage	The concept scheme includes a 6m setback at ground level to Anderson Street, exceeding the 3m requirement. A 1.15m setback at ground level to O'Brien Street, nil setback to Day Street and a 2m setback to the rear pathway is consistent with the recommended setbacks. The concept shows: <ul style="list-style-type: none"> • 6.4m setback above podium to Anderson Street with a total setback of 12.4m from the Anderson Street boundary when including the ground setback; • 4.5m setback above the podium to O'Brien Street with a total setback of 5.5m including the ground setback; • 2m above podium level 1 and then 7.6m at level 2 facing the rear pathway with a total

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		<p>setback of 11.6m from the rear public pathway including the ground setback.</p> <p>The concept scheme indicates a 12.5 street wall height to Anderson Street, a 10m street wall height to O'Brien Street and a 14m wall height to Day Street and the rear laneway to the west.</p> <p>The tower setback is a minimum of 4.5m from all boundaries.</p>
Active street frontages	Yes – capable at DA stage	The ground floor level of retail/commercial floorspace is proposed to provide the opportunity for active street frontages to Anderson, O'Brien and Day Street.
Site isolation	Yes	The amalgamated site will not result in the isolation of other sites.
Traffic and transport	Yes – capable at DA stage	<p>Carparking rates for the commercial/retail component have been reduced in line with the Strategy and the proximity to existing public transport along Anderson Street to additional transport options approximately 400m from the site.</p> <p>The concept scheme includes four levels of parking at basement level for approximately 188 vehicles in addition to bicycle and motorcycle parking spaces.</p> <p>Vehicular access/egress will be limited to Day Street. All commercial and residential is onsite and not on public streets.</p> <p>The transport impact assessment indicates that the loading dock area is located with the basement. The design is not reliant on a mechanical solution such as a turntable. Entry and exit of vehicles will be in a forward direction.</p>