



10 GORDON AVENUE & 15-19 NELSON STREET, CHATSWOOD MIXED USE DEVELOPMENT FOR PLANNING PROPOSAL

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Project no. 4590-00

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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.

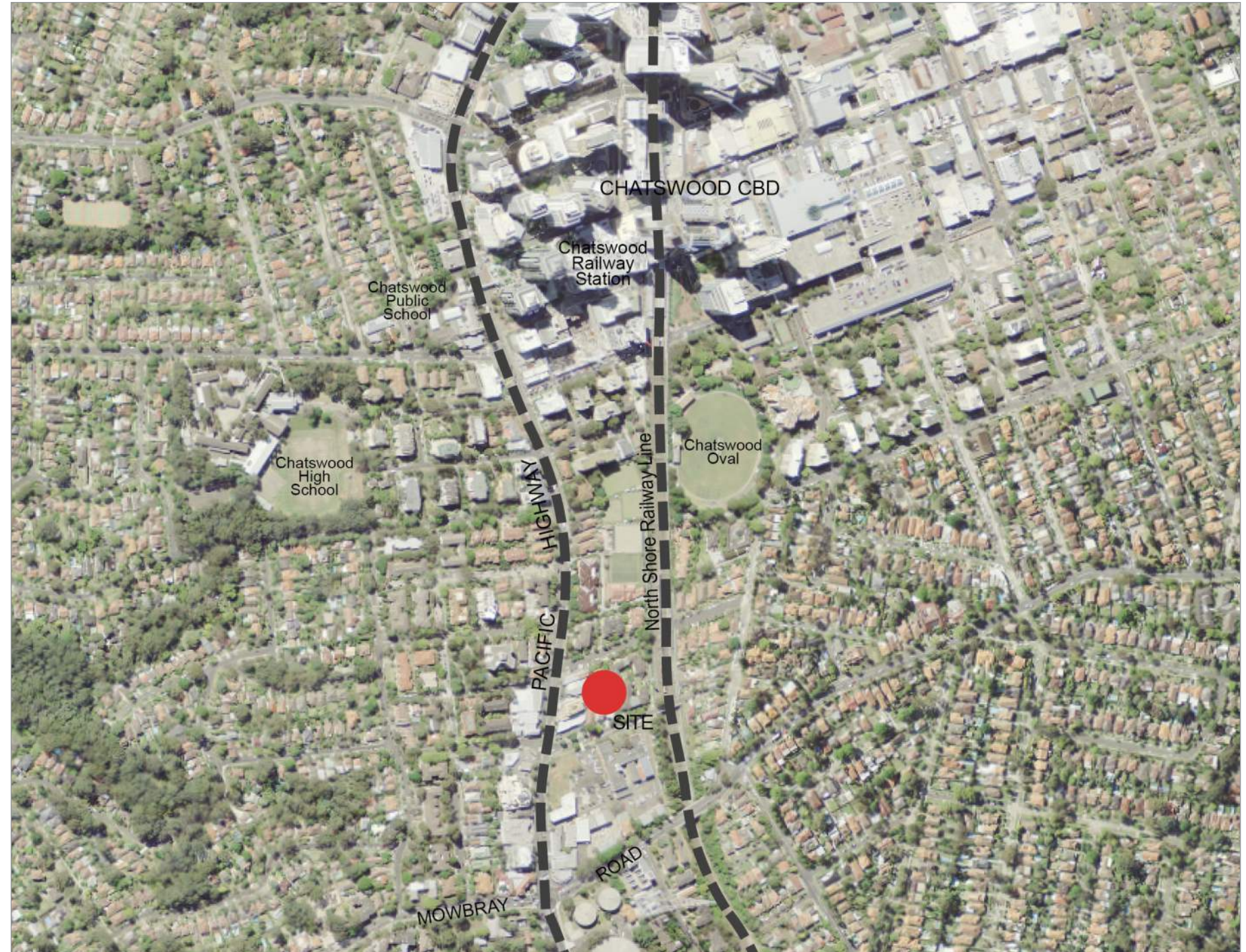
The site is located at the southern gateway to Chatswood CBD in a mixed commercial / residential zone located along the Pacific Highway corridor.

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.

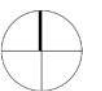
Rigorous urban design analysis of strategic and local context, site, and desired future character will determine appropriate site-specific development principles and controls to ensure the best possible contribution to the neighbourhood character of Gordon Avenue and Nelson Street while contributing 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:
 - Site constraints,
 - Surrounding context,
 - Other aspects of the Strategy including setbacks at ground and upper levels,
 - 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:
 - 2000sqm GFA for office.
 - 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

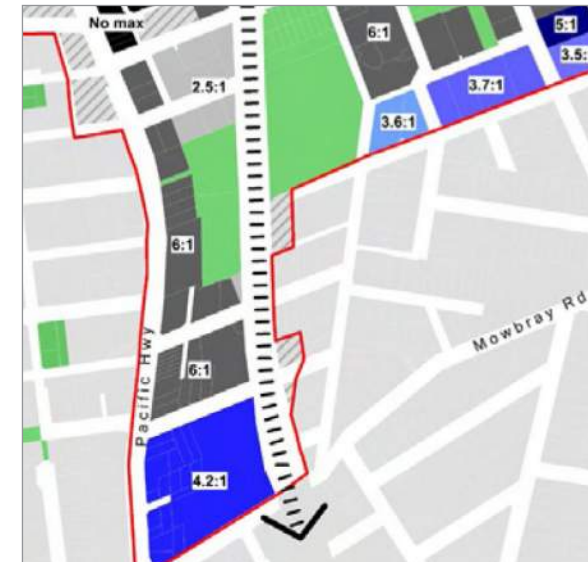
- Open air 24 hour through-site link from Hammond Lane to Nelson Street.

SETBACKS AND STREET FRONTAGE HEIGHTS

- Mixed use frontage with commercial Ground Floor:
 - 6-14 metre street wall height at front boundary.
 - 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.

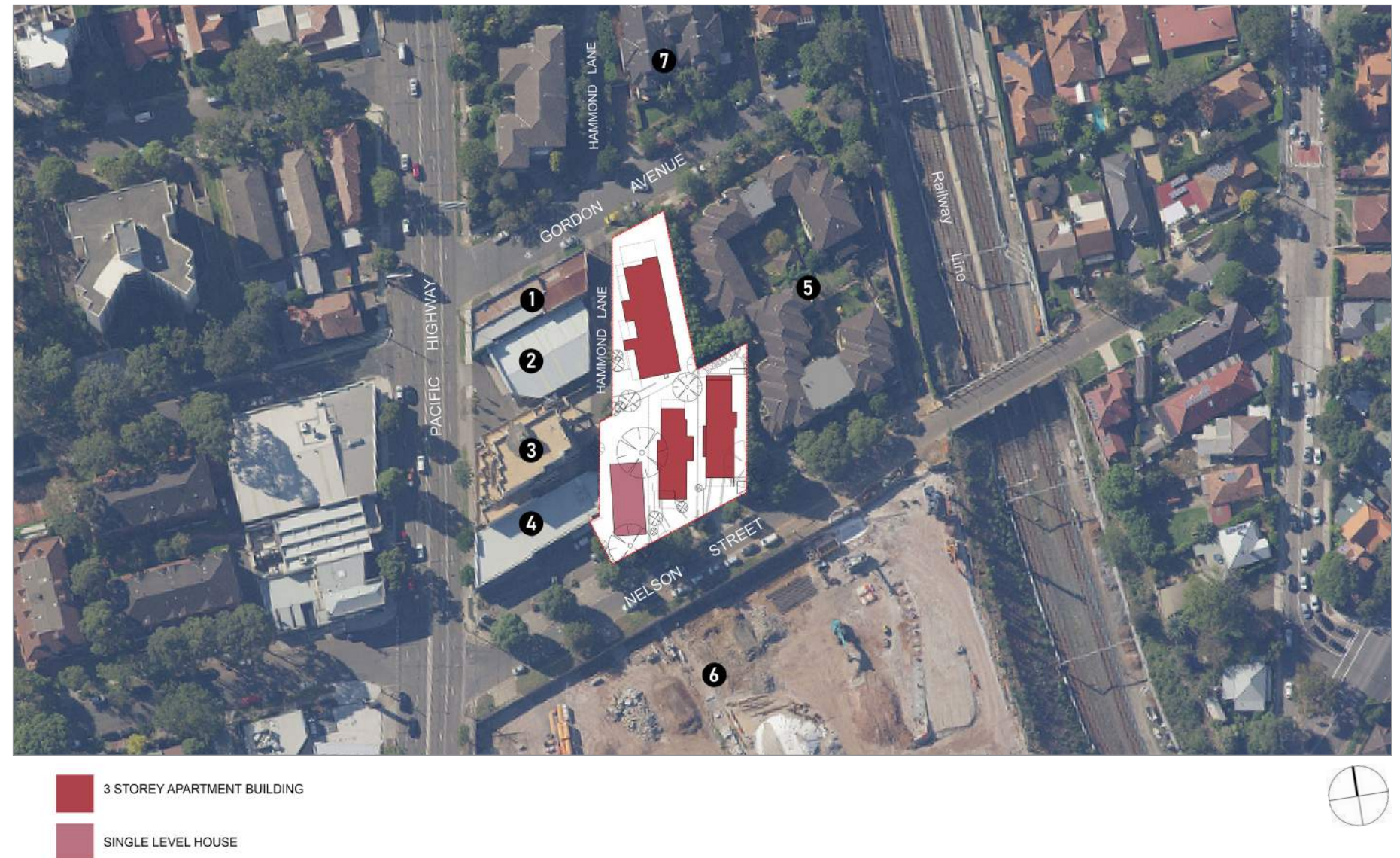


9 View west along Nelson Street.

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.



SITE ANALYSIS

5.2. FUTURE CONTEXT BUILT FORM

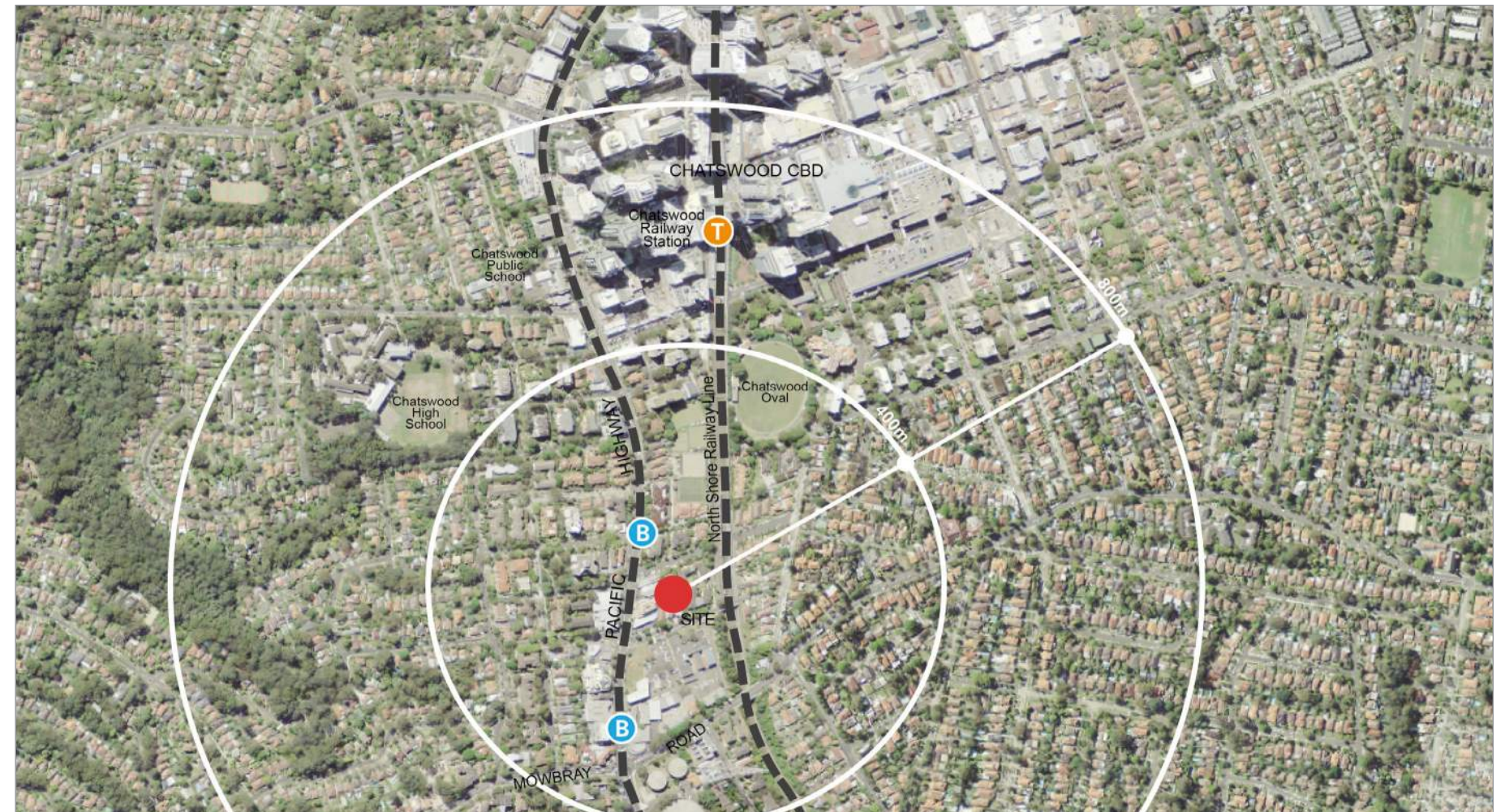
- Lots adjoining the site are currently subject to Planning Proposals. These include:
 1. 629-639 Pacific Highway - two levels of retail/commercial and one residential tower to a height of 90m.
 2. 613-627 Pacific Highway - two levels of retail/commercial and one residential tower to a height of 90m.
 3. 9-11 Nelson Street - two levels of retail/commercial and two residential towers to a maximum height of 90m.



SITE ANALYSIS

5.3. ACCESS TO PUBLIC TRANSPORT

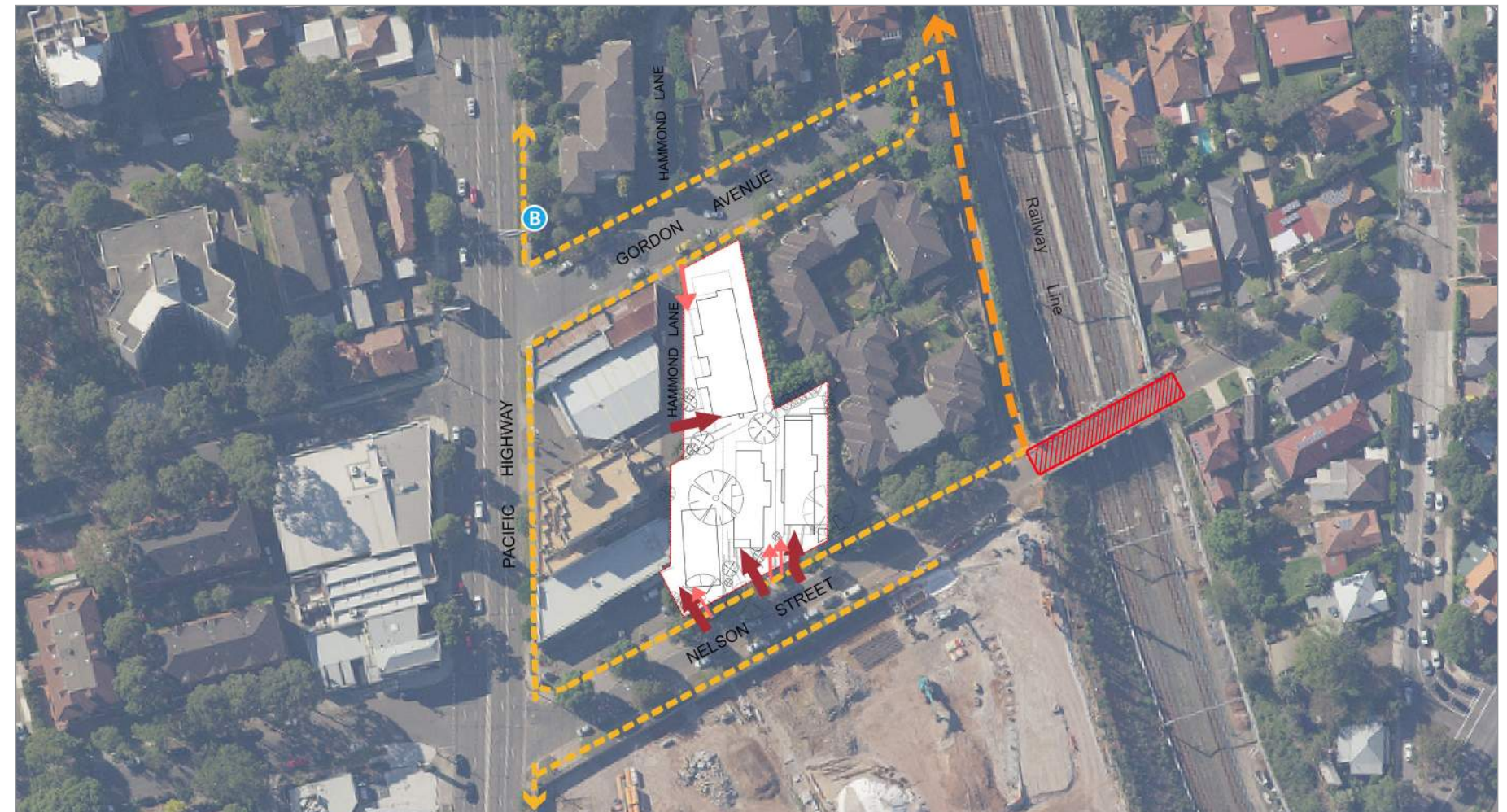
- The site is located in close proximity to the following existing public transport services:
- Chatswood Railway Station and Transport Interchange located approximately 600m north of the site which equates to a 7 – 8 minute walk.
- A bus stop on the Pacific Highway near Gordon Avenue for the following bus routes:
 - 144 Chatswood to Manly via St Leonards
 - 261 Chatswood 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 Chatswood 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.
- Existing 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.



-  VEHICLE ACCESS
-  PEDESTRIAN ACCESS
-  EXISTING FOOTPATH
-  FRANK CHANNON WALK
-  BUS STOP
-  DISCONNECTED EXISTING BRIDGE



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

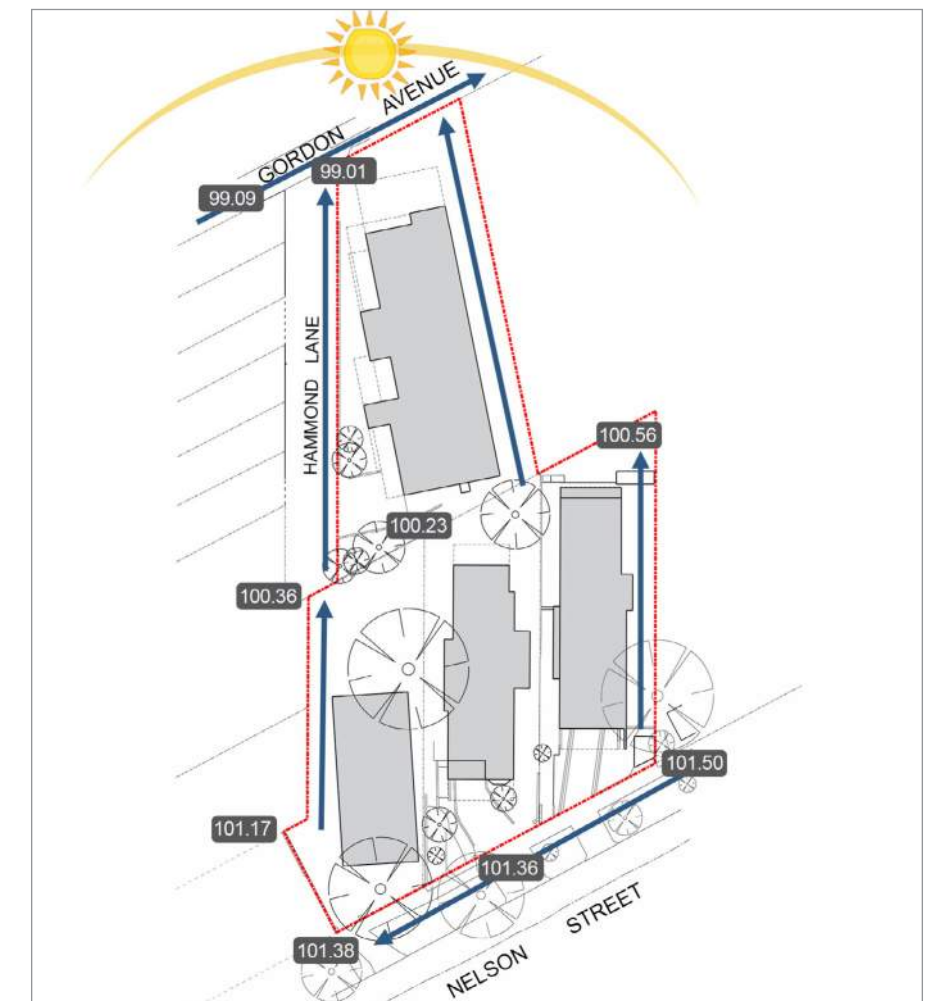
- The site generally falls from south to north, however, there is a slight fall from north-east to south-west along Nelson Street.
- There is a level difference of approximately 2.5m along the eastern boundary and 2.4m along the western boundary.

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



- EXISTING LEVEL
- DIRECTION OF FALL



1
Mature Camphor Laurel located on northern and eastern boundary of 15 Nelson Street



2
Mature Pine located in front garden of 19 Nelson Street

SITE ANALYSIS

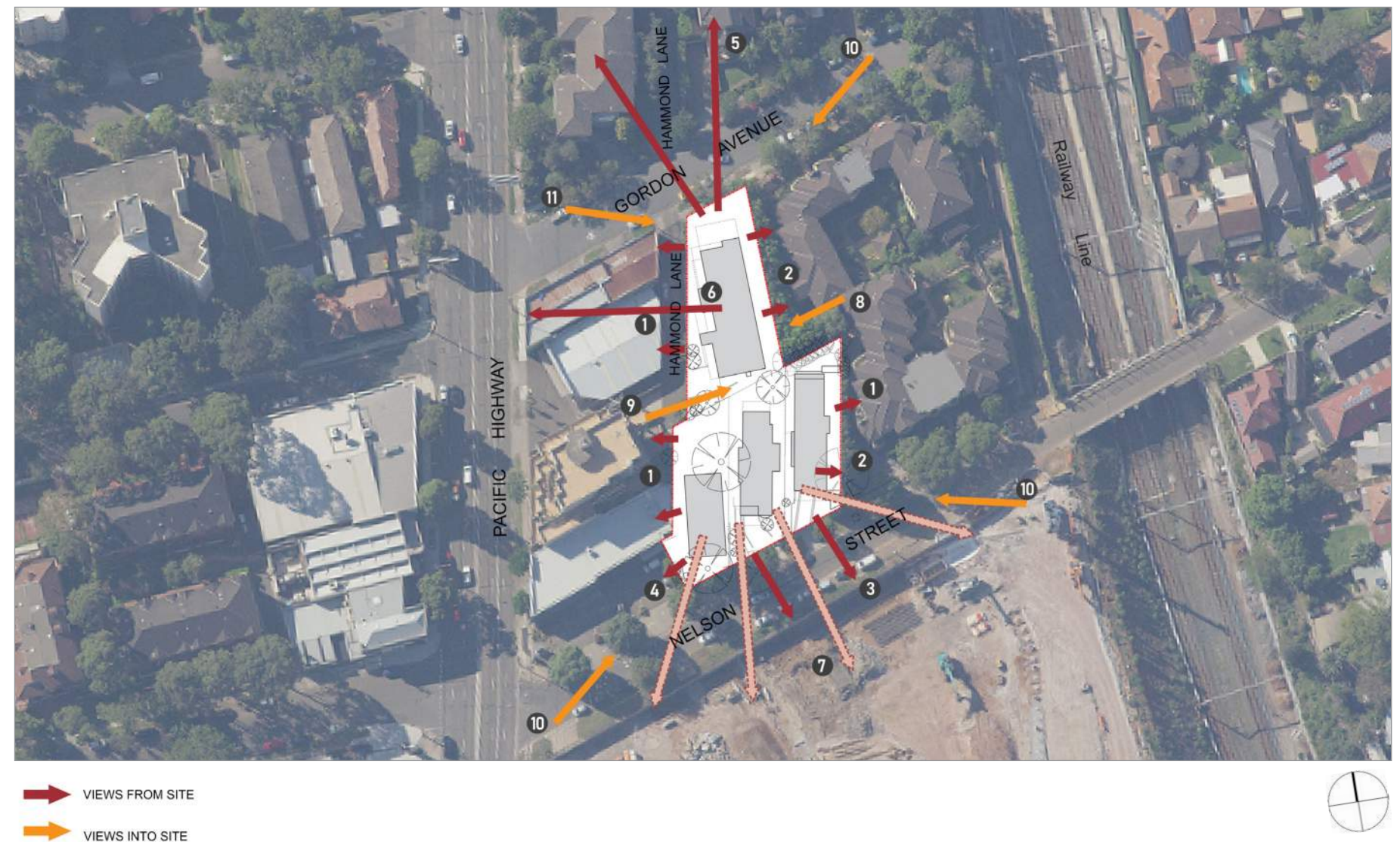
5.8. VIEWS

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.



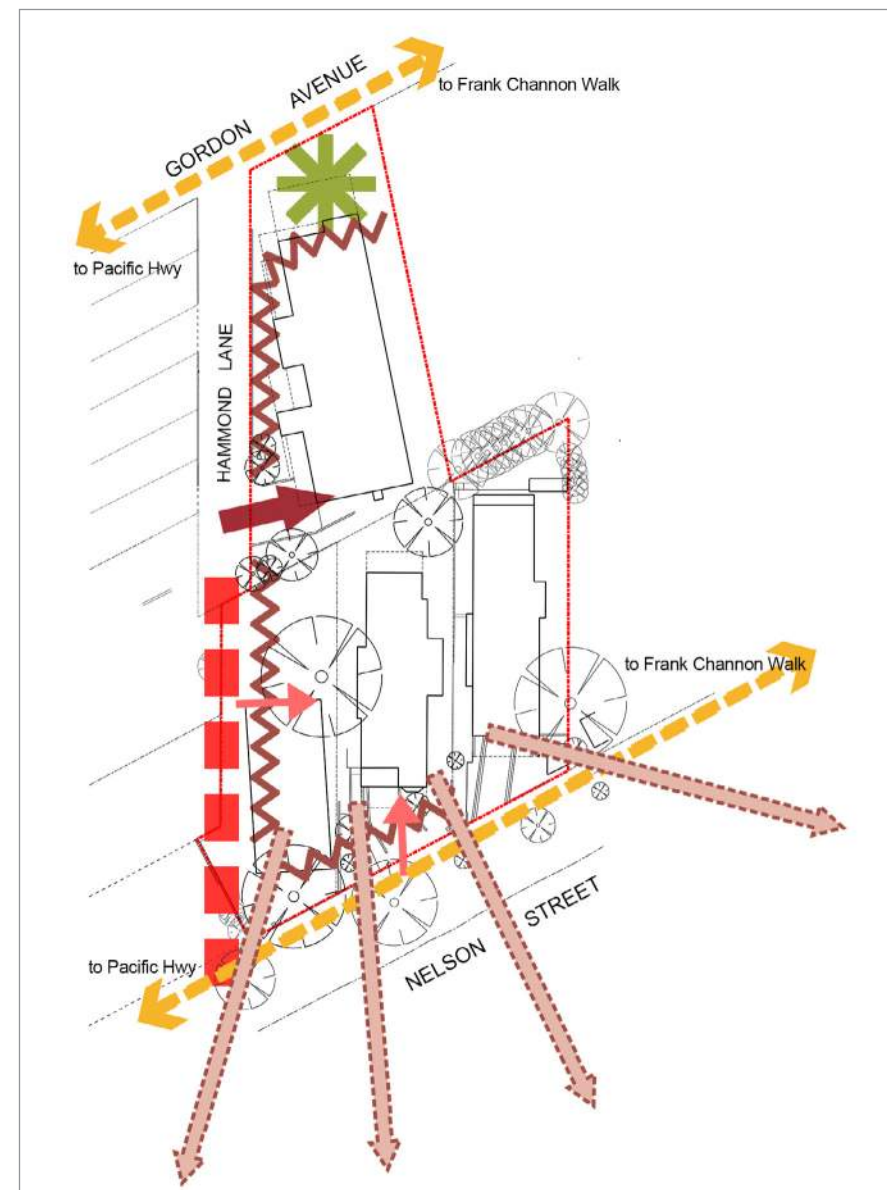
6.0 SITE OPPORTUNITIES & CONSTRAINTS

6.1. SITE OPPORTUNITIES

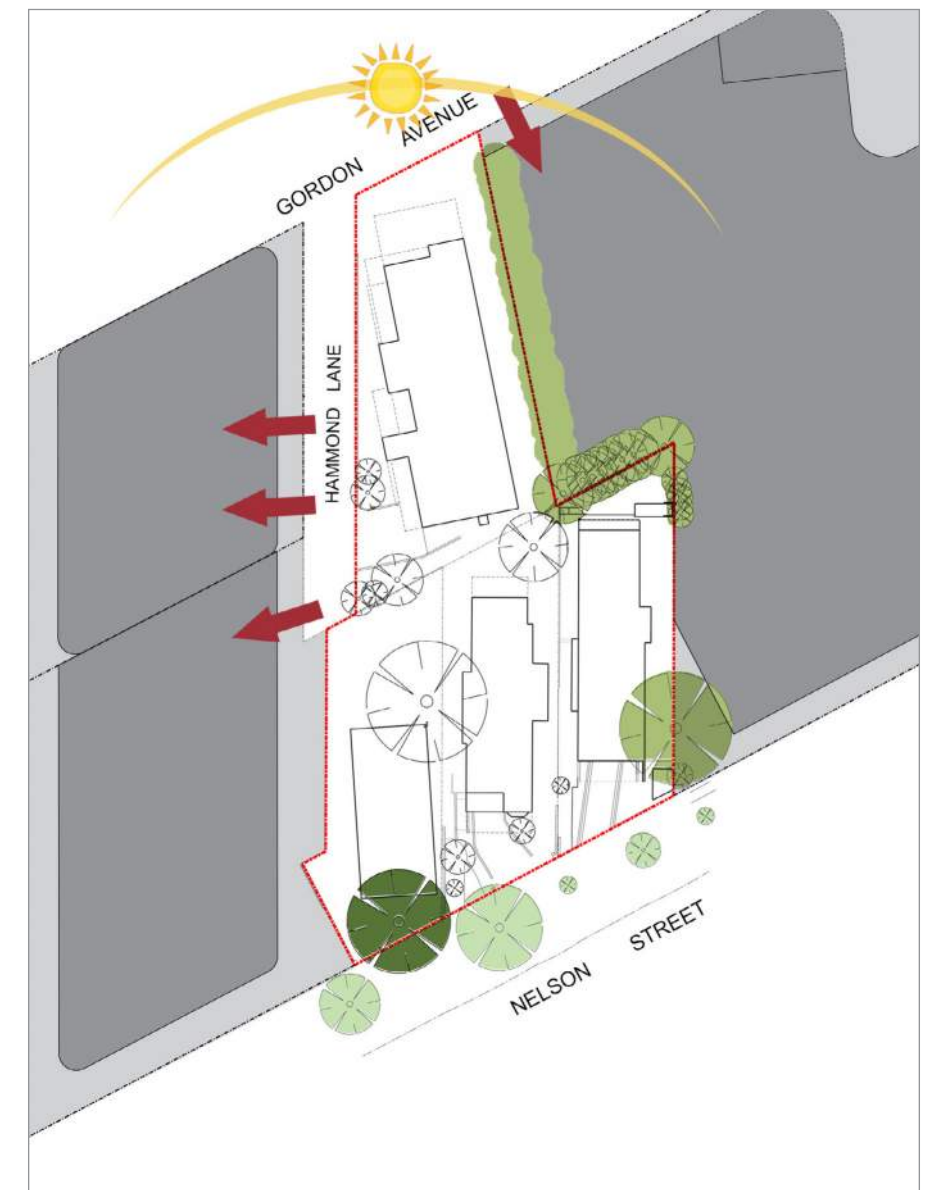
- Provision of a mixed use development within the Chatswood CBD, and within walking distance of Chatswood's major transport interchange.
- Direct pedestrian connections to Frank Channon Walk along Gordon Avenue and Nelson Street.
- Provision of a through-site link at the southern end of Hammond Lane 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.



- VEHICLE ENTRY
- THROUGH-SITE LINK
- ACTIVATED FRONTAGE
- GREENSPACE
- BUILDING ENTRY
- FOOTPATH
- POTENTIAL FUTURE ELEVATED PANORAMIC VIEWS



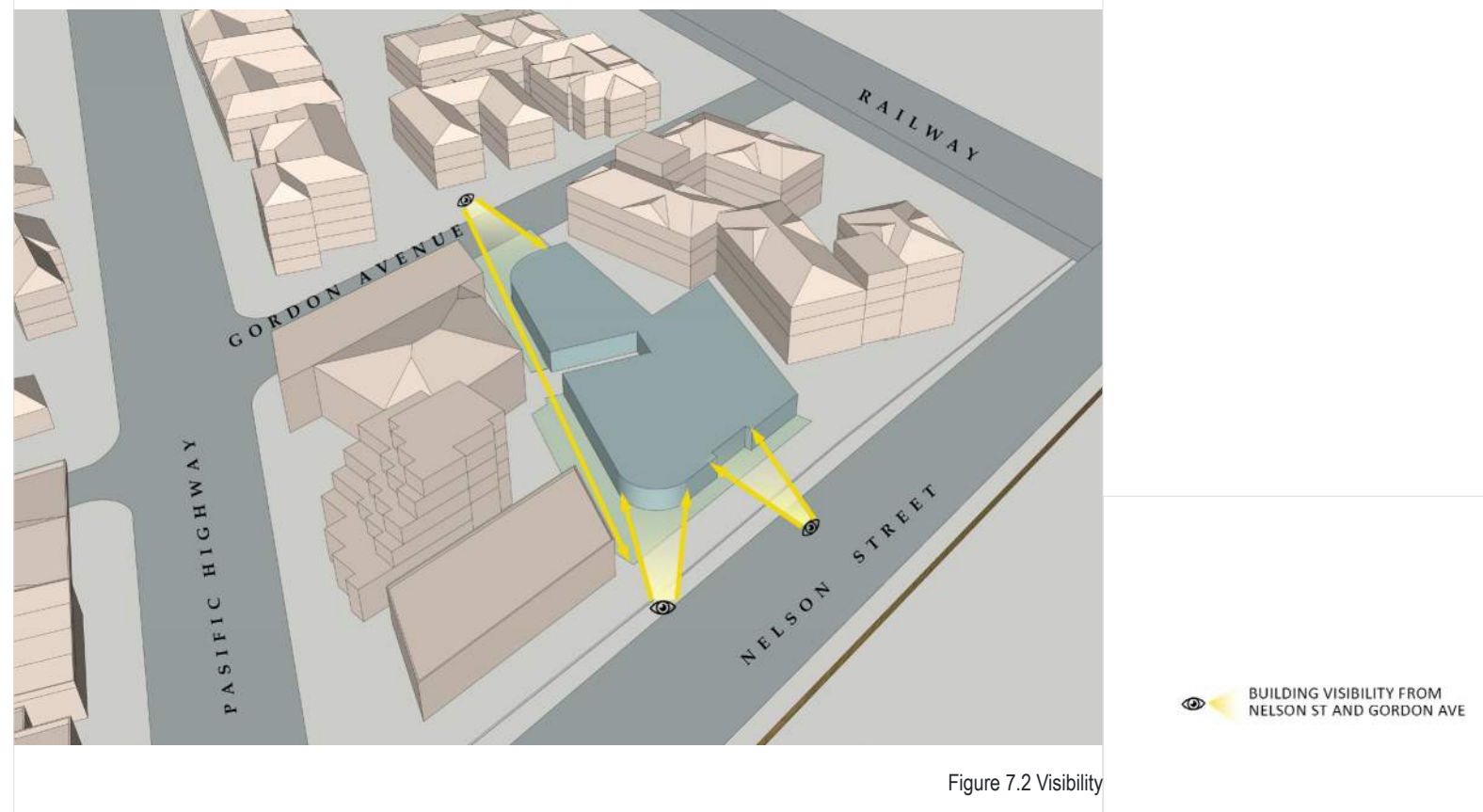
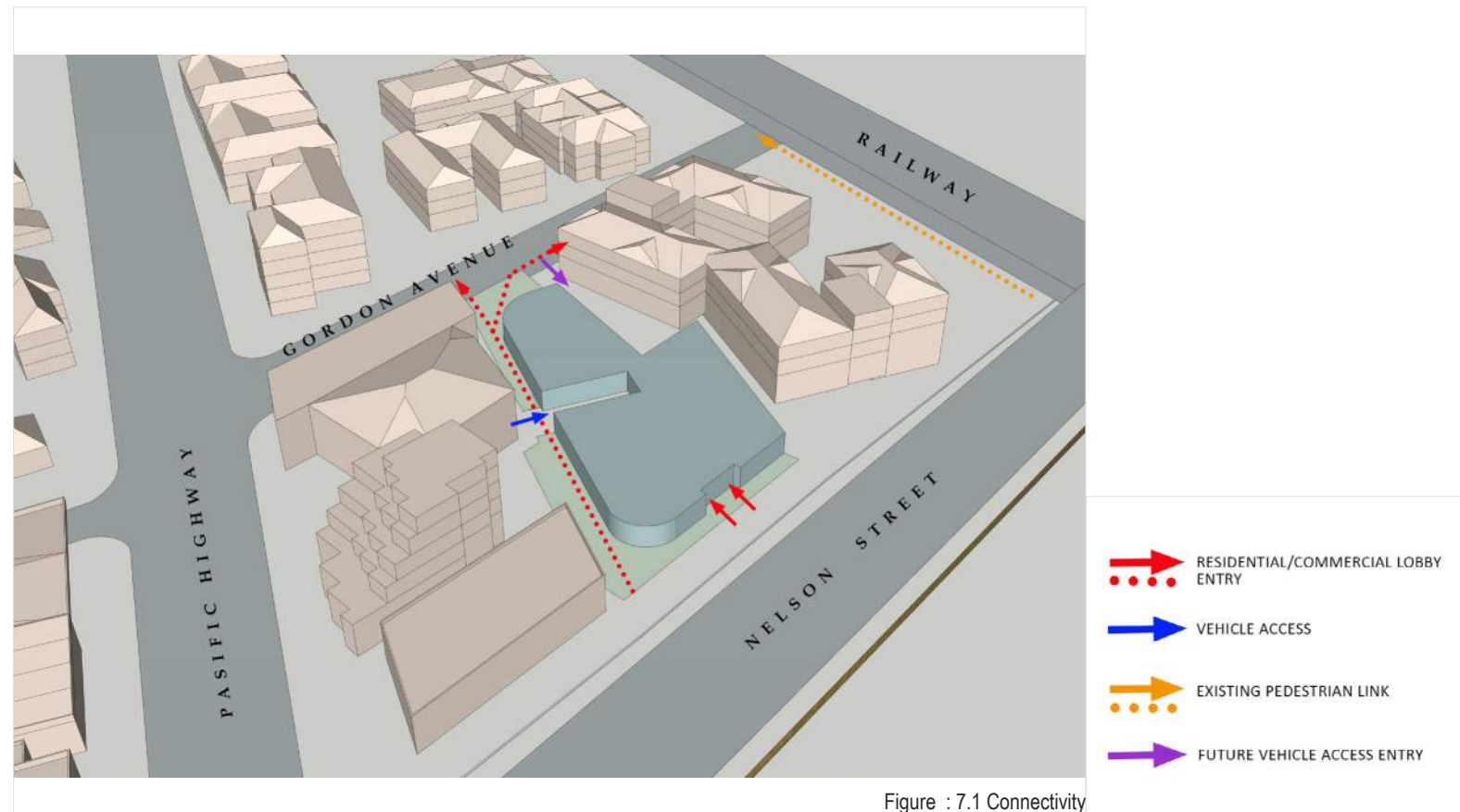
- VEHICLE ACCESS
- PROPOSED DEVELOPMENTS SUBJECT TO PLANNING PROPOSAL
- EXISTING TREE WITHIN SITE
- EXISTING TREE ADJOINING SITE
- STREET TREES

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.
- Provide a temporary vehicular entry from Hammond Lane to take advantage of site topography.
- Provision for future possible vehicular access from Gordon Avenue Via 9 - 11 Nelson Street. Consolidate all vehicular access into one shared driveway entry and exit point from Gordon Avenue for both developments.
- Ability to convert the temporary vehicular entry into retails and increase active street frontage opportunity



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, Hammond 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 will 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 surveillance. Refer to fig 7.3

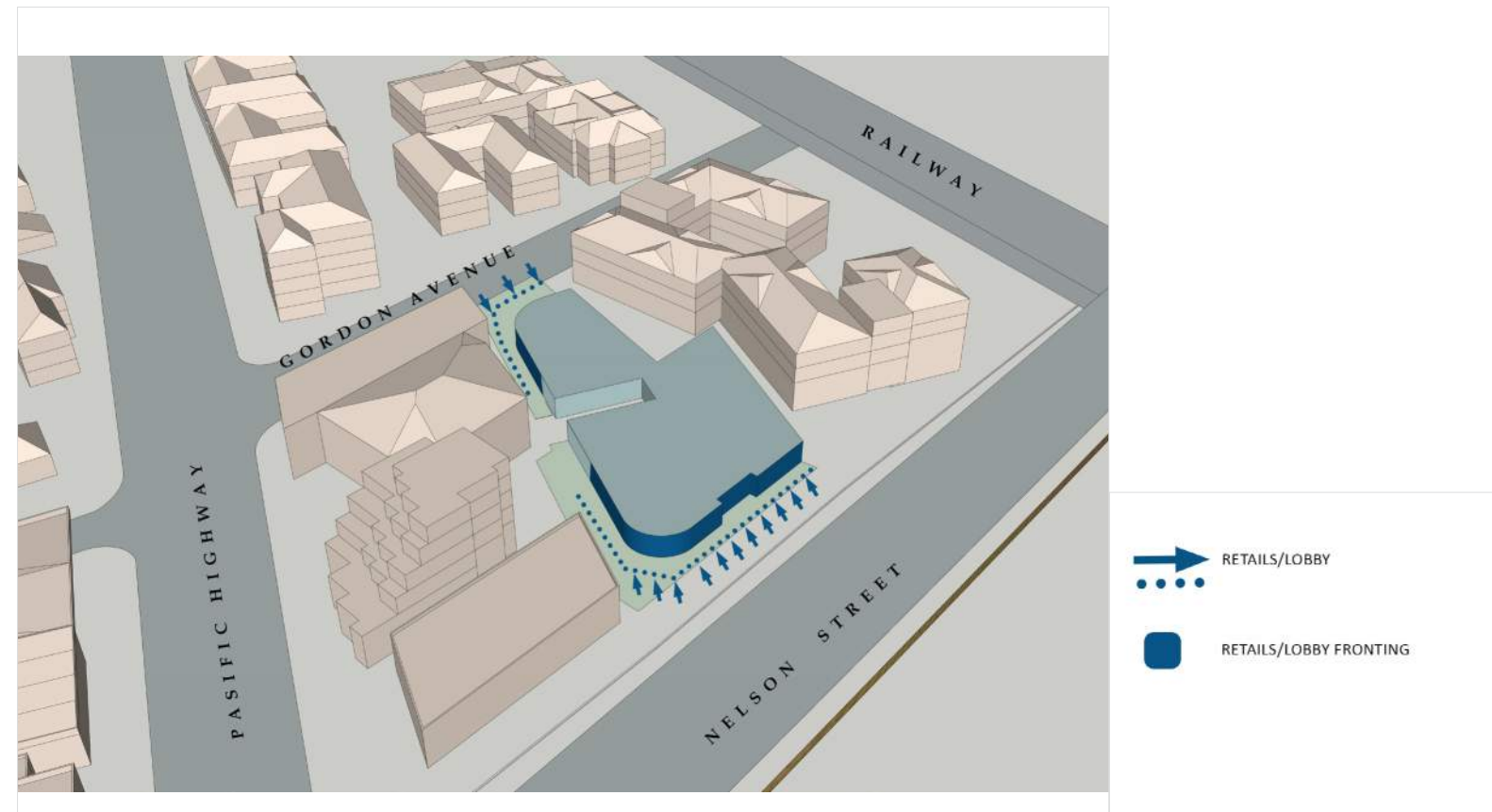


Figure 7.3 Active Frontages



Figure 7.4 Podium Form

THE DESIGN

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

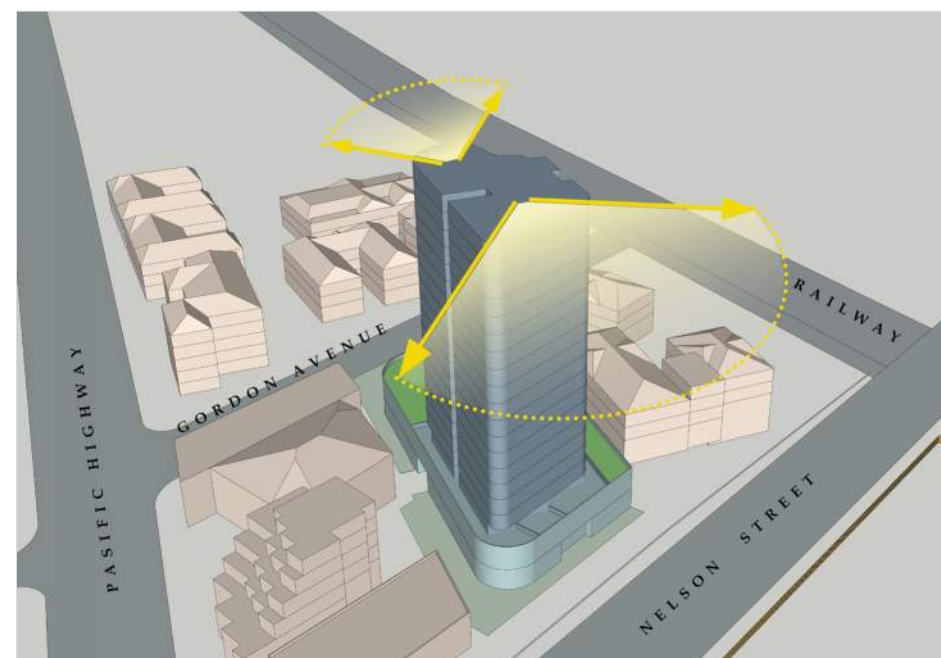


Figure 7.7 Views

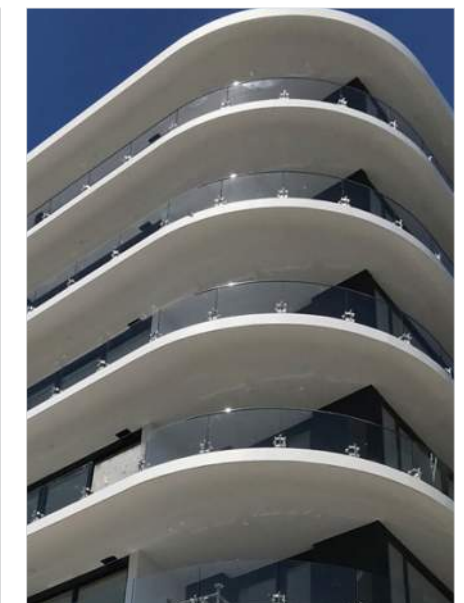
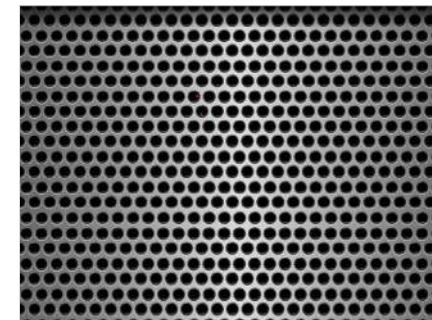
THE DESIGN

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 complies 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.



THE DESIGN

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 controls to reduce electric lighting usage.
- Incorporation of operable louvres where required.
- Carpark mechanical ventilation systems compliance with AS 1668 energy efficiency measures.

Water Use

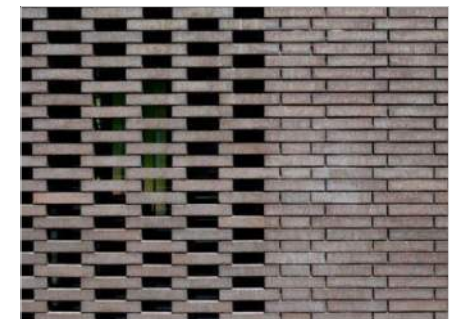
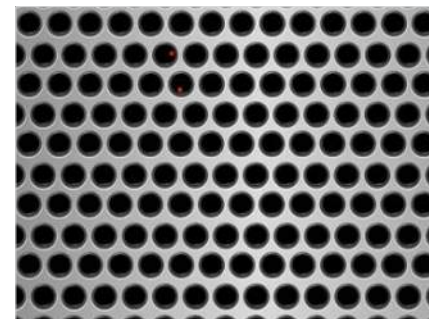
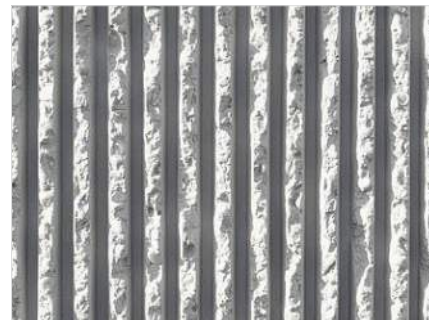
- Best practice fixtures and fittings.
- Use of water tolerant plant species in public and communal open spaces.

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 requirements.
- Use of locally manufactured building materials where available.

Transport

- Provision of end of trip facilities.
- Provision of small car spaces in preferred locations.



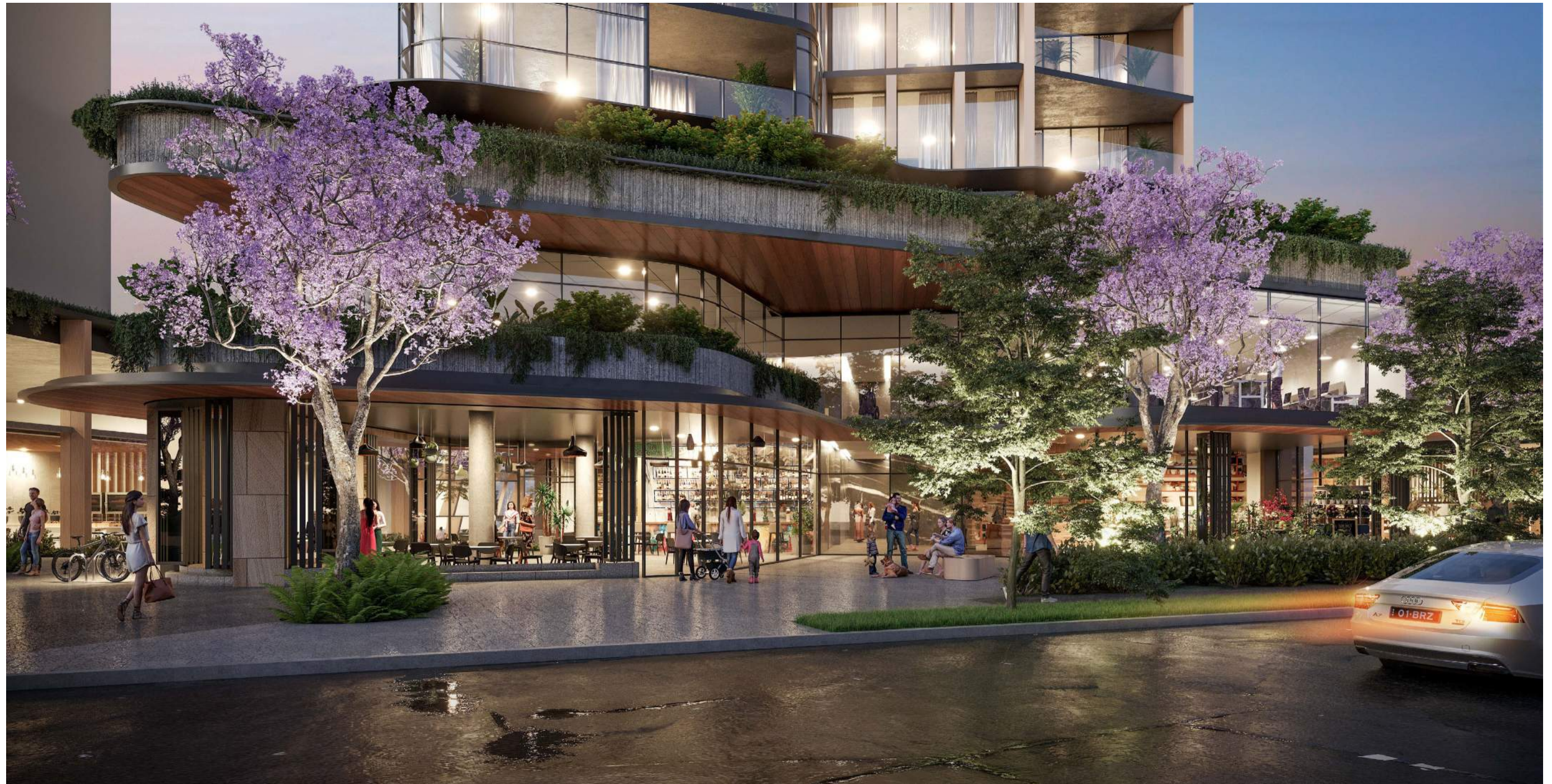
THE DESIGN

7.7. VIEW OF PODIUM FROM HAMMOND LANE



THE DESIGN

7.8. VIEW OF PODIUM FROM NELSON STREET



THE DESIGN

7.9. VIEW OF PODIUM FROM NELSON STREET TOWARDS CROSS SITE PEDESTRIAN LINK



THE DESIGN

7.10. AERIAL VIEW LOOKING SOUTH TOWARDS CITY CBD

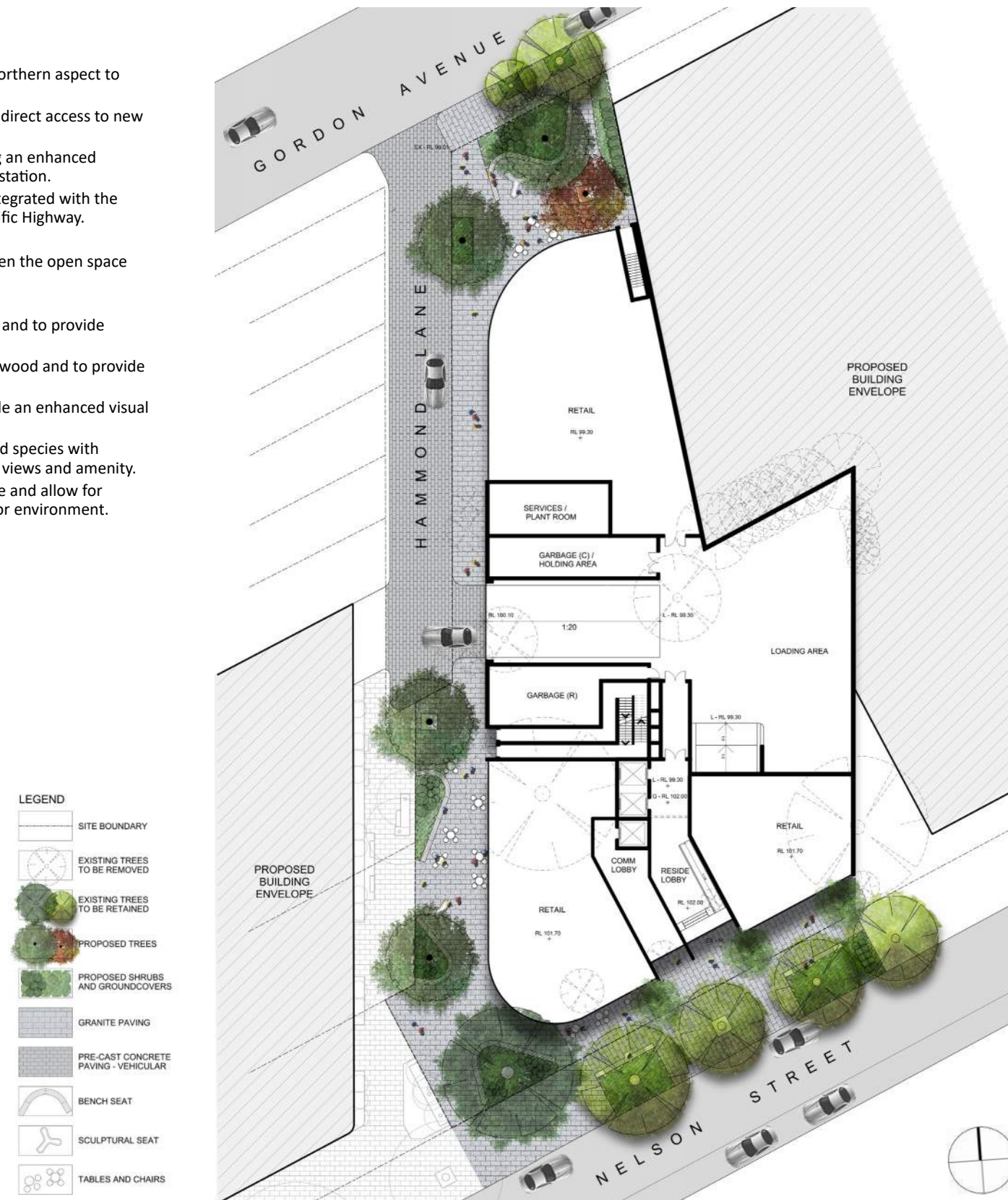


8.0 LANDSCAPE CONCEPT

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.



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



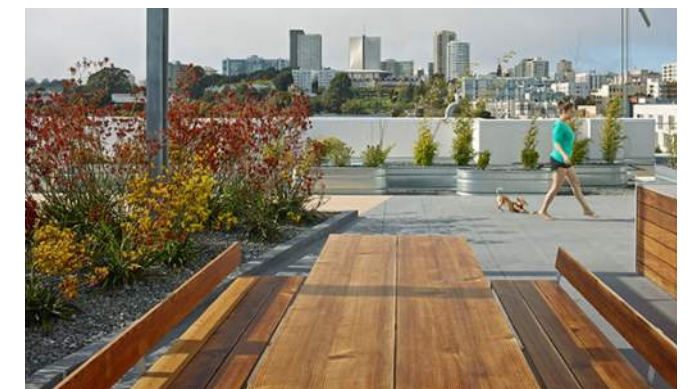
Cafe seating

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

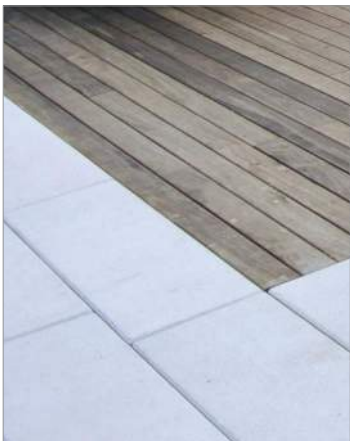


Helichrysum petiolare
Licorice Plant



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 strategy. 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: <ul style="list-style-type: none">- 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: <ul style="list-style-type: none">- 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 affecting 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: <ul style="list-style-type: none">- 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: <ul style="list-style-type: none">- 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: <ul style="list-style-type: none">- 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
	Moderate	High-Moderate	Moderate	Moderate-Low
	Low	Moderate	Moderate-Low	Low
	Negligible	Negligible	Negligible	Negligible

Visual Impact Rating Matrix



VISUAL ASSESSMENT

VIEWPOINT 1		
VISUAL AMENITY	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• 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.• properties are either towards the south -east or north west and not towards the site facilities and detached housing.	
MAGNITUDE OF VISUAL EFFECTS Distance of viewpoint: Medium Magnitude of change: Public realm : moderate Residential: high	<ul style="list-style-type: none">• 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.	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• 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.	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• 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.• properties are either towards the south -east or north west and not towards the site facilities and detached housing.	
MAGNITUDE OF VISUAL EFFECTS Distance of viewpoint: Medium Magnitude of change: Public realm : moderate Residential: high	<ul style="list-style-type: none">• There would be substantial change to the view with the introduction of a new large-scale built form which will alter 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.	
	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• 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.	
	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• 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.	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• 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.	<ul style="list-style-type: none">• 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.



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	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• 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.• properties are either towards the south -east or north west and not towards the site facilities and detached housing.	
MAGNITUDE OF VISUAL EFFECTS Distance of viewpoint: Medium Magnitude of change: Public realm : moderate Residential: moderate	<ul style="list-style-type: none">• 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.	
	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• 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.	
	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• 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.• properties are either towards the south -east or north west and not towards the site.facilities and detached housing.	
	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• Distance of viewpoint: Medium• Magnitude of change: Public realm : lowResidential: high	
	<ul style="list-style-type: none">• 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.	
Visual Impact: Public realm : moderate -low	<ul style="list-style-type: none">• 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.	
	<ul style="list-style-type: none">• Residential: moderate	
MITIGATION STRATEGY	<ul style="list-style-type: none">• 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.	
	<ul style="list-style-type: none">• 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 Moriarty Roads



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

VISUAL ASSESSMENT

VIEWPOINT 6		
VISUAL AMENITY	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• 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.	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• 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.	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• 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.	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• 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.	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• 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.	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• From the public domain the view is of short duration.	
MITIGATION STRATEGY	<ul style="list-style-type: none">• 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.	<ul style="list-style-type: none">• 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		
	<ul style="list-style-type: none">• 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		
	<ul style="list-style-type: none">• 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		
	<ul style="list-style-type: none">• 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.	<ul style="list-style-type: none">• 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		
	<ul style="list-style-type: none">• From the public domain the view is of short duration.	
MITIGATION STRATEGY		
	<ul style="list-style-type: none">• 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.	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• 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.• properties are either towards the south -east or north west and not towards the site.facilities and detached housing.	
MAGNITUDE OF VISUAL EFFECTS Distance of viewpoint: Medium Magnitude of change: Public realm : moderate Residential: high	<ul style="list-style-type: none">• 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.	
	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• 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.	
	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• 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.• properties are either towards the south -east or north west and not towards the site.facilities and detached housing.	
MAGNITUDE OF VISUAL EFFECTS	<ul style="list-style-type: none">• 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.	
	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• 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.	
	<ul style="list-style-type: none">• 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

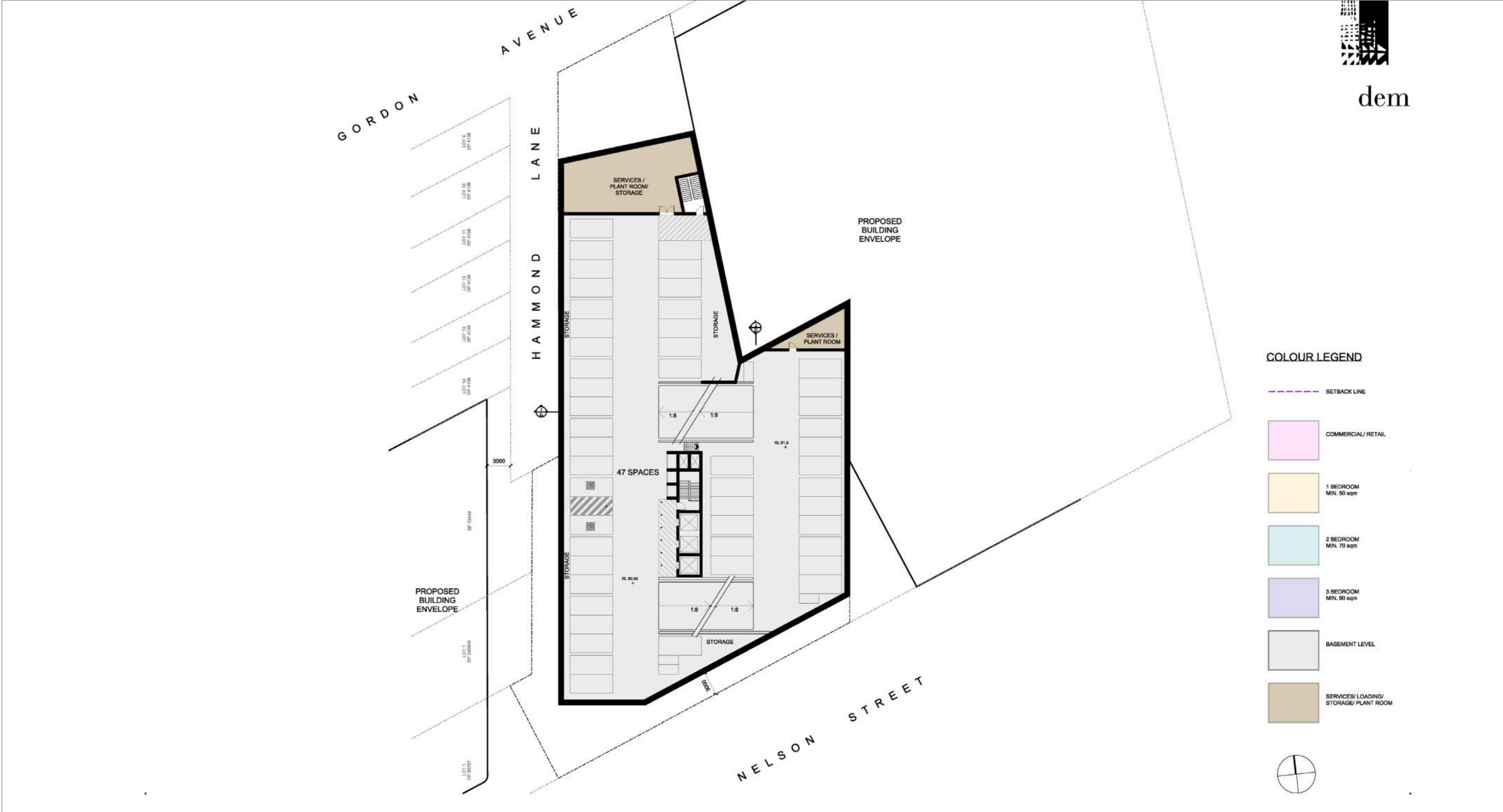
The proposed development includes the following:

- 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



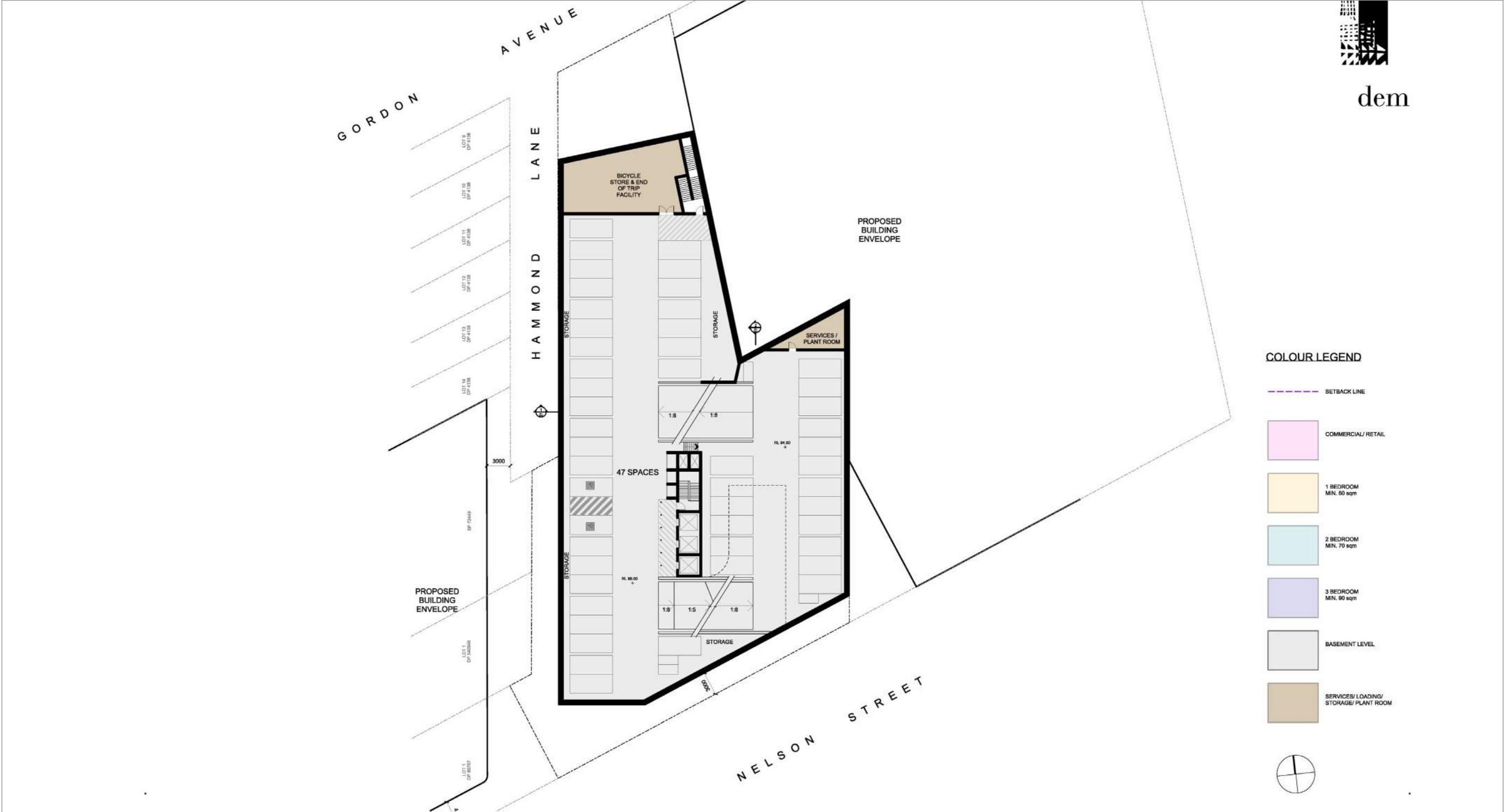
THE PROPOSAL

10.2. FLOOR PLANS



TYPICAL BASEMENT FLOOR PLAN

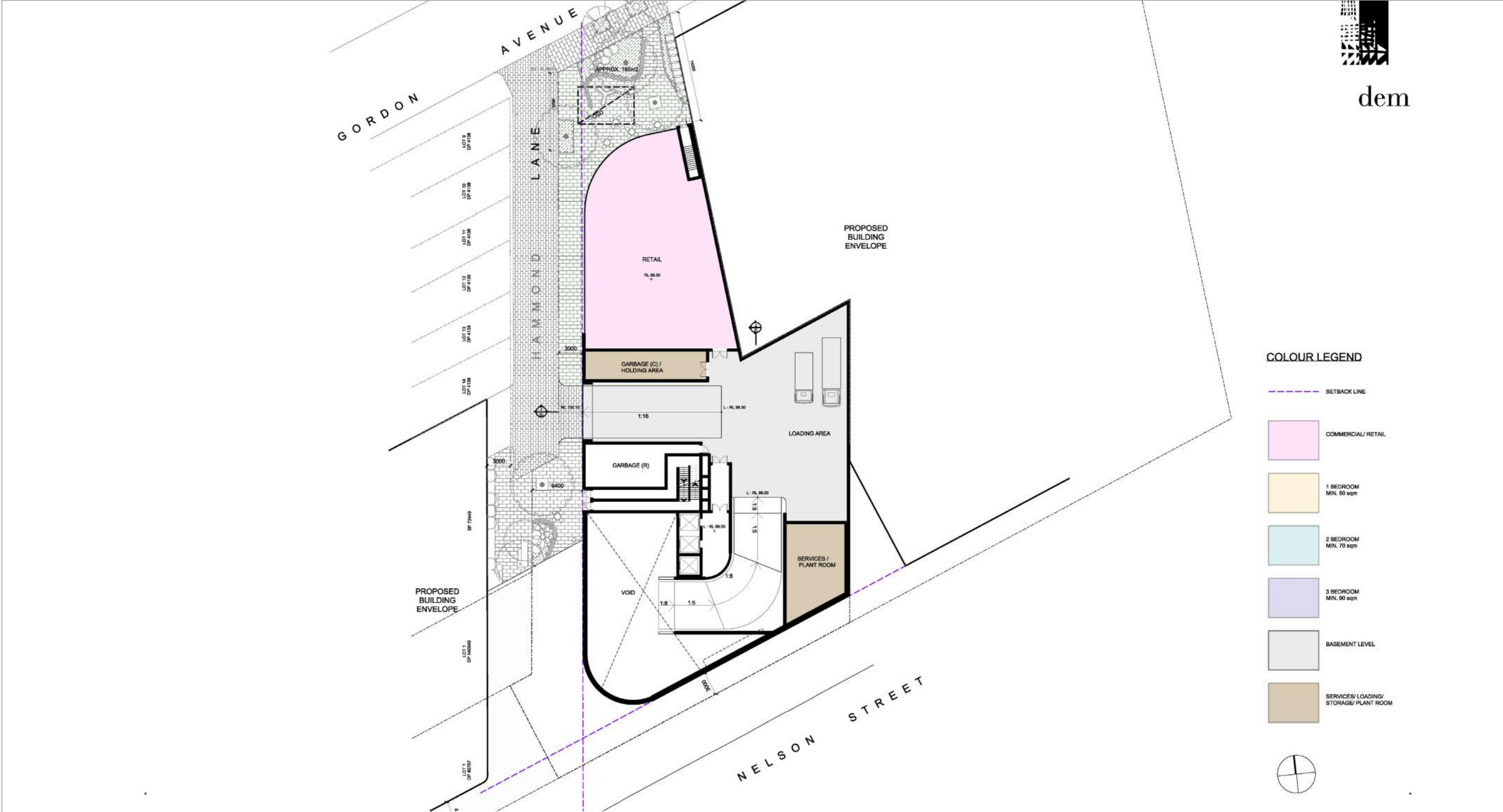
FLOOR PLANS



BASEMENT LEVEL 1 PLAN

THE PROPOSAL

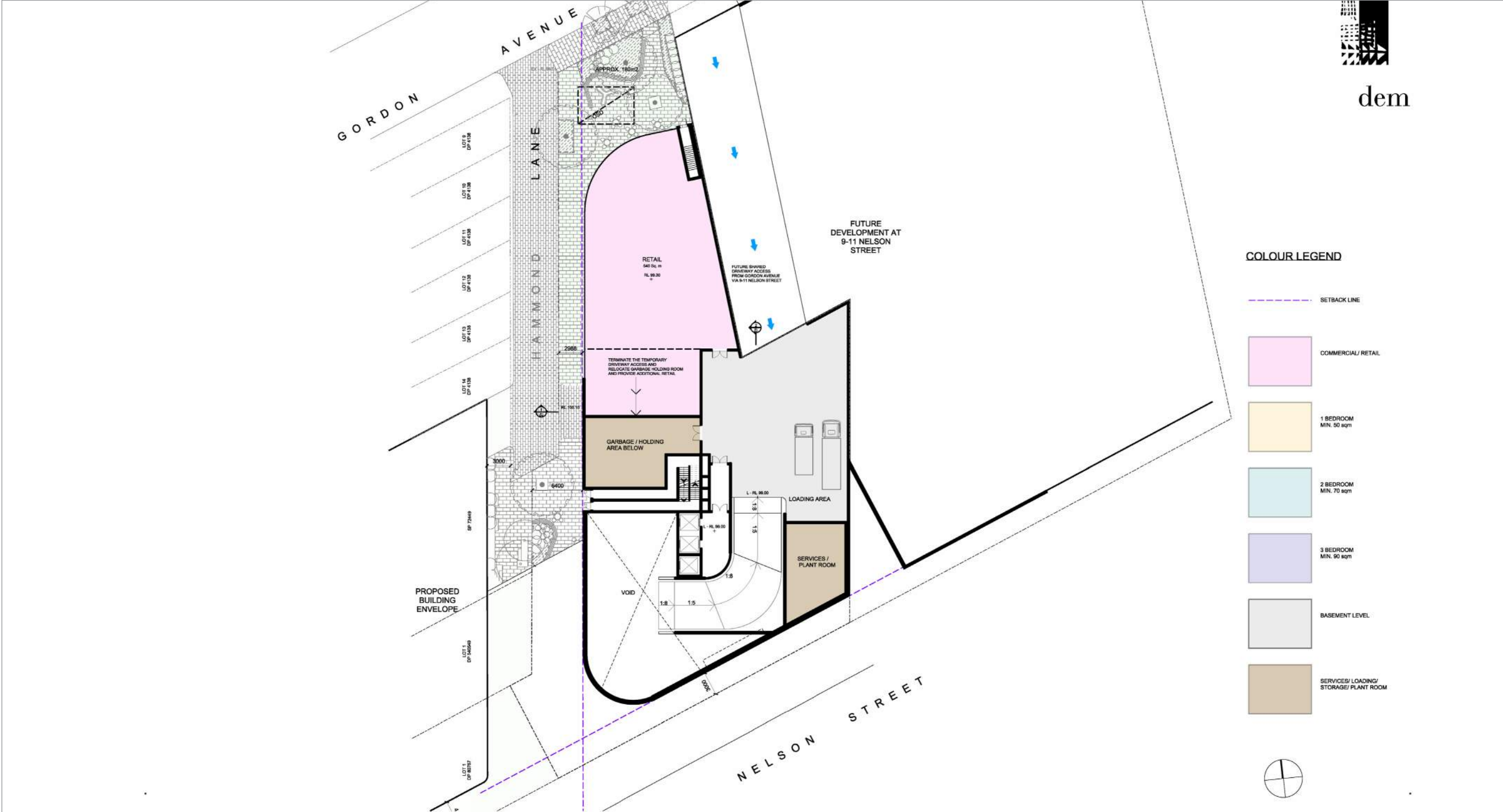
FLOOR PLANS



LOWER GROUND FLOOR PLAN
CAR PARK ENTRY & LOADING DOCK VIA TEMPORARY DRIVEWAY AT HAMMOND LANE

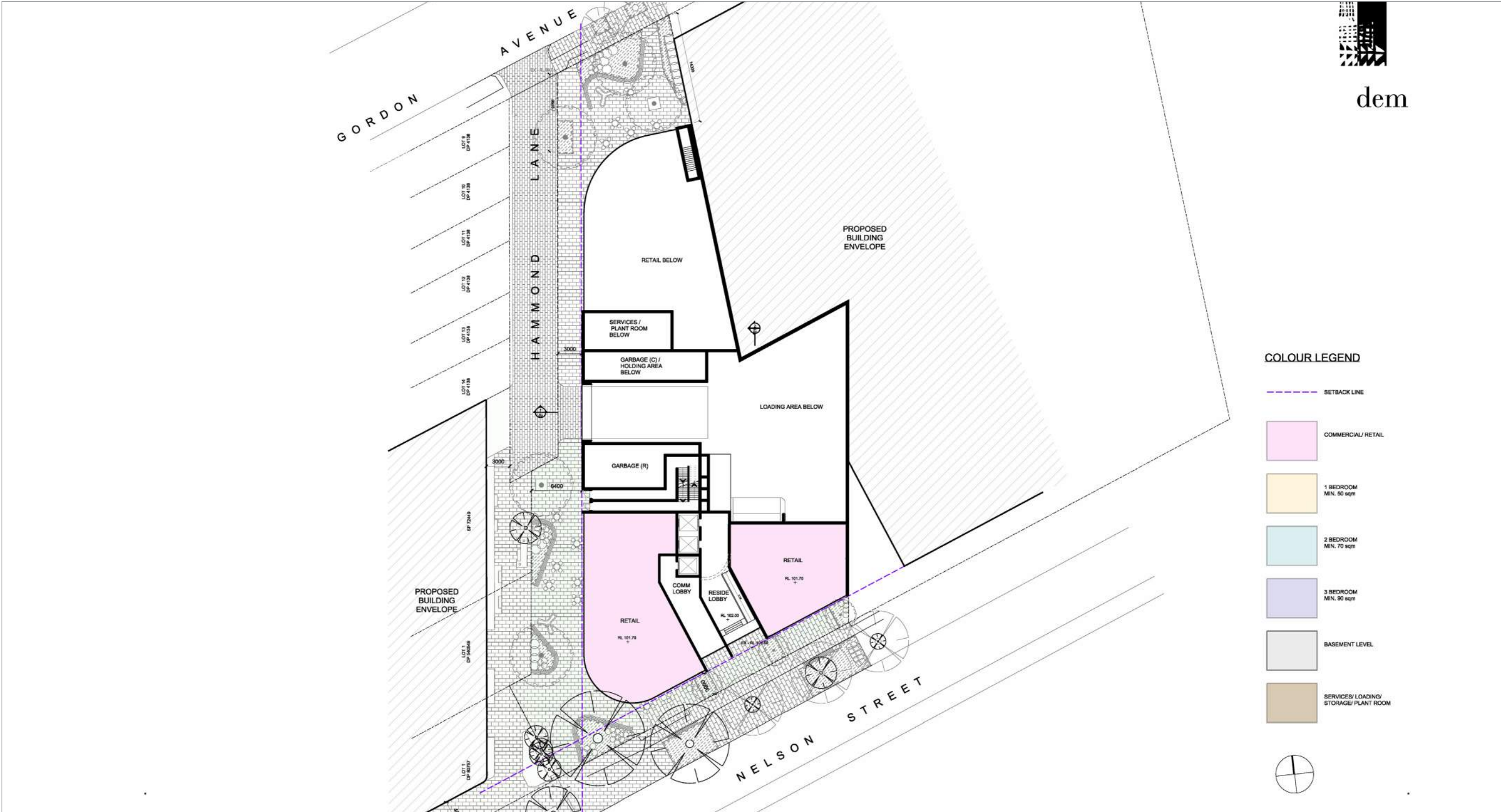
THE PROPOSAL

FLOOR PLANS



THE PROPOSAL

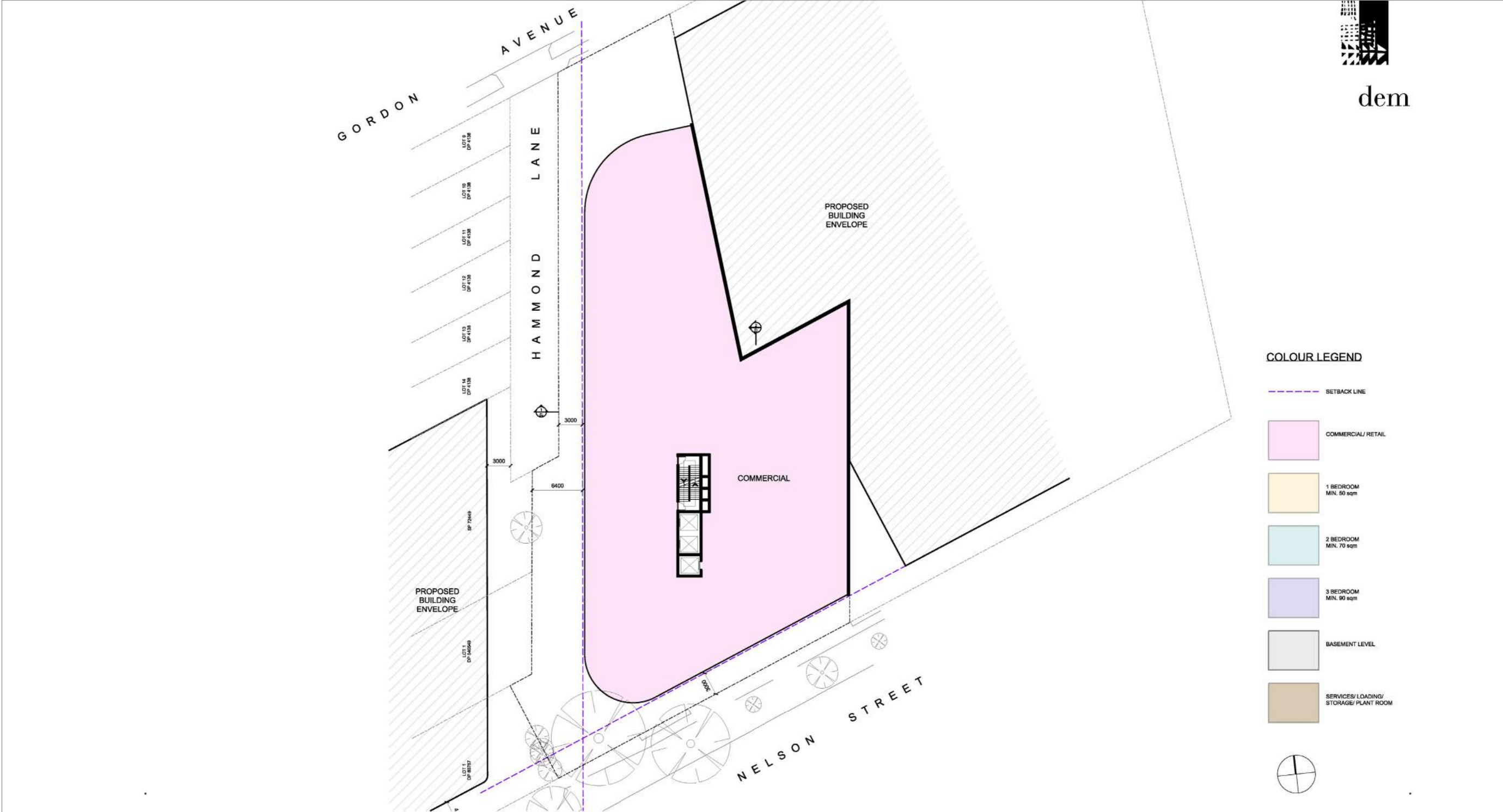
FLOOR PLANS



GROUND FLOOR PLAN

THE PROPOSAL

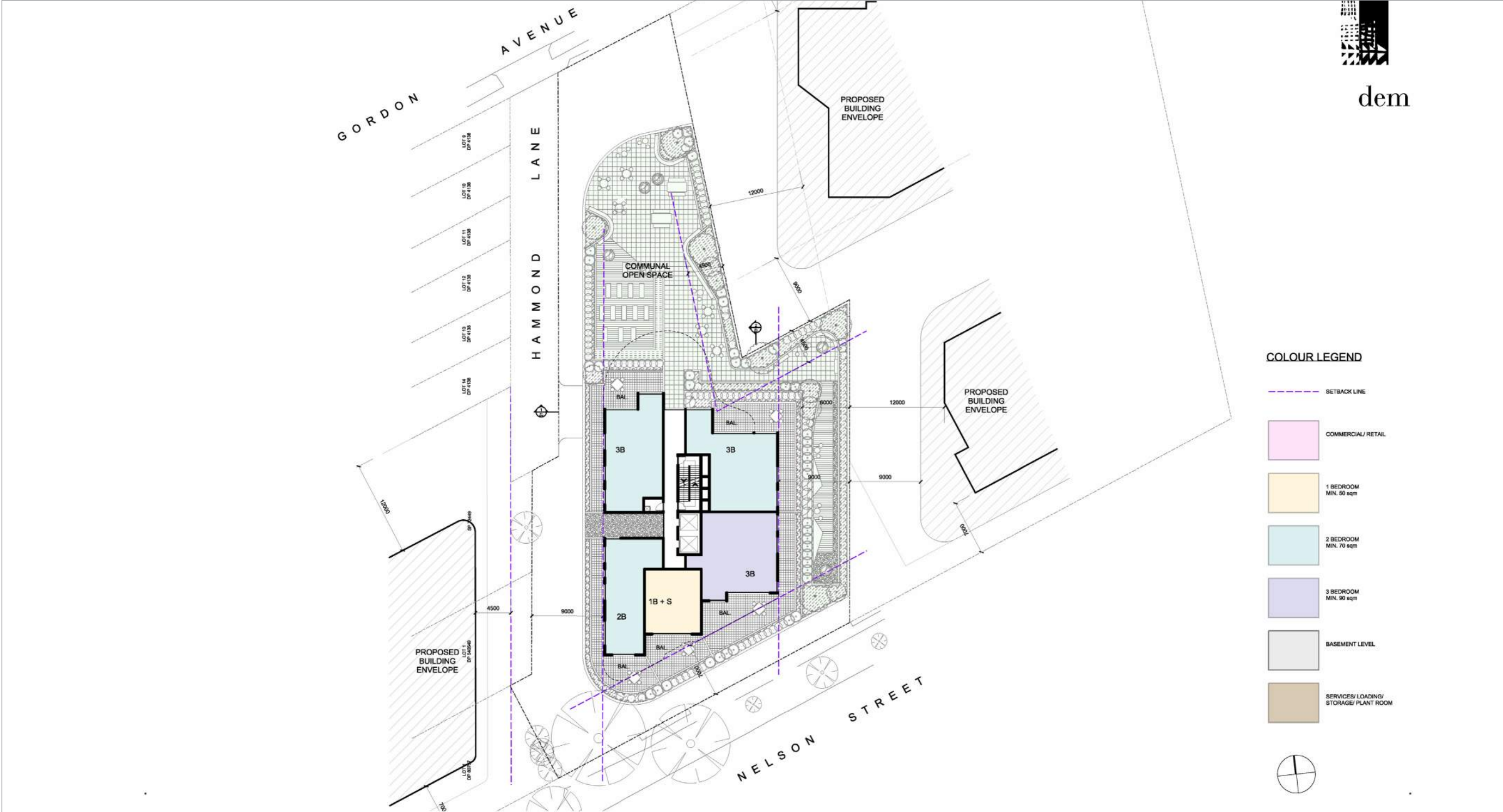
FLOOR PLANS



LEVEL 1 PLAN
COMMERCIAL

THE PROPOSAL

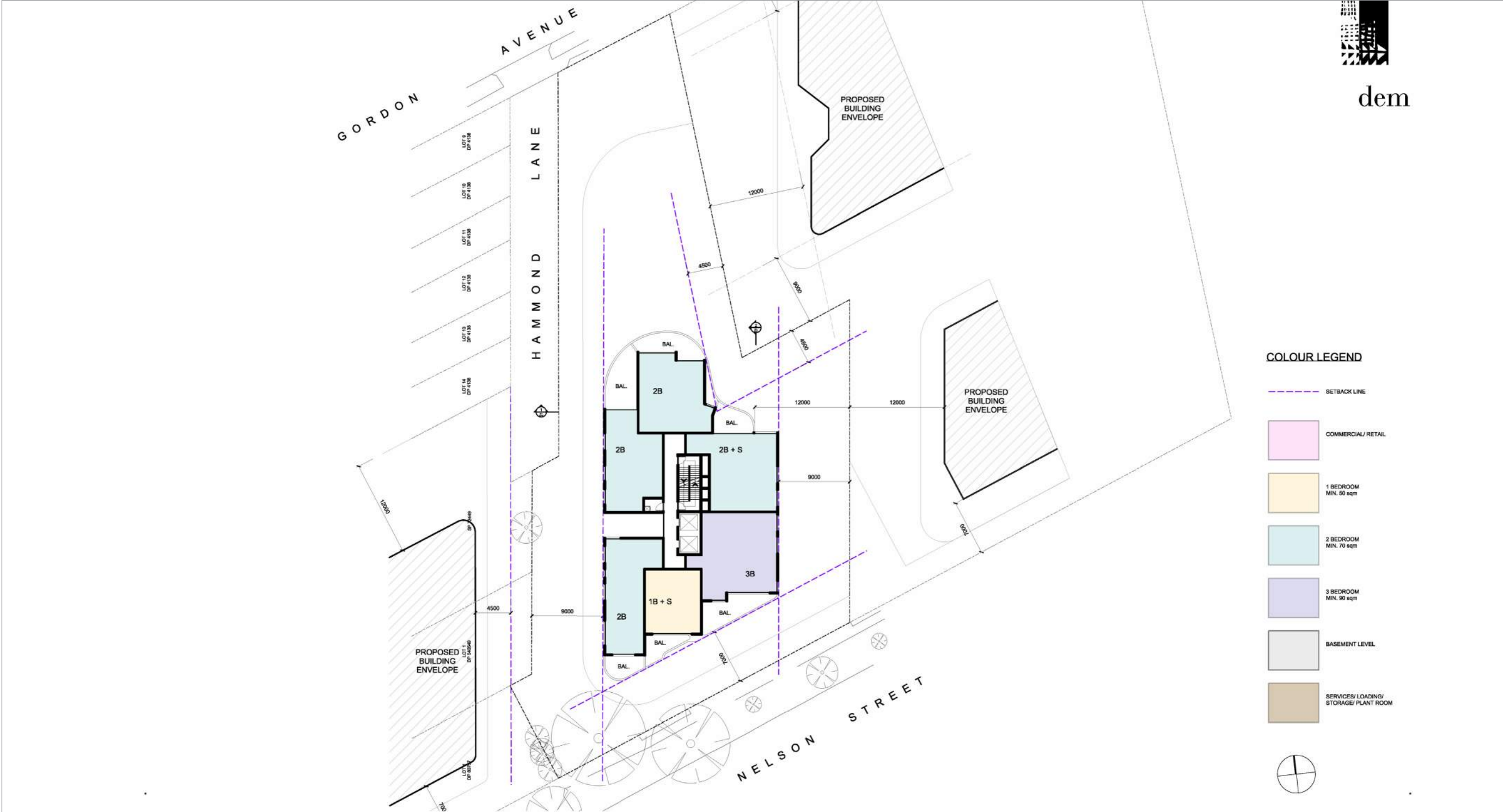
FLOOR PLANS



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

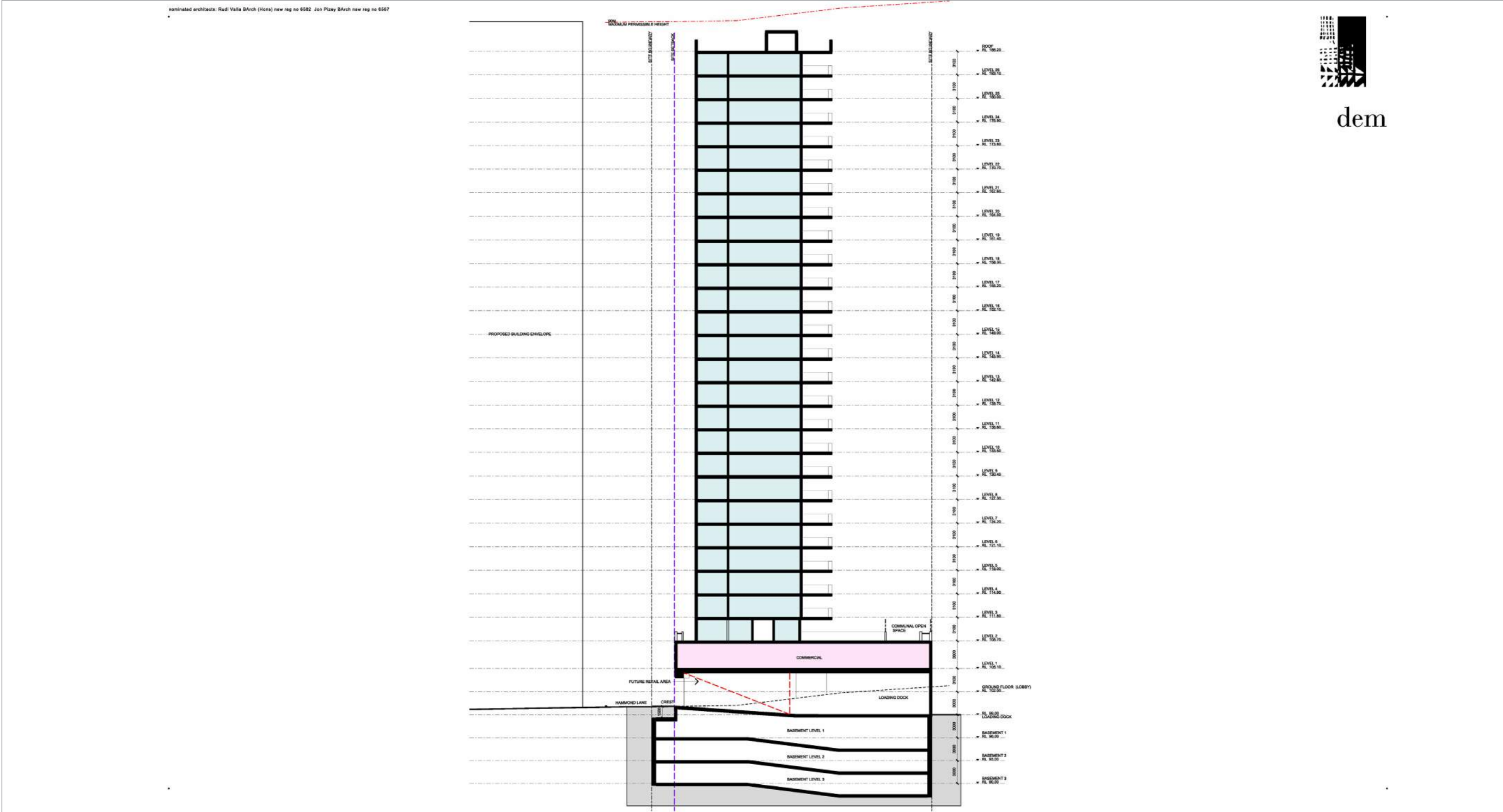
FLOOR PLANS



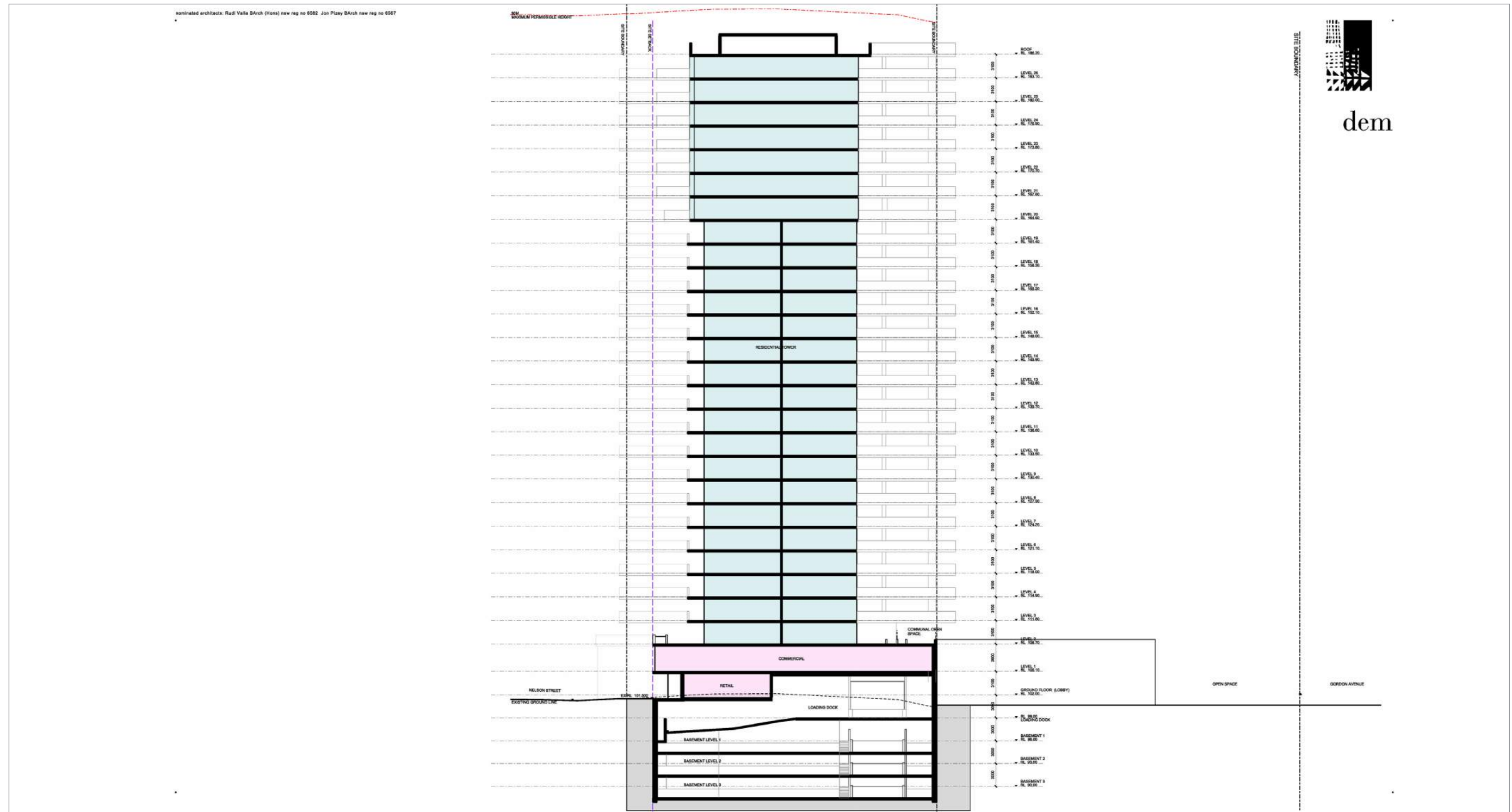
UPPER TYPICAL FLOOR PLAN (LEVELS 20-26)

THE PROPOSAL

SECTIONS



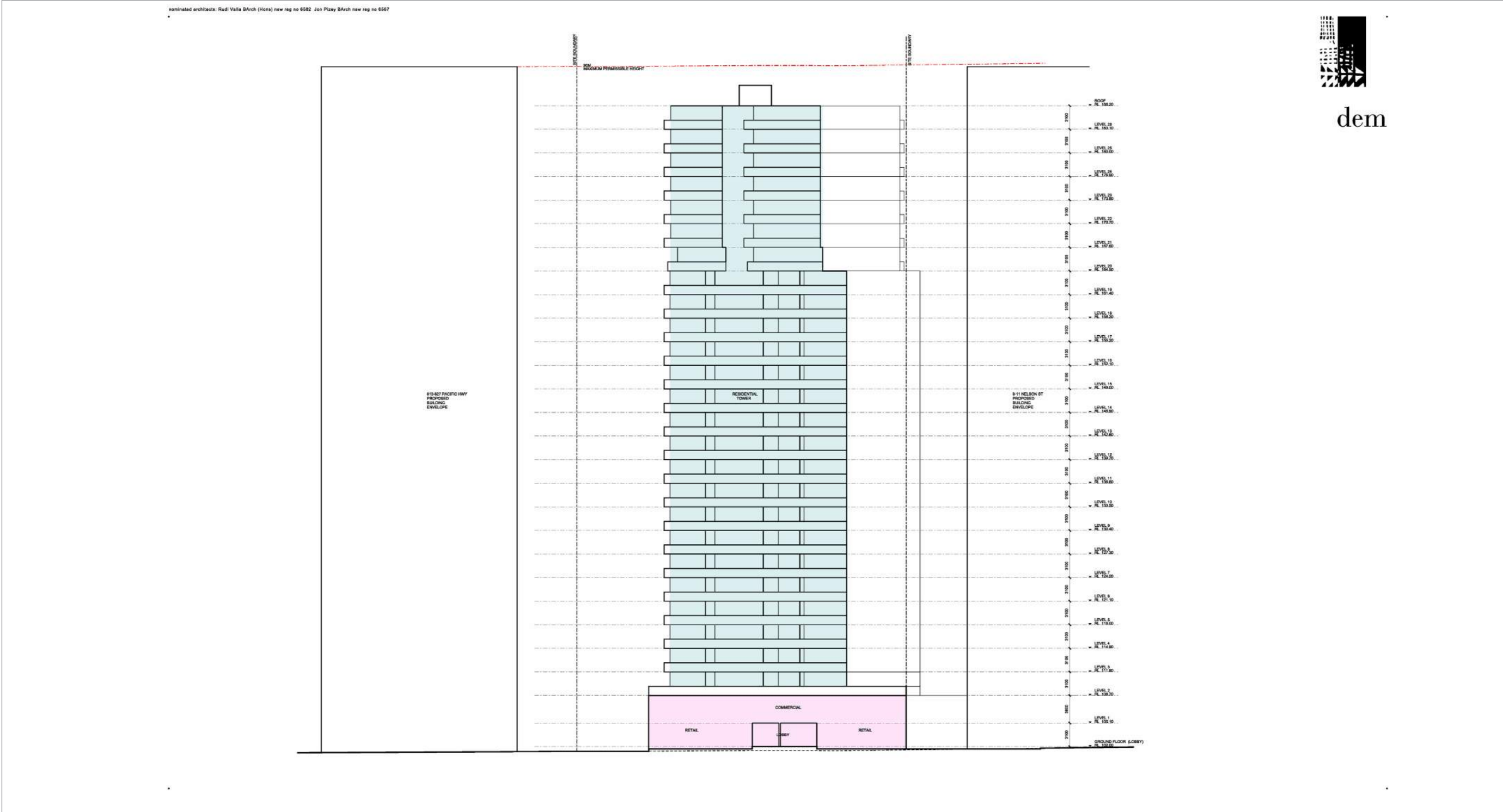
SECTIONS



SECTION 2

THE PROPOSAL

ELEVATIONS

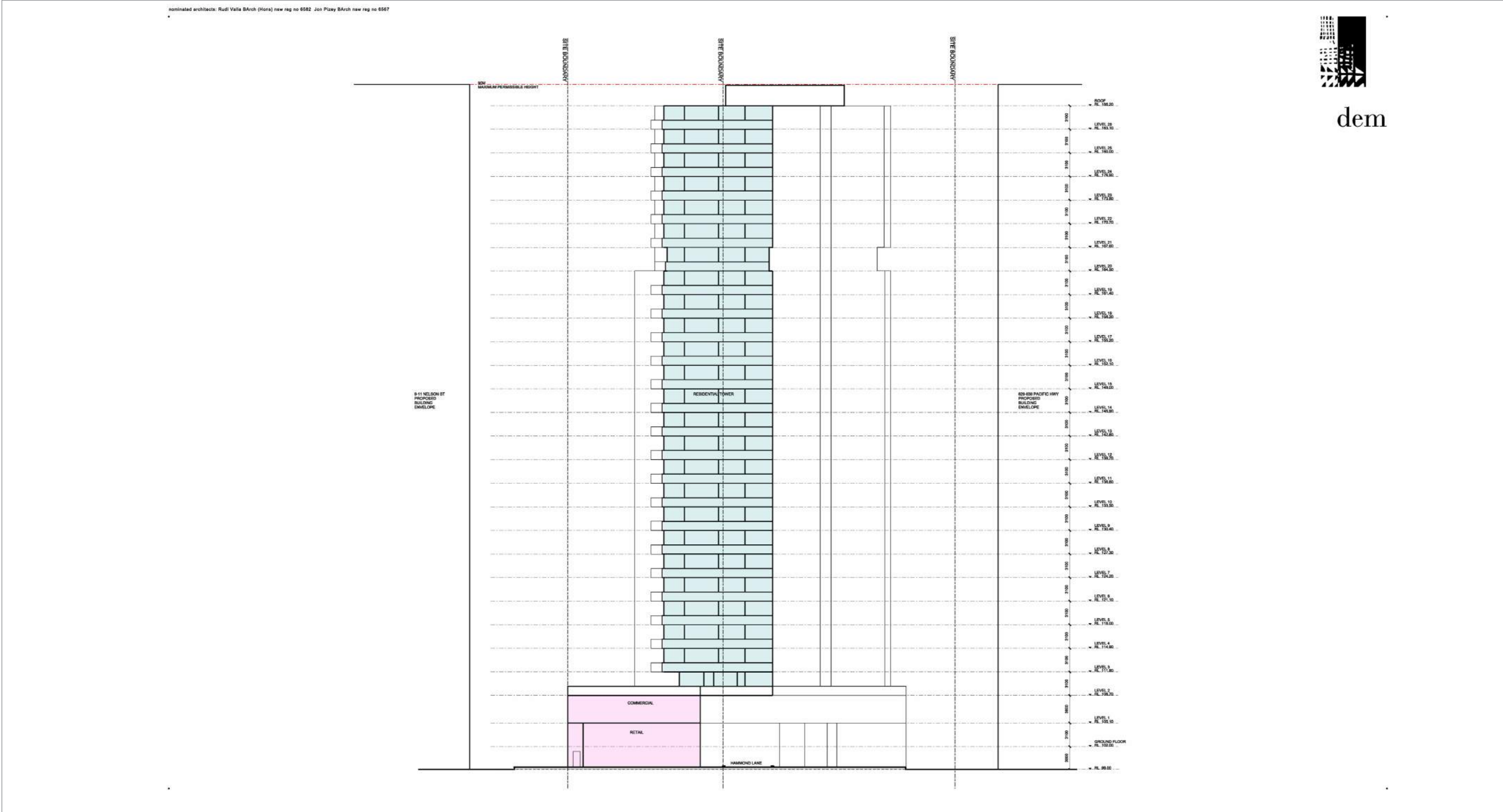


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SOUTH ELEVATION FROM NELSON STREET

THE PROPOSAL

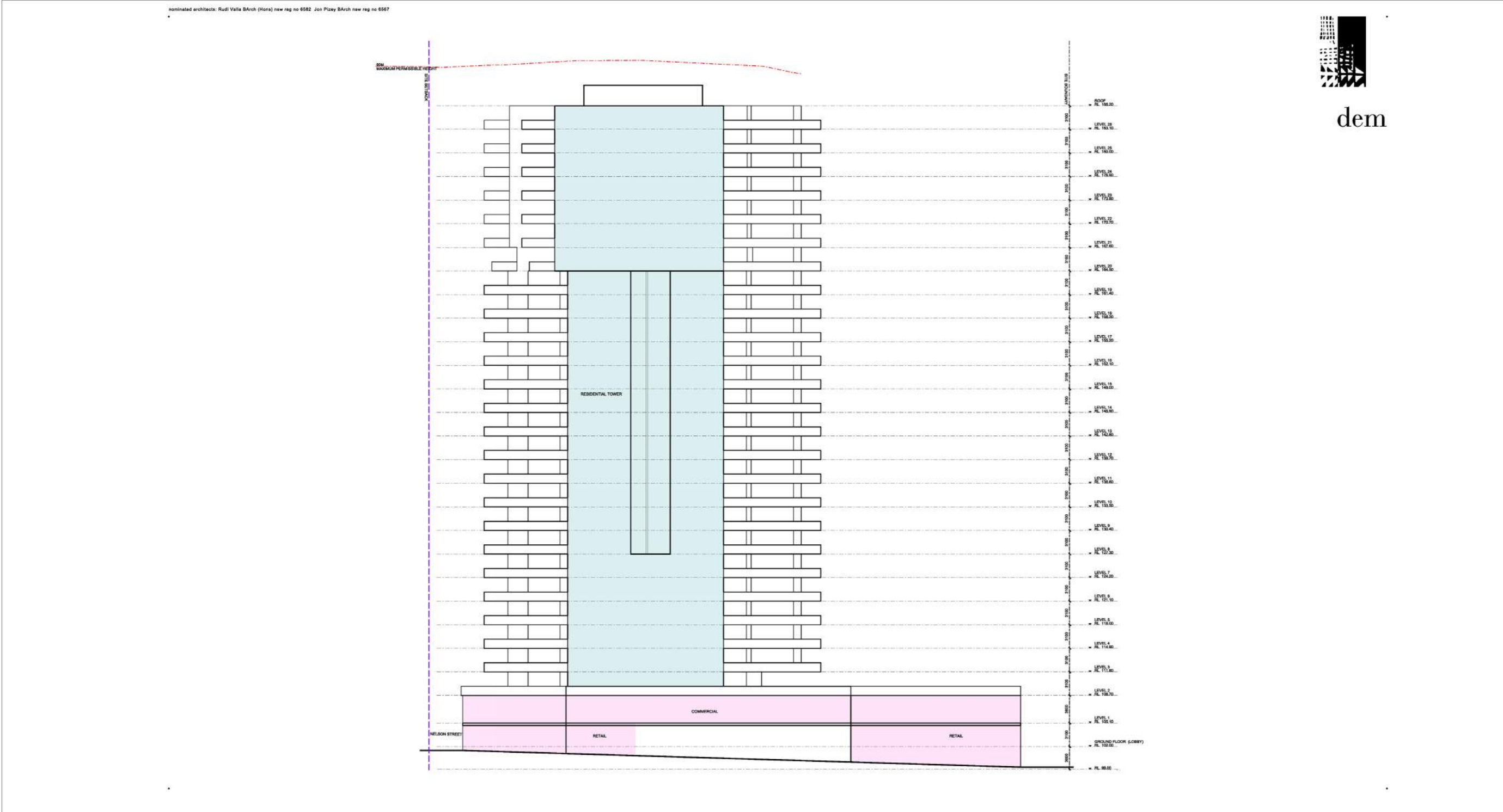
ELEVATIONS



NORTH ELEVATION FROM GORDON AVENUE

THE PROPOSAL

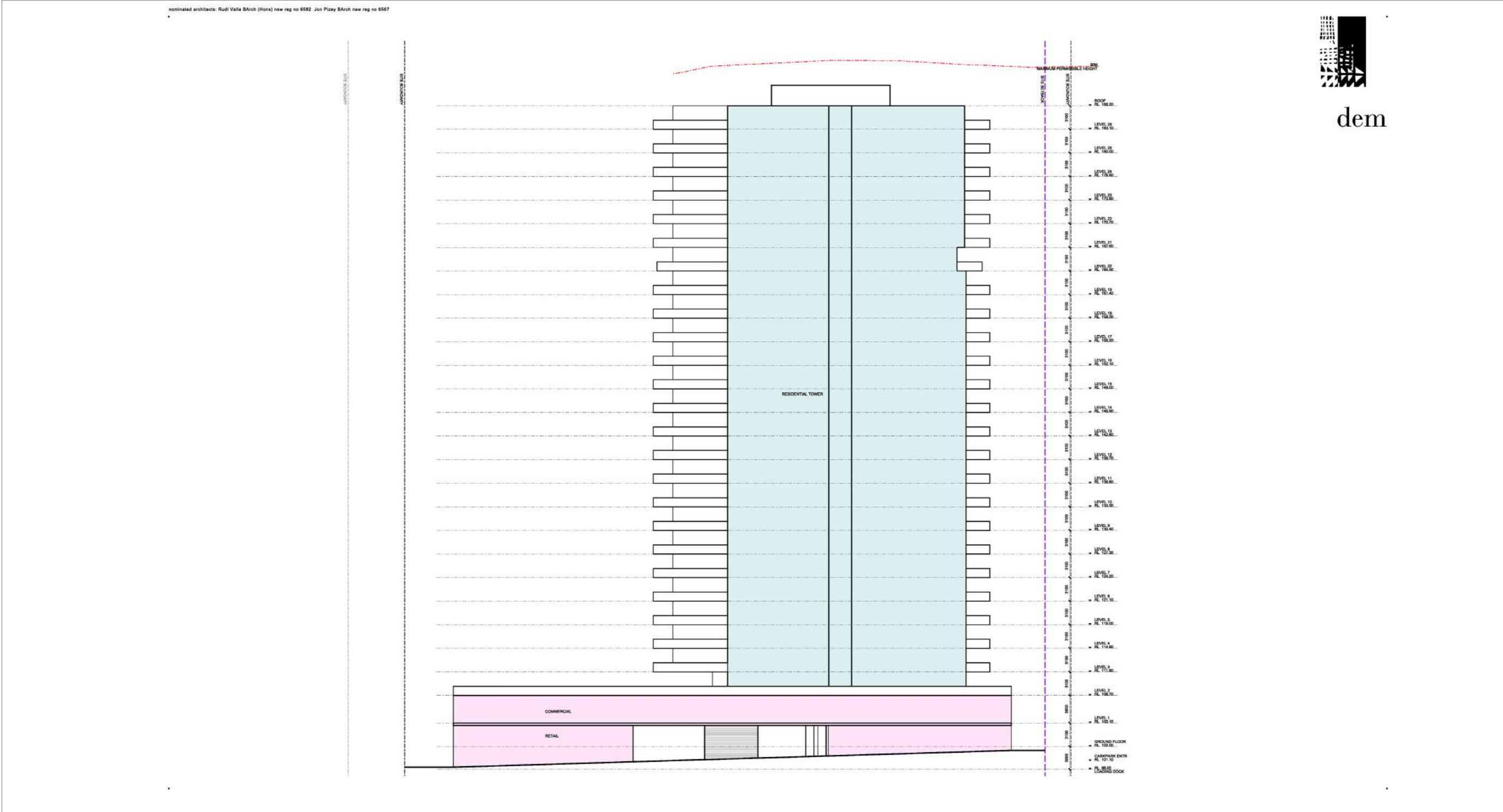
ELEVATIONS



EAST ELEVATION

THE PROPOSAL

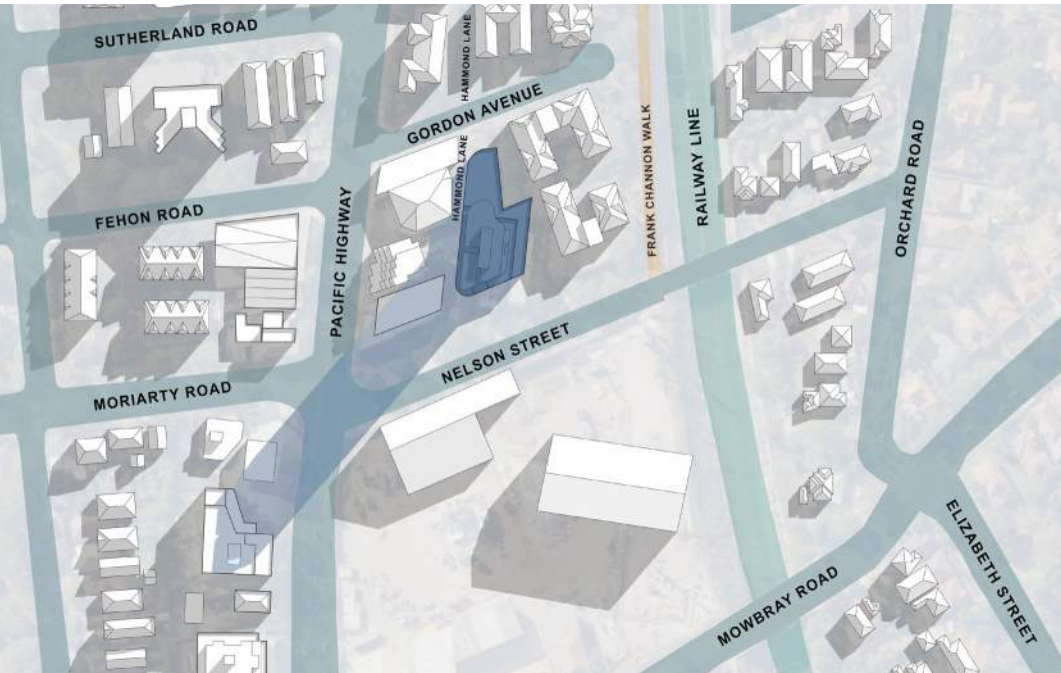
ELEVATIONS



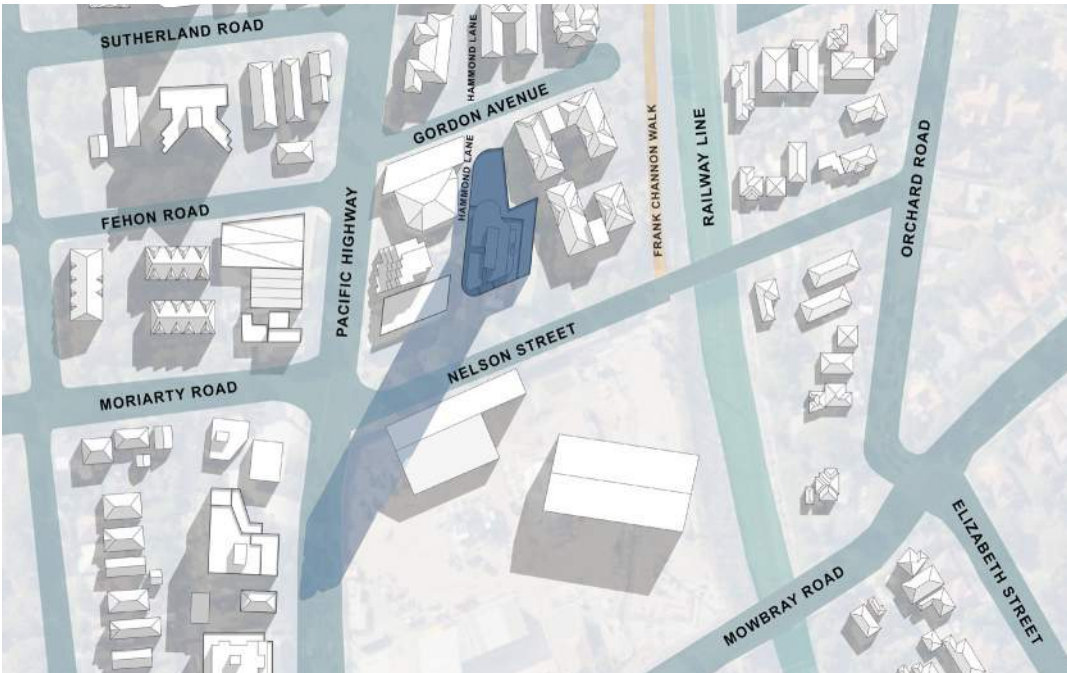
WEST ELEVATION FROM HAMMOND LANE

11.0 AMENITY

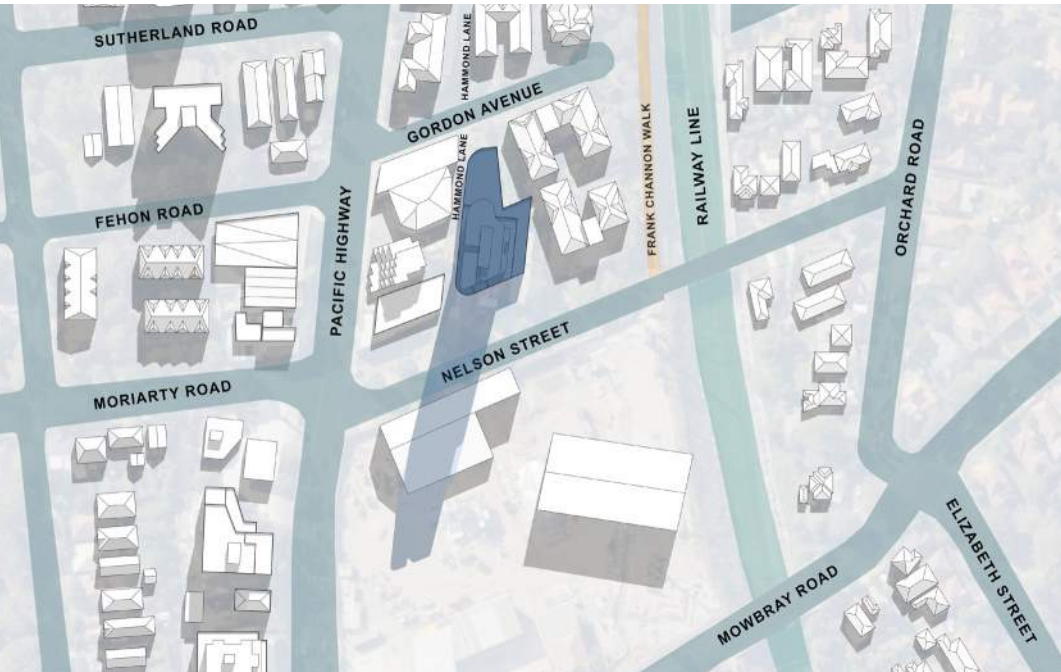
11.1. SOLAR ACCESS WITH EXISTING CONTEXT



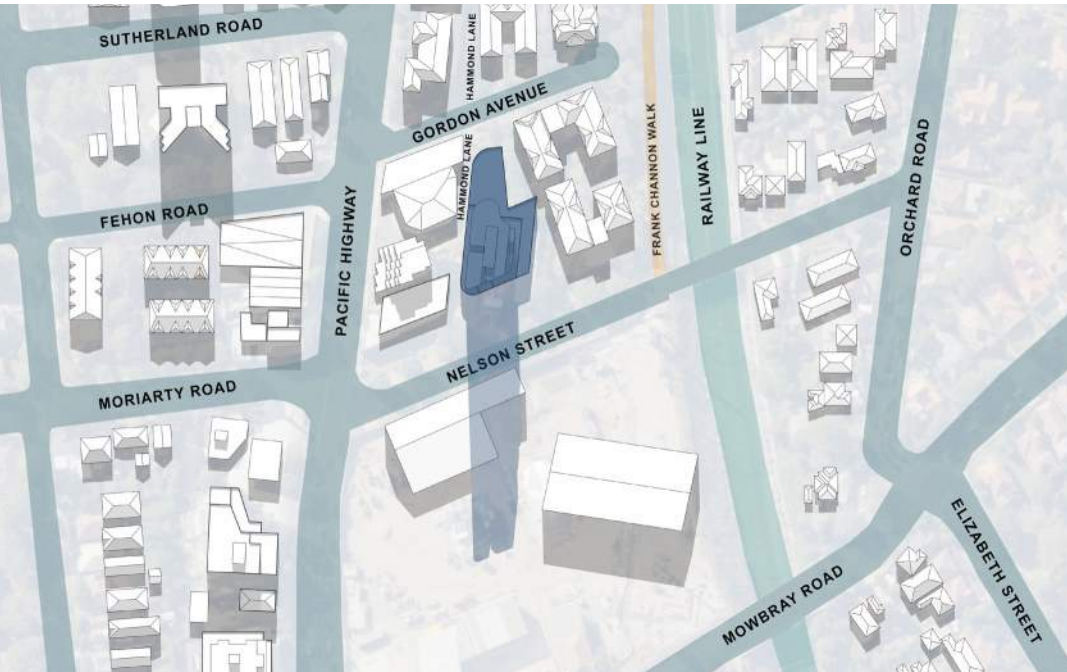
21st June 9.00 am



21st June 10.00 am



21st June 11.00 am



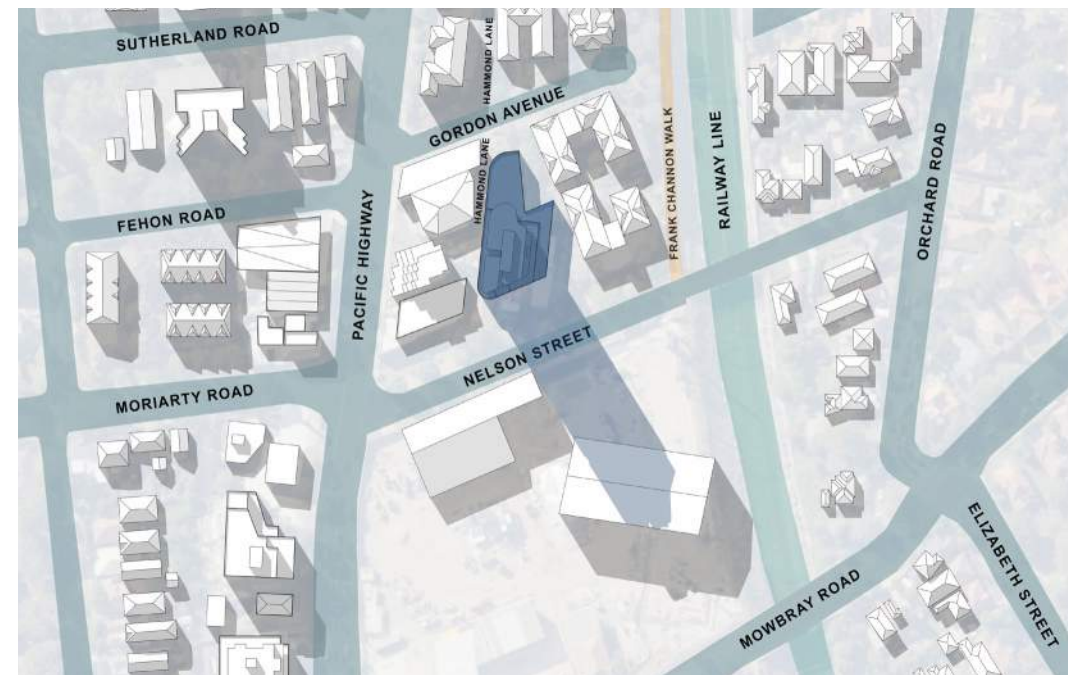
21st June 12.00 pm

AMENITY

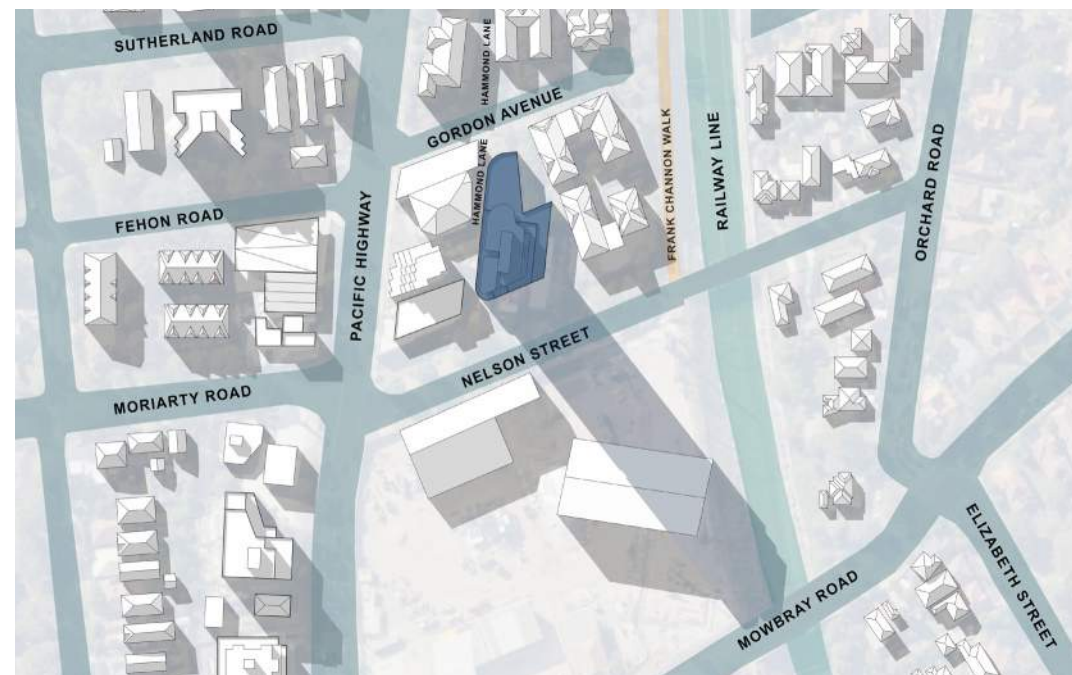
- The extent of overshadowing generated by the proposed built form in mid winter, is moving rapidly throughout the day and contained fully within the Sydney Metro Dive site to the south until 2:30pm.
- Property at no 340A Mowbray Road and no 2 Orchard Road (Heritage Item no. 1105) will only be overshadowed marginally at 3:00pm as indicated below.(starting from 2:55pm)
- No overshadowing impacts to the South Chatswood Conservation Area are identified.
- All key public open spaces identified in the CBD strategy are located north of the subject site. No overshadowing impacts are identified throughout the year



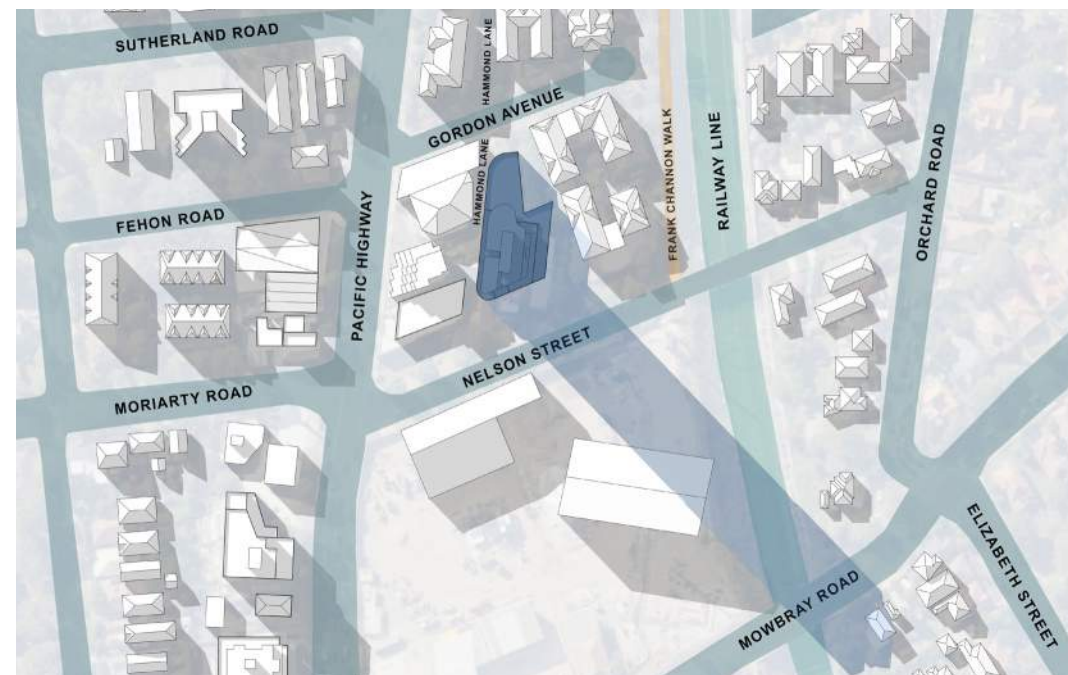
21st June 13.00 pm



21st June 14.00 pm



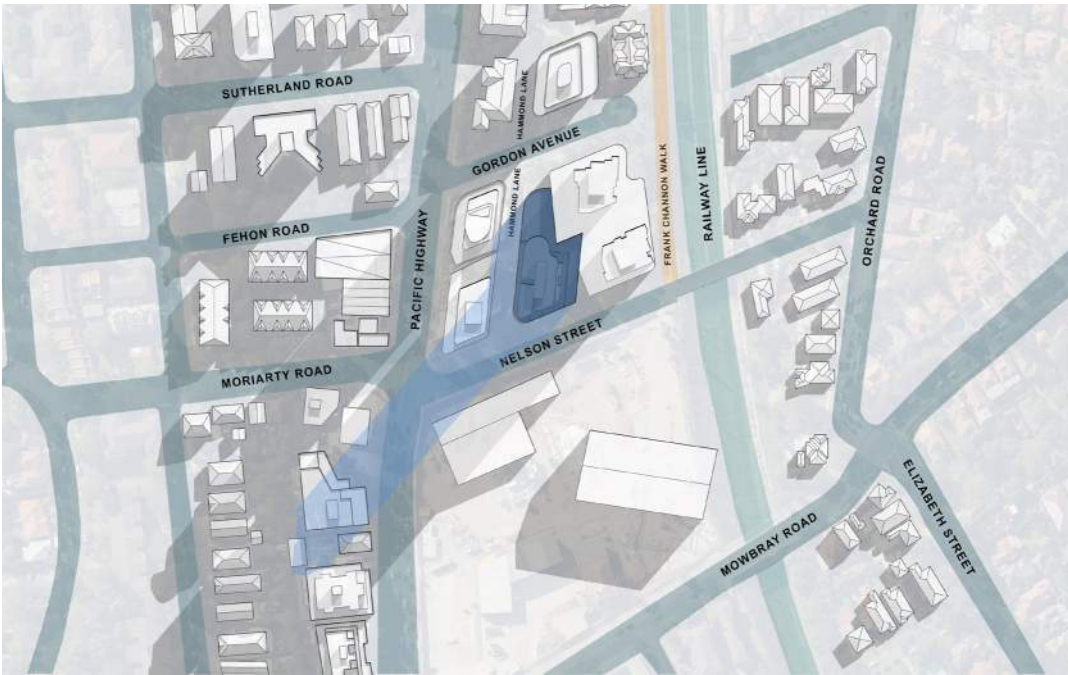
21st June 14.30 pm



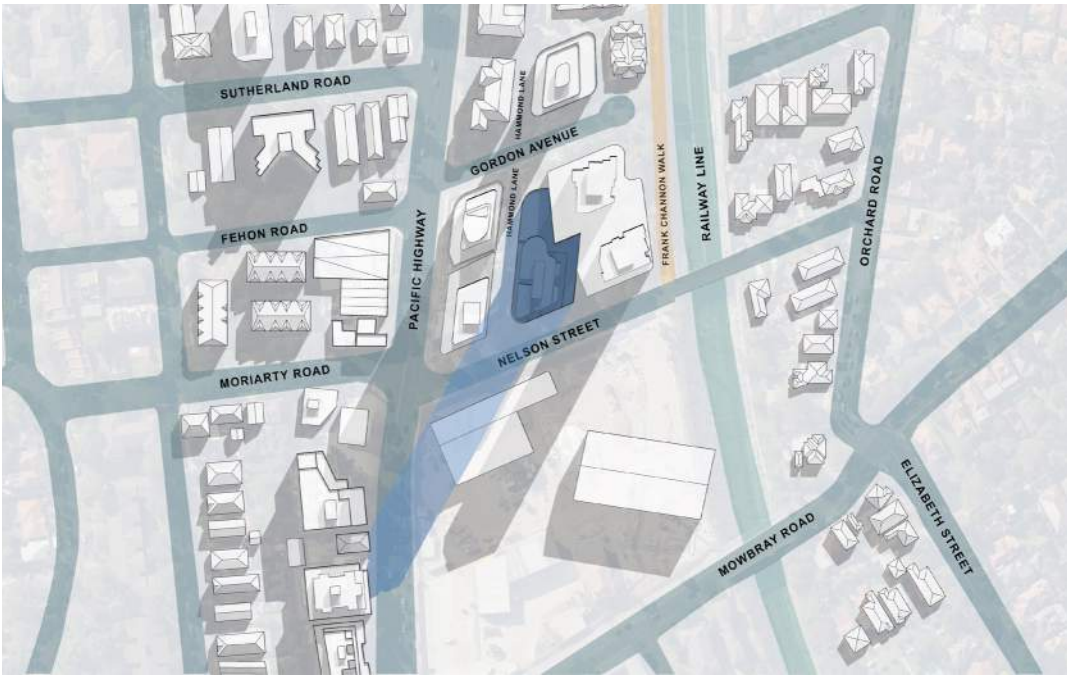
21st June 15.00 pm

AMENITY

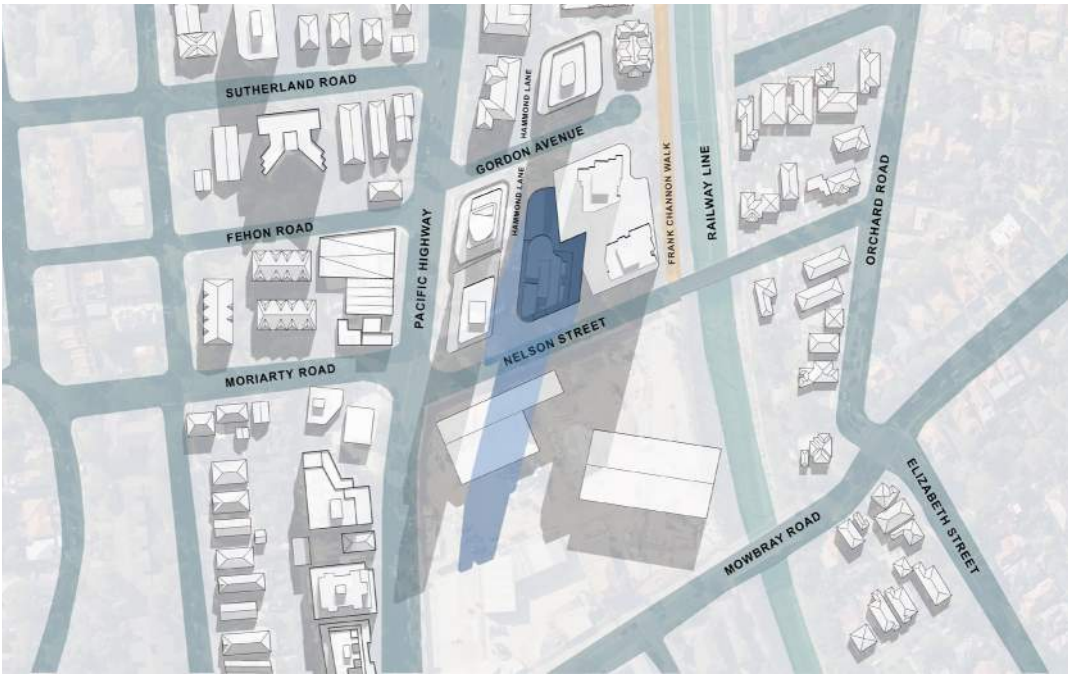
11.2. SOLAR ACCESS WITH FUTURE BUILT FORM



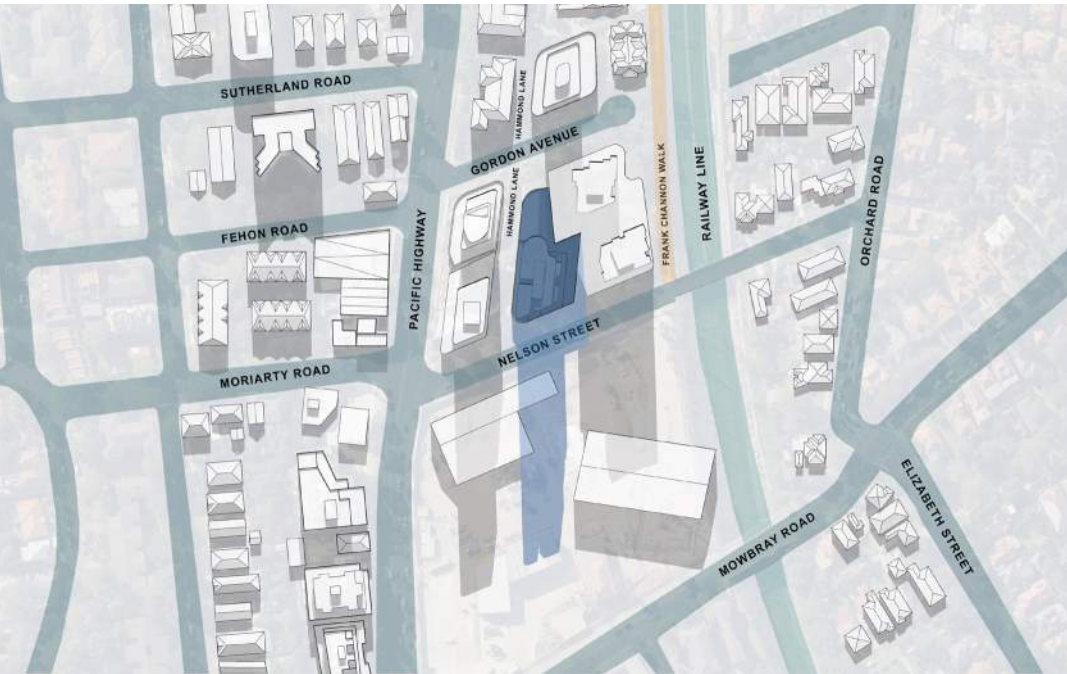
21st June 9.00 am



21st June 10.00 am



21st June 11.00 am



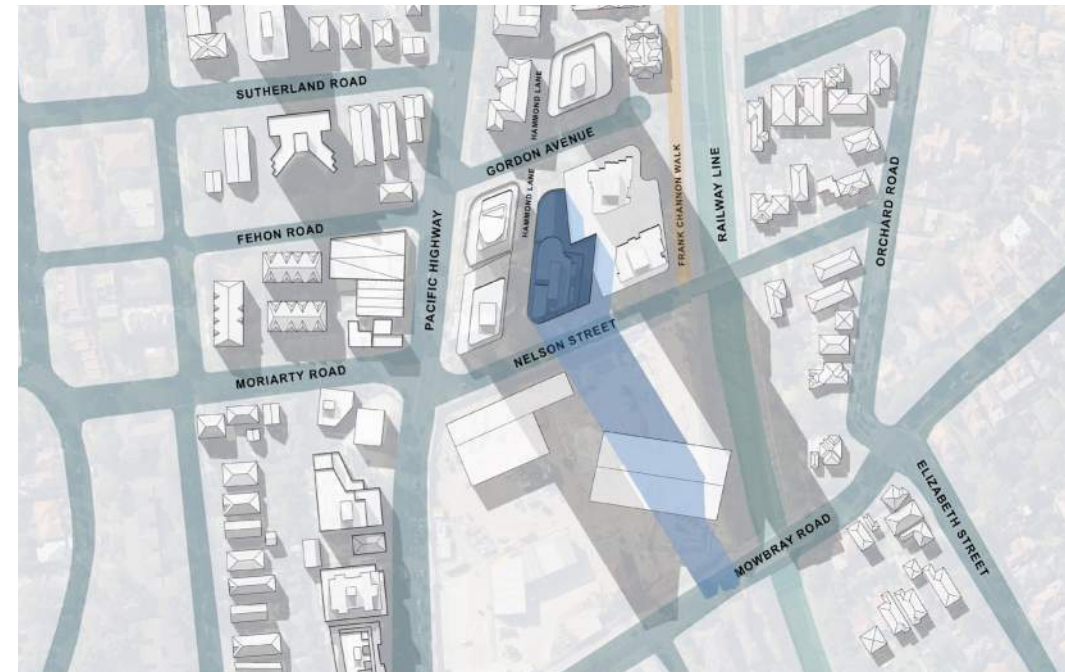
21st June 12.00 pm

AMENITY

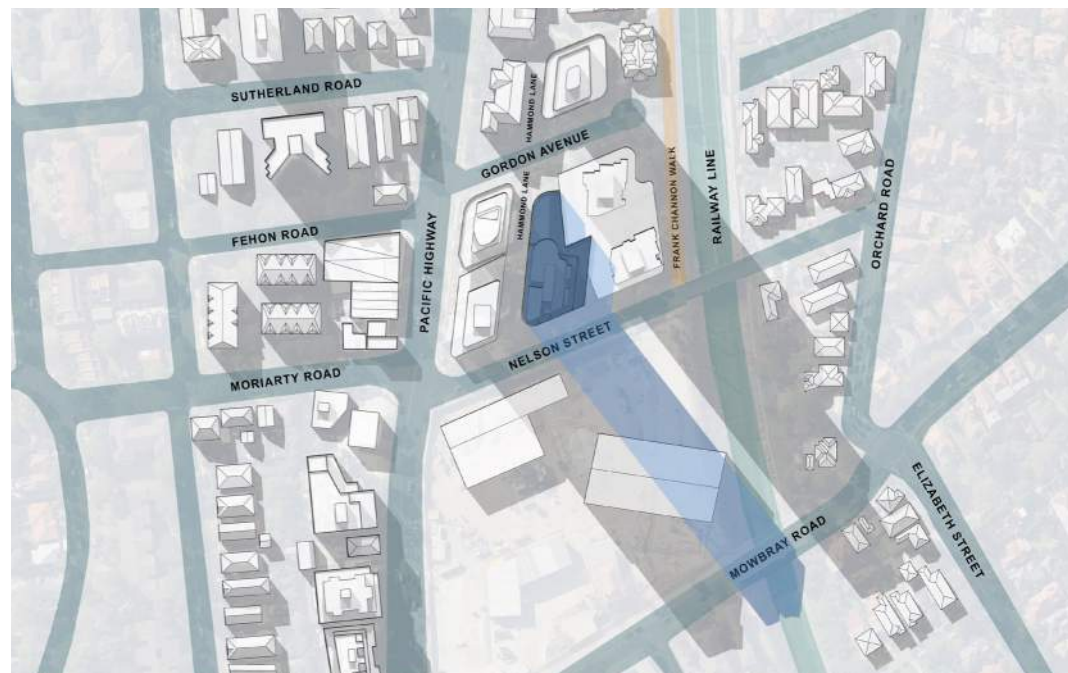
- The extent of overshadowing generated by the proposed built form in mid winter, is moving rapidly throughout the day and contained fully within the Sydney Metro Dive site to the south until 2:30pm.
- Property at no 340A Mowbray Road and no 2 Orchard Road (Heritage Item no. 1105) will only be overshadowed marginally at 3:00pm as indicated below.(starting from 2:55pm)
- No overshadowing impacts to the South Chatswood Conservation Area are identified.
- All key public open spaces identified in the CBD strategy are located north of the subject site. No overshadowing impacts are identified throughout the year



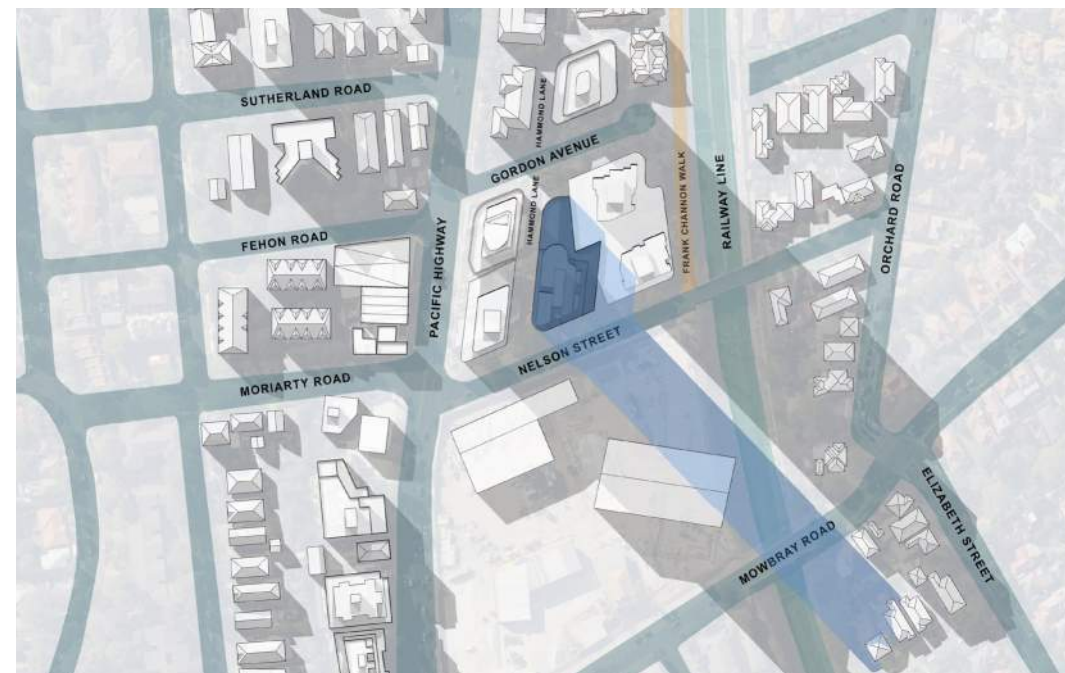
21st June 13.00 pm



21st June 14.00 pm



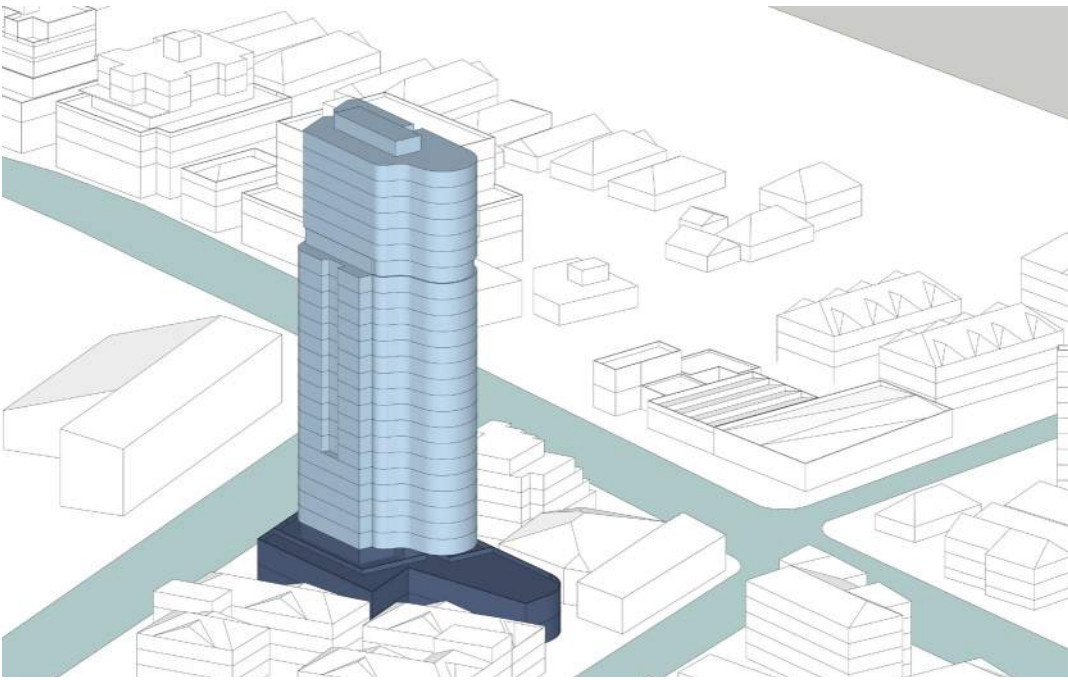
21st June 14.30 pm



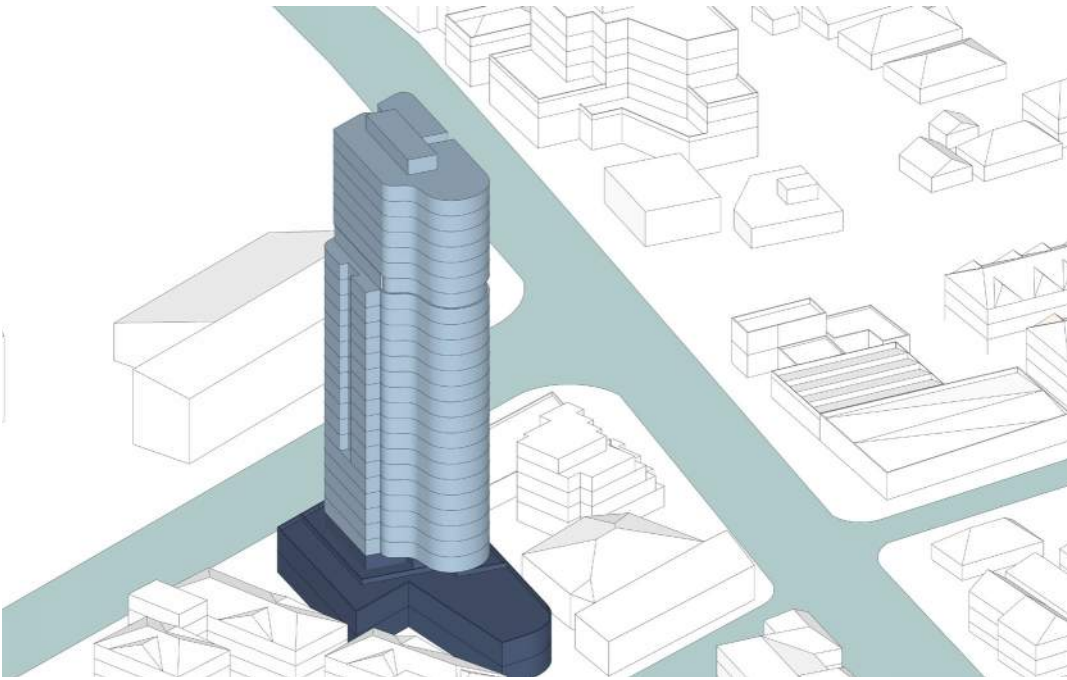
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AMENITY

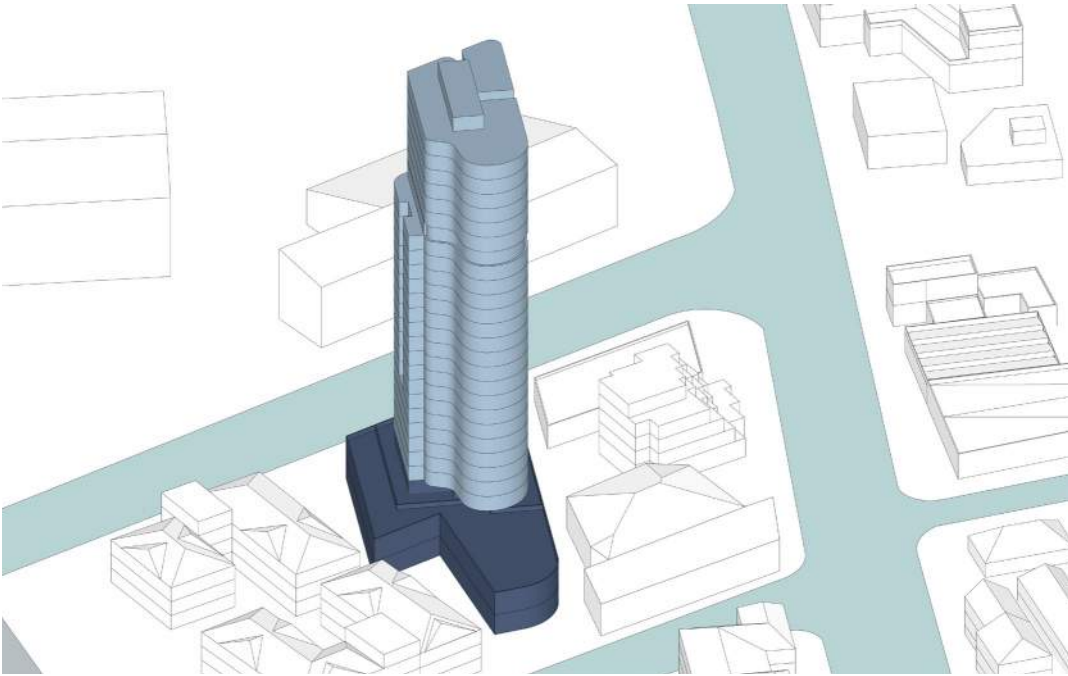
11.3. SUNPATH



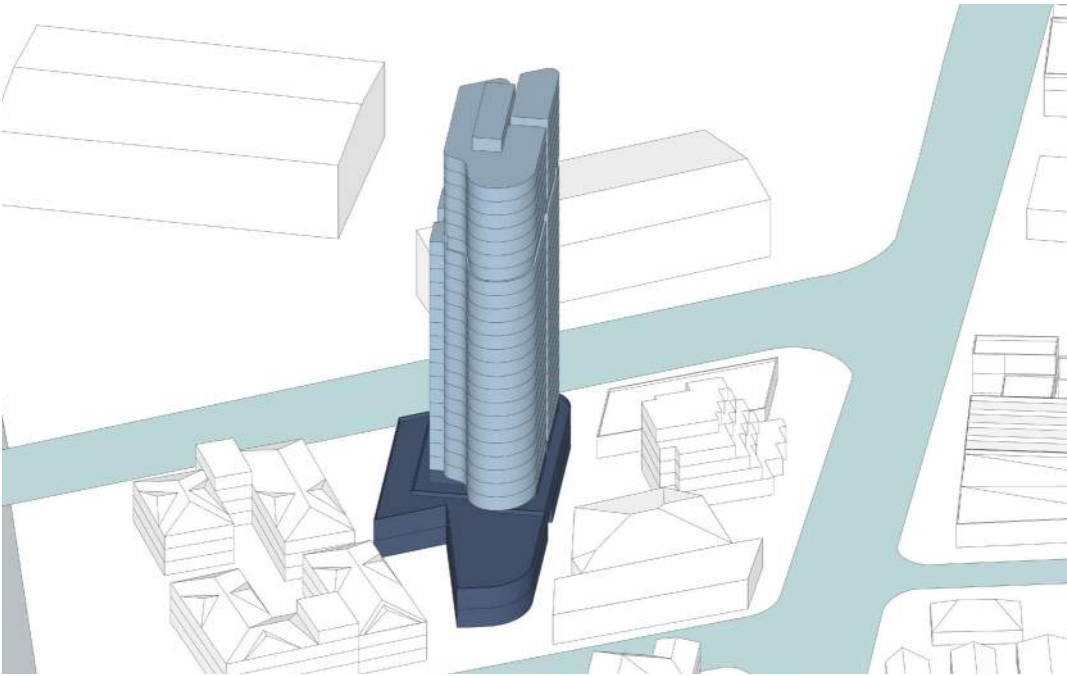
21st June 9.00 am



21st June 10.00 am



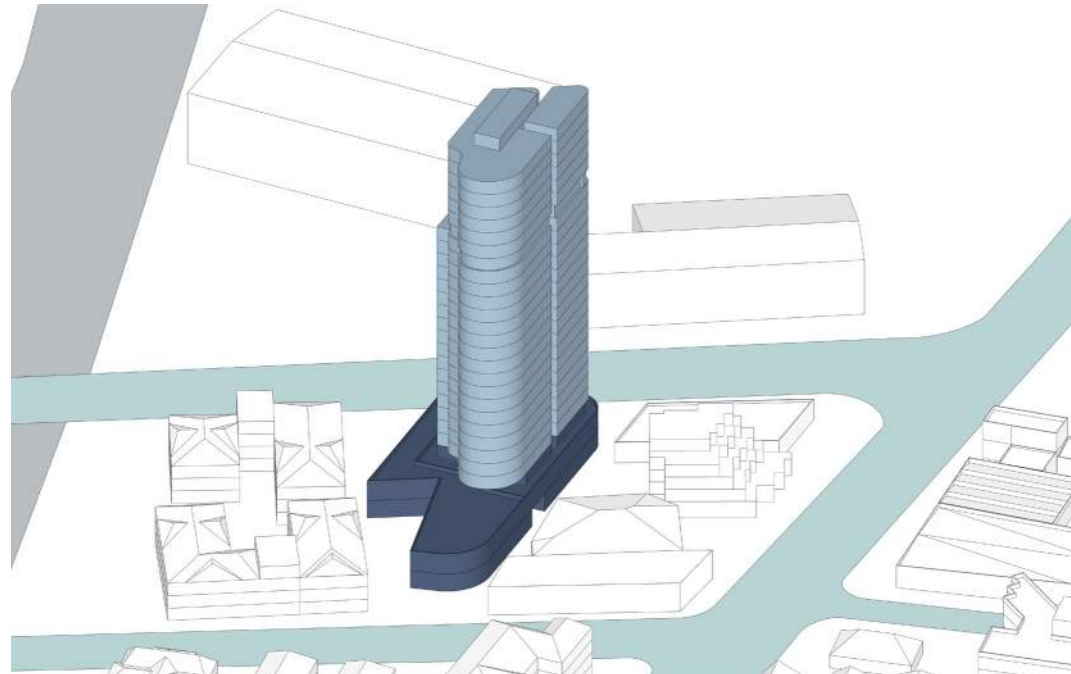
21st June 11.00 am



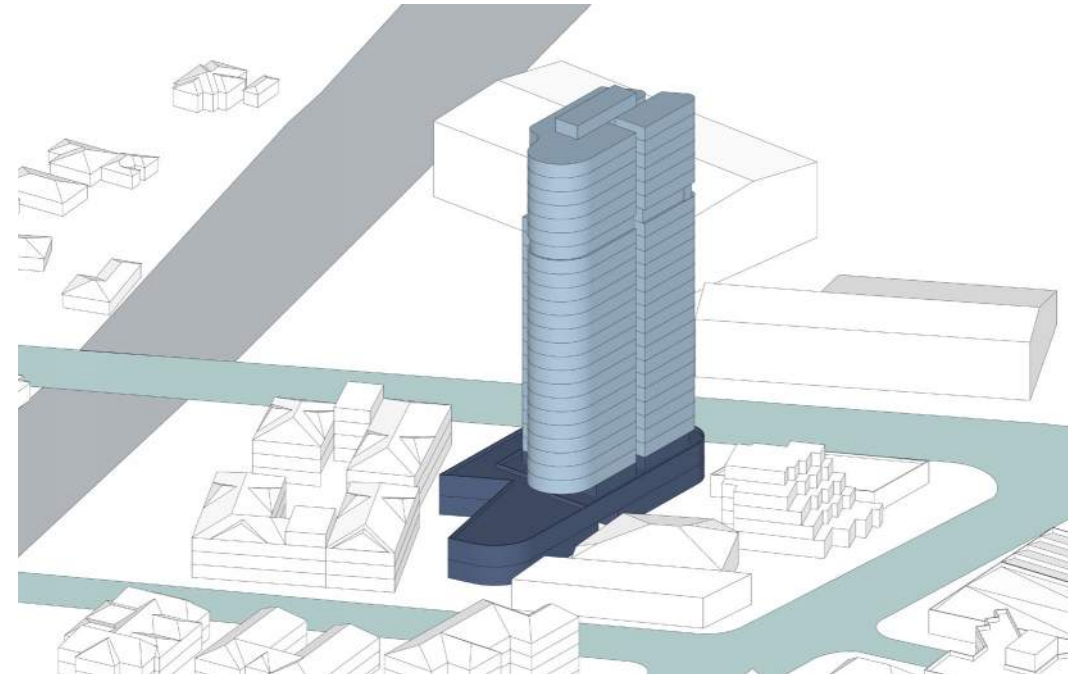
21st June 12.00 pm

AMENITY

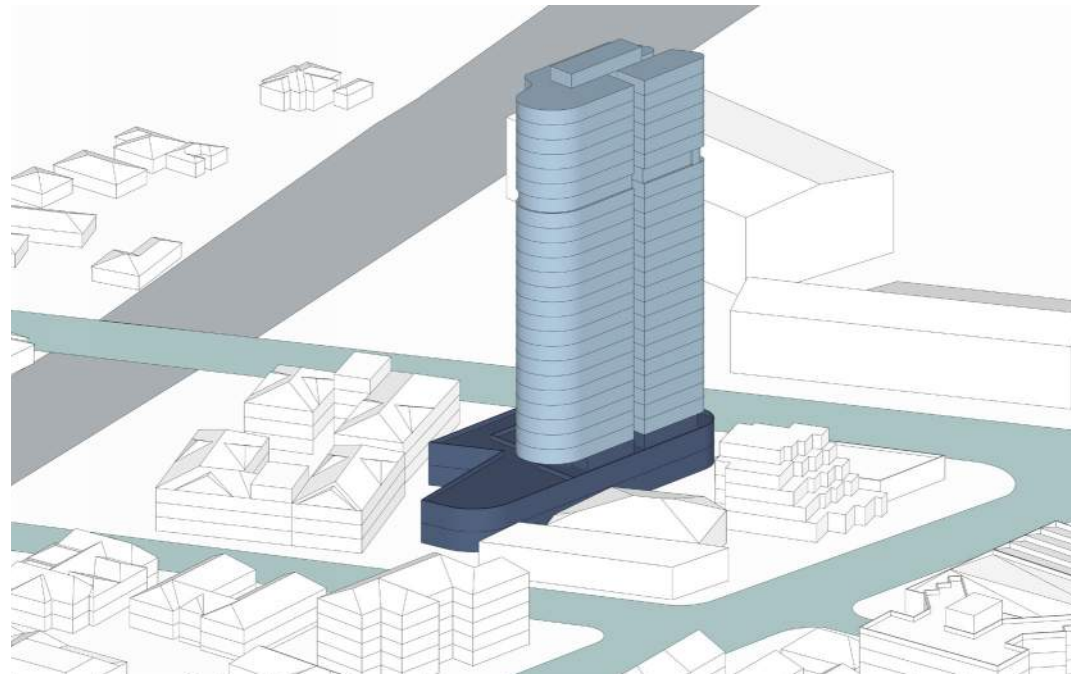
- Majority of the units will receive minimum 2 hours sunlight required under SEPP 65
- All surrounding properties will continue to receive minimum 2 hours sunlight in mid winter.
- Small portion of area within the Sydney Metro Dive site will be overshadowed by the proposed built form at different time throughout the day.



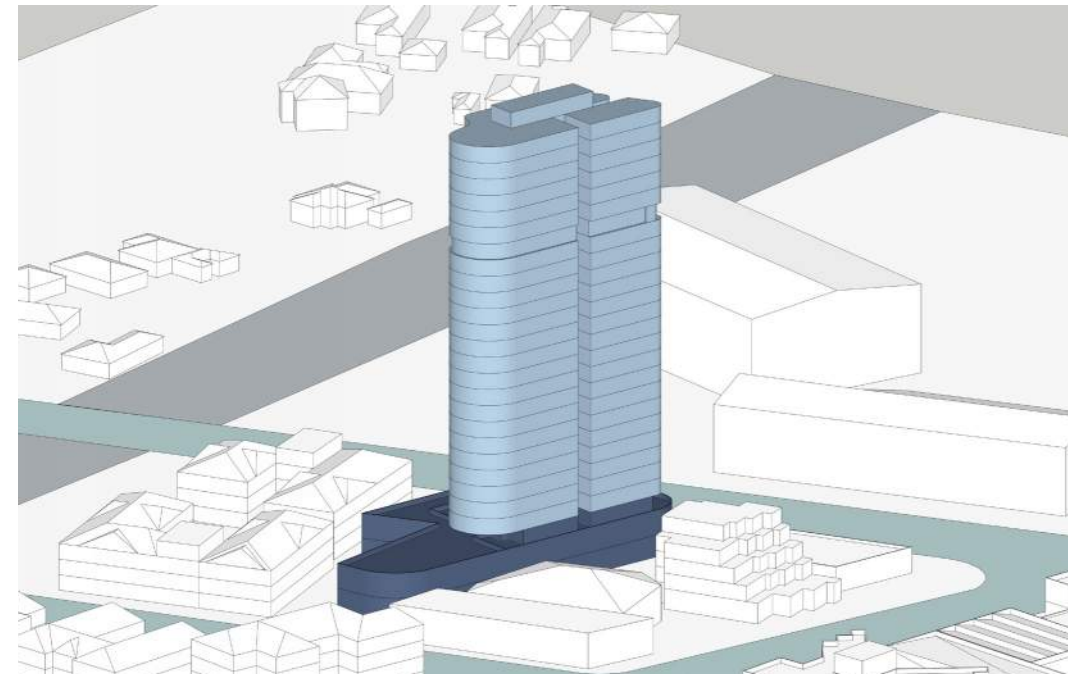
21st June 13.00 pm



21st June 14.00 pm



21st June 14.30 pm



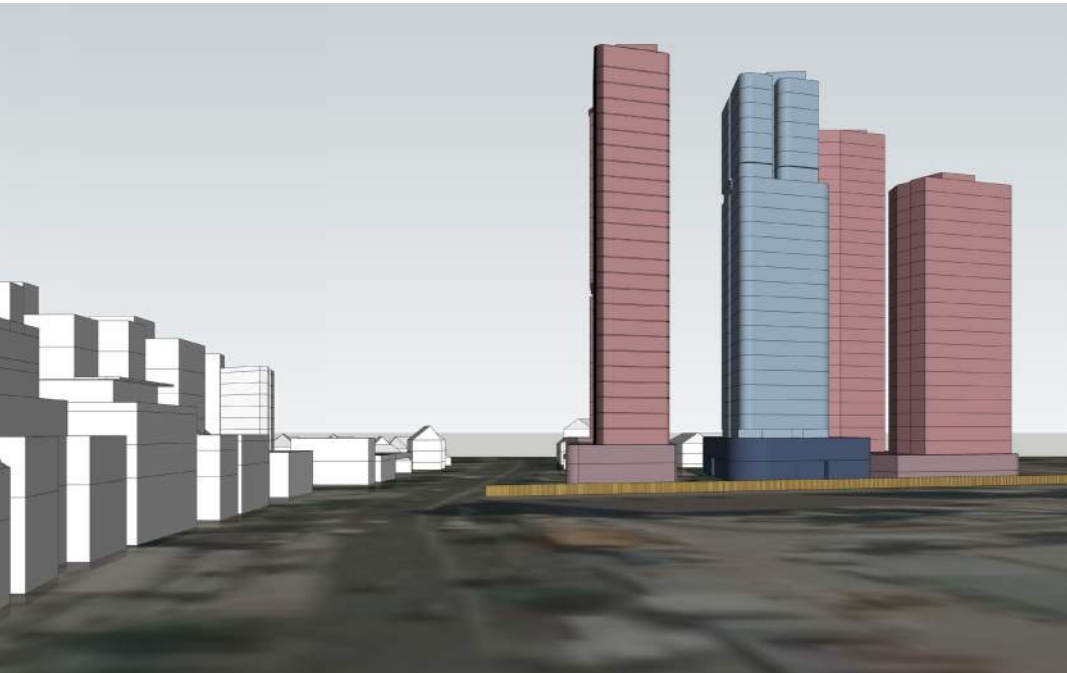
21st June 15.00 pm

12.0 BUILDING FORM

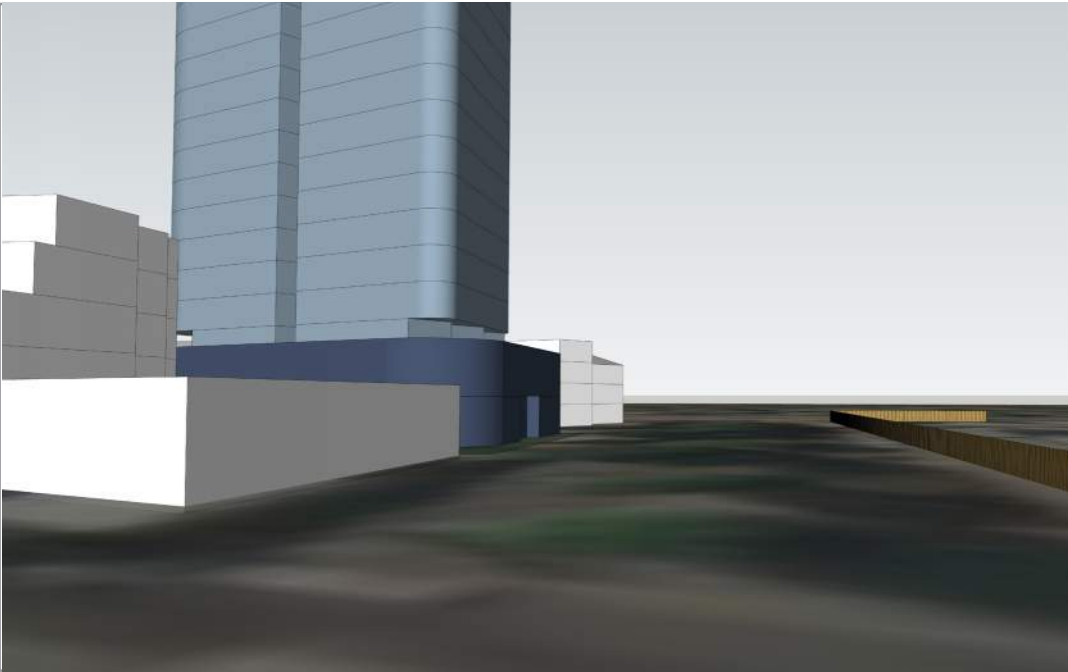
12.1. STREETScape VIEWS



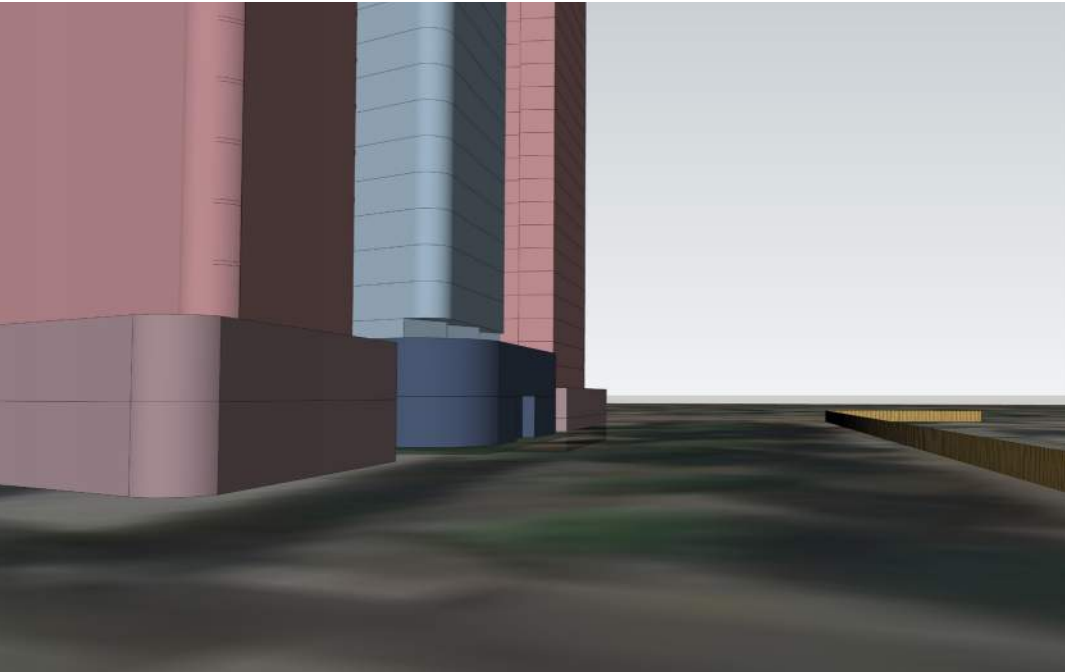
View north from the Mowbray Road illustrated within exiting context



View north from the Mowbray Road illustrated within future context



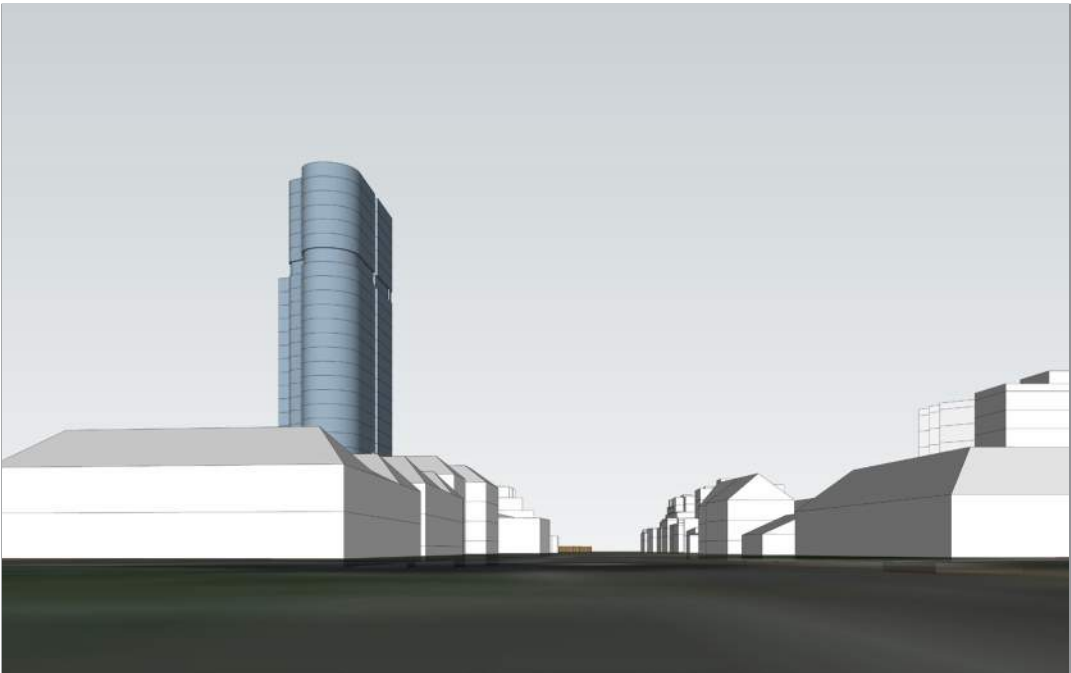
View east from the intersection of Nelson Street and Pacific Highway illustrated within exiting context



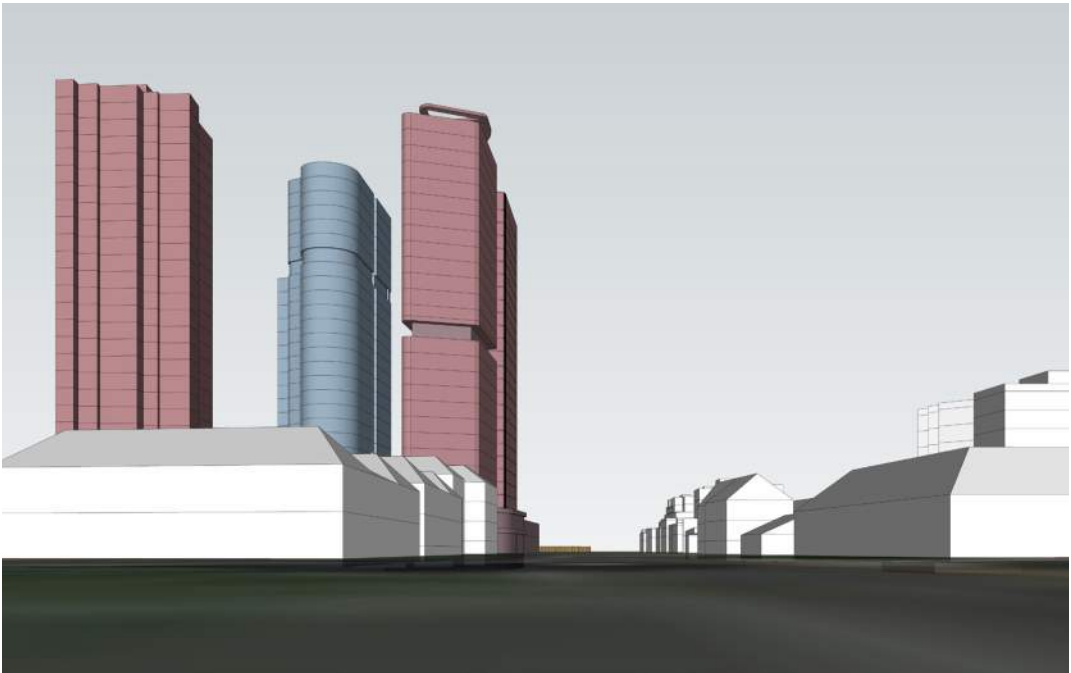
View east from the intersection of Nelson Street and Pacific Highway illustrated within future context

BUILD FORM

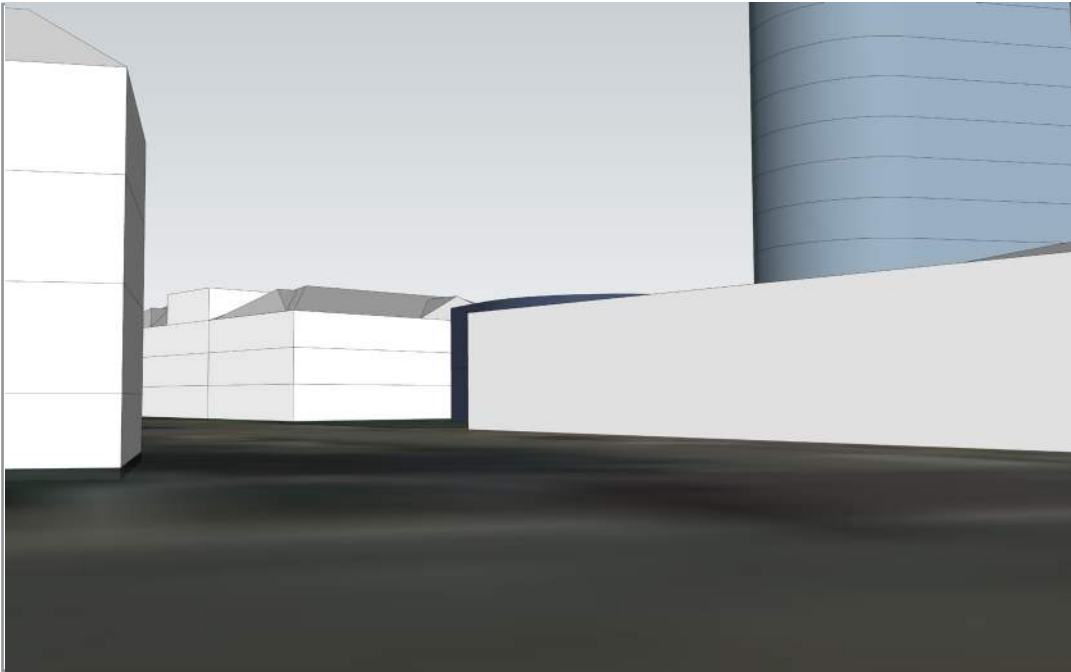
12.2. STREETScape VIEWS



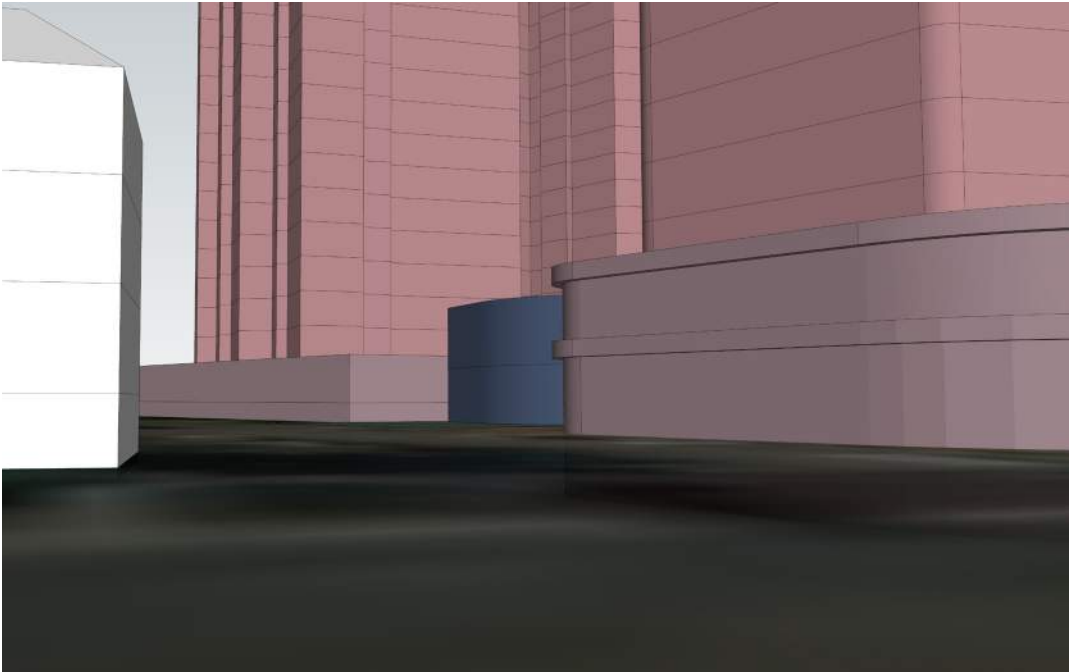
View south from the Pacific Highway illustrated within exiting context



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

15-19 Nelson Street and 10 Gordon Avenue Chatswood - Proposed Mixed Use Development

SEPP No. 65 – Apartment Design Guide Schedule of Compliance

Revision: B Date: 03th Nov 2022



dem

Objective	Design Criteria	Complies	Comments
Part 3 Sitting Development			
3A Site Analysis			
3A - 1 Site analysis illustrates that design decisions have been based on opportunities and constraints of the site conditions and their relationship to the surrounding context		YES	Refer to Urban Design Report submitted for details
3B Orientation			
3B - 1 Building types and layouts respond to the streetscape and site while optimising solar access within the development		YES	<p>The subject site has 3 street frontages with the side boundary shared with 9-11 Nelson Street to the East. Hammond Lane is a service laneway that allows main vehicular and services vehicle access from Gordon Avenue interaction without interfere the primary frontages and public domain interface on both Nelson Street and Gordon Avenue.</p> <p>Alternatively, a possible future shared driveway access from Gordon Avenue can be provided via 9 -11 Nelson Street. The temporary vehicular accessway from Hammond Lane can then be converted into retail and maximise laneway activation opportunity.</p> <p>At street level the proposed development provides a mix of retail opportunities combined with a prominent and legible street level residential and commercial lobby which will provide an active and vibrant street edge to the development site.</p> <p>Residential apartment typical floor plate design has been carefully thought through to maximise daylight access, natural ventilation and cross ventilation to individual units as required under the SEPP.</p>

15-19 Nelson Street and 10 Gordon Avenue Chatswood - Proposed Mixed Use Development

SEPP No. 65 – Apartment Design Guide Schedule of Compliance

Revision: B Date: 03th Nov 2022



dem

Objective	Design Criteria	Complies	Comments
3B - 2 Overshadowing of neighbouring properties is minimised during mid winter		YES	<p>The proposed redevelopment respects and responds to the Chatswood CBD Planning and Urban Design Strategy 2036's desired future character, scale and objectives.</p> <p>The overall building envelope has been formulated through detailed shadow & visual impact analysis studies and provides sufficient separation from properties to the eastern, western and southern sides of the proposed development.</p> <p>Overshadowing impacts to neighbouring properties will only improve once adjoining properties are developed in accordance with Council's new CBD strategy and zoning provisions and SEPP 65 ADG requirements.</p>
3C Public Domain Interface			
3C - 1 Transition between private and public domain is achieved without compromising safety and security		YES	<p>Open space has been designed to provide a hierarchy of areas and to provide privacy for residents, whilst maintaining an open area with clear sight lines within the communal areas.</p> <p>The differentiation between public and private open spaces has been incorporated into the project by way of building level separation, landscape zones at the interface of the public/private realm and selection of materials.</p> <p>The principle of passive surveillance has been incorporated into the planning of the development. Activation is ensured by way of positioning the main building entry with direct access off the pedestrian network and the main street frontage which enables visual interaction with the public domain. In addition the majority of living areas and balconies have been orientated to allow overlooking over pedestrian / public areas for passive surveillance.</p> <p>Retail / commercial uses at ground level which will provide improved street activation and passive surveillance over pedestrian</p>

15-19 Nelson Street and 10 Gordon Avenue Chatswood - Proposed Mixed Use Development

SEPP No. 65 – Apartment Design Guide Schedule of Compliance

Revision: B Date: 03th Nov 2022



dem

Objective	Design Criteria	Complies	Comments
			pathway to all street frontages.
3C - 2 Amenity of the public domain is retained and enhanced		YES	<p>The existing context creates a mix of residential styles with a predominance of low to medium rise residential development in the local precinct within which the proposed development sits comfortably.</p> <p>The proposed design also creates the opportunity for improved pedestrian access along Nelson Street and Gordon Avenue frontages. The cross site link along Hammond Lane, retail shop front and plaza open space will provide convenient, safe and well activated pedestrian routes from the site to surrounding context, CBD and station precinct.</p> <p>Once the temporary vehicular accessway from Hammond Lane converted into retail, laneway activation opportunity can be further enhanced.</p> <p>The public domain network within the development is aimed to :</p> <ul style="list-style-type: none"> • Enhance the existing streetscape and pedestrian network within the new Chatswood CBD precinct. • Integrate the new development with the mixed-use surroundings whilst creating a sense of ownership for the site. • Provide a communal open space focus for the development that is easily accessible and incorporates sunny outdoor seating areas and gathering spaces. • A revitalised public domain and pedestrian environment with direct access to new retail / commercial facilities. • Allow for surveillance of public and communal areas and provide open space that is well illuminated to promote a

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Objective	Design Criteria	Complies	Comments
			<p>safe and secure environment.</p> <ul style="list-style-type: none"> • Provide variety throughout the development to promote a sense of ownership for residents. • Provide visual interest of podium roof garden when viewed from upper levels of the residential units and surrounding buildings. • Provide a mixed plant palette of indigenous trees and medium scaled feature plants to enhance the streetscape character.
3D Communal and Public Open Space			
3D - 1 An adequate area of communal open space is provided to enhance residential amenity and to provide opportunities for landscaping	1. Communal open space has a minimum area equal to 25% of the site. 2. Developments achieve a minimum of 50% direct sunlight to the principal usable part of the communal open space for a minimum of 2 hours between 9 am and 3 pm on 21 June (mid winter)	YES	<p>Landscaping and communal garden spaces have been provided on ground floor and podium roof level to provide opportunity for different usage and visual interest to view from the top levels and from surrounding buildings.</p> <p>The communal open space area has been provided as a landscaped terrace which provides outstanding views and outlook to all sides.</p> <p>Site Area = 2542 sqm (min 25% communal open space required = 635 sqm)</p> <p>Proposed Communal Open Space = approx. 800 sqm (31%)</p> <p>More than 50% of the principle communal open space receives a minimum of 2 hours direct sun light between 9am and 3m in mid winter.</p>
3D - 2 Communal open space is designed to allow for a range of activities, respond to site conditions and be		YES	<p>The communal garden will provide opportunities for passive recreation and social interaction and will feature flexible activity spaces and areas for group functions. Raised planter along the edge, relaxation spaces and lounge areas with excellent views,</p>

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Objective	Design Criteria	Complies	Comments		
attractive and inviting			screen planting between communal areas and private balconies will be provided to enhance residents living experience..		
3D - 3 Communal open space is designed to maximise safety		YES	The Communal Open Spaces are fully accessible from common lift, lobbies, and community rooms. Visual privacy will be considered and allowed by way of acceptable landscape screening, differentiation in levels between the public and private zones, landscape screening and careful planning of the floor layout for the buildings pursuant to the provisions of SEPP 65.		
3D - 4 Public open space, where provided, is responsive to the existing pattern and uses of the neighbourhood		YES	The landscaped plaza area and open space on the ground floor are fully accessible by the public and fully integrated with the Public Domain interface to ensure the retail frontage is highly visible and fully integrated with surrounding context.		
3E Deep Soil Zones					
3E -1 Deep soil zones provide areas on the site that allow for and support healthy plant and tree growth. They improve residential amenity and promote management of water and air quality	Deep soil zones are to meet the following minimum requirements:		YES, capable to comply subject to detail design at DA stage	The subject site is located within a high-density town center area and building typology has limitation for deep soil at ground level. However, the proposed basement car park is setback at least 3m from all street boundaries (except portion of Hammond Lane) and allows opportunity for deep soil street tree and landscape planting at ground level to ensure landscaping opportunities are maximised throughout the development. Approx. 500sqm (20% of site area) is provided for deep soil planting and well exceed the requirement under the SEPP.	
	Site Area	Min. Dimensions			Deep Soil Zone (% of site area)
	< 650 sqm	N/A			7 %
	650 - 1500 sqm	3m			
	>1500 sqm	6m			
	>1500 sqm with significant existing tree cover	6m			
3F Visual Privacy					
3F -1	Separation between windows and balconies is	YES	Refer to Urban Design Report for details.		

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Objective	Design Criteria	Complies	Comments												
Adequate building separation distances are shared equitably between neighbouring sites, to achieve reasonable levels of external and internal visual privacy	<p>provided to ensure visual privacy is achieved. Minimum required separation distances from buildings to the side and rear boundaries are as follows:</p> <table><tr><th>Building Height</th><th>Habitable rooms & balconies</th><th>Non-habitable rooms</th></tr><tr><td>Up to 12m (4 storeys)</td><td>6m</td><td>3m</td></tr><tr><td>Up to 25m (5-8 storeys)</td><td>9m</td><td>4.5m</td></tr><tr><td>Over 25m (9+ storeys)</td><td>12m</td><td>6m</td></tr></table>	Building Height	Habitable rooms & balconies	Non-habitable rooms	Up to 12m (4 storeys)	6m	3m	Up to 25m (5-8 storeys)	9m	4.5m	Over 25m (9+ storeys)	12m	6m		<p>Reference Concept Design:</p> <p><u>Podium setback - Ground – L1</u></p> <p>3m setback from Nelson Street (South)</p> <p>Over 12m setback from Gordon Avenue (North)</p> <p>3m setback from Hammond Lane (West)</p> <p>Over 6m setback from Western Boundary (beyond Hammond Lane)</p> <p>0m setback to Eastern Boundary</p> <p><u>Building setback – L2 – L19</u></p> <p>7m setback from Nelson Street (South)</p> <p>Over 30m setback from Gordon Avenue (North)</p> <p>9m setback from Western Boundary</p> <p>9m setback to Eastern Boundary</p> <p><u>Building setback - L20 – L26</u></p> <p>7m setback from Nelson Street (South)</p> <p>Over 30m setback from Gordon Avenue (North)</p> <p>9m setback from Western Boundary</p> <p>12m setback to Eastern Boundary</p>
Building Height	Habitable rooms & balconies	Non-habitable rooms													
Up to 12m (4 storeys)	6m	3m													
Up to 25m (5-8 storeys)	9m	4.5m													
Over 25m (9+ storeys)	12m	6m													
3F -2 Site and building design elements increase privacy without compromising access to light and air and balance outlook and views from habitable rooms and private open space		YES, capable to comply subject to detail design at DA stage	<p>The proposed built form provides maximum opportunities for day light and distance views from each unit.</p> <p>Communal open spaces are provided within setback area and on the podium roof to ensure a focus for the development that is easily accessible and incorporates sunny and shaded outdoor seating areas and gathering spaces for different uses throughout the year.</p>												

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Objective	Design Criteria	Complies	Comments
			Surveillance of public and communal areas are considered and provide open space that is well illuminated to promote a safe and secure environment by providing a differentiation in levels between the public and private zones and using landscaping, screen fencing and Public/Communal Open Spaces, but retains desirable passive surveillance throughout the development where achievable.
3G Pedestrian Access and Entries			
3G-1 Building entries and pedestrian access connects to and addresses the public domain 3G-2 Access, entries and pathways are accessible and easy to identify 3G-3 Large sites provide pedestrian links for access to streets and connection to destinations		YES	The proposed main building entry is located with direct access off the Nelson Street/existing pedestrian network which enables visual interaction with the public domain and enhances street activation and security around the site. The proposed design also creates the opportunity for improved pedestrian access along the Nelson Street and Gordon Avenue frontage. The cross-site link along Hammond Lane will be enhanced as part of the proposed development and will provide convenient, safe and well activated pedestrian routes between Chatswood Town Centre and the site.
3H Vehicle Access			
3H-1 Vehicle access points are designed and located to achieve safety, minimise conflicts between pedestrians and vehicles and create high quality streetscapes		YES	The proposed temporary vehicular car park/loading dock entry is located at Hammond Lane/west of the site to ensure less disruptive to primary street frontages, adequate vehicle clearance headroom and to minimise the length of the vehicular ramp into basement car park. A possible future shared driveway access from Gordon Avenue can be provided via 9 -11 Nelson Street. The temporary vehicular

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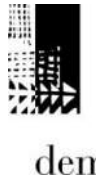
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Objective	Design Criteria	Complies	Comments																														
			<p>accessway from Hammond Lane can then be converted into retail and maximise laneway activation opportunity.</p> <p>A combined entry for basement car park and loading dock would minimise conflict with pedestrian access and have vehicular zones separated from lobbies and retail shop fronts to maintain high quality pedestrian-oriented presentation from the primary street frontages.</p>																														
3J Bicycle and Car Parking																																	
<p>3J-1</p> <p>Car parking is provided based on proximity to public transport in metropolitan Sydney and centres in regional areas</p> <p>3J-2</p> <p>Parking and facilities are provided for other modes of transport</p> <p>3J-3</p> <p>Car park design and access is safe and secure</p> <p>3J-4</p> <p>Visual and environmental impacts of underground car parking are minimised .</p> <p>3J-5</p> <p>Visual and environmental impacts of on-grade car parking are minimised.</p>	<p>For development in the following locations:</p> <ul style="list-style-type: none">on sites that are within 800 metres of a railway station or light rail stop in the Sydney Metropolitan Area; oron land zoned, and sites within 400 metres of land zoned, B3 Commercial Core, B4 Mixed Use or equivalent in a nominated regional centre <p>The minimum car parking requirement for residents and visitors is set out in the Guide to Traffic Generating Developments, or the car parking requirement prescribed by the relevant council, whichever is less</p> <p>The car parking needs for a development must be provided off street</p>	<p>YES, capable to comply subject to detail design at DA stage</p>	<p>The subject site is proposed to be rezoned from R3 – Medium Density Residential Development to Mixed Use zone under Chatswood CBD Planning and Urban Design Strategy 2036.</p> <p>The minimum car parking requirement in Metro Sub-Regional Centres for residents and visitors is set out in the Guide to Traffic Generating Developments (GTGD) as follow,</p> <table><tr><td></td><td>1B</td><td>2B</td><td>3B</td><td>Total</td></tr><tr><td>No.</td><td>18</td><td>99</td><td>25</td><td>142</td></tr><tr><td>Ratio</td><td>0.4</td><td>0.7</td><td>1.2</td><td></td></tr><tr><td>Require</td><td>7</td><td>69</td><td>30</td><td>106</td></tr><tr><td>Visitor</td><td colspan="3">1 space per 7 dwellings</td><td>12</td></tr><tr><td>Sub-Total</td><td colspan="3">For Residential</td><td>118</td></tr></table>		1B	2B	3B	Total	No.	18	99	25	142	Ratio	0.4	0.7	1.2		Require	7	69	30	106	Visitor	1 space per 7 dwellings			12	Sub-Total	For Residential			118
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Objective	Design Criteria	Complies	Comments																																																	
3J-6 Visual and environmental impacts of above ground enclosed car parking are minimised			<div>Proposed Parking Rate amendment under Chatswood CBD Strategic Transport Study as follow,</div> <table><tr><td></td><td>1B</td><td>2B</td><td>3B</td><td>Total</td></tr><tr><td>No.</td><td>18</td><td>99</td><td>25</td><td>142</td></tr><tr><td>Ratio</td><td>0.5</td><td>1</td><td>1</td><td></td></tr><tr><td>Require</td><td>9</td><td>99</td><td>25</td><td>133</td></tr><tr><td>Visitor</td><td colspan="3">1 space per 10 dwellings</td><td>14</td></tr><tr><td>Sub-Total</td><td colspan="3">For Residential</td><td>147</td></tr><tr><td>Retail (<1000 m2)</td><td colspan="3">N/A</td><td>0</td></tr><tr><td>Commercial</td><td colspan="3">1 space per 400 m2 (total = 1700)</td><td>5</td></tr><tr><td rowspan="2">Total</td><td colspan="3">With RMS rate - GTGD</td><td>123</td></tr><tr><td colspan="3">With CCBD ST rate</td><td>152</td></tr></table> <div>3.5 levels of basement car park is anticipated in the final design, which can accommodate approx. 155 car spaces subject to further design development at DA stage.</div>		1B	2B	3B	Total	No.	18	99	25	142	Ratio	0.5	1	1		Require	9	99	25	133	Visitor	1 space per 10 dwellings			14	Sub-Total	For Residential			147	Retail (<1000 m2)	N/A			0	Commercial	1 space per 400 m2 (total = 1700)			5	Total	With RMS rate - GTGD			123	With CCBD ST rate			152
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Part 4 Designing The Building

4A Solar and Daylight Access

4A-1 To optimise the number of apartments receiving sunlight to habitable rooms, primary windows and private open space	<div>1. Living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 2 hours direct sunlight between 9 am and 3 pm at mid winter in the Sydney Metropolitan Area and in the Newcastle and Wollongong local government areas.</div> <div>2. In all other areas, living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 3 hours direct sunlight between 9 am and 3 pm at mid winter.</div> <div>3. A maximum of 15% of apartments in a building receive no direct sunlight between 9 am and 3 pm at mid winter.</div>	YES, capable to comply subject to detail design at DA stage	<div>The fundamental urban design principles of passive surveillance, integrated/unified street character, good visual and open space amenity and building comfort have all been adopted when orientating the building and appartment layouts. Careful orientation and internal planning have been adopted to allow for excellent solar access, natural ventilation and avoid no direct sunlight units and overshadowing where possible. The building form and internal planning has been vigorously tested with 3D modelling and is documented in the Urban Design Report submitted together with the Planning Proposal Submission</div> <div>The design and orientation of apartments ensures that ALL units received a minimum of 2 hours of solar access during the winter solstice hours of 9am to 3pm.</div> <table><tr><td></td><td>Total</td></tr><tr><td>Solar Access (min 70%)</td><td>100/ 142 (70.4%)</td></tr><tr><td>No Direct Sun units (max 15%)</td><td>18/142 (12.6%)</td></tr></table>		Total	Solar Access (min 70%)	100/ 142 (70.4%)	No Direct Sun units (max 15%)	18/142 (12.6%)
	Total								
Solar Access (min 70%)	100/ 142 (70.4%)								
No Direct Sun units (max 15%)	18/142 (12.6%)								
4A-2 Daylight access is maximised where sunlight is limited		YES, capable to comply subject to detail design at DA stage	<div>The proposed built form with two primary street frontages, achieves maximum opportunities in distance views and quality daylight to the majority of the units.</div> <div>Low height solid balustrades or glazed balustrades on balconies are proposed to maximise daylight penetration whilst maintaining privacy at lower levels.</div>						
4A-3 Design incorporates shading and glare control, particularly for warmer		YES, capable to comply	Shading devices would be considered to some windows and balconies to ensure that undesirable midday summer sun is screened without compromising the outlook viewing from						

months		subject to detail design at DA stage	apartments.
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4B Natural Ventilation							
4B-1 All habitable rooms are naturally ventilated		YES	<p>The proposed built form maximises capture and use of prevailing breezes for natural ventilation in habitable rooms.</p> <p>All windows provided to habitable rooms are at least 5% of the floor area which they serve.</p>				
4B-2 The layout and design of single aspect apartments maximises natural ventilation		YES	<p>More than 50% of total apartments are at least dual aspect apartments, which allows air flow through windows on opposite walls.</p>				
4B-3 The number of apartments with natural cross ventilation is maximised to create a comfortable indoor environment for residents	<p>1. At least 60% of apartments are naturally cross ventilated in the first nine storeys of the building. Apartments at ten storeys or greater are deemed to be cross ventilated only if any enclosure of the balconies at these levels allows adequate natural ventilation and cannot be fully enclosed</p> <p>2. Overall depth of a cross-over or cross-through apartment does not exceed 18m, measured glass line to glass line</p>	YES	<p>Over 60% of units in the development have been designed to provide natural cross flow ventilation through windows provided on opposite walls</p> <table><tr><td></td><td>Total</td></tr><tr><td>Cross Ventilated Units</td><td>134/ 142 (94%)</td></tr></table> <p>Cross-through apartments are limited to 8m in depth measured from glass line to glass line as shown in the Reference Concept Design.</p>		Total	Cross Ventilated Units	134/ 142 (94%)
	Total						
Cross Ventilated Units	134/ 142 (94%)						

4C Ceiling Height

4C-1 Ceiling height achieves sufficient natural ventilation and daylight access	<div>Measured from finished floor level to finished ceiling level, minimum ceiling heights are:</div> <table><tr><td colspan="2">Minimum ceiling height for apartment and mixed use buildings</td></tr><tr><td>Habitable rooms</td><td>2.7m</td></tr><tr><td>Non-habitable rooms</td><td>2.4m</td></tr><tr><td>For 2 storey apartments</td><td>2.7m for main living area floor 2.4m for second floor, where its area does not exceed 50% of the apartment area</td></tr><tr><td>Attic spaces</td><td>1.8m at edge of the room with a 30 degree minimum ceiling slope</td></tr><tr><td>If located in mixed used areas</td><td>3.3m for ground and first floor to promote future flexibility of use</td></tr></table>	Minimum ceiling height for apartment and mixed use buildings		Habitable rooms	2.7m	Non-habitable rooms	2.4m	For 2 storey apartments	2.7m for main living area floor 2.4m for second floor, where its area does not exceed 50% of the apartment area	Attic spaces	1.8m at edge of the room with a 30 degree minimum ceiling slope	If located in mixed used areas	3.3m for ground and first floor to promote future flexibility of use	<div>YES</div> <div>The proposed minimum floor-to-floor height of 3.1m which will achieve the recommended 2.7m minimum for ceiling height in all habitable rooms and 2.4m minimum ceiling height in all non-habitable rooms.</div> <div>The sizes of the living areas of the units ensure that these spaces are usable and comfortable, with plentiful natural light and airflow.</div>
Minimum ceiling height for apartment and mixed use buildings														
Habitable rooms		2.7m												
Non-habitable rooms		2.4m												
For 2 storey apartments		2.7m for main living area floor 2.4m for second floor, where its area does not exceed 50% of the apartment area												
Attic spaces		1.8m at edge of the room with a 30 degree minimum ceiling slope												
If located in mixed used areas	3.3m for ground and first floor to promote future flexibility of use													
4C-2 Ceiling height increases the sense of space in apartments and provides for well proportioned rooms														
4C-3 Ceiling heights contribute to the flexibility of building use over the life of the building														



4D Apartment Size and Layout

4D-1

The layout of rooms within an apartment is functional, well organised and provides a high standard of amenity

1. Apartments are required to have the following minimum internal areas:

Apartment Type	Min. Internal area
Studio	35 m2
1 bedroom	50 m2
2 bedroom	70 m2
3 bedroom	90 m2

The minimum internal areas include only one bathroom. Additional bathrooms increase the minimum internal area by 5m2 each

A fourth bedroom and further additional bedrooms increase the minimum internal area by 12m2 each

2. Every habitable room must have a window in an external wall with a total minimum glass area of not less than 10% of the floor area of the room. Daylight and air may not be borrowed from other rooms.

YES,
capable
to comply
subject to
detail
design at
DA stage

There are total of 142 apartments proposed in the preferred concept option and broken down as follows:

Apartment Type	Area (m2)
1 Bedroom	50 - 60
2 Bedroom	70 - 85
3 Bedroom	90 - 110

All habitable rooms will have a window on external walls for daylight and natural ventilation. The area of the windows will be at least 10m2 of the floor area of the room it served.

4D-2

Environmental performance of the apartment is maximised

1. Habitable room depths are limited to a maximum of 2.5 x the ceiling height
2. In open plan layouts (where the living, dining and kitchen are combined) the maximum habitable room depth is 8m

YES,
capable
to comply
subject to
detail

All single aspect units have a maximum habitable room depth of 8m from a window with a common ceiling height of 2.7m.



	from a window	design at DA stage																
4D-3 Apartment layouts are designed to accommodate a variety of household activities and needs	<div>1. Master bedrooms have a minimum area of 10m2 and other bedrooms 9m2 (excluding wardrobe space)</div> <div>2. Bedrooms have a minimum dimension of 3m (excluding wardrobe space)</div> <div>3. Living rooms or combined living/dining rooms have a minimum width of:</div> <div><div>• 3.6m for studio and 1 bedroom apartments</div><div>• 4m for 2 and 3 bedroom apartments</div><div>• The width of cross-over or cross-through apartments are at least 4m internally to avoid deep narrow apartment layouts</div></div>	YES, capable to comply subject to detail design at DA stage	<div>The bedrooms have been sized to allow for maximum flexibility when furnishing each apartment with a minimum dimension of 3m and a minimum are of 10sqm.</div> <div>All living/dining area have a minimum dimension of 3.6m in width for 1 bedroom units and 4m for 2& 3 bedroom units.</div>															
4E Private Open Space and Balcony																		
<div>4E-1 Apartments provide appropriately sized private open space and balconies to enhance residential amenity</div> <div>4E-2 Primary private open space and balconies are appropriately located to enhance liveability for residents</div> <div>4E-3 Private open space and balcony design is integrated into and contributes to the overall</div>	<div>1. All apartments are required to have primary balconies as follows:</div> <table><tr><td>Dwelling Type</td><td>Min. area</td><td>Min. Depth</td></tr><tr><td>Studio</td><td>4m2</td><td>N/A</td></tr><tr><td>1 Bedroom</td><td>8m2</td><td>2m</td></tr><tr><td>2 Bedroom</td><td>10m2</td><td>2m</td></tr><tr><td>3 Bedroom</td><td>12m2</td><td>2.4m</td></tr></table> <div>The minimum balcony depth to be counted as contributing to the balcony area is 1m</div> <div>2. For apartments at ground level or on a</div>	Dwelling Type	Min. area	Min. Depth	Studio	4m2	N/A	1 Bedroom	8m2	2m	2 Bedroom	10m2	2m	3 Bedroom	12m2	2.4m	YES, capable to comply subject to detail design at DA stage	<div>Each of the units, regardless of size, has been provided with a usable external balcony or terrace area associated with the living area. This ensures that the residents are able to enjoy the outdoor lifestyle and the interface between the inside and outside is seamless and fully accessible.</div> <div>Balconies also assist in the casual surveillance of the Communal Open Space and the public streets without compromising the privacy of the residents.</div> <div>The majority of the balconies have a northern and southern aspects to ensure a high quality of daylight is received onto balconies and into associated living areas.</div> <div>Balconies have been provided with a minimum size of 8m², 10m² and 12m² in all 1 bed, 2 bed and 3 bed units respectively.</div>
Dwelling Type	Min. area	Min. Depth																
Studio	4m2	N/A																
1 Bedroom	8m2	2m																
2 Bedroom	10m2	2m																
3 Bedroom	12m2	2.4m																

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architectural form and detail of the building 4E-4 Private open space and balcony design maximises safety	podium or similar structure, a private open space is provided instead of a balcony. It must have a minimum area of 15m2 and a minimum depth of 3m												
4F Common Circulation and Spaces													
4F-1 Common circulation spaces achieve good amenity and properly service the number of apartments 4F-2 Common circulation spaces promote safety and provide for social interaction between residents	The maximum number of apartments off a circulation core on a single level is eight For buildings of 10 storeys and over, the maximum number of apartments sharing a single lift is 40	YES	The design of internal lobbies and common circulation areas is provided with breakout / glazed areas on all levels which allow infiltration of natural light and ventilation into common lobby and common circulation areas. In addition, all common lobbies / corridors provide direct access to landscaped Communal Open Spaces which provides an excellent level of activation, surveillance and security of these spaces. The proposed development has a maximum number of 6 units per common lobby on all typical levels										
4G Storage													
4G-1 Adequate, well designed storage is provided in each apartment 4G-2 Additional storage is conveniently located, accessible and nominated for individual apartments	In addition to storage in kitchens, bathrooms and bedrooms, the following storage is provided: <table><tr><td>Dwelling Type</td><td>Storage Size Volume</td></tr><tr><td>Studio</td><td>4 m3</td></tr><tr><td>1 bedroom</td><td>6 m3</td></tr><tr><td>2 bedroom</td><td>8 m3</td></tr><tr><td>3 bedroom</td><td>10 m3</td></tr></table> At least 50% of the required storage is to be located within the apartment.	Dwelling Type	Storage Size Volume	Studio	4 m3	1 bedroom	6 m3	2 bedroom	8 m3	3 bedroom	10 m3	YES, capable to comply subject to detail design at DA stage	All units will be provided with a linen cupboard within the unit and some units have additional storage space in the common storage area in the basement car park with an approx. 50/50 split.
Dwelling Type	Storage Size Volume												
Studio	4 m3												
1 bedroom	6 m3												
2 bedroom	8 m3												
3 bedroom	10 m3												



4H Acoustic Privacy

<p>4H-1 Noise transfer is minimised through the siting of buildings and building layout</p> <p>4H-2 Noise impacts are mitigated within apartments through layout and acoustic treatments</p>		<p>YES, capable to comply subject to detail design at DA stage</p>	<p>The unit layout has consciously provided adequate separation between bedrooms and living areas. Where possible, the design of the units has ensured that bedrooms adjoin bedrooms and living areas adjoin living areas. Internal planning also facilitates that each unit's service zones (kitchen, laundry and bathroom) generally backs against the service zones of the adjoining apartment to minimise services noise transfer between units. Entrance areas/kitchens have generally been located to shield units from lobby/lift areas.</p> <p>All common/party walls will be insulated to achieve sufficient acoustic rating where required. Discontinuous wall construction methodology will be incorporated where required between habitable and non-habitable area if necessary.</p>
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4J Noise and Pollution

<p>4J-1 In noisy or hostile environments the impacts of external noise and pollution are minimised through the careful siting and layout of buildings</p> <p>4J-2 Appropriate noise shielding or attenuation techniques for the building design, construction and choice of materials are used to mitigate noise transmission</p>		<p>YES, capable to comply subject to detail design at DA stage</p>	<p>The proposed development is located off Nelson Street and Gordon Street which are one of the local streets that linked up Chatswood CBD centre and south Chatswood.</p> <p>Appropriate type of glazing and facade construction and any mitigation measures will be used where required to ensure all units are acoustically shielded from noise transmission subject to detail assessment to be undertaken by qualified Acoustic Engineer.</p>
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4K Apartment Mix

<p>4K-1</p> <p>A range of apartment types and sizes is provided to cater for different household types now and into the future</p> <p>4K-2</p> <p>The apartment mix is distributed to suitable locations within the building</p>	<p>YES,</p> <p>capable</p> <p>to comply</p> <p>subject to</p> <p>detail</p> <p>design at</p> <p>DA stage</p>	<p>There are total of 142 apartments proposed in the preferred concept option with the following mix proposed,</p> <table><tr><th>Apartment Type</th><th>No. of Units</th><th>% of Total</th></tr><tr><td>1 Bedroom</td><td>18</td><td>12.7%</td></tr><tr><td>2 Bedroom</td><td>99</td><td>69.7%</td></tr><tr><td>3 Bedroom</td><td>25</td><td>17.6%</td></tr></table>	Apartment Type	No. of Units	% of Total	1 Bedroom	18	12.7%	2 Bedroom	99	69.7%	3 Bedroom	25	17.6%
Apartment Type	No. of Units	% of Total												
1 Bedroom	18	12.7%												
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4L Ground Floor Apartments

<p>4L-1 Street frontage activity is maximised where ground floor apartments are located</p> <p>4L-2 Design of ground floor apartments delivers amenity and safety for residents</p>		N/A	Ground floor level will be utilised for retail or commercial (SOHO type office) with no courtyard apartments are proposed.
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4M Facades

<p>4M-1 Building facades provide visual interest along the street while respecting the character of the local area</p> <p>4M-2 Building functions are expressed by the facade</p>		<p>YES, capable to comply subject to detail design at DA stage</p>	<p>The tower will sit on a two-storey podium which will create a human scale streetscape character along Nelson Street and Gordon Avenue.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>All building services will be integrated within the building or within the extent of balcony and facade treatment to avoid visual dominance of service elements from the streets.</p>
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4N Roof Design

<p>4N-1 Roof treatments are integrated into the building design and positively respond to the street</p>		<p>YES, capable to comply subject to</p>	<p>The roof will be designed as an integral part of the building, providing a visually distinctive and interesting contribution to the Chatswood CBD skyline when viewed from the south. The roof form will also conceal plant and equipment.</p>
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4N-2 Opportunities to use roof space for residential accommodation and open space are maximised 4N-3 Roof design incorporates sustainability features		detail design at DA stage	The contemporary roof design will further soften the building massing and create a visual interest from the surrounding streetscapes.
4O Landscape Design			
4O-1 <i>Landscape design is viable and sustainable</i> 4O-2 Landscape design contributes to the streetscape and amenity		YES, capable to comply subject to detail design at DA stage	The landscape vision for the site includes: <ul style="list-style-type: none"> • Provision of private, communal and common open spaces which are clearly delineated through the use planting, fences / balustrades and varying site levels. • Incorporation of a mix of mainly indigenous / native vegetation and some exotic vegetation to contribute to biodiversity and solar performance. • Selection of drought tolerant indigenous, native and exotic plant species to minimise water use on the site. • Provision podium roof garden/Communal Open Space to maximise usable outdoor space with excellent outlook and daylight opportunities.
4P Planting on Structures			
4P-1 Appropriate soil profiles are provided 4P-2 Plant growth is optimised with		YES, capable to comply subject to detail design at	Some planting areas within the project are located over concrete slabs. Each of the areas will be designed to maximise soil depth in each space for a variety different size of plants from groundcovers to trees. An automatic drip irrigation system will be used to irrigation all on slab areas, including private courtyards. Plant selection aims to be low water use but retain evergreen all year

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appropriate selection and maintenance 4P-3 Planting on structures contributes to the quality and amenity of communal and public open spaces		DA stage	round.
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4Q Universal Design			
<p>4Q-1 Universal design features are included in apartment design to promote flexible housing for all community members</p> <p>4Q-2 A variety of apartments with adaptable designs are provided</p> <p>4Q-3 Apartment layouts are flexible and accommodate a range of lifestyle needs</p>		<p>YES, capable to comply subject to detail design at DA stage</p>	<p>The units will be designed to Livable Housing Guideline with min 20% of units achieving silver level benchmark.</p>
4R Adaptive Reuse			
<p>4R-1 New additions to existing buildings are contemporary and complementary and enhance an area's identity and sense of place</p> <p>4R-2 Adapted buildings provide residential amenity while not precluding future adaptive reuse</p>		<p>N/A</p>	<p>Due to the nature of the proposed new high-density zoning of the site and the relatively residential use of existing properties on the site, it is not feasible for the proposed development to contemplate and adaptive reuse of any existing buildings. All existing building on site will be demolished as part of early works.</p>
4S Mixed Use			
<p>4S-1 Mixed use developments are provided in appropriate locations and</p>		<p>YES, capable to comply</p>	<p>The subject site is located within the proposed Chatswood Town centre expansion area and Mixed used development is encouraged.</p>

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<p>provide active street frontages that encourage pedestrian movement</p> <p>4S-2 Residential levels of the building are integrated within the development, and safety and amenity is maximised for residents</p>		<p>subject to detail design at DA stage</p>	<p>The landscaped plaza area on the ground floor are fully accessible by the public and fully integrated with the Public Domain interface to ensure the retail frontage is highly visible and fully integrated with surrounding context.</p> <p>The principle of passive surveillance has been incorporated into the planning of the development. Activation is ensured by way of positioning the main building entry with direct access off the pedestrian network and the main street frontage which enables visual interaction with the public domain. In addition the majority of living areas and balconies have been orientated to allow overlooking over pedestrian / public areas for passive surveillance.</p>
4T Awnings and Signage			
<p>4T-1 Awnings are well located and complement and integrate with the building design</p> <p>4T-2 Signage responds to the context and desired streetscape character</p>		<p>YES, capable to comply subject to detail design at DA stage</p>	<p>An awning will be considered at main building entry and along retail frontage, will be fully integrated into the building design to ensure that the main entry lobby entry is well defined and visible from the public domain.</p> <p>Signage will be low key in keeping with the residential nature of the building and will clearly provide the street address and building identification to assist in legibility.</p>
4U Energy Efficiency			
<p>4U-1 Development incorporates passive environmental design</p> <p>4U-2 Development incorporates passive solar design to optimise heat storage in winter and reduce heat transfer in summer</p> <p>4U-3</p>		<p>YES, capable to comply subject to detail design at DA stage</p>	<p>The proposed design has maximised the building's orientation to allow for excellent solar access, natural ventilation, cross ventilation and minimise no direct sunlight units and overshadowing where possible. The building design will meet minimum BASIX requirements subject to detail design at the DA stage.</p> <p>The design and orientation of the units ensure that a minimum of 2 hours of solar access during the winter solstice hours of 9am to 3pm is received by at least 70% of the total number of units. All</p>



Adequate natural ventilation minimises the need for mechanical ventilation			habitable rooms are naturally ventilated through external windows and a minimum of 60% of the units are cross ventilated either through windows proposed on opposite walls where possible.
4V Water Management and Conservation			
4V-1 Potable water use is minimised 4V-2 Urban stormwater is treated on site before being discharged to receiving waters 4V-3 Flood management systems are integrated into site design		YES, capable to comply subject to detail design at DA stage	Provision of a stormwater detention system will be proposed to control downstream flooding of stormwater system and improve the water quality of stormwater run-off. Rainwater collection system will be adopted for reuse on landscape irrigation. Urban stormwater will be treated on site before being discharged and flood management systems have been integrated into the site design where required subject to detail design by qualified Stormwater Design Consultant at the DA stage
4W Waste Management			
4W-1 Waste storage facilities are designed to minimise impacts on the streetscape, building entry and amenity of residents 4W-2 Domestic waste is minimised by providing safe and convenient source separation and recycling		YES, capable to comply subject to detail design at DA stage	Garbage room will be located on ground floor with direct access from the lobbies and to the designated loading dock for collection. General waste, recycle waste and organic waste bins will be provided in the main garbage room for residents.
4X Building Maintenance			
4X-1 Building design detail provides protection from weathering		YES, capable to comply	Robust, durable, low maintenance and long life span materials and finishes have been adopted to ensure minimal on-going building maintenance will be required.

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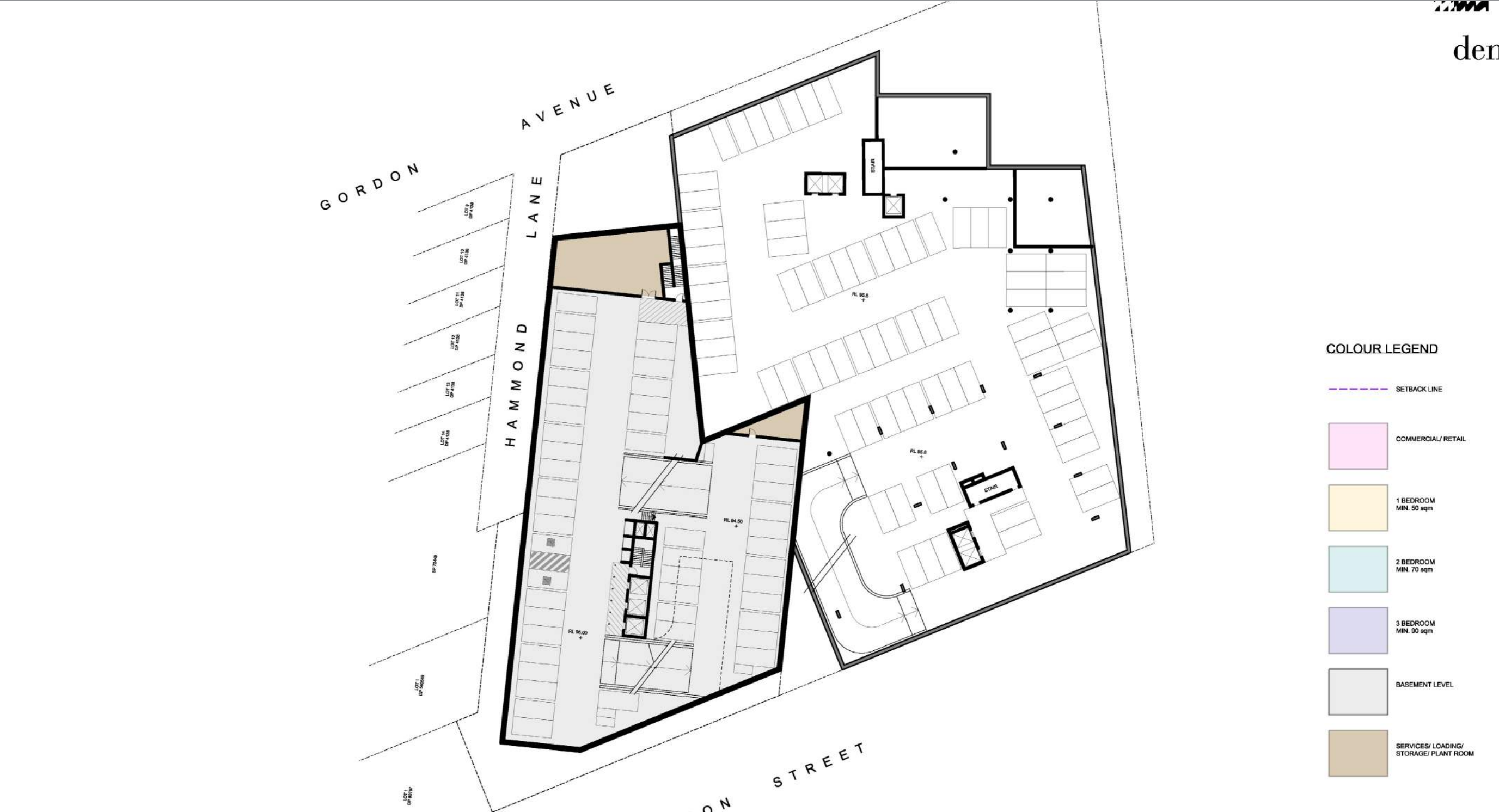


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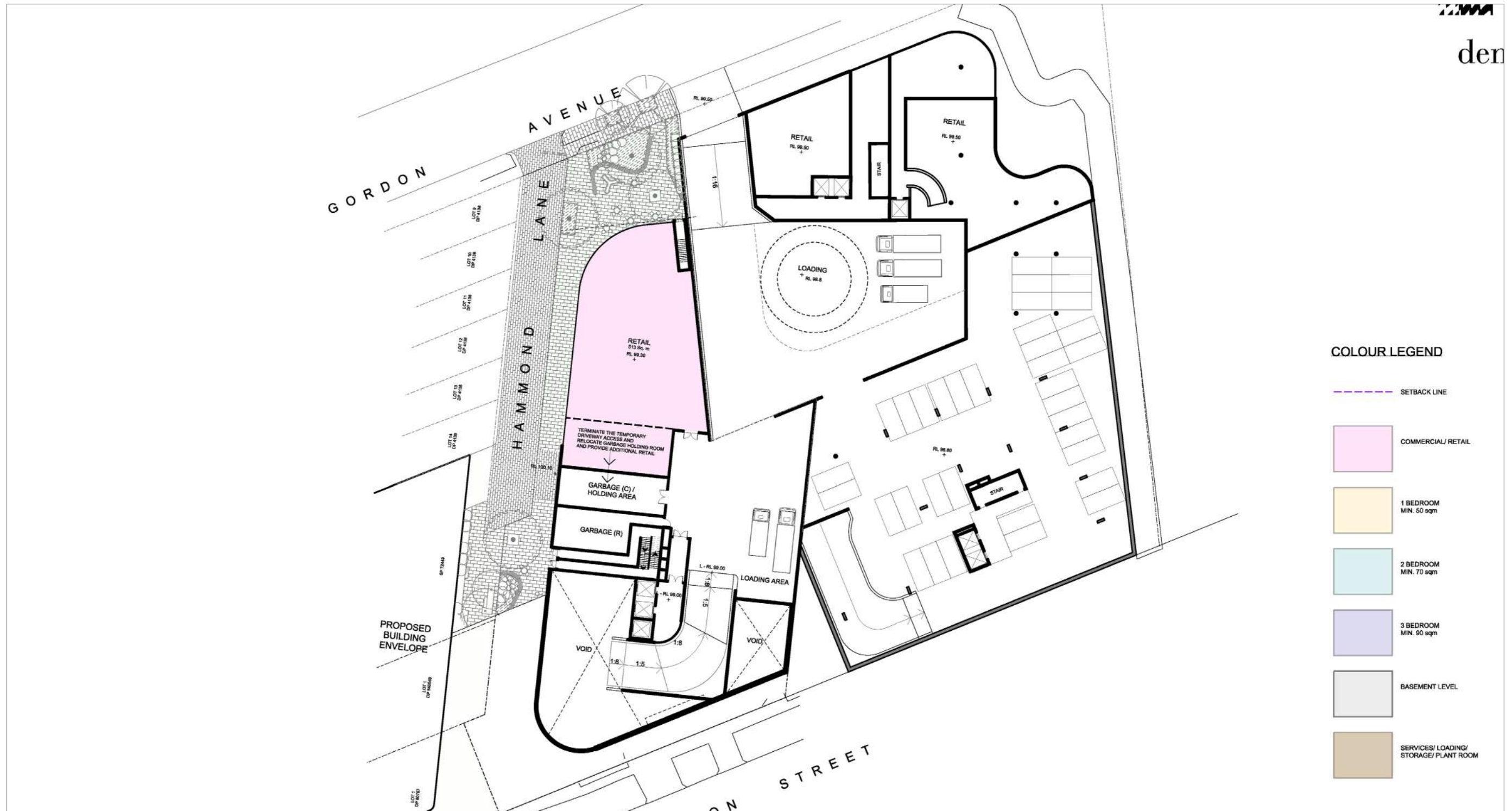
4X-2 Systems and access enable ease of maintenance		subject to detail design at DA stage	All service and equipment rooms are either located with easy access from lobbies and in sub-floor basement area or on the roof top.
4X-3 Material selection reduces ongoing maintenance costs			

14.0 APPENDIX B - REFERENCE CONCEPT DESIGN

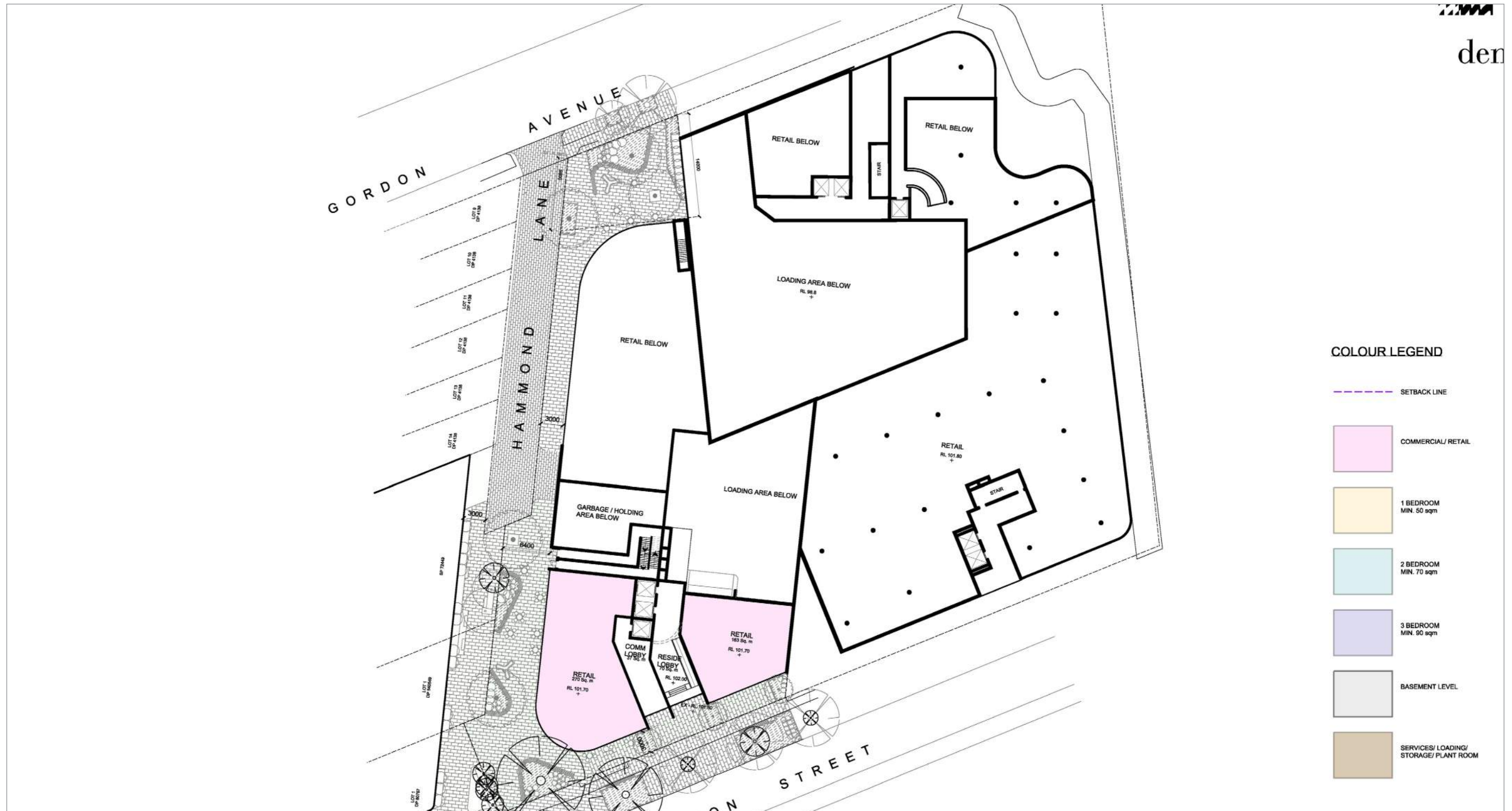
15.0 APPENDIX C - POSSIBLE FUTURE DEVELOPMENT AT 9-11 NELSON STREET WITH SHARED DRIVEWAY ACCESS FROM GORDON AVENUE



BASEMENT LEVEL 1 PLAN



LOWER GROUND FLOOR PLAN



GROUND FLOOR PLAN