10 GORDON AVENUE &
15-19 NELSON STREET, CHATSWOOD

MIXED USE DEVELOPMENT

FOR PLANING PROPOSAL

May 2022
Project no. 4590-00

DEM (Aust) Pty Ltd
Suite 202, Level 2, Tower B, The Zenith
821 Pacific Highway Chatswood NSW 2067 Australia
PO Box 5036 West Chatswood NSW 1515 Australia
Tel: +61 2 8966 6000 www.dem.com.au

ISSUE REGISTER

DATE OF ISSUE	REASON FOR ISSUE	PREPARED BY	CHECKED BY	SIGNED
03/12/2021	Issue for Review and comment	JP/JH	JH/ET	JP
20/01/2022	Pre-lodgement Meeting	JP/JH	JH/ET	JP
14/04/2022	Draft	JP/JH	JH/ET	JP
27/04/2022	Final	JP/ET	ET	JP
05/05/2022	Revised Final	JP/ET	ET	JP

CONTENTS

contents

1.0 PROJECT OVERVIEW

This report has been prepared by DEM (Aust) Pty Ltd on behalf of DPG Project 105 Pty Ltd as part of a submission to Willoughby City Council in support of a planning proposal for a mixed use development at 10 Gordon Avenue and 15-19 Nelson Street, Chatswood.

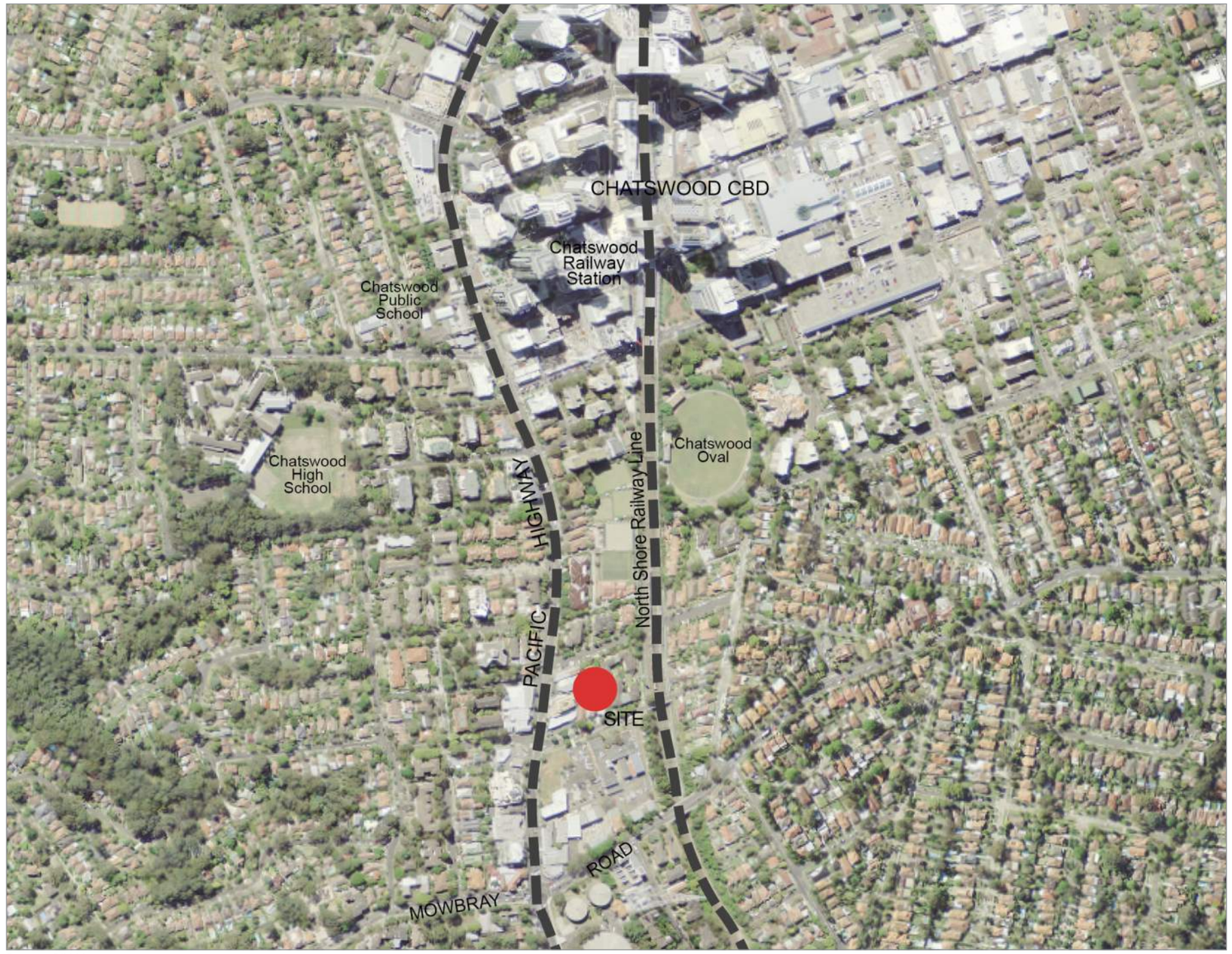
The site is located at the southern gateway to Chatswood CBD in a mixed commercial / residential zone located along the Pacific Highway corridor.

The report will demonstrate a desirable urban design response for the Density and Height of Building controls envisaged in the Chatswood CBD Planning and Urban Design Strategy 2036.

Rigorous urban design analysis of strategic and local context, site, and desired future character will determine appropriate site-specific development principles and controls to ensure the best possible contribution to the neighbourhood character of Gordon Avenue and Nelson Street. while contributing to strategic planning outcomes for the region.

2.0 LOCATION & CONTEXT

- The subject site is located approximately 600m south of Chatswood Railway Station and approximately 800m from the commercial core of Chatswood CBD.
- The Pacific Highway is located approximately 50m west of the site.
- Commercial and mixed use developments front the Pacific Highway to the west of the site.
- North of Gordon Avenue, the Pacific Highway corridor is characterised by two – three storey apartment buildings.
- A three storey apartment complex, extending from Gordon Avenue to Nelson Street, is located to the east of the site
- The Sydney Metro Chatswood Dive Site is located immediately south of Nelson Street, and extends from the Pacific Highway to the railway line and south to Mowbray Road.
- The subject land is described as Strata Plan 85403, No 10 Gordon Avenue, Chatswood, Strata Plan 89243 No. 15 Nelson Street, Chatswood, Strata Plan 76342 No. 17 Nelson Street, Chatswood and Lot 1 DP 1237932 No. 19 Nelson Street, Chatswood.
- The site has an area of 2542.7m2.



Source: SIX Maps

3.0 PLANNING CONTROLS

3.1. CHATSWOOD PLANNING AND URBAN DESIGN STRATEGY 2036 SEPTEMBER 2020

LAND USE

- Recommended land use - B4 Mixed Use

FLOOR SPACE RATIO

- Recommended maximum FSR 6:1
- Where the maximum floor space ratio of 6:1 is achieved, the minimum commercial floor space ratio sought in development in a Mixed Use zone is 1:1.
- The maximum floor space ratio will depend on satisfactorily addressing:
  - a) Site constraints,
  - b) Surrounding context,
  - c) Other aspects of the Strategy including setbacks at ground and upper levels,
  - d) SEPP 65 and the associated Apartment Design Guidelines.

BUILT FORM

- The maximum floor plate at each level of a development should be no more than:
  - a) 2000sqm GFA for office.
  - b) 700sqm GFA for residential towers above Podium within Mixed Use zones.

SUN ACCESS TO KEY PUBLIC SPACES AND ADJACENT CONSERVATION AREAS

- No additional overshadowing and protection in mid winter of the tennis and croquet club 12pm - 2pm.
- Heights adjoining the South Chatswood Conservation area will provide for a minimum 3 hours solar access between 9am and 3pm mid winter.

BUILDING HEIGHTS

- Recommended building height - 90m

LINKS AND PUBLIC SPACE

- Open air 24 hour through-site link from Hammond Lane to Nelson Street.

SETBACKS AND STREET FRONTAGE HEIGHTS

- Mixed use frontage with commercial Ground Floor:
  - i. 6-14 metre street wall height at front boundary.
  - ii. Minimum 3 metre setback above street wall to tower

RECOMMENDED LAND USE

RECOMMENDED MAXIMUM FSR

RECOMMENDED SUN ACCESS PROTECTION FOR PUBLIC SPACES

RECOMMENDED HEIGHT

RECOMMENDED LINKS & NEW OPEN SPACE

RECOMMENDED SETBACKS & STREET FRONTAGE HEIGHTS

PLANNING CONTROLS

3.2. BETTER PLACED (GOVERNMENT ARCHITECT NSW, 2017)

Objective 1

Better fit contextual, local and of its place

Good design in the built environment is informed by and derived from its location, context and social setting. It is place-based and relevant to and resonant with local character, heritage and communal aspirations. It also contributes to evolving and future character and setting.

Objective 2

Better performance sustainable, adaptable and durable

Environmental sustainability and responsiveness is essential to meet the highest performance standards for living and working.

Sustainability is no longer an optional extra, but a fundamental aspect of functional, whole of life design.

Objective 3

Better for community inclusive, connected and diverse

The design of the built environment must seek to address growing economic and social disparity and inequity, by creating inclusive, welcoming and equitable environments.

Incorporating diverse uses, housing types and economic frameworks will support engaging places and resilient communities.

Objective 4

Better for people safe, comfortable and liveable

The built environment must be designed for people with a focus on safety, comfort and the basic requirement of using public space. The many aspects of human comfort which affect the usability of a place must be addressed to support good places for people.

Objective 5

Better working functional, efficient and fit for purpose

Having a considered, tailored response to the program or requirements of a building or place, allows for efficiency and usability with the potential to adapt to change. Buildings and spaces which work well for their proposed use will remain valuable and well-utilised.

Objective 6

Better value creating and adding value

Good design generates ongoing value for people and communities and minimises costs over time. Creating shared value of place in the built environment raises standards and quality of life for users, as well as adding return on investment for industry.

Objective 7

Better look and feel engaging, inviting and attractive

The built environment should be welcoming and aesthetically pleasing, encouraging communities to use and enjoy local places. The feel of a place, and how we use and relate to our environments is dependent upon the aesthetic quality of our places, spaces and buildings. The visual environment should contribute to its surroundings and promote positive engagement.

3.3. GREENER PLACES (GOVERNMENT ARCHITECT NSW, 2020)

Principle 1

Integration combine green infrastructure with urban development and grey infrastructure

There is a global transition away from single-purpose grey infrastructure to more multipurpose infrastructure that mimics nature, provides critical ecosystem services, and promotes healthy and active living. The principle of integration proposes to combine green space with urban development and grey infrastructure.

Principle 2

Connectivity create an interconnected network of open space

Greener Places promotes the creation of a network of high-quality open spaces that connect with town centres, public transport hubs, rivers, creeks, and employment and residential areas – creating a network of open space. The network includes physical and functional connections that benefit people and wildlife.

Principle 3

Multifunctionality deliver multiple ecosystem services simultaneously

Multifunctional green spaces should be high-quality and high-performing, producing, social, environmental, and economic benefits. Multifunctionality represents the ability of green infrastructure to deliver multiple ecosystem, environmental, and other services simultaneously.

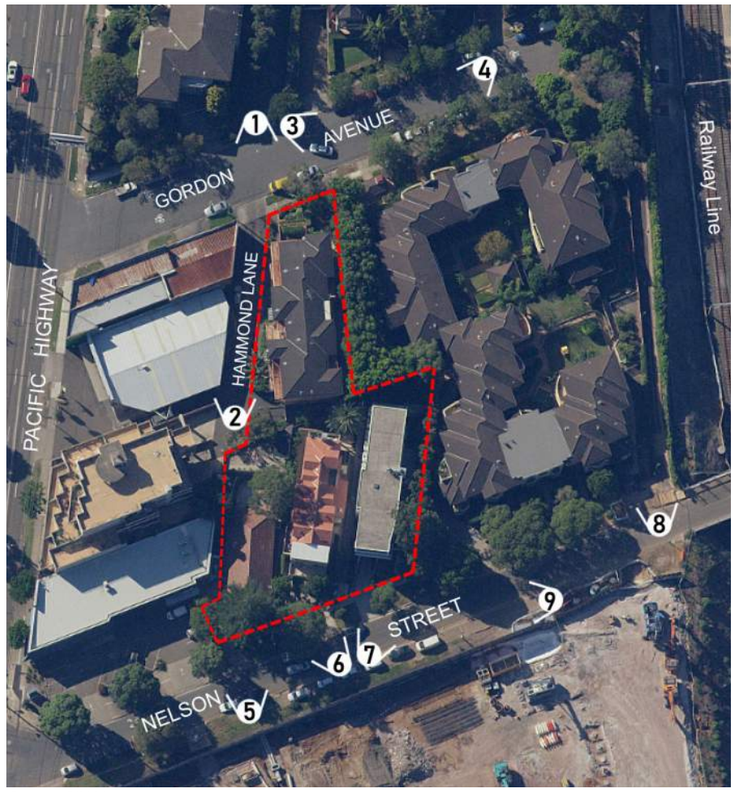
Principle 4

Participation involve stakeholders in development and implementation

Participation relates to a planning process that is open to all and incorporates the knowledge and needs of diverse parties. It involves stakeholders in the development and implementation of neighbourhood, local, district, and regional green infrastructure policies and actions.

4.0 SITE PHOTOGRAPHS

4.1. SITE PHOTOGRAPHS



Source: SIX Maps

1 View south towards apartment building at 10 Gordon Avenue and Hammond Lane.

2 View north along Hammond Lane.

3 Gordon Avenue frontage of apartment building located east of the site at 9-11 Nelson Street.

4 View south-west along Gordon Avenue.

5 Dwelling located at 19 Nelson Street.

6 Apartment building located at 17 Nelson Street.

7 Apartment building located at 15 Nelson Street.

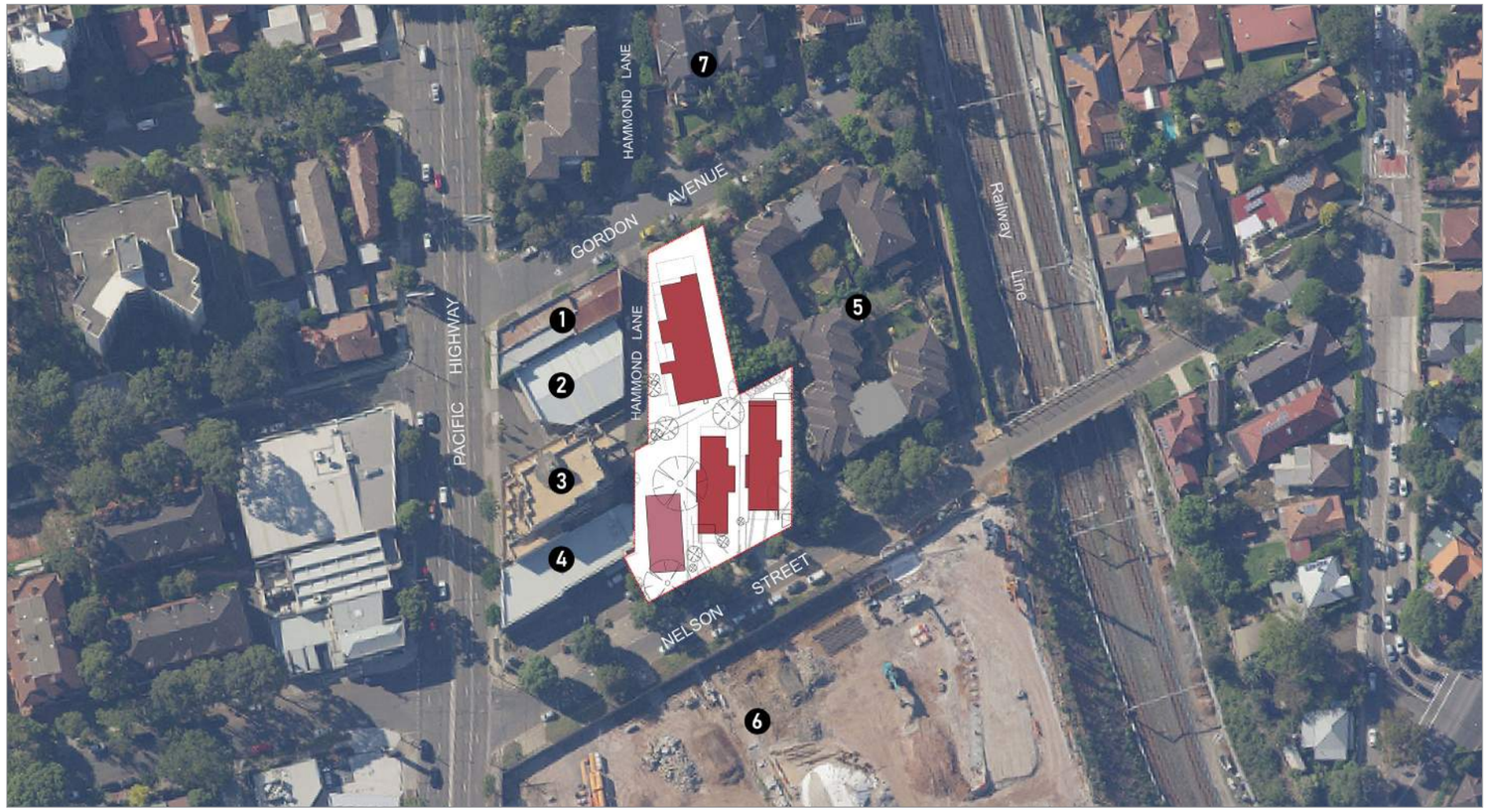
8 Apartment building located at 9-11 Nelson Street and Frank Channon Walk adjacent to the railway line.

9 View west along Nelson Street.

5.0 SITE ANALYSIS

5.1. CURRENT BUILT FORM

- The following residential buildings are currently located on the site:
  - Three storey apartment buildings at 10 Gordon Avenue and 15-17 Nelson Street.
  - A single storey dwelling is located at 19 Nelson Street.
- Commercial and residential buildings adjacent to the site include:
  1. Payless Tyres and Brakes
  2. Midas car service centre
  3. 5 storey mixed use building located at 621-627 Pacific Highway
  4. Inspirations paint centre
  5. 3 storey apartment complex
  6. Sydney Metro Chatswood Dive Site
  7. 3 storey apartment buildings north of Gordon Avenue.



3 STOREY APARTMENT BUILDING

SINGLE LEVEL HOUSE

SITE ANALYSIS

5.2. FUTURE CONTEXT BUILT FORM

- Lots adjoining the site are currently subject to Planning Proposals. These include:

1. 629-639 Pacific Highway - two levels of retail/commercial and one residential tower to a height of 90m.
2. 613-627 Pacific Highway - two levels of retail/commercial and one residential tower to a height of 90m.
3. 9-11 Nelson Street - two levels of retail/commercial and two residential towers to a maximum height of 90m.

3 STOREY APARTMENT BUILDING

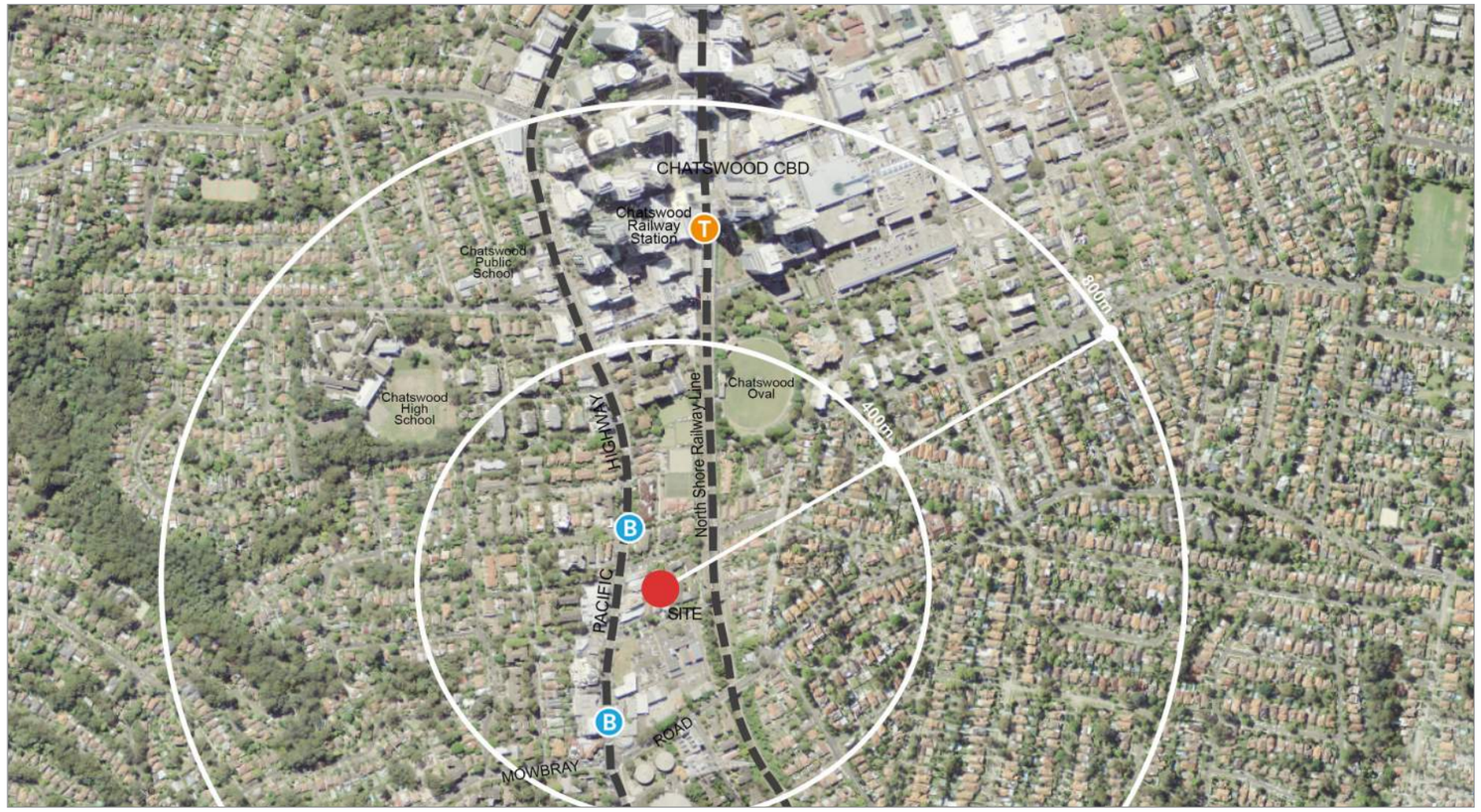
SINGLE LEVEL HOUSE

PROPOSED BUILDING ENVELOPE
SUBJECT TO PLANNING PROPOSAL

SITE ANALYSIS

5.3. ACCESS TO PUBLIC TRANSPORT

- The site is located in close proximity to the following existing public transport services:
- Chatswood Railway Station and Transport Interchange located approximately 600m north of the site which equates to a 7 – 8 minute walk.
- A bus stop on the Pacific Highway near Gordon Avenue for the following bus routes:
  - 144 Chatswood to Manly via St Leonards
  - 261 Chatswwood to King Street Wharf
  - 258 Chatswood to Lane Cove West
  - 530 Chatswood to Burwood
  - 533 Chatswood to Sydney Olympic Park
  - 536 Chatswood to Gladesville
- A bus stop on the Pacific Highway approximately 250 metres south of the site, near Mowbray Road, for the following bus routes:
  - 144 Chatswood to Manly via St Leonards
  - 261 Chatswwood to King Street Wharf
  - 530 Chatswood to Burwood
  - 536 Chatswood to Gladesville



SITE ANALYSIS

5.4. VEHICLE & PEDESTRIAN CIRCULATION

- There is vehicle access to the site from Gordon Avenue via Hammond Lane, and directly to each of the three properties in the southern part of the site off Nelson Street.
- Exsiting bridge has been disconnected for Sydney Metro works.
- Hammond Lane currently extends to the southern boundary of 10 Gordon Avenue. The Chatswood CBD Planning and Urban Design Strategy recommends that Hammond Lane be extended to provide a through-site link to Nelson Street.
- Hammond Lane (north) provides access to Chatswood Bowling Club.
- Footpaths are located along all street frontages.
- Footpaths along Gordon Avenue and Nelson Street connect to the Frank Channon Walk, located approximately 100m east of the site. The Walk provides a direct, pedestrian friendly connection to Chatswood CBD.
- Bus stops are located on the Pacific Highway approximately 35m north of the site and 250m south of the site – refer to Section 5.3.

SITE ANALYSIS

5.5. VEGETATION

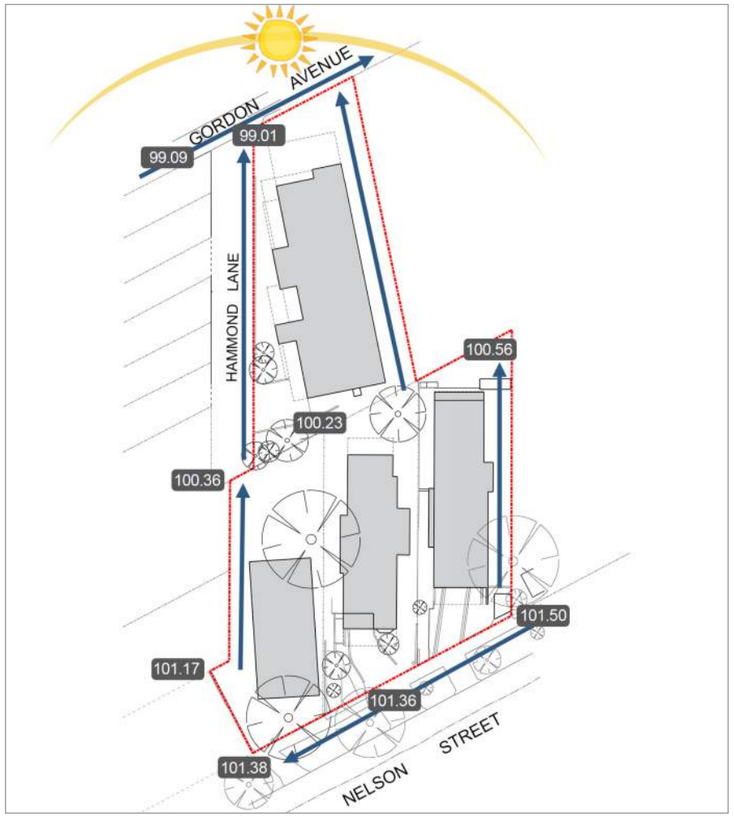
- Existing vegetation within the site is predominantly perimeter mass planted and grassed areas.
- The landscaped frontages to Gordon Avenue and Nelson Street provide partial screening of the residential buildings from the adjoining roads.
- Mature trees visible from the public realm include a Camphor Laurel located on the northern and eastern boundary of 15 Nelson Street and a Pine tree located in the front yard of 19 Nelson Street.
- Dense planting along the eastern boundary provides a visual buffer between the site and adjoining residential buildings.

5.6. TOPOGRAPHY AND DRAINAGE

- The site generally falls from south to north, however, there is a slight fall from north-east to south-west along Nelson Street.
- There is a level difference of approximately 2.5m along the eastern boundary and 2.4m along the western boundary.

5.7. SOLAR ORIENTATION

- The site is orientated north to south with longer boundaries facing east and west (Hammond Lane).
- The site will be exposed to high levels of sunlight from the north throughout the year.



EXISTING TREE WITHIN SITE
EXISTING TREE ADJOINING SITE
STREET TREES
MASS PLANTING/GRASSED AREA

100.23 EXISTING LEVEL
DIRECTION OF FALL

Mature Camphor Laurel located on northern and eastern boundary of 15 Nelson Street

Mature Pine located in front garden of 19 Nelson Street

SITE ANALYSIS

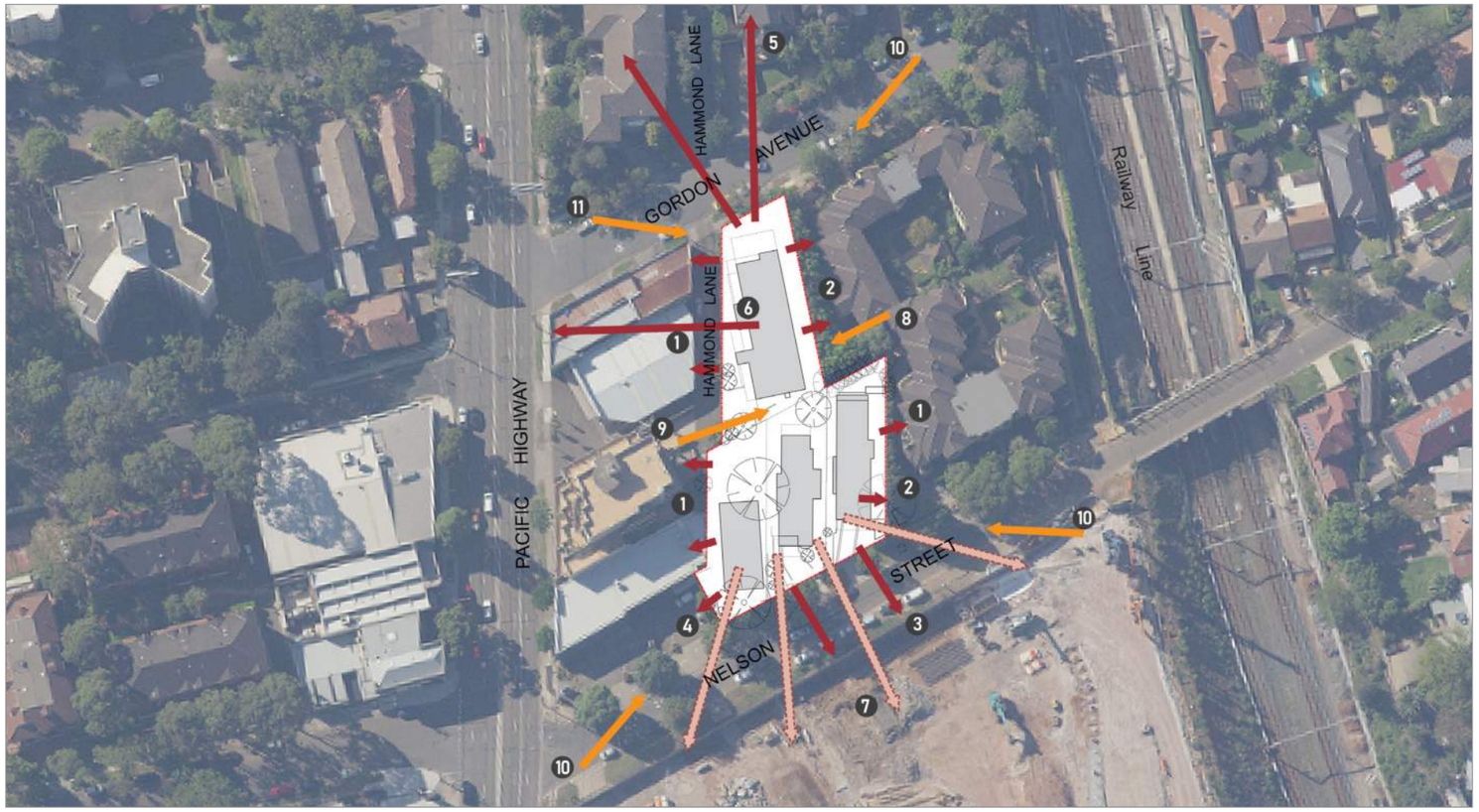
5.8. VIEWS

VIEWS FROM THE SITE

1. Views to the east and west of the site restricted by existing buildings.
2. Views to the east of the site restricted by existing vegetation.
3. Views south across Nelson Street contained by walling and structures associated with the Sydney Metro Chatswood Dive site.
4. Ground level views to the south-west from 19 Nelson Street restricted by fencing and vegetation.
5. Short and medium distance views to apartment buildings north of the site and long distance views to high rise buildings located in the commercial core of Chatswood CBD.
6. Partial long distance views to the west from upper floor of the existing building at 10 Gordon Street.
7. Potential future elevated panoramic views of the City to the south.

VIEWS TOWARDS THE SITE

8. Views towards the site from adjoining apartment buildings screened by vegetation.
9. Elevated views across site and to the east from existing apartment and balconies located at 621-627 Pacific Highway.
10. Views towards the site from adjoining roads screened by existing trees.
11. View of existing apartment building from Gordon Avenue near the intersection with the Pacific Highway.



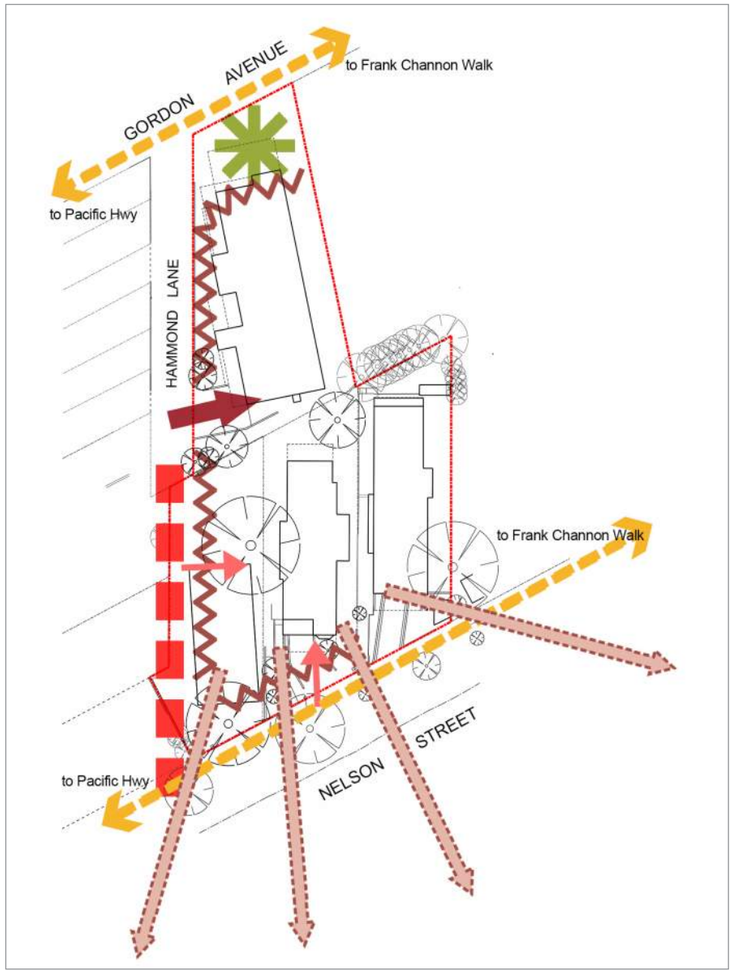
6.0 SITE OPPORTUNITIES & CONSTRAINTS

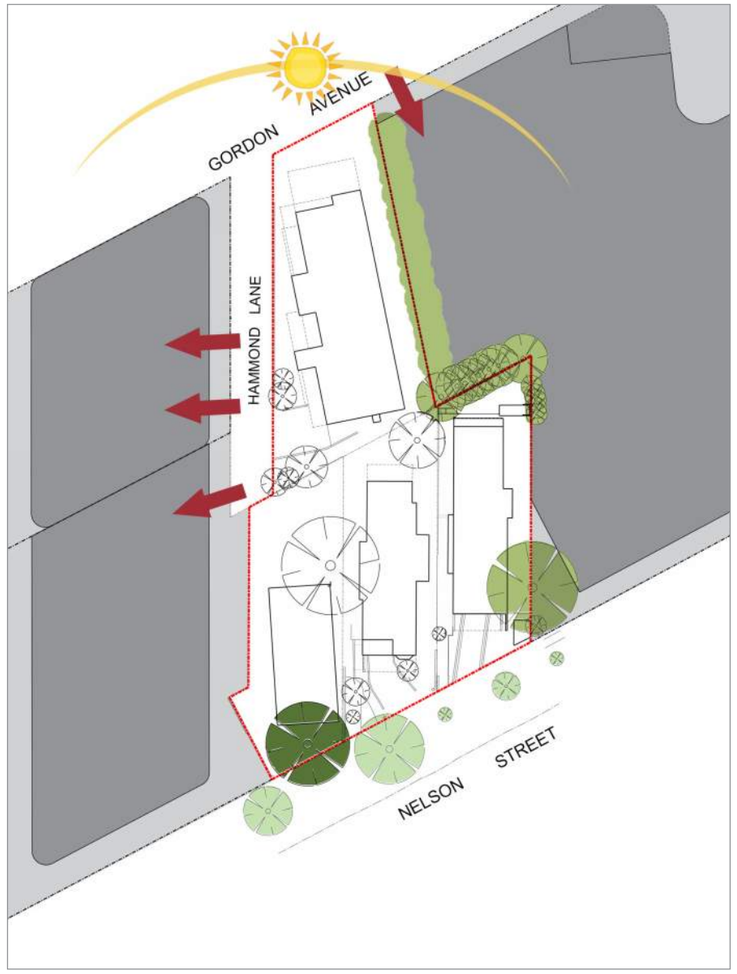
6.1. SITE OPPORTUNITIES

- Provision of a mixed use development within the Chatswood CBD, and within walking distance of Chatswood's major transport interchange.
- Direct pedestrian connections to Frank Channon Walk along Gordon Avenue and Nelson Street.
- Provision of a through-site link at the southern end of Hammond Lane providing a pedestrian connection between Gordon Avenue and Nelson Street.
- Provision of retail and building lobbies at ground level to provide activation of the through-site link and frontages to Gordon Avenue and Nelson Street.
- Provision of a greenspace at the northern end of the site adjacent to Gordon Avenue for use by residents and the wider community.
- Potential future elevated views from the south-east to the south-west.

6.2. SITE CONSTRAINTS

- Proposed developments to the east and west of the site which would impact:
  - solar access;
  - views from the site; and
  - vehicle access requirements.
- Existing mature trees located within and immediately adjacent to the southern and eastern boundaries of the site.
- Existing street trees along Nelson Street.





7.0 THE DESIGN

The design of the built form reflects opportunities and constraints relevant to the subject site, which in turn informed the design principles adopted for the proposal. The site analysis and planning controls (Section 5.0 & 6.0) informed the key design principles applied to the propose development, which are illustrated in the built form massing diagrams in figures 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7 and 7.8.

The key design principles include the following:

- Provide a built form response that responds to the transition from lower building forms located to the south of the site.
- Locate the built form towards the active street frontage to the south, providing a consolidated landscaped area to the north, to facilitate the recreational needs and residential lifestyle for residents and neighbourhood while also providing an engaging streetscape.
- Maximise solar access to the proposed apartments.
- Ensure no adverse overshadow impact to surrounding areas.
- Present a fine grain and human scale design to Hammond Lane.
- Engage with Nelson Street and Gordon Avenue and contribute positively to the pedestrian environment.
- Enhance and encourage pedestrian activities along Hammond Lane.
- Provide appropriate street wall heights to Nelson Street and Gordon Avenue with upper levels expressed as recessed.
- Incorporate high quality sustainable materials and low water consumption garden areas.
- Locate vehicular entry from Hammond Lane to take advantage of site topography.

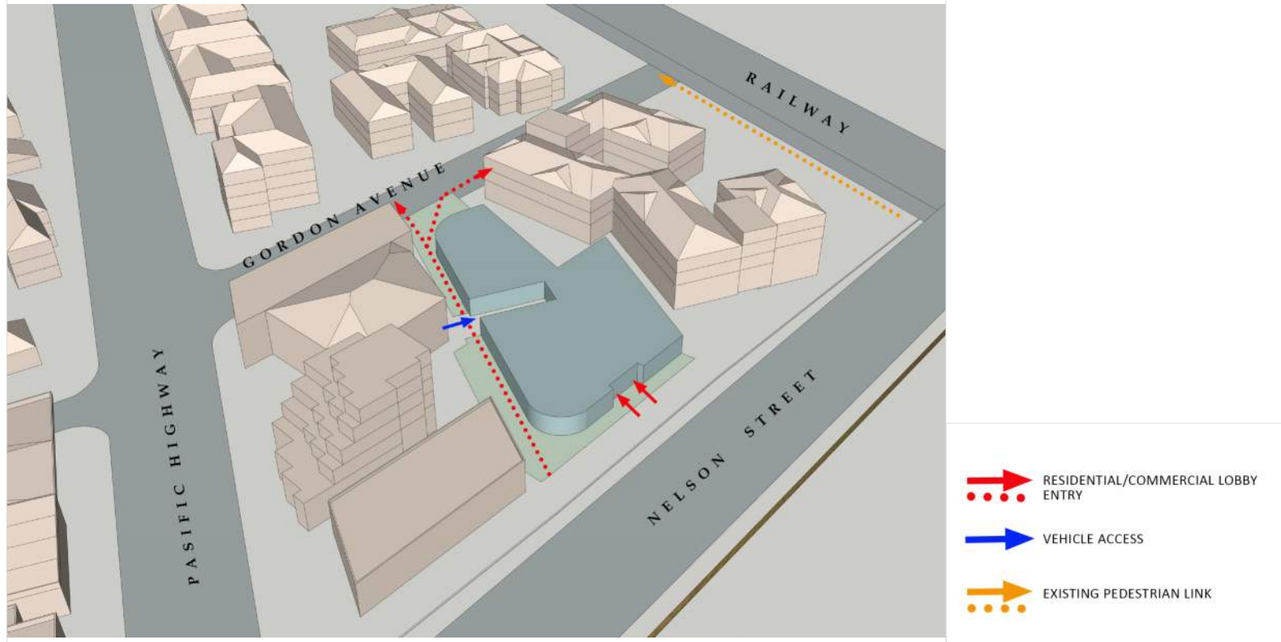


Figure : 7.1 Connectivity

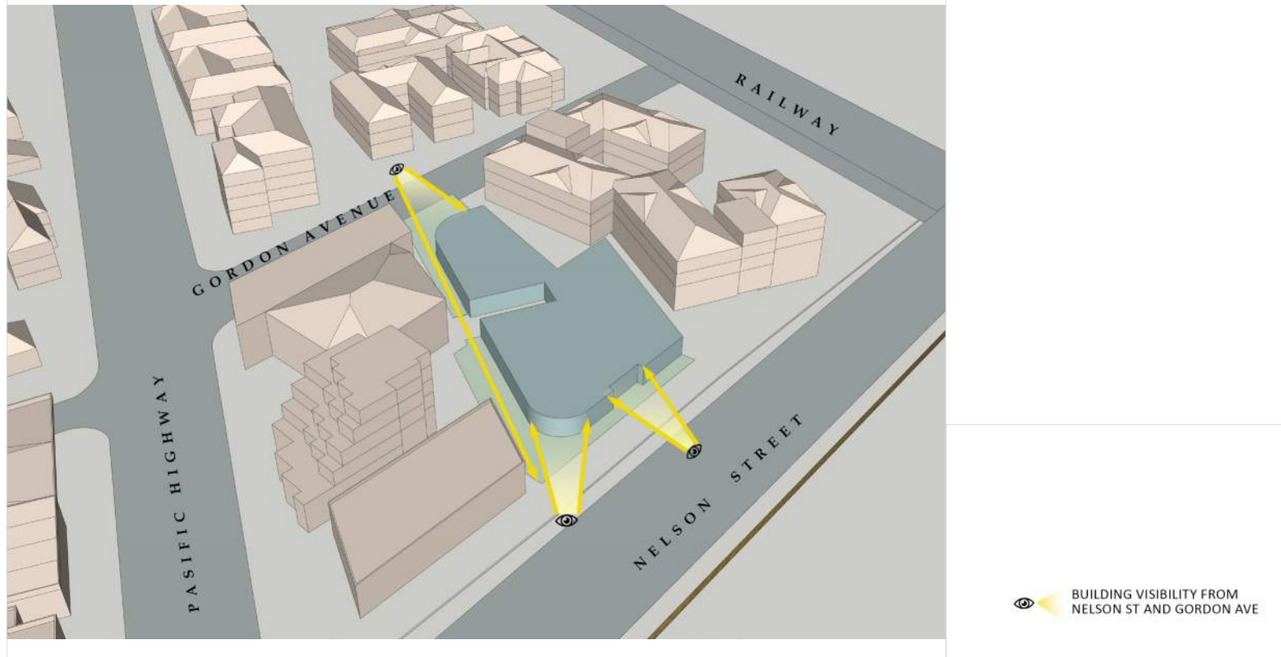


Figure 7.2 Visibility

THE DESIGN

7.1. PODIUM FORM

- The proposal will improve the existing street presentation to the public domain interface of Nelson Street , Hammond Lane and provide a greater landscape frontage to Gordon Avenue.The commercial and retail uses will be located within a two-storey podium and address Nelson Street and Hammond Lane to maximise visibility and to provide improved activation of the public realm.
- The podium will contain the building lobbies and retail / commercial uses at ground level which will provide improved street activation and passive surveillance of Nelson Street, Hammond Lane and Gordon Avenue.
- The podium street wall will be approximately 10m high which is well below the CBD Strategy 14m maximum height control to reduce the visual impact of the perceived height of the development when viewed from Nelson Street or Gordon Street.
- The podium street wall will have a 3m setback from the Southern boundary adjacent to the Nelson Street corridor.
- The podium street will have a 3m setback from the Western boundary adjacent to Hammond Lane. This setback will continue south towards Nelson Street once facilitating a through site link and future possible extension of Hammond lane.
- A generous setback will be adopted along the Gordon Avenue frontage to provide for a small landscaped park located adjacent to public realm with good solar access and activated with retail frontages..
- The podium will be modulated and articulated to provide an enhanced presentation to Nelson Street, Hammon Lane and Gordon Avenue.
- Awnings along nelson Street, Hammond Lane and Gordon Avenue will provide a layered interface and respond to the human scale of the pedestrian environment.

7.2. CONNECTIVITY

- The proposed development with contribute to the upgrade of Hammond lane as a vehicle and pedestrian link connecting Nelson Street to the South with Gordon Avenue to the North.Refer to fig 7.1
- Proposed activation along Hammond lane with retail and commercial frontages at ground level will provide good passive surveillence. Refer to fig 7.3

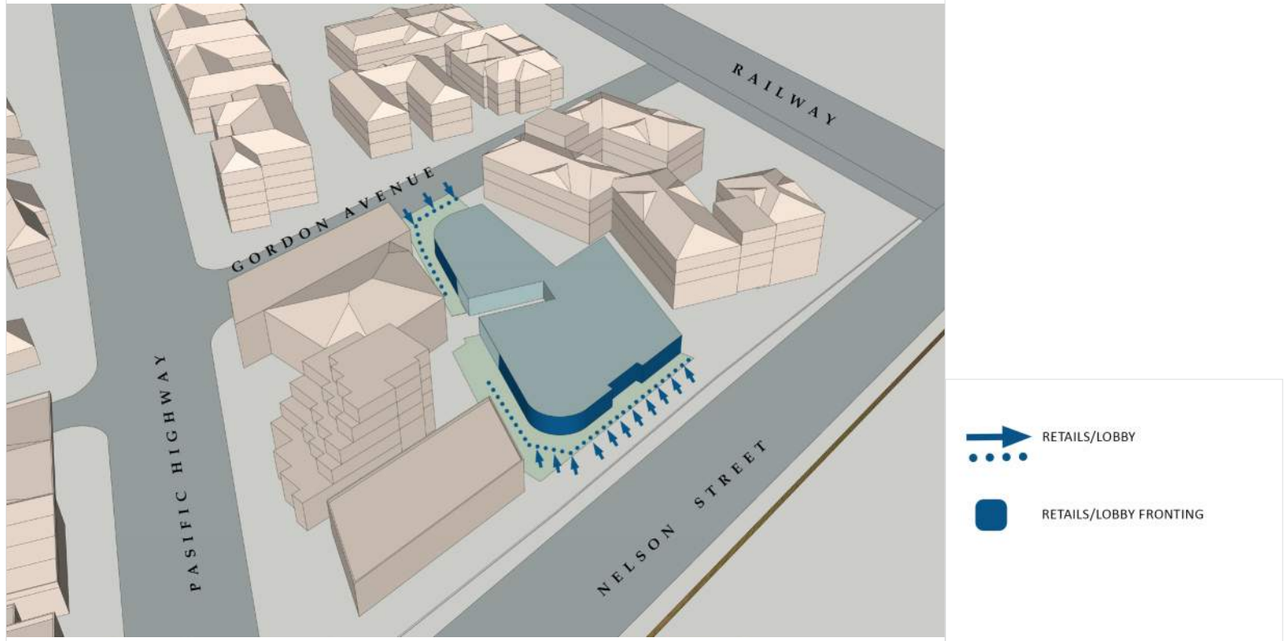


Figure 7.3 Active Frontages

Figure 7.4 Podium Form

7.3. TOWER FORM

- The proposal will provide a catalyst to rebrand the southern entry to Chatswood CBD and set a benchmark for the desired future character of the CBD skyline and streetscape.
- The proposed tower form will contribute to visually mark the southern extension to the Chatswood CBD. Once the commercial core and mixed-use development occur, the development will form part of a harmonious foreground with the CBD form as a taller backdrop.
- The tower form is setback by 7m from the Southern boundary along Nelson Street and 4m from the podium street wall to comply with the WCC CBD Strategy.
- The tower form is delineated by the communal open space at level 3 podium roof level and a change to the tower massing for levels 20-26 whereby there is a deep slot introduced in the southern elevation.Refer to fig 7.5
- The variation in building massing on the southern facade and an increased setback applied to level 20 will provide an elevation modulation that reflects the height transition between 90m along the northern side of Nelson Street and 55m to the south. Refer to fig 7.5
- A deep slot located along the western facade for the full height of the tower visually will create a massing that reads as two slender tower forms when viewed from the west.
- The landscape design establishes attractive and practical areas for the future residents to enjoy, while contribute to the overall outlook from taller buildings to the south. In addition, the communal open space are located on the northern portion of the site to maximise solar access.
- The lower levels tower floor plates of 480sqm, the upper levels from 20-26 tower floor plates of 460 sqm and the deep slots to the western and southern facades will provide an overall distribution of bulk and scale across the tower form to achieve a slender tower form. Refer to fig 7.5

Figure 7.5 Stepped Tower Form

Figure 7.6 Residential Floor Plate

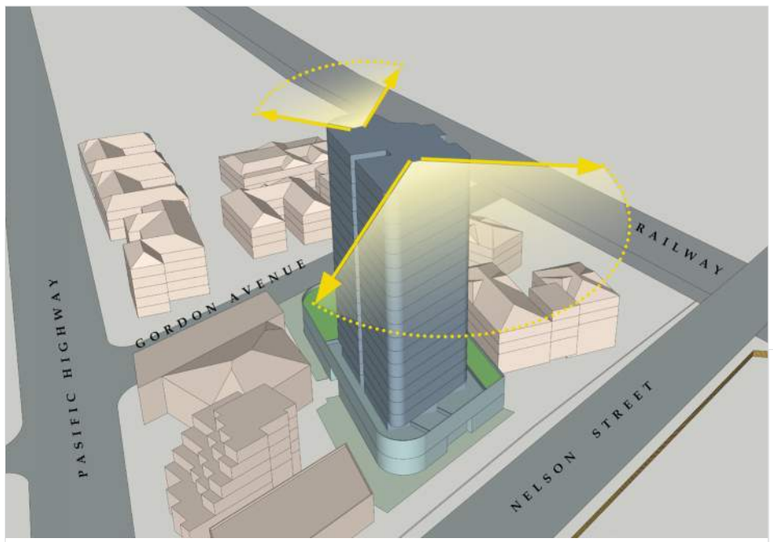


Figure 7.7 Views

THE DESIGN

7.4. AESTHETIC

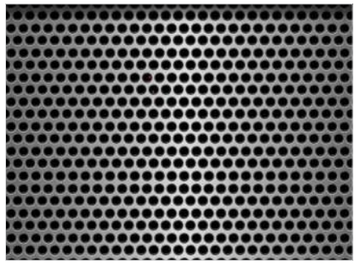
- The two-storey podium will be articulated as a strong base to the building with further articulation of the tower forms to visually reduce the overall scale of the building.
- A two-storey podium height is consistent with the height of apartment buildings proposed within this precinct of the Chatswood CBD and complys with the WCC CBD Strategy.
- The building form and articulation will provide detail and architectural interest at prominent parts of the building including the streetscape, podium, entries, and roof gardens.
- The podium building form and articulation will be designed to clearly define the corner of Nelson Street and Hammond Lane, with setbacks to provide a visual and physical transition between the public and private realms.
- The modular composition of the façade to Nelson Street and Hammond Lane will provide a contemporary design while create an elegant and well-balanced interplay between vertical element and horizontal balconies.
- Strong horizontal lining and extensive use of openings and fenestration adding depth to the overall composition.
- The contemporary material palette merges the functional aspects of the environmental performance of the facade with aesthetic features to underpin the unique and elegant expression of the development.
- Vertical fixed metal louvres enhance the slender proportions of the tower façade segments to complement the choice of dark window frames and break up the horizontality of floor plates.
- Curves are a running theme for the build form, softening the ground level and result in an elegant tower form that is contemporary, yet familiar as a high-quality example of the proposed mixed-use typology.

7.5. AMENITY

- The proposal demonstrates a high level of amenity for future residents as well as respecting the surrounding developments.
- All apartments will have dual aspect with only one unit per level from levels 3-20 with a single south facing aspect.
- The provision for district views to the north, east , west and south will be possible from the majority of the units. Refer to fig 7.7
- Units facing south will have panoramic views towards the city.
- Majority of the units (more than 70%) are cross ventilated which vastly exceeds the minimum requirement as per the ADG (60%).
- The proposed apartment layouts are considered to be efficient, minimising circulation space and appropriate depth of apartment. Apartments in general comply with the ADG requirement.
- The common circulation and lift core only service six apartments on each lower level, and five on upper levels. Each compact circulation space is provided with excellent natural light and ventilation. Refer to fig 7.6
- The proposed curved corner elements, awnings, and screens mitigate wind impacts and encourage residential and communal amenity.











7.6. BUILDING SUSTAINABILITY

The design is focused on provision of simple, passive strategies to reduce energy consumption and maximise sustainability. These passive strategies would be supplemented with building systems to further reduce ongoing resource use.

Apartments have been planned to provide a good level of cross ventilation above SEPP 65 minimum standard requirements.

The majority of apartments have also been orientated to provide a good level of solar access in mid-winter, providing passive heating and daylight penetration during the winter months.

The benchmark for the building design is to exceed minimum BASIX requirements and to achieve a 5 Star Greenstar Buildings Rating.

Issues to be considered during design development include:

Energy Use

- Coordination of glazing, thermal mass, and surface reflectance.
- Provision of sun shading, insulation, low glare high performance glass.
- Use of light shelves, appropriate ceiling finishes, motion sensors and external time switch con-trols to reduce electric lighting usage.
- Incorporation of operable louvres where required.
- Carpark mechanical ventilation systems compliance with AS 1668 energy efficiency measures.

Water Use

- Best practice fixtures and fittings.
- Use of water tolerant plant species in public and communal open spaces.

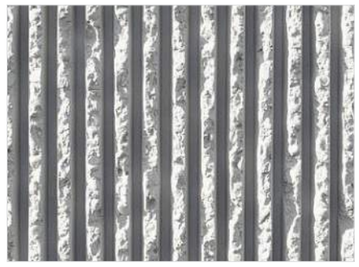
Materials

- Use of materials and building elements that are recycled and recyclable.
- Use of timber or timber from responsibly managed forests.
- Selection of materials with levels of finish and quality to minimise ongoing maintenance re-quirements.
- Use of locally manufactured building materials where available.

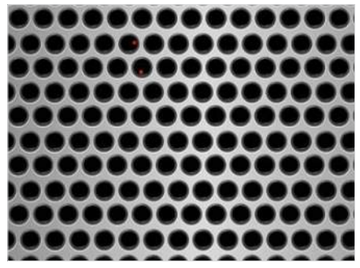
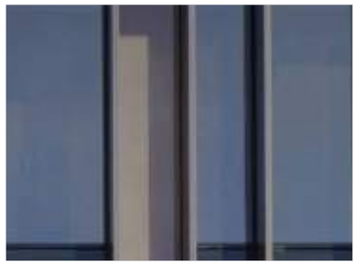
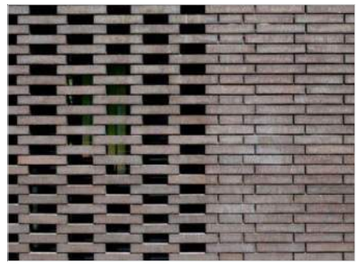
Transport

- Provision of end of trip facilities.





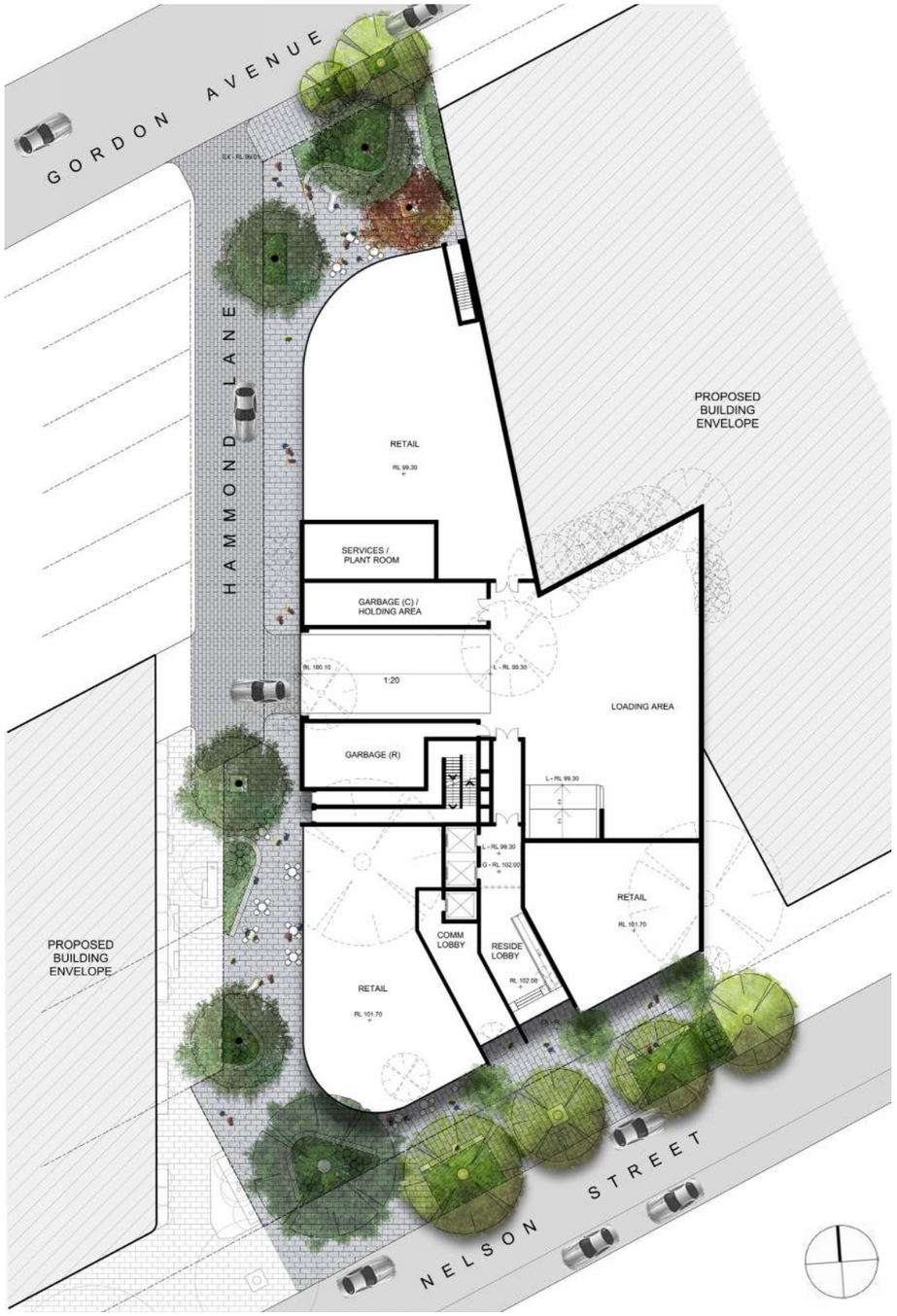





8.0 LANDSCAPE CONCEPT

8.1. GROUND FLOOR PUBLIC DOMAIN

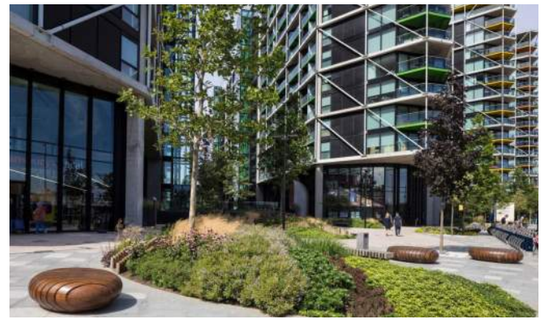
The ground level open space is to incorporate :

- Creation of a publicly accessible landscape open space with northern aspect to benefit the local neighbourhood.
- A revitalised public domain and pedestrian environment with direct access to new retail / commercial facilities.
- An activated through-site link along Hammond Lane providing an enhanced pedestrian connection to and from Chatswood CBD and train station.
- A plaza open space at the southern end of Hammond Lane integrated with the proposed development to the west of the site at 613-617 Pacific Highway.
- Legible, safe access to the building from Nelson Street.
- Casual outdoor dining to provide a drawcard and in turn enliven the open space and streetscape of both Gordon Avenue and Nelson Street.
- Outdoor seating for both individuals and groups.
- Paved areas to facilitate pedestrian movement across the site and to provide flexible spaces for meeting, socialising and relaxation.
- Planting along boundaries to reinforce the 'greening' of Chatswood and to provide increased amenity to the ground level public realm.
- Areas of deep soil to allow for planting of large trees to provide an enhanced visual and environmental outcome.
- Planting incorporating a mix of permanent green elements and species with foliage and flowers to provide seasonal interest, and enhance views and amenity.
- Tree planting to enhance the visual qualities of the open space and allow for winter sun and summer shade to create a comfortable outdoor environment.



LEGEND

- SITE BOUNDARY
- EXISTING TREES TO BE REMOVED
- EXISTING TREES TO BE RETAINED
- PROPOSED TREES
- PROPOSED SHRUBS AND GROUNDCOVERS
- GRANITE PAVING
- PRE-CAST CONCRETE PAVING - VEHICULAR
- BENCH SEAT
- SCULPTURAL SEAT
- TABLES AND CHAIRS



PRECEDENT IMAGES

LANDSCAPE CONCEPT

8.1.1 INDICATIVE PLANT SPECIES AND MATERIALS

- A range of native and exotic plants is to be incorporated within the development to:
  - allow for winter sun and summer shade;
  - provide an enhanced visual aesthetic;
  - promote a connection with nature;
  - provide screening and buffers;
  - promote biodiversity; and
  - provide a low maintenance and drought tolerant landscape.
- Wind tolerant species are to be included where required.
- Existing street trees along Gordon Avenue and Nelson Street are to be retained and supplemented with additional trees within the site.
- A refined palette of high quality elements and materials is to be incorporated throughout the landscaped areas of the development to support the Chatswood CBD identity.

Flindersia australis
Australian Teak

Elaeocarpus reticulatus 'Prima Donna'
Blueberry Ash

Pyrus calleryana 'Aristocrat'
Ornamental Pear

Acmena smithii 'Allyn Magic'
Lilly Pilly

Grevillea 'Fireworks'
Grevillea

Euonymus japonicus 'Green Rocket'
Japanese Spindle

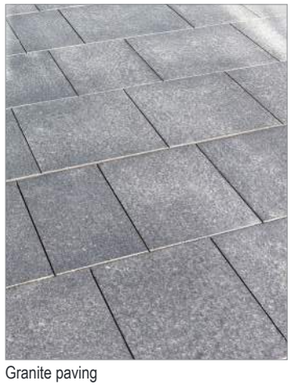
Liriope muscari 'Just Right'
Just Right Liriope

Lomandra fluviatilis 'Shara'
Shara Mat Rush

Lomandra longifolia 'Fine 'n Dandy'
Fine 'n Dandy Mat Rush

Dianella caerulea 'Little Jess'
Flax Lily

INDICATIVE PLANT SPECIES



Granite paving

Vehicular paving

Bench seat

Sculptural seat

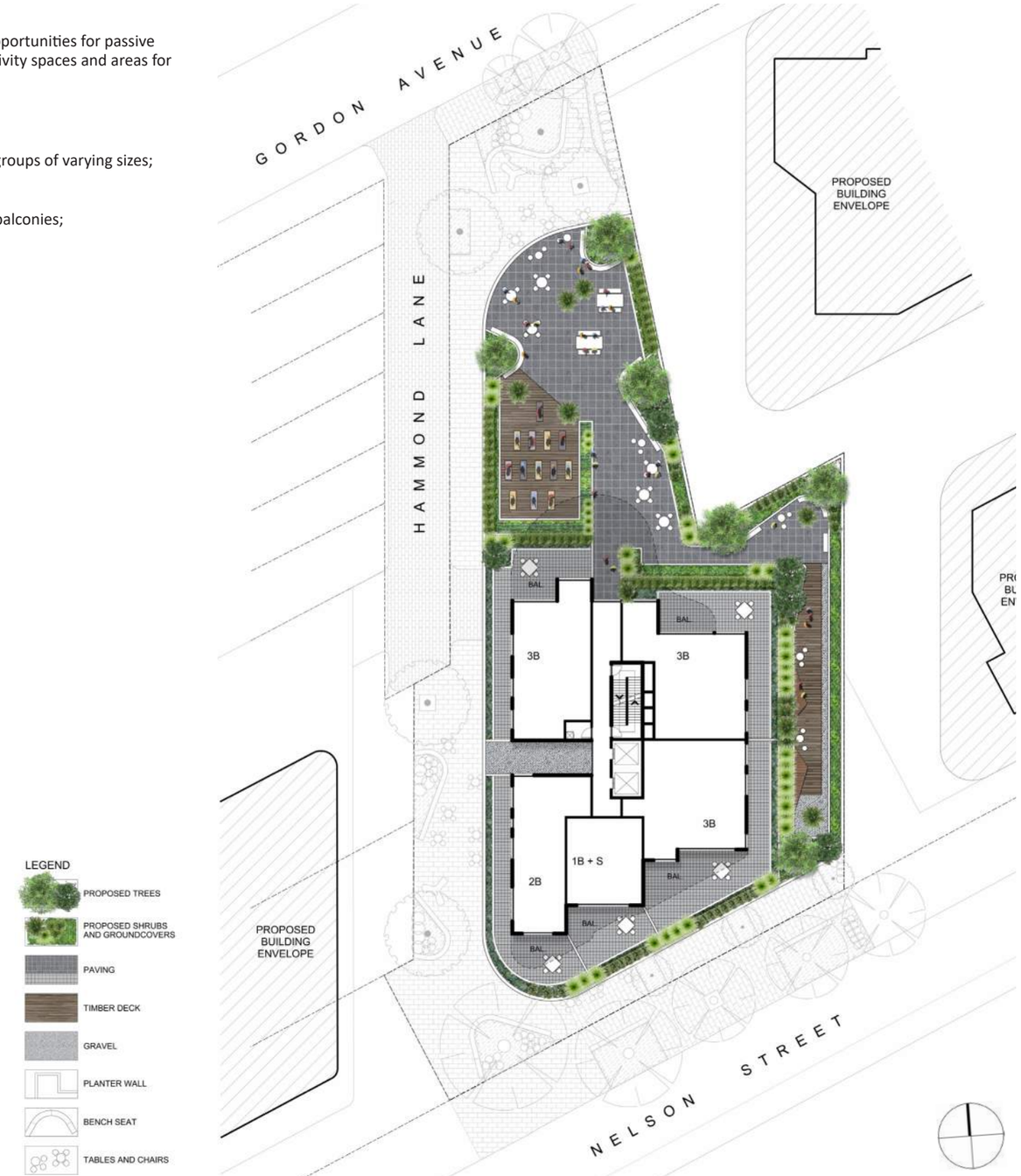
Cafe seating

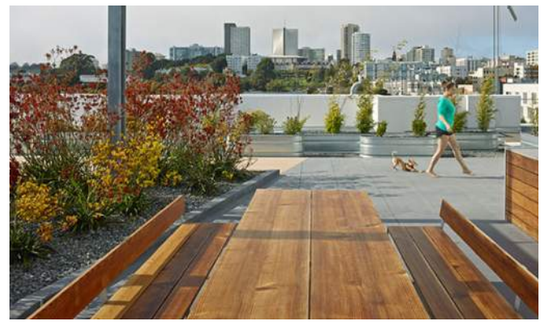
INDICATIVE ELEMENTS AND MATERIALS

LANDSCAPE CONCEPT

8.2. LEVEL 2 COMMUNAL OPEN SPACE

- The communal open space located on Level 2 will provide opportunities for passive recreation and social interaction, and will feature flexible activity spaces and areas for group functions.
- This landscaped level is to include:
  - tables and chairs for outdoor dining;
  - function space;
  - informal seating clusters to accommodate individuals and groups of varying sizes;
  - zones for group activities such as yoga and Tai Chi;
  - relaxation spaces and lounge areas;
  - screen planting between the communal areas and private balconies;
  - raised planters for growing vegetables; and
  - screens where wind protection is required.





PRECEDENT IMAGES

LANDSCAPE CONCEPT

8.3. INDICATIVE PLANT SPECIES AND MATERIALS

- Planting is to incorporate a mix of permanent green elements and species with foliage and flowers that provide seasonal interest, to enhance views and amenity.
- Plants are also to be low maintenance, have low water requirements and be tolerant of wind.
- A range of native and exotic plants is to be provided to:
  - promote biodiversity;
  - provide an enhanced visual aesthetic;
  - promote a connection with nature;
  - provide screening and buffers at the interface of communal and private open spaces.

Tristaniopsis laurina 'Luscious'
Water Gum

Olea europaea 'Swan Hill'
Swan Hill Olive

Magnolia grandiflora 'Little Gem'
Magnolia Little Gem

Banksia ericifolia 'Dwarf'
Dwarf Heath Banksia

Pittosporum tobira
Mock Orange

Anigozanthos 'Regal Velvet'
Kangaroo Paw

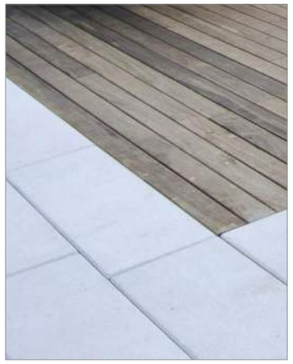
Lomandra longifolia 'Tanika'
Tanika Mat Rush

Liriope muscari 'Just Right'
Just Right Liriope

Helichrysum petiolare
Licorice Plant

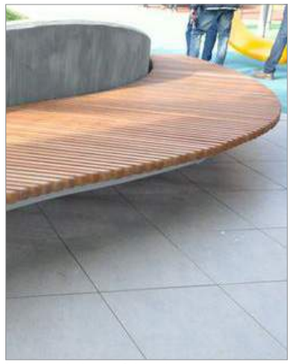
Dianella caerulea 'Little Jess'
Flax Lily

INDICATIVE PLANT SPECIES



Unit paving & timber deck

Decorative gravel



Integrated planter & bench seat

Raised planter

Informal / flexible seating

INDICATIVE ELEMENTS AND MATERIALS

9.0 VISUAL ASSESSMENT

8.4. VISUAL ASSESSMENT

Assessment of visual impact upon views is based on visual sensitivity and the magnitude of visual effects and follows the following process.
As a result, visual impacts are expected to be moderate to high due to the significant transformation envisaged by the CBD stratagy. While the impacts are significant, they are in line with the strategic planning expectations and contribute to a high quality, vibrant and high density CBD.

1 Establish the landscape baseline using landscape character assessment	
Landscape Baseline	Identify elements and features and the aesthetic or perceptual aspects of the landscape. Establish the overall character in the study area and any distinctive Landscape Character Types. Consider the value attached to the landscape in relation to: - Any recognised level of importance including international, national, local or community value. - Particular features or qualities that influence value such as landscape condition, scenic quality, rarity, representativeness, conservation interest, recreation value, perceptual aspects such as wildness or tranquility, and association with people or events.
2 Determine the sensitivity of the landscape receptors	
Landscape Sensitivity	The degree to which the overall character or particular landscape type or area can accommodate the proposed development without detrimental effect upon the existing nature of the landscape by assessing: - The susceptibility to change - the ability of the overall landscape quality or condition, or individual element of feature to accommodate the proposed development without negatively effecting the landscape baseline and/or achievement of landscape policies and strategies.
3 Determine the magnitude of landscape effects	
Magnitude of Landscape Effects	The nature and scale of changes to elements within the landscape and the consequential effect on landscape character. Determine the degree of change on landscape receptors by assessing: - The size or scale of change in the landscape including loss or addition of features. - Whether the effect changes the key characteristics of the landscape, which are critical to its distinctive character. - Geographical extent - such as moderate loss of landscape elements over a large geographical area, or a major addition affecting a very localised area. - Duration and reversibility of the landscape effects.
4 Evaluate the significance of the landscape effects	
Landscape Impact	The significance of change based on the combined assessment of the sensitivity of the landscape receptors and the magnitude of landscape effects. Effects that have a higher level of significance include: - Major loss over an extensive area of elements key to the character of nationally valued landscapes. - Loss of mature or diverse landscape elements. - Effects on rare or distinctive landscape character. Effects that have a lower level of significance include: - Reversible negative effects of a short duration, over a restricted area, to elements that contribute to the character of landscape s of community value. - Loss of new or uniform landscape elements. - Effects on areas of poorer condition or of degraded character.
5 Identify measures to reduce significant or adverse landscape effects	
Mitigation Strategy	Proposals for preventing/avoiding, reducing or compensating for significant or adverse landscape effects.

8.5. KEY VIEWPOINTS

- The impact of the proposal on views from key viewpoints within the Zone of Visual Influence is described on the following pages.
- From selected viewpoints photomontage images illustrate the extent of potential visual impacts.
- The visual impact rating is based on the following matrix -

SENSITIVITY \ MAGNITUDE	High	Moderate	Low	Negligible
High	High	High-Moderate	Moderate	Negligible
Moderate	High-Moderate	Moderate	Moderate-Low	Negligible
Low	Moderate	Moderate-Low	Low	Negligible
Negligible	Negligible	Negligible	Negligible	Negligible

Visual Impact Rating Matrix

Key Viewpoint

VISUAL ASSESSMENT

VIEWPOINT 1

VISUAL AMENITY

- View south along Pacific Highway.
- Mature street trees are highly visible in the middle distance.
- Low-rise buildings with a vegetated setback frame the eastern and western edge of the view cone along the Pacific Highway.
- Existing communication tower provides a background of the view.

VISUAL SENSITIVITY

Receptor type: public realm

View duration: sequential/short

Receptor sensitivity: Public realm : moderate

Residential: high

- The view towards the proposed development from the public realm would be temporary as it would be experienced from moving vehicles and by pedestrians.
- The view of the site would be one of a sequence and temporary.
- Medium density housing located along the Pacific Highway have the majority of private open space facing east and west and not directly south towards the site.

MAGNITUDE OF VISUAL EFFECTS

Distance of viewpoint: Medium

Magnitude of change: Public realm : moderate

Residential: high

- There would be substantial change to the view with the introduction of a new large-scale built form which will altar the existing skyline.
- The lower levels of the development will be screened by existing vegetation maintaining the existing Pacific Highway streetscape character.
- Although the magnitude of change is moderate when viewed from the public realm, the duration of these views is short and temporary.
- The proposal will have a high magnitude of visual effects when viewed from residential balconies located along the western side of the Pacific Highway.

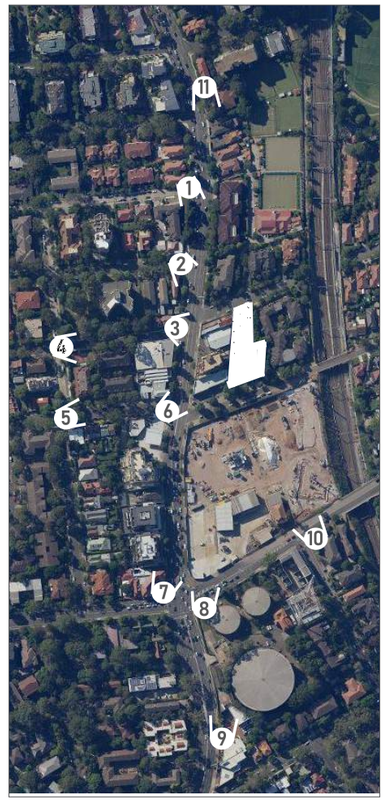
Visual Impact: Public realm : moderate

Residential: high

- The significance of the change would be high for residential properties located along the western side of the Pacific highway.
- From the public domain the view is of short duration.
- Residential properties along the eastern side of the Pacific Highway address the street and these views would not be significantly impacted by the proposed development.

MITIGATION STRATEGY

- To mitigate negative impacts the proposed development would be designed to include the following:
- Built Form - selection of finishes and colour palette to complement the surrounding landscape.
- Base building colours would be in earthy, neutral tones with minimal colour intensity (or hue), and the exterior of buildings would incorporate materials with low reflectivity.
- Landscape - extensive tree planting, including large native trees, along streets and within areas of open space. T



Viewpoint location Plan

View South along Pacific Highway

Montage of proposal from viewpoint 1 looking South along Pacific Highway

VISUAL ASSESSMENT

VIEWPOINT 2

VISUAL AMENITY

- View south along Pacific Highway.
- Mature street trees are highly visible in the middle distance.
- Low-rise buildings with a vegetated setback frame the eastern and western edge of the view cone along the Pacific Highway.
- Existing communication tower provides a background of the view.

VISUAL SENSITIVITY

Receptor type: public realm

View duration: sequential/short

Receptor sensitivity: Public realm : moderate

Residential: high

- The view towards the proposed development from the public realm would be temporary as it would be experienced from moving vehicles and by pedestrians.
- The view of the site would be one of a sequence and temporary.
- Medium density housing located along the Pacific Highway have the majority of private open space facing east and west and not directly south towards the site.

MAGNITUDE OF VISUAL EFFECTS

Distance of viewpoint: Medium

Magnitude of change: Public realm : moderate

Residential: high

- There would be substantial change to the view with the introduction of a new large-scale built form which will altar the existing skyline.
- The lower levels of the development will be screened by existing vegetation and existing low rise mixed use buildings maintaining the existing Pacific Highway streetscape character.
- Although the magnitude of change is moderate when viewed from the public realm, the duration of these views is short and temporary.
- The proposal will have a high magnitude of visual effects when viewed from residential balconies located along the western side of the Pacific Highway.

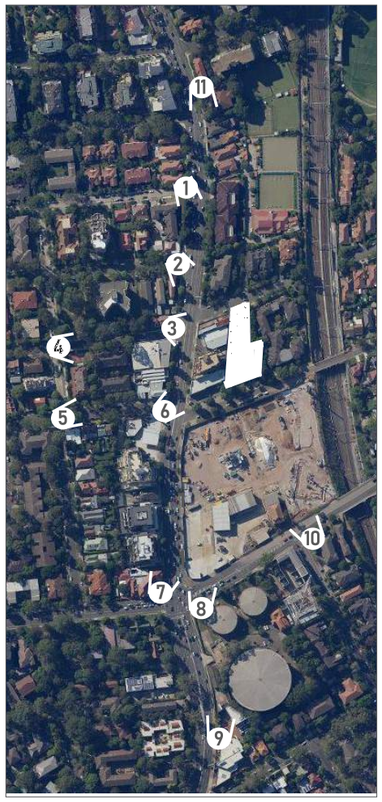
Visual Impact: Public realm : moderate

Residential: high

- The significance of the change would be high for residential properties located along the western side of the Pacific highway.
- From the public domain the view is of short duration.
- Residential properties along the eastern side of the Pacific Highway address the street and these views would not be significantly impacted by the proposed development.

MITIGATION STRATEGY

- To mitigate negative impacts the proposed development would be designed to include the following:
- Built Form - selection of finishes and colour palette to complement the surrounding landscape.
- Base building colours would be in earthy, neutral tones with minimal colour intensity (or hue), and the exterior of buildings would incorporate materials with low reflectivity.
- Landscape - extensive tree planting, including large native trees, along streets and within areas of open space. T



Viewpoint location Plan

View South along Pacific Highway at the intersection of Sutherland Road

Montage of proposal from viewpoint 2 looking South along Pacific Highway

VISUAL ASSESSMENT

VIEWPOINT 3

VISUAL AMENITY

- View east from the intersection of Pacific Highway and Fehon Road.
- Low-rise buildings are highly visible in the middle distance.
- Low-rise buildings frame the southern edge of the view cone along the Fehon Road.

VISUAL SENSITIVITY

Receptor type: public realm

View duration: sequential/short

Receptor sensitivity: Public realm : moderate

Employment: moderate

- The view towards the proposed development from the public realm would be temporary as it would be experienced from moving vehicles and by pedestrians.
- The view of the site would be one of a sequence and temporary.
- Commerical premises located along the western edge of Pacific Highway will have primary views east towards the site.

MAGNITUDE OF VISUAL EFFECTS

Distance of viewpoint: Medium

Magnitude of change: Public realm : moderate

Employment: high

- There would be substantial change to the view with the introduction of a new large-scale built form which will altar the existing skyline.
- The lower levels of the development will be screened by existing low rise mixed buildings with no vegetation maintaining the existing Pacific Highway streetscape character.
- Although the magnitude of change is moderate when viewed from the public realm, the duration of these views is short and temporary.
- The proposal will have a high magnitude of visual effects when viewed from commercial properties located along the western side of the Pacific Highway.

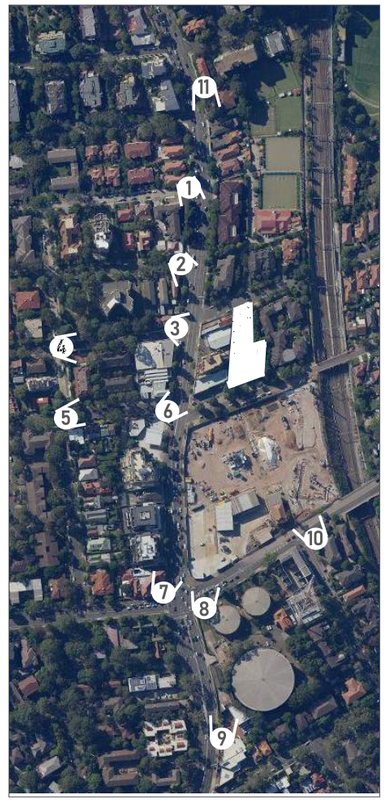
Visual Impact: Public realm : moderate

Employment: moderate - high

- The significance of the change would be high for commercial properties located along the western side of the Pacific highway.
- From the public domain the view is of short duration.
- Commercial and Residential properties along the eastern side of the Pacific Highway address the street and these views would not be impacted by the proposed development.

MITIGATION STRATEGY

- To mitigate negative impacts the proposed development would be designed to include the following:
- Built Form - selection of finishes and colour palette to complement the surrounding landscape.
- Base building colours would be in earthy, neutral tones with minimal colour intensity (or hue), and the exterior of buildings would incorporate materials with low reflectivity.
- Landscape - extensive tree planting, including large native trees, along streets and within areas of open space. T



Viewpoint location Plan

View east from the intersection of Pacific Highway and Fehon Road

Montage of proposal from viewpoint 3 looking east from the intersection of Pacific Highway and Fehon Road

VISUAL ASSESSMENT

VIEWPOINT 4

VISUAL AMENITY

- View east from the intersection of Whitton and Fehon Roads.
- Mature street trees are highly visible in the middle distance.
- Medium density buildings with a vegetated setback frame the northern and eastern edge of the view cone along Fehon Road.

VISUAL SENSITIVITY

Receptor type: public realm

View duration: sequential/short

Receptor sensitivity: Public realm : moderate

Residential: high

- The view towards the proposed development from the public realm would be temporary as it would be experienced from moving vehicles and by pedestrians.
- The view of the site would be one of a sequence and temporary.
- Medium density housing located along both sides of Fehon Road have the majority of private open space facing north and south and not directly south towards the site.

MAGNITUDE OF VISUAL EFFECTS

Distance of viewpoint: Medium

Magnitude of change: Public realm : moderate

Residential: moderate

- There would be moderate change to the view with the introduction of a new large-scale built form which will altar the existing skyline.
- The proposed development will be screened by existing vegetation maintaining the existing Fehon Road streetscape character.
- Although the magnitude of change is moderate when viewed from the public realm, the duration of these views is short and temporary.
- The proposal will have a moderate magnitude of visual effects when viewed from residential balconies located along the northern side of Fehon.

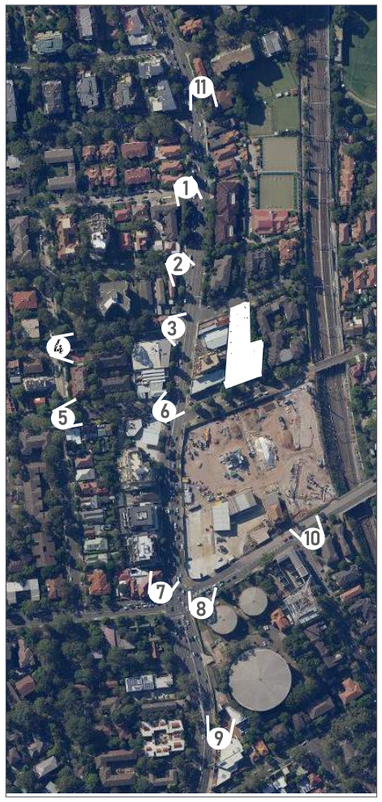
Visual Impact: Public realm : moderate

Residential: high - moderate

- The significance of the change would be high for commercial properties located along the western side of the Pacific highway.
- From the public domain the view is of short duration.
- Commercial and Residential properties along the eastern side of the Pacific Highway address the street and these views would not be impacted by the proposed development.

MITIGATION STRATEGY

- To mitigate negative impacts the proposed development would be designed to include the following:
- Built Form - selection of finishes and colour palette to complement the surrounding landscape.
- Base building colours would be in earthy, neutral tones with minimal colour intensity (or hue), and the exterior of buildings would incorporate materials with low reflectivity.
- Landscape - extensive tree planting, including large native trees, along streets and within areas of open space. T



Viewpoint location Plan

View east from the intersection of Whitton and Fehon Roads

Montage of proposal from viewpoint 4 looking east from the intersection of Whitton and Fehon Roads

VISUAL ASSESSMENT

VIEWPOINT 5

VISUAL AMENITY

- View east from the intersection of Whitton and Moriarty Roads.
- Mature street trees are highly visible in the middle distance.
- Medium and low density buildings with a vegetated setback frame the northern and southern edge of the view cone along Moriarty Road.

VISUAL SENSITIVITY

Receptor type: public realm

View duration: sequential/short

Receptor sensitivity: Public realm : moderate

Residential: high

- The view towards the proposed development from the public realm would be temporary as it would be experienced from moving vehicles and by pedestrians.
- The view of the site would be one of a sequence and temporary.
- Medium density housing located along the northern side of Moriarty Road have the majority of private open space facing north or south and not directly towards the site.
- Low density housing located along the southern side of Moriarty Road have private open space facing north and will have filtered views towards the site.

MAGNITUDE OF VISUAL EFFECTS

Distance of viewpoint: Medium

Magnitude of change: Public realm : low

Residential: moderate

- There would be low change to the view with the introduction of a new large-scale built form which will altar the existing skyline.
- The proposed development will be screened by existing vegetation maintaining the existing Moirarty Road streetscape character.
- Although the magnitude of change is low when viewed from the public realm, the duration of these views is short and temporary.
- The proposal will have a low- moderate magnitude of visual effects when viewed from residential located along the southern side of Moriarty Road.

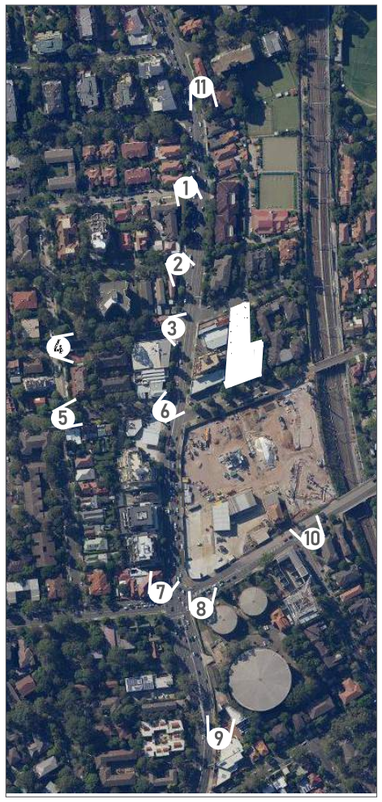
Visual Impact: Public realm : moderate -low

Residential: high-moderate

- The significance of the change would be high-moderate for residential properties located along the southern side of the Moirarty Road.
- From the public domain the view is of short duration.
- Residential properties along the northern side of Moriarty Road address the street and these views would not be impacted by the proposed development.

MITIGATION STRATEGY

- To mitigate negative impacts the proposed development would be designed to include the following:
- Built Form - selection of finishes and colour palette to complement the surrounding landscape.
- Base building colours would be in earthy, neutral tones with minimal colour intensity (or hue), and the exterior of buildings would incorporate materials with low reflectivity.
- Landscape - extensive tree planting, including large native trees, along streets and within areas of open space. T



Viewpoint location Plan

View east from the intersection of Whitton and Moriaty Roads

Montage of proposal from viewpoint 5 looking east from the intersection of Whitton and Moriaty Roads

VISUAL ASSESSMENT

VIEWPOINT 6

VISUAL AMENITY

- View east from the intersection of Pacific Highway and Moiarty Road.
- Low-rise buildings are highly visible in the middle distance.
- Low-rise buildings frame the northern edge of the view cone along the Moiarty Road and the southern edge along Nelson Street.

VISUAL SENSITIVITY

Receptor type: public realm

View duration: sequential/short

Receptor sensitivity: Public realm : moderate

Employment: moderate

- The view towards the proposed development from the public realm would be temporary as it would be experienced from moving vehicles and by pedestrians.
- The view of the site would be one of a sequence and temporary.
- Commercial premises located along the western edge of Pacific Highway will have primary views east towards the site.

MAGNITUDE OF VISUAL EFFECTS

Distance of viewpoint: Medium

Magnitude of change: Public realm : moderate

Employment: high

- There would be substantial change to the view with the introduction of a new large-scale built form which will altar the existing skyline.
- The lower levels of the development will be screened by existing low rise mixed buildings with no vegetation maintaining the existing Pacific Highway streetscape character.
- Although the magnitude of change is moderate when viewed from the public realm, the duration of these views is short and temporary.
- The proposal will have a high magnitude of visual effects when viewed from commercial properties located along the western side of the Pacific Highway.

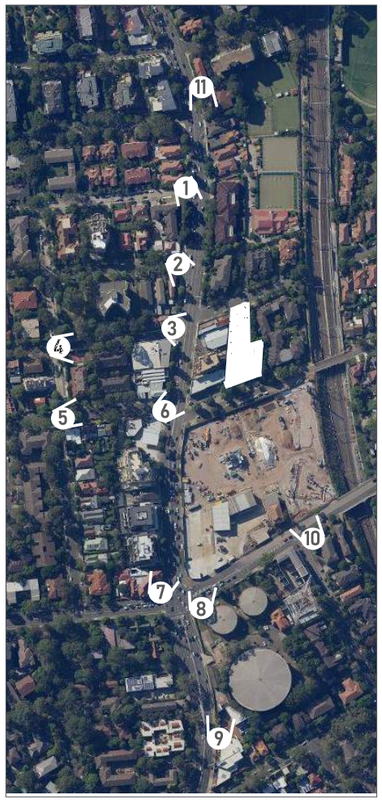
Visual Impact: Public realm : moderate

Employment: high- moderate

- The significance of the change would be high for commercial properties located along the western side of the Pacific highway.
- From the public domain the view is of short duration.
- Residential properties along the eastern side of the Pacific Highway address the street and these views would not be impacted by the proposed development.

MITIGATION STRATEGY

- To mitigate negative impacts the proposed development would be designed to include the following:
- Built Form - selection of finishes and colour palette to complement the surrounding landscape.
- Base building colours would be in earthy, neutral tones with minimal colour intensity (or hue), and the exterior of buildings would incorporate materials with low reflectivity.
- Landscape - extensive tree planting, including large native trees, along streets and within areas of open space. T



Viewpoint location Plan

View east from the intersection of Pacific Highway and Moriarty Road

Montage of proposal from viewpoint 6 looking east from the intersection of Pacific Highway and Moriarty Road

VISUAL ASSESSMENT

VIEWPOINT 7

VISUAL AMENITY

- View north- east from the intersection of Pacific Highway and Mowbray Road.
- Low-rise buildings are highly visible in the middle distance.
- Low-rise buildings frame the western edge of the view cone along the Pacific Highway

VISUAL SENSITIVITY

Receptor type: public realm

View duration: sequential/short

Receptor sensitivity: Public realm : moderate

Employment: moderate

- The view towards the proposed development from the public realm would be temporary as it would be experienced from moving vehicles and by pedestrians.
- The view of the site would be one of a sequence and temporary.
- Commercial premises located along the western edge of Pacific Highway will have indirect views north east towards the site.

MAGNITUDE OF VISUAL EFFECTS

Distance of viewpoint: Medium

Magnitude of change: Public realm : moderate

Employment: moderate

- There would be substantial change to the view with the introduction of a new large-scale built form which will altar the existing skyline.
- The lower levels of the development will be screened by existing buildings located along the eastern edge of Pacific Highway.
- Although the magnitude of change is moderate when viewed from the public realm, the duration of these views is short and temporary.
- The proposal will have a moderate magnitude of visual effects when viewed from commercial properties located along the western side of the Pacific Highway.

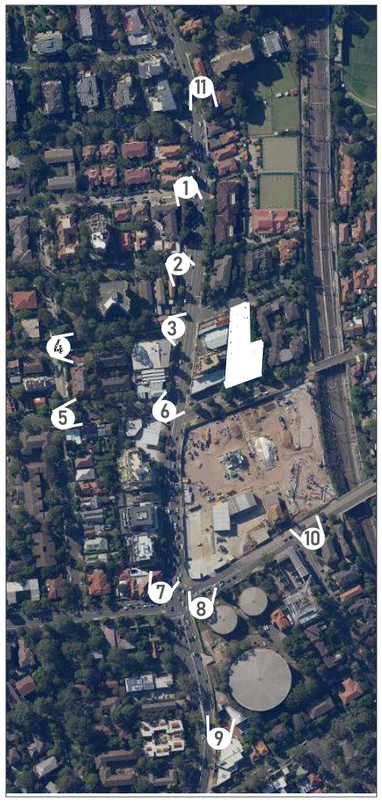
Visual Impact: Public realm : moderate

Employment: moderate

- The significance of the change would be moderate for commercial properties located along the western side of the Pacific highway.
- From the public domain the view is of short duration.

MITIGATION STRATEGY

- To mitigate negative impacts the proposed development would be designed to include the following:
- Built Form - selection of finishes and colour palette to complement the surrounding landscape.
- Base building colours would be in earthy, neutral tones with minimal colour intensity (or hue), and the exterior of buildings would incorporate materials with low reflectivity.
- Landscape - extensive tree planting, including large native trees, along streets and within areas of open space. T



Viewpoint location Plan

View north along Pacific Highway from the intersection of Mowbray Road

Montage of proposal from viewpoint 7 looking north along Pacific Highway from the intersection of Mowbray Road

VISUAL ASSESSMENT

VIEWPOINT 8

VISUAL AMENITY

- View north from the intersection of Pacific Highway and Mowbray Road.
- Medium-rise buildings are highly visible in the middle distance.
- Low-rise buildings and mature tress frame the western edge of the view cone along the Pacific Highway

VISUAL SENSITIVITY

Receptor type: public realm

View duration: sequential/short

Receptor sensitivity: Public realm : moderate

- The view towards the proposed development from the public realm would be temporary as it would be experienced from moving vehicles and by pedestrians.
- The view of the site would be one of a sequence and temporary.

MAGNITUDE OF VISUAL EFFECTS

Distance of viewpoint: Medium

Magnitude of change: Public realm : moderate

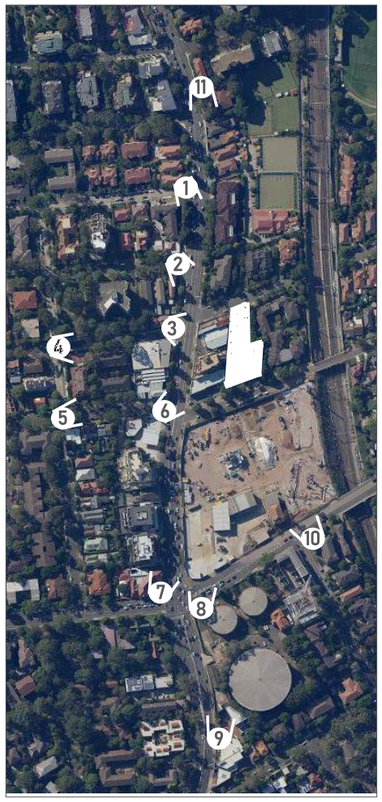
- There would be substantial change to the view with the introduction of a new large-scale built form which will altar the existing skyline.
- The lower levels of the development will be screened by existing built form maintaining the existing Pacific Highway streetscape character.
- Although the magnitude of change is moderate when viewed from the public realm, the duration of these views is short and temporary.

Visual Impact: Public realm : moderate

- From the public domain the view is of short duration.

MITIGATION STRATEGY

- To mitigate negative impacts the proposed development would be designed to include the following:
- Built Form - selection of finishes and colour palette to complement the surrounding landscape.
- Base building colours would be in earthy, neutral tones with minimal colour intensity (or hue), and the exterior of buildings would incorporate materials with low reflectivity.
- Landscape - extensive tree planting, including large native trees, along streets and within areas of open space. T



Viewpoint location Plan

View north along Pacific Highway from the intersection of Mowbray Road

Montage of proposal from viewpoint 8 looking View north along Pacific Highway from the intersection of Mowbray Road

VISUAL ASSESSMENT

VIEWPOINT 9

VISUAL AMENITY

- View north from the intersection of Pacific Highway and Palmer street.
- Medium-rise buildings are highly visible in the middle distance.
- Mature street trees are highly visible in the middle distance and frame the western edge of the view cone along the Pacific Highway

VISUAL SENSITIVITY

Receptor type: public realm

View duration: sequential/short

Receptor sensitivity: Public realm : moderate

- The view towards the proposed development from the public realm would be temporary as it would be experienced from moving vehicles and by pedestrians.
- The view of the site would be one of a sequence and temporary.

MAGNITUDE OF VISUAL EFFECTS

Distance of viewpoint: Distant

Magnitude of change: Public realm : moderate

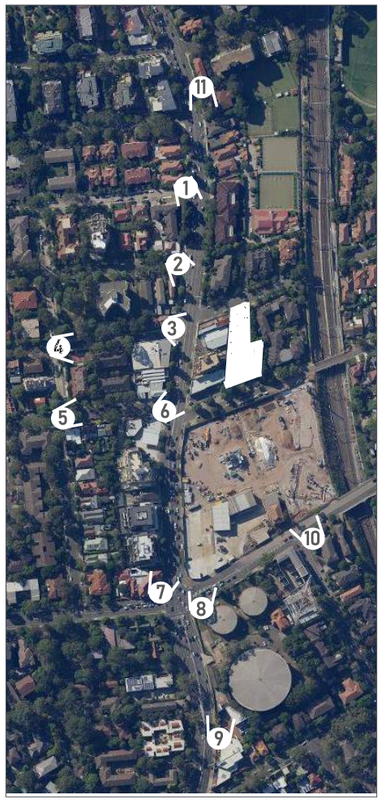
- There would be moderate change to the view with the introduction of a new large-scale built form which will altar the existing skyline.
- The lower levels of the development will be screened by existing vegetation maintaining the existing Pacific Highway streetscape character.
- Although the magnitude of change is moderate when viewed from the public realm, the duration of these views is short and temporary.

Visual Impact: Public realm : moderate

- From the public domain the view is of short duration.

MITIGATION STRATEGY

- To mitigate negative impacts the proposed development would be designed to include the following:
- Built Form - selection of finishes and colour palette to complement the surrounding landscape.
- Base building colours would be in earthy, neutral tones with minimal colour intensity (or hue), and the exterior of buildings would incorporate materials with low reflectivity.
- Landscape - extensive tree planting, including large native trees, along streets and within areas of open space. T



Viewpoint location Plan

View north along Pacific Highway from the intersection of Palmer Street

Montage of proposal from viewpoint 9 looking north along Pacific Highway from the intersection of Palmer Street

VISUAL ASSESSMENT

VIEWPOINT 10

VISUAL AMENITY

- View north towards the site from the intersection of Mowbray and Hampden Roads.
- Mature trees are highly visible in the middle distance.
- Low-rise buildings with a vegetated setback are highly visible in the middle distance.

VISUAL SENSITIVITY

Receptor type: public realm

View duration: sequential/short

Receptor sensitivity: Public realm : moderate

Residential: high

- The view towards the proposed development from the public realm would be temporary as it would be experienced from moving vehicles and by pedestrians.
- The view of the site would be one of a sequence and temporary.
- Medium density housing located along the southern edge of Mowbray Road have the majority of private open space facing north towards the site.

MAGNITUDE OF VISUAL EFFECTS

Distance of viewpoint: Medium

Magnitude of change: Public realm : moderate

Residential: high

- There would be substantial change to the view with the introduction of a new large-scale built form which will altar the existing skyline.
- The lower levels of the development will be screened by existing low rise buildings.
- Although the magnitude of change is moderate when viewed from the public realm, the duration of these views is short and temporary.
- The proposal will have a high magnitude of visual effects when viewed from residential balconies located along the southern side of Mowbray Road.

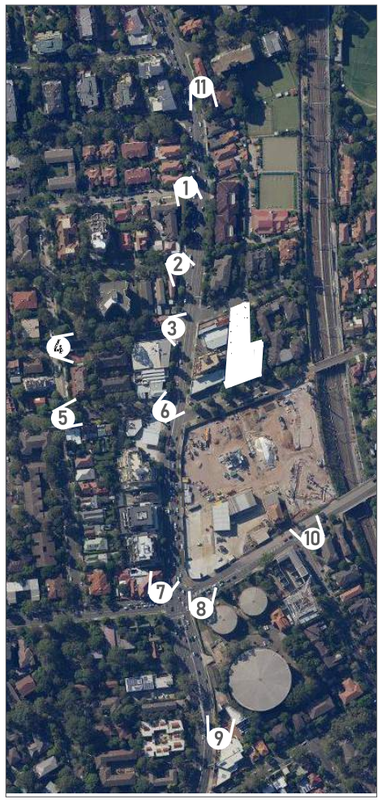
Visual Impact: Public realm : moderate

Residential: high

- The significance of the change would be high for residential properties located along the southern side of Mowbray Road.
- From the public domain the view is of short duration.

MITIGATION STRATEGY

- To mitigate negative impacts the proposed development would be designed to include the following:
- Built Form - selection of finishes and colour palette to complement the surrounding landscape.
- Base building colours would be in earthy, neutral tones with minimal colour intensity (or hue), and the exterior of buildings would incorporate materials with low reflectivity.
- Landscape - extensive tree planting, including large native trees, along streets and within areas of open space. T



Viewpoint location Plan

View north towards the site from the intersection of Mowbray and Hampden Roads.

Montage of proposal from viewpoint 10 looking north towards the site from the intersection of Mowbray and Hampden Roads.

VISUAL ASSESSMENT

VIEWPOINT 11

VISUAL AMENITY

- View south along Pacific Highway.
- Mature street trees are highly visible in the middle distance.
- Low-rise buildings with a vegetated setback frame the eastern and western edge of the view cone along the Pacific Highway.
- Existing communication tower provides a background of the view.

VISUAL SENSITIVITY

Receptor type: public realm

View duration: sequential/short

Receptor sensitivity: Public realm : moderate

Residential: high

- The view towards the proposed development from the public realm would be temporary as it would be experienced from moving vehicles and by pedestrians.
- The view of the site would be one of a sequence and temporary.
- Medium density housing located along the Pacific Highway have the majority of private open space facing east and west and not directly south towards the site.

MAGNITUDE OF VISUAL EFFECTS

Distance of viewpoint: Distant

Magnitude of change: Public realm : moderate

Residential: low

- There would be substantial change to the view with the introduction of a new large-scale built form which will altar the existing skyline.
- The lower levels of the development will be screened by existing vegetation maintaining the existing Pacific Highway streetscape character.
- Although the magnitude of change is moderate when viewed from the public realm, the duration of these views is short and temporary.
- The proposal will have a moderate magnitude of visual effects when viewed from residential balconies located along the western side of the Pacific Highway.

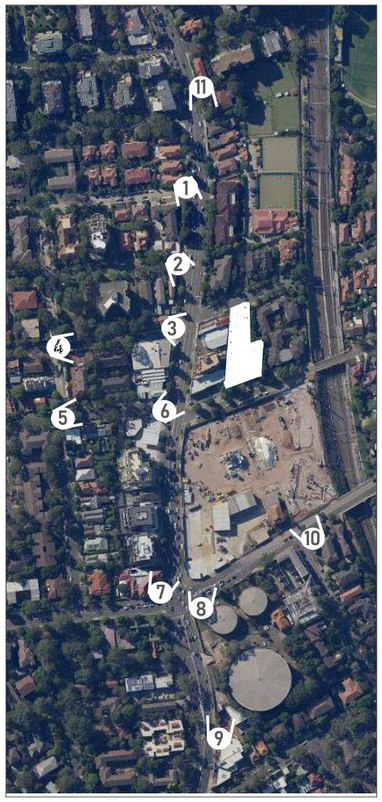
Visual Impact: Public realm : moderate

Residential: moderate

- The significance of the change would be low for residential properties located along the Pacific highway as private open space is orientated to the east or west and not towards the site.
- From the public domain the view is of short duration.

MITIGATION STRATEGY

- To mitigate negative impacts the proposed development would be designed to include the following:
- Built Form - selection of finishes and colour palette to complement the surrounding landscape.
- Base building colours would be in earthy, neutral tones with minimal colour intensity (or hue), and the exterior of buildings would incorporate materials with low reflectivity.
- Landscape - extensive tree planting, including large native trees, along streets and within areas of open space. T



Viewpoint location Plan

View South along Pacific Highway

Montage of proposal from viewpoint 11 looking South along Pacific Highway

10.0 PROPOSAL STATISTICS

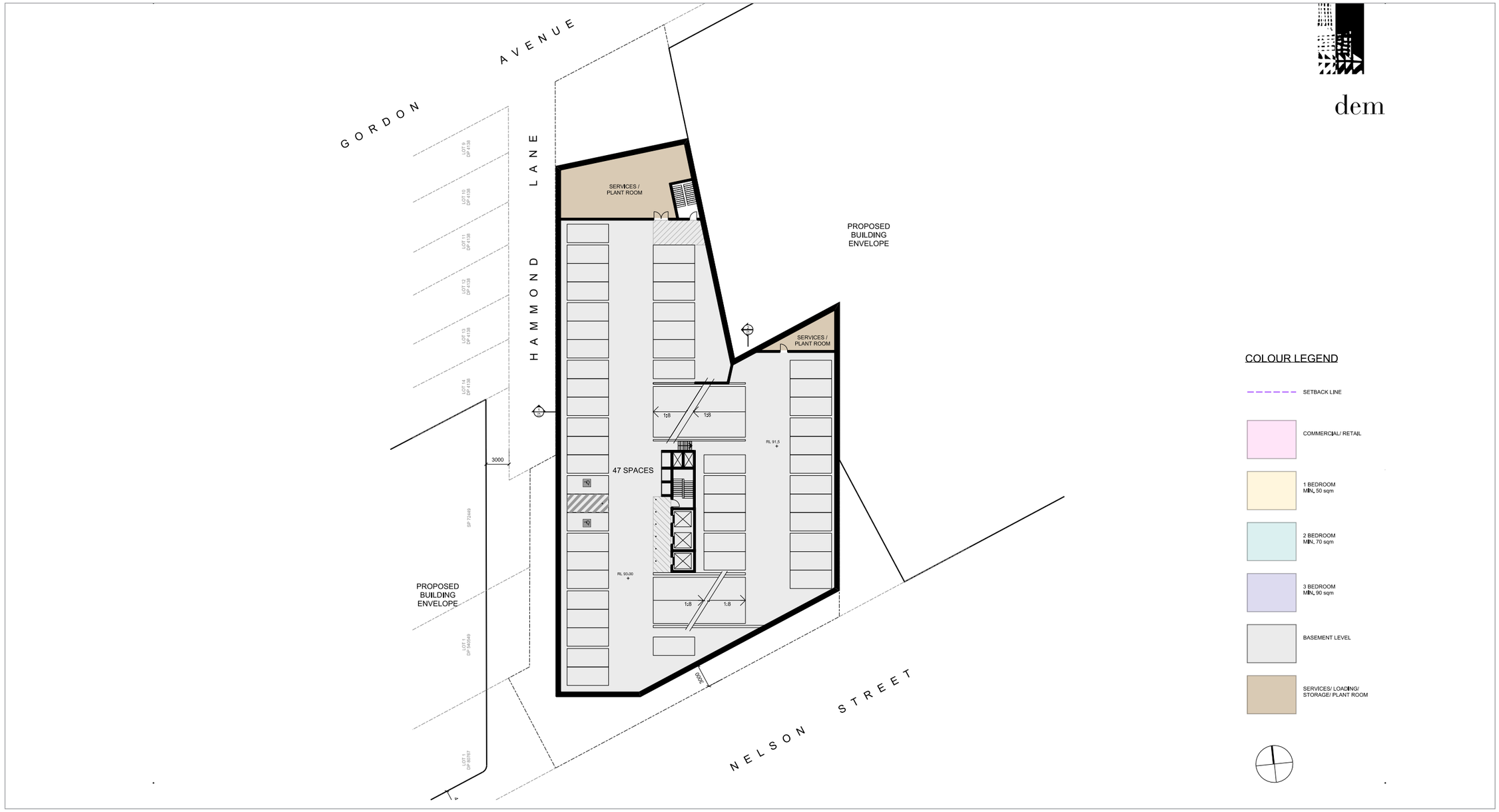
10.1. PROPOSAL STATISTICS

The proposed development includes the following:

- A mixed-use building with a total height of a two-storey podium and 24 storey residential tower (27 storeys in total)
- Basement loading for service vehicles, waste storage and collection
- 3 levels of basement parking with bicycle storage, end of trip facilities and services
- Two-storey commercial podium floor retail and commercial with a total of 2500 m²
- Development statistics breakdown as follow:
  - Retail GFA - 800 m²
  - Commercial GFA - 1,743m²
  - Residential GFA - 12,713 m2
  - 4% Affordable Housing GFA - 489 m2
  - Total GFA/FSR proposed - 15,256 m2 / 6 : 1
- Total Communal open space = approx 800 m²
- A general street wall height of approx 10m
- A front setback to Nelson Street of 3m, with the tower stepping back 4m further
- A generous setback to Gordon Avenue to create a small publicly accessible park.
- A side setback to Hammond Lane of 3m, with the tower stepping back 2.6m further.
- The proposal contains the following number of residential units:
  - Total 142 apartments
  - 18 of apartments of 1 bedroom
  - 99 of apartments of 2 bedrooms
  - 25 of apartments of 3 bedrooms

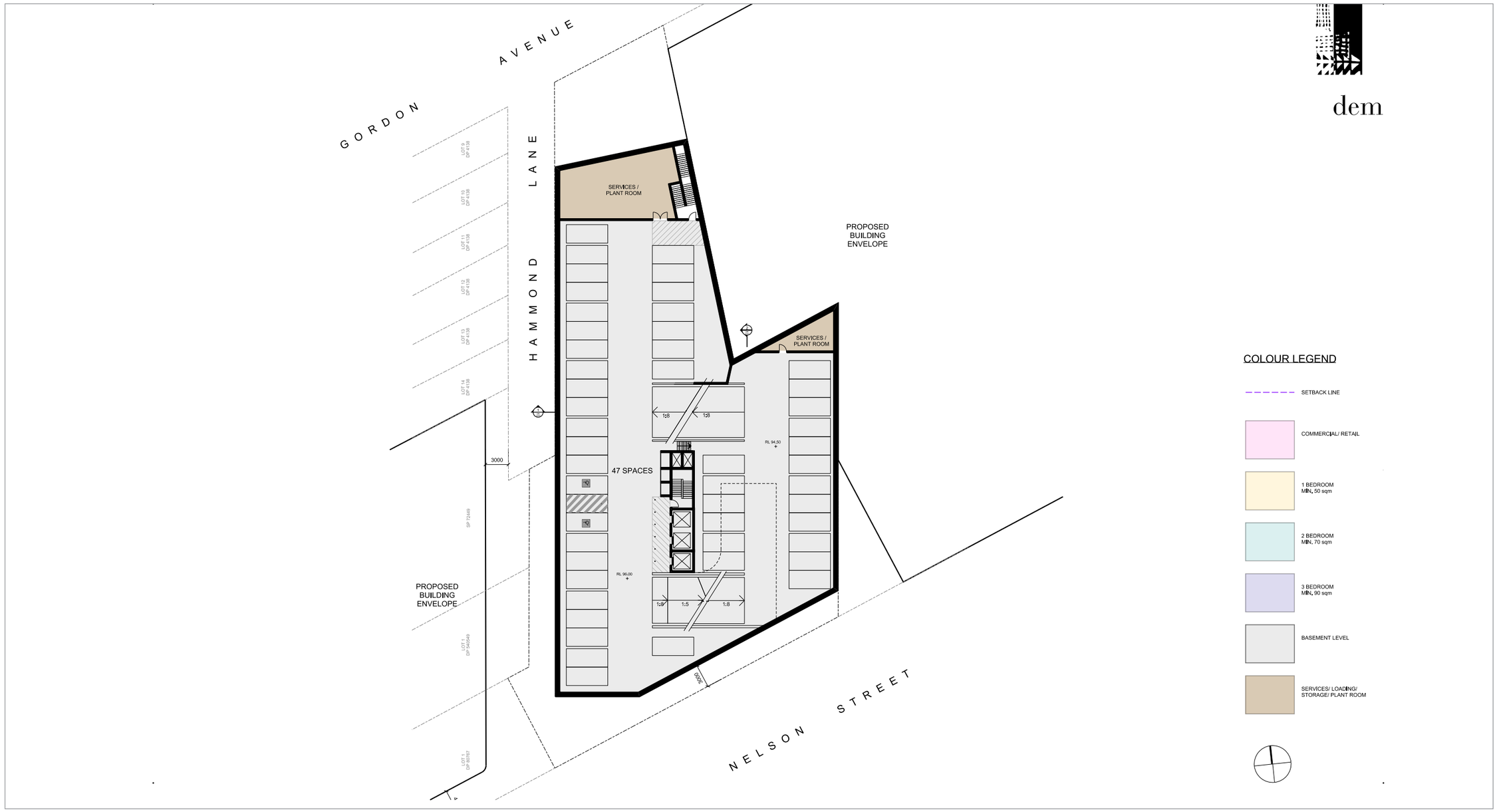
THE PROPOSAL

10.2. FLOOR PLANS



TYPICAL BASEMENT FLOOR PLAN

FLOOR PLANS

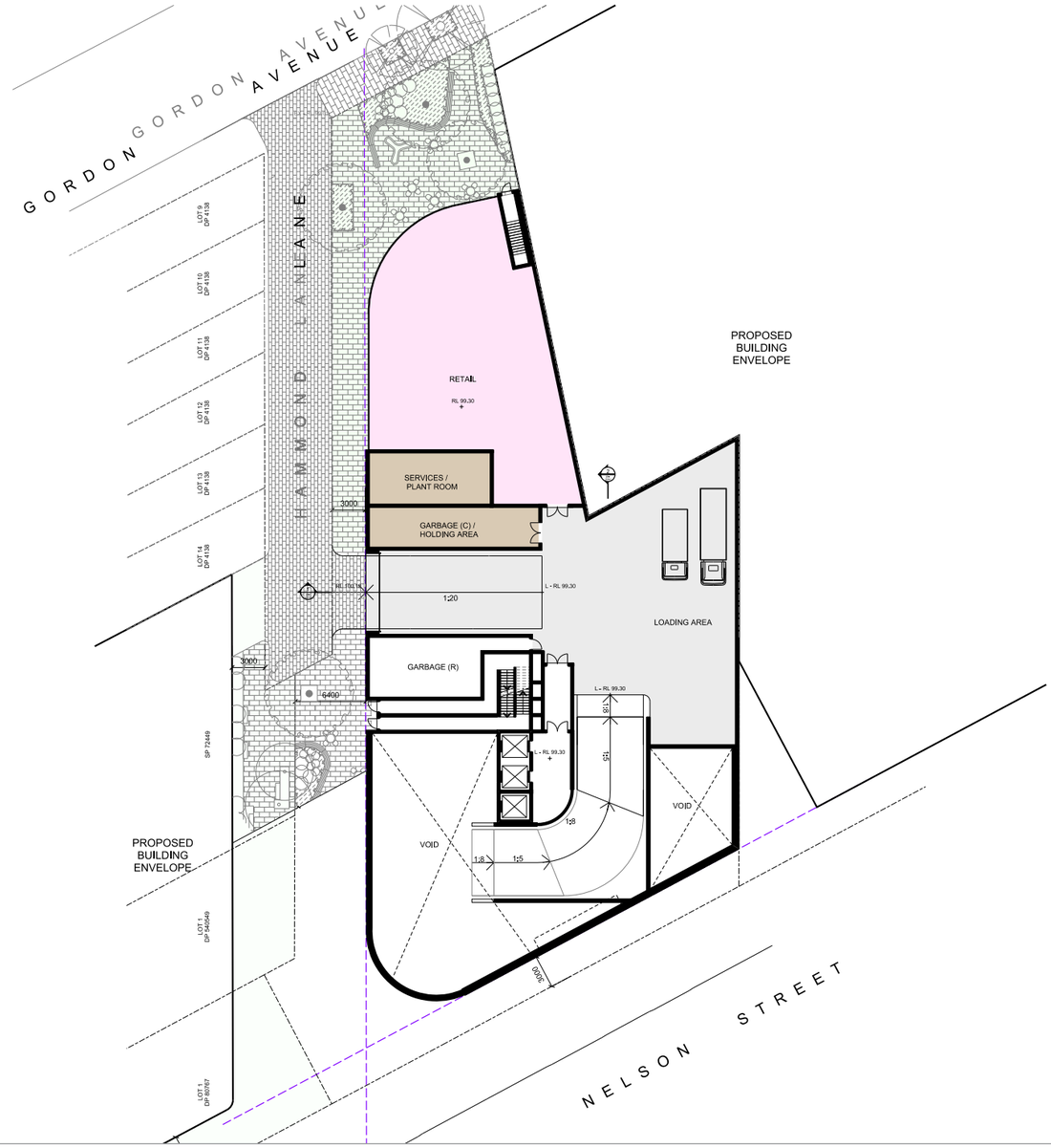


BASEMENT LEVEL 1 PLAN

THE PROPOSAL

FLOOR PLANS

nominated architects: Rudi Valla BArch (Hons) nsw reg no 6582 Jon Pitzey BArch nsw reg no 6567



dem

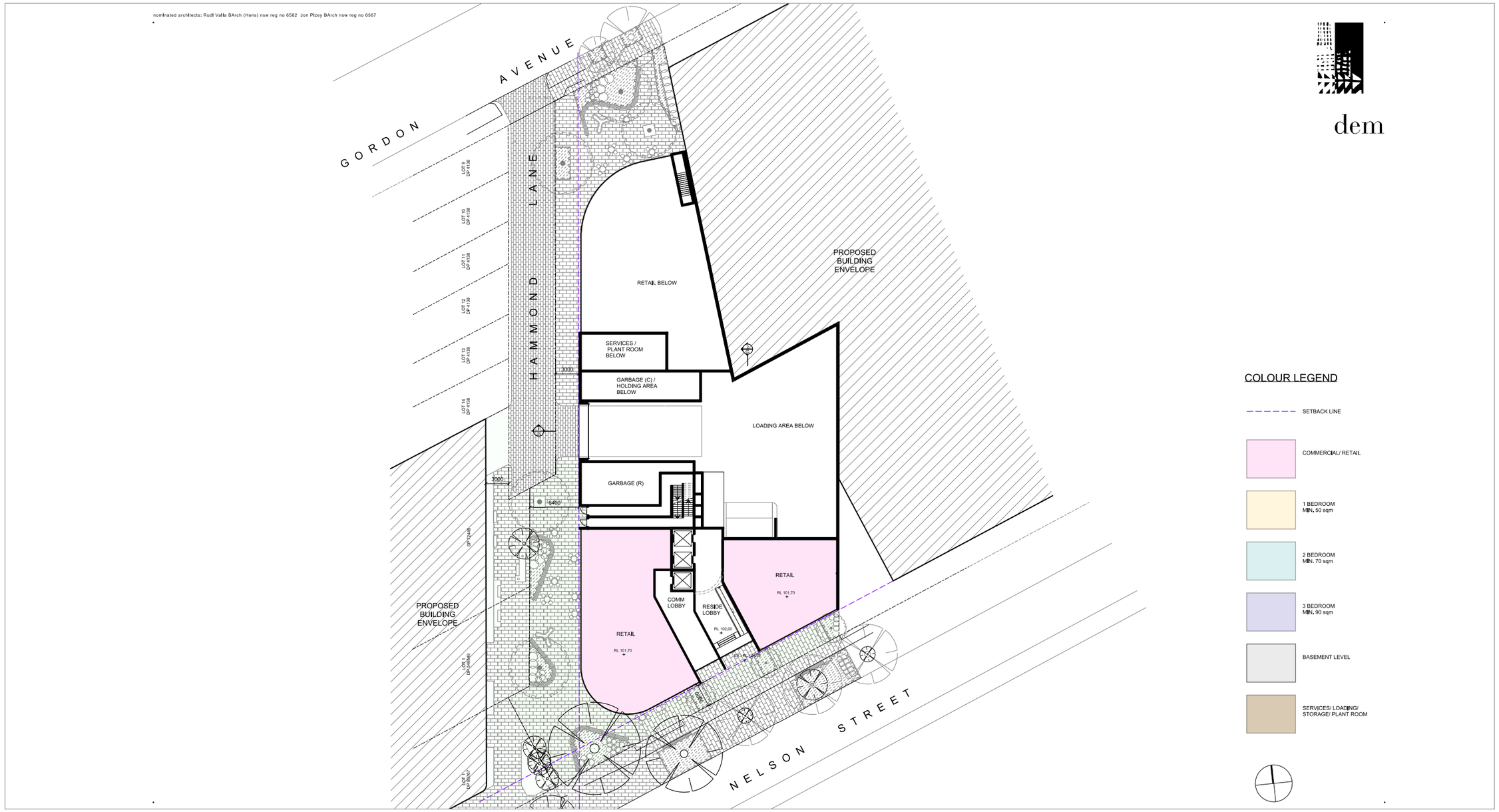
COLOUR LEGEND

- SETBACK LINE
- COMMERCIAL/ RETAIL
- 1 BEDROOM MIN. 50 sqm
- 2 BEDROOM MIN. 70 sqm
- 3 BEDROOM MIN. 90 sqm
- BASEMENT LEVEL
- SERVICES/ LOADING/ STORAGE/ PLANT ROOM

LOWER GROUND FLOOR PLAN
CAR PARK ENTRY&LOADING DOCK LEVEL

THE PROPOSAL

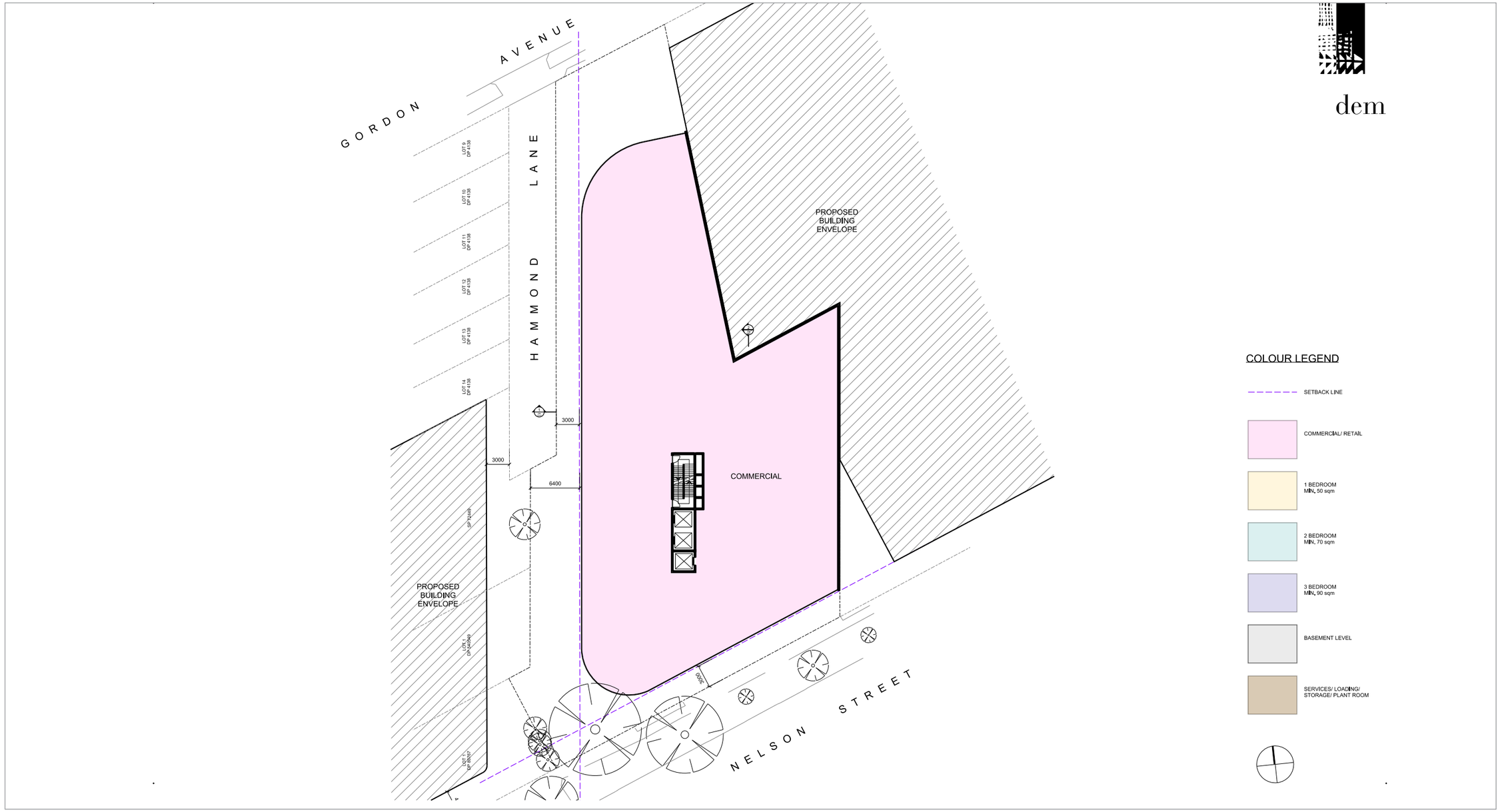
FLOOR PLANS



GROUND FLOOR PLAN

THE PROPOSAL

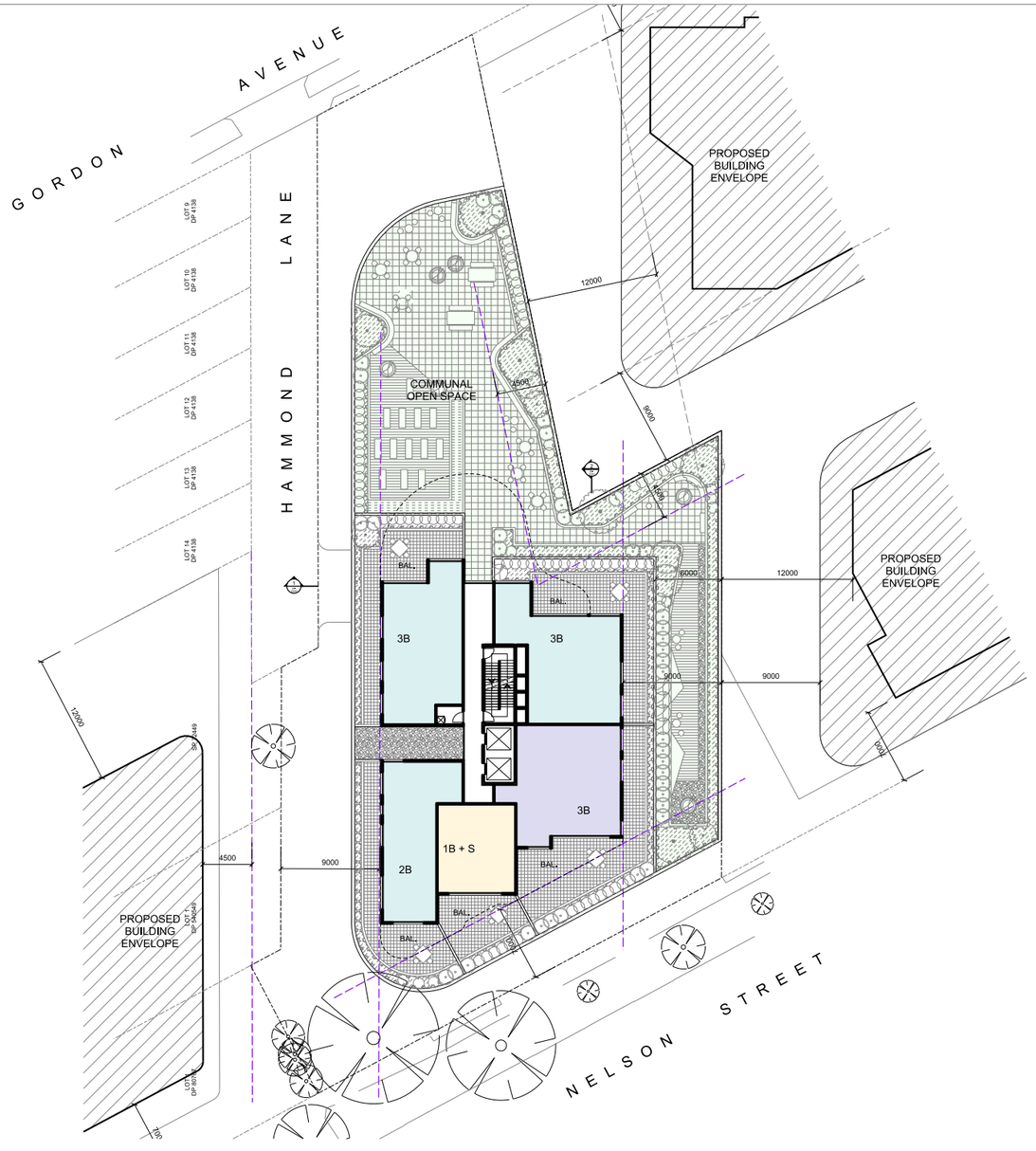
FLOOR PLANS



LEVEL 1 PLAN
COMMERCIAL

THE PROPOSAL

FLOOR PLANS



dem

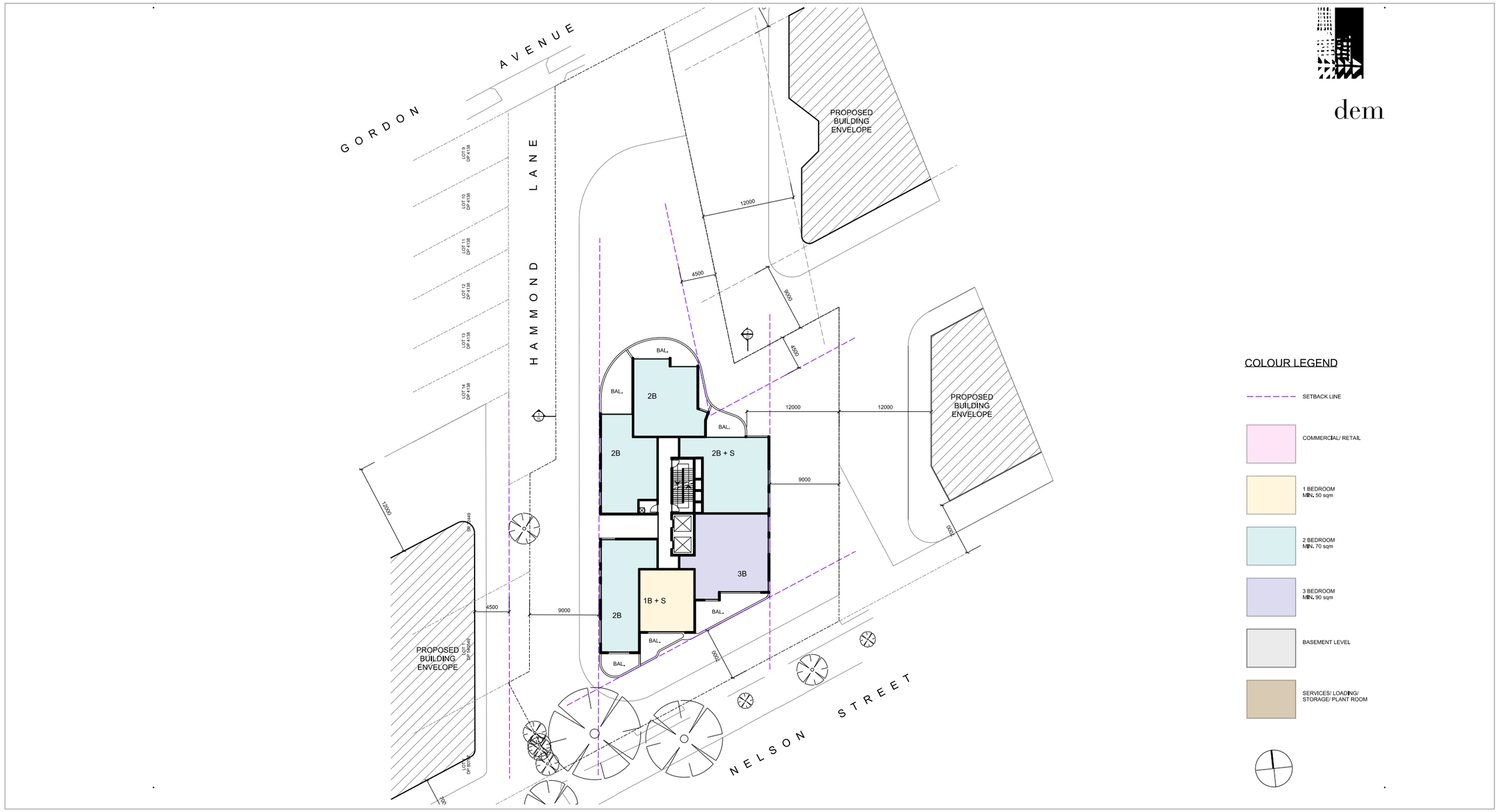
COLOUR LEGEND

- SETBACK LINE
- COMMERCIAL/ RETAIL
- 1 BEDROOM MIN. 50 sqm
- 2 BEDROOM MIN. 70 sqm
- 3 BEDROOM MIN. 90 sqm
- BASEMENT LEVEL
- SERVICES/ LOADING/ STORAGE/ PLANT ROOM

LEVEL 2 PLAN
COMMUNAL OPEN SPACE

THE PROPOSAL

FLOOR PLANS



LOWER TYPICAL FLOOR PLAN (LEVELS 3-7)

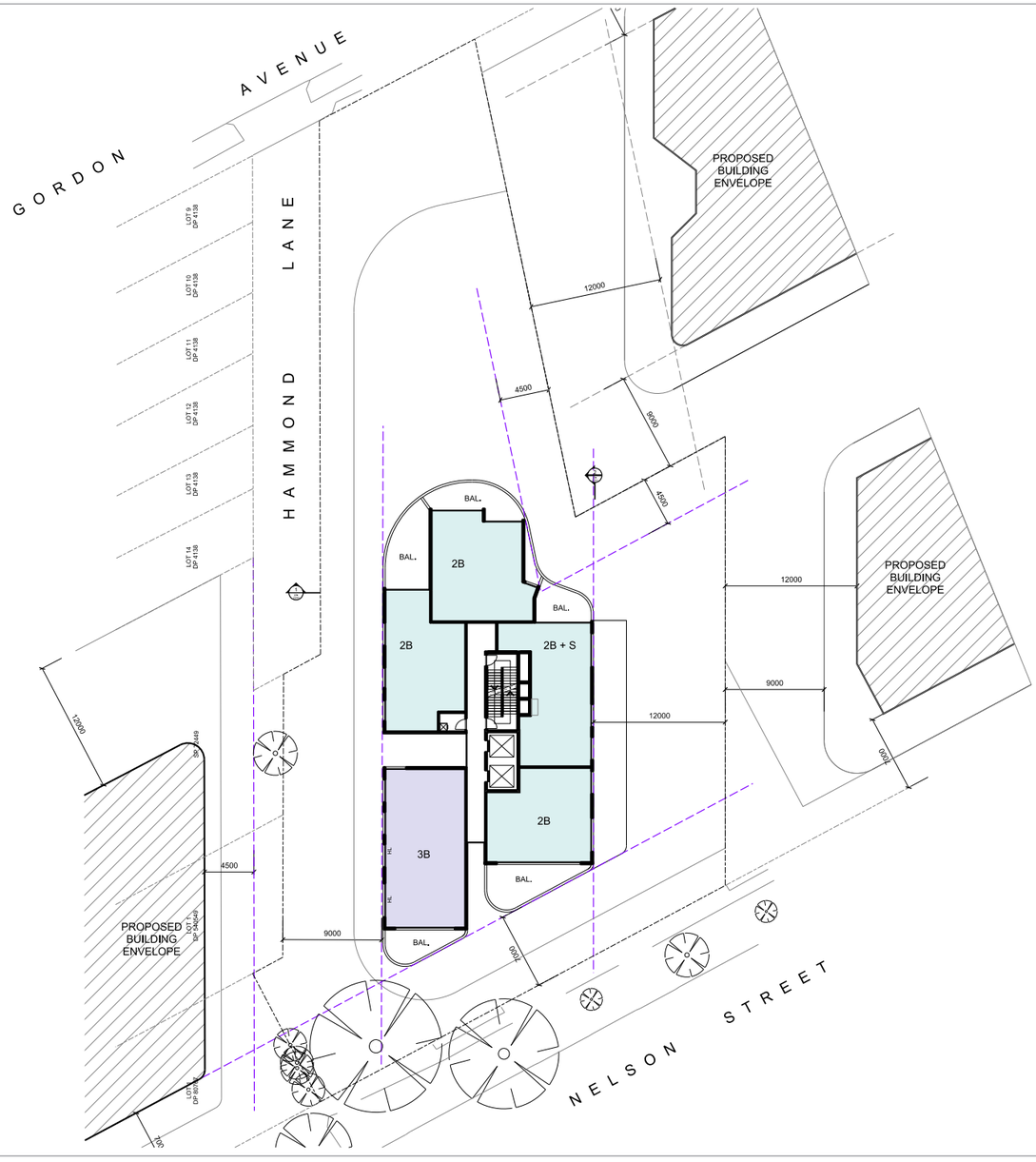
THE PROPOSAL

FLOOR PLANS

MIDDLE TYPICAL FLOOR PLAN (LEVELS 8-19)

THE PROPOSAL

FLOOR PLANS



dem

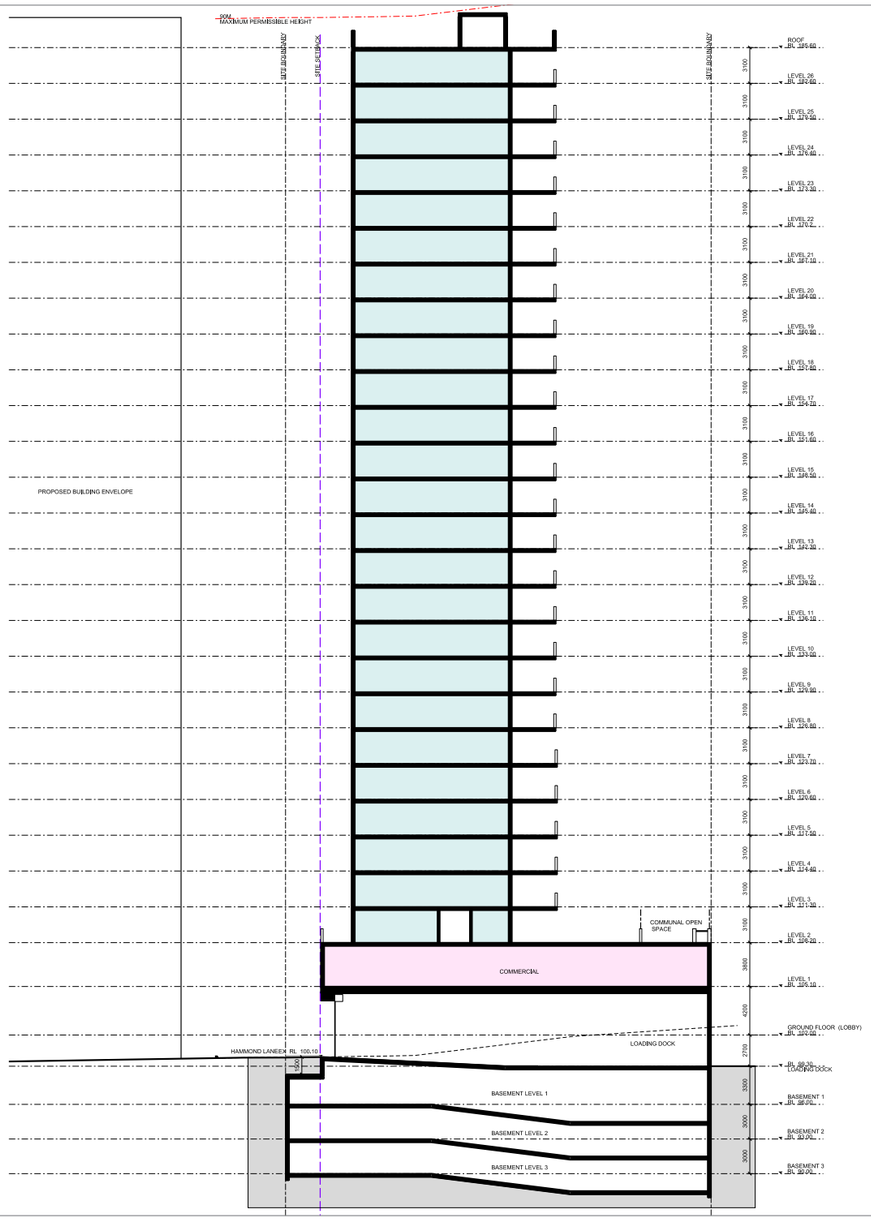
COLOUR LEGEND

- SETBACK LINE
- COMMERCIAL/ RETAIL
- 1 BEDROOM MIN. 50 sqm
- 2 BEDROOM MIN. 70 sqm
- 3 BEDROOM MIN. 90 sqm
- BASEMENT LEVEL
- SERVICES/ LOADING/ STORAGE/ PLANT ROOM

UPPER TYPICAL FLOOR PLAN (LEVELS 20-26)

THE PROPOSAL

SECTIONS

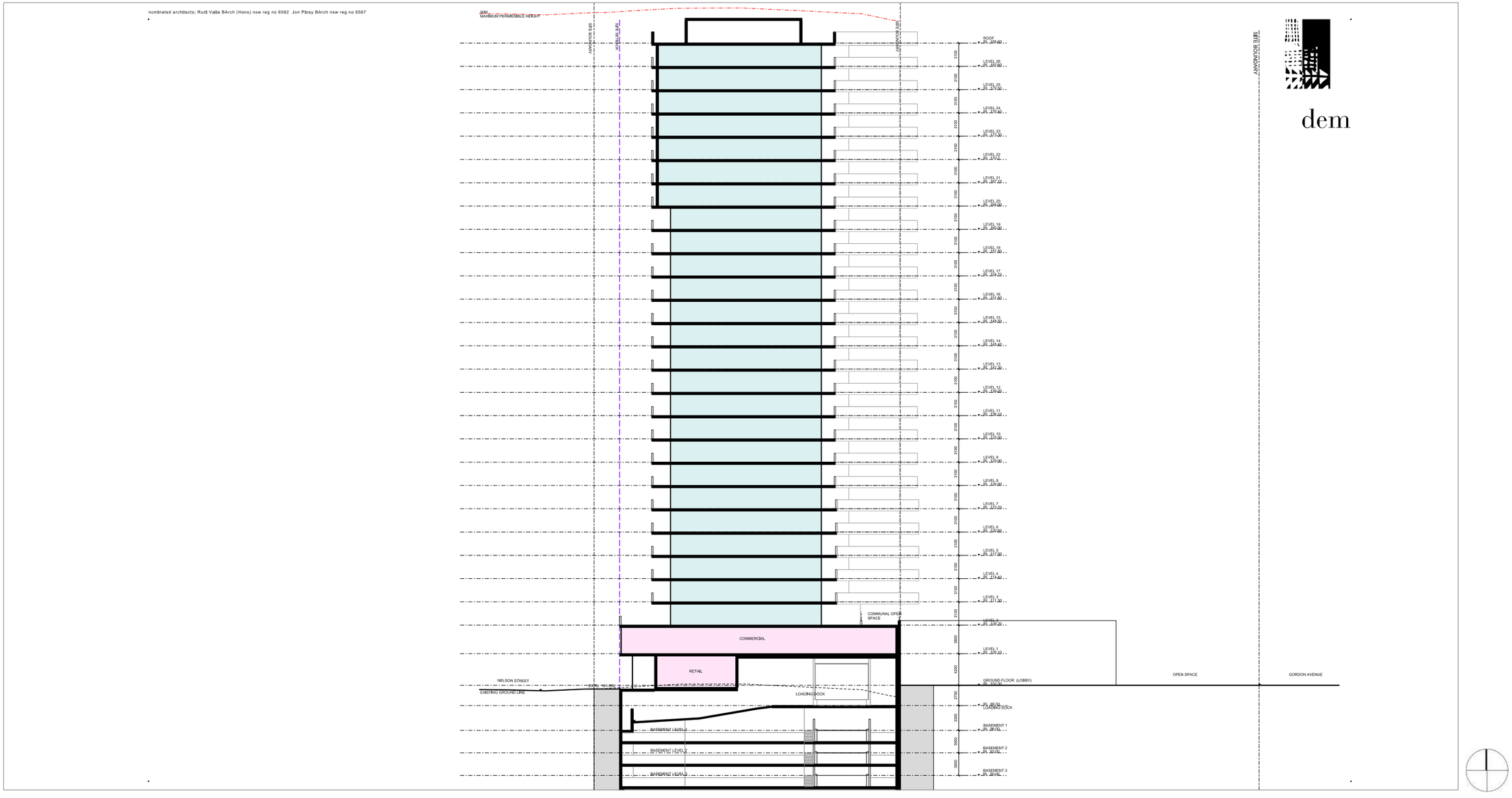


dem

SECTION 1

THE PROPOSAL

SECTIONS



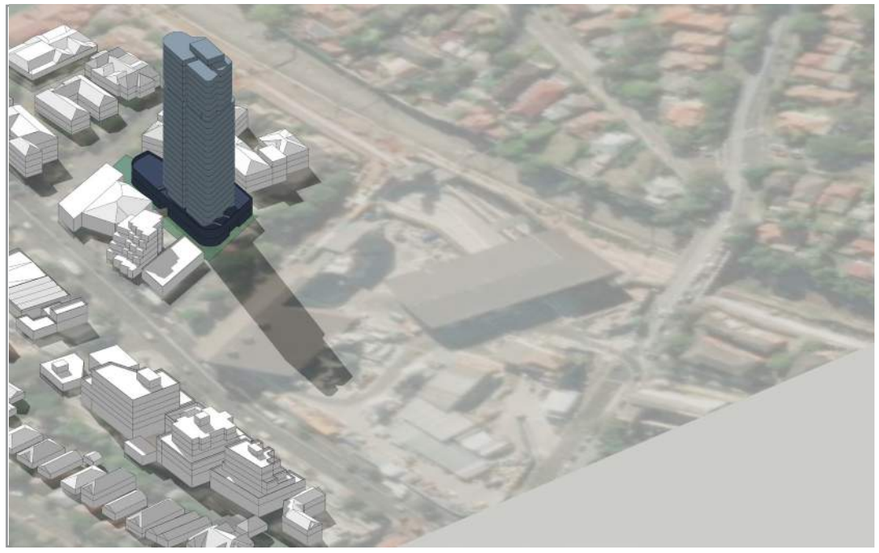
SECTION 2

11.0 AMENITY

11.1. SOLAR ACCESS

21st June 9.00 am

21st June 10.00 am



21st June 11.00 am

21st June noon

AMENITY

SOLAR ACCESS

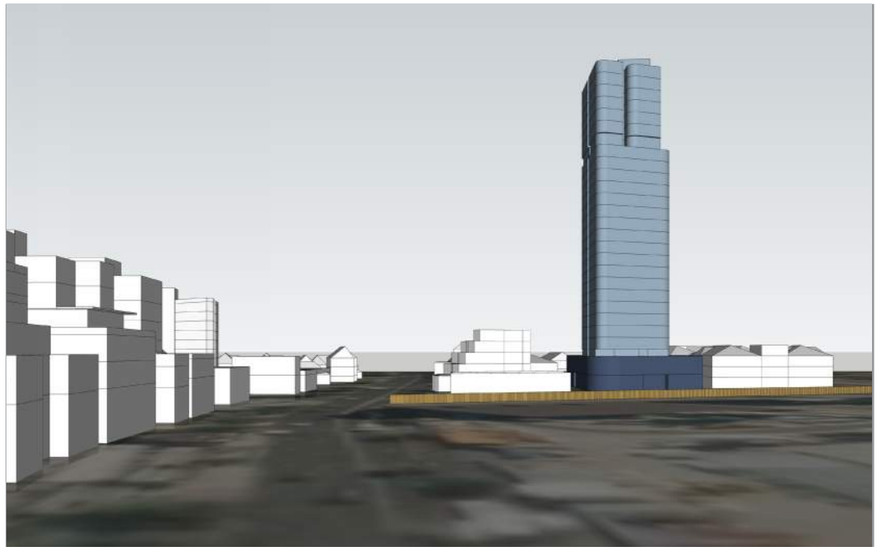
21st June 13.00 pm

21st June 14.00 pm

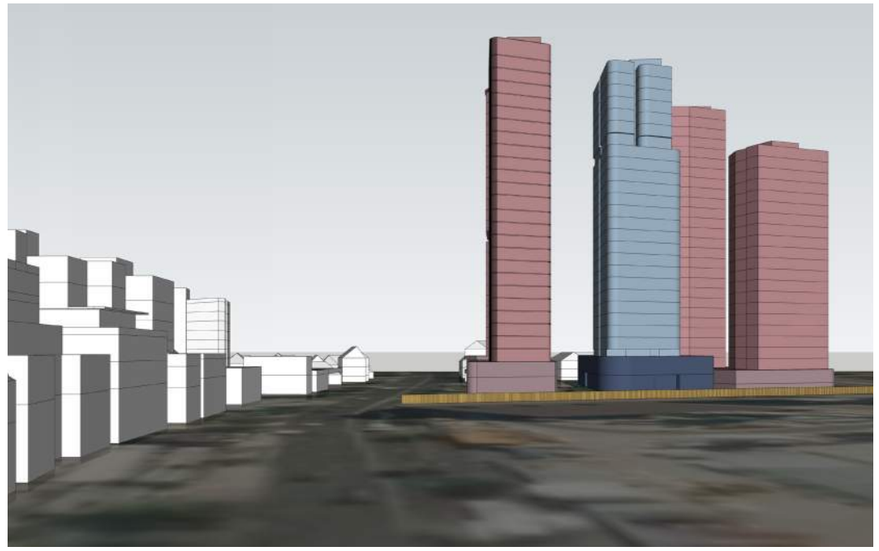
21st June 15.00 pm

12.0 BUILDING FORM

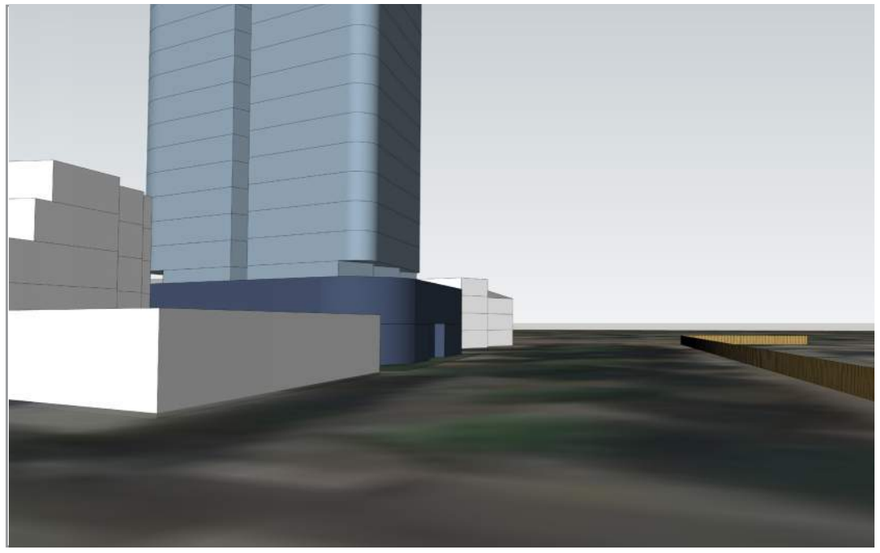
12.1. STREETSCAPE VIEWS



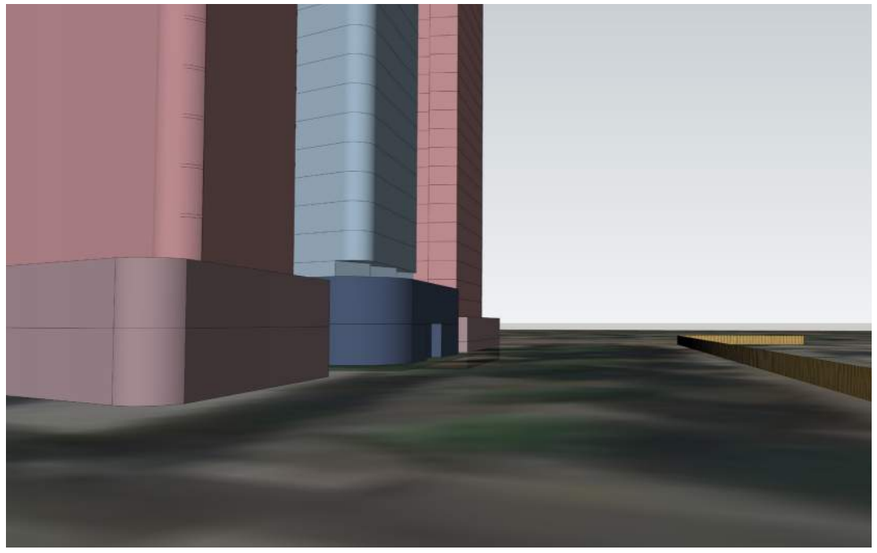
View north from the Mowbay Road illustrated within exiting context



View north from the Mowbay Road illustrated within future context

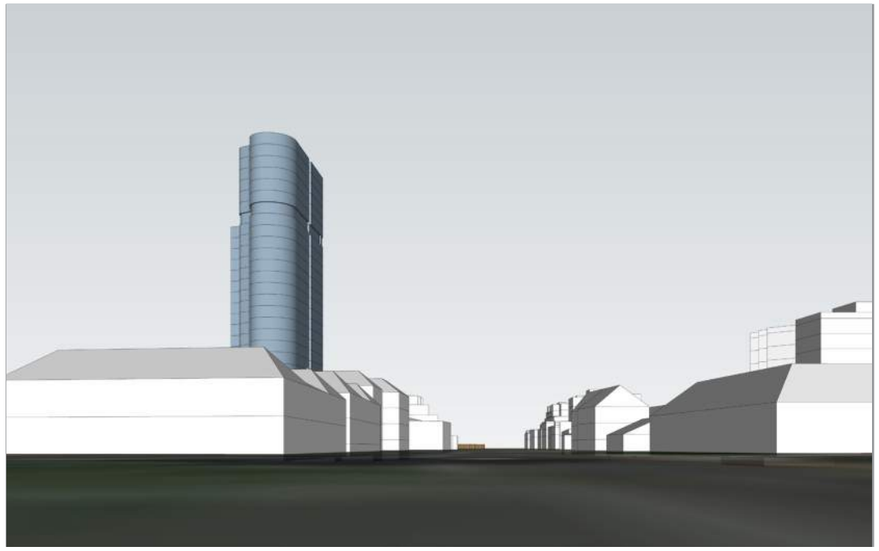


View east from the intersection of Nelson Street and Pacific Highway illustrated within exiting context

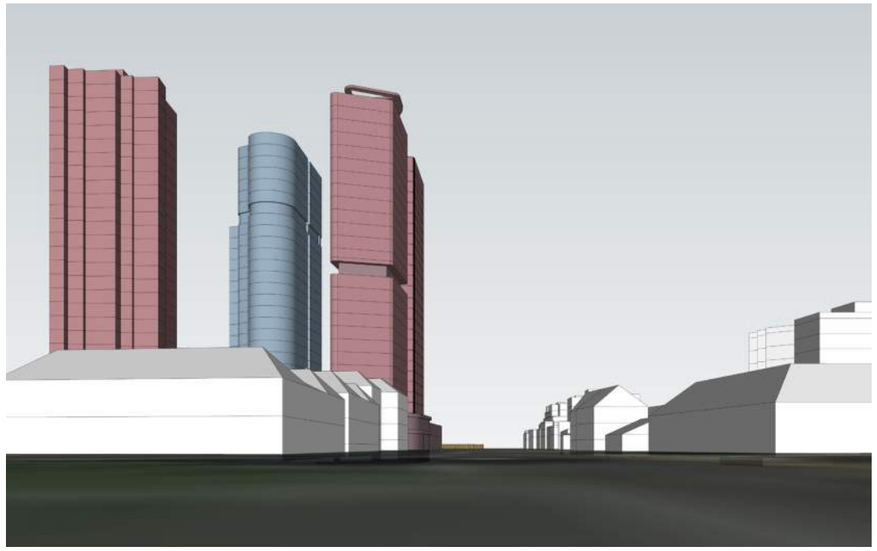


View east from the intersection of Nelson Street and Pacific Highway illustrated within future context

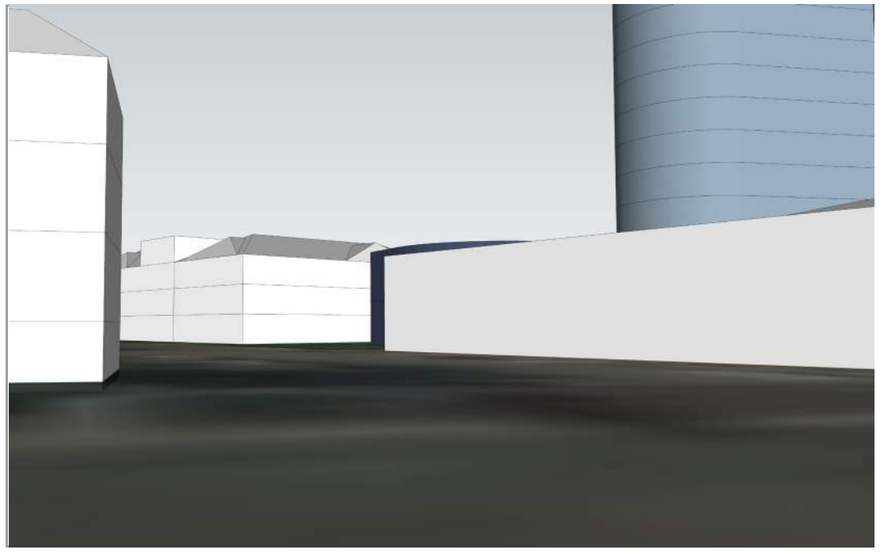
12.2. STREETSCAPE VIEWS



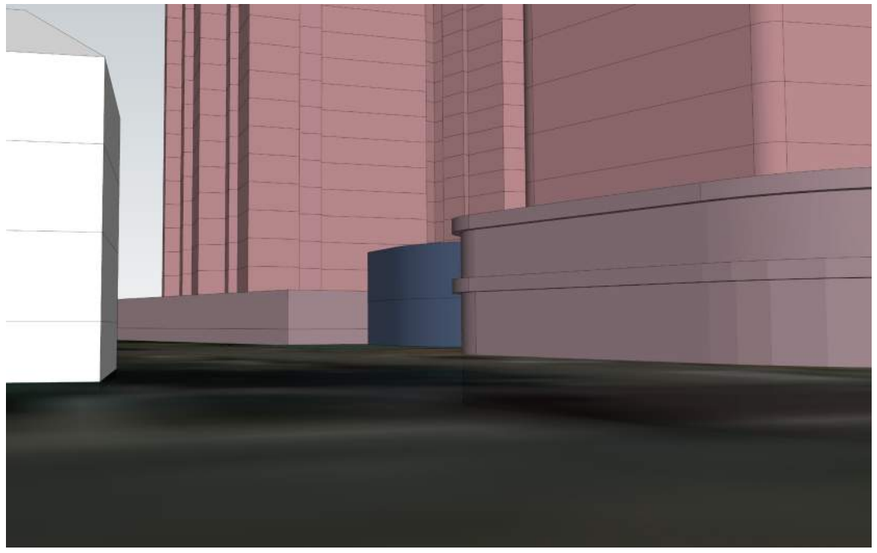
View south from the Pacific Highway illustrated within exiting context



View south from the Pacific Highway illustrated within future context



View east from the Pacific Highway towards Pocket park illustrated within exiting context



View east from the Pacific Highway towards Pocket park illustrated within future context

13.0 APPENDIX A - SEPP 65 SCHEDULE OF COMPLIANCE

14.0 APPENDIX B - REFERENCE CONCEPT DESIGN