



Planning Proposal Report

44-52 Anderson Street, Chatswood

On behalf of
Chatswood Square Pty Ltd
February 2021



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* This document is for discussion purposes only unless signed and dated by the persons identified. This document has been reviewed by the Project Director.

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Table of Contents

Executive Summary	7
1 Introduction.....	9
1.1 Proponent and Project Team	10
2 Site Information.....	11
2.1 Site Context	11
2.2 Site Description	12
2.3 Surrounding Context.....	15
3 Planning Context.....	17
3.1 Strategic Planning Context	17
3.1.1 A Metropolis of Three Cities	17
3.1.2 North District Plan.....	18
3.2 Local Planning Context	20
3.2.1 Willoughby Local Strategic Planning Statement	20
3.2.2 Chatswood CBD Planning and Urban Design Strategy 2036.....	21
3.2.3 Draft Willoughby Housing Strategy	25
4 Current Planning Controls	27
4.1 Willoughby LEP 2012.....	27
4.1.1 Zoning.....	27
4.1.2 Height of Buildings	27
4.1.3 Floor Space Ratio.....	28
4.1.4 Heritage Conservation.....	28
5 Indicative Development Context	29
5.1 Overview of the reference scheme	29
5.2 Building Envelope and Built Form	30
5.3 Setbacks.....	32
5.4 Communal Areas and Landscaping	33
5.5 Access and Parking	35
6 Planning Proposal Overview	36
6.1 Part 1- Objectives and intended outcomes.....	36
6.2 Part 2 - Explanation of Provisions	37
6.2.1 Land Zoning.....	37

6.2.2	Maximum Floor Space Ratio	38
6.2.3	Maximum Height of Building.....	38
6.2.4	Draft Site Specific DCP	39
6.3	Part 3 – Justification	39
6.3.1	Section A – Need for the Proposal.....	39
6.3.1	Section B – Relationship to strategic planning framework	40
6.3.2	Section C – Environmental, social and economic impact.....	66
6.3.3	Section D – State and Commonwealth Interests.....	72
6.4	Part 4 - Mapping	72
6.5	Part 5 - Community Consultation	72
6.6	Part 6 - Indicative Project Timeline	73
7	Conclusion	74

Schedule of Figures and Tables

Figure 1 Site Aerial Map	11
Figure 2 Site Context Map	12
Figure 3 View of No 52 and No 46 Anderson Street towards west	13
Figure 4 – View of No 52 Anderson Street on O'Brien Street	13
Figure 5 – View of No 44 and 52 Anderson Street towards west	14
Figure 6 - View of No 44 Ander Street on Day Street towards east	14
Figure 7 View of the subject site from Anderson street looking south west.....	14
Figure 8 3 storey flat along O'Brian Street	15
Figure 9 Dwellings to the immediate East.....	16
Figure 10 3 storey flat to the immediate south.....	16
Figure 11 View of the rear laneway towards south	16
Figure 12 View of 1 Day Street	17
Figure 13 Greater Sydney Regional Plan	18
Figure 14 Chatswood Strategic Centre	19
Figure 15 Willoughby City LSPS Structure Plan Map.....	21
Figure 16 Growth of Chatswood CBD to 2036	22
Figure 17 Recommended Land Use	22
Figure 18 Recommended maximum height	23
Figure 19 Recommended maximum floor space ratio.....	23
Figure 20 Recommended setbacks and street frontage heights	24
Figure 21 Recommended sun access protection for public spaces	24
Figure 22 Recommended links and new open space	25
Figure 23 Willoughby's draft Housing Strategy.....	26
Figure 24 Existing Zoning Map	27
Figure 25 Existing Height of Buildings Development Standard Map.....	27
Figure 26 Existing Maximum FSR Development Standard Map	28
Figure 27 Existing LEP Heritage Map	28
Figure 28 Proposed built form viewed from different nearby locations	31
Figure 29 Photomontage – Anderson Street	31
Figure 30 Photomontage – Rear Laneway.....	32
Figure 31 Proposed setbacks	33
Figure 32 Ground Level – Indicative landscaping.....	34
Figure 33 Podium Level – Indicative landscaping	34

Figure 34 Roof Level – Indicative landscaping	35
Figure 35 Roof Level – Indicative landscaping	35
Figure 36 Proposed Land Zoning Map	37
Figure 37 Proposed Floor Space Ratio Map.....	38
Figure 38 Proposed Floor Space Ratio Map.....	39
Figure 39 Shadow impacts at 2pm	69
Table 1. Project Team	10
Table 2. Site Description	12
Table 3. Numerical Overview of the reference scheme	29
Table 4. Consistency with Greater Sydney Region Plan 2056	40
Table 5. Consistency with North District Plan.....	45
Table 6. Consistency with key elements under the Chatswood CBD Strategy 2036 ..	48
Table 7. Consistency with the relevant LSPS Priorities.....	56
Table 8. Consistency with the State Environmental Planning Policies.....	59
Table 9. Consistency Section 9.1 Ministerial Directions	61
Table 10. Potential on-site car parking	70
Table 11 Project Timeline	73

Appendices

- **Appendix 1** – Site Survey;
- **Appendix 2** – Reference Scheme;
- **Appendix 3** – Landscape Strategy;
- **Appendix 4** – Traffic Impact Assessment;
- **Appendix 5** – Heritage Impact Statement;
- **Appendix 6** – Acoustic Report;
- **Appendix 7** – Contamination Report;
- **Appendix 8** – Draft Site Specific DCP;
- **Appendix 9** – Wind Statement; and
- **Appendix 10** - Proposed LEP Mapping Amendments;
- **Appendix 11**- ADG Compliance table;
- **Appendix 12** – Draft VPA Offer.

Executive Summary

This Planning Proposal has been prepared by *Mecone NSW Pty Ltd* (Mecone) for *Chatswood Square Pty Ltd* in relation to the land located at 44-52 Anderson Street, Chatswood (the site). The Planning Proposal satisfies the requirements of Section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and has been prepared in accordance with the NSW Department of Planning, Industry and Environment's (DPIE's) *A Guide to Preparing Planning Proposals* (2018).

Subject site

The site is located at 44-52 Anderson Street, Chatswood and is within the Willoughby Council Local Government Area (LGA). The site consists of three lots and is legally known as SP80201, SP68797 and SP78790. The site has a total land area of 2,687m². The site has three street frontages including Anderson Street to the east, O'Brien Street to the north, Day Street to the south and a laneway to the west. The site is located approximately 400m from Chatswood Transport Interchange.

Overview of the proposal

The Planning Proposal has been prepared under the Chatswood CBD Planning and Urban Design Strategy 2036, which has been endorsed by the Department of Planning, Industry and the Environment (DPIE). The Planning Proposal seeks consent to permit:

- Amend the Land Zoning to **B4 Mixed Use**;
- Amend the maximum Floor Space Ratio (FSR) development standard to **6:1**; and
- Amend the maximum Height of Buildings development standard to **90m**.

A draft Site Specific Development Control Plan (DCP) also accompanies the Planning Proposal to provide certainty that a suitable development outcome is achievable at the detailed Development Application phase.

Intent of the Planning Proposal

The Planning Proposal is accompanied by an indicative Preferred Scheme which reflects the Proponent's vision for the site as facilitated by the LEP amendments. It demonstrates that the Planning Proposal is capable of delivering a slender tower containing a mixed use development with residential flat building and commercial/retail uses. The development facilitated by the proposal will provide approximately 156 units and 2,687m² for potential small businesses, retail uses and start-ups within the Precinct.

Strategic Merit

As demonstrated by this Planning Proposal, the development facilitated by the proposed LEP amendments has strategic merits in that it will:

- The proposal facilitates the redevelopment of the site which is consistent with the objectives of the current Planning Proposal by Willoughby Council, as well as the direction of the Metropolitan Strategy: A Plan for Growing Sydney and the North District Plan;

- The Planning Proposal directly implements the key elements under the endorsed Chatswood CBD Planning and Urban Design Strategy 2036, which guides the future developments in Chatswood CBD over the next 20 years;
- The Planning Proposal allows for a mixed used development which will continue to support the growth of Chatswood. The proposal enables the delivery of high-density housing within Chatswood CBD but outside of the commercial core centre, the proposal will deliver housing targets but also preserve space in the strategic centre for employment growth;
- The proposal allows for a mixed use development on the site, which creates additional housing stock and employment growth in close proximity to transport, services, jobs and assists in achieving the housing target for Willoughby LGA; and
- The proposal enables more economic and efficient use of land and inclusion of additional affordable housing accessible to public transport and other services.

Site Specific Merit

The Reference Scheme that accompanies the Planning Proposal demonstrates the site specific merits of the Planning Proposal. The Planning Proposal demonstrates site specific merit as it:

- Facilitates an envelope with capacity to support a slender tower built form;
- Increases the site's capacity to accommodate housing target and employment growth;
- Will capitalise on the site's excellent access to existing and planned transport infrastructure;
- Provides a bulk and scale commensurate with future surrounding developments;
- Is capable to meet building separation to neighbouring buildings and other relevant design guideline under the Apartment Design Guide;
- Improves active street frontages to Anderson Street, O'Brien Street, Day street and improve pedestrian connectivity on and around the site;
- Provides an improved amenity outcome for surrounding properties;
- Facilitates a development which will retain the majority of the significant trees surrounding the site and provide a high level of landscaping around the street frontages of the site; and
- Will have acceptable environmental impacts as evidenced by supporting subconsultant reports.

Conclusion

The proposal is consistent with the aims and objectives of relevant strategic and statutory plans and policies, and in particular the recently adopted Chatswood CBD Strategy. It is therefore considered that the proposal satisfies the Strategic Merit Test. Our assessment of the proposal has also identified Site Specific Merit. It is therefore requested that Council forward this Planning Proposal to the Minister for Planning for Gateway Determination.

1 Introduction

This Planning Proposal has been prepared by *Mecone NSW Pty Ltd* (Mecone) for Chatswood Square Pty Ltd in relation to the site located at 44-52 Anderson Street, Chatswood.

The Planning Proposal seeks to amend the Willoughby LEP 2012 (WLEP 2012) to deliver a mixed use residential flat building that meets contemporary standards. The proposed LEP amendments are as follows:

- Amend the Land Zoning from R3 Medium Density Residential to **B4 Mixed Use**;
- Amend the maximum Floor Space Ratio (FSR) development standard applicable to the site from 0.9:1 to **6:1**; and
- Amend the maximum Height of Buildings development standard applicable to the site from 12m to a range of heights up to **90m**.

The Planning Proposal has been prepared in accordance with Section 3.33 of the EP&A Act and The NSW Department of Planning, Industry and Environment's (DIPE's) 'A Guide to Preparing Planning Proposals'.

Specifically, the Planning Proposal includes the following information:

- A description of the site in its local and regional context;
- Part 1 – A statement of the objectives and intended outcomes of the proposed instrument;
- Part 2 – An explanation of the provisions that are to be included in the proposed instrument;
- Part 3 – The justification for those provisions and the process for their implementation including:
 - Whether the proposed instrument will comply with relevant directions under Section 9.1;
 - The relationship to the strategic planning framework;
 - Environmental, social and economic impacts;
 - Any relevant State and Commonwealth interests; and
 - Details of the community consultation that is to be undertaken before consideration is given to the making of the proposed instrument.
- Part 4 – Mapping
- Part 5 – Community Consultation; and
- Part 6 – Project Timeline.

The Planning Proposal is accompanied by the following reports:

- **Appendix 1** – Site Survey;
- **Appendix 2** – Urban Design Report;
- **Appendix 3** – Reference scheme;
- **Appendix 4** – Traffic Impact Assessment;
- **Appendix 5** – Heritage Impact Statement;
- **Appendix 6** – Acoustic Report;

- **Appendix 7** – Contamination Report;
- **Appendix 8** –Draft Site Specific DCP;
- **Appendix 9** – Wind Statement; and
- **Appendix 10** - Proposed LEP Mapping Amendments;
- **Appendix 11**- ADG Compliance table.

1.1 Proponent and Project Team

The planning proposal has been informed by the following accompanying reports prepared by the project team:

Table 1. Project Team	
Specialist Report	Consultant
Urban Planning	Mecone
Urban Design and Architectural Plans	MAKE Architects
Survey Plan	Rygate Surveyors
Heritage	Weir Phillips
Acoustic	Resonate
Contamination	Douglas Partners
Traffic	JMT Consulting
Wind	Vipac

2 Site Information

2.1 Site Context

The site is located at 44-52 Anderson Street, Chatswood and is within the Willoughby Council Local Government Area (LGA). The site consists of three lots and is legally known as SP80201, SP68797 and SP78790. The site has a total land area of 2,687m².

The existing development contained within the site generally consists of three storey residential flat buildings and townhouse developments. The site has three street frontages including Anderson Street to the east, O'Brien Street to the north, Day Street to the south and a laneway to the west. The site is located approximately 400m from Chatswood Transport Interchange and 8.6km north of Sydney CBD. the site's location and context are shown from Figure 1 and 2 below.

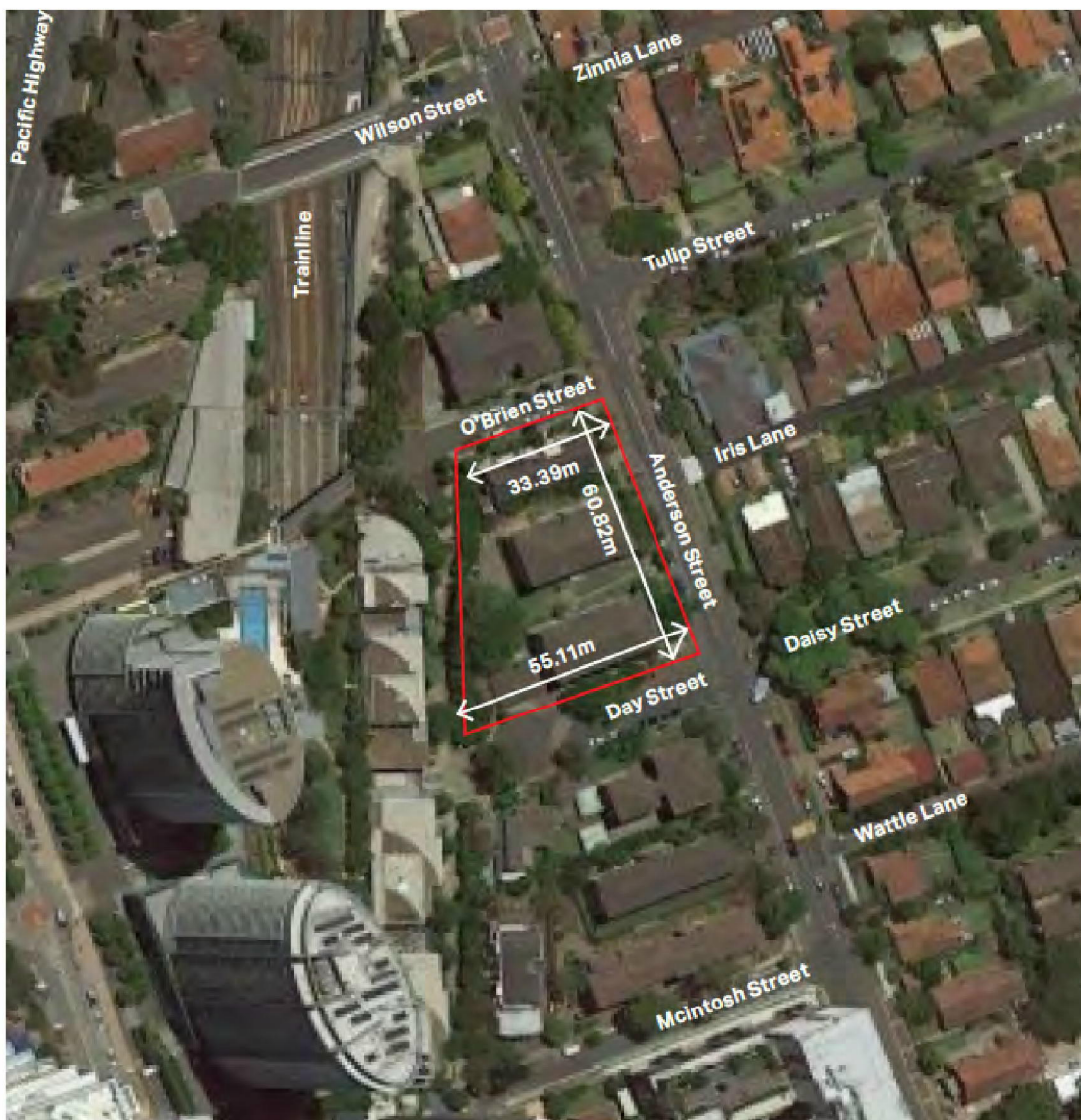


Figure 1 Site Aerial Map
Source: Make Architects

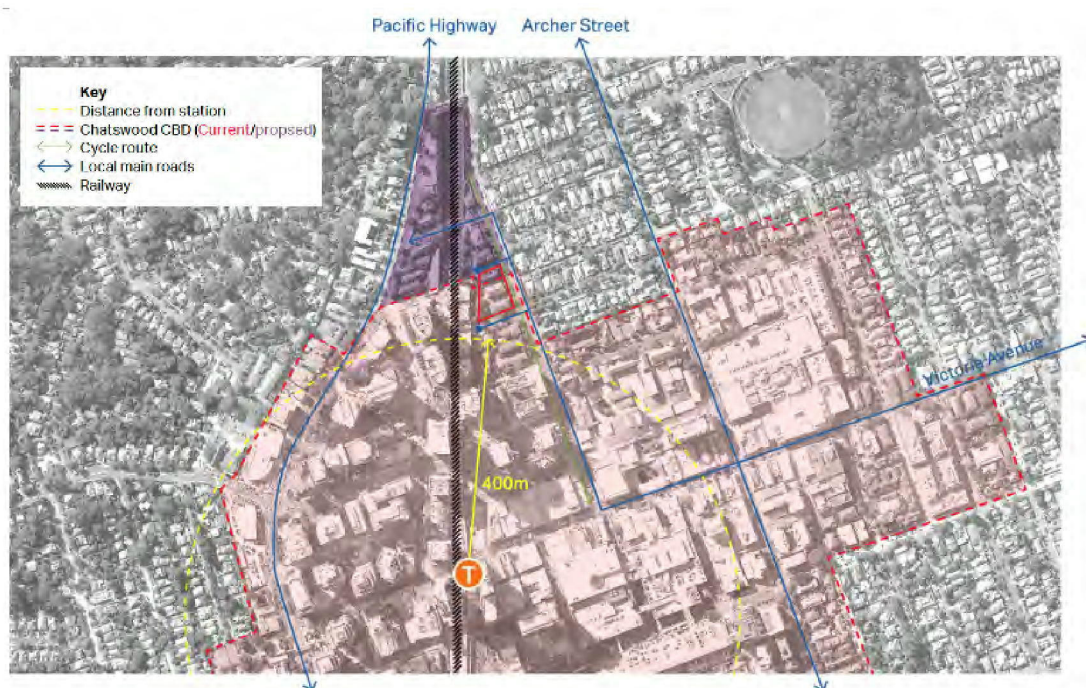


Figure 2 Site Context Map

Source: Make Architects

2.2 Site Description

The table below provides a description of the subject site.

Table 2. Site Description	
Item	Description
Legal description	<p>The site is legally described as:</p> <ul style="list-style-type: none"> • 44 Anderson Street, Chatswood – SP80201; • 46 Anderson Street, Chatswood – SP68797; and • 52 Anderson Street, Chatswood – SP78790.
Total area	2,687m ²
Address	44-52 Anderson Street, Chatswood
Existing use and building	The existing development contained within the site generally consists of three storey Residential Flat Buildings (RFB) and townhouse developments.
Surrounding Development	<p>The surrounding development is as follows:</p> <ul style="list-style-type: none"> • North: Directly north of the site is O'Brien Street, with a three storey RFB further to the north; • East: Directly east of the site is Anderson Street. A conservation area largely consists of single storey detached dwellings are located further to the east;

Table 2. Site Description

Item	Description
	<ul style="list-style-type: none">• West: A rear pedestrian laneway adjoins the site at west, a 5 storey RFB and a railway corridor is located further to the west ; and• South: The site adjoins Day Street to the south, a number of RFBs are located further south to the subject site.
Public Transport	The site is located approximately 400m from Chatswood CBD Centre and transport Interchange transport interchange precinct, which includes Chatswood Rail, bus and Metro Station. Several bus stops are located along Anderson Street which provides connections to a number of destinations in the North Shore and Sydney CBD.

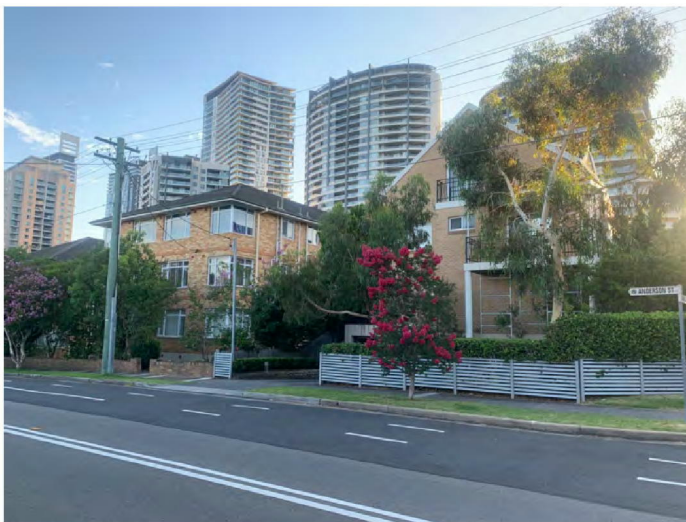


Figure 3 View of No 52 and No 46 Anderson Street towards west
Source: Mecone



Figure 4 – View of No 52 Anderson Street on O'Brien Street
Source: Mecone

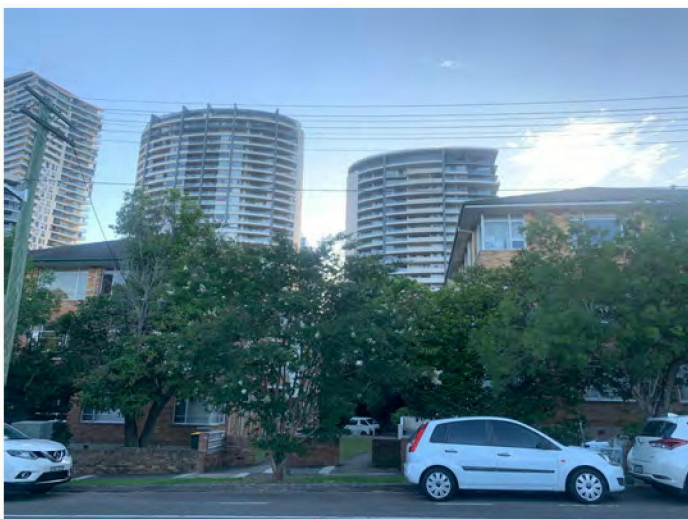


Figure 5– View of No 44 and 46 Anderson Street towards west
Source: Mecone

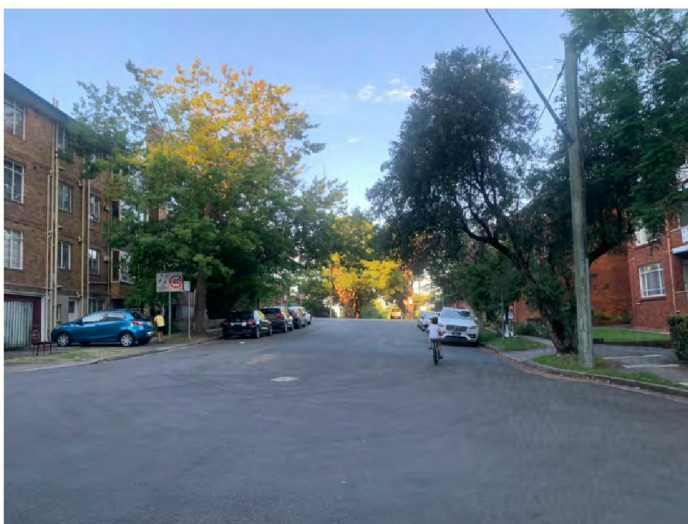


Figure 6 - View of No 44 Ander Street on Day Street towards east
Source: Mecone

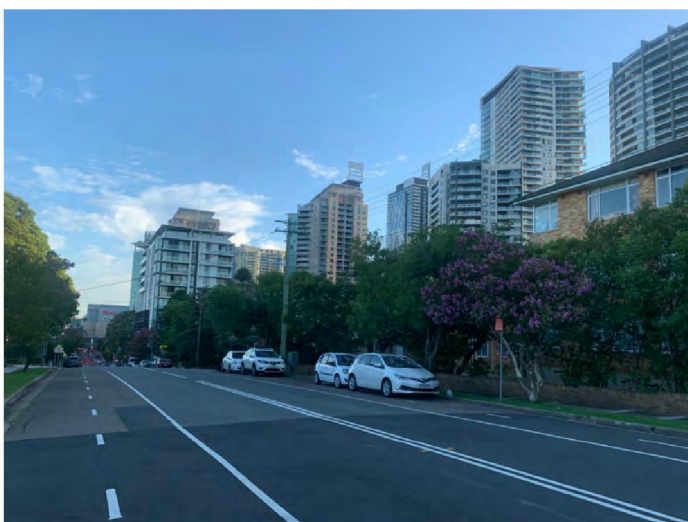


Figure 7 View of the subject site from Anderson street looking south west
Source: Mecone

2.3 Surrounding Context

The site and its immediate surrounds are characterised by a mix of both detached residential dwellings and high-rise residential apartment buildings.

North

The immediate north of the site is a three-story RFB located along O'Brien Street. This RFB is setback from Anderson streets and partially concealed by street planting. Vehicle access of the existing RFB is provided on O'Brien Street. A bus stop is located in front of 54 Anderson Street, north of the subject site.

East

The site is bounded by Anderson Street immediately east. Low scale, single detached residential dwellings are located east of Anderson Street in a heritage conservation area. The Beauchamp Park is located approximately 370m further east of the subject site.

South

To the immediate south of the site along Day Street is a group of three (3) storey RFBs. a 12 storey shop-top housing development is located further to the south. The Chatswood CBD, characterised by a number of commercial business towers, shopping facilities and transport networks including train, metro and bus services, is situated approximately 400m to the south.

West

Directly adjoining the west of the site is a pedestrian walkway that connects to Day street and O'Brien. A part four/ part five storey RFB at 1 Day Street, Chatswood is located to the west of the subject site across the laneway. A rail corridor is located further west of the subject site.

Photographs of the surrounding development are shown below.

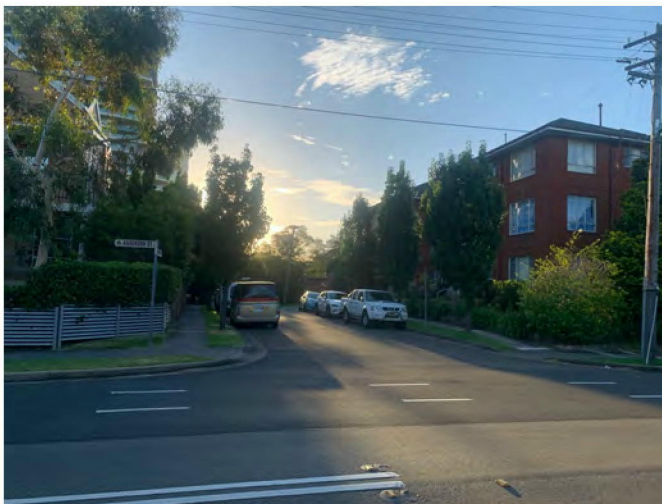


Figure 8 3 storey flat along O'Brian Street
Source: Mecone



Figure 9 Dwellings to the immediate East
Source: Mecone

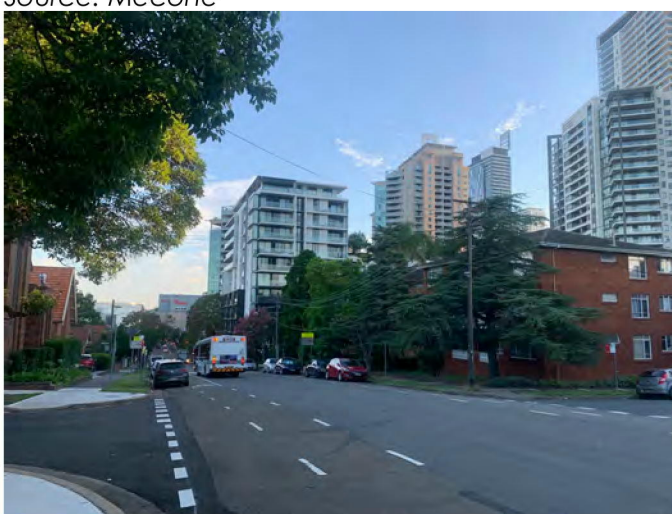


Figure 10 3 storey flat to the immediate south, with high-rise residential developments and the retail precinct further south.
Source: Mecone

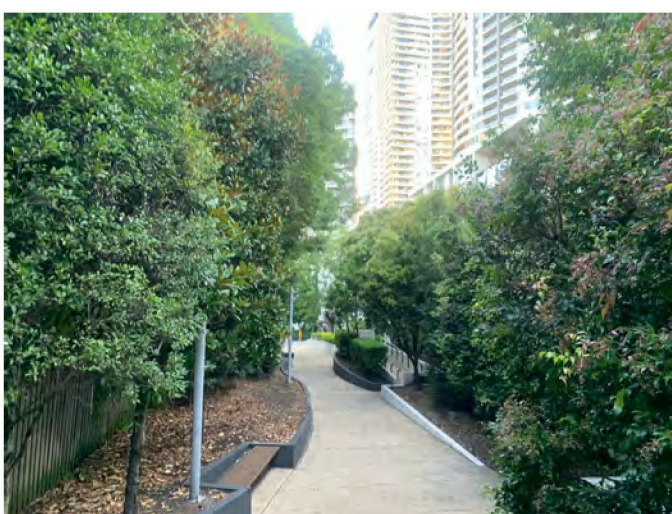


Figure 11 View of the rear laneway towards south
Source: Mecone



Figure 12 View of 1 Day Street

Source: Mecone

3 Planning Context

3.1 Strategic Planning Context

The Planning Proposal is informed by the planning priorities nominated by the local and regional strategic planning framework.

3.1.1 A Metropolis of Three Cities

The Greater Sydney Region Plan – A Metropolis of Three Cities (the Plan) was released in March 2018. It provides a 40-year vision (to 2056) for the Greater Sydney Region and establishes a 20-year plan to manage the growth of Greater Sydney. It identifies a vision for Greater Sydney to emerge as a metropolis of three cities comprising the Western Parkland City, the Central River City and the Eastern Harbour City.

The Plan states that Greater Sydney is growing and that by 2036, the NSW Government will need to deliver over 725,000 new homes for an additional 1.36 million people, and places for 817,000 additional jobs.

The Plan includes:

- Providing housing supply, choice and affordability with access to jobs, services and public transport;
- Delivering integrated land use and transport for a 30 minute city;
- Creating and renewing great places and local centres;
- Increasing urban tree canopy and delivering Green Grid connections;
- Growing targeted economic sectors and preserving;
- Reducing carbon emissions and managing energy, water and waste efficiently; and,
- Planning for a city supported by infrastructure.

The Plan outlines that in order to deliver these new homes, housing and infrastructure policy will need to adapt to ensure that Sydney is:

- A city of housing choice, with homes that meet our needs and lifestyles. Urban renewal is essential to meet the demand for new housing in Sydney;
- Supported by local centres which are a focal point for neighbourhoods, integrate public transport access and provide day-to-day services for local populations;
- A great place to live with communities that are strong, healthy and well connected and where streets are streets and public places are activated.

Growth centred around strategic centres is essential for the successful delivery of the Plan's priorities and objectives. The Plan includes a focus for strategic centres to support residents through the provision of accessible retail, employment and services available with walkable catchment and with good levels of accessibility.

The site is situated in the Northern District of the Greater Metropolitan Sydney. Chatswood is identified as a Strategic Centre and major asset along the well-connected Eastern Economic Corridor from Macquarie Park to Sydney Airport.



Figure 13 Greater Sydney Regional Plan
Source: Greater Sydney Commission

3.1.2 North District Plan

In March 2018, the Greater Sydney Commission released the North District Plan setting out priorities and actions for Greater Sydney's North District.

The proposed priorities and actions for a productive and liveable North District focused on planning a city of people and of great places as well as a supply of a range of housing and employment opportunities. It is guided by the aim of establishing 30-minute cities, where people are 30 minutes from jobs and services by public

transport and 30 minutes from local services by active transport. This is projected to be achieved by responding to the planning priorities outlined in the District Plan.

Chatswood is identified in the District Plan as a Strategic Centre with a highly successful retail focus and vibrant night-time economy. A five-year housing target is provided for each local government area in the North District Plan. Willoughby LGA is set a target for 2016 – 2021 of 1,250 additional dwellings. A target of 92,000 additional dwellings for the District has been set as a minimum target over the next 20 years. This equates to an average annual supply of 4,600 new dwellings per year to be delivered in the District over the next 20 years. Actions set to strengthen Chatswood include:

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



Figure 14 Chatswood Strategic Centre
Source: Greater Sydney Commission

3.2 Local Planning Context

3.2.1 Willoughby Local Strategic Planning Statement

On the 10 February 2020, the council adopted the Willoughby Local Strategic Planning Statement (LSPS) which outlines the councils 20-year vision for the local government area to enhance the liveability and accommodate for the increased population growth that is predicted for the area over the next two decades into 2036. The LSPS is an important document in guiding the Councils Local Environmental Plan (LEP) and Development Control Plan (DCP) and supports the council's consideration and determination of Planning Proposals that propose changes to the development standards under the LEP.

The LSPS identifies a number of key opportunities for the LGA and highlights the importance of the Chatswood CBD in Sydney's wider economic context. Located within Sydney's Eastern Economic Corridor, Chatswood CBD will continue to play an important role at both a local and wider state level. The LSPS further outlines directions to enhance the importance of Chatswood CBD as a commercial centre that is supported by sustained infrastructure development and renewal (Refer to **Figure 15** below).

As the population of the LGA continues to increase and diversify, the LSPS outlines the need to provide increased mix of affordable housing options to accommodate the varying needs of the population. The LSPS predicts that by 2036 the population of the LGA will increase by 14,000 from 78,000 to 92,000. It also highlights that it is important that housing and infrastructure improve in order to support this growth.

Furthermore, Priority 1 of the LSPS is of key relevance to the proposal and relates to increasing housing diversity to cater families, the aging population, diverse household types and key workers. It states that the Draft Housing Strategy has estimated that 6,000 – 6,700 dwellings will be required to meet population growth to 2036 which identifies three focus areas for new housing in the LGA. The key actions for Priority 1 includes to complete and implement the Willoughby City Housing Strategy.

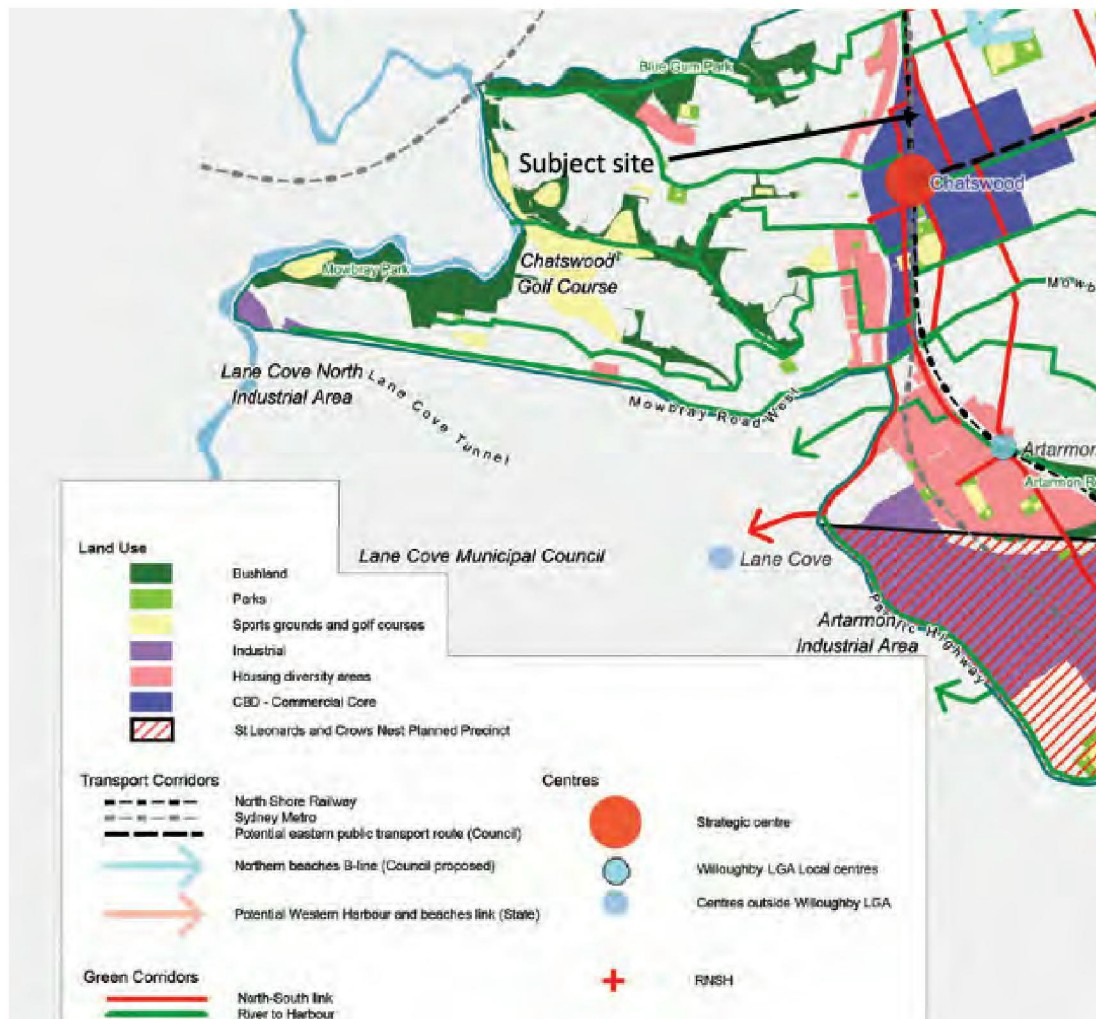


Figure 15 Willoughby City LSPS Structure Plan Map
Source: City of Willoughby

3.2.2 Chatswood CBD Planning and Urban Design Strategy 2036

The Chatswood CBD Planning and Urban Design Strategy 2036 ('Chatswood CBD Strategy') was finalised in September 2020. The strategy supports relaxing current planning restrictions in the centre to enable growth in the stock of office space in Chatswood CBD and residential growth outside of the Commercial Core, and to improve efficiency, connectivity, and amenity in the centre, aligned with the Northwest Metro Rail line opened in May 2019 and the future City and Southwest in 2024.

The Chatswood CBD Strategy 2036 advocates that the target of 1,250 additional dwellings in the Willoughby LGA will be established through Willoughby Housing Strategy, but majority overall to be located within Chatswood CBD but outside of the Commercial core. The anticipated growth is projected below:

Chatswood CBD	2016	Target increase	Total 2036
Jobs	24,700 (14,000 office) North DP (GSC) and BIS Oxford Economics	6,300 - 8,300 North DP (GSC)	31,000 - 33,000
Dwellings	4,488 id consulting	1,250 for LGA to 2021 North DP (GSC)	To be established through Willoughby Housing Strategy but majority overall to be in Chatswood CBD

Figure 16 Growth of Chatswood CBD to 2036

Source: Chatswood CBD Planning and Urban Design Strategy to 2036

The subject site is located in the Chatswood CBD Boundary and is recognised as having redevelopment potential in achieving uplifts. The subject site is recommended to be zoned B4 mixed use, with a maximum height of 90m and a FSR of 6:1, including a commercial FSR of 1:1 to provide retail/commerce space at the ground floors. The site complies with the minimum site area of 1200m² to achieve the maximum recommended FSR in the B4 mixed use zone. A detailed assessment of the application against the Chatswood CBD Strategy is provided in Table 6 of the report.

The Chatswood CBD Strategy listed the following key recommendations that are considered relevant to the site:

- **Land use zoning**
 - The site is recommended to have a B4 Mixed Use zone.



Figure 17 Recommended Land Use

Source: Chatswood CBD Planning and Urban Design Strategy to 2036

- **Height**

- The subject site is recommended to have a maximum height limit of **90m**.

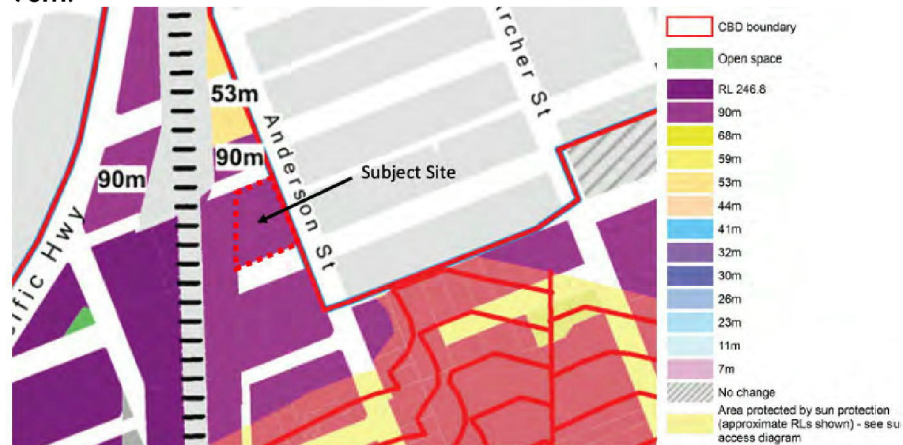


Figure 18 Recommended maximum height

Source: Chatswood CBD Planning and Urban Design Strategy to 2036

- **Floor Space Ratio**

- The subject site is recommended to have a maximum FSR of **6:1**, including a minimum **commercial floor space of 1:1**.



Figure 19 Recommended maximum floor space ratio

Source: Chatswood CBD Planning and Urban Design Strategy to 2036

- **Minimum site area**

- The minimum site area for mixed use development in the B4 mixed use zone is 1200m² to achieve the maximum recommended FSR.

- **Built form controls**

- Maximum tower size is 700m² GFA for residential to achieve the slender tower built form;
 - Mixed use frontage with commercial ground floor;
 - 6-14m street wall height at O'Brien Street, Anderson Street and Day Street, with a minimum 3m setback above street wall;
 - Minimum 3m ground level setback on Anderson Street and a minimum 1m setback above street wall to tower;
 - All buildings should also be setback at minimum of 1:20 ratio of setback to building height from all boundaries (e.g 4.5m setback for 90m building); and

- Building separation is guided by the Apartment Design Guide for residential uses.



Figure 20 Recommended setbacks and street frontage heights
Source: Chatswood CBD Planning and Urban Design Strategy to 2036

- **Sun access to key public spaces and adjacent conservation areas**

- To ensure no additional overshadowing and protection in mid-winter of:
 - a) Victoria Avenue (between interchange and Archer St) 12pm - 2pm.

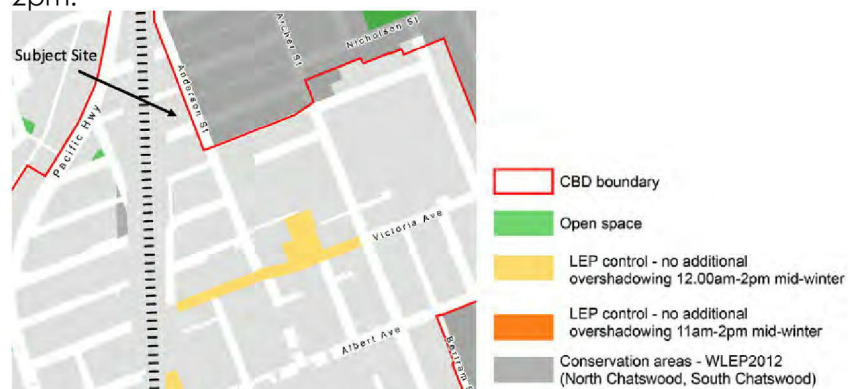


Figure 21 Recommended sun access protection for public spaces
Source: Chatswood CBD Planning and Urban Design Strategy to 2036

- **Landscaping and public domain**

- Minimum 20% of site area to be provided as soft landscaping (provided a ground, podium or roof top level, or green walls);
- All roofs up to 30m in height from ground are to be green roofs; and
- An open air 24 hour through site link is proposed to the western side of the site (figure to figure below)

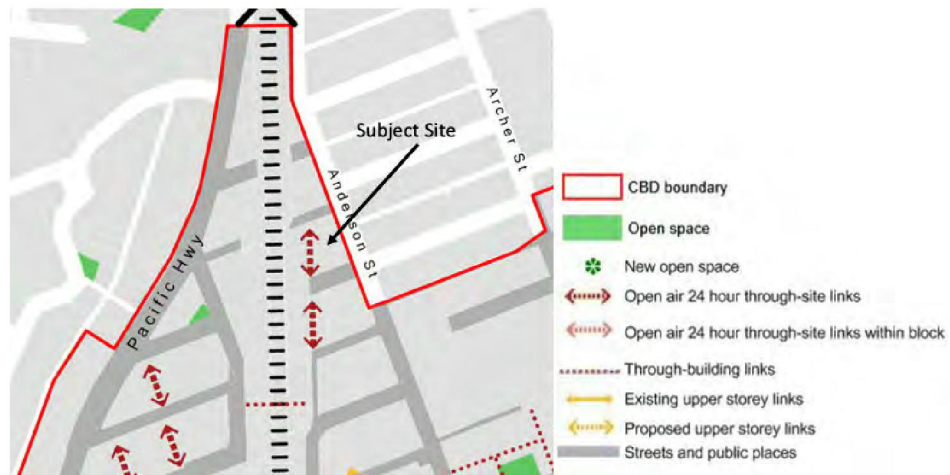


Figure 22 Recommended links and new open space

Source: Chatswood CBD Planning and Urban Design Strategy to 2036

3.2.3 Draft Willoughby Housing Strategy

The draft Willoughby Housing Strategy to 2036 dated February 2019 is a 20-year plan to guide future housing in Willoughby LGA. This draft strategy builds on the Willoughby Housing Position Statement which was released for public exhibition in 2017. The main objective of the housing strategy is to provide guides on the quantity, location and type of future residential development throughout the LGA. It was concluded that the strategic directions to deliver the additional 6,700 dwellings can be accommodated by applying three focus area:

- Focus Area 1: to be on existing medium and high density zones, (R3 and R4) that have not as yet been developed to the full potential of the zone.
- Focus Area 2: to be on the proposed B4 Mixed use zone which surround the B3 Commercial Core of the Central Business District as identified in The Chatswood CBD Planning and Urban Design Strategy 2036.
- Focus Area 3: in the local centres identified in Draft Local Centres Strategy as per the zone changes proposed for:
 - Artarmon
 - Northbridge
 - East Chatswood
 - Penshurst Street
 - Castlecrag
 - Naremburn
 - Willoughby South.

The subject site is located in Focus Area 2 (Refer to *Figure 23* below), where the proposed B4 mixed use zone is estimated with total potential housing yield of up to 5,000 dwellings under the amended planning controls.



Figure 23 Willoughby's draft Housing Strategy identifies three focus areas for new housing

Source: City of Willoughby

4 Current Planning Controls

4.1 Willoughby LEP 2012

The Willoughby Local Environmental Plan (WLEP) 2012 is the principal environmental planning instrument applying to the site. The key applicable Development Standards are outlined below

4.1.1 Zoning

The site is zoned R3 Medium Density Residential under the WLEP 2102 (refer to **Figure 24**). It is noted that the R3 zone permits residential flat building but prohibits shop top housing.

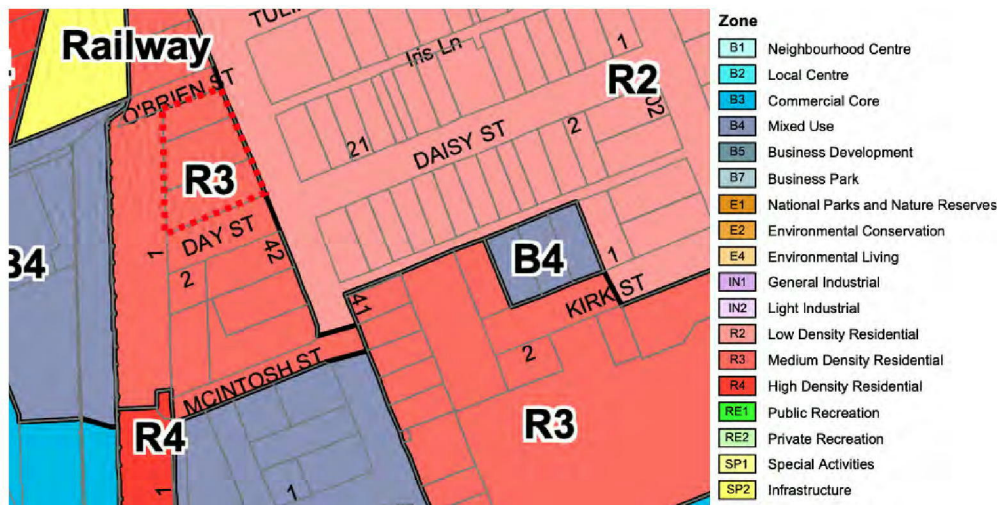


Figure 24 Existing Zoning Map

Source: WLEP 2012/Mecone

4.1.2 Height of Buildings

Under the WLEP 2012 a maximum building height of 12m applies to the site, as shown in **Figure 25**.

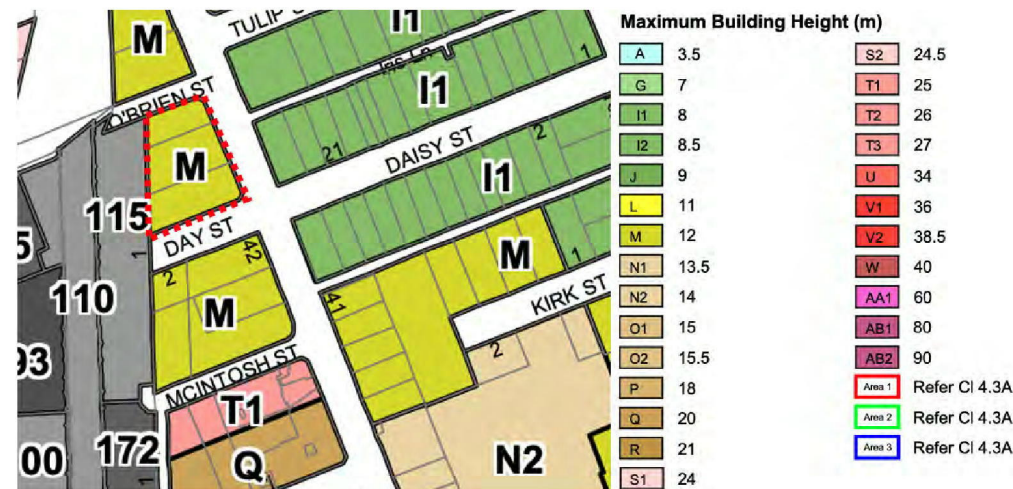


Figure 25 Existing Height of Buildings Development Standard Map

Source: WLEP 2012/Mecone

4.1.3 Floor Space Ratio

Under the WLEP 2012 a maximum FSR of 0.9:1 applies to the site, as shown in **Figure 26**.

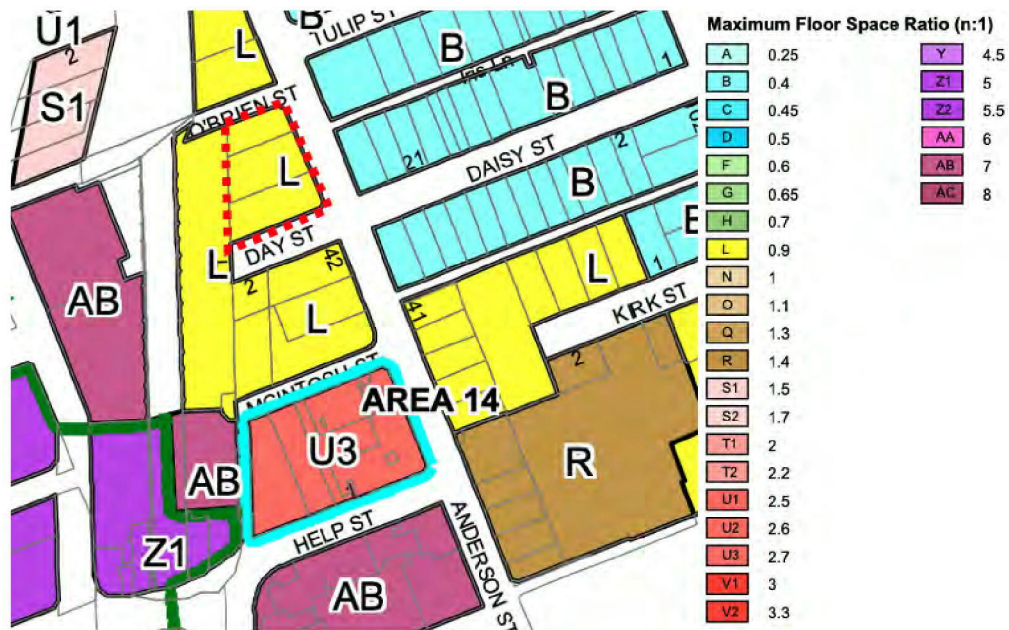


Figure 26 Existing Maximum FSR Development Standard Map

Source: WLEP 2012/Mecone

4.1.4 Heritage Conservation

The WLEP 2012 does not designate the site as being a heritage item or located within an HCA.

The site is however located in close proximity to a few heritage items and a conservation area across Anderson Street (refer to **Figure 27**). Both items comprise detached residential dwellings.



Figure 27 Existing LEP Heritage Map

Source: WLEP 2012/Mecone

5 Indicative Development Context

5.1 Overview of the reference scheme

This Planning Proposal is supported by a Urban Design Report and a reference scheme that has been prepared by MAKE Architects following consultation with Council and design testing (Refer to **Appendix 2** and **Appendix 3**).

The reference scheme demonstrates how the site may be developed within the parameters of the proposed LEP amendments. A detailed Development Application would be submitted following the finalisation of the Planning Proposal.

The reference scheme provides for the following:

- Demolition of the existing buildings at 44-52 Anderson Street, Chatswood;
- Construction of a 25 storey mixed use building with a gross floor area of 1,6122m² comprising:
 - A maximum height of 90m including lift over run;
 - A total of 13,435m² residential floor space (FSR of 5:1) and a total of 2,687m² of commercial floor space (FSR of 1:1);
 - Total of 156 apartments consisting:
 - 28 x 1 bedroom (17.9%);
 - 96 x 2 bedrooms (61.5%); and
 - 32 x 3 bedrooms (20.5%).
 - Construction of four (4) level basement accessible from Day Street, comprising:
 - 188 car parking spaces;
 - 20 racks for bicycle parking and 8 motorcycle spaces;
 - End-of-trip facilities including 20 lockers ;
 - Plant and Storage room; and
 - Loading dock at Basement 1.
 - Provision of outdoor communal area, deep soil and landscaping.

A detailed numerical summary of the Indicative Development Concept is provided below.

Table 3. Numerical Overview of the reference scheme

Component	Proposed
Site Area	2,687m ²
Maximum overall height (storeys)	25 storeys
Maximum height	90m or (RL 190.70)
Total Gross Floor Area	<ul style="list-style-type: none">• Residential: 13,435m²

Table 3. Numerical Overview of the reference scheme

Component	Proposed
	<ul style="list-style-type: none"> Commercial: 2,687m²
Floor Space Ratio	<ul style="list-style-type: none"> Residential: 5:1 Commercial: 1:1
Car Parking	<ul style="list-style-type: none"> 180 residential spaces including visitors; 8 commercial/retail spaces;
Bicycle and motorcycle	<ul style="list-style-type: none"> 22 lockers/ 20 racks cycle spaces 8 motorcycle spaces
Solar Access	87.5% during Winter Solstice
Cross Ventilation	75%
Deep Soil	205m ² (7%)
Communal open Space	680m ² (25%)

5.2 Building Envelope and Built Form

The envelope proposed as part of the reference scheme which informs the proposed LEP amendments is the consequence of iterative design testing. It has sought to minimise overshadowing impacts to the surrounding area. The proposal has a typical residential floor plate of 585m² GFA to achieve the slender tower form, which does not exceed the maximum requirement of 700m² outlined in the Chatswood CBD Strategy 2036..

The reference scheme proposes a tower reaching 25 storeys in height (excluding lift over run). The tower has a maximum height of 90m or RL190.70 including lift over run when measured from ground level, which is consistent with the maximum building height of 90m outlined in the Strategy.

The scheme includes an 'hourglass' plan form allowing maximum activation between Anderson Street and the rear lane, as well as providing articulation to reduce visual bulk and scale while stimulating visual appeal. The overall footprint is broken into two slender forms separated with a green spine. This enhances the visual acuity from varying viewpoints within the public domain.

The reference scheme includes a 12.5m street wall height on Anderson Street, a 10m street wall height on O'Brien Street, a 14m street wall height on Day Street and the rear laneway which are all consistent with the Chatswood CBD Study 2036. The reference scheme provides adequate rear setback which provides further pedestrian activation at the rear laneway.



Figure 28 Proposed built form viewed from different nearby locations
 Source: Make Architects



Figure 29 Photomontage – Anderson Street
 Source: Make Architects



Figure 30 Photomontage – Rear Laneway
Source: Make Architects

5.3 Setbacks

The reference scheme adopts the following key setbacks which are consistent with the Chatswood CBD Strategy:

- Anderson Street boundary:
 - Ground setback: 6m
 - Tower setback: 12.4m.
- O'Brien Street boundary :
 - Ground setback: 1.15m
 - Tower setback: 5.5m.
- Day Street boundary:
 - Ground setback: nil
 - Tower setback: 4.5m.
- Rear Laneway boundary:
 - Ground setback: 2m
 - 1st level setback: 4m
 - Tower setback: 11.6m.



Figure 31 Proposed setbacks
Source: Make Architects

5.4 Communal Areas and Landscaping

The envelope is configured to allow for the provision of comprehensive landscaping, deep soil and outdoor communal areas. The reference scheme provides a 6m ground level setback to accommodate deep soil planting, which integrates with the existing street trees along Anderson Street for maintaining separation to the conservation and heritage items to the east.

The podium space and rooftop will form the focal point of the development and will establish a green outlook for residents whilst providing an area for relaxation and recreation to encourage social interaction. The reference scheme provides 205m² (or 7%) deep soil and 680m² (or 25%) communal open space which complies with the ADG requirement. A green spine has been introduced at the main vertical circulation, with an open format space that split into three level portals and gardens are provided at the lowest level. The spine creates a visible break in the form between the tower form to the north and south. The additional greenery will also be visible on the exterior and provide visual amenity to the streetscape.

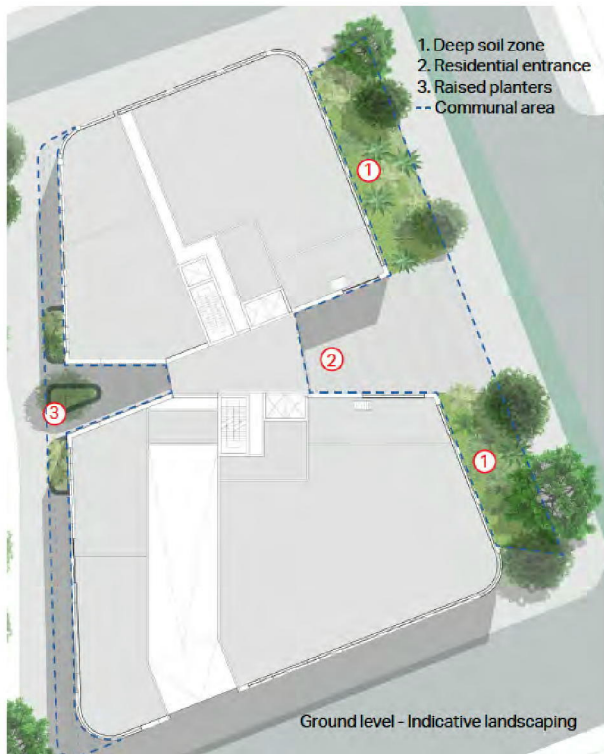


Figure 32 Ground Level – Indicative landscaping
Source: Make Architects



Figure 33 Podium Level – Indicative landscaping
Source: Make Architects



Figure 34 Roof Level – Indicative landscaping

Source: Make Architects

5.5 Access and Parking

The primary pedestrian entry is located centrally to the site adjacent to the Anderson Street frontage. The reference scheme includes four levels of basement parking, with bicycle and end of trip facility provided at basement 2, and commercial parking and loading/unloading at basement 1.

Vehicular ingress and egress are provided from Day Street via a clearly defined ingress/egress driveway. The driveway permits entry to the basement which provides off-street parking for private vehicles, staff vehicles and service vehicles. Waste collection will also occur in the basement.

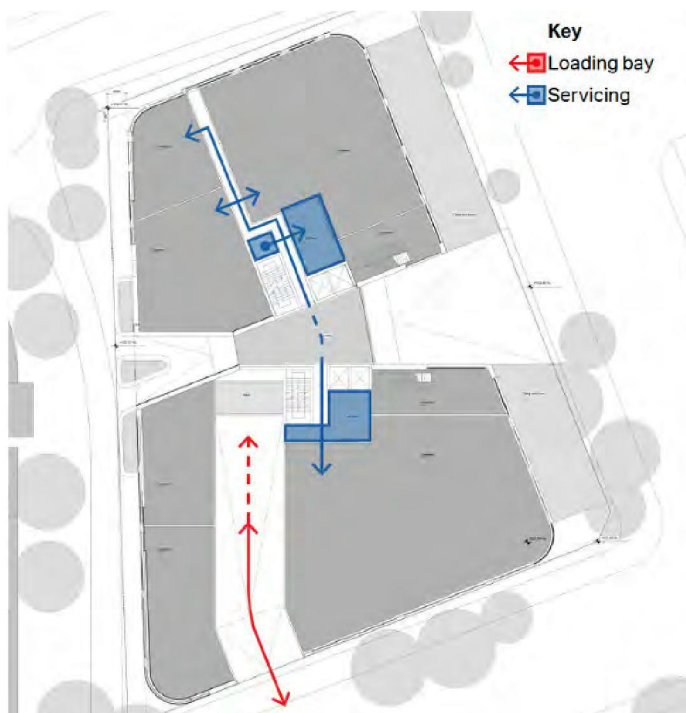


Figure 35 Roof Level – Indicative landscaping

Source: Make Architects

6 Planning Proposal Overview

Section 3.33 of the EP&A Act establishes the required contents of a Planning Proposal. The DPIE's *A Guide to Preparing Planning Proposals* (2018) separates these requirements into six distinct parts. These parts are addressed in the proceeding chapters as follows:

- Chapter 6 addresses Part 1 – A statement of the objectives and intended outcomes of the proposed instrument;
- Chapter 7 addresses Part 2 – An explanation of the provisions that are to be included in the proposed instrument;
- Chapter 8 addresses Part 3 – The justification for those objectives, outcomes and process for their implementation;
- Chapter 10 addresses Part 4 – Maps, where relevant, to identify the intent of the Planning Proposal and the area to which it applies;
- Chapter 11 addresses Part 5 – Details of the community consultation that is to be undertaken; and
- Chapter 12 addresses Part 6 – Indicative timeline for the Planning Proposal.

6.1 Part 1- Objectives and intended outcomes

The objectives and intended outcomes of the Planning Proposal are to:

- To facilitate the redevelopment of the site which is consistent with the objectives of the current Planning Proposal by Willoughby Council, as well as the direction of the Metropolitan Strategy: A Plan for Growing Sydney and the North District Plan;
- To amend the Willoughby LEP 2012 to implement the recommendations of Council's adopted *Chatswood CBD Planning and Urban Design Strategy to 2036* for the site;
- To facilitate the rezoning of the site to B4 Mixed Use which supports the principles of transit-orientated development and livability near the Chatswood Transport Interchange including Chatswood Rail, bus and Metro Northwest and future Metro City and Southwest in 2024;
- To increase the height of buildings and FSR provisions as an incentive to amalgamate sites, provide public benefits and provide a high level of landscaping;
- Enable more economic and efficient use of land and inclusion of additional affordable housing accessible to public transport and other services;
- Improve active street frontages to Anderson Street, O'Brien Street, Day street and improve pedestrian connectivity on and around the site;
- To facilitate an appropriate massing for the site which will be consistent with the wider precinct. Ensure that environmental and amenity impacts associated with increased development yield are not unreasonably increased having regard to the desired future character of the Chatswood CBD;
- To facilitate a development which will retain the majority of the significant trees surrounding the site and provide a high level of landscaping around the street frontages of the site;

- To provide for additional dwellings in an urban area while minimising adverse amenity impacts on the surrounding residential dwellings and public domain; and
- To assist in achieving State and local government's housing targets and address the lack of housing availability within the locality by providing additional residential accommodation.

6.2 Part 2 - Explanation of Provisions

This Planning Proposal proposes to make the following amendments to the WLEP 2012:

- To amend the Land Zoning Map (Sheet LZN_004) for 44-52 Anderson Street, Chatswood, to B4 Mixed Use;
- To amend the Floor Space Ratio Map (Sheet FSR_004) for 44-52 Anderson Street, Chatswood, to 6:1; and
- To amend the Height of Buildings Map (Sheet HOB_004) for 44-52 Anderson Street, Chatswood, to 90 metres.

6.2.1 Land Zoning

The Planning Proposal seeks to amend the WLEP 2012 Land Zoning Map as follows:

- **Existing** – The site is zoned R3 Medium Density Residential; and
- **Proposed** – To amend the Land Zoning Map (Sheet LZN_004) for 44-52 Anderson Street, Chatswood, to B4 Mixed Use in accordance with **Figure 36**.

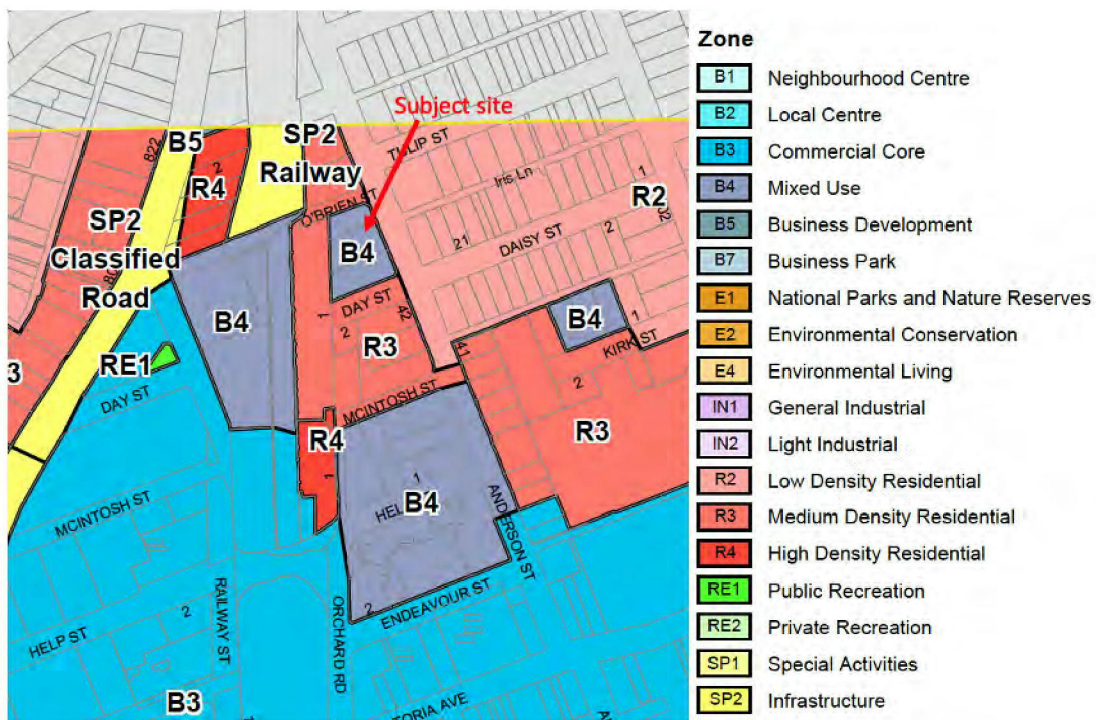


Figure 36 Proposed Land Zoning Map

Source: Mecone

6.2.2 Maximum Floor Space Ratio

The Planning Proposal seeks to amend the WLEP 2012 Floor Space Ratio Map as follows:

- **Existing** – A maximum FSR development standard of 0.9:1m currently applies to the site; and
- **Proposed** – To amend the Floor Space Ratio Map (Sheet FSR_004) for 44-52 Anderson Street, Chatswood, to 6:1 in accordance with **Figure 37**.

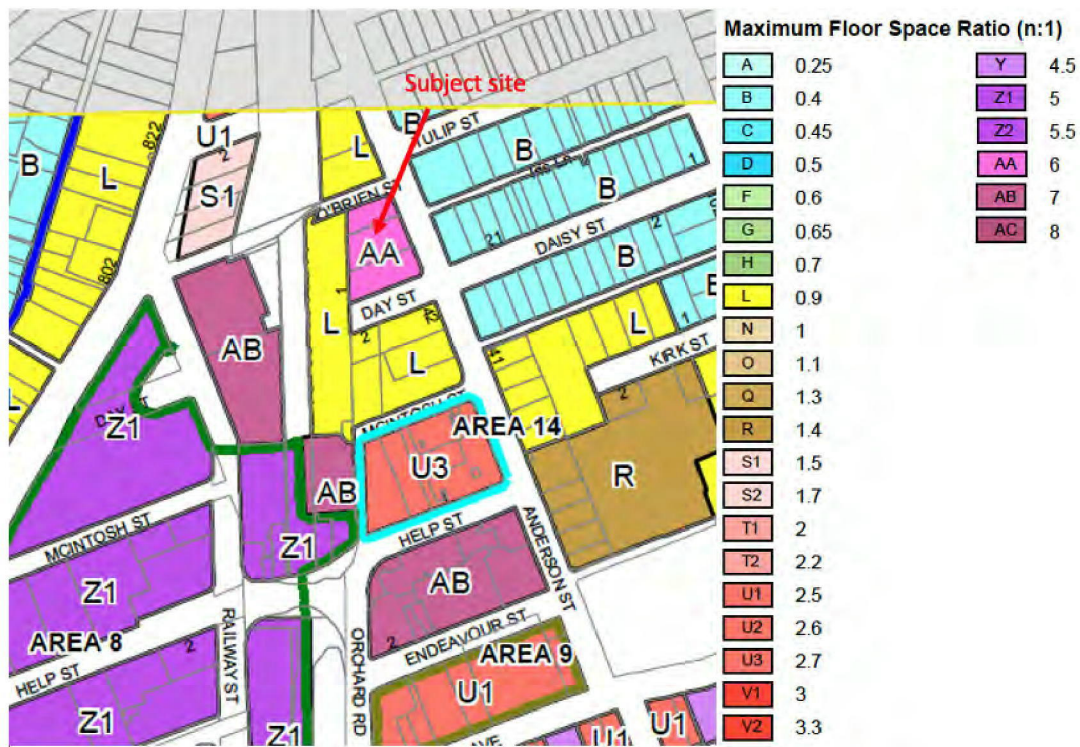


Figure 37 Proposed Floor Space Ratio Map

Source: Mecone

6.2.3 Maximum Height of Building

The Planning Proposal seeks to amend the WLEP 2012 Height of Buildings Map as follows:

- **Existing** – A maximum Height of Buildings development standard of 12m currently applies to the site; and
- **Proposed** – To amend the Height of Buildings Map (Sheet HOB_004) for 44-52 Anderson Street, Chatswood, to 90 metres in accordance with **Figure 38**.

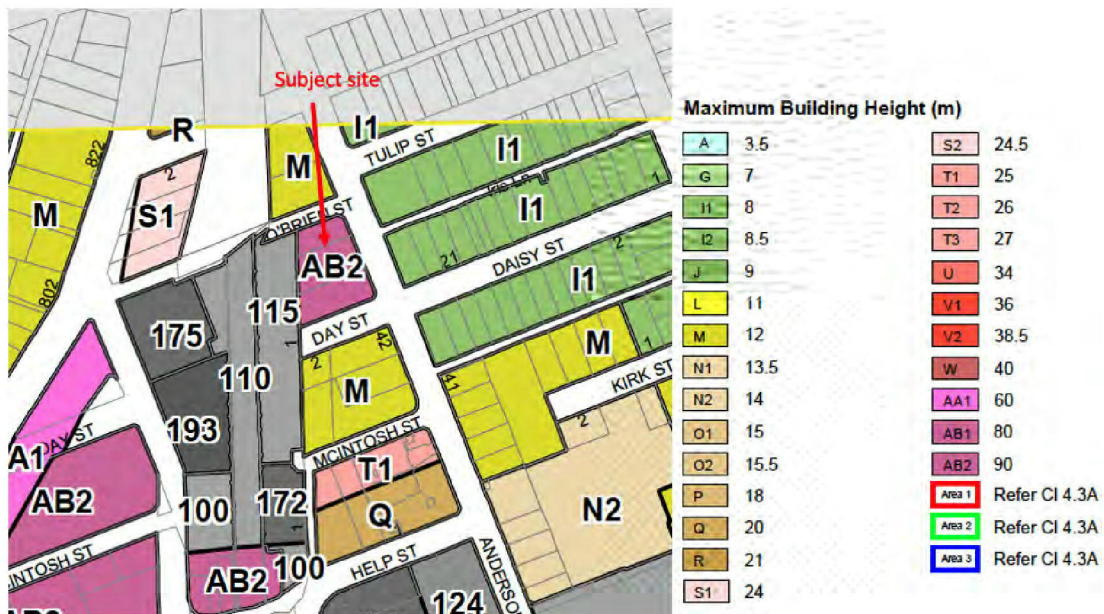


Figure 38 Proposed Floor Space Ratio Map
Source: Mecone

6.2.4 Draft Site Specific DCP

A draft Site Specific DCP has been prepared to give effect to the proposed LEP amendments and provide certainty that the future redevelopment of the site will result in an appropriate built form outcome. The proposed draft Site Specific DCP amendment is provided at **Appendix 8**.

6.3 Part 3 – Justification

6.3.1 Section A – Need for the Proposal

Q1. Is the Planning Proposal a result of any strategic study or report?

The Planning Proposal has been prepared as a direct result of the Chatswood CBD Planning and Urban Design Strategy 2036 which was endorsed by DPIE in July 2020. The Strategy recommends land use, increase building height and development density for land within the Chatswood CBD boundary. The Planning Proposal is consistent with key recommendations outlined in the strategy including:

- The subject is located within the existing and expanded CBD boundary;
- The site is identified as B4 mixed use, with an increase in maximum building height of 90m and increase in floor space ratio up to 6:1 (including minimum 1:1 commercial FSR);
- The amalgamated site has three street frontages and a total land area of 2,687m², which complies with the required minimum site area of 1200m² to achieve the maximum recommended FSR in the B4 mixed use zone; and
- The increased commercial and residential density is intended to accommodate anticipated demand for employment and housing in the Willoughby LGA.

Q2. Is the Planning Proposal the best means of achieving the objectives and outcomes, or is there a better way?

The Planning Proposal seeks to rezone the site to B4 Mixed Use and increase the density (Height of Buildings and FSR provisions) of the site which is controlled by Willoughby Local Environmental Plan 2012 and the only way of amending these provisions is through a Planning Proposal. While it would be possible for the rezoning to be contemplated through the upcoming comprehensive LEP review, this is considered to be a less desirable method as it would not allow detailed site master planning or consideration of public benefits alongside the changes to planning controls. There would be no opportunity to increase the FSR and Height of Buildings controls through a Clause 4.6 variation as part of a Development Application as the extent of variation is generally outside of the realm of which Council would consider.

6.3.1 Section B – Relationship to strategic planning framework

Q3. Will the planning proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft plans or strategies)?

The Planning Proposal's consistency with the regional strategic planning framework is addressed in the table below.

A Metropolis of Three Cities - Greater Sydney Region Plan 2056

The Greater Sydney Regional Plan 2056 was published in March 2018 and sets out a vision, objectives, strategies and actions for a metropolis of three cities across Greater Sydney. The Plan replaced the previous A Plan for Growing Sydney. The Plan outlines 10 overarching directions supported by 40 objectives which aim to provide interconnected infrastructure, productivity, liveability and sustainability benefits to all residents.

The planning proposal's consistency with the 40 objectives are discussed below:

Table 4. Consistency with Greater Sydney Region Plan 2056		
Directions	Objectives	Consistency
Infrastructure and collaboration		
1. A city supported by infrastructure	Objective 1: Infrastructure supports the three cities	In relation to Objectives 1-3, we are consistent as we will be providing new housing and green/open space in close proximity to the Chatswood Transport Interchange.
	Objective 2: Infrastructure aligns with forecast growth – growth infrastructure compact	
	Objective 3: Infrastructure adapts to meet future needs	In relation to Objective 4, the Planning Proposal will optimise public transport use given it is located within walking distance of Chatswood Transport Interchange. The development will maximise the use of these existing public transport assets and will reduce the need for additional infrastructure.
	Objective 4: Infrastructure use is optimised	
2. A Collaborative city	Objective 5:	The Planning Proposal will be prepared with the collaboration of State and local government

Table 4. Consistency with Greater Sydney Region Plan 2056

Directions	Objectives	Consistency
	Benefits of growth realised by collaboration of governments, community and business	agencies and will be notified to the community. The Planning Proposal has been prepared in response to Council's precinct wide Planning Proposal, and is consistent with the endorsed Chatswood CBD Planning and Urban Design Strategy 2036
Liveability		
3. A city for people	<p>Objective 6: Services and infrastructure meet communities' changing needs</p> <p>Objective 7: Communities are healthy, resilient and socially connected</p> <p>Objective 8: Greater Sydney's communities are culturally rich with diverse neighbourhoods</p> <p>Objective 9: Greater Sydney celebrates the arts and supports creative industries and innovation</p>	<p>Objectives 6 and 7 are met by the Planning Proposal's indicative inclusion of high quality mixed use development in close proximity to the Chatswood Transport Interchange, encouraging active transport. The Planning Proposal also provides additional rear setback at the ground floor to assist the delivery of the through-site link as required under the Chatswood CBD Strategy 2036.</p> <p>In relation to Objective 8, a development on this site would be expected to provide a safe and pleasant pedestrian and resident experience. The provision of additional landscaping will maintain the leafy character of the neighbourhood.</p> <p>In relation to Objective 9, the proposal will contribute to public art in accordance with Council's Public Art Policy as required under the Chatswood CBD Strategy 2036.</p>
4. Housing the city	<p>Objective 10: Greater housing supply</p> <p>Objective 11: Housing is more diverse and affordable</p>	<p>The Planning Proposal will allow for high density residential dwellings on the site, which creates additional housing stock in close proximity to transport, services and jobs. The Planning Proposal delivers different types of apartments which provide a diverse range of housing sizes and types to meet community needs.</p> <p>The provision of additional housing will also assist in addressing housing affordability, and will create housing options in Willoughby LGA.</p>
5. A city of great places	<p>Objective 12: Great places that bring people together</p> <p>Objective 13:</p>	<p>In relation to Objective 12, the Planning Proposal creates a sense of place on the site through the public realm, landscaping and open spaces. The layout improves pedestrian connectivity to support</p>

Table 4. Consistency with Greater Sydney Region Plan 2056

Directions	Objectives	Consistency
	Environmental heritage is identified, conserved and enhanced	<p>the sustainability of the region and peoples wellbeing.</p> <p>In relation to Objective 13, there are no actual or potential heritage items on the site, nor is the site within a heritage conservation area. However, it is noted that a conservation area and two heritage items is located to the east of the subject site. The proposal will not negatively impact the conservation area or the heritage items to the east.</p>
6. A well connected city	<p>Objective 14: A metropolis of three cities – integrated land use and transport creates walkable and 30-minute cities</p> <p>Objective 15: The Eastern, GOP and Western Economic Corridors are better connected and more competitive</p> <p>Objective 16: Freight and logistics network is competitive and efficient</p> <p>Objective 17: Regional connectivity is enhanced</p>	<p>In relation to Objective 14, the Planning Proposal will enable a significant number of additional dwellings and commercial space within walking distance of a strategic centre which offers services and transport infrastructure as well as protected job growth.</p> <p>Objectives 15 and 17 are met by providing new dwellings within walking distance of a Strategic Centre along the Eastern Economic Corridor. By concentrating residential growth and mixed use developments on the fringe, it encourages growth of the centre and ensures that the strategic core will be preserved for jobs growth and supporting services, facilities, and businesses. This creates accessible and concentrated jobs for the wider region and also reduces traffic congestion by encouraging active modes of transport.</p> <p>Objective 16 is not considered to be relevant to the Planning Proposal as it does not relate to or impact on Greater Sydney's freight and logistics sector.</p>
7. Jobs and skills for the city	<p>Objective 18: Harbour CBD is stronger and more competitive</p> <p>Objective 19: Greater Parramatta is stronger and better connected</p> <p>Objective 20: Western Sydney Airport and Badgerys Creek Aerotropolis</p>	<p>The Planning Proposal will assist in growing Chatswood as a Strategic Centre between the Harbour CBD and Greater Parramatta, with a focus on commercial/retail and residential. Increased local housing and retail will support the growth Chatswood which will in turn attract international visitors and investment. The Planning Proposal does not impact on industrial and urban services land.</p>

Table 4. Consistency with Greater Sydney Region Plan 2056

Directions	Objectives	Consistency
	<p>are economic catalysts for Western Parkland City</p> <p>Objective 21:</p> <p>Internationally competitive health, education, research and innovation precincts</p> <p>Objective 22:</p> <p>Investment and business activity in centres</p> <p>Objective 23:</p> <p>Industrial and urban services land is planned, protected and managed</p> <p>Objective 24:</p> <p>Economic sectors are targeted for success</p>	
8. A city in landscape	<p>Objective 25:</p> <p>The coast and waterways are protected and healthier</p> <p>Objective 26:</p> <p>A cool and green parkland city in the South Creek corridor</p> <p>Objective 27:</p> <p>Biodiversity is protected, urban bushland and remnant vegetation is enhanced</p> <p>Objective 28:</p> <p>Scenic and cultural landscapes are protected</p> <p>Objective 29:</p> <p>Environmental, social and economic values in rural areas are protected and enhanced</p> <p>Objective 30:</p> <p>Urban tree canopy cover is increased</p> <p>Objective 31:</p> <p>Public open space is accessible, protected and enhanced</p>	<p>Objectives 25 and 26 are not relevant to the Planning Proposal as the land is not in proximity to the South Creek Corridor, coast or waterways. Future development on the site will be capable of providing sufficient deep soil and landscaping, and on-site water management measures to ensure there are no adverse environmental impacts.</p> <p>In relation to Objective 27, 28 and 30, the site is not listed as foreshore areas within the WLEP 2012. The Planning Proposal allows for future redevelopment on the site to retain and increase landscaping and tree canopy to retain the established leafy character of the neighbourhood.</p> <p>Objectives 30, 31 and 32 are met by the Planning Proposal by maintaining the existing tree canopy along Anderson Street, additional landscaping are provided at the Anderson Street frontage and all around the site. The proposal provides additional rear setback allowing for the through site link which improves the pedestrian connectivity on and around the site.</p>

Table 4. Consistency with Greater Sydney Region Plan 2056

Directions	Objectives	Consistency
	Objective 32: The Green Grid links parks, open spaces, bushland and walking and cycling paths	
9. An efficient city	Objective 33: A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change Objective 34: Energy and water flows are captured, used and re-used Objective 35: More waste is re-used and recycled to support the development of a circular economy	In relation to Objective 33, the proposal will create a transit-oriented development with a variety of housing types in close proximity to jobs, services and transport within the Chatswood Strategic Centre, supporting zero emission commuting through active transport. In relation to Objectives 34 and 35, the development is able to incorporate sustainable construction methods and energy efficient design measures within the building which will be explored further as part of the building detailed design and Development Application process.
10. A resilient city	Objective 36: People and places adapt to climate change and future shocks and stresses Objective 37: Exposure to natural and urban hazards is reduced Objective 38: Heatwaves and extreme heat are managed	Objectives 36 and 38 could be met through specific building design features and sustainability measures which will be explored further as part of the building detailed design and Development Application process. Objective 37 will be met through building design that incorporates safety features and noise mitigation.
11. Implementation	Objective 39: A collaborative approach to city planning Objective 40: Plans refined by monitoring and reporting	The Planning Proposal is consistent with the Chatswood CBD Planning and Urban Design Strategy 2036, which has been endorsed by DPIE.

North District Plan

In March 2018, the Greater Sydney Commission also finalised the North District Plan, setting out priorities and actions for Greater Sydney's North District.

The proposed priorities and actions for a productive and liveable North District focused on planning a city of people and of great places as well as a supply of a range of housing and employment opportunities. It is guided by the aim of establishing 30-minute cities, where people are 30 minutes from jobs and services by public transport and 30 minutes from local services by active transport. This is projected to be achieved by responding to the planning priorities outlined in the District Plan.

Table 5. Consistency with North District Plan

Directions	Planning Priority/Actions	Consistency
A city supported by infrastructure	N1: Planning for a city supported by infrastructure	The proposal aligns with forecast growth, and will help connect residents to the Chatswood Strategic Centre and Chatswood Transport Interchange.
A collaborative city	N2: Working through collaboration	NA. Actioned by the Greater Sydney Commission
A city for people	N3: Providing services and social infrastructure to meet people's changing needs	The location of the site allows for more people to live closer to jobs, services, facilities, and transport infrastructure offered in the Chatswood CBD precinct. The proposal will improve the pedestrian connectivity on and around the site.
	N4: Fostering healthy, creative, culturally rich and socially connected community	The proposal encourages an active and healthy lifestyle for the local community. The proposal assists in delivering walkable streets that provide direct, accessible and safe pedestrian connections from the site to schools, jobs, daily needs, retails, services and recreation facilities offered in Chatswood.
Housing the city	N5: Providing housing supply, choice and affordability with access to jobs, services and public transport	The proposal allows for urban renewal in an accessible location linked to key infrastructure and employment opportunities. High density residential housing will also ensure the delivery of the increased housing diversity and stock to assist in achieving the housing target for Willoughby LGA.
A city of great places	N6: Creating and renewing great places and local centres, and respecting the District's heritage	The proposal will allow for the development of a new mixed use precinct with a well-designed built environment incorporating fine grain urban form and high quality social infrastructure. The proposed envelopes allow for the retention of the leafy character of the north shore area, and respond to the heritage items and the heritage conservation area to the east of the subject site.
Jobs and skills for the city	N7: Growing a stronger and more competitive Harbour CBD	N/A The proposal is not located within the identified Harbour CBD area.
	N8: Eastern Economic Corridor is better connected and more competitive	Chatswood is included in the Eastern Economic Corridor. Delivery of high-density housing within Chatswood CBD but outside of the commercial core centre will deliver housing targets but also preserve space in

Table 5. Consistency with North District Plan

Directions	Planning Priority/Actions	Consistency
		the strategic centre for employment growth.
	N9: Growing and investing in health and education precincts	The proposal allows for a mixed use development which allows for the growth and investments in the health and education.
	N10: Growing investment, business opportunities and jobs in strategic centres	The proposal will allow for more people to live within a walkable distance from the centre. It also encourages non-vehicle trips, which foster healthier communities. The proposal includes mixed land uses which will assist with job growth.
	N11: Retaining and managing industrial and urban services land	N/A. The site is located on residential land within a residential area.
	N13: Supporting growth of targeted industry sectors	The Chatswood strategic centre comprises a mix of uses including retail, office, residential as well as community and health. The Planning Proposal allows for a mixed used development which will continue to support the growth of Chatswood.
A well connected city	N12: Delivering integrated land use and transport planning and a 30-minute city	The proposal allows for a new mixed used development within walking distance from the Chatswood CBD. The proposal will also allow for the delivery of public infrastructure and quality built form and landscaping.
	N14: Leveraging inter-regional transport connections	N/A. The Planning Proposal is related to residential redevelopment.
A city in its landscape	N15: Protecting and improving the health and enjoyment of Sydney Harbour and the District's waterways	Future development on the site will be capable of providing sufficient deep soil and landscaping, and on-site water management measures to ensure there are no adverse environmental impacts.
	N16: Protecting and enhancing bushland and biodiversity	N/A The site is not identified as foreshore areas within the WLEP 2012.
	N17: Protecting and enhancing scenic and cultural landscapes	The site is currently developed land and is not directly contributing to any key natural assets. The Planning Proposal retains the maximum number of significant trees around site. The proposal will improve the existing streetscapes around the site.

Table 5. Consistency with North District Plan

Directions	Planning Priority/Actions	Consistency
	N18: Better managing rural areas	N/A. The site is developed urban land.
	N19: Increasing urban tree canopy cover and delivering Green Grid connections	The Planning Proposal allows for future redevelopment on the site to retain and increase landscaping, tree canopy and deep soil to retain the established leafy character of the neighbourhood.
	N20: Delivering high quality open space	The proposal will provide high quality open space to improve the overall amenity.
An efficient city	N21: Reducing carbon emissions and managing energy, water and waste efficiently	The Planning Proposal unlocks opportunities for redevelopment on the site which can achieve high quality design to improve energy, water and waste efficiency. The location of the site also encourages active modes of transport and reduces vehicle reliance
A resilient city	N22: Adapting to the impacts of urban and natural hazards and climate change	The potential environmental impacts associated with the proposal are provided and discussed in Section 6.3.2 of the report.
Implementation	N23: Preparing local strategic planning statements informed by local strategic planning	The Planning Proposal responds to local strategic planning objectives and directions.
	N24: Monitoring and reporting on the delivery of the Plan	N/A

Q4. Will the planning proposal give effect to a council's endorsed local strategic planning statement, or another endorsed local strategy or strategic plan?

Chatswood CBD Planning and Urban Design Strategy 2036

The Chatswood CBD Planning and Urban Design Strategy 2036 ('Chatswood CBD Strategy') was finalised in September 2020. The strategy supports relaxing current planning restrictions in the centre to enable growth in the stock of office space in Chatswood CBD and residential growth outside of the Commercial Core, and to improve efficiency, connectivity, and amenity in the centre, aligned with the Northwest Metro Rail line opened in May 2019 and the future City and Southwest in 2024.

The subject site is located within the northern side of the Chatswood CBD Boundary and is identified for additional uplifts. The planning proposal's consistency with the 35 Key Elements are discussed below:

Table 6. Consistency with key elements under the Chatswood CBD Strategy 2036

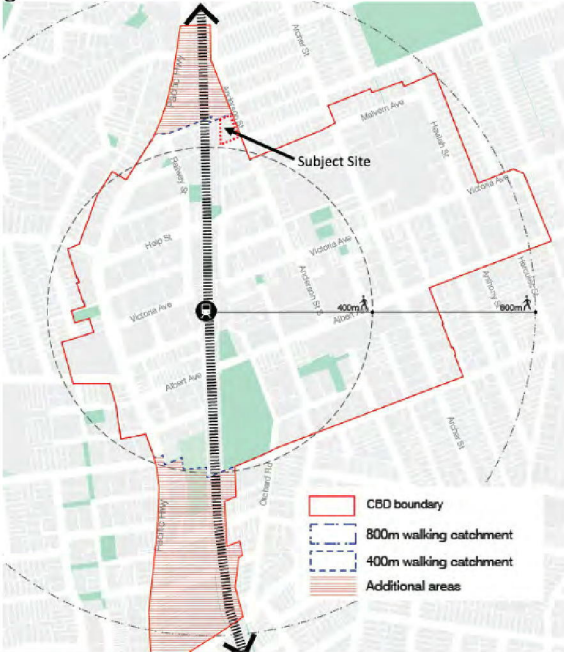

Key elements	Consistency
CBD Boundary	
<p>1 The Chatswood CBD boundary is expanded to the north and south as per Figure 3.1.1. to accommodate future growth of the centre.</p> 	<p>The subject site is located within the Chatswood CBD Boundary.</p>
Land Use	
<p>2 Land uses in the LEP will be amended as shown in Figure 3.1.2, to:</p> <ul style="list-style-type: none"> a) Protect the CBD core around the Interchange as commercial, permitting retail throughout to promote employment opportunities. b) enable other areas to be mixed use permitting commercial and residential 	<p>The subject site is recommended to B4 Mixed Use. The planning proposal seeks to rezone the land to B4 which is consistent with the Strategy. The proposal includes a mixed use residential flat building and lower ground commercial space which is consistent with the B4 mixed use zone.</p> <p>The proposal does not include serviced apartments.</p>
<p>3 The existing DCP limits on office and retail use in parts of the Commercial Core to be removed.</p>	

Table 6. Consistency with key elements under the Chatswood CBD Strategy 2036

Key elements	Consistency
4 Serviced apartments to be removed as a permissible use from the B3 Commercial Core zone.	
Planning Agreements to fund public domain	
5 Planning Agreements will be negotiated to fund public domain improvements	The Proponent is committed to entering into a Voluntary Planning Agreement (VPA) with Council. The VPA will make provision for public benefits in accordance with Council's relevant contributions plan and Planning Agreements Policy. A draft VPA offer is provided in Appendix 12 . The Proponent is committed to the public art contribution in accordance with Council's Public Art Policy.
6 A new Planning Agreements Policy will apply and be Linked to a contributions scheme that will provide the public and social infrastructure in the Chatswood CBD necessary to support an increased working and residential population.	
7 All redevelopments in the Chatswood CBD should contribute to public art in accordance with Council's Public Art Policy	
Design Excellence and Building Sustainability	
8 Design excellence is to be required for all developments based on the following process: a) A Design Review Panel for developments up to 35m high. b) Competitive designs for developments over 35m high.	A design competition will be carried out prior to detailed DA.
9 Achievement of design excellence will include achievement of higher building sustainability standards.	
10 The Architects for design excellence schemes should be maintained through the development application process and can only be substituted with written agreement of Council.	
Floor Space Ratio (FSR)	
11 Figure 3.1.3 shows the existing FSR controls under WLEP 2012	The subject site has a total area of 2,687sqm and meets the minimum size.
12 Minimum site area of: a) 1800sqm for commercial development in the B3 Commercial Core zone. b) 1200sqm for mixed use development in the B4 Mixed Use zone.	
13 The FSRs in Figure 3.1.4, should be considered as maximums achievable in the centre subject to minimum site area and appropriate contributions, and are as follows:	The Planning Proposal proposes a maximum FSR of 6:1, which includes a minimum 1:1 commercial FSR, and is therefore

Table 6. Consistency with key elements under the Chatswood CBD Strategy 2036


Key elements	Consistency
	consistent with the Strategy.
<p>14 Affordable housing is to be provided within the maximum floor space ratio, and throughout a development rather than in a cluster.</p>	The proposal proposes 4% affordable housing which is consistent in accordance with Council's existing LEP and DCP requirements.
<p>15 Where the maximum floor space ratio of 6:1 is achieved, the minimum commercial floor space ratio sought in development in a Mixed Use zone is 1:1.</p>	The proposal includes 1:1 commercial floor space which is consistent with the Strategy.
Built Form	
<p>16 In order to achieve the slender tower forms sought by Council the maximum floor plate at each level of a development should be no more than:</p> <p>b) 700sqm GFA for residential towers above Podium within Mixed Use zones.</p>	The reference scheme has a typical residential floor plate of 585m ² GFA which does not exceed the maximum requirement.
<p>17 In pursuit of the same goal of slender tower forms, the width of each side of any tower should be minimised to satisfactorily address this objective. To the same end, design elements that contribute to building bulk are not supported, and should be minimised.</p> <p>Setbacks are considered an important part of achieving slender tower forms.</p>	The reference scheme represents a slender tower with sufficient setbacks and separations which will achieve privacy, natural ventilation, sunlight and daylight access and outlook. The dimensions of the tower are considered consistent with the slender tower objective and an appropriate response to the site.
<p>18 If there is more than one residential tower on a site, sufficient separation is to be provided in accordance with setbacks required in this Strategy, SEPP 65 and the Apartment Design Guidelines, to ensure that the slender tower form objective is achieved. Council will seek to avoid an outcome where two towers read as one large tower. Towers are not to be linked above Podium and should operate independently regarding lifts and services.</p>	The reference scheme represents a single tower form. An 'hourglass' plan form allowing maximum activation between Anderson Street and the rear lane, as well as providing articulation to reduce visual bulk and

Table 6. Consistency with key elements under the Chatswood CBD Strategy 2036



Key elements	Consistency
	scale while stimulating visual appeal
Sun Access to Key Public Spaces and Adjacent Conversation Areas	
<p>19 The sun access protection and heights in Figure 3.1.5 will be incorporated into LEP controls, to ensure no additional overshadowing and protection in mid-winter of:</p> <p>a) Victoria Avenue (between interchange and Archer St) 12pm - 2pm.</p> 	<p>The reference scheme does not overshadow Victoria Avenue. Refer to detailed overshadowing diagram in Appendix 2 for further information.</p>
Building Height	
<p>20 Maximum height of buildings in the CBD will be based on Figure 3.1.6, based on context and up to the airspace limits (Pans Ops plane), except as reduced further to meet:</p> <p>a) Sun access protection.</p> <p>Achievement of nominated height maximums will depend on addressing site constraints, surrounding context and other aspects of this Strategy in addition to satisfying SEPP 65 and Apartment Design Guidelines.</p> 	<p>The reference scheme proposes a maximum height of building of 90m which is consistent with the Strategy.</p>
<p>21 All structures located at roof top level, including lift over runs and any other architectural features are to be:</p> <p>a) Within the height maximums.</p> <p>b) Integrated into the overall building form.</p>	<p>The reference scheme demonstrates that the roof top structures such as lift over run and roof plant room and landscaped accessible communal open space do not exceed the height maximum.</p>

Table 6. Consistency with key elements under the Chatswood CBD Strategy 2036


Key elements	Consistency
Links and Open Space	
<p>22 The links and open space plan in Figure 3.1.7 will form part of the DCP. All proposals should have regard to the potential on adjacent sites. Pedestrian and cycling linkages will be sought in order to improve existing access within and through the CBD. New linkages may also be sought where these are considered to be of public benefit. All such links should be provided with public rights of access and designed with adequate width, sympathetic landscaping and passive surveillance.</p> 	<p>The reference scheme includes a 2m ground level setback at the western boundary which provides sufficient space to accommodate the through site link as identified under the strategy. The provision for landscaped setbacks and deep soil zones with street stress will help to achieve an attractive, permeable street frontage and a safe and ground floor activation which contributes to passive surveillance of the site and surrounds.</p>
<p>23 Any communal open space, with particular regard to roof top level on towers, should be designed to address issues of quality, safety and usability.</p>	<p>The reference scheme includes 680m² of communal open space provided at ground level, podium roof and the roof top. Details will be finalised during the DA stage to improve the quality, safety and usability of those spaces.</p>
Public realm or areas accessible by public on private land	
<p>24 Public realm or areas accessible by public on private land:</p> <ul style="list-style-type: none"> a) Is expected from all B3 and B4 redeveloped sites. b) Is to be designed to respond to context and nearby public domain. c) Should be visible from the street and easily accessible. d) Depending on context, is to be accompanied by public rights of way or similar to achieve a permanent public benefit. 	<p>The western setback has been designed as a seamless extension of the rear pedestrian lane. A right of way is unnecessary as the space will be designed in a manner that poses no constraints to public access.</p>
Landscaping	
<p>25 All roofs up to 30 metres from ground are to be green roofs. These are to provide a green contribution to the street and a balance of passive and active green spaces that maximise solar access.</p>	<p>The reference scheme demonstrates that all roofs up to 30m from ground are green roofs. Refer to Appendix 2 for further information.</p>

Table 6. Consistency with key elements under the Chatswood CBD Strategy 2036

Key elements	Consistency
<p>26 A minimum of 20% of the site is to be provided as soft landscaping, which may be located on Ground, Podium and roof top levels or green walls of buildings.</p>	<p>The reference scheme indicates landscaping at ground, podium and roof level. A green spine has also been introduced to provide additional greenery. Detailed landscape design will ensure a minimum 20% of the site are provided as soft landscaping for the development.</p>
<p>Setbacks and Street Frontage Heights</p>	
<p>27 Setbacks and street frontage heights are to be provided based on Figure 3.1.8, which reflect requirements for different parts of the Chatswood CBD. With setbacks of 3 metres or more, including the Pacific Highway, deep soil planting for street trees is to be provided.</p> <p>d) Mixed use frontage with commercial Ground Floor:</p> <ul style="list-style-type: none"> i. 6-14 metre street wall height at front boundary. ii. Minimum 3 metre setback above street wall to tower. <p>h) Anderson Street interface:</p> <ul style="list-style-type: none"> i. Minimum 3m setback at Ground Level from front boundary. ii. 6-14m street wall height. iii. Minimum 1m setback above street wall to tower. 	<p>The reference scheme complies with the minimum setback and street frontage heights outlined in the Strategy.</p> <p>Setbacks</p> <p>The reference scheme includes a 6m setback at ground level on Anderson Street which exceeds the minimum 3m requirement. The concept scheme also includes a 1.15m ground setback on O'Brien Street, nil setback on Day Street and 2m setback at rear, which is consistent with the recommended setbacks.</p> <p>Street Frontage Heights</p> <p>The reference scheme includes a 12.5m street wall height on Anderson Street, a 10m street wall height on O'Brien Street, a 14m street wall height on Day Street and the rear laneway, which are all consistent with the 6-14m street wall height.</p> <p>Tower Setbacks</p> <p>The reference scheme includes sufficient setback above street wall to tower. The scheme includes a further 6.5m tower setback on</p>



Table 6. Consistency with key elements under the Chatswood CBD Strategy 2036

Key elements	Consistency
	Anderson Street, a 4.5m on Day Street, a 4.35m on O'Brien Street and between 1.5m to 7.6m to the rear laneway.
<p>28 All towers above podiums in the B3 Commercial Core and B4 Mixed Use zones are to be setback from all boundaries a minimum of 1:20 ratio of the setback to building height.</p> <p>This means if a building is:</p> <p>c) A total height of 90m, a minimum setback from the side boundary of 4.5m is required for the entire tower on any side.</p>	<p>The reference scheme includes a minimum 4.5m tower setback from all boundaries.</p> <p>The scheme includes a tower setback of 12.4m to Anderson Street, 5.5m to O'Brien Street, 4.5m to Day Street, and between 5.5m and 11.6m to the rear laneway.</p>
<p>29 Building separation to neighbouring buildings is to be:</p> <p>a) In accordance with the Apartment Design Guide for residential uses.</p> <p>b) A minimum of 6 metres from all boundaries for commercial uses above street wall height.</p>	<p>The building envelope established by the proposal is capable of accommodating residential development that is consistent with SEPP 65 principles and with the design criteria in the Apartment Design Guide (Refer to Appendix 11 for further assessment).</p> <p>No commercial uses are proposed above the street wall height.</p>
Active Street Frontages	
<p>30 At ground level, to achieve the vibrant CBD Council desires, buildings are to maximise active frontages. Particular emphasis is placed on the B3 Commercial Core zone. Blank walls are to be minimised and located away from key street locations.</p>	<p>The reference scheme shows two levels of commercial floor space with the opportunity for active street frontages primarily to Anderson Street, Day Street and O'Brien Street.</p>
Further Built Form Controls	
<p>31 Site Isolation will be discouraged and where unavoidable joined basements and zero-setback podiums should be provided to encourage future efficient sharing of infrastructure.</p>	<p>The proposal will not result in isolation of other sites.</p>
<p>32 Controls will be applied to ensure the traditional lot pattern along Victoria Ave east (building widths of between 6-12m) is reflected into the future.</p>	<p>Not applicable</p>

Table 6. Consistency with key elements under the Chatswood CBD Strategy 2036

Key elements	Consistency
33 Floor space at Ground level is to be maximised, with supporting functions such as car parking, loading, garbage rooms, plant and other services located in Basement levels	The reference scheme demonstrates that the floor space at ground floor is maximised while providing sufficient setbacks to improve the streetscape. Functions such as car parking, loading, garbage rooms are provided within the basement levels.
34 Substations are to be provided within buildings, not within the streets, open spaces or setbacks and not facing key active street frontages.	Substations will be provided within building.
Traffic and Transport	
35 The CBD Strategy employs a Travel Demand Management approach seeking to modify travel decisions to achieve more desirable transport, social, economic and environmental objectives consistent with Council's Integrated Transport Strategy. In addition, site specific traffic and transport issues are to be addressed as follows:	<p>The proposal is accompanied by a Transport Impact Assessment prepared by JMT Consulting in Appendix 4.</p> <p>Car parking rates for the commercial and retail components of the site have been significantly reduced compared to that recommended in the Willoughby DCP 2012. This has been proposed to reduce the traffic generation associated with the development and are in line with those recommended by Council as part of the Chatswood CBD study.</p> <p>Vehicular access to the site is limited to Day Street only. All commercial and residential loading and unloading is provided on-site and not in public streets.</p>
a) Vehicle entry points to a site are to be rationalised to minimise streetscape impact, with one entry area into and exiting a site. To achieve this objective loading docks, including garbage and residential removal trucks, are to be located within Basement areas. Where possible, cars and service vehicle access should be separated.	
b) In order to facilitate rationalisation of vehicle entry points on neighbouring sites, all development sites are to provide an opportunity within Basement levels to provide vehicle access to adjoining sites when they are developed.	
c) All vehicles are to enter and exit a site in a forward direction. Physical solutions, rather than mechanical solutions are sought.	
d) All commercial and residential loading and unloading is required to occur on-site and not in public streets.	
e) Car parking should be reduced consistent with the objectives of Council's Integrated Transport Strategy and in accordance with any future revised car parking rates in Council's DCP.	
f) Other strategies for car parking reduction include reciprocal arrangements for sharing parking and car share.	

Willoughby City Local Strategic Planning Statement

The Willoughby City Local Strategic Planning Statement provides a 20-year land use planning vision for the Willoughby LGA. The development facilitated by the Planning Proposal will give effect to a range of priorities nominated by the LSPS. The proposal's consistency with the relevant priorities is addressed in the table below.

Table 7. Consistency with the relevant LSPS Priorities		
Priority		Consistency
Housing the City		
1	Increasing housing diversity to cater to families, the aging population, diverse household types and key workers	The proposal allows for urban renewal in an accessible location linked to key infrastructure and employment opportunities. High density residential housing will ensure the delivery of the increased housing diversity and stock to assist in achieving the housing target for Willoughby LGA. The reference scheme facilitates approximately 156 apartments which offers a range of dwelling types.
2	Increasing the supply of affordable housing	The proposal proposes 4% affordable housing which is consistent in accordance with Council's existing LEP and DCP requirements.
A city for people		
3	Enhancing walking and cycling connections, Willoughby's urban areas, local centres and landscape features.	It is understood that Council is currently investigating upgrading the existing cycleway along Anderson Street adjacent to the site. The reference scheme provides vehicle access from Day Street only, which ensures that any future cycleway would not be impacted by the development of the site. Furthermore, the scheme also provides pedestrian activation to the walkway to the west of the site.
4	Ensuring that social infrastructure caters to the population's changing needs and improve the	The proposal encourages an active and healthy

Table 7. Consistency with the relevant LSPS Priorities

Priority		Consistency
	public domain to foster healthy and connected communities.	lifestyle for the local community. The proposal assists in delivering walkable streets that provide direct, accessible and safe pedestrian connections from the site to schools, jobs, daily needs, retails, services and recreation facilities offered in Chatswood.
5	Respect and celebrate our history, heritage sites and attractions of Willoughby City, including more dwellings close to open space.	The development facilitated by the Planning Proposal includes a generous setback to the heritage conservation to the east. The proposal is not expected to have adverse impacts on the heritage significance of this area. More detailed consideration of heritage impacts can be addressed at the Development Application Stage.
6	Increased retail spending captured in strategic and local centres.	The Planning Proposal includes a minimum commercial FSR of 1:1 which allows for future retail uses.
A well connected city		
8	Facilitate the viability and vibrancy of our strategic and local centres.	The proposal aligns with forecast growth, and will help connect residents to the Chatswood Strategic Centre and Chatswood Transport Interchange.
Jobs and skills for the city		
9	Developing Chatswood as a key commercial centre and integral part of the Eastern Economic Corridor.	Chatswood is included in the Eastern Economic Corridor. Delivery of high-density housing within Chatswood CBD but outside of the commercial core centre will deliver housing targets but also preserve space in the strategic centre for employment growth.

Table 7. Consistency with the relevant LSPS Priorities

Priority		Consistency
A city in its landscape		
14	Increasing Willoughby's tree canopy coverage	The design offers sufficient landscaping and deep soil areas which will enhance the tree canopy coverage in the locality.
An efficient city		
15	Improving the efficiency of Willoughby's built environment.	The Planning Proposal unlocks opportunities for redevelopment on the site which can achieve high quality design to improve energy, water and waste efficiency. The location of the site also encourages active modes of transport and reduces vehicle reliance
A resilient city		
16	Increasing resilience to climate change, extreme weather and other shocks and stresses.	Specific building design features and sustainability measures will be explored further as part of the building detailed design and Development Application process.
17	Augmenting local infrastructure and using existing infrastructure more efficiently to accommodate planned sporting and community demand	The Planning Proposal allows for a high quality mixed use development in close proximity to the Chatswood Transport Interchange, encouraging active transport. The site is also located in a short walking distance to Chatswood CBD that offers a range of services.
A collaborative city		
20	Co-ordinating economic development for Chatswood and St Leonards	The Planning Proposal includes a minimum commercial floor space of 1:1 which will assist with the economic development in Chatswood. Delivery of high-density housing within

Table 7. Consistency with the relevant LSPS Priorities		
Priority		Consistency
		Chatswood CBD but outside of the commercial core centre will deliver housing targets but also preserve space in the strategic centre for employment growth.

Q5. Is the planning proposal consistent with applicable State Environmental Planning Policies?

Table 8. Consistency with the State Environmental Planning Policies		
SEPP	Consistency	Comments
SEPP No.1 – Development Standards	Consistent	Not applicable pursuant to Clause 1.9 of the WLEP 2012.
SEPP No. 19 – Bushland in Urban Areas	Not Applicable.	
SEPP No. 55 – Remediation of Land	Consistent.	A Preliminary Site Investigation is provided in Appendix 7 . The assessment concludes that the potential for gross site contamination is low to moderate.
SEPP No. 64 – Advertising and Signage	Not Applicable.	Not relevant to the proposed LEP amendment. May be relevant at the Development Application Phase. Any future proposals for signage and advertising structures would be consistent with this SEPP and the relevant DCPs.
SEPP No. 65 – Design Quality of Residential Apartment Development	Consistent	The building envelope established by the proposal is capable of accommodating residential development that is consistent with SEPP 65 principles and with the design criteria in the Apartment Design Guide. For further detail refer to the SEPP compliance table in Appendix 11 . Detailed assessment of compliance with SEPP 65 principles and Apartment Design Guide guidelines would occur at DA stage.

Table 8. Consistency with the State Environmental Planning Policies

SEPP	Consistency	Comments
SEPP No. 70 – Affordable Housing (Revised Schemes)	Consistent	The proposal does not inhibit operations of the former Part 3A provisions or the replacement measures.
SEPP (Affordable Rental Housing) 2009	Consistent	The Planning Proposal provides for 4% affordable housing and is consistent with the SEPP.
SEPP (Building Sustainability Index: BASIX) 2004	Consistent	To be addressed at Development Application Stage.
SEPP (Vegetation in Non-rural Areas) 2017	Consistent	This Planning Proposal does not derogate or alter the application of the SEPP to future development.
SEPP (Concurrence – Land Application) 2018	Not Applicable.	
SEPP (Exempt and Complying Development Codes) 2008	Not Applicable.	The proposal does not inhibit any operations of this SEPP.
SEPP (Housing for Seniors or People with a Disability) 2004	Not Applicable.	Not relevant to the proposed LEP amendment. The proposal does not seek consent for seniors housing.
SEPP (Infrastructure) 2007	Consistent.	The Planning Proposal provides for housing and jobs close to a commuter hub and is consistent with the SEPP.
SEPP (Miscellaneous Consent Provisions) 2007	Not Applicable.	
SEPP (State and Regional Development) 2011	Not Applicable.	

Q6. Is the planning proposal consistent with applicable Ministerial Directions under 9.1 of the Act (previously referred to as s117 directions)?

The Planning Proposal is consistent with all relevant section 9.1 Directions. The assessment of these is outlined in the table below.

Table 9. Consistency Section 9.1 Ministerial Directions			
Clause	Direction	Consistent	Comments
1 Employment and Resources			
1.1	Business and Industrial Zones	Consistent	The Planning Proposal is consistent with this direction as it enables the area to be mixed use permitting both commercial and residential to support the viability of the identified strategic centre. The Planning Proposal will support employment generation within a B4 Mixed Use Zone. Increased population growth and additional commercial space close to the centre will encourage the growth of retail, commercial, and supporting services contributing to the precinct.
1.2	Rural Zones	N/A	
1.3	Mining, Petroleum Production and Extractive Industries	N/A	
1.4	Oyster Aquaculture	N/A	
1.5	Rural Lands	N/A	
2 Environment and Heritage			
2.1	Environmental Protection Zones	N/A	The proposal does not relate to environmentally sensitive land.
2.2	Coastal Protection	N/A	
2.3	Heritage Conservation	Consistent	The Heritage Impact Statement (Refer to Appendix 5) provides as assessment of the proposal against the adjacent heritage conservation area. The proposal is not expected to have adverse impacts on the heritage significance of this area. More detailed consideration of heritage impacts can be addressed

Table 9. Consistency Section 9.1 Ministerial Directions

Clause	Direction	Consistent	Comments
			at the Development Application Stage.
2.4	Recreation Vehicle Areas	N/A	
2.5	Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	N/A	
2.6	Remediation of Contaminated Land	Consistent	The application is accompanied by a Preliminary Site Investigation (Contamination) prepared by Douglas Partners in Appendix 7 . The report considers that the potential for gross site contamination is low to moderate. A detailed site investigation and a hazardous building materials survey for 44-46 Anderson St will be carried out at the detailed DA Stage.
3 Housing, Infrastructure and Urban Development			
3.1	Residential Zones	Consistent	The site is within a R3 Medium Density Residential zone proposed to be B4 Mixed Use. The proposal is consistent with the recommended rezoning within Chatswood CBD Strategy. The proposal allows for a range of residential unit types that are consistent with the existing trends and market demands.
3.2	Caravan Parks and Manufactured Home Estates	N/A	
3.3	Home Occupations	Consistent	Home occupations will continue to be permissible development on the site.
3.4	Integrated Land Use and Transport	Consistent	The proposal is adequately serviced by public transport consisting of rail, metro and bus services. It will therefore increase the supply of jobs and housing in a location well serviced by public transport.

Table 9. Consistency Section 9.1 Ministerial Directions

Clause	Direction	Consistent	Comments
			The traffic generation associated with the proposal is considered to be acceptable and will not impact the surrounding road network (refer to Appendix 4)
3.5	Development Near Regulated Airports and Defence Airfields	N/A	The Planning Proposal facilitates a development with a maximum height of 90m which will not penetrate the Obstacle Limitation Surface (OLS).
3.6	Shooting Ranges	N/A	
4 Hazard and Risk			
4.1	Acid Sulfate Soils	Consistent	The WLEP 2012 classifies the site as containing Class 5 Acid Sulfate Soils. Detailed Geotechnical Investigation will be provided at DA stage.
4.2	Mine subsidence and Unstable Land	N/A	The site is not identified to be affected by mine subsidence of unstable land.
4.3	Flood Prone Land	N/A	The site is not identified by Council's Overland Flow Flood Study mapping as being affected by flooding.
4.4	Planning for Bushfire Protection	N/A	The site is not identified on Council's Bushfire Prone Land mapping.
5 Regional Planning			
5.1	Implementation of Regional Strategies	N/A	
5.2	Sydney Drinking Water Catchments	N/A	
5.3	Farmland of State and Regional Significance on the NSW Far North Coast	N/A	
5.4	Commercial and Retail development along the	N/A	

Table 9. Consistency Section 9.1 Ministerial Directions

Clause	Direction	Consistent	Comments
	Pacific Highway, North Coast		
5.5	Development in the vicinity of Ellalong, Paxton and Millfield (Cessnock LGA) (Revoked 18 June 2010)	N/A	
5.6	Sydney to Canberra Corridor (Revoked 10 July 2008. See Amended Directions 5.1)	N/A	
5.7	Central Coast (Revoked 10 July 2008. See amended Directions 5.1)	N/A	
5.8	Second Sydney Airport: Badgerys Creek	N/A	
5.9	North West Rail Link Corridor Strategy	N/A	
5.10	Implementation of Regional Plans	Consistent	This Planning Proposal is consistent with the Regional and North District Plan.
5.11	Development of Aboriginal Council Land	N/A	
6 Local Plan Making			
6.1	Approval and Referral Requirements	Consistent	The Planning Proposal does not contain any provisions which require concurrence, consultation or referral to the Minister.
6.2	Reserving Land for Public Purposes	Consistent	The Planning Proposal will not create, alter or reduce existing zonings or reservations of land for public purposes.
6.3	Site Specific Provisions	Consistent	The objective of this direction is to discourage unnecessarily restrictive site specific planning controls. The Planning Proposal will not result in any unnecessarily restrictive site specific planning controls. The

Table 9. Consistency Section 9.1 Ministerial Directions

Clause	Direction	Consistent	Comments
			proposed site specific provision is intended to facilitate the orderly development of the site.
7 Metropolitan Planning			
7.1	Implementation of A Plan for Growing Sydney	Consistent	<p>The objective of this direction is to give legal effect to the planning principles, directions and priorities for subregions, strategic centres and transport gateways contained in A Plan for Growing Sydney.</p> <p>The proposal is consistent with the aims, objectives and provisions in the Greater Sydney Region Plan: A Metropolis of Three Cities (previously A Plan for Growing Sydney). The proposal represents an opportunity to provide for additional housing and jobs located in a well-connected and well serviced centre.</p>
7.2	Implementation of Greater Macarthur Land Release Investigation	N/A	
7.3	Parramatta Road Corridor Urban Transformation Strategy	N/A	
7.4	Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	N/A	
7.5	Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	N/A	
7.6	Implementation of Wilton Priority Growth Area Interim Land Use and	N/A	

Table 9. Consistency Section 9.1 Ministerial Directions

Clause	Direction	Consistent	Comments
	Infrastructure Implementation Plan		
7.7	Implementation of Glenfield to Macarthur Urban Renewal Corridor	N/A	
7.8	Implementation of Western Sydney Aerotropolis Interim Land Use and Infrastructure Implementation Plan.	N/A	
7.9	Implementation of Bayside West Precincts 2036 Plan	N/A	
7.10	Implementation of Planning Principles for the Cooks Cove Precinct	N/A	

6.3.2 Section C – Environmental, social and economic impact

Q7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

No.

The Planning Proposal relates to a site in a highly urbanised environment. It does not pertain to environmental sensitive land and is not known to contain significant flora or fauna. The Planning Proposal will not impact critical habitat or threatened species, populations or ecological communities or other habitats. If required, these matters can be appropriately addressed at the DA stage.

Q8. Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?

The Planning Proposal seeks amendments to the zoning, maximum building height and floor space ratio to facilitate the orderly redevelopment of the site. The proposed amendments to the LEP development standards will not result in adverse environmental impacts. Potential impacts, such as those during the construction phase, are capable of being managed using appropriate mitigation measures.

Built form

The Planning Proposal is accompanied by a reference scheme prepared by Make Architects (refer to **Appendix 2**). The built form and layout of the site has been informed by the Chatswood CBD Planning and Urban Design Strategy 2036.

The reference scheme proposes a tower reaching 25 storeys in height (excluding lift over run). The tower has a maximum height of 90m or RL190.7 including lift over run, when measured from ground level. The tower has a typical floor plate size of 562m² to achieve the slender tower form and is less than the maximum 700m² floor plate outlined in the Chatswood CBD Strategy 2036.

The scheme includes an 'hourglass' plan form with two interconnected modules, allowing maximum activation between Anderson Street and the rear lane, as well as providing articulation to reduce visual bulk and scale while stimulating visual appeal. The overall footprint is broken into two slender forms separated with a green spine that allows natural light and air penetration into the lift lobby. This also enhances the visual acuity from varying viewpoints within the public domain.

Podium and street frontage height

The podium and associated street wall height have been designed to comply with the elements nominated under the Chatswood CBD Strategy 2036. The concept scheme includes a 6m setback at ground level on Anderson Street which exceeds the minimum 3m requirement. The concept scheme also includes a 1.15m ground setback on O'Brien Street, nil setback on Day Street and 2m setback at rear, which is consistent with the recommendations of the Chatswood CBD Strategy 2036.

The concept scheme includes a 12.5m street wall height on Anderson Street, a 10m street wall height on O'Brien Street, a 14m street wall height on Day Street and the rear laneway, which are all consistent with the 6-14m street wall height outlined in the Chatswood CBD Strategy 2036.

Tower setbacks above podium

The concept scheme includes appropriate setback above street wall to tower. The setbacks are proposed in response to the relevant design elements prescribed by the Chatswood CBD Strategy 2036 and the site's opportunities and constraints. In summary, the tower setbacks are as follows:

- East – Anderson Street: 6.4m;
- North – O'Brien Street: 4.35m;
- South – Day Street: 4.5m; and
- West – rear laneway: 1.5m-7.6m.

Furthermore, Element 26 of the Chatswood CBD Strategy 2036 requires that a minimum 4.5m tower setback from all boundaries. The design includes a tower setback of 12.4m to Anderson Street, 5.5m to O'Brien Street, 4.5m to Day Street, and between 5.5m and 11.6m to the rear laneway, which exceeds the minimum requirement outlined in the Strategy.

Heritage

The North Chatswood Heritage Conservation Area is located to the east of the site across Anderson Street. This area comprises predominantly single and double storey detached dwellings, including the local heritage item at 20 Tulip Street Chatswood (east of the subject site across Anderson Street).

The Chatswood CBD Strategy 2036 considered the impact of development on heritage items or conservation areas outside the Chatswood CBD boundary. It is noted that the concept scheme has a ground setback of 6m from Anderson Street and a 12.4m tower setback to that boundary, which exceeds the minimum 3m ground level setback and 4.5m tower setback from the front boundary. Furthermore, a 6m wide landscaped zone is proposed along Anderson Street to provide additional greenery between the building and the streetscape. Detailed design solutions will be implemented at the DA Stage.

The Planning Proposal is accompanied by a Preliminary Heritage Impact Statement prepared by Weir Phillip Heritage and Planning (refer to **Appendix 5**). The assessment concludes that the reference scheme prepared by Make Architects can be achieved without a substantial compromise to the heritage significance of the adjoining HCA and heritage items. The impact of the transition to a tower form will be mitigated by the use of a podium level of appropriate height and the proposed tower orientation to improve solar access to heritage items and the relationship to the existing context.

Views

The proposed increase in building height does not impact upon any significant view corridors from the low or medium rise developments within the immediate locality. The reference scheme demonstrates that a reasonable level of view sharing will be maintained for surrounding towers to the south and west. The proposed units are primarily oriented to the west and east to enjoy panoramic view corridors. The development will not result in any discernible additional impacts to key view corridors from the public domain.

Overshadowing

An Overshadowing Analysis demonstrates that the development facilitated by the Planning Proposal will provide minimal and compliant overshadowing impacts during the Winter Solstice, which represents the worst-case scenario.

The narrow tower form will create a shadow that moves rapidly throughout the day. It is considered that the overshadowing impacts arising from the Planning Proposal are reasonable for a site located within the Chatswood CBD Strategy 2036. The Overshadowing Analysis confirms that the shadow cast during the afternoon period at 2pm (worst case scenario) does not create any overshadowing onto Victoria Avenue (between interchange and Archer Street) from 12pm -2pm at mid-winter, which is consistent with the overshadowing control outlined in the Chatswood CBD Strategy 2036 (Refer to figure below).



Figure 39 Shadow impacts at 2pm (blue represents the existing shadowing edge and red represents proposed shadow edge)
Source: Make Architects

Traffic and Parking

A Traffic Impact Assessment (TIA) has been prepared on behalf of JMT Consulting (refer to **Appendix 4**) which provides an assessment of the existing transport conditions, the proposed site access arrangements, additional traffic movement resulting from the proposal.

The assessment outlines that vehicle access on Day Street is supported which minimizes conflicts with pedestrians and general traffic along Anderson Street, as well as not to impact the proposed future cycleway along Anderson Street. The concept design contemplates 188 off-street parking bays which is consistent with the current WDCP parking rates for residential uses and significantly below the DCP rates for commercial and retails uses (Refer to table below).

Table 10. Potential on-site car parking

Land Use	Type	No of Units/GFA	WDCP 2012	Proposed parking rate	No of spaces
Residential	1 bed	31	1/unit	1/unit	31
	2 bed	94	1/unit	1/unit	94
	3 bed	31	1.25/unit	1.25/unit	39
	Sub-total	156			164
	Visitor		1/4 units	1/10 units	16
Commercial		1912	1/110m ² GFA	1/400m ² GFA	5
Retail		775	1/25m ² GFA	1/200m ² GFA	3
Total					188

The assessment indicates that the potential increase in traffic as a result of the Planning Proposal is an additional 30 vehicles in the AM peak hour and 23 vehicles in the PM peak hour. This increase in traffic has been considered as part of the broader Chatswood CBD strategic transport study which considered all potential new developments in the CBD. The study did not identify that the future development planned for the Chatswood CBD would have a detrimental impact on the road network. Bicycle parking and motorcycle parking are to be provided at the DA stage of the development.

The site is located in close proximity to various public transport facilities, including Chatswood transport interchange and nearby bus stops, thus any future development is not expected to not generate significant traffic impacts. Travel demand management measures have also been suggested to improve the mode share of public transport and active transport. These items should be considered further at detailed design stage. Overall, the traffic and transport impacts arising from the Planning Proposal are considered acceptable.

Contamination

A Preliminary Site Investigation has been prepared by Douglas Partners in **Appendix 7**. The site had a residential land use from at least 1930, if not earlier. Apartments which currently occupy 44 and 46 Anderson Street were likely constructed between 1955 and 1961 and townhouses which currently occupy 52 Anderson Street were likely constructed around 2007. Historical and current surrounding land uses include low to high density residential, educational, commercial and a rail line.

The assessment concludes that the potential for gross site contamination is low to moderate. Potential sources of contamination identified from the site history information reviewed herein and from the site walkover include imported fill, hazardous building materials from the existing and former buildings on the site and onsite pool chemical storage. A Detailed Site Investigation and a Hazardous Building Materials Survey for 44 and 46 Anderson Street is recommended to be undertaken.

Acoustic

The Planning Proposal is accompanied by an Acoustic Report prepared by Resonate in **Appendix 6**. The report outlines the potential acoustic requirements for consideration during the DA phase. The proposed site is located in close proximity to the North Shore railway line and Pacific Highway further to the west, which experiences high road traffic volumes. Glazing design recommendations would be necessary to achieve targeted internal design sound levels in bedrooms and living areas. This is based on an internal design sound level of 35 dB(A) for a bedroom (Infrastructure SEPP and DoP's Development Near Rail Corridors and Busy Roads) and previously measured LAeq noise levels on Pacific Highway in the order of 60 dB(A).

The report concludes that with the adoption of the recommendations, such as appropriate glazing, alternative means of ventilation and acoustically treated mechanically services, the proposal is capable of achieving the relevant noise criteria. As such, the proposal will not provide unacceptable noise impacts to future occupants or surrounding properties.

Wind

A Wind Impact Assessment has been prepared by VIPAC in **Appendix 9**. The study has been prepared to address if the proposal is capable of achieving equivalent or improved wind safety and comfort. The assessment confirms that the envelope complies with the relevant requirements subject to the recommendations provided in the report:

- The wind conditions along the pedestrian ground level foot path areas are expected to be within the criterion for walking;
- The development is expected to generate wind conditions at the ground level building entrance areas within the recommended standing criterion.
- With the recommended wind controls measures, the wind conditions at podium rooftop and tower terraces areas are expected to be within the recommended criterion for walking;
- The wind conditions on apartment balconies are expected to be within the recommended criterion for walking;

Detailed configuration and wind tunnel testing are to be undertaken with regard to further wind testing at the detailed Development Application phase.

Voluntary Planning Agreement

In accordance with section 7.4 of the EP&A Act, the Proponent proposes to enter into a Voluntary Planning Agreement (VPA) with Council. The VPA will make provision for public benefits in accordance with Council's relevant contributions plan and Planning Agreements Policy. A draft VPA offer has been provided in **Appendix 12**.

Q9. Has the planning proposal adequately addressed any social and economic effects?

It is considered that the Planning Proposal has adequately addressed social and economic effects. This Planning Proposal seeks to achieve the delivery of high density residential and ensures that appropriate public domain updates and open space is also provided to maintain the social well-being of the future community. The proposed mixed use development will ensure activity throughout the day and night. The commercial/retail shops at the lower grounds will activate the street frontages and provide opportunities for social interaction. The proposed commercial floor space will provide employment opportunities and commercial spaces for small businesses, start-ups and retail uses. The Planning Proposal offers increased choice and stock in close proximity to a range of public transport options and other services. It is further noted that the proposal contributes 4% affordable housing.

6.3.3 Section D – State and Commonwealth Interests

Q10. Is there adequate public infrastructure for the Planning Proposal?

The site is well serviced by public transport with the Chatswood Transport Interchange offering rail, bus and Metro Northwest services and is located approximately 400m to the subject site. A major transport corridor, being the Pacific Highway, is also located nearby, offering vehicular access to the city and major long-distance routes. The future Metro City and Southwest is estimated to be completed in 2024 which will provide additional transport capacity to Chatswood.

Q11. What are the views of State and Commonwealth public authorities consulted in accordance with the gateway determination?

The views of State and Commonwealth public authorities will be known once consultation has occurred during the Gateway Determination phase.

6.4 Part 4 - Mapping

This Planning Proposal seeks to amend the following maps of the WLEP 2012:

- Land Zoning Map – Sheet LZN_004
- Floor Space Ratio Map – Sheet FSR_004
- Height of Buildings Map – Sheet HOB_004

The proposed zoning, FSR and height maps are included at **Appendix 10**.

6.5 Part 5 - Community Consultation

The Planning Proposal will be placed on public exhibition in accordance with the Gateway Determination, should the DPIE support the proposal. Confirmation of the public exhibition period and requirements for consultation will be detailed as part of the Gateway Determination.

Any further Community consultation will be conducted in accordance with Sections 56 and 57 of the EP&A Act and *A Guide to Preparing Planning Proposals*. This is likely to involve notification of the proposal:

- Advertisement of the project in a local newspaper which is circulated within the LGA;
- Notification letters to relevant State Agencies and other authorities nominated by the DIPE;
- Notification (via letter) to land holders of properties within and adjoining the site;
- Exhibition of the Planning Proposal on Council's website and at the Customer Service Centre; and
- Undertaking of any other consultation methods appropriate for the proposal.

Any future Site Specific DCP and detailed design DA for the site would also be exhibited in accordance with Council's requirements, at which point the public and any authorities would have further opportunity to comment on the Planning Proposal.

6.6 Part 6 - Indicative Project Timeline

A primary goal of the plan making process is to reduce the overall time taken to gazette LEPs. The Gateway determining will confirm the level of information necessary to support a Planning Proposal and the consultation requirements. In order to meet this goal, the inclusion of a project timeline with the Planning Proposal will provide a mechanism to monitor the progress of the Planning Proposal through the plan making process.

The table below provides the project timeline anticipated for the subject Planning Proposal, which is proportionate to the nature and scale of the Planning Proposal.

Table 11 Project Timeline	
Milestone	Date
Submission of the Planning Proposal	February 2021
Planning Proposal Reported to Council	April 2021
Referral to Minister for Gateway Determination	May 2021
Anticipated commencement date (date of Gateway determination)	June /July 2021
Commencement and completion dates for public exhibition period	July 2021
Timeframe for government agency consultation (pre and post exhibition as required by Gateway Determination)	September 2021
Timeframe for consideration of submissions	September / October 2021
Timeframe for consideration of a proposal post exhibition	October / November 2021
Consideration of PP by Council (Council Meeting)	November 2021
Date of submission to the DPIE to finalise the LEP	December 2021

Table 11 Project Timeline

Milestone	Date
Anticipated date RPA will make the plan (if delegated) or Anticipated date RPA will forward to the department for notification	January 2022
Anticipated date for publishing of the plan	January / February 2022

7 Conclusion

This report has been prepared by Mecone for Chatswood Square Pty Ltd to support a Planning Proposal to Willoughby City Council. It has been prepared in accordance with Section 3.33 of the EPA Act 1979 and addresses the requirements set out in the DPIE's 'A Guide to Preparing Planning Proposals' (2016).

The Planning Proposal provides a justification for the proposed amendments to the WLEP 2012 with respect to the site at 44-52 Anderson Street, Chatswood. The proposed amendments include:

- Amend the Land Zoning to **B4 Mixed Use**;
- Amend the maximum Floor Space Ratio (FSR) development standard to **6:1**; and
- Amend the maximum Height of Buildings development standard to **90m**.

The Planning Proposal will support a high quality mixed use tower containing residential apartments and commercial/retail uses that will achieve a number of positive outcomes, demonstrating both strategic and site specific merit.

It is considered that the Proposal will:

- Increases the height of buildings and FSR provisions as an incentive to amalgamate sites, provide public benefits and high quality landscaping and public domain improvements;
- Allows for a high quality mixed use development in close proximity to the Chatswood Transport Interchange, encouraging active transport;
- Allows for a mixed use development on the site, which creates additional housing stock and employment growth in close proximity to transport, services and jobs and assist in achieving the housing target for Willoughby LGA;
- Demonstrates strategic merit as it aligns with the applicable regional and local strategic plans;
- Demonstrates site specific merit in that it will not result in any unreasonable environmental impacts as demonstrated in the assessment above.

In view of the above, we request that Council forward this Planning Proposal to the Minister for Planning for Gateway Determination in accordance with Section 3.34 of the EP&A Act.