

**COUNCIL ASSESSMENT OF DEPARTMENT OF PLANNING AND ENVIRONMENT'S
'LOCAL ENVIRONMENTAL PLAN MAKING GUIDELINE.**

The Planning Proposal is considered to be generally in accordance with the requirements under Section 3.33 of the *Environmental Planning and Assessment Act 1979* and the Department of Planning and Environment (August 2023) *Local Environmental Plan Making Guideline*. This document establishes six parts for Planning Proposal preparation:

PART 1 – OBJECTIVES AND INTENDED OUTCOMES

The proponent provides the following objectives in support of the Planning Proposal to amend *Willoughby Local Environmental Plan 2012* (referred to as WLEP 2012):

- (a) *"To realise the development potential of this strategically located site and in turn support the evolution of the Chatswood CBD and contribute to the rejuvenation of the wider Willoughby LGA.*
- (b) *To provide a compatible mix of land uses that contribute to the creation of a vibrant and active community, including potential for high amenity residential accommodation and employment generating land uses.*
- (c) *To contribute to the housing dwelling supply needed to achieve the dwelling targets for the North district.*
- (d) *To provide 4% of the total accountable residential floor space as affordable housing within proximity to public transport and employment opportunities.*
- (e) *To provide public domain improvements at ground floor that responds to the interface to the Chatswood Bowling Club and improves pedestrian connectivity from Pacific Highway to Hammond Lane."*

PART 2 – EXPLANATION OF PROVISIONS

In response to the Planning Proposal, Council Officer's have proposed that the outcome be achieved by requiring that the Planning Proposal request be consistent with the following amendments to *Willoughby Local Environmental Plan 2012* (WLEP 2012), which will include:

- a) To amend the Land Zoning Map for 641-653 Pacific Highway and 655A Pacific Highway, Chatswood, to MU1 Mixed Use.
- b) To amend the Height of Buildings Map for 641-653 Pacific Highway and 655A Pacific Highway, Chatswood, to 90 metres.
- c) To amend the Floor Space Ratio Map for 641-653 Pacific Highway and 655A Pacific Highway, Chatswood, to 6:1 (including affordable housing).
- d) To amend the Special Provisions Area Map to show 641-653 Pacific Highway and 655A Pacific Highway, Chatswood, as Area 5 (Cl. 6.23 Design Excellence).
- e) To amend the Active Street Frontages Map to include for 641-653 Pacific Highway and 655A Pacific Highway, Chatswood, the Pacific Highway, Gordon Avenue and Hammond Lane frontages.
- f) To amend the Lot Size Map to include 641-653 Pacific Highway and 655A Pacific Highway, Chatswood, with a minimum lot size of 5,500 sq metres.

- g) Identify 641-653 Pacific Highway and 655A Pacific Highway, Chatswood, on the Affordable Housing Map as Area 1 (4%).

Accompanying the Planning Proposal are draft site specific and precinct *Development Control Plan* provisions prepared by Council.

PART 3 – JUSTIFICATION OF STRATEGIC AND SITE SPECIFIC MERIT

Questions to consider when demonstrating the justification

Section A - Need for the Planning Proposal

- 1) **Is the planning proposal a result of an endorsed LSPS, strategic study or report?**

The Planning Proposal arises from the adoption by Council of the *Chatswood CBD Planning and Urban Design Strategy 2036* (the CBD Strategy) and its subsequent endorsement by the Department of Planning and Environment (DPE). The CBD Strategy recommends increased building heights and development density for land within the Chatswood CBD and the proposed expanded CBD boundaries. These new boundaries extend to the north and south of the existing CBD, along the eastern side of the Pacific Highway, north to Wilson Street and south to Mowbray Road.

The subject land is located within the proposed expanded CBD boundaries to the south and is identified for an increase in maximum building height up to 90m and increase in floor space ratio (FSR) up to 6:1. These increased densities are intended to accommodate anticipated demand for additional housing in the Willoughby Local Government Area (LGA) as envisaged in the *Greater Sydney Region Plan – A Metropolis of 3 Cities* and the *North District Plan* (2018).

A Council initiated Planning Proposal for the Willoughby LGA, proposing changes to *Willoughby Local Environmental Plan 2012* (LEP) and *Willoughby Development Control Plan* (DCP), was exhibited from 5 March until June 2022. This was a comprehensive review of WLEP 2012, and included the CBD Strategy.

The Council endorsed Planning Proposal was endorsed for finalisation at the Council Meeting dated 12 December 2022, and was made and notified by DPE on 30 June 2023 (Amendment 34).

Under WLEP 2012 (Amendment 34), the subject site was saved under the previous controls – noting that there was a submitted Planning Proposal to be assessed and determined based on the CBD Strategy.

Council's current planning strategy for accommodating existing and future housing demand, as outlined in the *Willoughby Local Strategic Planning Statement* (WLSPS) and the *Willoughby Housing Strategy*, is to concentrate higher density development in and adjoining the Chatswood City Centre and other larger centres and transport corridors, so that existing low density suburban housing areas can be retained substantially as they currently exist. This approach is also consistent with the *Greater Sydney Region Plan* and the *North District Plan* (NDP).

The *North District Plan* aims to increase densities along transport corridors and in centres, particularly in those centres near public transport and facilitate redevelopment of existing apartment sites that are capable of accommodating increased density. In response to the

NDP Council's Local Housing Strategy anticipates the Willoughby LGA will be required to accommodate more than 6,000 additional dwellings by 2036.

Analysis supporting the application has been provided with the Planning Proposal.

2) Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

It is considered that the Planning Proposal is the best means of achieving the objectives and outcomes discussed above.

Section B - Relationship to the strategic planning framework

3) Will the planning proposal give effect to the objectives and actions of the applicable regional or district plan or strategy (including any exhibited draft plans or strategies)?

The Planning Proposal is consistent with the strategic objectives of the *Greater Sydney Region Plan* and the *North District Plan*, as well as the more detailed requirements of the CBD Strategy.

The *Greater Sydney Region Plan* is built on a vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places. Delivering a metropolis of three cities will be guided by 10 overarching directions, which provide interconnected infrastructure, productivity, liveability and sustainability benefits to all residents.

The North District forms a large part of the Eastern Harbour City and its economy is focused on the Harbour CBD which includes North Sydney as well as the strategic centres such as Chatswood within the Eastern Economic Corridor. The Chatswood strategic centre comprises a mix of uses including retail, office, residential as well as community and health. Entertainment facilities and a vibrant night-time economy contribute to the amenity. Job targets for Chatswood as a strategic centre has informed the scale of growth and land use and infrastructure planning. Maintaining and growing a high quality commercial core will facilitate the continued growth of the centre as a major employment hub.

Chatswood remains a Strategic Centre located in the Eastern Economic Corridor, and an important office market in Greater Sydney. Chatswood is earmarked as a centre that should be attracting significant investment and business activity in strategic centres to provide jobs growth; creating the conditions for residential development within strategic centres but not at the expense of the attraction and growth of jobs, retailing and services; where appropriate, strategic centres should define commercial cores informed by an assessment of their need.

The CBD Strategy has been a response to the above strategic plans and is consistent with the objectives of those plans as well as being a component of Willoughby's LSPS.

The Planning Proposal is considered consistent with the *Greater Sydney Region Plan* and the *North District Plan* for the following reasons:

- The proposal provides commercial floor space at an amount envisioned under the *Chatswood CBD Planning and Urban Design Strategy 2036*. The commercial component supports and strengthens the commercial core of

Chatswood by increasing the availability of jobs in an identified strategic centre with good access to existing and planned public transport services. The proposal will also provide more employment opportunities to local residents.

- The proposal will assist in meeting the housing supply targets in a location identified as Mixed Use in the CBD Strategy.
- The additional housing is provided in a location close to existing and proposed transport and urban services infrastructure.
- The additional housing is in a location that is a walkable or cyclable distance to the services and amenities of Chatswood CBD centre.

The Department of Planning and Environment (August 2023) *Local Environmental Plan Making Guideline* establishes specific assessment criteria to assist a Relevant Planning Authority.

Assessment Criteria

a) Does the proposal have strategic merit? Will it:

- Give effect to the relevant regional plan outside of the Greater Sydney Region, the relevant district plan within the Greater Sydney Region, and/or corridor/precinct plans applying to the site. This includes any draft regional, district or corridor/precinct plans released for public comment or a place strategy for a strategic precinct including any draft place strategy;

Comment: The Planning Proposal will give effect to the *Greater Sydney Region Plan* and *North District Plan* released March 2018.

- Demonstrate consistency with the relevant LSPS or strategy that has been endorsed by the Department or required as part of a regional or district plan;

Comment: The *Willoughby Council Local Strategic Planning Statement* (LSPS) was granted assurance by DPE in March 2020.

The CBD Strategy was endorsed by Council on 26 June 2017, supported by the Greater Sydney Commission on 18 May 2018, and endorsed by DPE on 9 July 2020. Endorsement of the CBD Strategy was further noted by Council on 14 September 2020.

The Planning Proposal is consistent with the Willoughby Council LSPS, and the CBD Strategy as endorsed by DPE. This is discussed in the Council Detailed Assessment (**Attachment 2**).

- Respond to a change in circumstances that has not been recognised by the existing planning framework.

Comment: The Planning Proposal does not respond to a change in circumstances not recognised by the planning framework. It is considered that the Planning Proposal is consistent with the envisioned land use mix within the Chatswood CBD, and the utilization of existing and upcoming infrastructure by different land uses. The CBD Strategy has been prepared with a careful allocation of commercial core and mixed use zones within an expanded Chatswood CBD, intended to capitalise on infrastructure such as the Metro rail and accommodate expected future residential demand.

b) Does the proposal have site-specific merit, having regard to the following:

- the natural environment on the site to which the proposal relates and other affected land (including known significant environmental areas, resources or hazards)

Comment: The site is not characterised by an existing significant natural environment. The proposal does have site specific merit with ground level publicly accessible open space proposed with landscaping.

- existing uses, approved uses, and likely future uses of land in the vicinity of the land to which the proposal relates

Comment: The planning controls proposed are consistent with the *Chatswood CBD Planning and Urban Design Strategy 2036* and the envisaged future development for the locality, with the site located within the expanded Chatswood CBD boundaries. The proposal promotes the future urban renewal of the land involved.

- services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision

Comment: This issue is discussed in the Council Detailed Assessment.

4) Is the planning proposal consistent with a council LSPS that has been endorsed by the Planning Secretary or GSC, or another endorsed local strategy or strategic plan?

Our Future Willoughby 2032

Our Future Willoughby 2032 is the Council's community strategic plan for the future of the local government area to help guide decision making and planning.

Our Future Willoughby 2032 sets out five broad outcomes, which are identified below with relevant community priorities:

1. A City that is green

- 1.1 Create and enhance green spaces urban tree canopy cover and greening.
- 1.2 Promote sustainable lifestyles and practices.
- 1.3 Enhance, protect and respect waterways, bushland, nature, wildlife and ecological systems.
- 1.4 Reduce use of energy, water and natural resources and maximise reuse of waste.
- 1.5 Reduce carbon and greenhouse gas emissions.

2. A city that is connected, inclusive and resilient

- 2.1 Enhance transport choices and connections throughout the City.
- 2.4 Manage parking and reduce traffic congestion.
- 2.7 Promote accessible services for the community

3. A city that is liveable

- 3.1 Foster feelings of inclusion, safety and cleanliness.
- 3.2 Create recreation spaces for all.
- 3.3 Promote an active and healthy lifestyle.
- 3.4 Create desirable places to be and enjoy.
- 3.5 Balance population growth and development with quality of life.
- 3.6 Activate local spaces in creative ways.
- 3.7 Promote housing choice and affordability.

4. A city that is prosperous and vibrant

- 4.1 Facilitate the development of all businesses.
- 4.2 Build and support a night-time economy.
- 4.3 Create memorable food destinations.
- 4.4 Attract visitors and promote local destination-based tourism.
- 4.5 Diversify our economy including creative and innovative industries.
- 4.6 Facilitate the viability and vibrancy of our CBD and village centres.

5. A City that is effective and accountable

- 5.1 Be honest, transparent and accountable in all that we do.
- 5.4 Anticipate and respond to changing community and customer needs.

The Planning Proposal is consistent with the above applicable objectives.

Local Strategic Planning Statement (LSPS)

In regards the Willoughby LSPS, the Planning Proposal is consistent with the following key directions, priorities and actions:

Key Direction - Housing the City

Priorities

- 1. Increasing housing diversity to cater to families, the aging population, diverse household types and key workers.

Actions

- 1.1 Complete and implement the *Willoughby City Housing Strategy*.
- 1.2 Review planning controls in the Chatswood CBD and in local centres to facilitate delivery of an increased number of medium and high-density dwellings, increasing dwelling diversity in the LGA.
- 1.3 Generally protect existing low-density areas from development as they are not needed to ensure sufficient dwelling supply and are important as a source of traditional family housing.

Priorities

- 2. Increasing the supply of affordable housing.

Actions

- 2.1 Increase the proportion of total floor space to be delivered as affordable housing in new developments from 4% to 7% by 2021 and to 10% by 2026.
- 2.2 Seek opportunities to deliver increased proportions of affordable housing when increases in density are sought as part of major development proposals.

Key Direction - A City for People

Priorities

3. Enhancing walking and cycling connections to Willoughby's urban areas, local centres and landscape features.

Actions

- 3.1 Develop both east-west and north-south routes in the LGA as green links for walking and cycling, consistent with green grid priority corridors identified in the *Greater Sydney Region Plan* and *North District Plan*.
- 3.2 Expand the bicycle network as planned in the *Willoughby City Bike Plan*.
- 3.3 Work with Transport for NSW to address barriers to walking and cycling caused by Major transport corridors such as the Pacific Highway, Gore Hill Freeway and North Shore Rail Line.

Priorities

4. Ensuring that social infrastructure caters to the population's changing needs and improve the public domain to foster healthy and connected communities.

Actions

- 4.2 Maintain and upgrade existing recreational and bicycle facilities in areas of greatest Use and demand.
- 4.3 Where opportunities are available, align the location of community and recreational spaces for community to the population distribution in the LGA.
- 4.4 Pursue opportunities in new developments to increase public open space areas.

Key Direction - A well connected City

Priorities

7. Developing Chatswood's role as a true transport hub for Willoughby City and the North Shore.

Actions

- 7.4 Enable increased walking and cycling as a transport mode across the LGA, and maximise access to public transport.
- 7.5 Reduce the congestion and impact of car usage in Chatswood

Key Direction - Jobs and skills for the City

Priorities

9. Developing Chatswood CBD as a key commercial centre and integral part of the Eastern Economic Corridor.

Actions

- 9.1 Promote office growth and a diverse mix of uses
- 9.2 Create great spaces and a high level of urban design quality
- 9.3 Create a 'green' walkable CBD
- 9.4 Develop and promote Chatswood's distinct role in the Eastern Economic Corridor
- 9.5 Seek contributions to public and social infrastructure to improve the amenity and services in the Chatswood CBD

Key Direction - A City in its landscape

Priorities

14. Increasing Willoughby's tree canopy coverage.

Actions

14.4 Encourage green roofs or green nature walls and green buildings, particularly in the Chatswood CBD and St Leonards.

Key Direction - A City supported by Infrastructure

Priorities

17. Augmenting local infrastructure and using existing infrastructure more intensively and efficiently to accommodate planned growth.

Actions

- 17.3 Maintain current service levels of social and sport and active recreational infrastructure so that liveability does not decrease as development occurs.
- 17.4 Require major development to share any value uplift from changes in development rights to deliver a community benefit through improved local infrastructure.
- 17.5 Focus future development and density in places where infrastructure is available, which is expected to be along the major public transport corridors.
- 17.6 Apply the principles of the Movement and Place framework by catering for and encouraging the role of walking and cycling in local movement networks and places.

Willoughby Integrated Transport Strategy 2036

The Willoughby Integrated Transport Strategy 2036 adopted by Council in August 2020 is designed to provide an *"overarching framework for transport planning and initiatives across the Willoughby local government area to 2036."* The Strategy aims to achieve 5 key transport outcomes relating to matters such as sustainability/promotion of walking and cycling, efficient local and regional connectivity accessible to all, contribute to vibrant, liveable, and safe places, support the local economy, efficiently manage congestion and parking demand, embrace smart technology, and respond to community needs.

The Planning Proposal is consistent with the *Willoughby Integrated Transport Strategy 2036* in that it will:

- Provide increased housing density and additional employment in close proximity to Chatswood Railway Station and Transport Interchange.
- Its location within easy walking and cycling distance of a wide range of services, retail and employment area will encourage active transport and reduced car dependency.
- Adopts reduced off-street parking rates to minimise reliance on private motor vehicles and traffic generation.

5) Is the planning proposal consistent with any other applicable State and regional studies or strategies?

The Planning Proposal is considered consistent with relevant State strategies.

6) Is the planning proposal consistent with applicable SEPPs?

The following State Environmental Planning Policies (SEPPs) are applicable, with comment provided.

SEPP Title	Comment
SEPP (Resilience & Hazards) 2021	<p>The site is zoned residential and has a history of residential use and is not identified as potentially contaminated. The site is suitable for the proposed high-density mixed-use development. A preliminary land contamination assessment recommended:</p> <ul style="list-style-type: none"> • <i>“A detailed (Stage 2) site investigation (DSI) should be undertaken to characterise the site contamination conditions and establish whether the site is suitable for the proposed development, or whether remediation is required. The DSI should include groundwater sampling and analysis to assess the potential for off-site contamination impacts on the development; and</i> • <i>A hazardous building materials survey should be undertaken prior to demolition of the buildings. Following demolition of the buildings (and preferably prior to removal of the hardstand), an asbestos clearance certificate should be obtained.</i> <p><i>JKE also recommend that a waste classification be undertaken to classify material to be excavated for the proposed development. Fill and contaminated soil disposal costs are significant and should be assessed at an early stage of the project.”</i></p> <p>These matters can be addressed in any future DA consent issued for redevelopment of the site.</p>
SEPP (BASIX) 2004	<p>This SEPP will apply to future proposed dwellings/units and appropriate BASIX documentation will be required with any future development application for redeveloping the site.</p>
SEPP (Exempt and Complying Codes) 2008	<p>The Planning Proposal does not contain provisions that contradict the application of the SEPP.</p>
SEPP 65 – Design Quality of Residential Flat Development (referred to as SEPP 65 in this report)	<p>This SEPP will apply to the proposed residential component of the future mixed use building. The concept plan has been submitted having regard to the <i>SEPP 65 Apartment Design Guide</i> (referred to as ADG in this report) and achieves general compliance with this Code.</p> <p>Detailed assessment of compliance with SEPP 65 and Apartment Design Guidelines would occur at DA stage.</p>

SEPP (Housing) 2021	<p>The Planning Proposal will increase the supply and range of housing types in the Chatswood CBD in a location close to services and in a manner that provides a reasonable level of amenity for occupants and neighbours. A good design outcome is achieved by requiring that the future building be the subject of a design competition.</p> <p>The proposal does not result in removal of any affordable housing and will provide affordable housing.</p> <p>The Planning Proposal is consistent with the SEPP (Housing) 2021.</p>
SEPP (Transport & Infrastructure) 2021	<p>The Planning Proposal provides additional housing and jobs close to services and infrastructure and includes monetary contributions towards the funding of additional infrastructure. The Planning Proposal is consistent with SEPP (Transport & Infrastructure) 2021.</p> <p>Vehicle access to the Pacific Highway is addressed in the Attachment 2: Detailed Assessment.</p> <p>Suitable noise attenuation measures can be incorporated in future building design to mitigate the impacts of road and rail noises from the nearby Pacific Highway and North Shore Rail Line.</p>

7) Is the planning proposal consistent with applicable Ministerial Directions (section 9.1 Directions) or Key government priority ?

Section 9.1 Directions issued to councils require that a Planning Proposal does not conflict with the Directions. The following is a summary of the planning proposal against the relevant Section 9.1 Directions in this instance.

Focus Area 2 – Design and Place

Direction	Relevant?	Consistent?	Comment
3.2 Heritage Zones	Yes	Yes	The site is not identified as a heritage item nor located within a heritage conservation area.

Focus Area 4 – Resilience and Hazards

Direction	Relevant?	Consistent?	Comment
4.4 Remediation of Contaminated Land	No	N/A	To be assessed as part of a detailed DA. Note: Preliminary contamination investigation has been provided with the Planning proposal.

Focus Area 5 – Transport and Infrastructure

Direction	Relevant?	Consistent	Comment
<p>5.1 Integrating Land Use and Transport</p> <p><i>The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:</i></p> <p><i>(a) improving access to housing, jobs and services by walking, cycling and public transport, and</i></p> <p><i>(b) increasing the choice of available transport and reducing dependence on cars, and</i></p> <p><i>(c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and</i></p> <p><i>(d) supporting the efficient and viable operation of public transport services, and</i></p> <p><i>(e) providing for the efficient movement of freight</i></p>	Yes	Yes	<p>The planning proposal is consistent with the direction for the following reasons:</p> <ul style="list-style-type: none"> • The site exhibits excellent access to public transport being within close proximity to Chatswood train and Metro station. • The increase in density on the site supports the patronage of the future Metro and accords with the key direction from the state <p>The provision of increased housing supply within a walkable neighbourhood reduces the need for car dependency.</p> <ul style="list-style-type: none"> • The provision of residential accommodation within proximity of employment in Chatswood and transport nodes, encourages walkable neighbourhood. • The proposal would provide a new mix of employment opportunities through the non-residential land use within close proximity to existing services and infrastructure.

Focus Area 6: Housing

Direction	Relevant?	Consistent	Comment
<p>6.1 Residential Zones</p> <p>(1) The objectives of this direction are:</p> <p><i>(a) to encourage a variety and choice of housing types to provide for existing and future housing needs,</i></p> <p><i>(b) to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and</i></p> <p><i>(c) to minimise the impact of residential development on the environment and resource lands.</i></p>	Yes	Yes	<p>The planning proposal seeks to broaden the range of housing choices provided in the LGA through the delivery of residential floor space that is capable of being developed with a mix of apartment typologies and layouts as well as committing to affordable housing targets.</p> <p>The site is suitably located to accommodate a high-rise residential development, as it is located within close proximity to the future Chatswood Metro Station and meets residential amenity and locational criteria.</p> <p>A mixed-use development in this location would make efficient use of existing services and infrastructure. A MU1 Mixed Use zone creates the potential to provide housing and to help meet infill housing targets, which reduce the need for land release on the metropolitan fringe. It also focuses new housing development in an identified urban renewal area, which benefits from excellent (existing and future) public transport service and improves accessibility</p> <p>Optimising high density residential accommodation in a strategic centre will minimise impacts on the natural environment or resource lands as the precinct and sites are already developed.</p> <p>Future residential accommodation can be provided on the site without significantly impacting the land or neighbouring development.</p>

Direction	Relevant?	Consistent?	Comment
Focus Area 7: Industry and Employment	Yes	Yes	<p>The Planning Proposal seeks to rezone the site from R3 Medium Density Residential to MU1 Mixed Use. The proposal is aligned with the recommended land use for the site in the Chatswood CBD Strategy.</p> <p>The planning proposal will optimise a development outcome that facilitates non-residential land uses by rezoning the site and amending built form planning controls. The economic benefits of the proposal include:</p> <p>Providing for a broader variety of job types within the non-residential land uses, in turn contributing to the diversity of employment generation;</p> <p>Activating the site's strategically important location within the CBD with non-residential land uses at street level.</p>

Section C – environmental, social and economic impact

- 8) **Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected because of the proposal?**

The subject site and adjoining lands have not been identified as containing any areas of critical habitat or threatened species, populations or ecological communities or habitats.

- 9) **Are there any other likely environmental effects of the planning proposal and how are they proposed to be managed?**

The following environmental impacts of the proposal and their proposed management are discussed in the Council Detailed Assessment (see **Attachment 2**):

- Consistency with the *Chatswood CBD Planning and Urban Design Strategy 2036*, as endorsed by Council. In this regard the following issues have been addressed:
 - CBD boundary
 - Land use
 - Commercial component
 - Design excellence

- Building sustainability
- Planning Agreements
- Public art
- Floor space ratio
- Minimum site area
- Affordable housing
- Maximum residential tower floor plate size
- Built form
- Sun access to key public places
- Height
- Links and open space
- Landscaping
- Public realm
- Street frontage heights
- Setbacks
- Traffic and transport issues

- Other issues addressed include solar access, privacy and general amenity.

10) Has the planning proposal adequately addressed any social and economic effects?

It is considered that the Planning Proposal has adequately addressed social and economic effects. It should be noted that the Planning Proposal does include affordable housing provision at an acceptable rate in the circumstances.

Section D – Infrastructure (Local, State and Commonwealth)

11) Is there adequate public infrastructure for the planning proposal?

The subject site is located within an identified mixed use area under the CBD Strategy, and serviced by existing utilities infrastructure and within walking distance from the Chatswood Railway Station and Transport Interchange.

Section E – State and Commonwealth Interests

12) What are the views of state and federal public authorities and government agencies consulted in order to inform the Gateway determination?

As noted in the Council report, pre-exhibition input has been sought from Transport for NSW regarding vehicle access to and from the Pacific Highway. As a result a Precinct Plan has been developed (refer to **Attachment 5** and the draft development control plan provisions at **Attachment 6**).

Council has not notified any other public authorities. It is expected that any Gateway Determination would establish which government authorities would be required to be included in the public exhibition.

PART 4 – MAPS

This Planning Proposal as proposed involves amending *Willoughby Local Environmental Plan 2012* maps as follows:

- a) To amend the Land Zoning Map for 641-653 Pacific Highway and 655A Pacific Highway, Chatswood, to MU1 Mixed Use.
- b) To amend the Height of Buildings Map for 641-653 Pacific Highway and 655A Pacific Highway, Chatswood, to 90 metres.
- c) To amend the Floor Space Ratio Map for 641-653 Pacific Highway and 655A Pacific Highway, Chatswood, to 6:1 (including affordable housing).
- d) To amend the Special Provisions Area Map to show 641-653 Pacific Highway and 655A Pacific Highway, Chatswood, as Area 5 (Cl. 6.23 Design Excellence).
- e) To amend the Active Street Frontages Map to include for 641-653 Pacific Highway and 655A Pacific Highway, Chatswood, the Pacific Highway, Gordon Avenue and Hammond Lane frontages.
- f) To amend the Lot Size Map to include 641-653 Pacific Highway and 655A Pacific Highway, Chatswood, with a minimum lot size of 5,500 sq metres.
- g) Identify 641-653 Pacific Highway and 655A Pacific Highway, Chatswood, on the Affordable Housing Map as Area 1 (4%).

PART 5 – COMMUNITY CONSULTATION

Should Council support the Planning Proposal for public exhibition, it will proceed to the Department of Planning and Environment 'Gateway' process to seek endorsement for the proposal to be placed on public exhibition. Public exhibition will be in accordance with the Department of Planning and Environment's Gateway Determination requirements and should include the Draft *Willoughby Local Environmental Plan 2012* Amendment and the site specific and precinct *Draft Development Control Plan* provisions. This would involve appropriate notification and receipt of submissions from relevant state agencies and the general community.

PART 6 – PROJECT TIMELINE

Planning Proposal Presented to Council	December 2023
Planning Proposal submitted to Gateway	March 2024
Gateway Determination received by Council	June 2024
Community Consultation (28 days)	July 2024
Outcomes of Community Consultation presented to Council	October 2024
Planning Proposal submitted to Department requesting notification on Government website	December 2024

