

URBIS

PLANNING PROPOSAL

845 PACIFIC HIGHWAY,
CHATSWOOD

PREPARED FOR
VANTAGER GROUP
SEPTEMBER 2020

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Director	John Wynne
Associate Director	Christophe Charkos
Consultant	John Booth
Project Code	P0022693
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EXECUTIVE SUMMARY

Chatswood's CBD is at a new and exciting phase of its future development. The Department of Planning, Industry and Environment's (DPIE) recent endorsement of Willoughby Council's *Chatswood CBD Planning and Urban Design Strategy to 2036* (CBD Strategy) will be a significant catalyst for new commercial office development which will stimulate job creation in this significant strategic centre.

The Chatswood Office Core, west of the north shore rail corridor will accommodate a significant proportion of this new office floor space through the generous height and floor space controls afforded under the CBD Strategy.

Vantager Group's (the Proponent) Planning Proposal to amend the *Willoughby Local Environmental Plan 2012* for a new commercial office building at 845 Pacific Highway, Chatswood is therefore timely being consistent with the objectives of the endorsed CBD Strategy to promote commercial office growth.

The Planning Proposal has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and the DPIE's guidelines '*Planning Proposals: A guide to preparing planning proposals*' dated December 2018.

The planning proposal intends to amend the *Willoughby Local Environmental Plan 2012* as follows:

- Increase the permissible building height to RL246.8;
- Increase the permissible FSR on the site to 22.7:1;
- Introduce site specific design excellence provisions; and
- Include provisions in a new site-specific Development Control Plan.

The proposed amendment has been prepared consistent with relevant strategic planning policies including:

- *Greater Sydney Region Plan: A Metropolis of Three Cities*;
- *Our Greater Sydney 2056: North District Plan*;
- *Willoughby Local Strategic Planning Statement*; and
- *Chatswood CBD Planning and Urban Design Strategy to 2036*.

Background

The proponent has investigated with Council a number of options for the site which included purchasing the adjacent public park on the corner of Day and Railway Streets, and/or the Day Street road reserve between the Pacific Highway and Railway Streets.

Notwithstanding these investigations, this Planning Proposal focuses on the subject site however includes a proposal to upgrade the surrounding public domain including the adjacent public park.

The proponent has met and engaged with Council throughout the design process. This engagement included both informal and formal pre lodgement meetings. The project team has presented to Council a number of design options which included modelling an envelope which fully complies with the CBD Strategy. Through these presentations the project team highlighted the significant reduction in floorplate size and overall GFA if full compliance with the CBD Strategy was imposed on the development.

Therefore, to fully realise the development potential of the site, and to maximise the number of jobs provided by the development a site-specific approach is warranted and justified. The site-specific approach proposed ensures that the future building is able to provide floorplates of a size consistent with the requirements for A-Grade commercial office space thereby maximising the employment floor space on the site.

The provision of the maximum achievable commercial floor space on this site is consistent with the objectives of the CBD Strategy, Local Strategic Planning Statement and Regional and District Plan to ensure job growth in this key strategic centre. It also supports the substantial State Government investment in public transport infrastructure.

The Proposal

The submitted planning proposal and concept scheme taken into consideration the matters raised within the pre-lodgement meeting. The proposed concept scheme is accompanied by a detailed reference design which demonstrates how 46,997sqm of commercial GFA can be achieved within a 37-storey building envelope.

The Planning Proposal includes the provision of significant additional public benefit through an expansive public domain along the street frontages and also includes a proposal to upgrade the existing public park on the corner of Day and Railway Streets.

The proposed setback to Railway Street allows for greater sunlight to the public domain and surrounding land uses. However, to achieve this expansive public domain flexibility is required to the street wall and setback requirements within the CBD Strategy.

The proposal ensures that the key aspects of the CBD strategy are achieved including a 4m setback to the Pacific Highway frontage to allow for street tree planting and a pedestrian / cycle shareway. The submitted Landscape Concept Plan prepared by Urbis illustrates how 20% of the site can be landscaped in accordance with the CBD Strategy.

The Planning Proposal request has been prepared in accordance with DPIE guidelines and is considered appropriate for the following reasons:

- **Consistent with the CBD Strategy:** to promote office growth in the commercial core.
- **Consistent with State Government policy which supports growth in existing centres:** The proposal maximises the opportunity for a commercial use with limited retail opportunities in a major centre that is well serviced by public transport. It would generate new employment opportunities within walking distance of major employment, retail, health and education facilities, and excellent public transport connectivity.
- **Street activation:** The proposal enables the creation of new local retail facilities and public spaces that can activate Railway Street and the pedestrian link to the Pacific Highway. The continuation of the retail activation complements the proposed land uses, to encourage pedestrian activity and vibrancy.
- **Enhanced public domain outcomes consistent with Willoughby Council's vision:** The public domain along Railway Street will be significantly enhanced through the proposal, with activating retail uses, outdoor seating, and landscape embellishments. The Planning Proposal also enhances the existing public park and will incorporate a more vibrant public domain space, an activated street edge along Railway Street and the Pacific Highway including complementary landscaping features to enhance public domain space.
- **Contributing to a mix of commercial office space:** The proposal supports a mix of businesses in more contemporary and flexible tenancies.
- **Increased and more diversified employment:** Growth in employment will arise during the construction stage and ongoing operations of the development, to support a range of industrial, professional, creative, retail, health and education sectors.
- **Job creation:** Based on the estimated construction cost of \$200 million, 332 full time construction jobs would be created and a further 5,470 direct and indirect jobs during the operational phase.

Given the substantial economic benefits and job creation generated by the proposed development, it is recommended the Planning Proposal is endorsed by Council and forwarded to DPIE for a gateway determination.

1. INTRODUCTION

1.1. PROJECT OBJECTIVES

This Planning Proposal is submitted to Willoughby City Council (Council) to support a request by Vantager Group (the Proponent) to initiate an amendment to *Willoughby Local Environmental Plan 2012* (WLEP 2012) consistent with the recommendations *Chatswood CBD Planning and Urban Design Strategy to 2036* (CBD Strategy).

The Planning Proposal seeks to change the built form planning controls within the WLEP 2012 to enable the development of a landmark commercial office tower on the site and includes:

- Increasing the maximum building height to the maximum height envisaged in the CBD Strategy of RL246.8;
- Increasing the maximum Floor Space Ratio (FSR) control to 22.7:1; and
- Establishing a requirement for design excellence.

The Planning Proposal is accompanied by a draft site-specific Development Control Plan (draft DCP) to guide the future development of the site.

The key objectives of the Planning Proposal are to demonstrate the strategic planning merit of the proposed commercial office tower, to evaluate the impact of additional building height and density on the site, and to assess the relevant environmental, social and economic impacts of the proposal.

The Planning Proposal is consistent with the strategic objectives of *A Metropolis of Three Cities – Greater Sydney Region Plan* (Regional Plan), the *North District Plan* (District Plan) and the *Willoughby Local Strategic Planning Statement* (LSPS).

The proposed circa 46,000sqm of employment floorspace supports the North District Plan by increasing the availability of jobs with good access to public transport and providing more local employment opportunities. The Planning Proposal is also broadly consistent with the more detailed CBD Strategy which aims to promote and encourage commercial office growth in the CBD Core.

Based on this assessment, the Proponent requests that Council endorse the Planning Proposal and forward it to the Department of Planning, Industry and Environment (DPIE) for a Gateway Determination under section 3.34 of the *Environmental Planning and Assessment Act 1979* (EP&A Act 1979).

The Planning Proposal has been prepared in accordance with Section 3.33 of the EP&A Act 1979 and the relevant guidelines prepared by the DPIE including *A Guide to Preparing Local Environmental Plans* and *A Guide to Preparing Planning Proposals*. It includes the following:

- Description of the subject site and context;
- Indicative site plan showing sufficient detail to indicate the effect of the proposal;
- Statement of the objectives and intended outcomes of the proposal;
- Explanation of the provisions of the proposal;
- Summary of the justification of the proposal; and
- Description of the community consultation process that would be expected to be undertaken before consideration is given to making of the planning instrument.

The Planning Proposal is accompanied by a range of plans and reports to provide a comprehensive analysis of the site opportunities and constraints. These address the key issues and impacts associated with the proposal and include:

- **Appendix A** – Site Survey
- **Appendix B** – Architectural Concept Plans
- **Appendix C** - Design Report
- **Appendix D** – Landscape Concept Design
- **Appendix E** – Transport Impact Assessment
- **Appendix F** - Draft Site-Specific Development Control Plan
- **Appendix G** – Sustainability Statement
- **Appendix H** – Building Services Report
- **Appendix I** – Heritage Impact Assessment
- **Appendix J** – Structural Engineers Statement
- **Appendix K** – Arborist Report
- **Appendix L** – Economic Benefit Assessment
- **Appendix M** – Community Engagement Strategy
- **Appendix N** – Wind Assessment Report
- **Appendix O** – Market Analysis of Commercial Product

2. SITE AND SURROUNDING CONTEXT

2.1. SITE DESCRIPTION

The site is located at 845 Pacific Highway, Chatswood and is within the Willoughby Local Government Area (LGA). The site is approximately 9km north of the Sydney CBD within the Chatswood CBD, west of the North Shore Rail Line in an area commonly referred to as the 'Chatswood Office Core'.

The site is located on the eastern side of the Pacific Highway. The site is an irregular shaped allotment with street frontages to the Pacific Highway, Railway Street and Day Street. A small portion of the boundary abuts a small public park on the corner of Railway and Day Street. This park is anomalous with the surrounding development and has little public amenity.

Day Street is closed to traffic west of the vehicular access to the site. This area is landscaped and linked to the ground floor of the adjacent Zenith Commercial Towers. A separated footpath runs parallel to the southern boundary of the site connecting Day Street to the Pacific Highway.

The key features of the site are summarised below in Table 1.

Figure 1 Aerial Photograph



Source: Urbis, 2020

Table 1 Site Description

Feature	Description
Street Address	845 Pacific Highway, Chatswood
Legal Description	Lot A in Deposited Plan 440470
Site Area	2,074m ² (Site Survey – Appendix A)
Site Dimensions (per site survey)	Pacific Highway – 88.925m Railway Street – 41.705m Public Park – 26.77m Day Street – 45.62m
Easements and Restrictions	N/A
Site Topography	The site topography falls away from the Pacific Highway frontage to the corner of Day and Railway Street.

2.2. EXISTING DEVELOPMENT

Existing buildings on the site includes a 7-storey commercial office building and commercial car wash. The existing building currently accommodates 4,109sqm of NLA which includes 3,165 sqm of office and 944sqm of retail (car wash).

Vehicle access to the site is currently provided from Day Street to single level carpark which can accommodate 55 vehicles. A location plan is provided at Figure 2. Photos of the site and its surrounds are included at Figure 3.

Figure 2 Location Plan

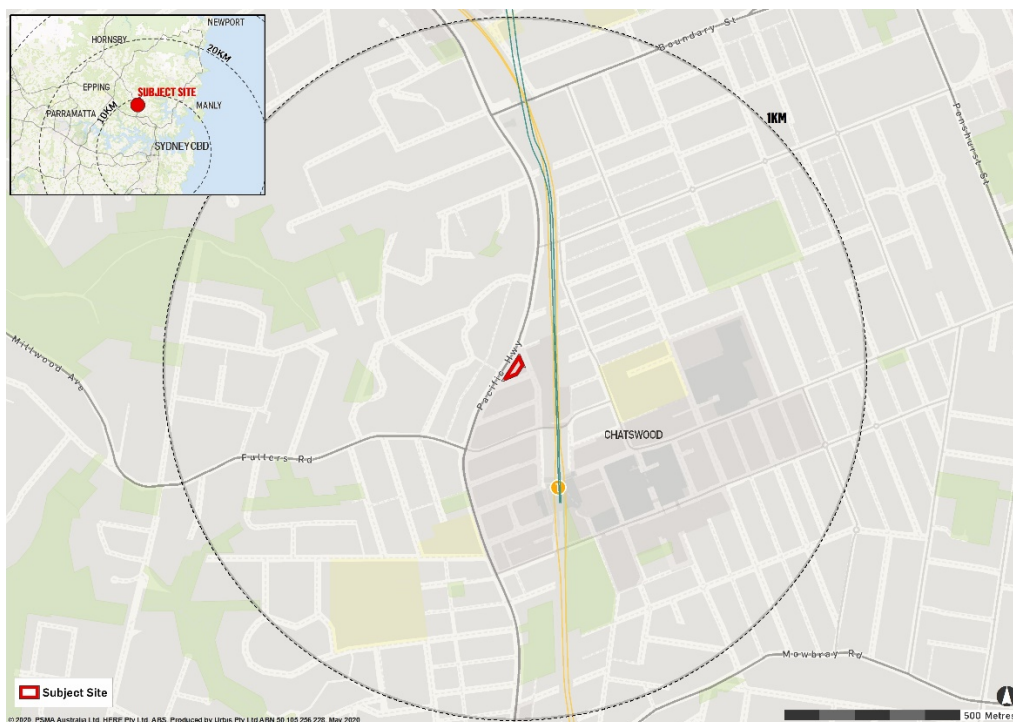


Figure 3 Site Photos



Picture 1 Aerial context looking south

Source: PTW Architects



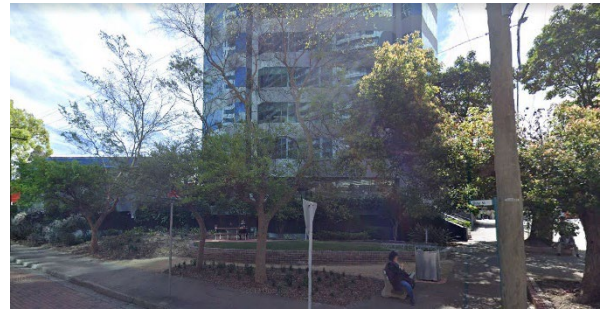
Picture 2 Corner of Pacific Hwy and Railway St\

Source: maps.google.com.au



Picture 3 Main entrance fronting Railway St

Source: maps.google.com.au



Picture 4 Public Park – Cnr Day and Railway St.

Source: maps.google.com.au



Picture 5 Day St looking west

Source: maps.google.com.au



Picture 6 Existing vehicle entrance to site

Source: maps.google.com.au

2.3. LOCALITY CONTEXT

2.3.1. Regional Context

Chatswood CBD is a strategic centre within the Eastern Harbour City. Chatswood is a major public transport hub being the main rail interchange that connects the Sydney CBD with the recently completed Sydney Metro Northwest.

Chatswood is located within the eastern economic corridor identified within the *Greater Sydney Region Plan – A Metropolis of Three Cities* and the North District Plan (refer to Figure 4).

Chatswood's strategic accessibility on two major public transport corridors including the Sydney Metro makes it the pre-eminent location for new commercial office development between the Sydney CBD and Macquarie Park. This view is supported by the recently endorsed Chatswood CBD Strategy which focuses on incentivising and growing commercial office floor space within the Chatswood CBD.

Figure 4 Regional Context



Source: Urbis, 2020

2.3.2. Local Context

Chatswood is located on the Pacific Highway which is the major north south arterial road. The CBD is split either side of the North Shore Rail line and Chatswood Station.

Chatswood is a diverse mixed-use centre which combines a range of residential densities and dormitory suburbs proximate to major regional retail and entertainment land uses within the CBD. Chatswood is well serviced by public transport being a major retail hub and interchange between the main rail line and Sydney Metro. The rail lines are linked to surrounding suburbs by an extensive bus network via the interchange. The area in which the site is located between the Pacific Highway and the rail line is commonly referred to as the 'Commercial Office Core'.

Chatswood CBD has a vibrant 24/7 economy with a wide range of food and beverage entertainment and community facilities which include restaurants, cinemas, markets and performance spaces. Chatswood also has important areas of public open space and public domain including Chatswood Oval, Chatswood Park, Remembrance Green, The Concourse and Victoria Avenue Pedestrian Mall.

The subject site is located approximately 320m from the Chatswood Railway Station and Bus Interchange and as such is highly accessible for future employment land uses. The immediate surrounds include a range of building forms which are predominantly medium and high rise commercial and multi-story mixed use residential buildings. The surrounding area is described as follows:

- **North:** The site is bounded to the north by the intersection of the Pacific Highway and Railway Street. Beyond this are a number of zoned R3 Medium Density residential uses on the northern side of the highway.
- **East:** The site is bounded by Railway Street to the east. A small Council owned park immediately adjoins the building, further east on the adjacent side of Railway Street are a number of B4 Mixed Use commercial and retail buildings that adjoin the North Shore Rail Line. Railway Street is a local collector road that connects pedestrians to the Chatswood Interchange.
- **South:** The site is bounded to the south by Day Street, a local access road which provides access from Railway Street to the car park for the existing commercial office building on site. A small aperture for pedestrian access to the Pacific Highway is also available from Day Street. Beyond this is the remainder of the Chatswood Office Core being land zoned B3 Commercial Core.
- **West:** The sites western frontage adjoins the Pacific Highway. The Pacific Highway connects Sydney's north western suburbs to North Sydney, before linking to the Bradfield Highway and Cahill Expressway to the Sydney CBD. West of the Pacific Highway is predominantly residential.

The Chatswood CBD Core is characterised by a mix of land uses including the existing retail core on the eastern side of Chatswood Station, newly constructed mixed-use commercial/ residential buildings on either side of the station, and older B and C grade commercial office stock within the Chatswood Office Core.

The CBD is bisected north-south by the North Shore Railway Line and bounded by the Pacific Highway to the west. Key land uses in the vicinity include:

- **Chatswood Interchange:** A multimodal transport interchange that is integrated within Chatswood railway station. The interchange is a link between the North Shore rail Line and the recently completed Sydney Metro Northwest which will eventually continue South to the Sydney CBD upon completion in 2024. The interchange includes bus connections on either side of the station, as well as the 'Metro Chatswood', an above station shopping centre development.
- **Retail Centre:** Chatswood has historically been a major retail centre largely dominated by the two larger shopping complexes, Westfield/Myer and Chatswood Chase, and smaller retail centres such as the Mandarin Centre and Lemon Grove.
- **Chatswood Mall:** A major pedestrian thoroughfare which provides pedestrian connectivity and a range of smaller active ground level retail uses primarily with commercial offices above, is located between the intersection of Victoria Ave and Anderson Street and the Chatswood Interchange to the west.
- **The Concourse:** A strong and vibrant Civic precinct east of the train line including the Concourse and the Willoughby Performing Arts Centre, Civic Pavilion, Chatswood Library on the northern side of Victoria Avenue.

3. BACKGROUND & PRE-LODGEEMENT CONSULTATION

The proponent has been in consultation with Willoughby City Council since October 2019 in relation to its intention to develop the site for a commercial office development consistent with the CBD Strategy.

The Proponent discussed with Council a number of options for the site which included investigating the purchase from Council of the park on the corner of Day and Railway Streets and/or the Day Street road reserve between the Pacific Highway and Railway Streets. Given the irregular shape of the site, incorporating one or both of these sites would have enabled the development to provide a development outcome more consistent with the required setbacks under the CBD Strategy.

However, given the uncertainty of outcome and timeframes of both acquisition processes the Proponent opted to proceed with a planning proposal that focuses on the subject site whilst seeking to deliver public benefits through the upgrade of the surrounding public domain including the adjacent Council owned park. This would see commercial floor space realised in a shorter timeframe and contribute to Willoughby meeting its 5-year job targets within the District Plan.

Subsequent meetings with Council focused on presenting development options for the site including demonstrating how an envelope consistent with the setbacks and street wall requirements of the CBD Strategy significantly restricts the size and efficiency of the commercial floor plates. The proposed controls also reduce the ability of the development to provide an expansive public domain linking to the public park on the corner of Railway and Day Street.

The scheme preferred by the proponent and presented to Council balances the need for larger commercial floor plates whilst delivering positive outcomes for the public domain. Early versions of the scheme were well received by Council in particular, the approach to providing a significantly enhanced public domain along Railway Street. The preferred scheme requested that Council provide flexibility around the setbacks, noting that the irregular shape of the site warranted a site-specific response.

A formal pre-planning proposal lodgement meeting was held between the Proponent, the project team and members of Willoughby City Council on 27 May 2020. The meeting focused on a progression of the scheme previously presented to Council which included an expansive public domain to Railway Street and variation to the CBD Strategy setback requirements.

The following key matters were raised within the formal pre-lodgement process for consideration within the Planning Proposal.

- Demonstrate consistency with strategic planning framework;
- Building massing and Council's desire for slender towers;
- Ground and upper level setbacks;
- Landscaping;
- Access and Parking;
- Heritage;
- Design Excellence;
- Street Activation;
- Public Art;
- Voluntary Planning Agreement; and
- Draft Site-Specific Development Control Plan.

The planning proposal has taken into consideration all comments made by Council in the submitted proposal. The submitted concept scheme is the most optimum building envelope to achieve a viable commercial floorplate and functional basement whilst also delivering on significant public domain outcomes.

4. STATUTORY CONTEXT

4.1. WILLOUGHBY LOCAL ENVIRONMENTAL PLAN 2012

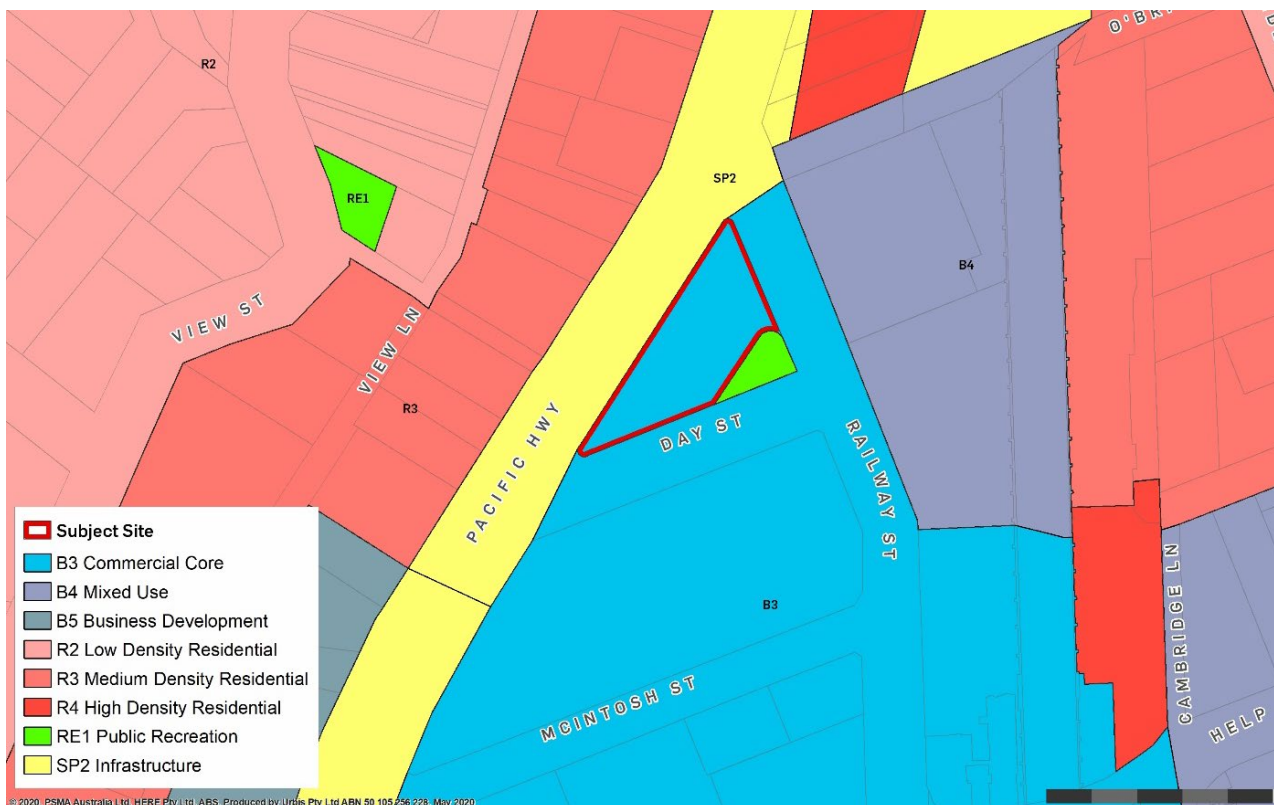
The *Willoughby Local Environment Plan 2012* (the WLEP 2012) is the principle environmental planning instrument governing and guiding development within the Willoughby LGA.

4.1.1. Land Use Zoning

The site is zoned B3 Commercial Core in accordance with the WLEP 2012. The zone objectives include:

- To provide a wide range of retail, business, office, entertainment, community and other suitable land uses that serve the needs of the local and wider community;
- To encourage appropriate employment opportunities in accessible locations;
- To maximise public transport patronage and encourage walking and cycling;
- To support the role of St Leonards as a specialised centre providing health, research and education facilities;
- To strengthen the role of Chatswood as a major centre for the inner north sub-region and to improve its public domain and pedestrian links; and
- To protect and encourage safe and accessible city blocks by providing active land uses on street and pedestrian frontages.

Figure 5 Land Use Zoning Map



Source: WLEP 2012

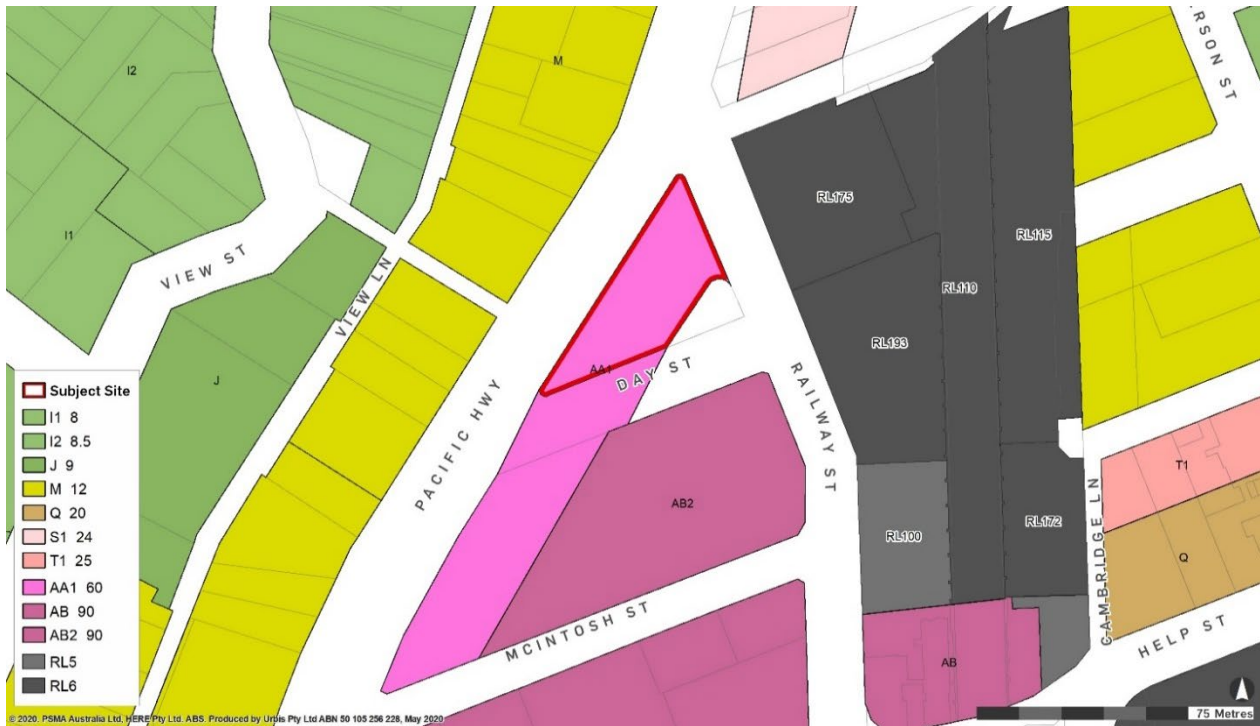
The following development is permitted with consent in the B3 Commercial Core zone:

*Building identification signs; Business identification signs; Centre-based child care facilities; **Commercial premises**; Community facilities; Educational establishments; Entertainment facilities; Function centres; Hotel or motel accommodation; Information and education facilities; Medical centres; Oyster aquaculture; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; Respite day care centres; Restricted premises; Roads; Serviced apartments; Tank-based aquaculture; Any other development not specified in item 2 or 4.*

4.1.2. Building Height

The site has a maximum building height of 60 metres under clause 4.3 and as shown in Figure 6 below.

Figure 6 Height of Building Map



Source: WLEP 2012

4.1.3. Floor Space Ratio

The site has a maximum floor space ratio (FSR) of 5:1 in accordance with clause 4.4 and as shown in Figure 7 below. The site is not subject to any exception to the Floor Space Ratio under clause 4.4A.

Figure 7 Floor Space Ratio Map



Source: WLEP 2012

4.1.4. Minimum Lot Size

The site has a minimum lot size of 2500m² in accordance with clause 4.1 and as shown in Figure 8 below.

Figure 8 Lot Size Map



Source: WLEP 2012

4.1.5. Heritage Conservation

The site is not identified as a local heritage item, nor is it located within a heritage conservation area. The closest heritage items/conservation areas are located approximately 200 metres from the site. They are listed below and shown in Figure 9.

- Heritage Conservation Area – North Chatswood – Item C10
- Heritage Conservation Area – Blue Gum – Item C2
- 20 Tulip Street – House (including original interiors) – Item I129

Figure 9 Heritage Map



Source: WLEP 2012

4.1.6. Any other relevant clauses

Part 6 Additional Local Provisions

The Willoughby LEP 2012 provides specific additional local provisions which includes provisions relating to certain types of development and other site-specific development provisions.

▪ Clause 6.1 Acid Sulfate Soils

- The site is identified as Class 5 on the Acid Sulfate Soils Map however any future works are located more than 500m from adjacent Class 1, 2, 3 or 4 land that is below 5 metres Australian Height Datum.

▪ Clause 6.7 Active Street Frontages

- Applies to land identified on the Active Street Frontage Map and includes the Railway Street frontage to the site.
- The clause requires development to have an active street frontage with uses that attract pedestrian traffic at the ground floor of the building.
- A building has an **active street frontage** if all premises on the ground floor of the building facing the street are used for the purposes of business premises or retail premises.
- Active street frontages exclude entrances and lobbies, access for fire stairs and vehicular access.

4.2. WILLOUGHBY DEVELOPMENT CONTROL PLAN 2006

Willoughby Development Control Plan 2016 (WDCP 2006) provides the detailed development controls which apply to land across the Willoughby LGA. The key sections which are relevant to the site and the requested Planning Proposal are summarised below:

- Part C General Development Guidelines.
- Part E Specific Controls for Commercial and Shop Top Housing Development.

It is proposed that a site specific DCP be adopted for the site to guide the future development of the site and design excellence process. Once adopted it is expected that the site specific DCP will be incorporated into the WDCP.

4.3. PLANNING AGREEMENTS AND DEVELOPER CONTRIBUTIONS

Willoughby Local Infrastructure Contributions Plan 2019 applies to the development. For development within the Chatswood CBD with a total development cost greater than \$250,000 the applicable rate is 3%.

In addition to the above, the Proponent is willing to enter into discussions with Council in relation to a VPA which would cover the works required to upgrade the public domain surrounding the subject site including the public park on the corner of Railway and Day Street.

5. DEVELOPMENT CONCEPT

5.1. OVERVIEW

The objective and intended outcome of the proposed amendments to the WLEP 2012 and site specific DCP is to facilitate the redevelopment of the site for a new commercial office tower. The Planning Proposal intends to deliver a commercial office development in a location envisioned for density uplift by Council and the DPIE as outlined within the endorsed Chatswood CBD Strategy.

The future development will create an A-Grade commercial office building which will achieve design excellence and higher sustainability standards. The development will provide approximately 5,470 jobs in a strategically significant location within the Chatswood CBD.

To facilitate the objective and intended outcome of the Planning Proposal, a building envelope is proposed which establishes the built form parameters for which future consent will be sought through a DA process.

This Planning Proposal seeks to establish a site-specific building height and FSR provision included in Part 4.3 and 4.4 of the LEP and key built form and design principles of the scheme facilitated by a site-specific provision in the DCP, as described in Section 8.2 of this report.

To establish the site-specific FSR provision, a reference design has been prepared (refer Appendix B) which sets the maximum GFA achievable within the building envelope. This calculation has excluded certain area from the GFA calculation in accordance with the applicable LEP definition including building plant, circulation area, car parking, and servicing area. It also excludes design measures including building articulation zones, building core, and floor to floor heights.

The reference scheme is indicative only and the final detailed design of the scheme will be the subject of a design excellence process and detailed DA.

The future redevelopment of the site is expected to deliver the following key components:

- A 37-storey commercial office tower capable of achieving approximately 46,997m² of total GFA indicatively comprising:
 - 45,494m² of office GFA
 - 565m² of retail GFA
 - 569 m² lobby, and
 - 359 m² for end of trip facilities.
- A basement car park with capacity for 260 parking spaces, loading areas, plant areas and end of trip facilities accessed via Day Street;
- Activated building frontages to Railway and Day Street; and
- An expansive public domain fronting Railway Street including an upgrade to public park on the corner of Railway and Day Street.

5.2. PUBLIC BENEFITS

The Proponent is committed to delivering an exemplary development in terms of architectural design, environmentally sustainable design and a greatly enhanced urban experience for the community in terms of street activation, through-site access, commercial and retail floor space and the pedestrian environment. The Proponent is committed to delivering substantial upgrades to the public domain surrounding the site in addition to the standard 3% development contributions required by Council's Local Infrastructure Plan.

The proposed upgrades include:

- Increase the grass areas by rationalizing the path network;
- Activation of the park via a green amphitheatre which provides seating and address the open space and provides a public connection to the building forecourt;

- Inclusion of a low wall framing and directing pedestrians;
- Retention of the existing Brush Box Tree on the eastern side of the park;
- Additional street tree planting fronting the Pacific Highway and Railway Street; and
- Shared cycle / pedestrian pathway along the Pacific Highway frontage.

5.3. BUILDING ENVELOPE

The proposed amendments to the WLEP 2012 will allow for a greater maximum allowable FSR and height than what is currently achievable under the existing controls. The proposed changes are consistent with the uplift anticipated for the site within the CBD Strategy which includes:

- Maximum Building height - RL246.8, and
- Floor Space Ratio 22.5:1.

To support the above amendment, a draft site specific DCP accompanies the Planning Proposal. The draft DCP defines the maximum building envelope in which future tower will be accommodated. The building envelope will ensure key objectives and outcomes of the development can be achieved including:

- Maximum building height;
- Development setbacks;
- Maximum GFA / FSR; and
- Public Domain.

Whilst the draft DCP defines the key parameters, the envelope has been set to allow flexibility for alternate design approaches through the design excellence process.

An Urban Design Report, incorporating an indicative concept scheme and reference design by PTW Architects supporting the Planning Proposal is attached as Appendix C.

5.3.1. Building Height

The maximum height for the building envelope is set by the CBD Strategy which has recommended that the heights within this area of the Chatswood Commercial Core be according to the Procedures for Air Navigation Services – Aircraft Operations (PANS OPS) height limits.

The maximum height for any future building defined by the PANS OPS height limit is RL246.8 which for this site equates to a maximum building height of approximately 145m. The maximum height of the development is illustrated at Figure 10.

Figure 10 Chatswood CBD Planning and Urban Design Strategy Recommended Height



Source: Willoughby City Council, 2016

5.3.2. Setbacks

The proposed setbacks are illustrated in Figure 11 and detailed in Table 2. The proposed setbacks will ensure that the proposed commercial tower can achieve the minimum floor plate size required for A-Grade office, whilst also delivering substantial public benefit through an enhanced public domain fronting Railway Street and the Pacific Highway.

Table 2 Proposed Setbacks

Setback Railway Street (Ground)	13.6m
Setback Railway Street (Tower)	Zero to boundary
Setback Public Park (Tower)	Zero to boundary
Setback Day Street	Zero to boundary
Setback Pacific Hwy (Ground and Tower)	4m

Figure 11 Proposed Setbacks

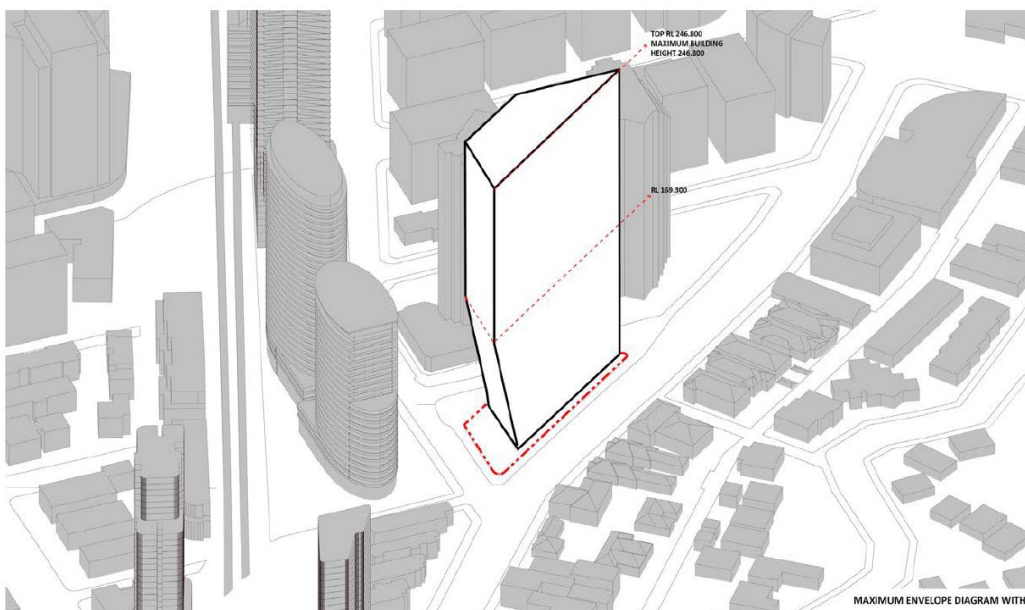


Source: PTW, 2020

5.3.3. Gross Floor Area and Floor Space Ratio

An FSR of 22.7:1 is proposed for the building envelope as shown in Figure 12. This is considered consistent with Council's Chatswood CBD Strategy which has recommended that no FSR control exist for the Chatswood Commercial Core. An FSR of 22.7:1 will allow any future development to maximise its sites potential to deliver high quality commercial floor space, whilst also utilising the available superior public transport infrastructure.

Figure 12 Maximum Envelope Diagram



Source: PTW, 2020

5.4. CAR PARKING AND VEHICULAR ACCESS

The redevelopment of the site will maintain vehicle access to the site via Day Street in roughly the same location as currently provided. Access points will be rationalised consistent with CBD to minimise overall impacts to the Public Domain.

The future parking arrangements seek to balance the following considerations:

- Willoughby Council's desire for reduced car parking within the Chatswood CBD to reduce overall traffic generation impacts and encourage public and active transport modes;
- The need for an adequate number of spaces consistent with specific end user requirements;
- Requirement for safe, functional and efficient basements and Council's design for deep soil planting within the site setbacks; and
- Allowance for adequately located and sized end of trip facilities and secure bike storage.

Provisions relating to access and car parking will be included within the draft DCP including the requirements for a Green Travel Plan.

5.5. REFERENCE DESIGN

5.5.1. Overview

The reference design demonstrates how the site could be redeveloped and maximum floor space achieved consistent with the controls sought under this Planning Proposal. It envisions a commercial development with ground floor retail and basement car parking, retail tenancies at the ground level and a 37-storey commercial office tower.

As illustrated in Figure 13 to Figure 18, the reference design has the potential to create a truly active public sphere through the provision of additional public domain which will provide a space of high-quality amenity that will be naturally activated by the office population. It also provides an opportunity to deliver a new A-Grade Office building of exceptional design quality and amenity which can provide flexible commercial tenancies and retail space close to a major transport interchange, retail and leisure opportunities that is offered within the Chatswood CBD.

Figure 13 Public Domain Concept Corner of Pacific Highway and Railway Street.



Source: PTW, 2020

Figure 14 Ground View from Pacific Highway looking South East



Source: PTW, 2020

Key numerical details of the indicative concept scheme and reference design are provided in Table 3.

Table 3 Key Numeric Details

Element	Depicted in the Indicative Concept Design
Site Area	2,074 sqm (site survey)
Building Height	RL 246.8
Storeys	37 plus rooftop plant
GFA	46,996.56 sqm
FSR	22.7:1
Maximum Commercial Floor Plate GFA	1,425.1 sqm
Minimum Commercial Floor Plate GFA (above ground level)	825.62 sqm
Retail GFA	555.82 sqm
Car Parking	260 spaces (8 levels of basement)
Public Domain	894.95sqm (site) + 92.65 sqm (Council reserve)
Soft Landscaping	Minimum 20% to be achieved

5.5.2. Design Considerations

The design strategy has been specifically tailored to respond to the site opportunities and the surrounding evolving urban character.

The key guiding principles that have informed the building profile are discussed below.

- **Urban renewal:** Facilitate the mixed-use redevelopment of the site and upgrade the existing commercial and retail offering to contribute to employment generation on the site in line with the CBD Strategy North District Plan.
- **Emerging skyline:** Respond and design to the changing context of the Chatswood Office Core skyline around the site. Design a slender tower form and a lower scale podium extending underneath the tower. Modulate the built form to retain views and solar access to surrounding properties whilst creating a height, bulk and scale that is commensurate with the future desired character of the Chatswood CBD Core West.
- **Responding to key site character:** The Chatswood Office Core site has been identified as an appropriate area to propose and ultimately accommodate a tall tower form and configuration at the site. The proposal positively responds to the emerging urban character of the immediate locality that will comprise a cluster of tall slender tower forms, that mark the core of the centre.
- **Street Activation:** Provide continuous active and green edges to Railway Street, including through the upgrading of the existing public reserve, weaving it into the fabric design and creating more publicly accessibly green space for commuters and workers. The ground floor open design is activated by retail and additional outdoor seating areas, encouraging casual surveillance.
- **Solar Access:** Develop a slender tower form to create a fast-moving shadow which ensures that reasonable solar access to adjoining properties is retained, including significant open space, such as the park adjoining the sites eastern boundary.
- **Transport orientated development:** Capitalise on the unrivalled accessibility to the existing/ future metro and existing rail and bus services by facilitating a multi-use development creating an attractive place for people to live or shop.

5.5.3. Commercial Tower

The reference scheme demonstrates that the building envelope is capable of accommodating a 37-storey commercial office tower with 36 levels of commercial office space and ground floor and lower ground floor retail floor space.

The reference design details that commercial office floor plates can range from a GFA of approximately 825.46m² increasing in size to 1,425.1m² at the top of the tower. An envelope elevation is available below in Figure 15 and Figure 16.

Figure 15 Reference Scheme North Western Elevation

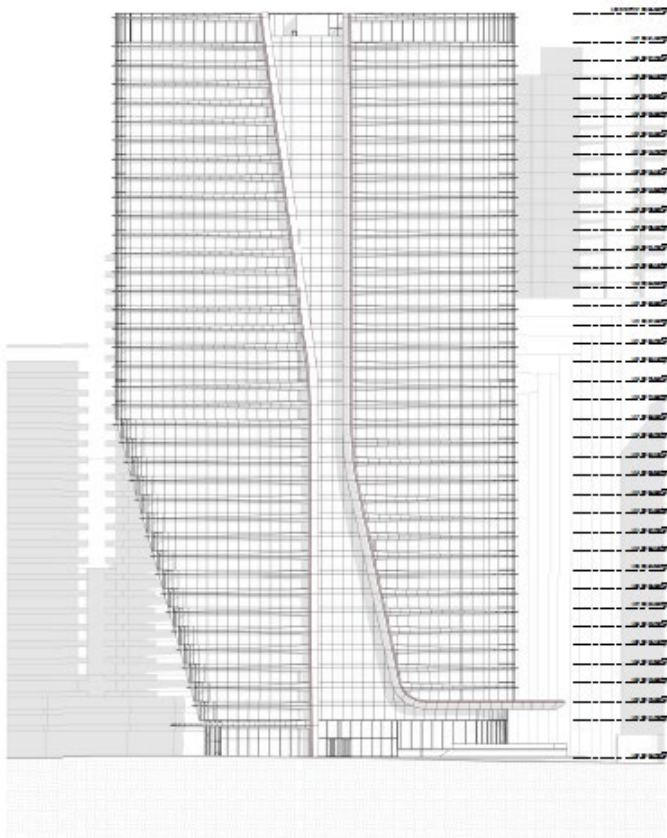
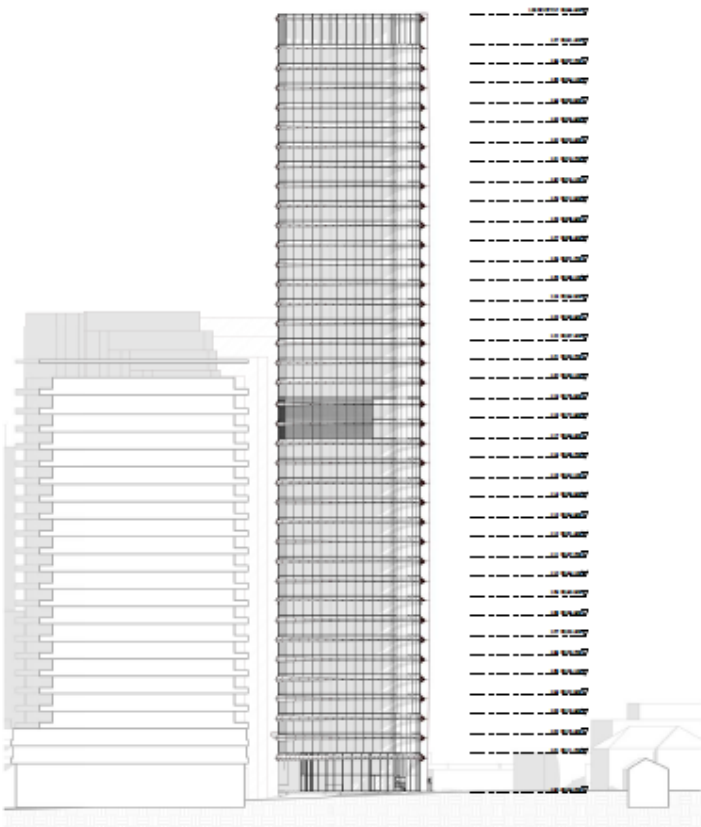


Figure 16 Reference Scheme Eastern Elevation



5.5.4. Ground Plane, Public Domain and Landscaping

The ground level design aligns with Council's strategic criteria within the CBD Strategy by providing a shared path upgrade, buffering the site from the Pacific Highway via a green setback and tree planting.

The site has a high profile 'gateway' frontage to the Pacific Highway. This provides an opportunity to create a memorable arrival experience and strong landscape setting to the building with the integration of public art, mature trees and feature planting that responds to the development opposite to create an avenue arrival along Railway Street to the CBD. The landscape concept provides public seating and destinations on the ground level that will activate the public domain.

The proposal also seeks to improve the Pacific Highway frontage with a 1.5m landscape and verge, and a 3m wide shared pedestrian and cyclist path, framed by an avenue of Tuckeroo Trees.

5.5.5. Site Access and Parking

The reference scheme includes a consolidated vehicle access point to the site from Day Street. This entry provides access to both the basement car park and at grade loading areas.

8 levels of basement are included in the reference scheme. An at grade loading dock is proposed which can accommodate a vehicle up to 8.8m in size. A mechanical turntable system is recommended to ensure that service vehicles can enter and exit the site in a forward direction.

The reference scheme has allowed for a total of 260 car spaces in the following configuration:

- 260 standard car parking spaces which can accommodate accessible spaces in accordance with Council's DCP requirement of 3% of the total number of car parking spaces;
- 10 motorcycle spaces;
- 96 bicycle spaces; and
- End of trip facilities within Basement Level 1.

6. PLANNING PROPOSAL ASSESSMENT

The Planning Proposal request has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979 (EP&A Act)* and the Department of Planning, Industry and Environment guidelines '*Planning Proposals: A guide to preparing planning proposals*' dated August 2016.

This section addresses each of the matters to be addressed as outlined in the guidelines, including:

- **Part 1** – A statement of the objectives and intended outcomes;
- **Part 2** – An explanation of the provisions that are to be included in the proposed LEP;
- **Part 3** – The justification for the Planning Proposal and the process for the implementation;
- **Part 4** – Mapping;
- **Part 5** – Details of community consultation that is to be undertaken for the Planning Proposal; and
- **Part 6** – Project Timeline.

7. PART 1 - OBJECTIVES AND INTENDED OUTCOMES

The primary objective of the Planning Proposal is to amend the WLEP 2012 building height and FSR controls to enable built form density uplift to facilitate a desired outcome for the site.

The proposed changes to the built form controls will deliver a contextually appropriate building form as envisaged by the Council's CBD Strategy and the DPIE's *Greater Sydney Region Plan* and *North District Plan*.

No change to the current B3 Commercial Core zoning is proposed. The proposed amendments to the WLEP 2012 have the following objectives of enabling future development:

- Realise the development potential of the site as envisioned by both the CBD Strategy and the DPIE's Region Plan and District Plan;
- Encourage development activity in identified key location in the Chatswood Office Core, supporting the evolution of a diverse mixed-use precinct and contributing to continuous maturing of the Chatswood CBD;
- Provide compatible mix of land uses that contribute to the creation of a vibrant and active community, including the potential for commercial and retail to co-locate close to railway and metro stations; and
- Integrate the site with the broader area through improvements to public domain spaces and streetscape activation. Provide high quality publicly accessible spaces at the ground level, which activate along the Railway Street frontage.

The intended outcome of the Planning Proposal is to establish planning controls that will incentivise the redevelopment of the site into a single tower form for commercial office.

This is proposed through the following changes to the WLEP 2012:

- Amend the WLEP 2012 Height of Buildings Map to provide an amended building height control across the site of RL146.8;
- Amend the WLEP 2012 Maximum Floor Space Ratio Map to provide an FSR of 22.7:1 for the site; and
- Amend Part 6 Additional Local Provisions to require any future development of the site to exhibit design excellence; and a site-specific Development Control Plan is prepared prior to development being carried out.

8. PART 2 - EXPLANATION OF PROVISIONS

8.1. LAND TO WHICH THE PLAN WILL APPLY

The land that is proposed to be included in the LEP amendment is located at 845 Pacific Highway, Chatswood. The landholding is legally identified as Lot A Deposited Plan 440470.

8.2. PROPOSED LEP AMENDMENTS

This section is to be read in conjunction with Section 10 of this Planning Proposal, which contains the proposed amended LEP Maps for maximum building height and floor space ratio.

The proposal does not seek to amend the current B3 Commercial Core zone under the WLEP 2012. The proposed redevelopment of the site is consistent with the objectives of the B3 Commercial Core zone.

8.2.1. Building Height

It is proposed that a maximum height of RL 246.8 be applied to the site. The outcome can be achieved by amending the existing *Height of Buildings Map Sheet HOB_004* of the WLEP 2012 to reflect this maximum height, as shown in Figure 27 on Page 60 .

8.2.2. Floor Space Ratio

It is proposed that a maximum FSR of 22.7:1 be applied to the site. This outcome can be achieved by amending the existing *Floor Space Ratio Map FSR_004* of the WLEP 2012 to reflect this, as shown in Figure 28 on Page 61.

8.2.3. Additional Local Provisions

Include the following site-specific provisions to apply to 845 Pacific Highway Area on the Special Provisions Area Map.

Despite clause 4.4 development consent may be granted to a new commercial development that achieves the maximum floor space ratio subject to:

- a) The consent authority being satisfied that the proposed development exhibits design excellence; and
- b) A site-specific Development Control Plan is prepared prior to development being carried out on the land.

8.2.4. Site Specific Development Control Plan

A draft site specific DCP has been prepared and accompanies the Planning Proposal at **Appendix F**. The draft DCP details and objectives and provisions which will be further refined with input from Council as the planning proposal progresses. Provisions detailed within the draft DCP include:

- Development objectives;
- Site layout;
- Minimum building setback and maximum building envelope controls to establish the maximum extent of the built form of the future building;
- Landscaping and public domain requirements;
- Vehicle access and parking controls;
- Wind Impacts;
- Sustainability criteria; and
- Design excellence strategy.

9. PART 3 JUSTIFICATION

9.1. SECTION A – NEED FOR THE PLANNING PROPOSAL

Question	Response
Q1. Is the planning proposal a result of an endorsed local strategic planning statement, strategic study or report?	<p>Yes – the Planning Proposal is consistent with the Willoughby LSPS which was significantly informed by the CBD Strategy which was partially endorsed by the DPIE in August 2019 in relation to the CBD Core Area and fully endorsed in July 2020 for the remaining mixed use areas.</p> <p>The proposal accords with the CBD Strategy as it proposes a new commercial office building consistent with the height and floor space outcomes envisaged within this area of the Chatswood CBD Commercial Core.</p>
Q2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?	<p>Yes – the current controls within the LEP do not allow for the level of development uplift anticipated by the CBD Strategy. It is not considered appropriate to facilitate the proposed development using another mechanism such as clause 4.6 of the WLEP 2012.</p> <p>The planning proposal is the best means of achieving the objectives and intended outcome of the proposal.</p>

9.2. SECTION B – RELATIONSHIP TO STRATEGIC PLANNING FRAMEWORK.

Question	Response
Q3. Will the planning proposal give effect to the objectives and actions of the applicable regional, of district plan or strategy (including any exhibited draft plans or strategies)?	<p>Yes – As outlined in the following sections the Planning Proposal is consistent with the objectives and actions of applicable strategies, demonstrating the strategic merit of the site. This is demonstrated through the Planning Proposal's alignment and consistency with the following:</p> <ul style="list-style-type: none"> ▪ Greater Sydney Region Plan; ▪ North District Plan; ▪ Long Term Transport Master Plan; and ▪ Future Transport 2056 Strategy

9.2.1. Greater Sydney Region Plan – A Metropolis of Three Cities (2018)

This section provides a summary of the Regional Plan and demonstrates how the Planning Proposal is consistent with the relevant objectives and actions. Table 4 below sets out the relevant directions and actions of the GSRP and explains how the Planning Proposal responds and aligns to these.

Table 4 Planning Proposal Response to the Greater Sydney Region Plan

Greater Sydney Region Plan	Planning Proposal Response
Direction 1: A City Supported by Infrastructure	
<i>Objective 4: Infrastructure use is optimised</i>	<p>A significant amount of commercial floor space on the strategically located site close to existing and planned rail services will positively contribute to this objective by placing density in a highly convenient location that will encourage usage of existing and new transport infrastructure.</p> <p>As stated in the appended Traffic Report the surrounding roads have existing capacity to account for the forecast traffic movement changes onsite.</p>
Direction 2: A Collaborative City	
<i>Objective 5: Benefits of growth realised by collaboration of governments, community and business</i>	<p>The proposal will assist in the collaboration of government, community and business as the renewal of this site for commercial and retail land uses will assist the government in reaching employment targets for the centre ensuring the proposal positively contributes to economic policy of government.</p> <p>The community will be enhanced through optimising opportunities for through site connections to Chatswood Interchange and Chatswood station from the Pacific Highway.</p> <p>New spaces for community use such as enhancement of the public park abutting the site and activation of the Railway Street frontage.</p> <p>The proposal will provide renewal of Chatswood's Commercial Office Core, providing new opportunities for new commercial tenants and amenity to serve the needs of the growing population.</p>
<i>Objective 6: Services and infrastructure meet communities' changing needs</i>	<p>The proposal will provide an innovative approach to the use of land and floor space, including co-location with compatible uses such as primary schools and retail centres, close to transport facilities.</p>
Direction 5: A City of Great Places	
<i>Objective 12: Great places that bring people together</i>	<p>The proposal will positively contribute to the transformation of the Chatswood Commercial Office Core into a modern and competitive commercial district whilst providing improved amenity and services for local residents and workers. The provision of improved pedestrian links, high quality retail spaces and additional commercial office floor space will enhance Chatswood's role as a major commercial centre within the Eastern Economic Corridor.</p>

Greater Sydney Region Plan	Planning Proposal Response
Direction 6: A well Connected City	
<i>Objective 14: A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities.</i>	Creating strong employment centres with mixed use opportunities within proximity to a major transport interchange supports the desired integrated land use and transport model and therefore this proposal supports the objective.
Direction 7: Jobs and skills for the City	
<i>Objective 21: Internationally competitive health, education, research, and innovation precincts</i>	The provision of flexible commercial space in this Planning Proposal supports growth in small-medium enterprises and/or medical and health for ancillary industries whilst being in proximity to the Royal North Shore Hospital.
<i>Objective 22: investment and business activity in centres</i>	The scale of commercial floorspace being proposed is able to accommodate both flexible office arrangement and enterprise style working, as well as larger commercial tenants looking to capitalise on a modern office design, strategically located in proximity to transport infrastructure and between the City and Macquarie Park. This would promote diversity in industries and provide variety of job opportunities.
<i>Objective 24: Economic sectors are targeted for success</i>	Specifically, this Planning Proposal would result in a number of direct economic benefits, during the construction stage and the ongoing operations. Based on the estimated construction cost of \$200 million, 332 full time construction jobs are created, and 5,470 additional jobs as a result of ongoing operations.
Direction 8: A City in Landscape	
<i>Objective 31: Public open space is accessible, protected and enhanced</i>	The proposal provides opportunity to contribute to an enhanced street frontages by providing land uses by increasing ground level setbacks to create attractive and active interfaces with the public domain. In addition, the proposal will enhance pedestrian connections to Railway Street and Chatswood Station from the Pacific Highway.
Direction 9: An Efficient City	
<i>Objective 33: A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change</i>	<p>The proposal will promote walkable neighbourhoods and low carbon transport options due to its proximity to public transport, being within walking distance of Chatswood Station, existing bus services and the Chatswood retail core.</p> <p>The site's proximity to public transport will provide opportunities for employees to conveniently use public transport thereby reducing private vehicle trip movements and assisting the objective to create low-carbon cities.</p> <p>Active transport will be promoted through the implementation of a Green Travel Plan, cycle storage and endo of trip facilities.</p>

9.2.2. North District Plan (2018)

The site is located within the North District of Greater Sydney. The North District Plan reflects the broader vision of Sydney as a three-city metropolitan and outlines some key metrics in relation to housing and job targets. The Plan notes that by 2036, the baseline target for jobs within the Chatswood LGA is 31,000.

A description of how the Planning Proposal directly aligns with the relevant priorities of the North District Plan priorities is set out below in Table 5.

Table 5 Planning Proposals alignment with the North District Plan

North District Plan	Planning Proposals Response
Infrastructure and Collaboration:	
<i>N1: Planning for a city supported by infrastructure</i>	The proposal leverages off the existing rail and planned metro to plan for the population growth of Chatswood. The future metro station will support the growth of Chatswood to deliver additional employment and residential capacity, providing jobs in close proximity to services and housing.
Liveability:	
<i>N3: Providing services and social infrastructure to meet people's changing needs</i>	<p>The proposal meets this objective by providing a significant amount of commercial floor space in a location close to public transport, retail, services and open space.</p> <p>This contributes to walkable neighbourhoods connected by public transport which will appeal to a wide demographic.</p> <p>The state government will plan for the district level social infrastructure to support the increased population in the centre.</p>
<i>N4: Fostering healthy, creative, culturally rich and socially connected communities</i>	<p>The proposal will provide a high-quality commercial development which will foster healthy, creative, culturally rich and socially connected communities for its employees through its strategic location on the western side of the Chatswood CBD, adjacent to the Chatswood retail core.</p> <p>The retail core of Chatswood has high quality restaurants, retail and entertainment uses all within walking distance of each other. The location is also within walking distance to the Chatswood Concourse which is the local hub for high quality and frequent entertainment, concerts and events.</p> <p>The proposal is located in proximity to Chatswood Oval and to a number of local gyms including Fitness First and Crunch Chatswood, both of which are also located on the western side of Chatswood station within the Commercial Office Core.</p>
<i>N6: Creating and renewing great places and local centres, and respecting the District's heritage</i>	The proposal will provide a strong positive contribution to improving the public realm through widened street level setbacks to Railway Street and the Pacific Highway in order to provide a widened active frontage to the building's lobby and retail area.
Productivity	

North District Plan	Planning Proposals Response
<i>N10: Growing investment, business opportunities and jobs in strategic centres</i>	Refer to specific response to actions for Chatswood as outlined below.
Actions	Strengthen Chatswood through approaches that:
<i>a. Protect and grow the commercial core</i>	<p>The proposal provides:</p> <ul style="list-style-type: none"> - 45,494 sqm GFA for commercial offices; and - 556 sqm for retail space. <p>The proposal protects the existing commercial function of the site, whilst increasing its potential by providing additional office floor space within Chatswood.</p>
<i>b. Maximise the land use opportunities provided by Sydney Metro</i>	The proposal maximises the site's opportunity by proposing a design that will maximise the commercial potential whilst being in proximity to the future Sydney Metro station at Chatswood. Concentrating employment growth, this location supports the desired integrated land use and transport model and therefore this proposal supports the objective.
<i>c. Promote the role of the centre as a location for high quality, commercial office buildings and a diverse retail offering</i>	The proposal promotes the desired role of the Chatswood centre through the upgrade of the existing commercial office space and additional new retail facilities on the bottom floor.
<i>d. Enhance the role of the centre as a destination for cultural and leisure activities</i>	The proposal will not hinder the achievement of this objective.
<i>e. Promote and encourage connectivity, and upgrade and increase public open spaces</i>	The proposal will encourage connectivity by enhancing linkages through the site to the Council owned park abutting the sites south-eastern corner. Active frontages with footpath widening will be provided to both Railway Street and the Pacific Highway.
<i>f. Investigate interchange operations on both sides of the railway line to increase capacity and efficiency of modal changes.</i>	The proposal will not hinder the achievement of this objective.
<i>g. Improve pedestrian connectivity between the eastern and western side of the rail line.</i>	The proposal will not hinder the achievement of this objective.
<p>Job Targets:</p> <p>2016 estimate – 24,700</p>	<p>The proposal will provide additional jobs as follows:</p> <ul style="list-style-type: none"> - Direct jobs: 3,129

North District Plan	Planning Proposals Response
2036 baseline target – 31,000	- Indirect jobs: 2,341
2036 higher target – 33,000	The jobs contribute to Chatswood achieving its target of a minimum 6,300 additional jobs by 2036 (approx. 315 additional jobs a year)
<i>N12: Delivering integrated land use and transport planning a 40-minute city</i>	The site is within close walking distance of Chatswood train station and future metro station. With a minor retail component, it will deliver an integrated land use and transport outcome consistent with this direction.
Sustainability	
<i>N20: Delivering high quality open space</i>	The proposal incorporates improved linkages through the site and along Day Street. Open space will be provided through a landscape design that enhances the existing public park and amenity as well as provides an active street frontage along Railway Street.

9.2.3. Long Term Transport Master Plan

- The NSW Long Term Transport Master Plan outlines several projects that will impact Sydney. The plan aims to build efficiently on existing transport connections, including those with the Sydney CBD through the Eastern Economic Corridor. These connections will connect people with jobs and other opportunities which in turn will support productivity and economic growth.
- The Plan recognises that State Government investment in transport will grow and enhance businesses and precincts. The plan includes strategies to improve road capacity, reduce journey times and public transport solutions to promote accessibility across Sydney.
- This planning proposal is consistent with the objectives of the NSW Long Term Transport Master Plan. The proposal provides a high-density commercial development near train and bus networks. The existing network provides excellent linkages to key nearby employment centres.
- These short terms and long-term objectives promote the connectivity of Chatswood to the CBD and surrounding centres. The proposal is timely given the proposed infrastructure upgrades planned to improve travel times between northern Sydney and the CBD.

9.2.4. Future Transport 2056 Strategy

- The strategy outlines the vision for the Greater Sydney mass transit network. The strategy identifies Chatswood as a 'strategic centre' within a City Shaping Corridor and Network linked directly to the 'Harbour City' (the Sydney CBD) via St Leonards and Norwest Business Park via Epping.
- The Future Transport vision sets six state-wide outcomes to guide investment, policy and reform and service provision. They provide a framework for network planning and investment aimed at supporting transport infrastructure.
- The locality will significantly benefit from the frequency of transport services and upgraded infrastructure provided by the proposed public transport upgrades.
- The strategy identifies future city shaping transport corridors include connecting to Western Sydney Airport via Epping and Rouse Hill and connections to Parramatta CBD via Epping. These corridors will further connect Chatswood to other Strategic Centres and Global Gateways within western Sydney.
- The strategy also includes investigating improvements to bus services between Chatswood and the Northern Beaches.

9.3. RELATIONSHIP TO LOCAL PLANNING STRATEGIES AND PLANS

Question	Response
Q4. Will the planning proposal give effect to a council's endorsed local strategic planning statement, or another endorsed local strategy or strategic plan?	Yes – the Planning Proposal is consistent with the provisions of the Willoughby Local Strategic Planning Statement (LSPS) and generally consistent with the 35 Key Elements of CBD Strategy as outlined in the following sections:

9.3.1. Willoughby Local Strategic Planning Statement 2020

Table 6 Willoughby Local Strategic Planning Statement 2020 (LSPS)

Willoughby LSPS	
<p>Priority 6</p> <p>Planning for local centres which are vibrant places that meet the everyday needs of the population.</p>	<p>The Planning Proposal directly addresses the LSPS by proposing a development type that contributes to Chatswood being a major strategic centre serving the North Shore and surrounding metropolitan catchments with a proposal that ensures a high quality design, a vibrant streetscape, increased business activity and job diversity for the local population.</p>
<p>Priority 9</p> <p>Developing Chatswood CBD as a key commercial centre and integral part of the Eastern Economic Corridor.</p>	<p>The proposal specifically addresses this priority by providing a development that is directly aligned with the recommendations of the Chatswood Strategy and that is projected to:</p> <ul style="list-style-type: none"> - generate a net uplift of 5,470 direct and indirect jobs on an ongoing basis; - The additional office jobs that will be created by the proposed development will contribute to increasing the low 27% share of Willoughby LGA resident workers able to work within the LGA; and - The ongoing operations will deliver a net uplift of \$516 million in Gross Value Add each year.

9.3.2. Chatswood CBD Planning and Urban Design Strategy to 2036

An assessment against the 35 Key Elements of the CBD Strategy is provided within Table 7 below.

Table 7 Chatswood CBD Planning and Urban Design Strategy to 2036

Key Element (reflecting DPIE partial endorsement)	Proposal	Consistent
1. CBD Boundary Expanded	Within CBD boundary.	Yes
2. Land Use <ul style="list-style-type: none"> a. CBD Commercial Core – Commercial, Retail. 	Proposal will enable the development of a commercial office tower with ground floor retail within the CBD Commercial Core.	Yes

Key Element (reflecting DPIE partial endorsement)	Proposal	Consistent
<p>b. All other areas mixed use.</p> <p>NB. DPIE has endorsed residential within the CBD Core east of the rail line where it achieves demonstrable and assured job growth.</p>		
3. DCP limits on office and retail in parts of the commercial core to be removed.	Noted - 556sqm of retail GFA is proposed.	Yes
4. Serviced apartments to be removed as a permissible use from the B3 Commercial Core Zone.	Not applicable.	Yes
5. The existing FSR controls are to be simplified and retained as a 'base' FSR	Proposed FSR is above base FSR.	Yes
6. Increased FSR linked to Value Uplift	Council has confirmed in previous meetings with the applicant that accepts the DPIE position on this matter and it will not be seeking value uplift for commercial office development above 10:1. The proponent is willing to discuss entering into a VPA for the delivery of key public domain upgrades surrounding the site.	N/A
7. Increased FSR required to contribute to Public Art in addition to value uplift.	Noted and can be coordinated as part of any future DA in accordance with Council's Public Art Policy. A location for public art is included on the landscape concept plans on the corner of Railway Street and the Pacific Highway	Yes
8. Design excellence including competitive designs for developments over 35m high.	Given push to fast-track key employment generating projects by the State Government it is requested that Council consider the proponents request to waive the requirement for a design competition in favour of a Design Review Panel.	Varied approach requested.
9. Achievement of design excellence includes higher building sustainability standards	As per the Sustainability Statement at Appendix G the proposal is aiming for the following commitments.	Yes
10. Architects for design excellence schemes retained through the DA process.	Noted – PTW can be retained through the design process should the requirement for a design competition be waived.	Yes

Key Element (reflecting DPIE partial endorsement)	Proposal	Consistent
11. Maximum base FSR of 6:1	Above base – element applies.	Noted
12. Minimum site area of 1,800sqm for commercial development in the B3 Commercial Core zone.	Site exceeds the minimum requirements	Yes
13. Maximum FSR - No maximum FSR for commercial development.	It is requested that a maximum FSR of 22.7:1 be applied to the site.	Yes
14. Affordable housing to be provided within the maximum FSR.	Not applicable	N/A
15. Minimum commercial FSR in the B4 Zone is 1:1	Not applicable	N/A
16. Maximum floor plate at each level of the development a. 2000sqm GFA for office.	Maximum floor plate is 1425.1sqm and as such within the maximums required for commercial office development	Yes
17. Minimise tower widths and reduce elements that contribute to building bulk.	Tower widths have been minimised to the south and east noting the irregular shape of the site. The proposed reference scheme illustrates how articulation can break down the overall bulk and length of the western façade.	Yes
18. If more than one residential tower on site, sufficient separation required. Avoid two towers that read as one large tower; no linking of towers above podium.	Not applicable.	N/A
19. No additional overshadowing of Victoria Avenue (between interchange and Archer Street) 12pm-2pm	No additional overshadowing to Victoria Avenue between 12pm and 2pm.	Yes
20. Maximum height of buildings recommended height diagram 3.1.6.	Not within sun access plane protection area. A maximum height of RL246.8 is proposed.	Yes
21. All structures including lift overruns and architectural features to be integrated and included within the height maximums.	As demonstrated within the reference scheme. These structures can be integrated into the buildings and included within the maximum building height.	Yes
22. Links and open space to be provided in accordance with Figure 3.1.7.	Site does not require links or new open space. The development does propose to upgrade the surrounding public	Yes

Key Element (reflecting DPIE partial endorsement)	Proposal	Consistent
	domain including the existing public park fronting Day and Railway Street.	
23. Publicly accessible open space and green landscaping required for all development subject to design principles.	Publicly accessible open space is proposed to the forecourt of the building fronting Railway Street. Design principles will be established in consultation with Council and will be incorporated into a site specific DCP.	Yes
24. Roofs up to 30m from ground to be green roofs with a balance of passive and active spaces which maximise solar access.	Not applicable – proposal is for a 37-storey commercial office tower.	N/A
25. Minimum 20% of the site is to be soft landscaping located on ground, podium and roof top levels or green walls of buildings.	The landscape concept design illustrates that 20% soft landscaping can be achieved.	Yes
26. Communal open space to be designed to address quality, safety and useability.	Significant areas of communal open space / public domain will be provided at the ground plane fronting Railway Street. As demonstrated within the design report this space will achieve high levels of amenity and useability.	Yes.
27. Street frontage heights and setbacks provided based on Figure 3.1.8. c) Office core frontage (Railway and Day Street) i. 4-12m street wall height at front boundary, ii. 6m setback above street wall. e) Minimum 4m setback at ground, 7m street wall, 6m setback above street wall (Pacific Highway) – Setbacks 3m or more to provide deep soil landscaping for street trees.	Railway Street Setback (Ground) 13.6m Tower setbacks (Railway) – 13.6m – Zero (Levels 17 and above) Tower setback (Day Street and Public Park) – Zero. Pacific Highway (Ground & Tower) 4m No street wall provided. Justification for the site-specific approach to setbacks is discussed in Section 5.3.2 of this report.	No – varied approach justified.
28. All buildings setback from all boundaries a minimum 1:20 ratio of the setback to building height, 3m/60m and 6m/120m.	As noted – given the irregular shape and constraints of the site a varied approach to setbacks is considered appropriate in this instance. The proposed setbacks respond to the site and allow for an expansive public domain fronting Railway Street in	No – varied approach justified.

Key Element (reflecting DPIE partial endorsement)	Proposal	Consistent
	addition to providing 4m setback to the Pacific Highway boundary to allow for public domain improvements envisaged by Council including the allowance for a 3.5m shared footpath/cycleway and 1.5m vegetated verge with street tree planting.	
29. Building separation a. ADG for residential (24m separation distance). b. 6m from all boundaries for commercial uses above street wall height.	20.1m separation is provided to the Zenith Tower and 33.4m separation is provided to the residential towers on the opposite side of Railway Street.	No – varied approach justified.
30. Active frontages are to be maximised.	The ground level of the commercial office building will be activated through the provision of additional public domain which will provide a space of high amenity that will be naturally activated by the office population. 556 sqm of retail space can be provided in the ground levels of the commercial tower.	Yes
31. Site isolation discouraged, joined basements and zero-setback podiums should be provided.	The proposal does not result in site isolation.	Yes
32. Maintain traditional lot patterns on Victoria Ave east.	Not applicable.	N/A
33. Floor space at ground level maximised with loading, parking, plant and services located in basements.	Floor space maximised with loading and parking to be provided within the basement.	Yes
34. Substations to be provided within buildings.	Indicative location of chamber substations shown within the basement reference design. Final location of these including any access requirements can be resolved at detailed design.	Yes
35. Travel Demand Management and addressing site specific transport issues including rationalise vehicle entry points, vehicles to enter and exit in a forward direction, loading areas to be located on site and reduced car parking provision.	A Transport Impact Assessment has been undertaken GTA and is attached at Appendix E. This review confirms that minimisation approach can be taken with respect to car parking.	Yes

9.3.3. Applicable State Environmental Planning Policies and 9.1 Ministerial Directions

Question	Response
Q5 Is the planning proposal consistent with applicable State Environmental Planning Policies?	Yes – the Planning Proposal is consistent with relevant SEPPs as identified and discussed in Table 8.

Table 8 Consistency with SEPPs

SEPP	Consistency
State Environmental Planning Policy 55: Remediation of Land	<p>SEPP 55 provides the planning framework for the management of contaminated land in NSW.</p> <p>The site is currently zoned as B3 Commercial Core and is located in an existing urban environment.</p> <p>Given that the site is currently being used for commercial purposes and there is no change of use proposed it is considered that the site is suitable for the proposed development. Nevertheless, a site investigation will be undertaken at the DA stage.</p>
State Environmental Planning Policy (Infrastructure) 2007	<p>The Infrastructure SEPP provides a consistent planning regime for infrastructure and the provision of services across NSW, along with providing for consultation with relevant public authorities during the assessment process.</p> <p>While not specifically relevant to this Planning Proposal, future infrastructure works for the proposed development may require development consent in accordance with the SEPP.</p>
State Environmental Planning Policy 64 – Advertising and Signage	<p>SEPP 64 regulates signage under Part 4 of the EP&A Act and ensures that any proposed signage as part of a development is compatible with the desired amenity and visual character of an area, whilst ensuring it is highly effective in communication and is of high quality design and finish.</p> <p>Whilst no signage is currently being proposed as part of this Planning Proposal, an assessment against and consideration of SEPP 64 will be undertaken for any proposed signage at DA stage.</p>

Question	Response
Q6. Is the planning proposal consistent with applicable Ministerial Directions (s.9.1 directions)?	Yes – the Planning Proposal is consistent with relevant Ministerial directions under section 9.1 of the EP&A Act as identified and summarised in the Table 9.

Table 9 Consistency with Section 9.1 Directions

Direction	Consistency
1. Employment and Resources	
<p>1.1 Business and Industrial Zones</p> <p>The objectives of this direction are to:</p> <p><i>Encourage employment growth in suitable locations;</i></p> <p><i>Protect employment land in business and industrial zones; and</i></p> <p><i>Support the viability of identified strategic centres.</i></p>	<p>The proposal is consistent with this direction. The proposal provides for additional employment floorspace in a suitable location close to Chatswood Station. The proposal ensures that employment land within the Chatswood Commercial Core is protected through the retention and upgrade of the existing commercial development which will provide 5,470 direct and indirect jobs. The proposal therefore enhances and supports the viability of Chatswood as a Strategic Centre.</p>
2. Environment and Heritage	
2.3 Heritage Conservation	<p>The site has no identified or known items of European or Aboriginal significance. It is however in proximity to multiple heritage conservation areas; consideration of these heritage items will be undertaken at the DA stage.</p>
3. Housing, Infrastructure and Urban Development	
3.4 Integrating Land Use and Transport	<p>The proposal is consistent with the direction for the following reasons:</p> <p>The proposal to increase density on the site supports the principle of integrating land use and transport.</p> <p>The site has excellent access to public transport. It is within walking distance of Chatswood train station which will be a future interchange for heavy rail and the Sydney Metro, as well as existing bus services.</p> <p>The site's proximity to public transport would provide opportunities for employees to conveniently use public transport thereby reducing private vehicle trip movements.</p> <p>The proposal will provide significant additional employment within Chatswood close to existing services and infrastructure.</p>
3.5 Development Near Regulated Airports and Defence Airfields	<p>Chatswood is not within the OLS of Sydney Airport however is within the RTCC at 244m AHD. The PANS-OPS (Procedures for Air Navigation Services, Operations) typically describes heights above which will not generally be permitted (or which may require changes to the flight paths of aircraft). For Chatswood this varies from 246.8m AHD to 300m AHD. The maximum height for this development is RL246.8 set by the lowest PANS OPS limit. As such it is not expected that the development will be required to be referred to the Civil Aviation Safety Authority for approval.</p>

Direction	Consistency
4. Hazard and Risk	
4.1 Acid Sulphate Soils	The site is identified as Acid Sulfate Soils Class 5. However, the Acid Sulfate Soils Map within the Willoughby LEP identifies the nearest adjacent land classified as Class 1,2, 3 or 4 to be located more than 500m from the site. As such, the proposed works are unlikely to require the preparation or consideration by the consent authority of an acid sulfate soils management plan. Notwithstanding this, an acid sulfate soils management plan can be provided as part of the detailed development application should the consent authority consider such a plan to be required.
5. Regional Planning	
5.10 Implementation of Regional Plans	The proposal is consistent with this Direction. This proposal outlines an assessment demonstrating the achievement of the objective of this Direction.
6. Local Plan Making	
6.1 Approval and Referral Requirements	This is an administrative requirement for the PPA.
6.2 Reserving Land for Public Purposes	This is an administrative requirement for PPA.
7. Metropolitan Planning	
7.1 Implementation of A Plan for Growing Sydney	The planning proposal is consistent with the previous planning principles; directions; and priorities for subregions, strategic centres and transport gateways contained in the Sydney Regional Plan.

9.4. SECTION C – ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACT

Question	Response
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 site is fully developed and comprises little vegetation. There are no known critical habitats; threatened species or ecological communities located on the site and therefore the likelihood of any negative impacts is minimal.
Q8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?	No . The site is free of major constraints. There are no likely environmental effects associated with the future development of the land that cannot be suitably mitigated through further design development. Preliminary investigations have been undertaken as in the following sections.

9.4.1. Built Form and Urban Design

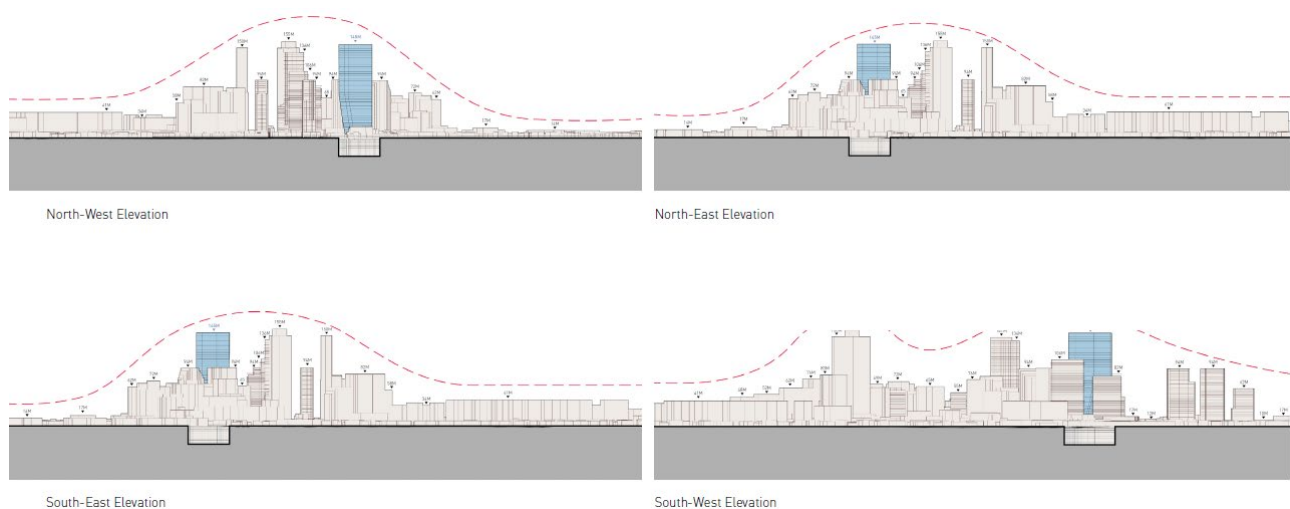
Building Massing, Articulation and Slender Towers

The skyline of Chatswood has already been transformed with a significant number of tall buildings concentrated around Chatswood Station and the CBD Core. Surrounding sites will continue to undergo transformation over the coming years and the skyline will continue to evolve in accordance with desired built form under the CBD Strategy.

The Planning Proposal represents an opportunity to create a landmark building in the northern part of the Chatswood CBD on a substantial corner lot which is able to be perceived as "slender" when viewed from the important vantage points of the CBD. These include public views along the Pacific Highway from the north and south; and the northern public view along Railway Street. The tower form reinforces the predominance of this corner site and the Chatswood Commercial Core.

The proposed height is consistent with the emerging context and establishes a skyline relationship with surrounding development such as 'Epica Apartments' at 11 Railway Street and 'Zenith Centre', 821-841 Pacific Highway, and additional developments located to the east of the Pacific Highway. As shown in Figure 17, the proposal sits comfortably in the context of the bell curve cluster of towers in the Chatswood skyline.

Figure 17 Chatswood CBD Skyline Bell Curve



Source: PTW, 2020

In reference to Council's comments in the pre-lodgement relating to reducing the width of the western elevation and the upper level floor plates we specifically note the following:

- The site is constrained by its triangular shape which makes it difficult to proportionally increase the sides of the tower to compensate for the width of the Pacific Highway frontage.
- Options to reduce the length of the western façade and upper levels of the tower were investigated by the project Architects however were considered a suboptimal response for these reasons;
 - As outlined within the following section the maximum floor plate GFA of 1,425sqm is well below the maximum specified within the CBD Strategy of 2000sqm.
 - Minimising these elements would reduce the overall GFA of the proposal which would reduce the number of jobs that could be delivered by the proposal.
 - A reduction in the upper levels would reduce the number of consistent floor plates above 1000sqm GFA which is considered the minimum requirement for A-Grade office space and would also have implications for future tenant pre-commitment, discussed in more detail below and in advice from Colliers at Appendix O.
 - The proposed envelope is the maximum extent to which the final built form can be provided and as such must allow sufficient area for articulation and other detailed design measures to reduce the overall building mass at the DA stage.
- The reference design provided by the PTW demonstrates how the width of the western façade could potentially be broken down using specific design techniques such as vertical and horizontal articulation and materiality (refer Figure 18).
- Specific measures have been included within the draft site specific DCP (Appendix F) requiring the detailed design to include articulation and other design measures to reduce the width of the western elevation of the building fronting the Pacific Highway.

As demonstrated in Figure 18, a well-considered design will allow for a landmark building that utilises the available envelope to maximise the commercial floor space and number of new jobs that can be provided consistent with a massing and development scale envisaged by the CBD Strategy.

Figure 18 Aerial View from North West



Source: PTW, 2020

Commercial Tower Floor Plates

As illustrated within the reference design the floor plates for the commercial tower are able to range from 825sqm to a maximum of 1,425sqm GFA. These floor plates are at least 575sqm below the maximum set by the CBD Strategy of 2000sqm for Commercial Office (Key Element 16(a)).

It is important to note that The *Chatswood CBD Planning and Urban Design Strategy Final Report* (Final Report) which informed the CBD Strategy identified that much of Chatswood's existing building stock would not meet new build 'A-Grade' standards of 1000sqm or greater. In the principles for the development of controls on page 50 of the Final Report, Architectus specifically state:

*"As the commercial office market is not currently strong in Chatswood and in need of encouragement, **flexibility for larger floorplates** should be provided for offices."*

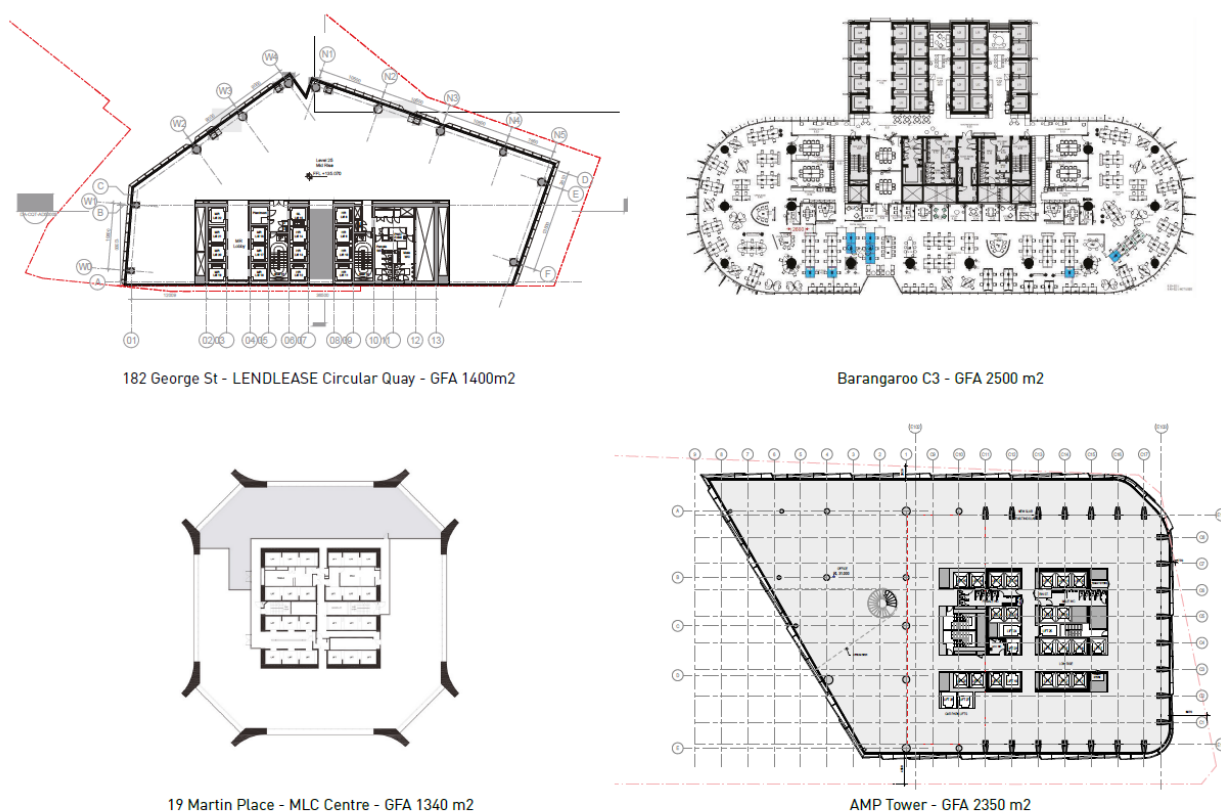
Further to this, in its review of Slender Towers and Workable Floorplates in section C5 of the Final Report, Architectus, clearly focus the requirement and precedent controls for slender towers on residential development noting that controlling commercial floorplate sizes is

*"generally seen as **discouraging employment** and not typically required."*

Despite this, the Final Report still recommended that a maximum tower size of 2000sqm GFA for commercial office be imposed within the CBD Strategy.

In addition to being consistent with the CBD Strategy, the proposed commercial floor plates are consistent with typical floorplate size for commercial office towers as highlighted in Figure 19 which provides comparable floorplates for commercial towers within the Sydney CBD.

Figure 19 Typical Floor Plates for Commercial Office Towers in Sydney CBD



SEPTEMBER 2020 | 845 PACIFIC HIGHWAY, CHATSWOOD PTW

Source: PTW, 2020

The proposed maximum floor plate sizes are also consistent with the findings of SGS within the *Willoughby Economic Development Study* (SGS Study) which was commissioned in 2016 by Council to inform the CBD Strategy. The SGS Study highlighted that within the Eastern Economic Corridor, particularly on the North Shore between North Sydney and Macquarie Park, tenants are primarily looking for larger floor plates of at least 1000sqm which are within proximity of adequate public transport infrastructure.

The floor plates below 1000sqm, which are primarily at the lower levels, provide variety within the future building to accommodate small to medium size enterprises looking for high amenity commercial spaces. The need for these spaces within Chatswood was identified within the AEC *Chatswood CBD Competitive and Comparative Analysis* commissioned by Council in 2016.

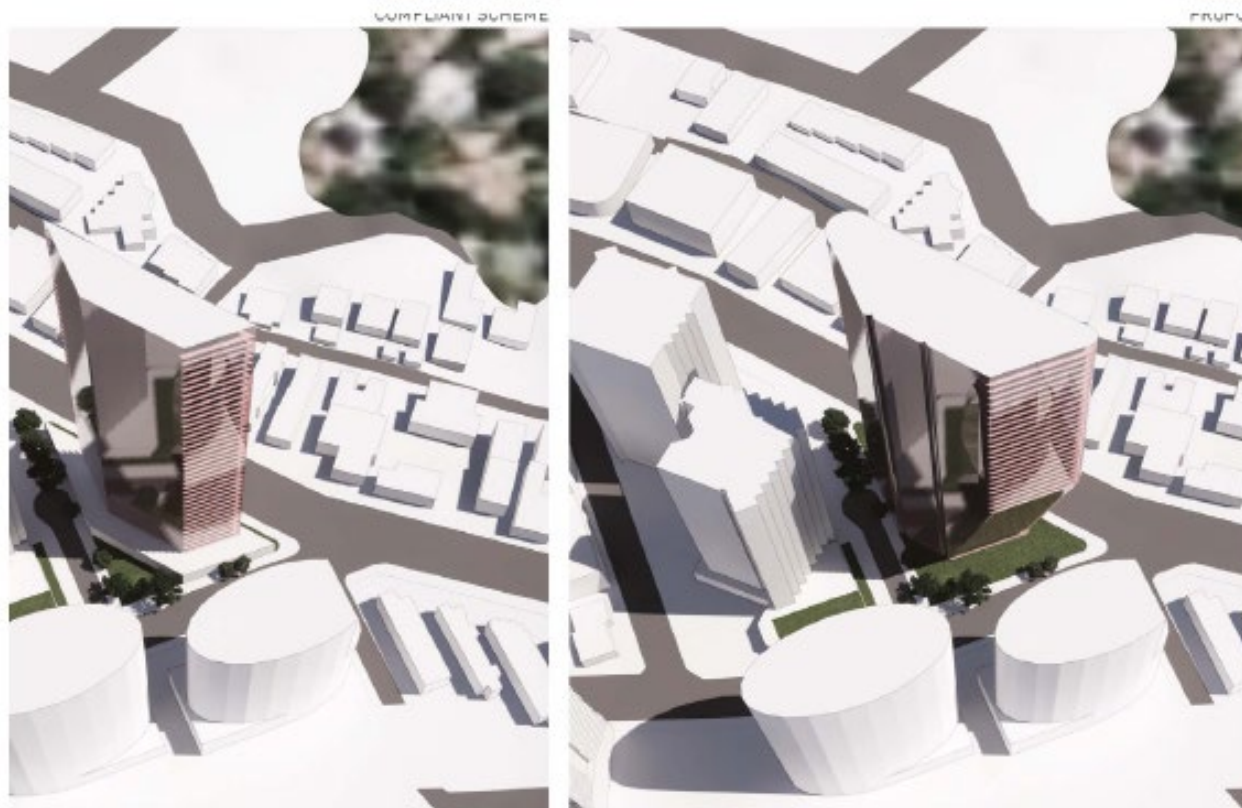
The above analysis is supported by commercial leasing agents Colliers, who have provided advice in relation to the relevant design parameters necessary to encourage tenant pre-commitments to the proposed office tower (refer **Appendix O**). This advice points out that to compete in a highly competitive market, the size and configuration of floor plates is important to secure pre-commitment tenants. It is Colliers opinion that the current building envelope will provide Chatswood with a competitive, well designed product capable of securing a large pre-commitment tenant.

Given the aim of the proposal to provide a new A-Grade commercial office building, this Planning Proposal addresses the shortage of quality office stock in the Chatswood CBD and as such is consistent with the objectives of the CBD Strategy to promote office growth in the commercial core. The proposal will provide a new commercial tower with high tenant amenity within a strategically significant commercial office precinct that is financially more competitive in terms of price offer from North Sydney or Macquarie Park.

Proposed Setbacks

The Planning Proposal seeks a site-specific approach to setbacks which differs from the approach outlined in Key Element 27 of the CBD Strategy. Given the irregular allotment shape a varied approach to setbacks is proposed which includes bringing the tower to the ground rather than establishing a 'street wall' as illustrated in Figure 20.

Figure 20 Compliant vs Proposed Envelope



Source: PTW, 2020

The proposal remains consistent with the 4m setback from the Pacific Highway. The landscape concept design illustrates how additional street tree planting can be provided along the Pacific Highway frontage. The design takes into consideration Council's desire for a 1.5m landscaped verge and 3m shared pedestrian/cycleway forms part of the 4m setback on the site.

The landscape concept illustrates how additional tree planting can be provided within the Pacific Hwy with a set down along Pacific Highway boundary (3m wide x 1.2m deep continuous planter) to allow for "deep soil" shade trees over the basement.

The proposed setbacks for Railway and Day street under the CBD strategy would require a 4-12m street wall (zero setback) with a 6m setback above the street wall to the tower envelope. As illustrated in

Figure 21, applying these setbacks restricts the tower floorplates to approx. 491sqm GFA which is well below the minimum requirements for A-Grade Commercial Office buildings. The street wall approach would also significantly impact on the provision of a well activated and expansive pedestrian environment and does not reflect the expansive public domain provided to 9-11 Railway Street opposite the site.

The proposed 13.6m setback to Railway Street is considered more consistent the site opposite (9-11 Railway Street) and will ensure that a 462sqm landscaped public domain can be provided. This approach enhances the amenity of the existing public park by linking it to the site via a cohesive public domain strategy which maximises amenity and space for future workers and residents.

Whilst Council's desire for deep soil landscaping within this setback is acknowledged, the constraints of the site require the basement to be built to the boundary. The proposed landscape plan demonstrates how raised planters can still ensure a well vegetated green frontage with small scale street trees to Railway Street.

The proposed tower envelope, which tapers outwards to a zero setback to Railways Street above Level 16 (RL 169.3) ensures that floorplates of a consistent size can be provided to meet the requirements for A-Grade office.

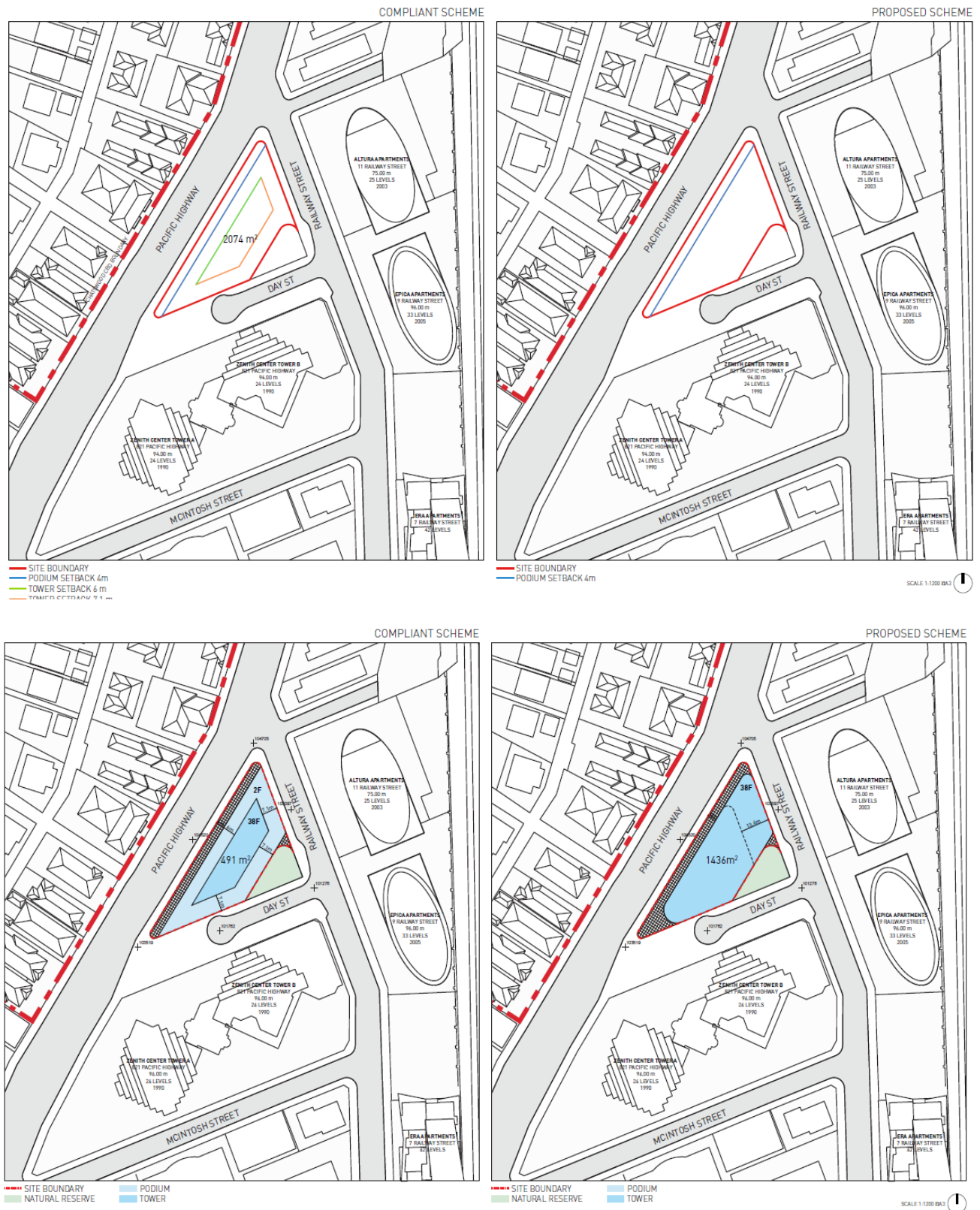
The zero setback to a portion of the public park and day street will be appropriately treated with the landscape concept design suggesting treatments such as a green wall to soften the hard-built edge to the public park.

The zero setback to Day Street allows for the basement structure and one consolidated vehicle entry point consistent with the CBD Strategy. An activated frontage is provided via a new retail tenancy fronting the public domain on Day Street to the west of the main vehicle entry.

The varied approach to setbacks will be included within the site specific DCP and are considered an appropriate and justifiable design response which balances the constraints of the site with the need to meet the overall objectives of the CBD Strategy. The variation improves outcome for the public domain and private amenity.

The proposed setbacks will ensure that the development can positively contribute to a reinvigorated commercial core with a well-proportioned commercial tower and an expansive, well landscaped public domain.

Figure 21 Compliant vs Proposed Scheme Setbacks



Source PTW

9.4.2. Overshadowing and Solar Access

An assessment of the potential shadow impacts of the Planning Proposal has been undertaken within the Urban Design Report within Appendix C. The shadow impact study has been undertaken with regard for the recommended sun access protection points to be incorporated into the LEP controls within the *Chatswood CBD Strategy to 2036*.

The shadow impact study (Figure 22) assessed the building envelope in terms of its impact on the surrounding area and properties. The analysis highlighted the extent of shadows cast by the proposed maximum development envelope between 9am and 3pm in mid-winter. Figure 22 below identifies a comparison of shadow impact from the existing building, the complaint envelope, and the proposed envelope relative to the surrounding context.

The proposed envelope will create some additional impact on the western elevations to the adjoining Railway Street apartments "Epica" and "Era" between 1.30pm-3.00pm when compared to a compliant envelope.

Based on desktop research of internal layouts of the residential properties, 'Epica' and 'Era', the solar analysis undertaken by PTW indicates that the proposed envelope will reduce the number of apartments receiving 2hrs sunlight is outlined in Table 10.

Table 10 Solar Access Analysis

Building	2hrs Currently	2hrs with Proposed Envelope	Difference
Epica - 11 Railway Street	86.88% (192 Apartments)	80.54% (178 Apartments)	14 Apartments 7.29% reduction
Era 7 - Railway Street	66.44% (196 Apartments)	63.73 % (188 Apartments)	8 Apartments 4.08% reduction

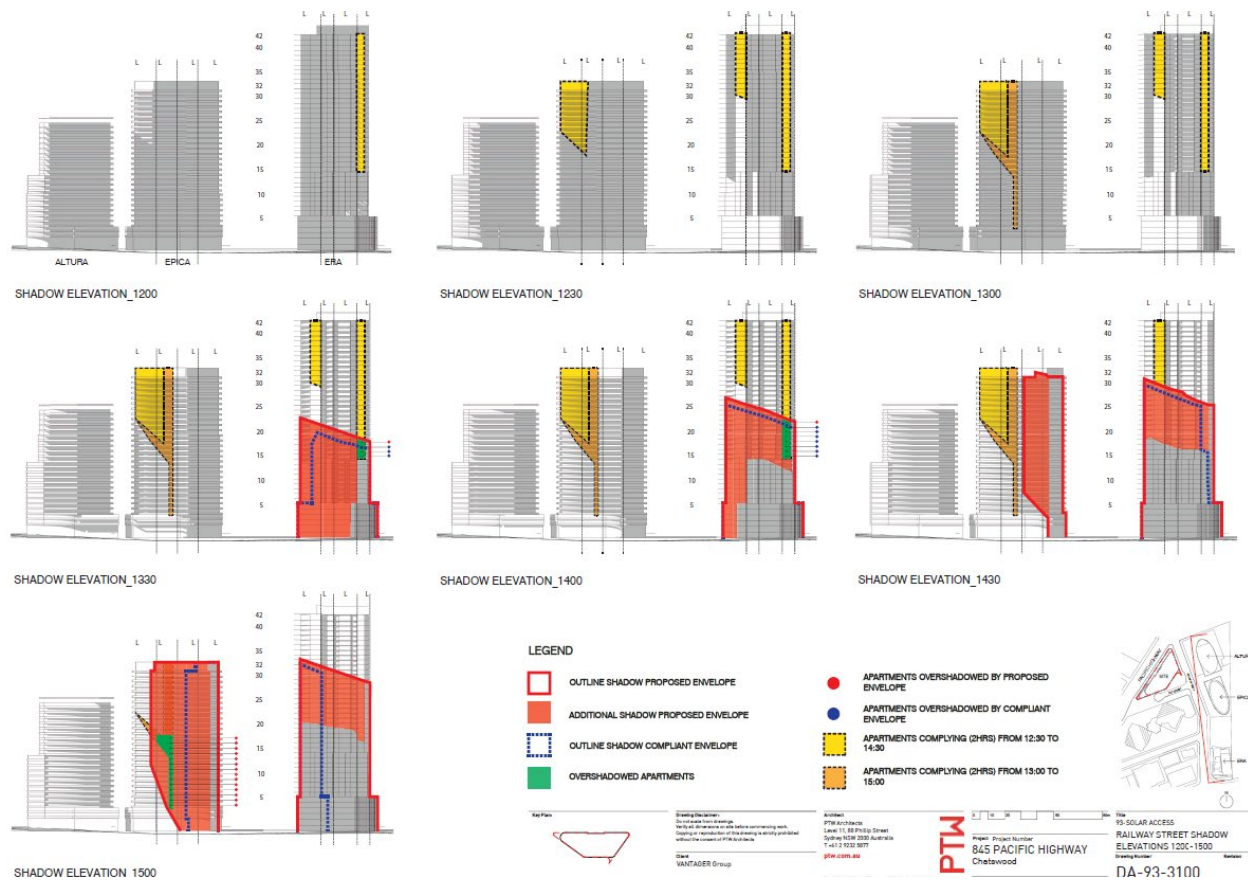
Source: PTW

The analysis indicates when the proposed envelope is modelled, the Epica residential apartment building will remain consistent with SEPP 65 Apartment Design Guide (ADG) requirement of 70% of apartments receiving solar access between 9am and 2pm Mid-Winter.

Analysis of the Era building has determined that it is likely the building does not currently meet ADG requirements, with 66% of apartments receiving 2hrs sunlight on 21 June. However, it is noted that when the proposed envelope is modelled the overall percentage reduction in solar access is 4.08% which significantly less than the maximum 20% reduction required by the ADG. This reduction is considered reasonable given the location within a CBD Commercial Core and the level of uplift anticipated under the CBD Strategy.

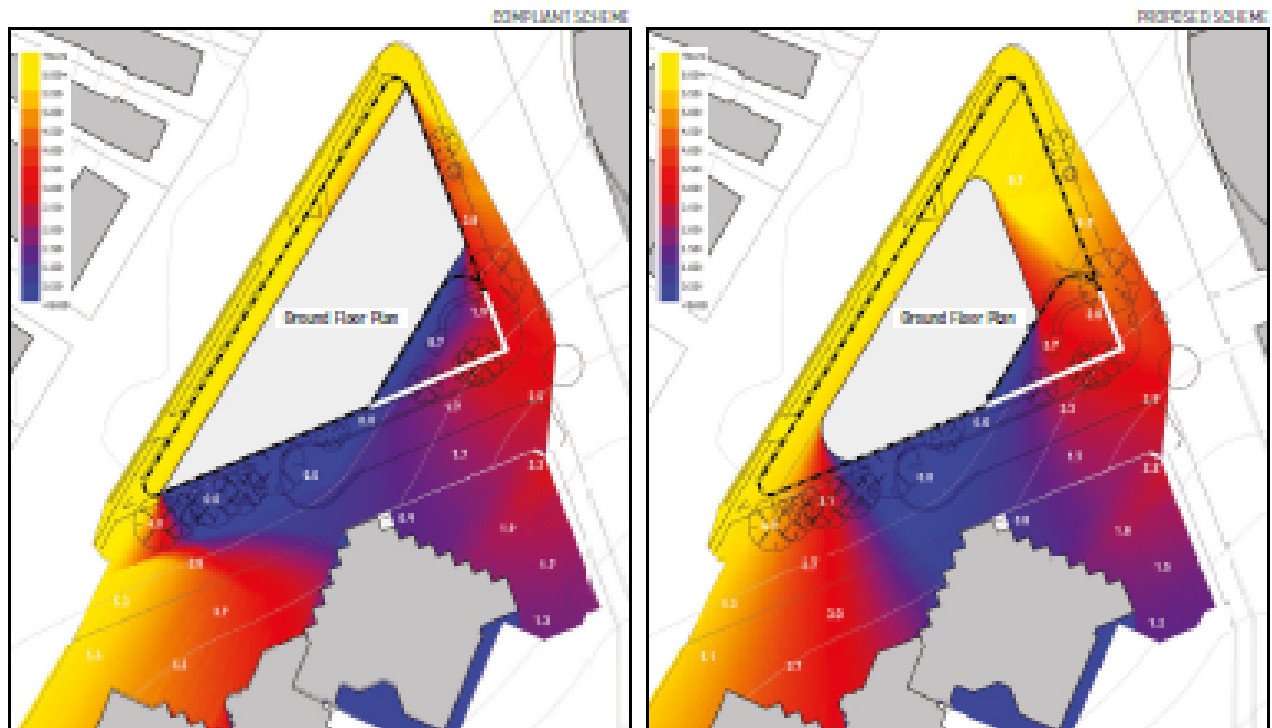
As illustrated in Figure 23 the proposed envelope improves the overall impact to the Railway Street public domain and adjacent childcare centre on the southern side of Railway Street when compared to the impacts generated by a compliant building envelope built to the boundary.

Figure 22 Overshadowing Analysis Railway Street Elevations



Source: PTW, 2020

Figure 23 Solar Analysis to Public Domain and Adjacent Child Care Centre



Source: PTW, 2020

9.4.3. Public Domain and Landscaping

As illustrated within the Landscape Concept Design by Urbis (Appendix D) and (Figure 24) the increased setback (13.6m) to Railway Street provides a unique opportunity to create a new linear public domain and permeable interface along Railway Street to enhance the pedestrian experience.

The increased setback to Railway Street introduces approximately 462sqm of publicly accessible space for street furniture, a new pavement and small-scale street trees that respond to 9-11 Railway Street. The curved opening at the corner of Railway Street and the Pacific Highway marks this significant corner site, creates a sense of arrival and an enlarged public domain space to improve pedestrian amenity and provides a location for a future public artwork.

As noted previously Council's desire for deep soil planting is acknowledged however the provision of these zones in accordance with the CBD Strategy will significantly impact provision of an efficient basement which requires the majority of the site due to the triangular site and limited location for vehicular access points.

The concept landscape plan demonstrates how deep soil planting zones can be achieved by setting down areas along the Pacific Highway boundary to allow for deep soil shade trees *Cupaniopsis anacardioides* (Tuckeroos). Further to this the concept landscape plan illustrates how raised planters can achieve greening on the Railway Street frontage in addition to small scale street trees.

The proposed public domain improvements will integrate the existing public park to the south-east of the site, extending the landscape streetscape and is consistent with Council's vision for the site (Figure 24). Critically the landscape concept demonstrates how the site can achieve a significant amount of greening and tree planting whilst still allowing for an efficient and functional basement that extends to the boundary of the site.

The key landscape concepts will be included in within the site specific DCP and will include requirements to provide for landscape planting and provision of the shared cycle pedestrian pathway. The proposed site specific DCP controls for Landscape and Public Domain within Section 1.5 of Appendix D will ensure that any future development of the site is consistent with the directions of Council following early consultation in May 2020, but also ensure any future design addresses the CBD Strategy. Specific controls to ensure this include:

- Provisions for new pedestrian and cycle links, street tree planting and upgrades to the existing Council owned park;
- A minimum of 20% of the site is to be provided as soft landscaping;
- Requirements for deep soil planting zones in locations where they do not impact on a future basement structure; and
- Ensuring existing trees within the public domain are to be retained and protected where practicable.

In further support of the above, it is worth noting that the proposed reference scheme is sympathetic to the existing environment, and as highlighted within the Arborist Report with Appendix K. Of the existing 16 trees on site, 13 are proposed to be protected and retained as part of the Planning Proposal.

Three existing trees on site are proposed to be removed. These include an existing Brush Box and Jacaranda tree on Railway Street, both of which have been identified as in poor health and an inappropriate species for the existing area, as well as a Camphor Laurel on Day Street which is considered over mature and unlikely to survive the proposed works on Day Street. This tree however is to be replaced.

In summary, the proposed built form as presented in the landscape concept design presents a well-considered form that responds to the key site characteristics and framework set by the CBD Strategy. The indicative built form demonstrates that the future built form will be appropriate for this location and compatible with the surrounding built form typologies.

Figure 24 Landscape and Public Domain Concept Plan



Source: Urbis, 2020

9.4.4. Wind Impacts

A preliminary review of the concept scheme and reference design was undertaken by Windtech Consultants Pty Ltd to provide an opinion on the likely impact of the local wind environment to the critical outdoor areas within and around the subject site (Appendix N).

The effect of the wind activity was examined for the three predominant wind direction for the Sydney region; north-east, south, and west. The analysis of the wind effects relating to the reference design was carried out in the context of the local wind climate, building morphology and land topography.

The assessment concluded the following:

- The proposed curved corners of the building façade and inclusion of awning features in the design are expected reduce potential corner acceleration effects as well as down-wash effects from the façade.
- The footpath and building entrance along Railway Street are exposed to the north-easterly prevailing winds. The building façade along Railway Street is set back at ground level compared to the upper levels, however as this has been achieved via a gradual sloped façade, is expected to lead down-washing north-easterly winds towards the proposed communal seating areas and building entrance.
- Westerly winds caught by the building façade along the Pacific Highway are expected to be down-washed on to pedestrian areas, whilst also impacting the building entrance leading to the lobby.
- Prevailing southerly winds as well as westerly winds may accelerate around the south western corner of the development, causing adverse wind effects within and around the retail floorspace. The seating area located at the northern corner is expected to experience adverse corner acceleration effect from westerly and north-easterly winds due to the smaller radius of curvature at this corner.

The proposed draft DCP controls for the site, specific to managing wind Impacts are within Appendix F ensures that a quantitative wind effects report is to be submitted with any future development application. In way of doing so the proposed draft DCP controls will ensure any future design undertakes an analysis of the wind conditions and determine the requirement for wind mitigation measures, including the optimum size and extent of treatments to ensure suitable conditions are provided for the trafficable areas throughout the development.

9.4.5. Traffic and Transport

The site at 845 Pacific Highway, Chatswood covers 2,038 square metres with frontages of 90 metres to the Pacific Highway, 40 metres to Railway Street and 45 metres to Day Street. Vehicle access is via Day Street. The Planning Proposal seeks to expand on Council's vision to provide, maintain and improve the natural reserve on the north-western corner of the Railway and Day Street intersection, with the building entrance set back from Railway Street along the eastern boundary to enhance the public domain.

A Traffic Impact Assessment has been undertaken by GTA and is included at Appendix E. The Traffic Impact Assessment provides an assessment of the likely future traffic generated by the future development as well as the parking, active transport and loading requirements for a future building.

Parking and Loading

In regards to parking, under the current car parking requirements of the WDCP 2006, Part 3.4 specifies that office/commercial uses within a 500-metre radius of Chatswood Station are required to provide off-street parking at a rate of one space per 110 square metres GFA. Based on 45,500 square metres of GFA of commercial office use, this results in a parking requirement of 413 spaces.

The 413-space requirement is considered excessive given the proximity to frequent public transport options within the Chatswood Interchange. This has been acknowledged by Council who have advised of their intention to reduce the rate of provision to 1 space per 400sqm GFA in line with the minimisation approach to car parking outlined within the CBD Strategy.

The Planning Proposal is able to accommodate 260 spaces across basement levels 2 to 9, equating to a parking rate of one space per 175 square metres GFA, lower than the WDCP 2006 requirements currently applicable to the site, and slightly higher than the WDCP requirement for sites located on land zoned B3 and higher than the future rate advised by Council.

Notwithstanding the above, GTA have advised that proposed parking provision is considered appropriate for a planning proposal in this location under the current controls and strikes a good balance between existing DCP rates and Council's purposeful move towards more aggressive parking rates.

A high-level review of the car park layout against the requirements of the Australian Standard for Off Streetcar Parking (AS/NZS2890.1:2004 and AS/NZS2890.6:2009) has been completed. Overall, the site access arrangements and car park layout (and vertical circulation) is expected to operate well. Pedestrian only areas are provided adjacent to stairwells with adequate sightlines to ensure appropriate use. The layout of the basement will be further developed as part of any future development application.

As per the WDCP 2006, motorcycle parking must be provided at a rate of one space per 25 car spaces. This would result in a requirement of 10 motorcycle spaces based on a parking provision of 260 spaces. The location of all motorcycle spaces will be detailed in any future development application.

Bicycle parking is proposed in accordance with the WDCP 2006 as follows:

- Commercial office (employees), one space per 600sqm GFA,
- Commercial office (visitors) one space per 2,500sqm GFA.

Based on the 45,500 square metres of commercial GFA the following number of bicycle spaces will be required

- 76 bicycle spaces for employees and
- 18 for visitors, and
- 2 additional spaces for 450sqm retail NLA.

Employee bicycle parking would be in a secure end of trip facility in basement 1 with direct lift access to the ground level. Dedicated showers and lockers will be provided in accordance Austroad Guidelines. Visitor bicycle parking would also be provided in the public domain space on ground level to encourage use.

All loading and servicing would occur on-site and within the dedicated loading dock on basement 1. The site can support access by all vehicles up to 8.8 metre medium rigid vehicles with a mechanical turntable to ensure all vehicles enter and exit the site (and loading dock) in a forward direction. The mechanical turntable is justified given the irregular shape of the allotment and need to provide an efficient basement layout.

Site Access

It is noted that the pre-lodgement feedback from Council's traffic engineers raised concern that separate access for cars and service vehicles was not provided. GTA have reviewed the proposed access and note that the single access driveway is acceptable and appropriate for these reasons:

- The low number of deliveries anticipated throughout the day,
- The types of vehicles expected to undertake these deliveries (i.e. small trucks and vans/utes)
- A single access point is common for new developments in CBD locations and supports the objectives within the CBD Strategy to rationalise vehicle entry points to minimise impacts on the public domain (Key Element 35).

Traffic Generation

The Traffic Impact Assessment, completed by GTA (Appendix E), has noted that overall, the Planning Proposal is expected to generate a net increase of approximately 120 vehicle trips in the AM peak hour and 75 trips in the PM peak hour.

This overall increase is not expected to have a material impact on the surrounding road network. This particularly reflects the site location adjacent to the Pacific Highway which would allow for efficient access and limited impacts on Chatswood CBD generally. The proposed quantum of parking would also naturally limit the extent of traffic impact and promote the use of active travel and public transport.

Noting the above, it is anticipated that the Planning Proposal is expected to have a minor impact on the surrounding road network and is ultimately able to be supported from a traffic, transport and access perspective.

Draft DCP Controls

The proposed draft DCP controls within Appendix F outline requirements for a design that ensures any proposed traffic arrangements have to consider the public domain and broad traffic network surrounding the site. Controls within the draft DCP to ensure this include but are not limited to:

- Parking rates for cars, motorcycles and bicycles;
- All off-street parking provisions must comply with the current Australian Standard 2890;
- Requirements for a single rationalised vehicular driveway to the basement car park to minimise streetscape and Public Domain impacts;
- A requirement for a Green Travel Plan to be prepared and submitted with any future development application; and
- Provisions for end of trip facilities in accordance with Austroad Guidelines.

9.4.6. Sustainability

A Sustainability Statement (Appendix G) prepared by Arup has outlined the relevant environmental criteria targeted for this project as part of PCA 3rd Edition (2019) Grade-A compliance.

As the Planning Proposal intends to be a landmark building within the Chatswood CBD it is imperative the design of the building commits to achieving a high Environmentally Sustainable Design Built rating. This will ensure the proposal is consistent with the key elements of LEP and DCP controls as outlined within the CBD Strategy which ties design excellence to building sustainability.

The need to achieve a 5 Star Green Design rating under the Green Building Council of Australia's rating tool is a requirement in order to satisfy Part C.3 of the WDCP 2006. Arup's report noted that in order to achieve a 5 Star Green Design a total of 67 points is required when measured against the following criteria of the building:

- Management;
- Indoor environment quality;
- Energy;
- Transport;
- Water;

- Materials;
- Land Use and Ecology;
- Emissions; and
- Innovation.

Arup have undertaken a preliminary calculation which has determined that the development is capable of achieving a total of 110 points, thereby achieving a 5 Star Green Design and thereby satisfying Part C.3 of the WDCP. Detail regarding the preliminary Green Star D&AB v1.3 pathway is available for review within Appendix G.

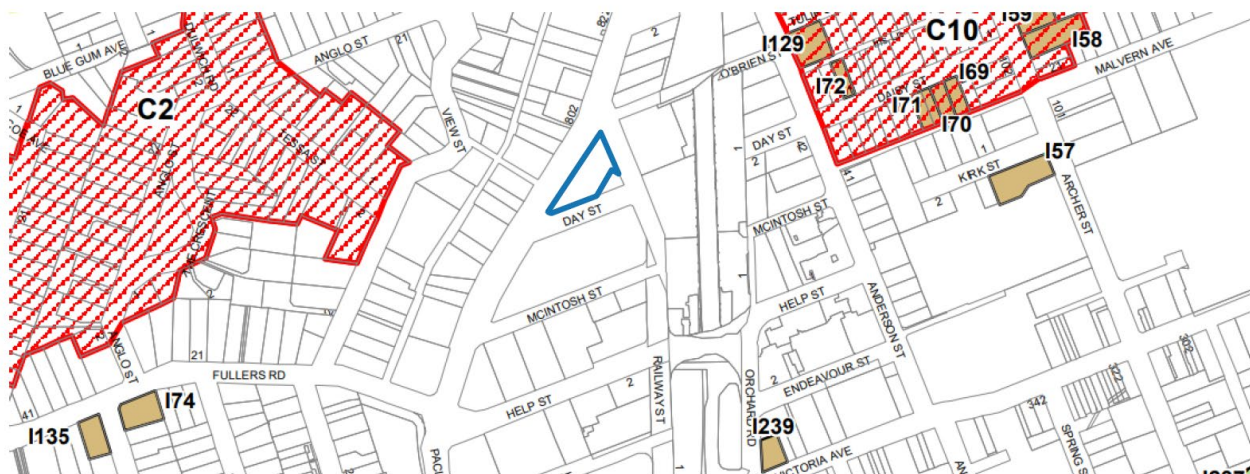
The proposed draft DCP Controls within Appendix F in relation to Sustainability are generally consistent with the existing requirements within Part C.3 of the WDCP 2006. The draft DCP controls outline a requirement for any future development to achieve a 5-star green rating and be accompanied by a report prepared by a suitably qualified sustainability professional to confirm this. This is a direction this Planning Proposal is consistent with to ensure the proposed design is achieving the maximum outcome available in regard to sustainability in design.

9.4.7. Heritage

The Planning Proposal has the potential impact of the proposed reference scheme to the surrounding heritage context. The subject site has not been identified as a listed heritage item under the WLEP 2012. It is however in proximity to the following heritage conservation areas:

- C2 Blue Gum heritage conservation area; and
- C 10 North Chatswood heritage conservation area.

Figure 25 Heritage Context



Source: WLEP 2012

Noting that neither the site or existing structures have any heritage value, and that the surrounding heritage conservation areas in the broader vicinity of the site are substantially distanced from the site and do not have any significant visual interface with the site, no impact to any items of heritage value are considered.

The Planning Proposal will not alter any of the existing heritage listings under Schedule 5 of the WLEP 2012. All of the heritage items in the vicinity of the subject site and the heritage conservation areas in the vicinity will be retained as is and protected. All heritage items will continue to have the existing level of statutory heritage protection prescribed under the WLEP 2012.

9.4.8. Design Excellence

The Planning Proposal is seeking Council's agreeance to waive the need to undertake a Design Excellence Competition. It is noted that a Design Excellence Competition for a development of this scale is a recommendation of the CBD Strategy and Council's Design Excellence Policy and Guidelines.

Whilst it is noted competitions offer tremendous value to a proposal, we are firmly of the opinion the undertaking of a competition would be a costly and unnecessary delay to what is a development that is directly aligned with vision for the Chatswood CBD, as outlined by Council.

With the announcement NSW Government's new Planning System Acceleration Program in April 2020 by the NSW Premier, Treasurer, and Minister for Planning and Public Spaces, the NSW Government has outlined a major program with the purpose of accelerate the assessment and determination of projects that inject investment into the NSW economy and keep people in jobs during the COVID-19 pandemic.

The requirement of this Planning Proposal to have to undertake a Design Excellence Competition will likely result in significantly increased time and costs borne by the proponent prior to a DA being lodged. This is a further consideration when you note the economic benefits of the proposal as outlined in Appendix L, which include:

- 332 construction jobs over three years;
- \$123 million in gross value added over the construction period;
- 5,470 additional jobs as a result of ongoing operations; and
- \$516 million gross value added each year on an ongoing basis.

It should be noted further that the proposed reference design demonstrates a high-quality development that is able to fulfill the 'landmark' requirements associated with such a prominent site within the Chatswood CBD and that responds to the site-specific constraints.

Given the parameters to be set for the envelope are specific to the design, it makes little economic sense to subsequently proceed down a competitive design competition only to arrive at a very similar design outcome.

Noting the above, the proposed reference scheme has achieved a considerable level of design excellence including building sustainability standards that are aimed at achieving the minimum A-Grade office rating which is set out within the CBD Strategy.

Any requirement to undertake a Design Excellence Competition will delay a delivery of high-quality commercial floor space, jobs and associated economic benefits during a period in which both are increasingly needed within the LGA and wider local region.

9.4.9. Structural Engineering

It is noted that within the pre-planning proposal lodgement meeting with Council on the 27 May 2020, Council requested an engineering report be provided that confirms no structures are required for the purpose of engineering support that would intrude within the Railway Street setback area.

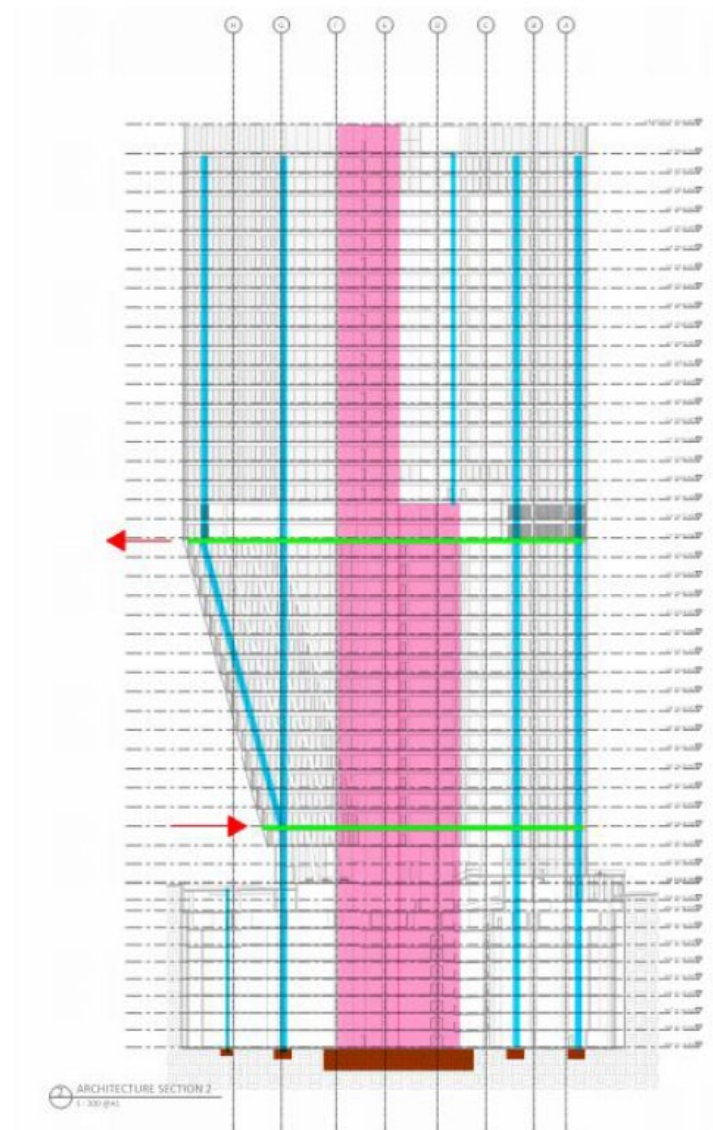
Confirmation the proposed reference scheme can maintain structural integrity without the need for support within the Railway Street setback is provided within the supporting letter from Arup in Appendix J.

Figure 26 from ARUP's structural advice illustrates that the proposed incline concrete or steel columns are capable of supporting the proposed expanding edge of the building (highlighted in Blue).

The structural advice notes that a strong load path to a reinforced concrete core is able to provide suitable restraint to the sloped columns at the diaphragm transfer levels.

The recommendations for the structure ensure that no additional structures or supports are required to protrude from the design of the building to the ground level public domain fronting Railway Street.

Figure 26 Typical Structural Section Through Building – Looking East



Source: Arup, 2020

9.4.10. Services and Utilities

Whilst the site is located within an established CBD setting with adequate services and utilities already servicing the site, the redevelopment of the site to the proposed scale would require a substantial number of upgrades to the existing services and utilities. As such Arup have prepared a preliminary utility services infrastructure report (**Appendix H**) to identify the requirements for future assessment and detailed design of the building.

Electricity Supply

The estimated maximum demand for electricity will be in the order of 4 MVA. This will require two chamber substations arranged in accordance with Ausgrid standards.

To accommodate this, two additional substations are proposed within the basement level 3 of the proposal. The proposal is able to utilise the existing Ausgrid connection to the site however would likely require an upgrade which would be undertaken at detailed design within the DA stage.

Communications

Depending on the proposed tenant communications services requirements, augmentation of the pit and duct systems will be required to facilitate a connection to the new development.

The proposed development will require lead in cable routes for multiple service providers. New lead in conduits are to reticulate from the property boundary to the new Building Distributor Rooms proposed for the Basement. Conduit provisions will be provided to allow for servicing from multiple service providers. This will include as a minimum:

- NBN – dedicated 100mm conduct in accordance with NBN design requirements; and
- Other Providers – 6 x 100mm conduits will be provided to a pit location at the site boundary to facilitate connection to other service providers as required. This will include providing flexibility for connection of fibre services through providers who don't utilise NBN infrastructure.

Water, Sewer & Stormwater

Portable Water Supply

An increase in water demand above the existing available supply is anticipated to accommodate the Planning Proposal. The Arup report notes that existing cold water is able to be provided to the building via Railway Street and the Pacific Highway. In order to connect to Railway Street, a new two main connection and meter are required. From the Pacific Highway, confirmation will be required from Sydney Water of the available connection points as part of a future Section 73 application.

Sewer Service

Similar to the above, it is anticipated an increase in water demand over the existing site drainage will be required to accommodate the proposal. The drainage discharged requirements and connection point locations will need to be confirmed with Sydney Water as part of a future formal Section 73 application.

Whilst it will be finalised at DA stage, two options are available as discharge points. Wastewater is able to discharge to the existing 225mm VC Sewer Main at both Day and Railway Streets. New sewer junction/pit will be required to allow either connection.

Stormwater Drainage

At this stage it is envisaged that rainwater from the project will discharge to the infrastructure located in Railway Street. Information regarding the project's stormwater design will be contained within the Stormwater Management Plan as part of the future detailed DA.

Gas Supply

It is anticipated that the development will be required to establish one common connection with one gas meter / regulator room from the existing Jemena network located in either Railway Street or Pacific Highway. The exact connection point will be discussed with Jemena once the application for connection is lodged. The need for amplification of the city network is considered highly unlikely.

9.4.11. Economic and Social Effects

Question	Response
Q9. Has the planning proposal adequately addressed any social and economic effects?	Yes. As detailed below the Planning Proposal is considered to have a number of economic benefits. Through realising economic benefits, a positive social on-flow can also occur, which the public can benefit through job creation and additional commercial services.

An economic benefits report has been prepared by Urbis and is included at Appendix L.

The economic and social benefits that have been considered are summarised below:

- **Facilitates renewal of a key site:** The Planning Proposal enables the renewal of an older, inefficient commercial building and car-wash facility to a new building that contributes to the evolution of the Chatswood Commercial Core and the Pacific Highway corridor.
- **Create significant indirect and direct construction jobs:** based on the estimated construction cost of \$200 million, 332 direct and indirect full-time jobs during the construction period.
- **Ensure ongoing employment:** The Planning Proposal seeks to protect future employment generating opportunities in the centre, by retaining the B3 Commercial Core zoning.
- **New and greater job variety of job types:** The redevelopment of the site will for a mix in size and typology of commercial floor space, allow for greater flexibility. **3,129** direct and **2,341** indirect jobs will be generated by the proposal. Creation of additional full-time, part-time and casual jobs resulting from the development of retail and commercial floor space will be the biggest social and economic benefit of the proposal.
- **The development will provide a major ongoing economic contribution:** The operation of the proposed development has the potential to deliver \$515.9 million in direct and indirect annual gross value add to the economy
- **Provide jobs for residents within Willoughby:** The development will deliver jobs to Willoughby LGA resident workers who currently have to leave the LGA for work, making a significant, positive contribution to employment retention within the LGA.
- **Improving the quality of the commercial floorspace:** The development of new office space would create a more modern, flexible and contemporary working environment. Any new commercial floorspace would be designed to better suit tenants needs and demand, including co-working spaces better suited to creative and new age industries.
- **Improvised public domain and ground floor activation, reinvigorating the precinct for workers and residents:** The inclusion of retail floor space at the ground floor plane, which would support cafes, restaurants and the like, would have the benefit of activating the site and surrounding public domain including the public park, contributing to a sense of place and activity day and night.

9.5. SECTION D – STATE AND COMMONWEALTH INTERESTS

9.5.1. Availability of Public Infrastructure

Question	Response
Q10. Is there adequate public infrastructure for the planning proposal?	Yes , refer below.

- The Planning Proposal's design will upgrade the existing public reserve to the sites south-east, weaving it into the fabric of the design and creating more publicly accessible green space for commuters and workers. The proposed upgrade to the park can contribute towards the limited provision of public open space in the Chatswood Commercial Core and wider Willoughby LGA.
- The Planning Proposal leverages from the existing Chatswood train station and future Metro Station, which provide higher frequency metro transport to move more people more quickly. As envisioned by the CBD Strategy, the future redevelopment of this key site has the potential to contribute to a transit orientated development and enhance walking and cycle connections between the stations.
- Capacity exists within the road network to support new development as proposed. The traffic analysis indicates that the potential increase in traffic is negligible and is not envisaged to affect the existing intersection performances adversely. Due to the small increase in development traffic, it is expected that surrounding key roads will continue to operate in the same way. A Green Travel Plan can be incorporated in the future detailed design of the site and at the development application stage.
- The site is serviced by existing utility services and is located to allow incoming workers to capitalise on the existing and planned infrastructure and services within the area.

9.5.2. Views of State and Commonwealth Authorities

Question	Response
Q11. What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?	No consultation with State or Commonwealth authorities has been carried out to date on the subject planning proposal. It is expected that this consultation will be carried out in accordance with any Gateway Determination.

The Gateway Determination will advise the public authorities to be consulted as part of the planning proposal process. Any issues raised will be incorporated into this planning proposal following consultation in the public exhibition period. In accordance with the Gateway Determination, public exhibition of the planning proposal is required for a minimum of 28 days.

The RPA must comply with the notice requirements for public exhibition of planning proposals in Section 5.5.2 of *A guide to preparing local environmental plans*.

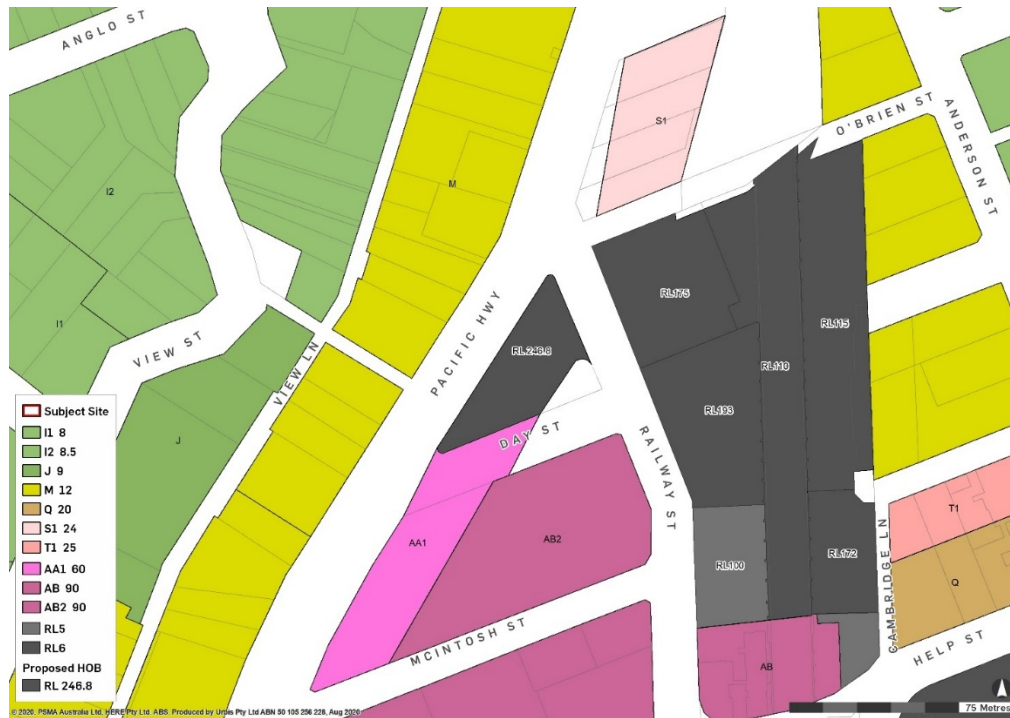
10. PART 4 - MAPPING

The Planning Proposal seeks to amend the following WLEP 2012 Maps:

- Height of Buildings Map Sheet HOB_004; and
- Maximum Floor Space Ratio Map FSR_001.

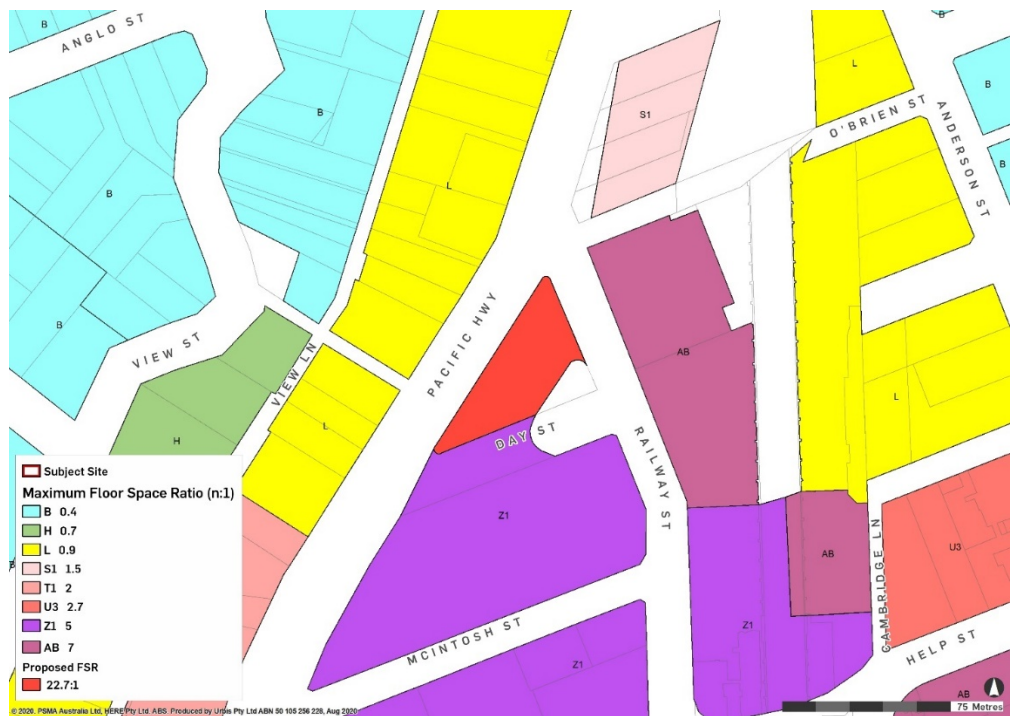
The proposed amendments to the LEP maps are provided in the figures below.

Figure 27 Proposed Maximum Height of Building Plan



Source: Urbis, 2020

Figure 28 Proposed Maximum Floor Space Ratio Plan



Source: Urbis, 2020

11. PART 5 - COMMUNITY CONSULTATION

Section 3.34 of the *Environmental Planning and Assessment Act 1979* requires the relevant planning authority to consult with the community in accordance with the gateway determination.

It is anticipated that the Planning Proposal will be required to be publicly exhibited for 28 days in accordance with the requirements of *A Guide to Preparing Local Environmental Plans*. It is anticipated that the public exhibition would be notified by way of:

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

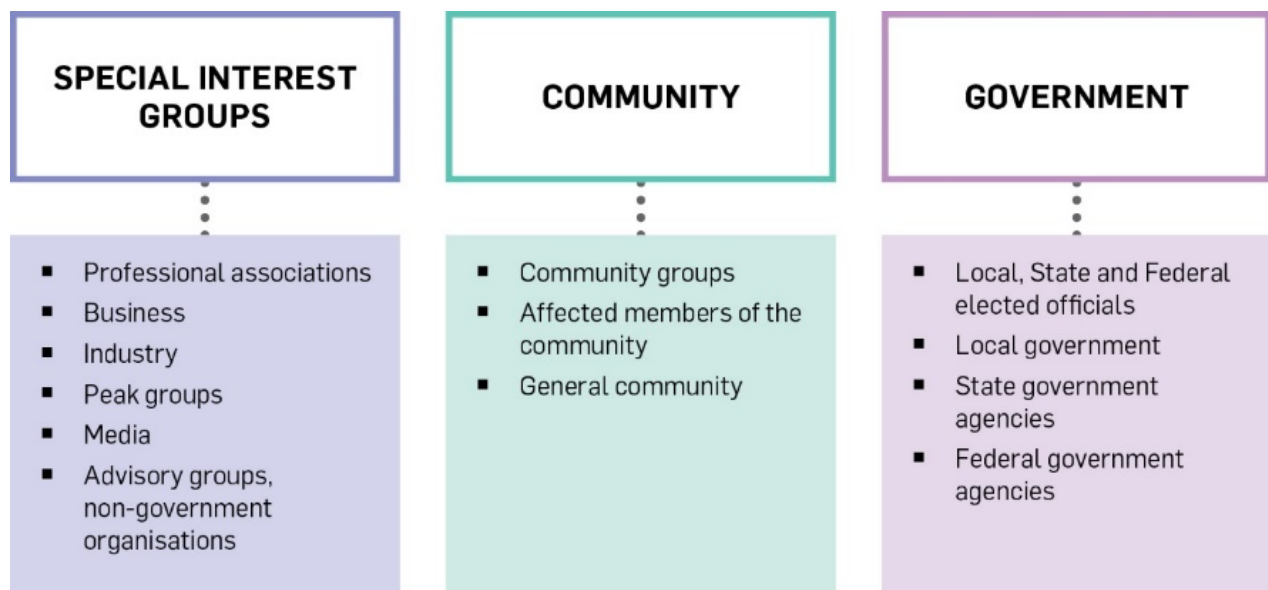
As part of the consultation process, the proponent will review all submissions, discuss with Council and DPIE as required, and provide written comments in response to assist in the assessment of the Planning Proposal.

11.1. STAKEHOLDER IDENTIFICATION AND ANALYSIS

Effective engagement with stakeholders and the community will be crucial to raising awareness of Vantager's Planning Proposal's strategic importance in realising the goals of the CBD Strategy; building interest amongst future commercial tenants; and reducing project risk by building strong acceptance of the proposal.

Taking a strategic and proactive approach to engagement will be necessary to ensure that the project is positioned effectively, and stakeholder opportunities and risks are managed.

Figure 29 Stakeholder Categorisation



11.2. LEVEL OF ENGAGEMENT

Urbis Engagement works in line with the International Association of Public Participation's (IAP2) Public Participation spectrum and utilises the participation principles of the IAP2 Spectrum of Public Participation. The engagement process for Vantager Group will utilise the inform, consult, and involve levels.

Figure 30 Engagement Level

	INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
GOAL	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions	To obtain public feedback on analysis alternatives and/or decisions	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision-making in the hands of the public.
PROMISE	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

Source: IAP2 Spectrum of Public Participation

The following list outlines some of the key stakeholders who will be involved throughout the consultation process. The stakeholder identification matrix is based on the principles in accordance with the International Association of Public Participation's (IAP2) Public Participation spectrum as outlined above.

- Willoughby Council
- Community groups
- Nearby businesses (within 100m)
- Nearby residents (within 100m)
- Local Media outlets

11.3. ENGAGEMENT AND COMMUNICATION ACTIVITIES

The primary aim of the engagement and communication activities will be to improve near neighbour, community and industry awareness of the project and establish and leverage opportunities with project champions and key influencers.

In the light of the COVID-19 virus, we may need to adapt our engagement methodology to ensure that any mandatory or recommended measures to control the COVID-19 virus such as restrictions on large events are followed. This may include making greater use of the many digital tools that are available while also ensuring they are appropriate for the project, video-conferencing and other activities that do not require face to face communication.

Activities being undertaken include:

- Adjacent landowners' consultation including targeted letters and briefings;
- Project fact sheet; and
- Feedback channels monitoring and management (email and 1800 number).

These activities will be undertaken during the public exhibition phase of the planning proposal to ensure information is provided, feedback is received and required changes incorporated into the final planning documentation.

12. PART 6 - PROJECT TIMELINE

The following table sets out the anticipated project timeline in accordance with the DPIE guidelines. The key milestones and overall timeframe will be subject to further detailed discussions with Council and the DPIE.

Table 11 Anticipated Project Timeline

Process	Indicative Timeframe
Planning Proposal submitted to Willoughby Council	September 2020
Local Planning Panel recommend the Planning Proposal be submitted to DPIE for Gateway Determination	December 2020
DPIE issue Gateway Determination	March 2021
Applicant response to matters in Gateway Determination (eg updated reports)	April 2021
Public exhibition and agency consultation	6 weeks
Post exhibition review of submissions	6 weeks
Submission to DPIE for finalisation	July 2021
Legal drafting of LEP	August 2021
Gazettal of LEP	September 2021

13. CONCLUSION

This Planning Proposal seeks an amendment to the Willoughby Local Environmental Plan 2012 to establish planning controls that would enable high density commercial development at 845 Pacific Highway, Chatswood.

The Planning Proposal sets out the justification for the proposed LEP amendment. It is supported by an Architectural Concept, Reference Design and Urban Design Report that demonstrates site and context analysis that has been carried out to inform the Planning Proposal, and to support the proposal is sound and suitable for its locality.

It is considered that the proposed amendments to WLEP 2012 would enable an appropriate development outcome and generate significant economic and community benefit for the following reasons:

- **From a local context perspective:** The Planning Proposal is considered to have site-specific merit, as it facilitates future development that would achieve an appropriate built form and scale outcome for this significant site. The Planning Proposal will contribute to the emerging cluster of towers within Chatswood Commercial Core, and complement the existing development surrounding the site. The Planning Proposal takes into consideration local planning objectives and outcomes, including site specific opportunities and constraints, and is considered to align with the strategic planning context of the precinct.
- **From a strategic planning policy perspective:** The Planning Proposal has strategic planning merit, as it would positively contribute to the achievement of State and Local Government strategic planning goals, including the recommendations for height and floor space for commercial office development LEP and within the endorsed Chatswood CBD Strategy.
- **From a net community benefit perspective:** The Planning Proposal has the potential to create a range of benefits for the community, including:
 - Direct economic benefits and the creation of additional employment, during the construction stage and ongoing operations.
 - A guaranteed amount of new, fit-for-purpose commercial office space as well as easily identifiable and permeable ground level retail. All of which would encourage the patronage of this area and create a more accessible site to strengthen Chatswood's image as a highly desirable place to live, work and play.
 - Public domain benefits which integrate the built form and public realm to create an activated site through link to the west and street activation along Railway Street. The proposal also extends the Council owned park abutting the site, by providing landscaped activated open space along Railway and Day Street for the enjoyment of the community.
- **From a job creation perspective:** based on the estimated construction cost of \$200 million, 332 full time jobs are created via the construction of the proposal, as well as 3,141 direct that will occupy the building upon construction completion.
- **From an environmental and perspective:** The Reference Design demonstrates how a future building can be designed to minimise adverse environmental impacts such as wind and traffic on the locality. More importantly, the Planning Proposal has carefully assessed shadow impact to nearby residential buildings and public domain spaces and has demonstrated that the proposed density will not create unreasonable impact.
- **From design excellence and sustainability perspective:** The redevelopment of this key site demonstrates that it is capable of achieving design excellence and higher sustainability standards consistent with the Chatswood CBD Strategy

The planning proposal ensures that Chatswood's future as an employment centre is protected and enhanced whilst maximising the sites potential and strategic value with its proximity to Chatswood Station. The proposal balances the constraints specific to this site to mitigate the environmental impacts whilst providing improved pedestrian links, high quality retail spaces, community uses and commercial office floor space.

The proposal is entirely consistent with the objectives of the endorsed Chatswood CBD Strategy and as such should be supported by Council to be forwarded to DPIE for a Gateway Determination.

DISCLAIMER

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All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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

APPENDIX A

SITE SURVEY

APPENDIX B ARCHITECTURAL PLANS

APPENDIX C

DESIGN REPORT

APPENDIX D

LANDSCAPE CONCEPT DESIGN

APPENDIX E

TRANSPORT IMPACT ASSESSMENT

APPENDIX F

DRAFT SITE-SPECIFIC DEVELOPMENT CONTROL PLAN

APPENDIX G

SUSTAINABILITY STATEMENT

APPENDIX H

BUILDING SERVICES REPORT

APPENDIX I

HERITAGE IMPACT STATEMENT

APPENDIX J

STRUCTURAL ENGINEERS STATEMENT

APPENDIX K

ARBORIST REPORT

APPENDIX L

ECONOMIC BENEFIT ASSESSMENT

APPENDIX M

COMMUNITY ENGAGEMENT STRATEGY

APPENDIX N

WIND ASSESSMENT REPORT

APPENDIX O

COLLIERS MARKET ANALYSIS OF COMMERCIAL OFFICE

