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Dyalan Govender  
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Willoughby City Council  
31 Victor Street  
Chatswood NSW 2067

Dear Dyalan,

## PLANNING PROPOSAL 2022/001 | 641-653 AND 655A PACIFIC HIGHWAY, CHATSWOOD | RESPONSE TO COUNCIL RESOLUTION (DECEMBER 2023)

### 1. OVERVIEW

We write on behalf of One GC Chatswood Pty Ltd (Receivers and Managers Appointed) (**the Proponent**) regarding planning proposal 2022/001 to amend the *Willoughby Local Environmental Plan 2012 (LEP)* in relation to 641 – 655 and 655A Pacific Highway, Chatswood (**the site**).

The objective of the planning proposal is to amend the planning controls that apply to the site under the Willoughby LEP 2012 to align with the vision, objectives, key elements, and built form parameters of the *Chatswood CBD Planning and Urban Design Strategy to 2036 (Chatswood CBD Strategy)*.

The planning proposal was endorsed at a Council Meeting on 11 December 2023. Resolution was made that Council required additional information prior to the planning proposal being forwarded to Department of Planning, Housing, and Infrastructure (**the Department**) for a Gateway Determination.

This letter provides a consolidated response to Council's letter to the proponent (dated 18 December 2023) requesting the following additional information (as appended to this letter):

- Amended Traffic Impact Assessment Report prepared by TTPP (**Appendix A**);
- Amended indicative reference design drawings prepared by Architectus (**Appendix B**); and
- Preliminary Flood Analysis prepared by Xavier Knight (**Appendix C**).

This submission provides a complete response to the additional information request made in Council's letter to the proponent (dated 18 December 2023) and enables the planning proposal to be forwarded to the Department for a Gateway Determination under Section 3.34 of the *Environmental Planning and Assessment Act 1979 (EP&A Act)* to achieve the requested amendments to Willoughby LEP 2012.

## 2. RESPONSE TO COUNCIL REQUEST FOR ADDITIONAL INFORMATION

**Table 1** provides a detailed response to the matters raised in Council's additional information request.

Table 1 Response to Council's Request for Additional Information

Additional Information Request		Proponent Response
<b>Traffic and Design</b>		
a) i.	<i>A Planning Report and Traffic Impact Assessment Report confirming, as relevant, that:</i>	
	<i>a) All car parking related to the Chatswood Bowling Club, currently located on 655A Pacific Highway, is located on the Planning Proposal site.</i>	As identified in the revised reference scheme ( <b>Appendix B</b> ) and revised Traffic Impact Assessment ( <b>Appendix A</b> ), the 41 car parking spaces to be provided for Chatswood Bowling Club (currently located on 655A Pacific Highway) can be located on the planning proposal site. Specifically, the indicative reference scheme allows for 52 car parking spaces for the Bowling Club within Basement Level 1.
	<i>b) All car parking is to be in accordance with Willoughby Development Control Plan.</i>	As detailed in the revised reference scheme ( <b>Appendix B</b> ), the indicative reference design provides three (3) basement levels, with provision for 306 car parking spaces.  Section 4.1 of the revised Traffic Impact Assessment ( <b>Appendix A</b> ) assesses the indicative car parking provision against the Willoughby Development Control Plan ( <b>DCP</b> ). The Assessment concludes that the car parking provision complies with the maximum residential and non-residential parking rates prescribed in the DCP and can accommodate the 41 spaces provided for Chatswood Bowling Club and Chatswood Croquet Club.
	<i>c) Access and egress is provided for croquet premises allocated car parking on the Chatswood Bowling Club site (being the subject of existing rights of way) via Hammond Lane.</i>	As detailed in the revised Traffic Impact Assessment ( <b>Appendix A</b> ), the 41 car parking spaces to be provided for the Chatswood Bowling Club include six spaces for the Chatswood Croquet Club. This will be confirmed via a future legal agreement between the relevant parties.  It is still the proponent's intention to reinstate the minimum 41 car parking spaces to be dedicated to the Chatswood Bowling Club within a new basement car park underneath

Additional Information Request	Proponent Response
	<p>the Bowling Club green and at ground level (subject to a future development approval). In this instance, vehicles will enter the Bowling Club along Hammond Lane from Gordon Avenue, to the basement car park. This approach enables traffic calming and pedestrianisation of Hammond Lane.</p> <p>In the event that the basement car park underneath of the Bowling Club is not approved or cannot be constructed in a timely manner, all car parking associated with the Bowling Club and Chatswood Croquet Club can be provided within the basement levels of the subject planning proposal site.</p>
<p>ii. <i>An updated Traffic Impact Assessment Report providing analysis of traffic impacts in Gordon Avenue, Orchard Road and Albert Avenue, having regard to recently approved Planning Proposals responding to the Chatswood CBD Planning and Urban Design Strategy 2036.</i></p>	<p>The revised Traffic Impact Assessment (<b>Appendix A</b>) provides an analysis of traffic impacts on the surrounding road network, having regard to relevant planning proposals which align with the <i>Chatswood CBD Planning and Urban Design Strategy 2036</i>. As confirmed with Council on 23 January 2024, the planning proposals assessed are:</p> <ul style="list-style-type: none"> <li>▪ 5-9 Gordon Avenue</li> <li>▪ 613-627 Pacific Highway</li> <li>▪ 629-639 Pacific Highway</li> <li>▪ 10 Gordon Avenue and 15,17, and 19 Nelson Street</li> <li>▪ 3 Ellis Street</li> <li>▪ 9-11 Nelson Street</li> <li>▪ 753 Pacific Highway and 15 Ellis Street</li> <li>▪ Chatswood Dive Site</li> </ul> <p>The Traffic Impact Assessment concludes as follows:</p> <ul style="list-style-type: none"> <li>▪ SIDRA Intersection modelling indicates that additional traffic associated with the proposed development would have a minor impact to the surrounding road network and intersections in the close vicinity of the site, relative to the impact from general traffic growth and traffic from future nearby developments.</li> <li>▪ Modelling indicates shows that the Pacific Highway – Mowbray Road intersection will need to be upgraded in the future regardless of the subject development.</li> </ul>

Additional Information Request		Proponent Response
		<ul style="list-style-type: none"> <li>Notwithstanding, it is suggested that site-specific mitigation measures be implemented to reduce traffic levels to the site, by way of a Green Travel Plan.</li> <li>In conclusion the traffic and parking implications of the proposed development are considered satisfactory.</li> </ul>
iii.	<i>Amended/additional plans showing:</i>	
	<i>a) All proposed setbacks, at ground and tower levels, clearly dimensioned.</i>	The revised reference plans ( <b>Appendix B</b> ) clearly identify and dimension the proposed setbacks (at ground and tower levels).
	<i>b) All car spaces allocated to the Chatswood Bowling Club clearly identified on-site at ground and basement level.</i>	The revised reference plans ( <b>Appendix B</b> ) identify the basement car parking spaces allocated to the Bowling Club (allowance for 52 spaces at Basement Level 1).
	<i>c) Basement design to reflect reduced car parking provision in accordance with Willoughby Development Control Plan. Deep soil planting areas to be maximised, with appropriate landscaping.</i>	<p>As detailed in the revised reference plans (<b>Appendix B</b>), the basement design has been amended to reflect the reduced car parking provision in accordance with the DCP.</p> <p>Drawing Ref A51 (Rev C) identifies an indicative deep soil zone along the western boundary (minimum 4m width).</p>
	<i>d) Two east / west pedestrian through site links, as well as the north / south link, consistent with the site specific draft development control plan.</i>	The revised reference plans ( <b>Appendix B</b> ) identify the two east-west pedestrian through-site links and the north-south link, consistent with the site-specific draft DCP.
<b>Flood Report</b>		
b)	<i>Preliminary flood analysis responding to the overland flow issues identified by Council's engineers in the Detailed Assessment.</i>	<p>This submission is accompanied by a Preliminary Flood Report (<b>Appendix C</b>) to address Council's request and detail the pre- and post-development flood behaviour, taking into consideration the proposed building footprint. The Report demonstrates how the proposed development will have negligible impact on the overall flood behaviour.</p> <p>The key conclusions in the Flood Report are as follows:</p> <ul style="list-style-type: none"> <li>The catchment area for the site is delineated and the existing and proposed 1% AEP flood levels, hazards and afflux have been determined using TUFLOW.</li> </ul>

Additional Information Request	Proponent Response
	<ul style="list-style-type: none"> <li>▪ The flood modelling demonstrates that the flow paths are mostly contained within Hammond Lane and Pacific Highway and are not significantly impacted by the proposed building footprint.</li> <li>▪ Based on the results of the preliminary assessment, the proposed building is clear of the overland flow path and therefore satisfies Council's requirement.</li> <li>▪ The site should be subject to further detailed flooding assessment as part of a future detailed DA.</li> </ul>
Shadow Diagrams	
<p>c) <i>Detailed shadow diagrams at a readable scale for each hour between 9am and 3pm based on 21 June mid-winter, with each hour showing street names, the individual properties impacted (including addresses), analysis, patterns and conclusions.</i></p> <p><i>In addition, clear distinction is to be made between existing shadows and additional shadows from the proposed development.</i></p>	<p>The revised reference plans (<b>Appendix B</b>) include detailed shadow diagrams which identify existing shadows and additional shadows cast by the proposed development on surrounding residential properties at hourly intervals (at mid-winter). The plans include a schedule of properties impacted by existing and proposed overshadowing and assesses the extent and hours of overshadowing.</p>

This submission provides a complete response to Council's request for additional information and enables the planning proposal to be forward to the Department for a Gateway Determination.

Please do not hesitate to contact the undersigned if any additional information is required.

Yours sincerely,



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