

Attachment E – Assessment of the planning proposal against the Chatswood CBD Strategy

Key Element	Consistent	Assessment of Consistency
CBD Boundary	Yes	Proposal is within the expanded CBD boundary.
Land Use	Yes	The proposal is to be rezoned from R4 High Density to B4 Mixed-Use consistent with the strategy. It will provide commercial/retail with residential uses above.
Removal of provisions for size of office and retail tenancies within B3 core	N/A	The site is proposed to be rezoned to B4 Mixed-use and is not within the B3 Commercial Core zone.
Serviced apartments to be removed as a permissible use within B3 core	N/A	The site is proposed to be rezoned to B4 Mixed-use and is not within the B3 Commercial Core zone. The concept does not propose serviced apartments.
Increased FSR above current controls are to be linked to a contributions scheme for the delivery of local infrastructure	N/A	The proposed concept is seeking a commercial/retail component of 1:1 and a residential component of 5:1 with an overall FSR of 6:1, consistent with the Strategy. A draft VPA offer has been submitted for the public benefits.
Design excellence required for all development above 35m	Yes	Council requires all development above 35m to be subject to a design excellence process. This would be undertaken at DA stage. The concept proposal will be included on the Special Provisions Map subject to clause 6.23 Design Excellence.
Higher building sustainability standards	Yes – capable at DA stage	Could be determined at the DA stage. Recent changes to the National Building Code of Australia now requires improved performance of new buildings. The proposed DCP includes a requirement of a minimum 5-star Green Building Council of Australia rating. An assessment report is to be submitted to Council at the DA stage.
Base FSR	Yes	The site is to facilitate a maximum FSR of 6:1 including a non—residential FSR. The site will be included in clause 6.25 Shoptop housing at certain sites at Chatswood to ensure at least 17% of the GFA will be used for non-residential purposes.
Minimum site area	Yes	The site is approximately 2,542m ² which is greater than the minimum site area requirement of 1,200m ² for sites within the B4 Mixed Use zone. The site will be included on the Lot Size map requiring a minimum area of 2,500m ² .
Maximum FSR	Yes	The proposal is for a mixed-use development with commercial/retail floor space and seeks a maximum overall FSR of 6:1.

Affordable Housing	Yes	It is proposed to provide 4% affordable housing consistent with Council's existing LEP and DCP requirements. The Special Provisions Map is proposed to be amended to apply Clause 6.8 Affordable Housing to the site.
Minimum commercial FSR in mixed use zones is to be 1:1	Yes	<p>The proposed concept is seeking a commercial/retail component of 1:1 and a residential component of 5:1 with an overall FSR of 6:1. Council's resolution proposes to include provisions to require 17% of FSR to be non-residential floor space.</p> <p>The site will be included on the Special Provisions Area map to indicate the site is subject to clause 6.25 Shop top housing at certain sites at Chatswood.</p>
Maximum tower floor plate sizes	Yes	The proposal states that the concept provides a floorplate of 480m ² GFA for the lower levels and 460m ² GFA for levels from level 20 which does not exceed the required 700m ² GFA for residential towers above podium level in the mixed-use zone.
Width of the side of each side of any tower to be minimised	Yes	One tower is proposed and generally consistent with the slender tower objective and will minimise the impact on surrounding sites.
Tower separation	Yes	<p>The reference scheme indicates a slender tower with sufficient setbacks and separation to achieve privacy, adequate natural ventilation, sun access and views.</p> <p>The concept development indicates an envelope that is capable of accommodating residential development consistent with SEPP 65 and the Apartment Design Guide (ADG).</p>
Sun access to key public spaces and conservation areas	Yes	<p>The proposed development will not have any additional impact upon sun access to key public places including Victoria Avenue, Concourse Open Space, Garden of Remembrance, Tennis and Croquet Club and Chatswood Oval. The proposed development is located on the northern edge of the expanded Chatswood CBD and is considered to comply with this solar access plane.</p> <p>Council proposes to introduce clause 6.25 Sun Access with the implementation of the Comprehensive LEP Review to protect public spaces in Chatswood CBD from additional overshadowing.</p>
Building Heights	Yes	<p>The proposed maximum building height for the subject site is a maximum of 90m consistent with the strategy.</p> <p>The site is not affected by the solar access protection controls.</p>
Lift over runs and architectural features integrated into building form	Yes – capable at DA stage	The proposed reference design integrates the lift over run and any architectural features are contained within the maximum height.

Links and open space Publicly accessible open space and landscaping	Yes – capable at DA stage	The concept scheme shows a landscaped new pocket park to Gordon Avenue. A through-site landscape area will link Nelson Street to Hammond Lane and proposed to be shared with the approved planning proposal at 613-627 Pacific Highway to the west.
All roofs up to 30m from the ground are to be green roofs	Yes – capable at DA stage	The planning proposal states that the concept design includes a podium rooftop terrace contributing to active green spaces.
Soft landscaping is to apply to 20% of the site	Yes – capable at DA stage	The concept shows a landscaped pocket park to the east along Gordon Avenue, landscaping to Nelson Street and a landscaped pedestrian through link from Nelson Street to Hammond Lane.
Roof top communal open space	Yes – capable at DA stage	The concept design includes a podium and rooftop terrace with landscaping and communal open spaces.
Street wall heights and setbacks	Yes – capable at DA stage	<p>The concept indicates a built form with setbacks.</p> <p>Ground level:</p> <ul style="list-style-type: none"> • 12m setback to Gordon Avenue (north); • 3m setback to Nelson Street (south); • 3m setback to Hammond Lane increasing to 6.4m to the boundary with 613-627 Pacific Highway (west); • Nil setback to 9-11 Nelson Street (east). <p>Tower setbacks:</p> <ul style="list-style-type: none"> • 26m to Gordon Avenue; • 4m to Nelson Street (south); • 2,6m to Hammond Lane; • 9m setback to 9-11 Nelson Street (east) <p>The irregular shape of the site will result in varied setbacks, however, the tower setback is never less than 4.5 from any site boundary.</p> <p>Am 8m (2 storey) street wall is proposed to all elevations within the 6-14 street wall height recommended in the CBD Strategy.</p>
Active street frontages	Yes	The ground floor level of retail/commercial floorspace is proposed to provide the opportunity for active street frontages to Gordon Avenue, Hammond Lane and Nelson Street. The site will be included in Council's Active Street Frontages map.
Site isolation	Yes	The adjacent sites will not be isolated and already have approved developments at 613-627 Pacific Highway and 629-639 Pacific Highway to the west and 9-11 Nelson Street to the east.
Traffic and transport	Yes	<p>An updated TIA was submitted with the planning proposal (Attachment A5) dated 29 April 2022.</p> <p>In discussion with Council and the proponent, vehicle and loading access is to be reviewed and</p>

		<p>master planned in conjunction with the adjoining land at 9-11 Nelson Street.</p> <p>Further assessment of access will be carried out as part of a future DA.</p> <p>Parking of 176 parking spaces is in accordance with the relevant guidelines and requirements for sites in CBDs and compliant with the ADG due to its proximity to the Chatswood Interchange. This may be reduced inline with Councils draft DCP.</p>
Loading dock and facilities at basement level	Yes	<p>Council has requested the master planning of access in conjunction with the adjoining site at 9-11 Nelson Street. One vehicle and loading point in Gordon Avenue is preferred with no vehicle access via Hammond Lane. Loading will be in the basement level. Diagrams indicate that trucks able to access and egress in a forward direction at all times.</p>