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Urban Design Planning Proposal Report

architectus™

641- 655A Pacific Highway Chatswood



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Executive Summary

Background

This urban design report has been prepared by Architectus on behalf of One Global Capital, the proponent and owner of the subject site known as 641-655A Pacific Highway, Chatswood (the subject site). The amalgamated site is 5,772sqm in area, and consists of two lots including two existing strata residential developments as well as providing access to and parking for the Chatswood Bowling Club to the east.

The basis for change on this site is the 'Chatswood CBD Planning and Urban Design Strategy 2036' (Chatswood CBD Strategy - Willoughby Council September 2020), which nominates changes to the planning controls for sites in the Chatswood CBD.

Purpose of this report

This report is to accompany a Planning Proposal for the subject site. A detailed urban design analysis and an architectural concept has been developed demonstrating the proposed future distribution of land use, massing, building form, car parking and service access and an overall building height and floor space ratio for the site.

This has been developed with consideration for the key elements of the Chatswood CBD Strategy and other key requirements including State Environmental Planning Policy 65 and the Apartment Design Guide.

This report has been revised post-submission to respond to comments from Council.



Illustrative Master Plan prepared by Taylor Brammer

The Proposal

The proposal consists of two individual podium/tower mixed use development with a consolidated communal open space above the two non-residential use podiums. The proposal includes:

- An active ground plane with a 4m building setback and provided improvement to the public domain.
- A through-site link between the two tower developments that provides pedestrian connectivity and visual access to the bowling club.
- Improve the rear lane-way that extends from Hammond Lane along the eastern edge of the site, increasing landscape planting and acts as a shared north-south link to Chatswood CBD.
- Tower One including 3,230sqm of non-residential uses in a 3-storey podium plus 15,583sqm of residential GFA within a 26-storey tower.
- Tower Two including 2,542sqm of non-residential uses in a 3-storey podium plus 13,277sqm of residential GFA within a 26-storey tower.

Elements of the Planning Proposal

Land use zoning – Amending the Land Zoning Map from R3 Medium Density Residential to MU1 Mixed Use.

Height of buildings – Amending the height of buildings map from 12m to 90m.

Floor space ratio – Amending the floor space ratio map from a maximum of 0.9:1 to a maximum of 6.0:1.

Other – all elements of the proposal are to consistent with the Chatswood CBD Strategy 2036, including active frontage, setbacks and public connections.

The proposal will deliver

5,772m²

Non-residential gross floor area, delivered across a 3-storey podium

28,860m²

Residential gross floor area across two residential towers

1,216m²

Of land for a public right of way at grade on-site, consistent with the Chatswood CBD Strategy's desire for a new lane-way link, in addition to other spaces

1,453m²

Above ground communal open space

319 apartments

41 spaces

Minimum total combined ground level and basement parking for the Chatswood Bowling Club, consistent with existing provision on the site



Indicative sketch of proposed north pedestrian and cycleway Lane (prepared by Taylor Brammer)



The Subject Site

1 Background & site context

This section establishes the background, purpose and objectives of the Urban Design Report as it supports the Planning Proposal

This report provides an urban design and architectural response in support of a planning proposal to align the planning controls on the site with those outlined in the Chatswood CBD Planning and Urban Design Strategy 2036.

Purpose of this report

Architectus was engaged on behalf of One Global Capital, the proponent and owner of the subject site, to prepare this Urban Design Report to accompany a Planning Proposal report for the site, known as 641-655A Pacific Highway, Chatswood 2067.

The subject site is an amalgamation of two properties (SP12238 and SP57067) with a combined site area of approximately 5,772sqm. The subject site is currently zoned under the Willoughby LEP 2013 as R3 Medium Density Residential with a maximum building of 12m and FSR of 0.9:1. However, the endorsement of the Chatswood CBD Planning and Urban Design Strategy 2036 in September 2020, has proposed alternative zoning controls to the subject site, including the following key LEP controls:

- B4 mixed use land use zoning (n.b. now MU1)
- 90m maximum building height
- 6.0 :1 maximum floor space ratio, which a maximum 1 :1 for non-residential uses in the podium.

The applicant seeks to initiate the preparation of an amendment to the Willoughby Local Environment Plan 2013 to align with the proposed zoning controls outlined in the Chatswood CBD Planning and Urban Design Strategy 2036.

This report has been revised to respond to Council's post-submission comments.

Key considerations

This study seeks to provide an urban design and architectural response to the proposed planning controls and align with the strategic changes occurring in Chatswood CBD.

As well as the Chatswood CBD Strategy itself, 'the analysis and in design in this document has been informed by:

- Consideration of the site's local context at a greater level of detail than the CBD Strategy
- Identification of urban design and architectural principles for the site
- Consideration of SEPP65 and the Apartment Design Guide including provisions for building separation, open space, deep soil, cross-ventilation and solar access.
- Visual impact consideration of key views in the locality

Chatswood is located 10 kilometres north of the Sydney CBD and is designated as a Strategic Centre for commercial growth.



1.2 Local Context

The site is located within the new Chatswood CBD Strategy boundary.

- The major roads into Chatswood CBD are Pacific Highway, Mowbray Road, Archer Street and Fullers Road.
- Chatswood CBD is serviced by the Sydney Trains T1 North Shore and Western Line, and is an interchange for the Sydney Metro Line to Tallawong Station.
- Willoughby Council released the Chatswood CBD Strategy in September 2020 and designates future LEP and DCP controls for sites with the CBD boundary. As part of the proposal, the CBD boundary was extended to include additional lands to the north and south to Mowbray Road.
- The subject site is located within the Chatswood CBD strategy boundary, therefore has the potential for significant uplift.
- The site is within a 400m (or 5 minute) walking distance to the Chatswood Interchanges (Train, Bus and Future Metro Station).
- The surrounding area to the west and south of the site are low-density residential properties. The proposed transition in scale under the Chatswood CBD Strategy requires a sensitive design response.

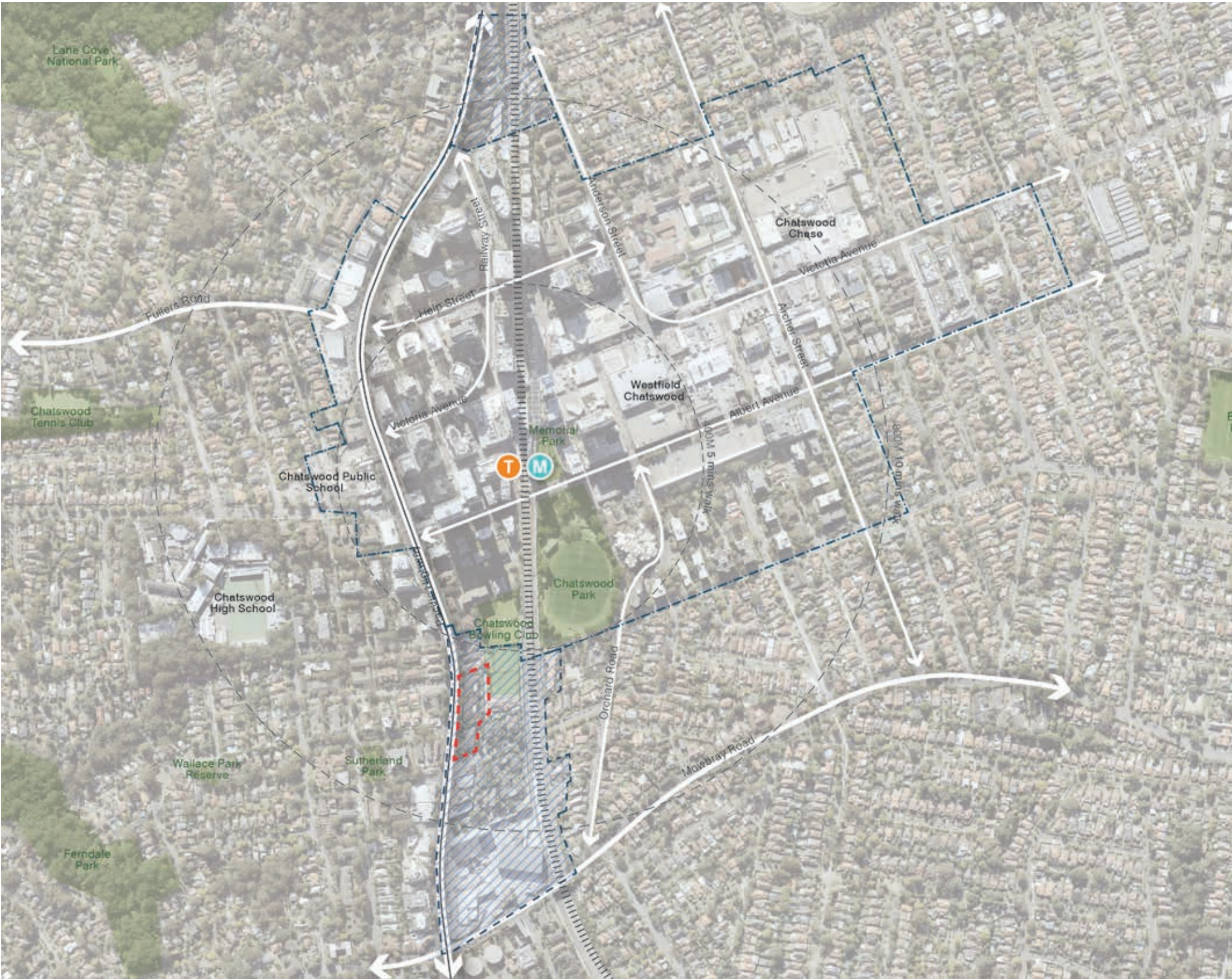
Legend

Chatswood CBD strategy boundary

Subject Site

Proposed extension to Chatswood CBD

Chatswood Interchange



Map of Chatswood CBD within the proposed CBD boundary



1.3 Site Context

The surrounding context has mature leafy street trees along all the streets with key open space within 3-minute walking radius.

- The subject site is located at 641-655A Pacific Highway with frontage to Gordon Avenue. The southern corner of the site has the potential to be a key visual marker for ground floor retail uses and built form.
- There is an existing lane-way (Hammond Lane) that runs to the southeast of the site. An extension to this provides access for access and parking for the site and also for the Chatswood Bowling Club through the site.
- Located behind the subject site is the Chatswood Bowling Club, which has vehicle entry via Hammond Lane off Gordon Avenue.
- Located to the east of the subject site is an active transport link running alongside the railway corridor, providing direct access to Chatswood Oval & Park, and beyond to Chatswood Interchange.



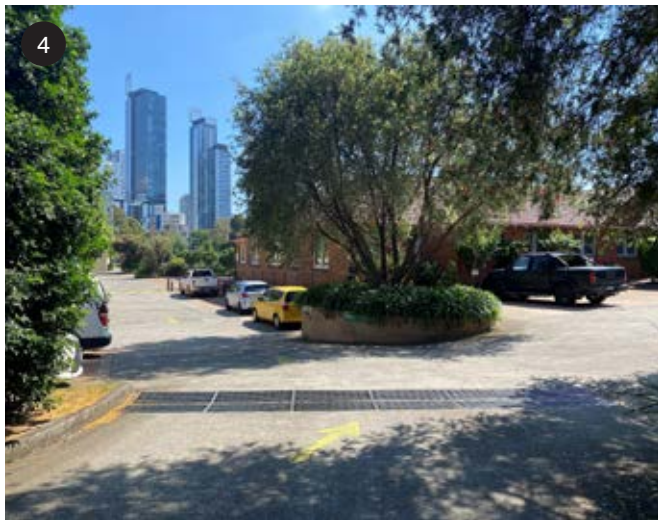
- Legend
- - - Subject Site
 - ↔ Arterial Road
 - ⇄ Collector Roads
 - ⇄ Active Transport Links
 - ||||| Railway Corridor
 - Public Open Space



Site plan with surrounding context 1:2,500 0 25 50 75 100M

Site Context

1. The subject site has street frontage to Pacific Highway and Gordon Avenue with existing street tree planting adding to the leafy character of Chatswood. The majority of properties to the south of the subject site along Pacific Highway are commercial premises.
2. The western side of Pacific Highway is predominantly medium density residential units, similar to this neighbouring property at 596 Pacific Highway, which has east facing balconies and windows to habitable rooms on the north and eastern facade.
3. There is a deep setback along Pacific Highway to allow for large street tree planting, green verges and footpaths. This also provides a barrier to the traffic noise generated on Pacific Highway.
4. The Chatswood Bowling Club is located behind the subject site with access via Hammond Lane. Currently there are 41 parking spaces located along the lane that services the bowling club.
5. Hammond Lane is a 5.2m wide one-way lane located east of the subject site, with entry off Gordon Avenue. The lane extends into the subject site boundary providing access to the basement parking and wraps around the eastern and northern edges of the site, with a left-out exit onto Pacific Highway.
6. Located to the east of the subject site and running along the western length of the rail corridor is Frank Channon Walk, an active transport link that extends from Nelson Street to Albert Street, and beyond to Chatswood Interchange. Between Gordon Avenue and Albert Street is an underpass connecting to Chatswood Oval.



2 Planning context

An appreciation and understanding of the strategies, frameworks and planning policies that relate to Chatswood and provide the context for appropriate change.

2.1 The Greater Sydney Region Plan- A Metropolis of Three Cities



The Greater Sydney Region Plan sets a 40-year vision for a city where people live within 30 minutes of jobs, education, health facilities, services and recreational spaces. The vision seeks to meet the needs of a growing and changing population by evolving Greater Sydney into a metropolis of three cities - the Western Parkland City, the Central River City and the Eastern Harbour City.

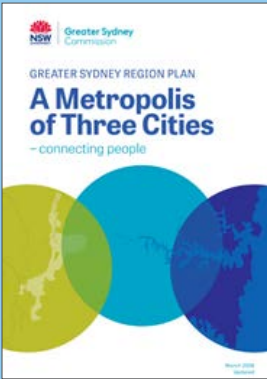
Chatswood is located north of the Sydney Metropolitan Centre, with strong transport links to employment clusters within the Eastern Economic Corridor and Harbour CBD. The Plan aims to enhance the walk-ability of local centres and enable an active street life to achieve resilient and socially connected places. Centres, as well as places within a 10 minute walk of a centre, are to contain a mix of diverse land uses and fine grain urban form to support places that are walkable and have a human scale.

Greater housing supply is also a key focus, with additional housing to be concentrated around transport hubs and centres that have good accessibility to employment and services. This is to support the overarching vision of the Plan for a 30 minute city.

A particular focus of the Greater Sydney Region Plan is providing housing diversity around centres and transit nodes. The plan calls for more housing in accessible locations – aligning with existing and planned infrastructure. The site is within a 10-minute walk to the Chatswood CBD and less than 500m of the Chatswood Interchange station.

- Key objectives relevant to the site are:**
- Objective 6: Services and infrastructure meet communities changing needs
 - Objective 7: Communities are healthy, resilient and socially connected
 - Objective 10: Greater housing supply
 - Objective 14: Integrated land use and transport creates walkable and 30 minute cities
 - Objective 30: Urban tree canopy is increased
 - Objective 31: Public open space is accessible, protected and enhanced

- Key Findings**
- Centres are to be vibrant, walkable places with a human scale, supporting active street life and a diversity of uses.
 - Increasing residential densities are to be located in close proximities to centres and transport to enable a 30-minute city.



Source: The Greater Sydney Region Plan- A Metropolis of Three Cities

2.2 North District Plan- 2056 (March 2018)



The North Sydney District Plan released by the Greater Sydney Commission in March 2018, sets out priorities and actions for the North District. The population in the North District is projected to increase by an additional 196,000 people over the next 20 years. To support population growth in the North District, an additional 92,000 homes will be required by 2036. In order to accommodate this growth, new homes are to be located in proximity to centres that have access to local infrastructure, open space, services, retail and public transport.

Chatswood is located within the North District and is identified as a local centre that is appropriate for greater residential densities to contribute to the District's dwelling targets. The Chatswood Interchange with Train, Metro and Bus services strengthens Chatswood's role as a transport hub and accessibility to employment and services within the Sydney CBD.

The District Plan sets out place-based principles for local centres including the delivery of transit-oriented development, improvement of walking and cycling connections, protection or expansion of retail and commercial floorspace, and increase of residential densities within a walkable distance of centres. It is noted that although an increase of housing is encouraged within and around local centres, it should not compromise a centre's primary role to provide goods and services to the local community.

Key Findings

- An additional 92,000 homes will be required by 2036 in the North District to support an increase of 196,000 people.
- New homes are to be strategically concentrated around local centres with high levels of accessibility and local amenity.
- The transport interchange strengthens Chatswood's accessibility to employment and services within the Sydney CBD
- Local centres are to maintain their primary role of providing goods and services to the local population.
- Key actions identified for Chatswood specifically that this site can contribute to include to 'maximise the land use opportunities provided by Sydney Metro', 'promote and encourage connectivity, and upgrade and increase public open spaces

2.3 The Chatswood CBD Strategy

The Chatswood CBD Strategy was originally drafted by Architectus in 2016-18 for Willoughby City Council. It was adopted by Council in 2017 and has since been revised by Council several times based on a range of feedback including from the Department of Planning, Industry and Environment, who endorsed a revised plan subject to a number of recommendations in both August 2019 and July 2020.

The Chatswood CBD Strategy aims to establish a strong framework to guide future private and public development as the CBD grows over the next 20 years. It aims to provide capacity for future growth, achieve exceptional design and a distinctive, resilient and vibrant CBD. The Strategy will inform changes to Willoughby LEP and DCP.

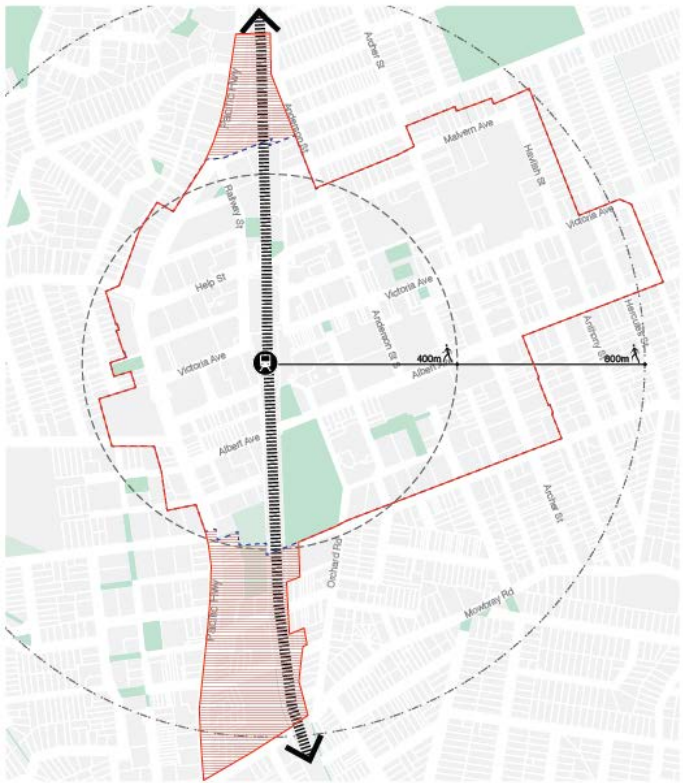
The strategy provides the following objectives:

- A reinvigorated commercial core area and economically buoyant CBD.
- A sustainable balance between commercial, retail, residential, educational, cultural and other uses to ensure ongoing vibrancy.
- A compact, walkable and healthy CBD.
- A city form and scale to accommodate future growth.
- A CBD of exceptional urban design, easy pedestrian linkages and good public domain, where character and heritage are embraced, and the greening of the centre is achieved.
- Simplified controls for the LEP and DCP in relation to the CBD.



Key recommendations in Council's current (September 2020) version of the Strategy relevant to the site include:

- A recommended maximum Floor Space Ratio of 6:1, including 1:1 commercial use
- Sun access protection applies to the tennis courts to the north (public recreation zone) but not the bowling greens (private recreation zone)
- A desire for the current north-south link on the eastern edge of the site to eventually become an open-air public link connecting north to Crispe Lane and Albert Avenue
- Setbacks and street wall frontages have been defined, notably for the Pacific Highway seeking a 4m setback at ground floor and 7 metre street wall height, with 6m setback to towers above



Proposed extended CBD boundary to included subject site

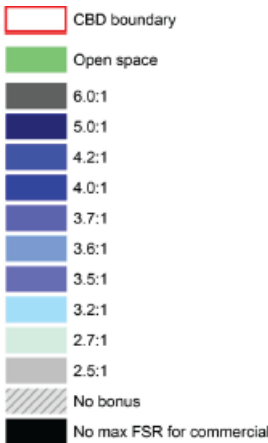
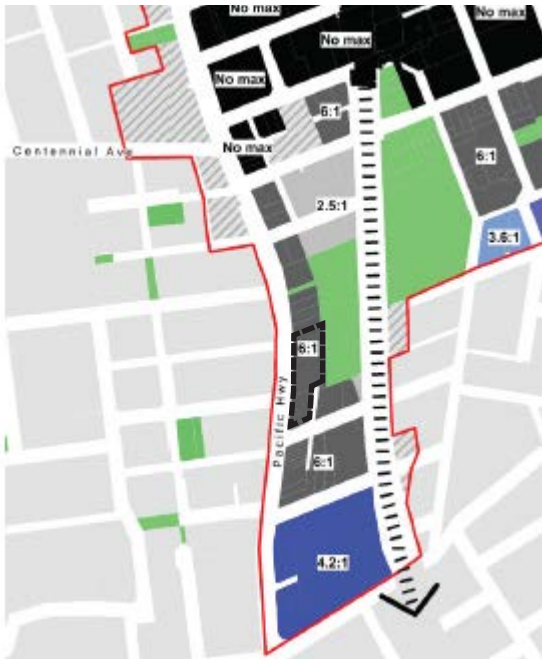
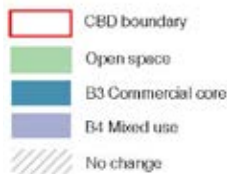
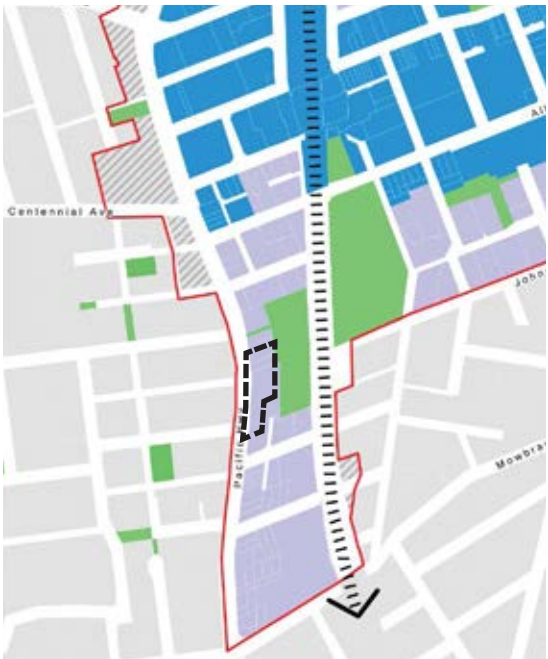
Proposed new planning controls

Land Use

Subject Site zoning: B4 mixed use

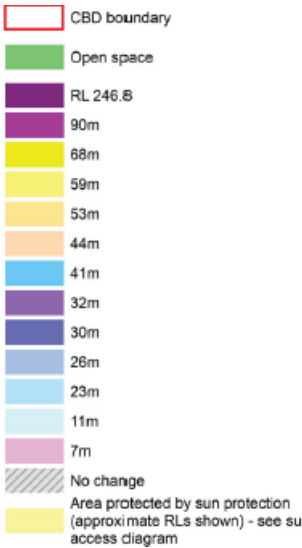
Floor Space Ratio

Subject Site zoning: 6.0: 1

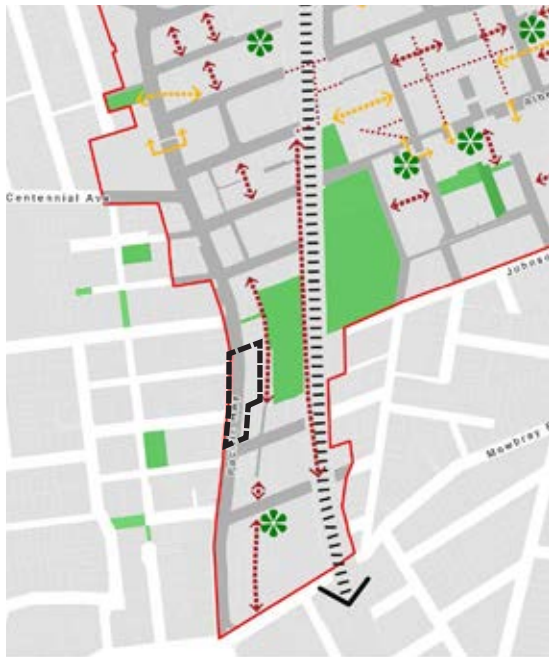


Building Height and solar access

Subject Site zoning: 90m



Links and open space
'Open air 24-hour through site link' located on eastern part of site



Setbacks and Street Frontage Height



- Pacific Highway frontage
- Minimum 4 metre setback at Ground level from front boundary (with exception of heritage sites).
 - Maximum 7 metre street wall height.
 - Minimum 6 metre setback above street wall to tower.

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.

Tower Design

- All towers above podiums in the B3 Commercial Core and B4 Mixed Use zones are to be setback from all boundaries a minimum of 1:20 ratio of the setback to building height.
- A total height of 90m, a minimum setback from the side boundary of 4.5m is required for the entire tower on any side.

2.4 Willoughby Local Strategic Planning Statement (February 2020)

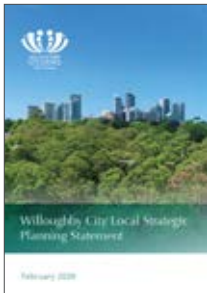
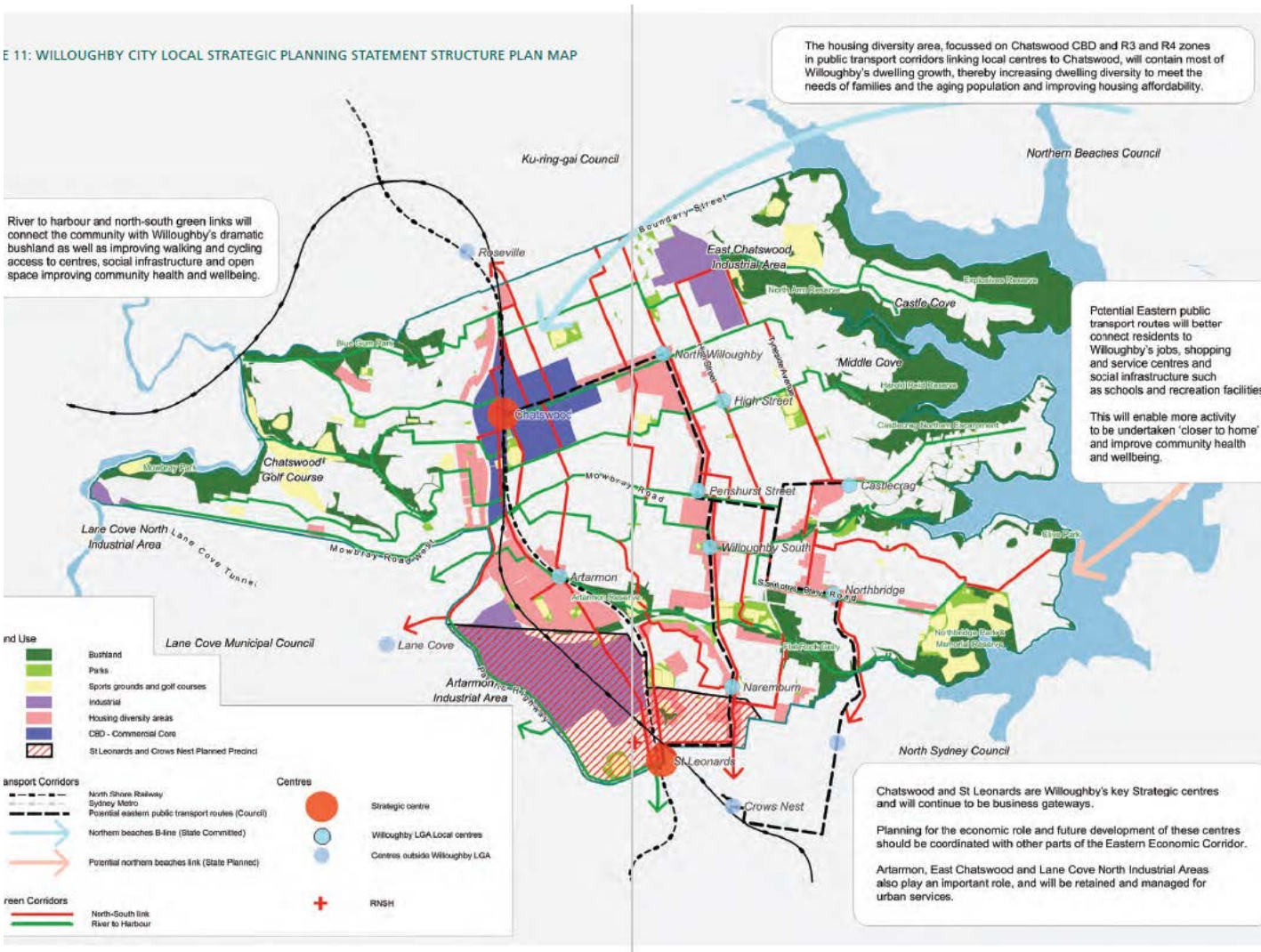
The Willoughby City Local Strategic Planning Statement (LSPS) sets a 20-year vision with priorities and actions for land-use planning in the Willoughby City Local Government Area. The vision considers the economic and social needs of the Willoughby City community and how they will change in the future, as well as how to protect and improve Willoughby's natural environment.

The LSPS builds on community feedback received during the development of Willoughby City Council's Strategic Planning directions including the Draft Local Centres and Housing Strategies and Chatswood CBD Planning and Urban Design Strategy.

The LSPS is consistent with the Greater Sydney Region Plan and the North District Plan, the NSW Government's strategic land-use plans for Greater Sydney and the North District respectively. Based on the 10 directions from the Greater Sydney Region Plan and the North District Plan, the Willoughby LSPS has divided into four themes in which these key directions provide the framework for priorities and actions to help Council implement.

The four themes and key direction outlined in the LSPS are:

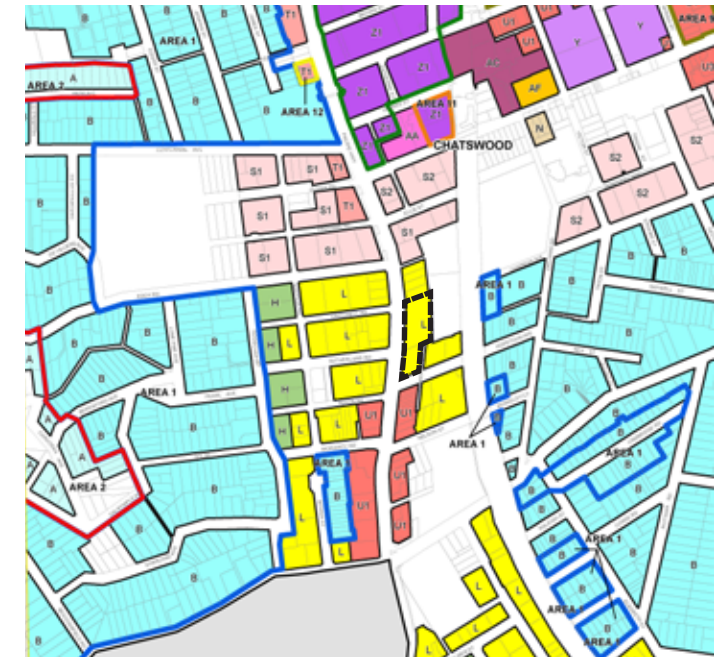
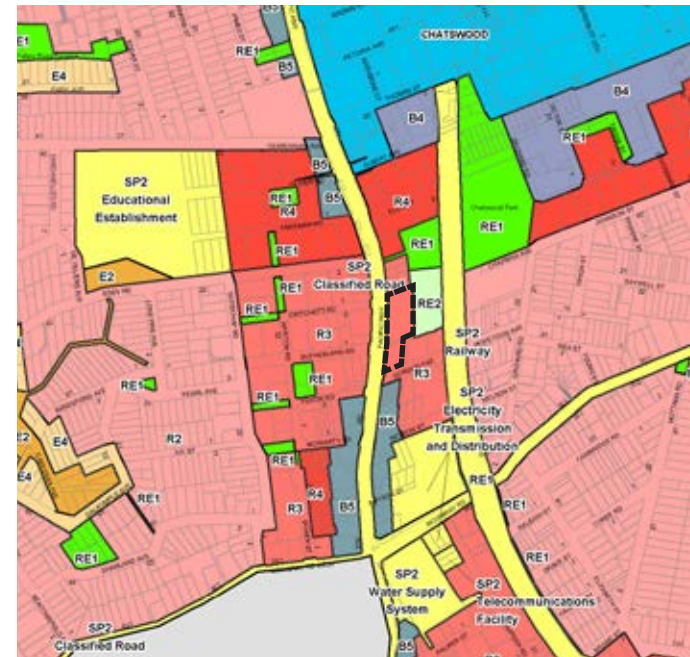
1. A Liveable City:
 - Housing the City
 - A City for People
 - A City of Great Places
2. A Productive City:
 - A Well Connected City
 - Jobs and Skills for the City
3. A Sustainable City
 - A City in its Landscape
 - An Efficient City
 - A Resilient City
4. A City that aligns infrastructure with growth
 - A City supported by Infrastructure
 - A Collaborative City



2.5 Existing Willoughby LEP 2012

The site is currently zoned in the Willoughby Local Environmental Plan 2012 with the following key controls:

- R3 Medium Density Residential
- Maximum Building Height 12m
- Floor Space Ratio 0.9:1



Land Use

| | |
|-----|------------------------------------|
| B1 | Neighbourhood Centre |
| B2 | Local Centre |
| B3 | Commercial Core |
| B4 | Mixed Use |
| B5 | Business Development |
| B7 | Business Park |
| E1 | National Parks and Nature Reserves |
| E2 | Environmental Conservation |
| E4 | Environmental Living |
| IN1 | General Industrial |
| IN2 | Light Industrial |
| R2 | Low Density Residential |
| R3 | Medium Density Residential |
| R4 | High Density Residential |
| RE1 | Public Recreation |
| RE2 | Private Recreation |
| SP1 | Special Activities |
| SP2 | Infrastructure |

Maximum Building Height

| | | | |
|----|------|--------|------------------|
| A | 3.5 | S1 | 24 |
| G | 7 | S2 | 24.5 |
| I1 | 8 | T1 | 25 |
| I2 | 8.5 | T2 | 26 |
| J | 9 | T3 | 27 |
| L | 11 | U | 34 |
| M | 12 | V1 | 36 |
| N1 | 13.5 | V2 | 38.5 |
| N2 | 14 | W | 40 |
| O1 | 15 | AA1 | 60 |
| O2 | 15.5 | AB1 | 80 |
| P1 | 17 | AB2 | 90 |
| P2 | 18 | Area 1 | Refer to CI 4.3A |
| Q | 20 | Area 2 | Refer to CI 4.3A |
| R | 21 | Area 3 | Refer to CI 4.3A |

Floor Space Ratio

| | | | |
|----|------|----|-------|
| A | 0.25 | T1 | 2.0 |
| B | 0.4 | T2 | 2.2 |
| C | 0.45 | U1 | 2.5 |
| D | 0.5 | U2 | 2.6 |
| F | 0.6 | U3 | 2.7 |
| G | 0.65 | V1 | 3.0 |
| H | 0.7 | V2 | 3.3 |
| L | 0.9 | Y | 4.5 |
| N | 1.0 | Z1 | 5 |
| O | 1.1 | Z2 | 5.5 |
| Q | 1.3 | AA | 6 |
| R | 1.4 | AB | 7 |
| S1 | 1.5 | AC | 8 |
| S2 | 1.7 | AF | 11.11 |

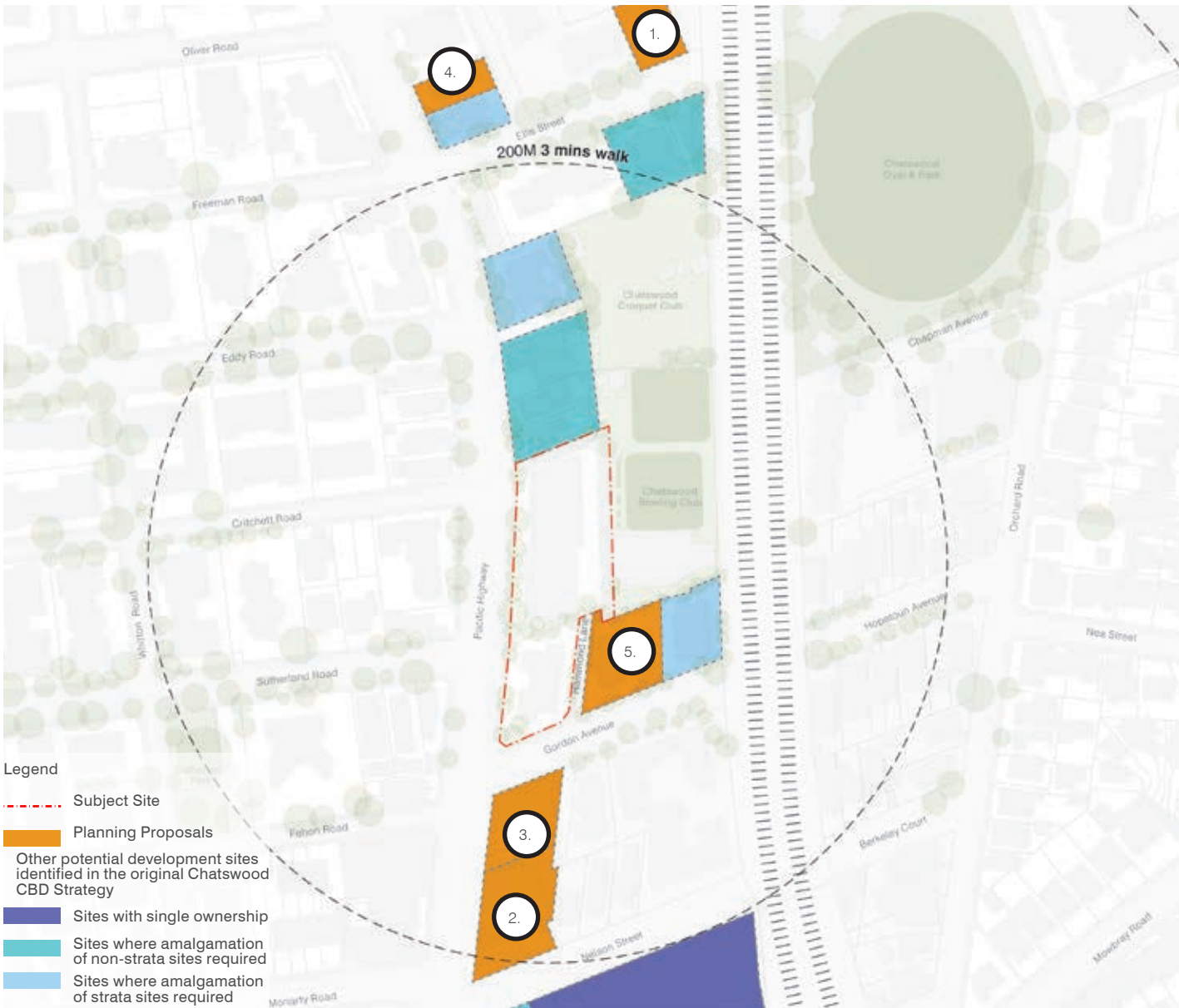
| | | | |
|---------|------------------|---------|------------------|
| Area 1 | Refer to CI 4.4A | Area 11 | Refer to CI 4.4A |
| Area 2 | Refer to CI 4.4A | Area 12 | Refer to CI 4.4A |
| Area 3 | Refer to CI 4.4A | Area 13 | Refer to CI 4.4A |
| Area 4 | Refer to CI 4.4A | Area 14 | Refer to CI 4.4A |
| Area 5 | Refer to CI 4.4A | Area 15 | Refer to CI 4.4A |
| Area 6 | Refer to CI 4.4A | Area 17 | Refer to CI 4.4A |
| Area 7 | Refer to CI 4.4A | Area 18 | Refer to CI 4.4A |
| Area 8 | Refer to CI 4.4A | Area 19 | Refer to CI 4.4A |
| Area 9 | Refer to CI 4.4A | Area 20 | Refer to CI 4.4A |
| Area 10 | Refer to CI 4.4A | | |

2.6 Development context

The site sits within a context of development consistent with the Chatswood CBD Strategy.

Since the release of Council's Chatswood CBD Strategy, several Planning Proposals have been forwarded by Council to DPIE, including.

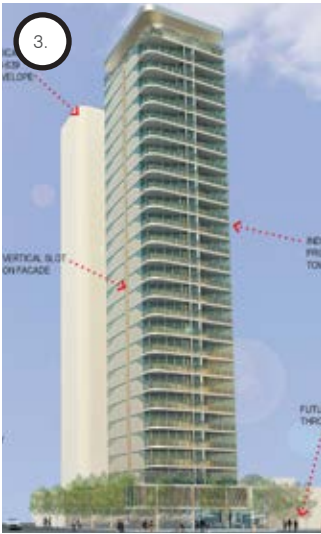
- 1. **3 Ellis Street:** 42.6m (14 storeys) residential development with 2 levels of commercial at ground.
- 2. **613-627 Pacific Highway:** 90m (27 storeys including plant) mixed-used development with a 1:1 ratio of commercial area at ground. Tower floor plate is approximately 365sqm GFA.
- 3. **629-639 Pacific Highway:** 90m (27 storeys including plant) mixed-used development with a proposed total FSR of 6.0:1
- 4. **753 Pacific Highway:** 58.5m (17 storeys including plant) mixed-used development with a proposed total FSR of 5.75: 1 (below permissible).
- 5. **5-9 Gordon Avenue:** 90m (29 storeys including plant) mixed-used development with 2 levels of retail & commercial at ground. The design proposes a tapered tower form with the core located along the western facade.



Current planning proposals surrounding the subject site



Current planning proposals surrounding the subject site



3 Urban Design Analysis

An analysis of the site conditions and outlines the opportunities and constraints that the site presents.

3.1 Analysis



Movement & Access

Opportunities

- Hammond Lane provides access to the Bowling Club, loading and residential basement parking to help minimise traffic congestion along Pacific Highway. See 3.2 for further discussion of relationship to Bowling Club.
- Left-out exit access from the extension of Hammond Lane as it runs through the site.
- Frank Channon Walk, an existing active transport link is located along the western side of the railway corridor with a tunnel link to Chatswood Oval and Park.
- Future pedestrian east-west links to Frank Channon Walk that will run through the eastern side of the site (Hammond Lane).

- Desire for north-south link in Chatswood CBD Strategy.

Constraints

- Vehicles are not permitted to cross over Pacific Highway, therefore access to Gordon Avenue and subject site must come from southbound lanes only.
- Pacific Highway is an arterial road and with high volumes of traffic at peak times (am and pm).
- Hammond Lane and rear lane-way shares street parking and access to the Chatswood Bowling Club and Croquet Club.



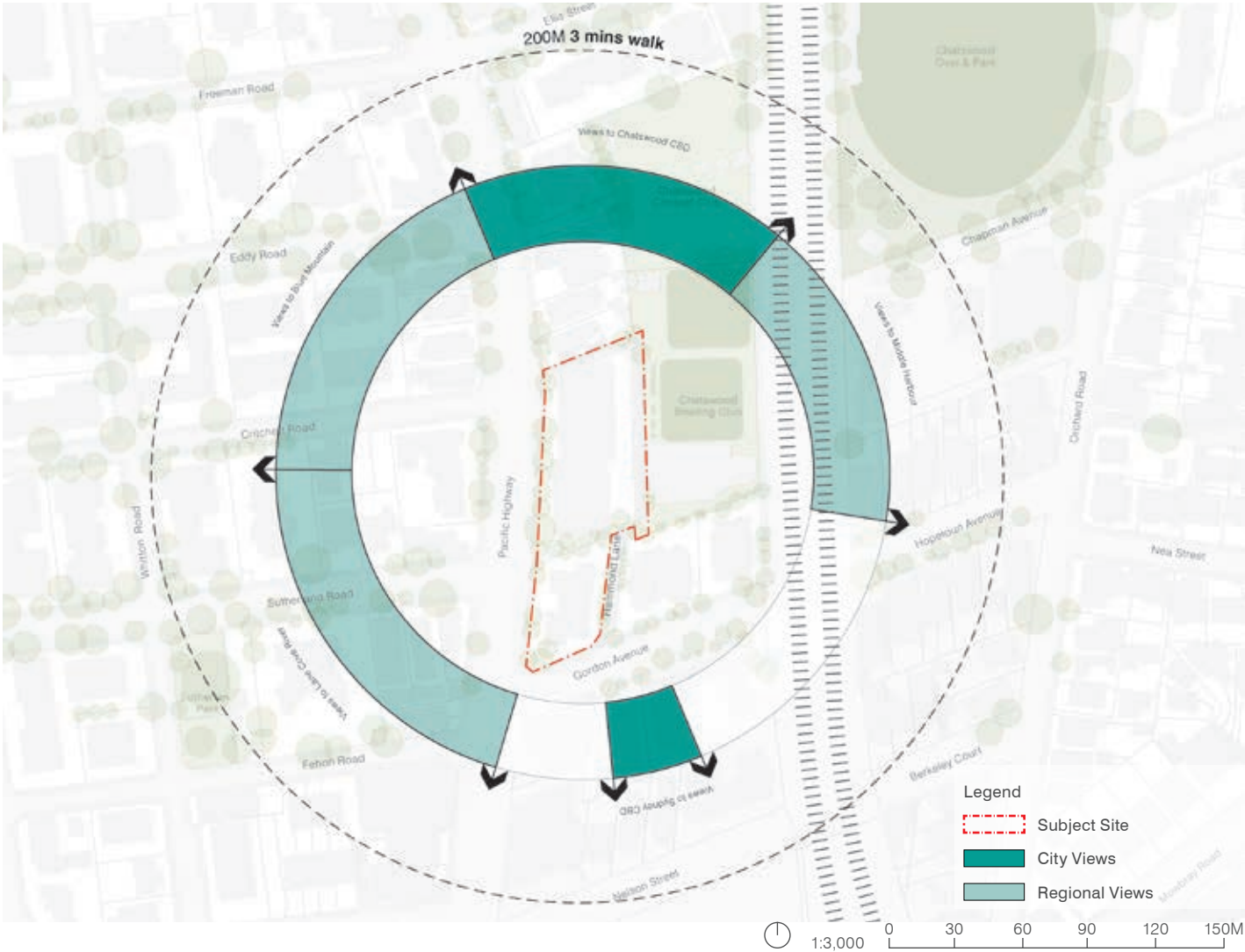
Topography and vegetation

Opportunities

- The site sits within a topographic saddle between localised highpoint of the Chatswood CBD to the north and the Pacific Highway / Mowbray Road intersection to the south. The Pacific Highway generally follows the ridge line.
- The subject site is relatively level, featuring a gradual fall from the north-east corner to the south-west corner. Potential for access to ground or basement parking to be located to the south of the site.
- The local context includes many mature trees and the site presents an opportunity to build on and develop this green character

Constraints

- As the topography slopes up from the northern site boundary, future development to the north may impact solar amenity to the subject site.
- Any proposal should be conscious of views - particularly from the west where topography falls away



Views east towards Middle Harbour (taken from other sites in Chatswood CBD)



View west towards Ryde (taken from other sites in Chatswood CBD)

Views

Opportunities

- With the topography sloping down towards the south-west of the site and the increased building height, the future development can achieve views to Sydney CBD and Lane Cover River.
- With the neighbouring Chatswood Bowling Club under public ownership and unlikely to develop, there is potential for regional views to Middle Harbour.

Constraints

- The topography slopes up from the northern site boundary, therefore future development on neighbouring site may impact view outlook.
- The neighbouring site (5-9 Gordon Avenue) planning proposal has nominated a 90m tower which may impact view outlook for the southern tower on the subject site.

3.2 Relationship to Bowling Club

- Access to the Bowling Club is via Hammond Lane, which is located off Gordon Avenue.
- There are 41 car parking spaces located within or partially within the subject sites boundary. As per an agreement between the landholder and the bowling club, the future development will need to reinstate 41 parking space at-grade.
- Part of an agreement between the proponent and Chatswood Bowling Club is to ensure new development does not over shadow the Bowling Greens before 3pm in midwinter. This will help to ensure good amenity for the Bowling Club into the future.
- The Bowling Club has an isolated ‘front door’ with no visual access to key streets for visitors, except from passers-by on the train.



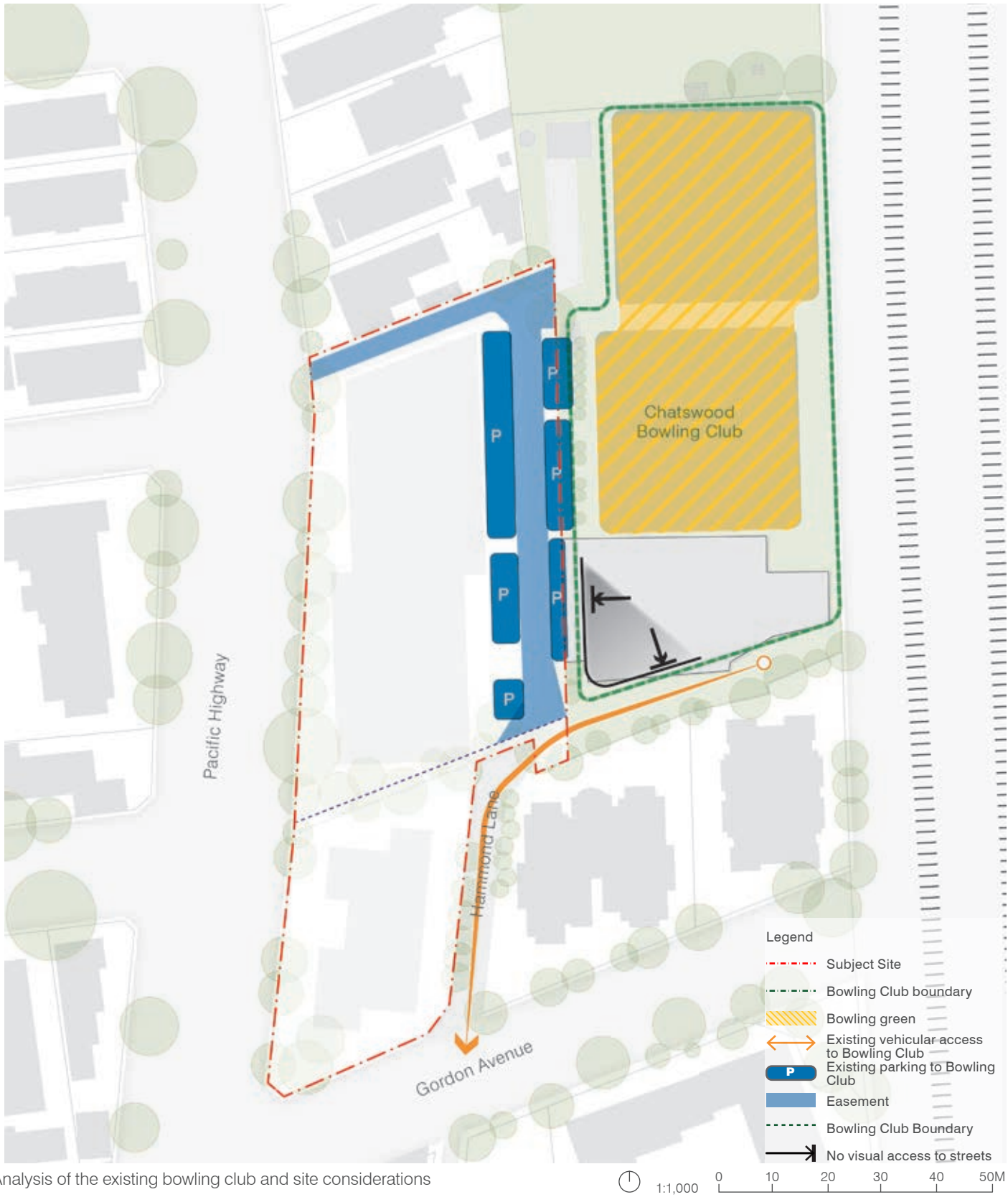
The Chatswood Bowling Club and the greens



The existing lane with parking for the bowling club. The future development will need to retain 41 spaces to service the club.



The future development will not be allow to create shadow impacts the bowling green from 3pm.

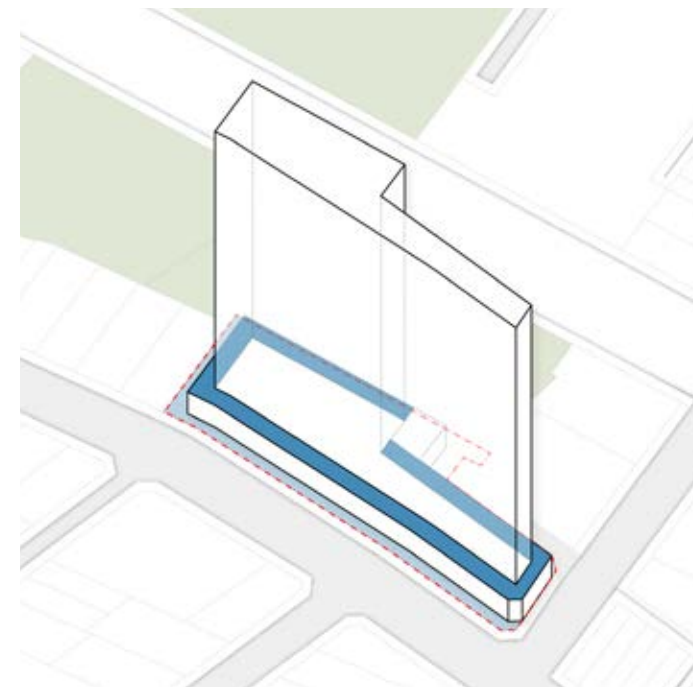


3.3 Setback requirement

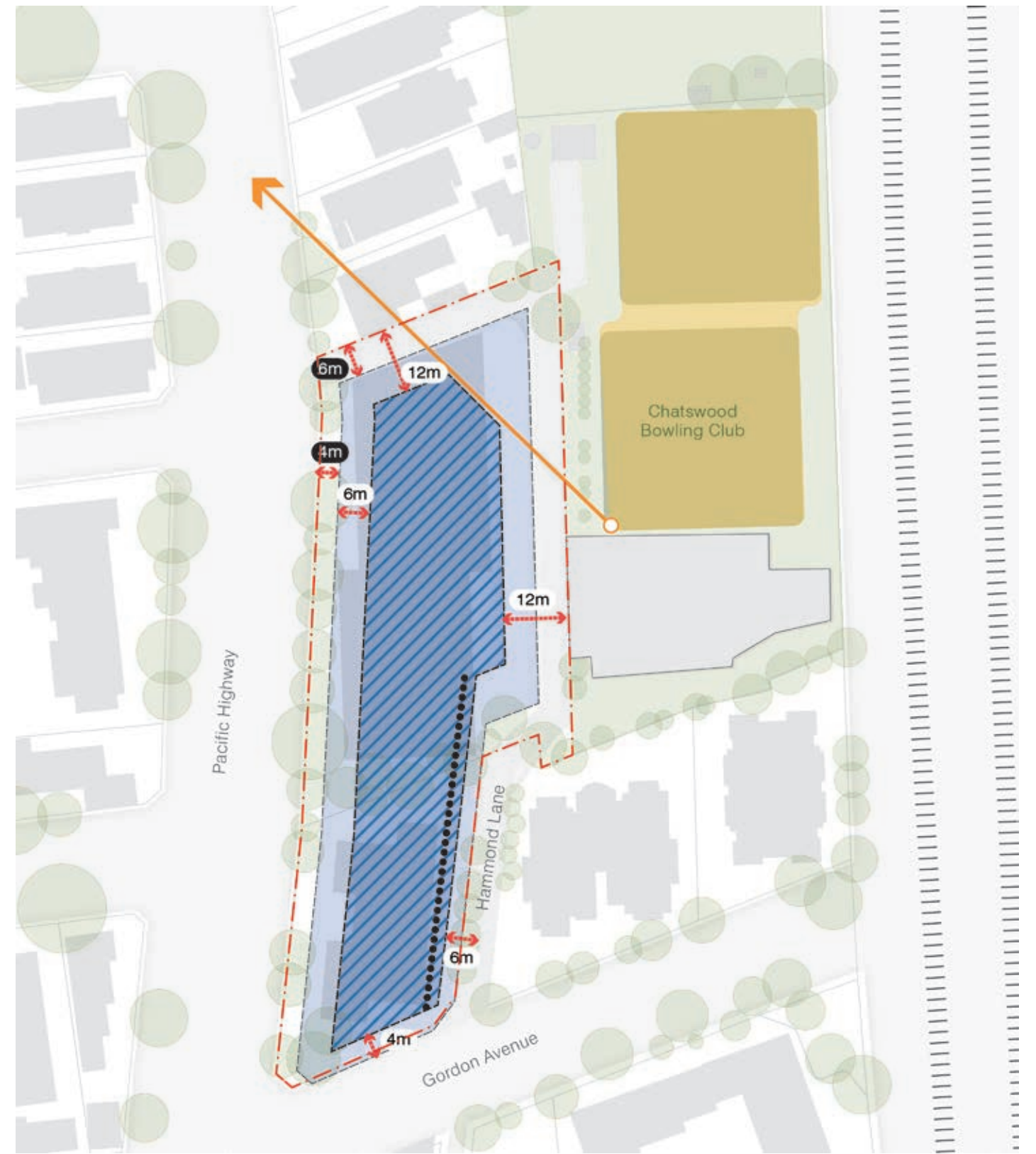
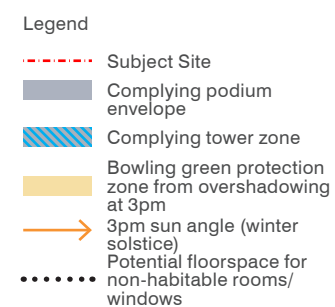
The diagrams adjacent provide an illustration of potential setback requirements to the site including the following considerations:

- 4m ground floor setback along Pacific Highway with 6m above podium height to any taller elements (Chatswood CBD Strategy).
- 6m setback to east and north of site at ground level - nominal setback to ensure the provision of access and parking for the Bowling Club and provide for the through-site connection envisaged under the Chatswood CBD Strategy.
- 4m above podium setback along Gordon frontage.
- 12m typical setback from site boundaries above podium height to east and north of site to ensure ADG building separation from any future development of these sites. This may be reduced to 6m in accordance with the ADG from the centre of Hammond Lane to the southeast if there are no habitable façades facing the neighbour.
- Chamfer building envelope above the podium to ensure no overshadowing impacts to the Bowling Green at 3pm midwinter (based on agreement between the proponent and Chatswood Bowling Club)

Note: In addition to these setbacks, tower elements will have to comply with the CBD strategy's maximum tower footprints of 700sqm GFA for residential uses.



Perspective of complying setback



The setback requirements for the subject site

Create a harmonious development that integrates high quality architectural design into the leafy north shore character and supports the future strategic growth in the Chatswood CBD.

Our vision for the site has four key elements:

Lush address

Building on the Chatswood CBD Strategy's desire to show Chatswood as the Capital of the Leafy North shore, responding to the local context of established mature trees, managing the interface with the Pacific Highway, and providing a great design response to views to and from the site.



Living Lush



Connected

Contributing towards the connectivity of the new Chatswood CBD through delivering the Chatswood CBD Strategy's desire for a new pedestrian connection extending Hammond Lane, providing a new, upgraded front door and better access for the Chatswood Bowling Club, new east-west links from the Pacific Highway and improvements to the interface of the Pacific Highway itself.

Active and attractive
Development will maximise its opportunities for active use, taking advantage of its frontage to the Pacific Highway and views across the Bowling Club to deliver great non-residential uses.



Commitment to quality
One Global Capital is committed to providing high quality design in all of its projects and seeks to provide a new standard for design quality in the new Chatswood CBD. The site will be visible from a broad context and deserves a high quality design solution.

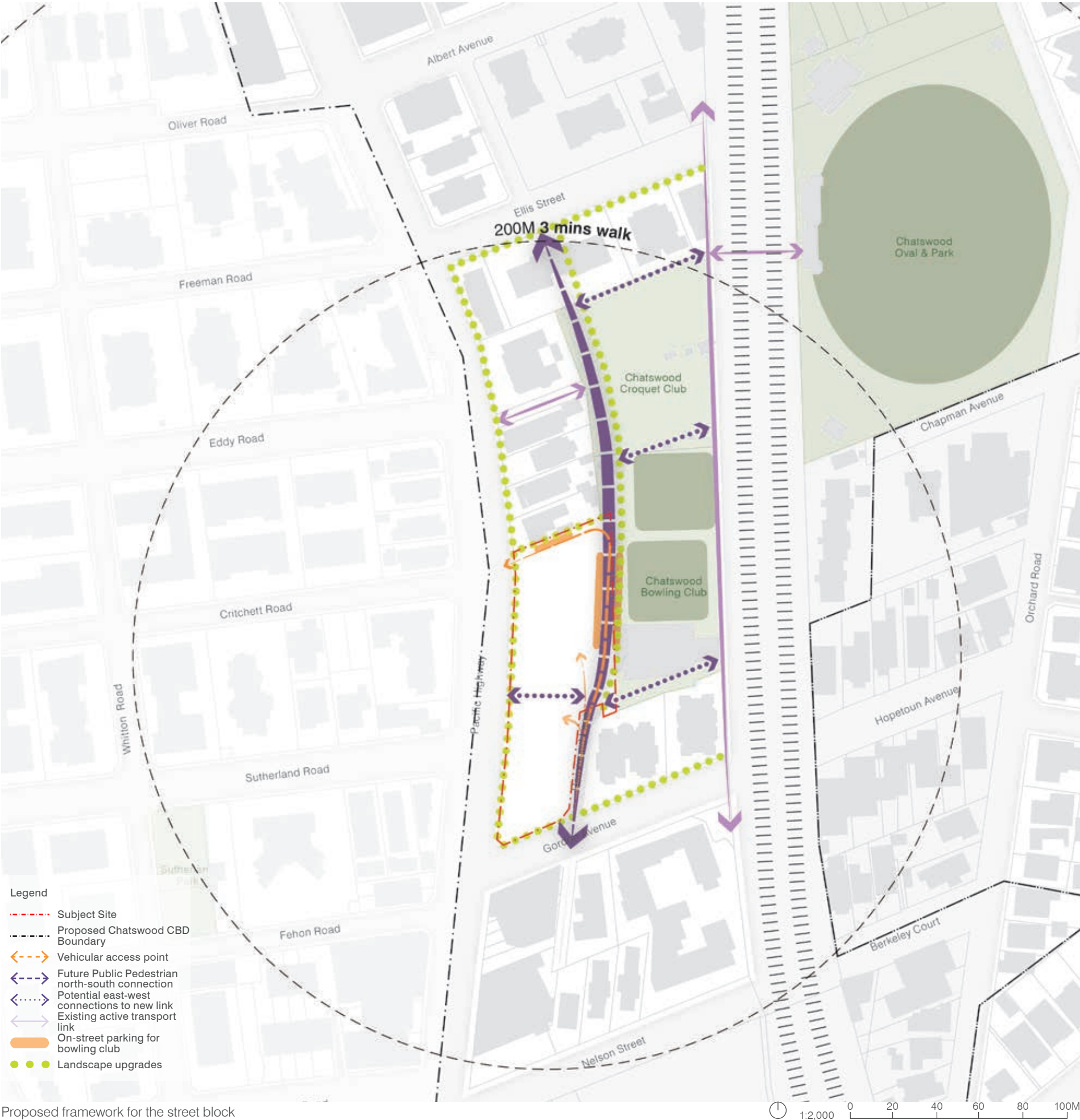
And bespoke lifestyle

4.2 Framework for street block

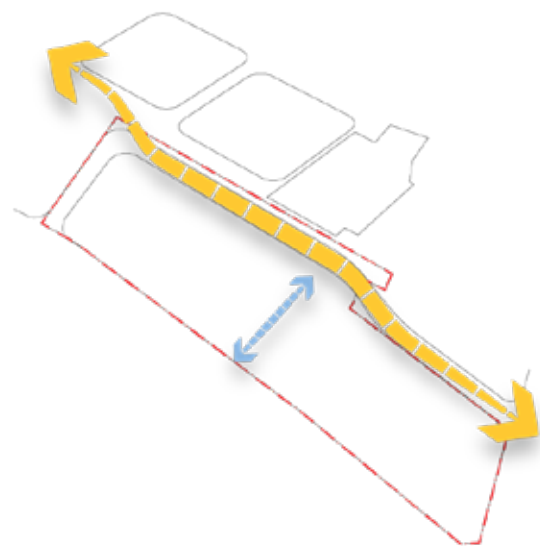
The framework has been developed to guide development based on Chatswood’s strategic aims and analysis of the sites unique conditions and interfaces

The key features of the framework includes;

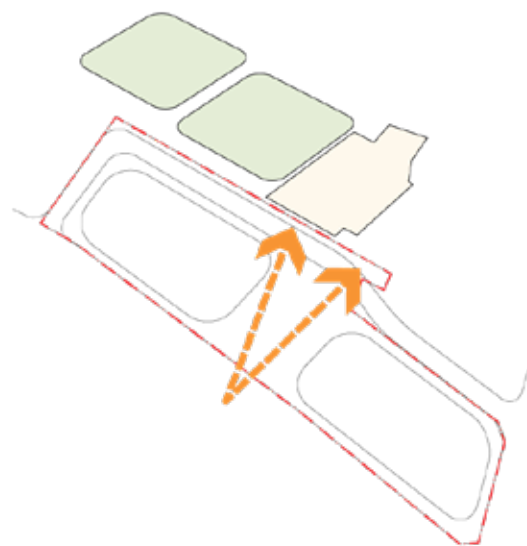
- 1. Provide a public north-south pedestrian access along the eastern side of the site (as a continuation of Hammond Lane) in line with the Chatswood CBD Strategy. This space should be active and attractive, even before it is further extended through development of sites to the north.
- 2. The subject site is to vehicular access to the Chatswood Bowling Club including 41 car parking spaces, which may be adjusted to minimise their impact on the north-south pedestrian link.
- 3. Further east-west pedestrian connections through the long block should be encouraged. We encourage Council to seek east-west connections though the Chatswood Bowling Club and Croquet Club. On the subject site an east-west link may also be provided at the heart of the site, potentially internally. This helps to ensure activation and permeability of the new north-south link particularly before it is delivered in full.
- 4. Landscape upgrades shall be provided, including those outlined for the Pacific Highway and other streets in the Chatswood CBD Strategy. Planting along the new north-south link is also encouraged.



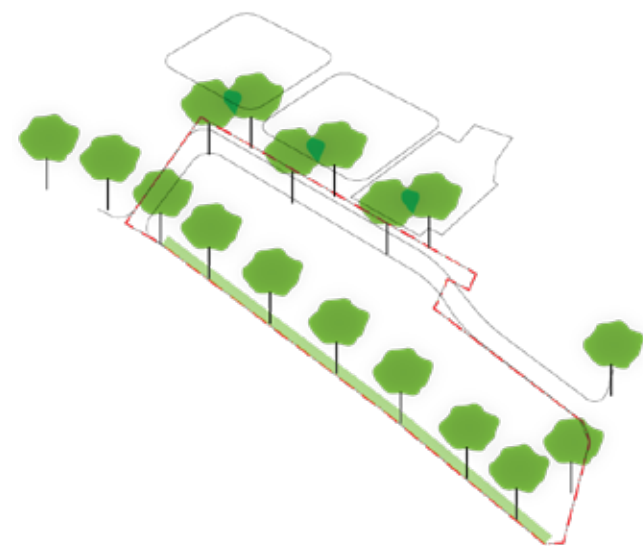
Bringing the vision to life



Pedestrian connection into the wider Chatswood network

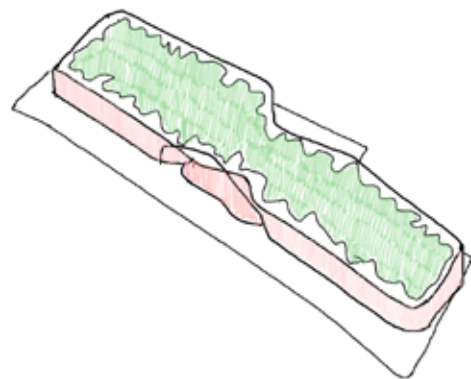


Ensure connections and visibility through to the Bowling Club and Pacific Highway

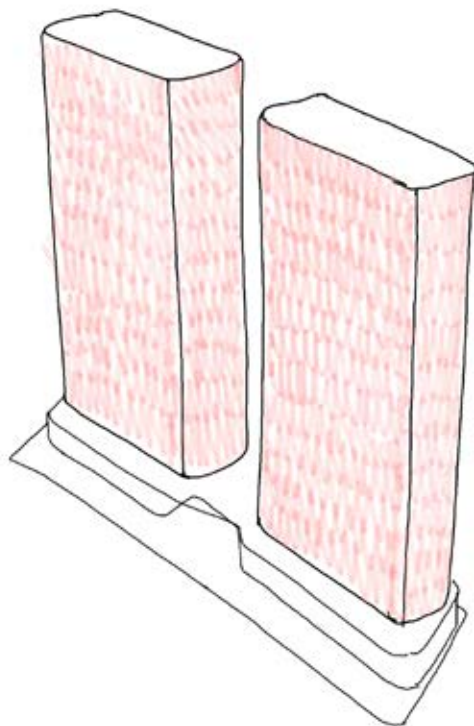


Integrating back into the green character of the surrounding context

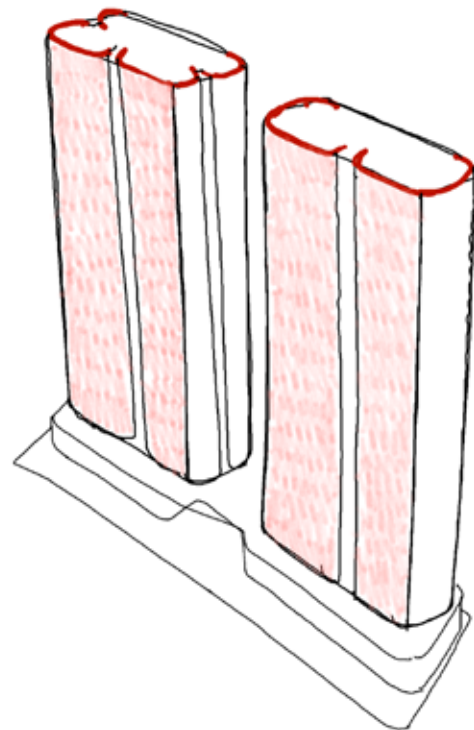
4.4 Built form Principles



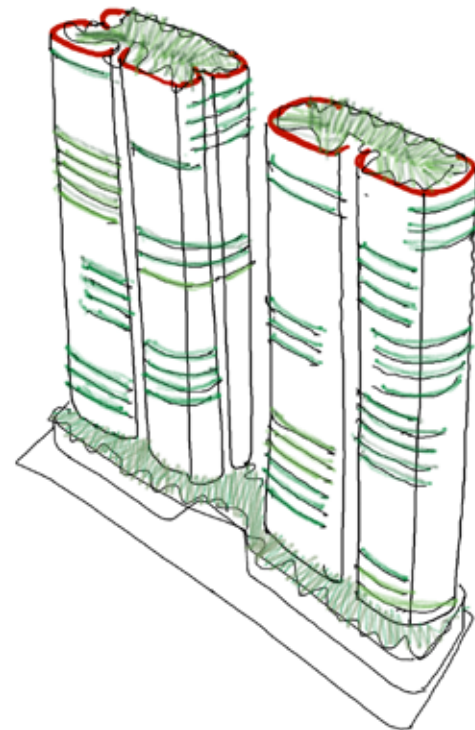
Create a green lush podium rooftop to complement the existing green character of the area.



Present a human scale streetscape along Pacific Highway through a deep tower setback on podium.



Curve the edges and façades to soften the visual bulk and scale of the towers







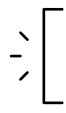


Integrate vertical greenery and rooftop gardens throughout the development

5.1 The Master Plan

The proposed master plan delivers all of the requirements outlined in the Chatswood CBD Planning and Urban Design Strategy 2036.

The table adjacent provides a response to key strategic drivers of the site's development. This chapter outlines the preferred design approach from an architectural and urban design perspective.

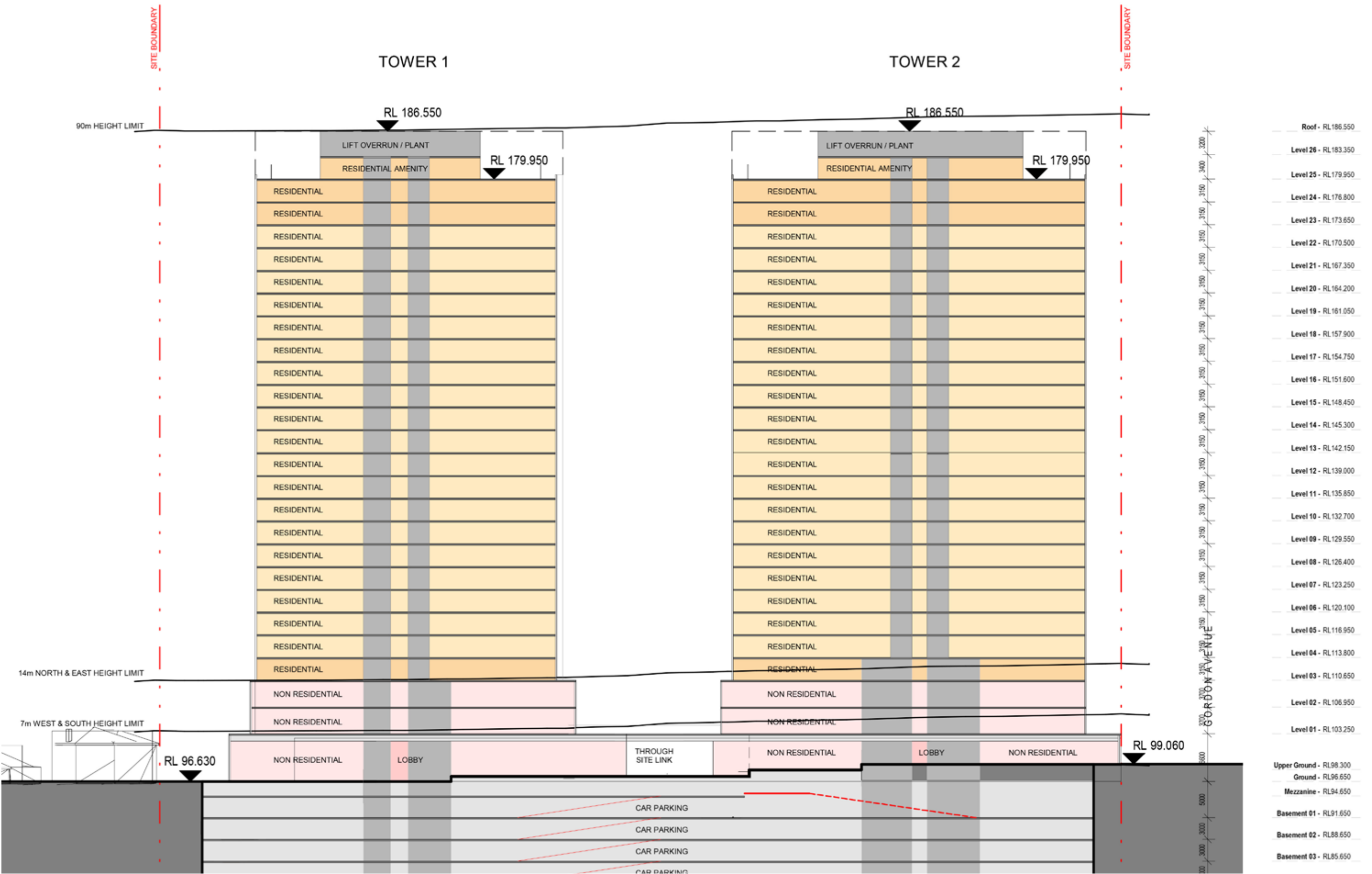
A separate Landscape report accompanies this submission, prepared by Taylor Brammer.

| Strategic Drivers | | What is being delivered |
|---|-----------------------------------|--|
|  | Movement | <p>New, generous public north-south link provided east of the site, consistent with the CBD Strategy's aims</p> <p>Enhanced street character and setbacks to Pacific Highway.</p> |
|  | Appropriate heights and densities | <p>The proposal aligns with the controls proposed in the Chatswood CBD Planning and Urban Design Strategy 2036 (September 2020) for a maximum building height of 90m and 6.0: 1 FSR (including a 1.0: 1 FSR for non-residential uses) development on the site.</p> <p>Development is consistent with the District Plan's desire to maximise land use opportunities provided by Sydney Metro</p> |
|  | Views and interface | <p>The podium design and deep tower setbacks minimise the scale of development. Towers are designed as slender elements which minimise visual bulk and respond to views.</p> <p>The proposal will provide high quality views to residents including outlook to Middle Harbour, Lane Cove River and Sydney & Chatswood CBD.</p> |
|  | High Quality and Amenity | <p>The interface with Pacific Highway will also include greening the ground place to improve the streetscape character, encourage pedestrian activity and create a front door to the development.</p> <p>The upgrade to the Hammond Lane extension through the site boundary will incorporate green verges, vegetation and tree planting.</p> |
|  | Active Frontage | <p>Retail uses have been located at-ground level to Pacific Highway, and sleeving the arcade that connects to the Bowling Club.</p> <p>A 4m building setback along Pacific Highway has the opportunity to enhance the public amenity/realm through tree and landscape planting and outdoor sitting.</p> <p>The design approach on ground floor is to maximise the opportunities created by visibility of the north-western and south western corners to mark key retail uses. On the Hammond Lane extension there is an opportunity for first and second floor food and beverage that enjoys a north-easterly aspect over the Bowling Club towards Chatswood Oval and the eastern part of the CBD beyond</p> |
|  | Housing choice and jobs | <p>The mix of apartments offers local housing choice, and the retail and commercial space offers flexibility and job opportunities, contributing to the 30 minute city.</p> <p>The proposal provides 1.0: 1 non-residential density within the podium form, with 5,761sqm of non-residential uses. The combined residential density on the site is 28,826sqm (319 units)</p> |
|  | Sun access | <p>The proposal achieves excellent solar access.</p> <p>Overshadowing of neighbours has been minimised, consistent with the Apartment Design Guide, including protection of solar access to the Bowling Greens to 3pm in midwinter.</p> |



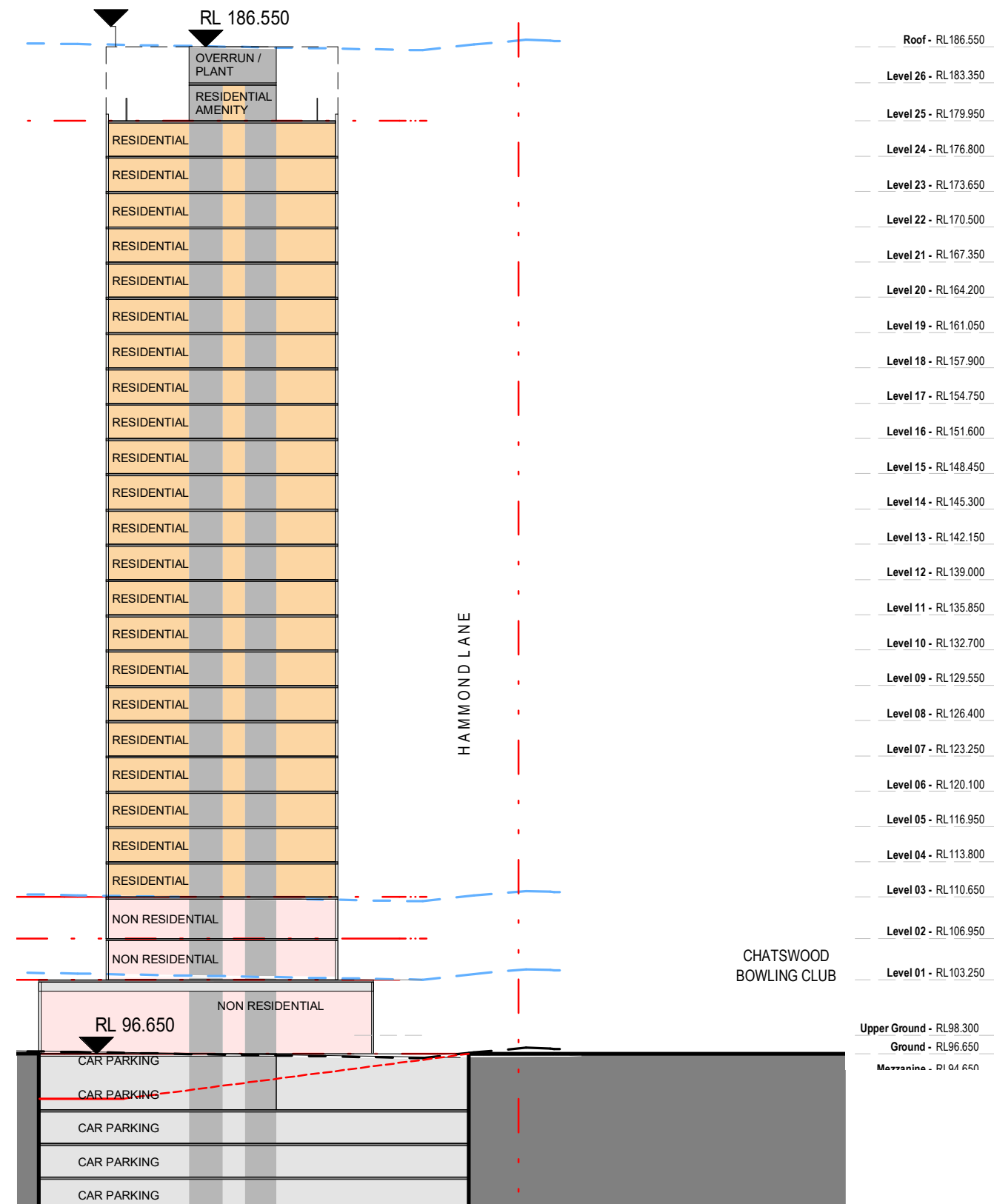
Illustrative Master Plan prepared by Taylor Brammer

5.2 Architectural Design

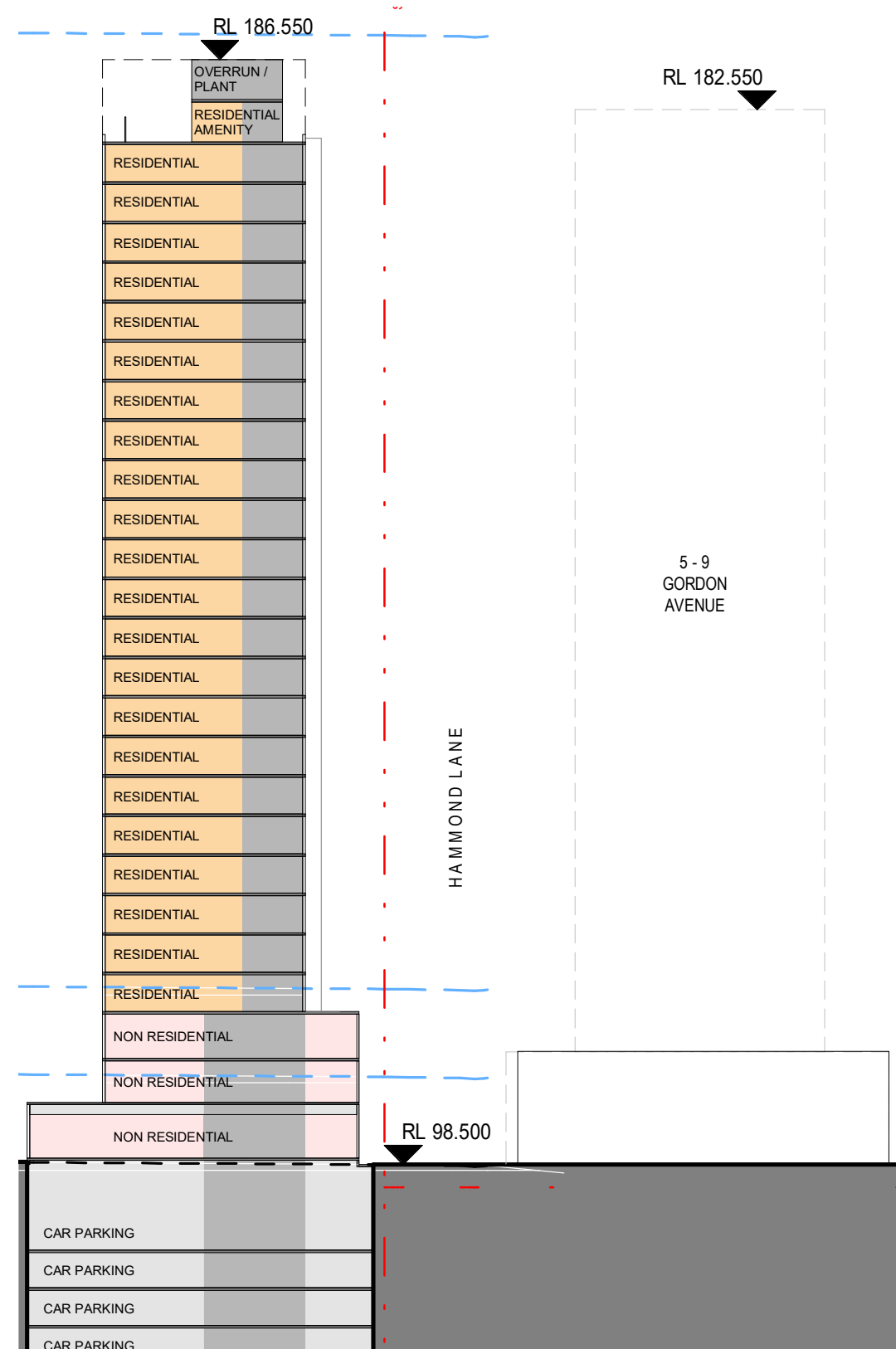


North-south section looking east

Architectural Design



Tower One section looking north

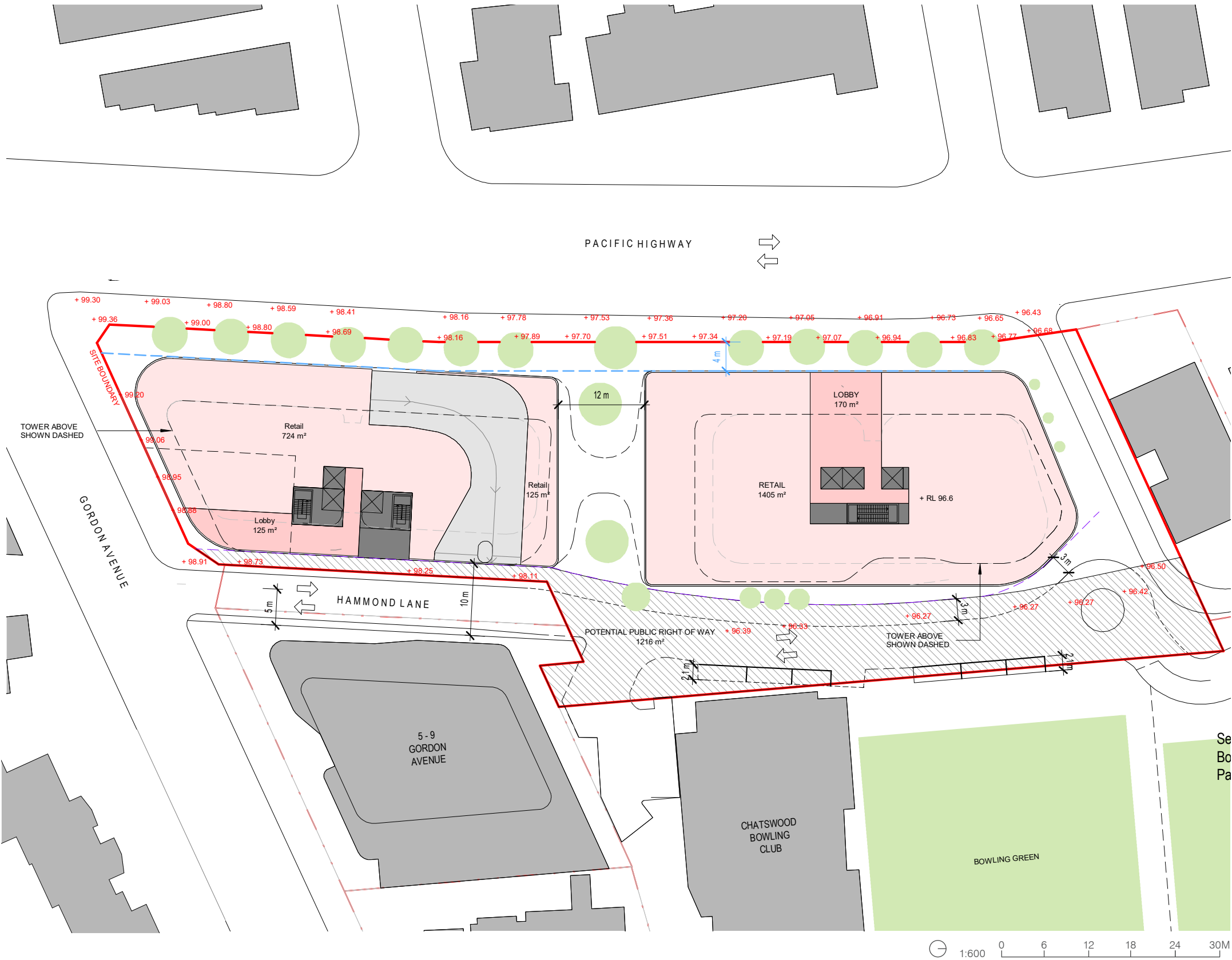


Tower Two section looking north

Architectural Design

Ground floor plan

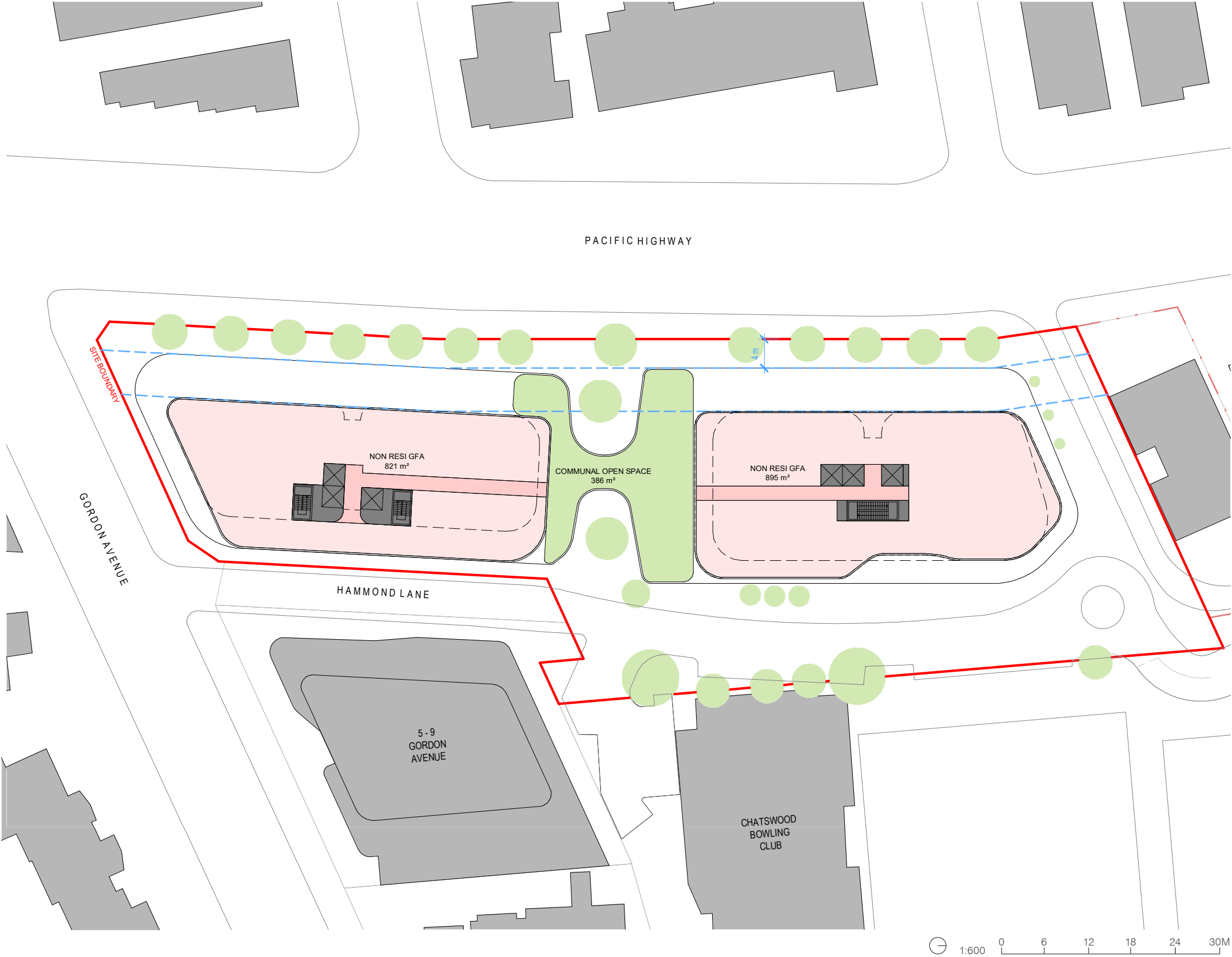
- The proposed ground floor provides retail activation along Pacific Highway and parts of Gordon Avenue.
- The proposal seeks to minimise the impacts of parking and servicing and maximise ground floor activation through a single basement entry with basement servicing for large vehicles.
- The design shows an off-site consolidation of the parking for bowling club within a separate basement in the bowling club site to the northeast.
- The design allows for a vehicular exit from the site to the north to the Pacific Highway, which has been requested by Council following input from TfNSW.



Architectural Design

Podium- level one floor plan

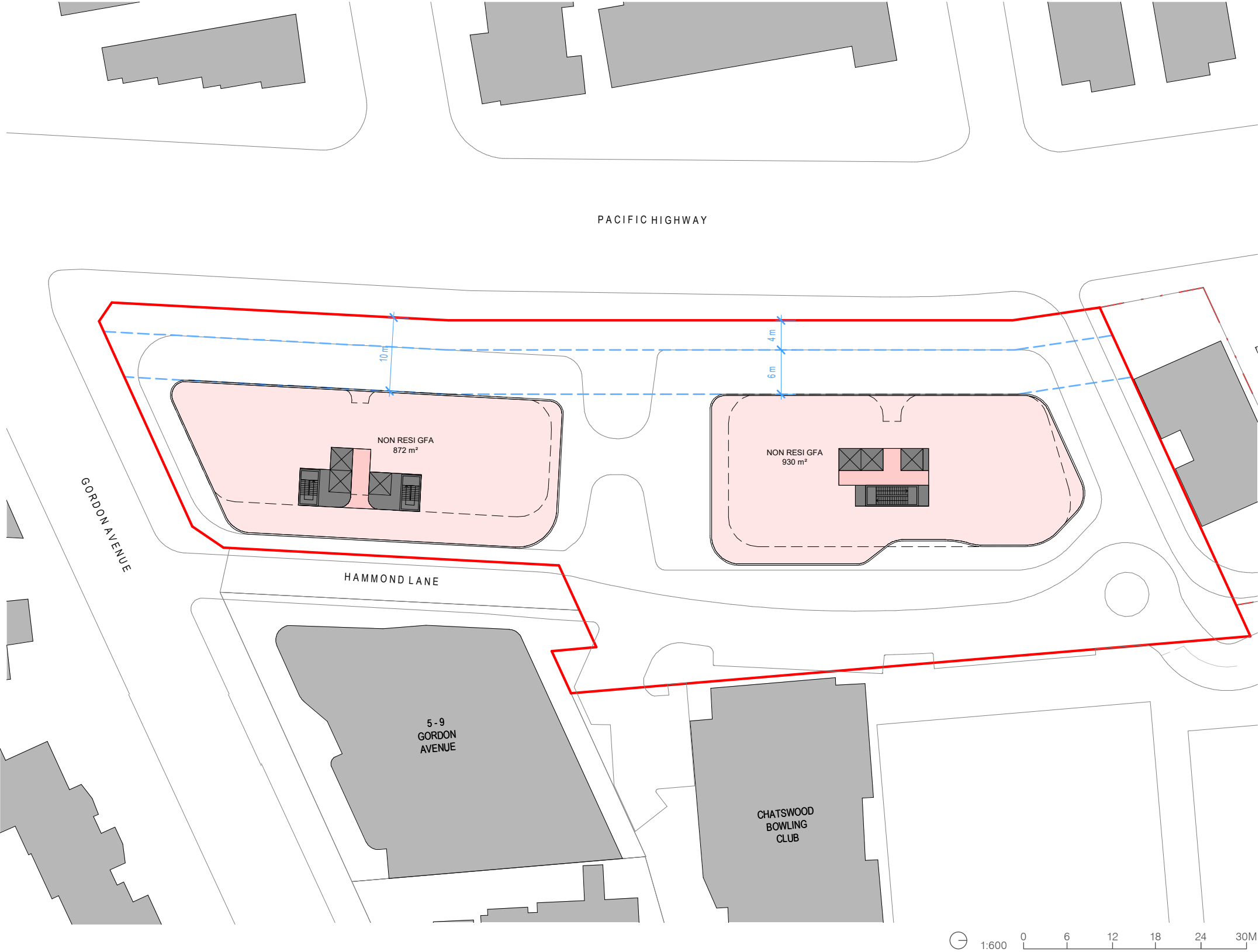
- There is approximately 1,716sqm of gross leasable area for non-residential uses within the podium development.
- Level one of the northern podium provides residential access to the shared communal open space that extends across the northern and southern buildings.



Architectural Design

Podium- level two floor plan

- The podium levels above the 7m street wall height has a 6m setback from Pacific Highway building edge and 4m setback from Gordon Avenue building edge to minimise the visual bulk from the streets and public domain.
- There is approximately 1,802sqm of gross leasable area for non-residential uses within the podium development.

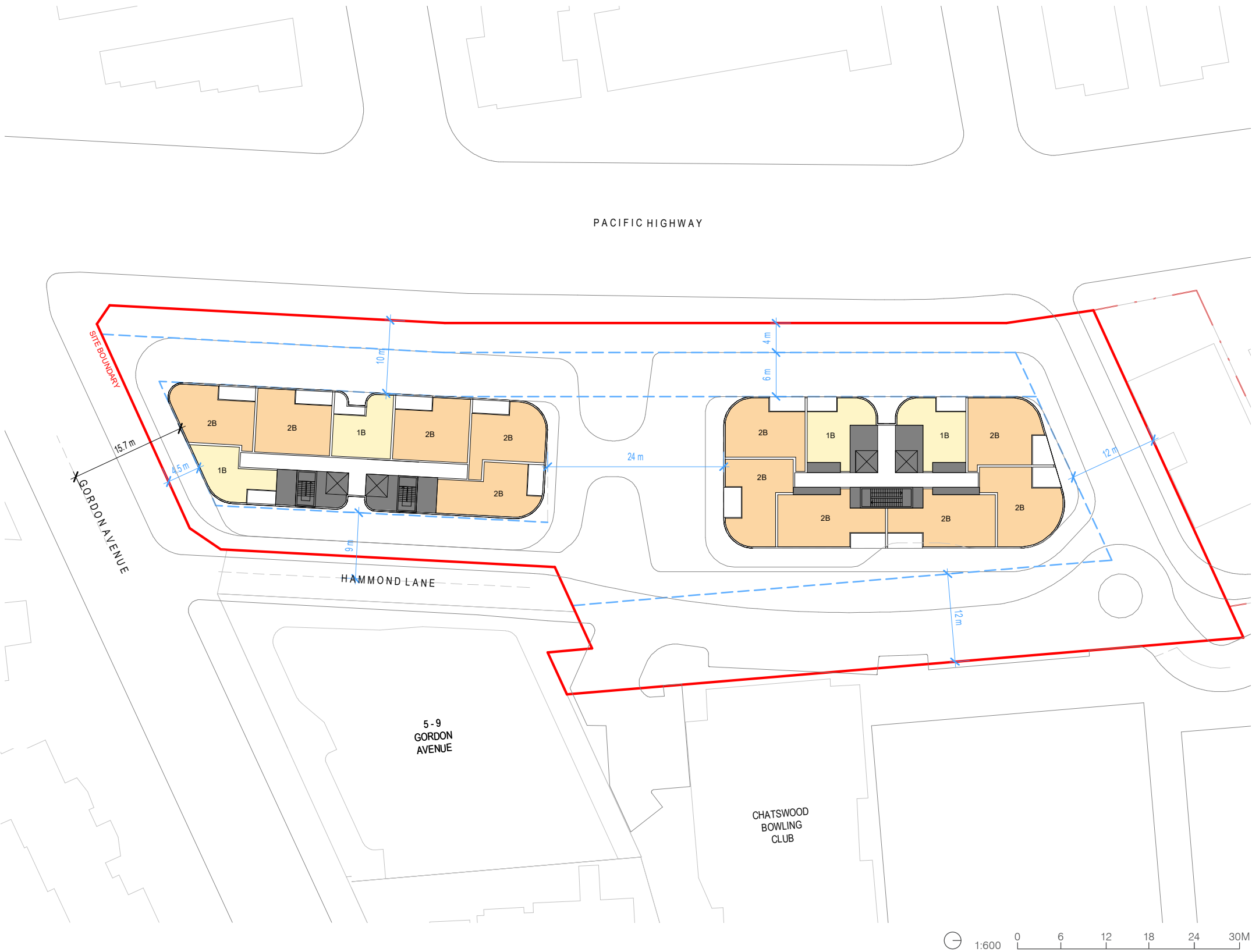


Architectural Design

Typical tower floor plan

- The current apartment mix for residential uses includes:
 - 25% for 1 Bed (80 apartments)
 - 62% for 2 Bed (199 apartments)
 - 13% for 3 Bed (40 apartments)
- The visual appearance of tower slenderness has been created through providing significant breaks in the building facade, particularly along longer elevations
- The tower is consistent with setbacks provided in the Chatswood CBD Strategy and Apartment Design Guide. On Tower Two, to the east the proposal is set back 9m from the centre of Hammond Lane. This is possible as apartments can be designed such that there are no habitable windows facing the future building opposite.

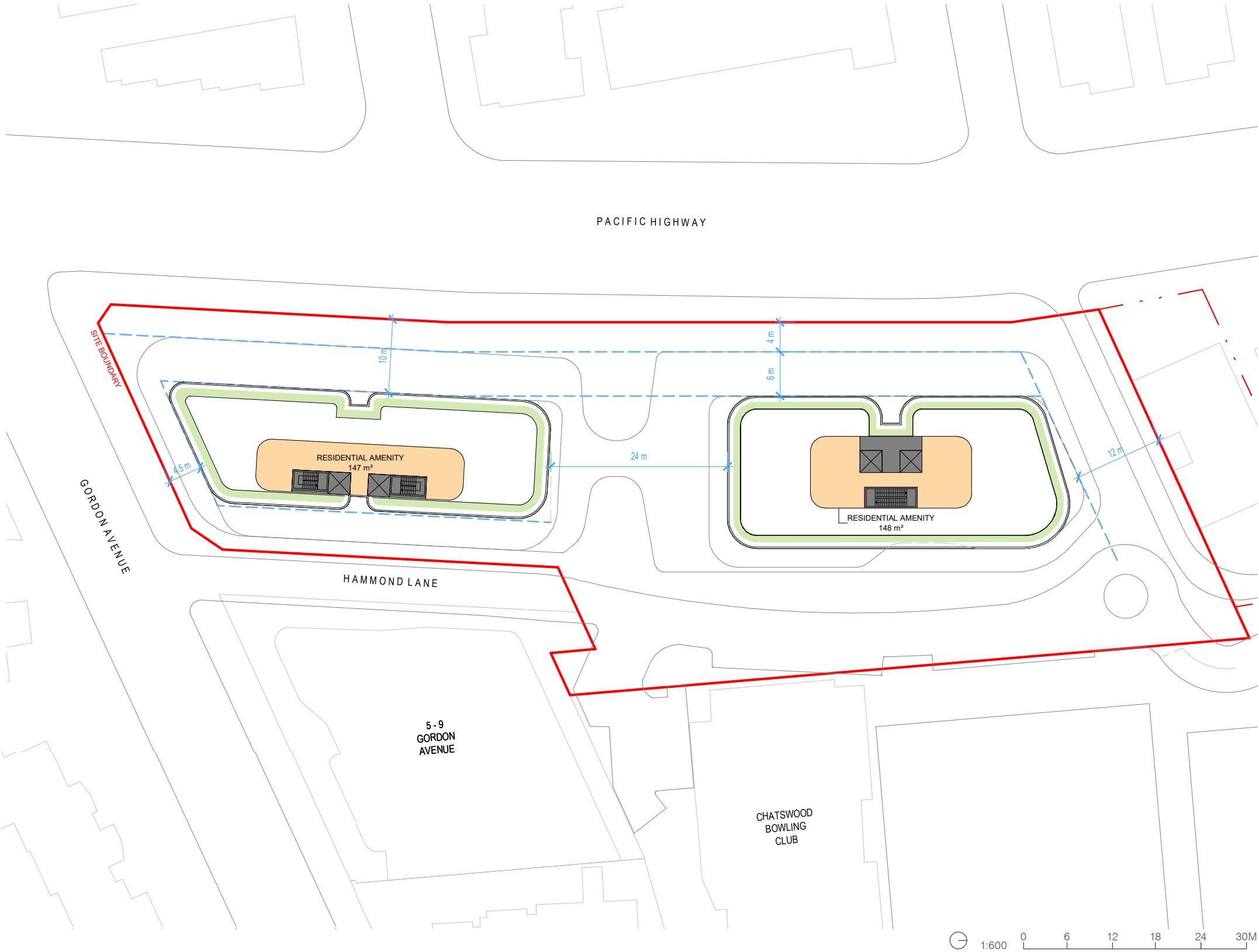
Note that the typical tower floor plate may vary in apartment mix on different levels.



Architectural Design

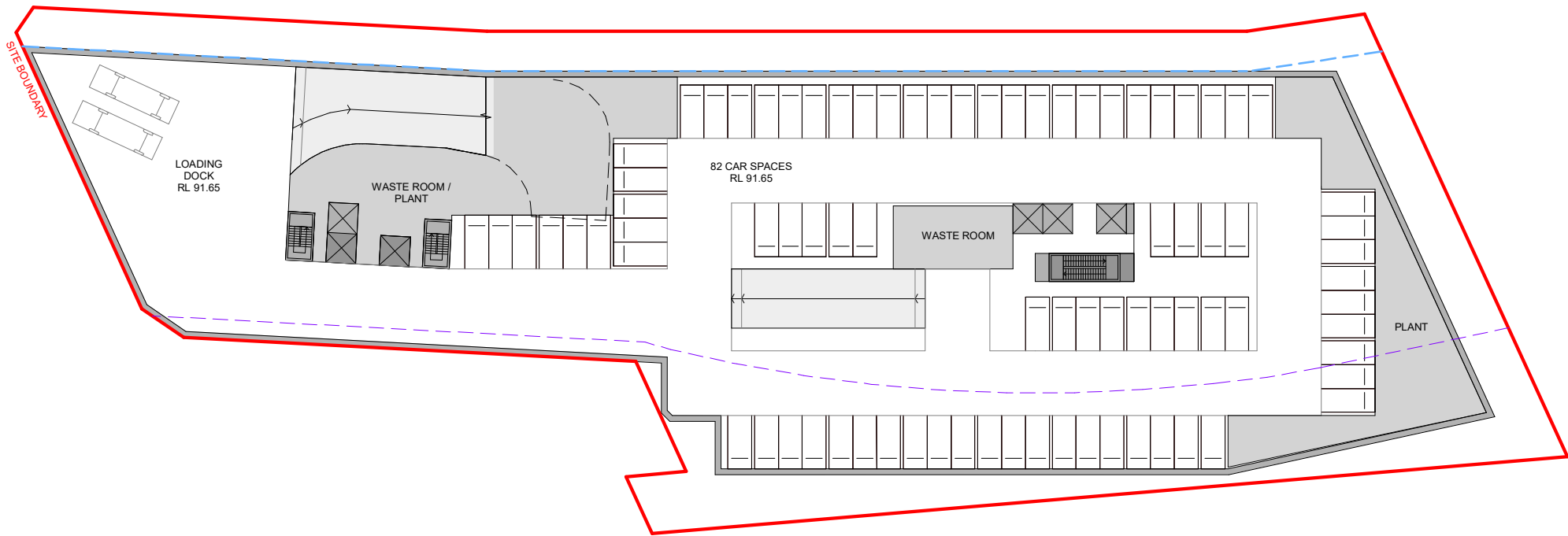
Level 25 Tower Plan

- Level 25 provides residential amenity and communal space on the rooftops of each tower, including outdoor space.

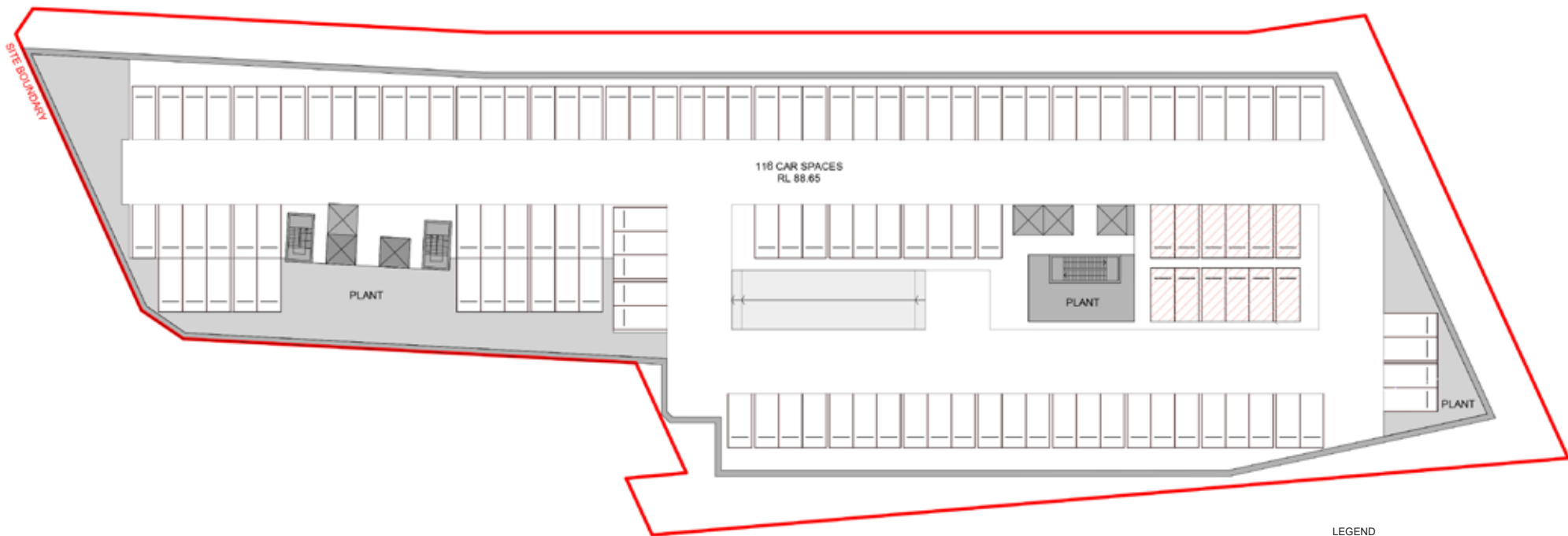


Architectural Design

- Access to the residential basement parking is via Hammond Lane.
- The basement is a consolidated layout for the two tower development. The basement consist of parking spaces over 4 levels of 460 parking spaces. This is within the permissible parking range. Refer to the Traffic Report for further detail. The number of basement levels and parking space may vary through development application process.
- The proposal has been designed to deliver current parking rates (residential rates based on the Apartment Design Guide, commercial parking rates based on the current DCP).



Consolidation basement plan for level one



Consolidation basement plan for level two

LEGEND

- DEVELOPMENT CARPARKING (INCLUDES RESIDENTIAL AND NON-RESIDENTIAL)
- BOWLING CLUB CARPARKING



Development Summary

Total GFA of 34,632sqm
with a Proposed FSR of
6.0 :1

| Tower One (north) | | |
|---------------------------|---------------------|------------------------|
| Level | Non Residential GFA | Residential GFA |
| Ground | 1405 | 170 |
| Level 1 | 895 | 41 |
| Level 2 | 930 | |
| Level 3 to 24 (22 storey) | | 692 per floor (15,224) |
| Level 25 | | 148 |
| TOTAL | 3,230 | 15,583 |

| Tower Two (south) | | |
|----------------------------|---------------------|------------------------|
| Level | Non Residential GFA | Residential GFA |
| Ground | 849 | 125 |
| Level 1 | 821 | 47 |
| Level 2 | 872 | |
| Level 3 to 24 (22 storeys) | | 589 per floor (12,958) |
| Level 25 | | 147 |
| TOTAL | 2,542 | 13,277 |

5.3 Bowling Club & Lane-way Strategy

In response to Council's CBD Strategy desire for an open-air 24-hour link along the extension of Hammond Lane, the proposal provides a generous setback to the east, well in excess of what is needed for vehicular access to the bowling club plus a comfortable footpath. Two public east-west pedestrian links are provided between this new laneway and the Pacific Highway.

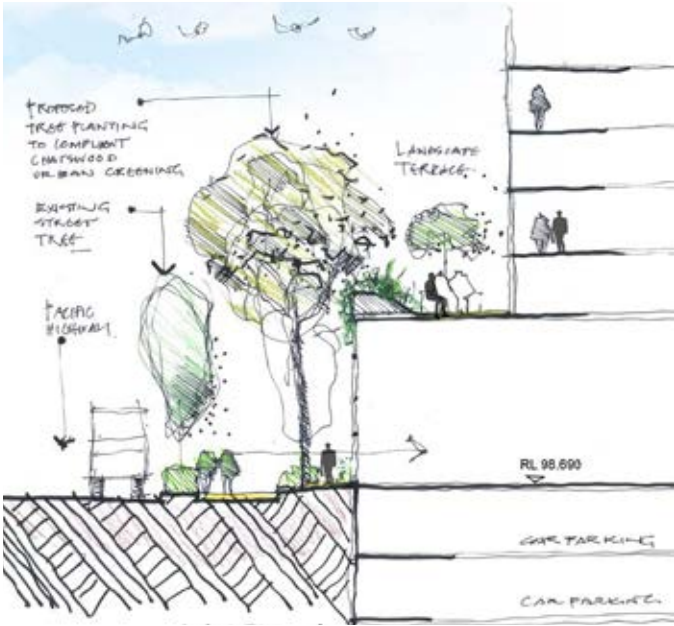
In response to the site's relationship with the Chatswood Bowling Club, the design:

- Retains a total of 41 car parking spaces for the Bowling Club at ground level and at basement one level off-site.
- Retains two-way access for the bowling club along the eastern edge of the site.
- Ensures no overshadowing of the bowling greens to 3pm
- Improves the 'front door' of the Bowling Club considerably through providing more space and activation opposite and more east-west pedestrian permeability through the site.

Note this design is one specific approach and a site-specific Development Control Plan should provide greater flexibility for a range of design solutions to be found through the Design Competition process.



- Legend
- Subject Site
 - ↔ Vehicular access to site
 - Vehicular access - bowling club
 - Public right of way / pedestrian link





The Subject Site

6 Testing and Assessment

Detailed analysis of the view and overshadowing impacts of the proposal on the surrounding context.

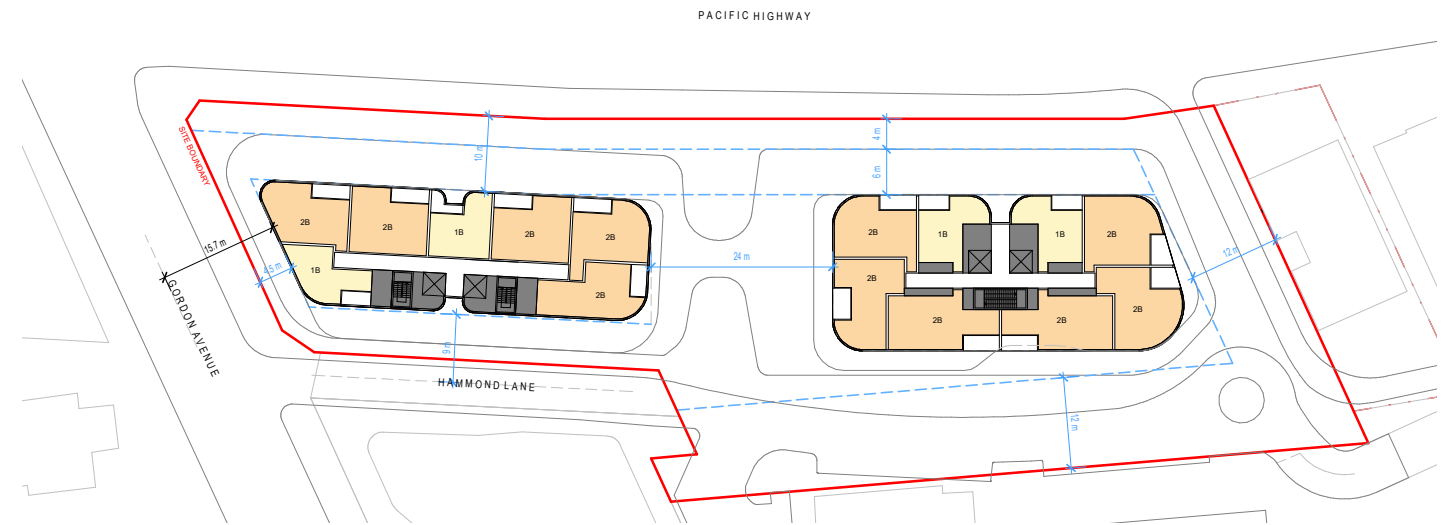
6.1 Design Assessment against Chatswood CBD Strategy

The following provides a breakdown of the proposal's design response to the 'Key elements of future LEP and DCP controls' set out in the Chatswood CBD Strategy.

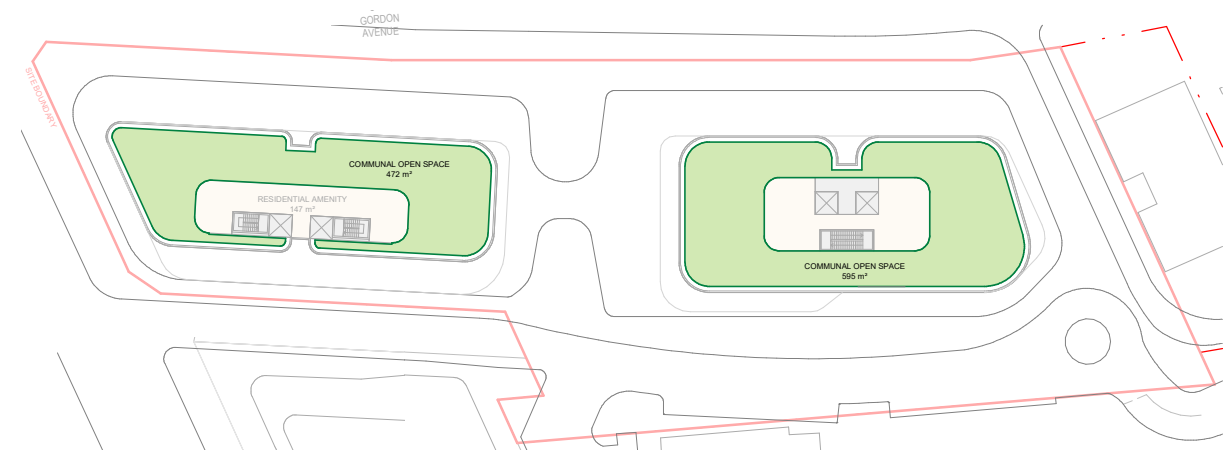
Note:

- *Not all elements are discussed below - others are generally related to planning process and contributions rather than design, or are not applicable to this site.*
- *The considerations below relate to the Proposal presented in Chapter 5 of this document, demonstrating that design outcomes consistent with the CBD Strategy can be delivered on site through for a scheme under the Planning Proposal. Actual delivered outcomes may provide some alternative outcomes on some issues to this, following further development through a design competition and final Development Application.*
- **Element 1** - The site is within the future Chatswood CBD Boundary
- **Element 2** - The proposal is for a mixed use proposal consistent with this element
- **Element 9** - Development of the site is capable of achieving these sustainability standards
- **Element 12** - The site is large enough to achieve the maximum FSR as noted under this element
- **Element 13** - Site constraints, context, setbacks, SEPP65 and the Apartment Design Guide have all been detailed through this document in describing a preferred design approach.
- **Element 14** - Affordable housing is capable of being provided on site.

- **Element 15 - 1:1 FSR** of non-residential is proposed, consistent with this element.
- **Elements 16-17-** The proposal achieves the tower slenderness principles through providing smaller floor plates than the 700sqm GFA maximum proposed for residential towers above podium height - as shown in the current proposal they are 692sqm and 589 respectively. The massing is further reduced by pleating the tower façades in the middle of each tower to form 4 slender vertical expressions. Curved edges at the corners further soften the massing.
- **Elements 18-19** - The proposal is consistent with SEPP65 and ADG setbacks and does not overshadow any protected areas in midwinter.
- **Elements 20-21** - The proposal is consistent with the maximum heights proposed.
- **Elements 22, 24** - The proposal provides the through-site link on the east of the site consistent with the strategy. Further east-west links through the site are proposed to increase accessibility of this link and enhance its amenity.
- **Elements 23, 25, 26** - Communal rooftop open space will be designed to a high quality, particularly enjoying views to the west and northeast across the Bowling Club. All roofs up to 30m are green roofs. There is 25.2% of the site is provided as soft landscaping, in addition there will be soft landscaping included into the façades, which achieves more than the requirement of 20% of the site area as soft landscaping in horizontal or vertical forms.



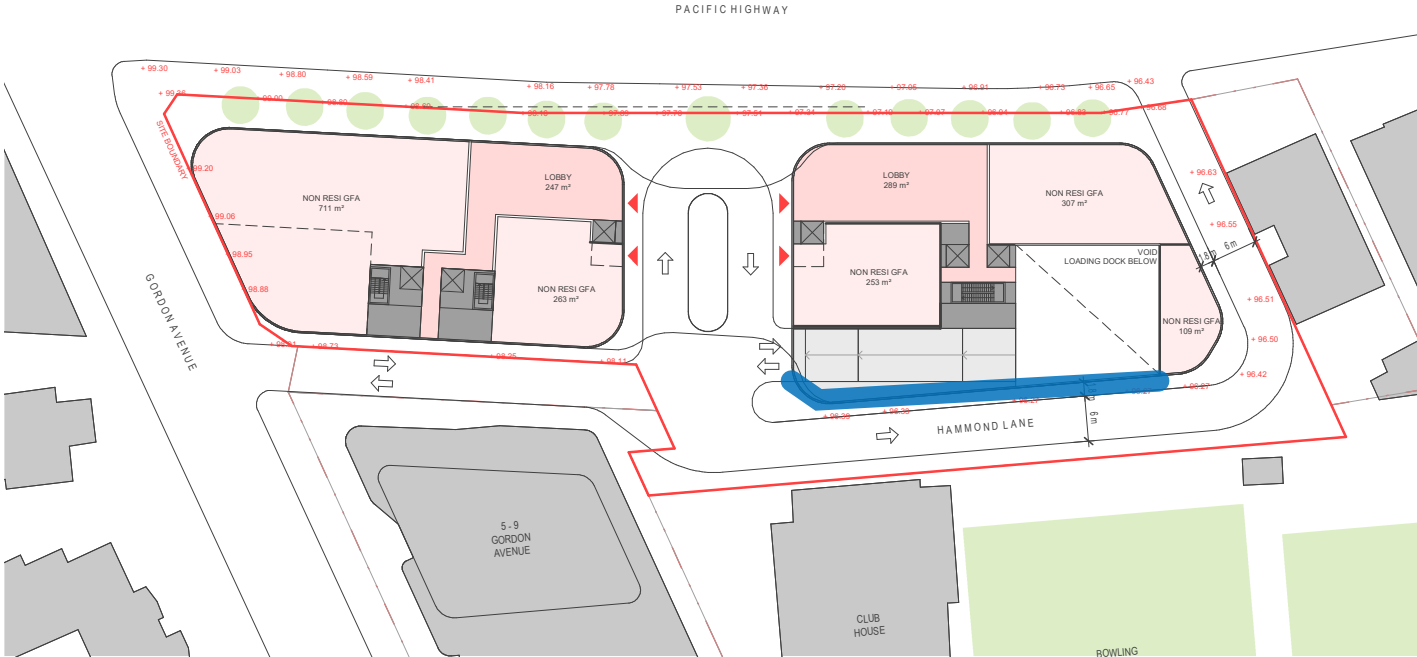
Proposed typical tower floor plate



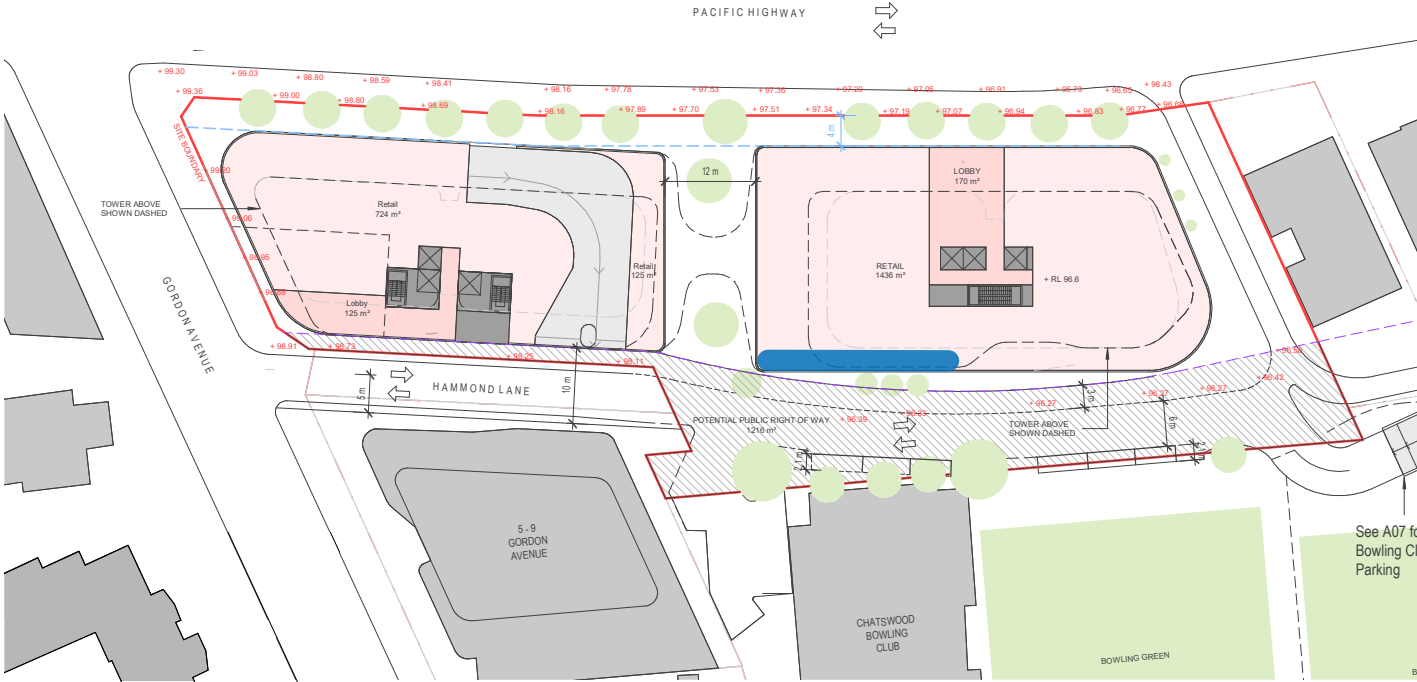
Proposed communal rooftop open space

Design Assessment against Chatswood CBD Strategy

- **Elements 27-29** - The proposal is consistent with the setback provisions and separation to neighbours in accordance with the CBD Strategy and Apartment Design Guide. Further detail on setbacks is indicated on the floor plans.
- **Elements 30,33-35** - The proposal seeks to maximise activation at ground level, particularly towards the new through-site link created on the east of the site. Loading is proposed at ground level rather than basement as when basement loading was investigated, due to the narrow site width with active areas to east and west, the ramps created would cause a worse outcome for ground level activation (in response to element 30) than loading at grade. This is shown on the diagrams opposite. The impact of parking on the design has been minimised.



Option considered with basement loading - the ramp to access basement for service vehicles creates a large inactive frontage facing the Bowling Green (blue line) and was thus not preferred



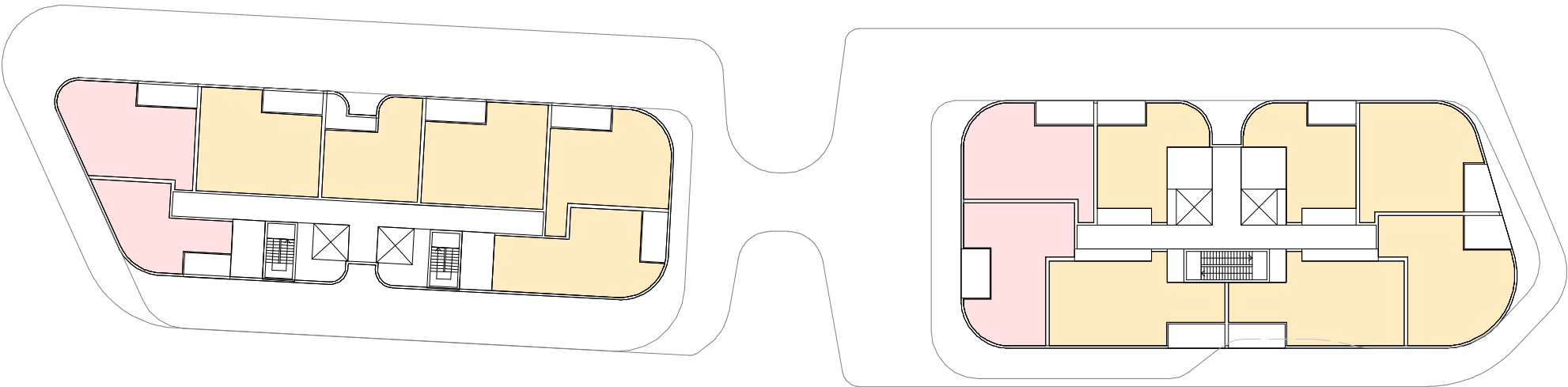
Final design - the inactivation of frontage (blue line) is limited to the southern section of Hammond Lane

6.2 ADG Assessment

Solar Access

73% of apartments achieve the 2 hours minimum solar access

- 73% of the proposed units (234 out of the 319 units) achieve 2+ hours of direct sunlight between 9am and 3pm in mid-winter (21 June).
- All proposed units receive some solar access between 9am and 3pm in mid-winter (21 June).

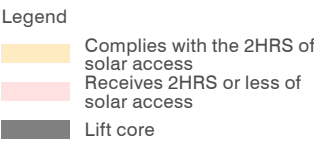


Solar access to typical tower floor plates



Apartment Design Guideline requirement:

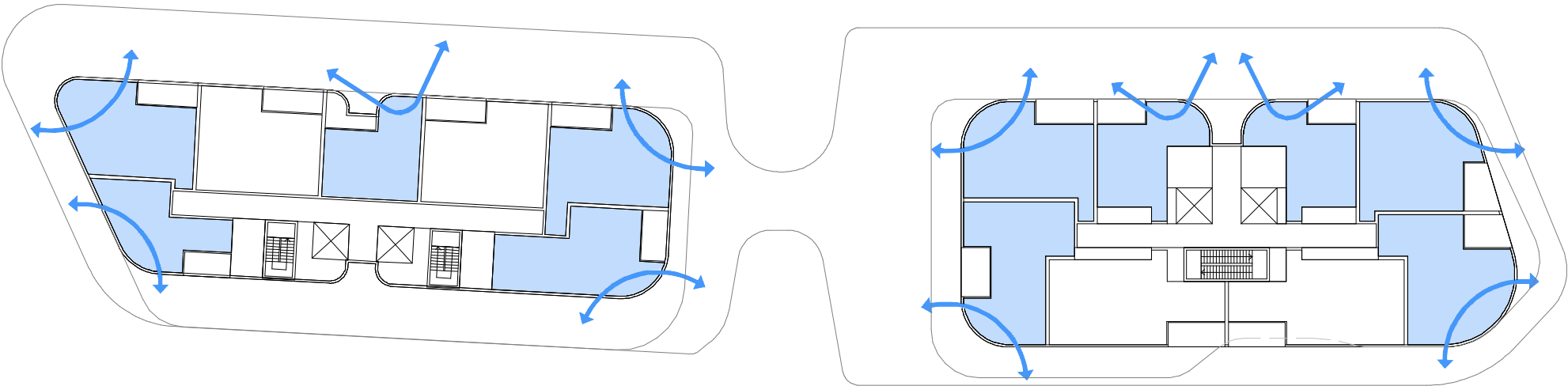
- Living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 2 hours direct sunlight between 9 am and 3 pm at mid winter in the Sydney Metropolitan Area



Cross-ventilation

73% of apartments can be naturally ventilated

- 73% of the proposed units (66 out of the 90 units) achieve cross-ventilation in the first nine storeys of the development.



Apartment Design Guideline requirement:

- At least 60% of apartments are naturally cross ventilated in the first nine storeys of the building.

Legend

Achieves cross-ventilation

Lift Core

Communal open space and deep soil

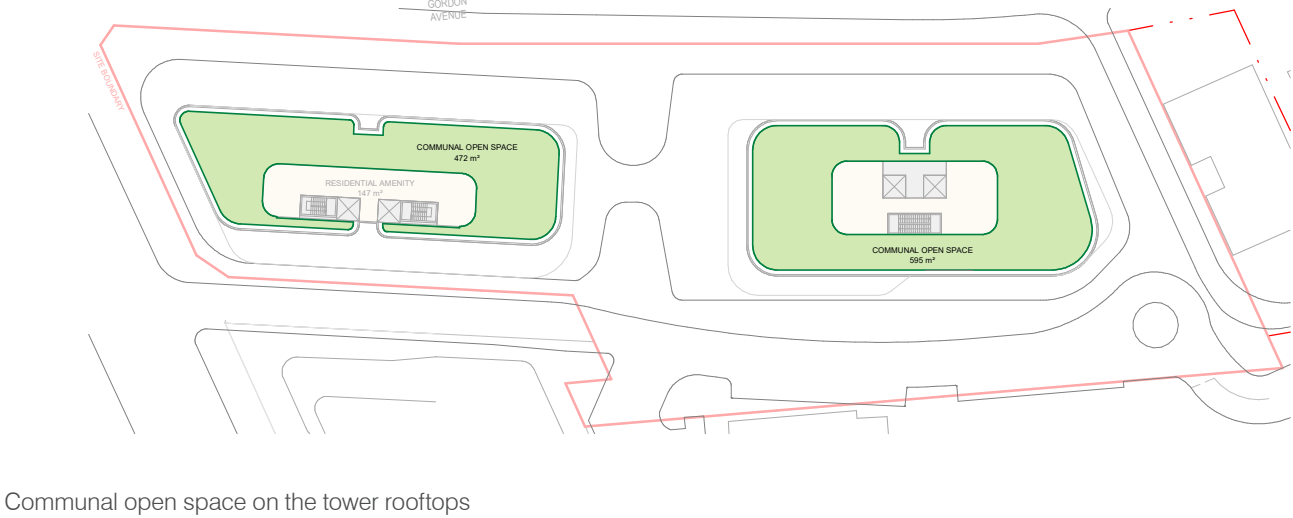
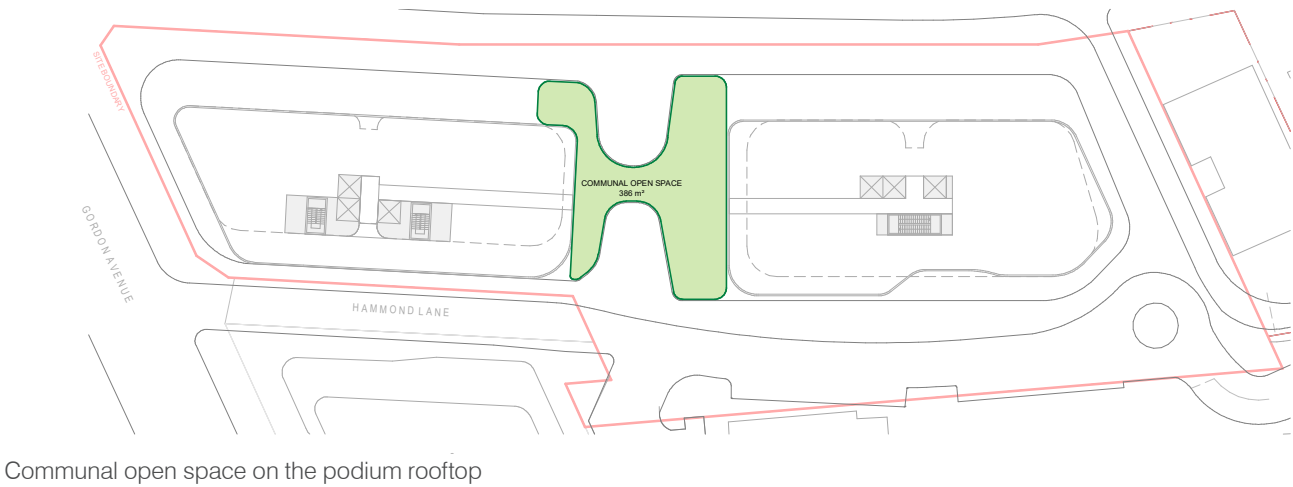
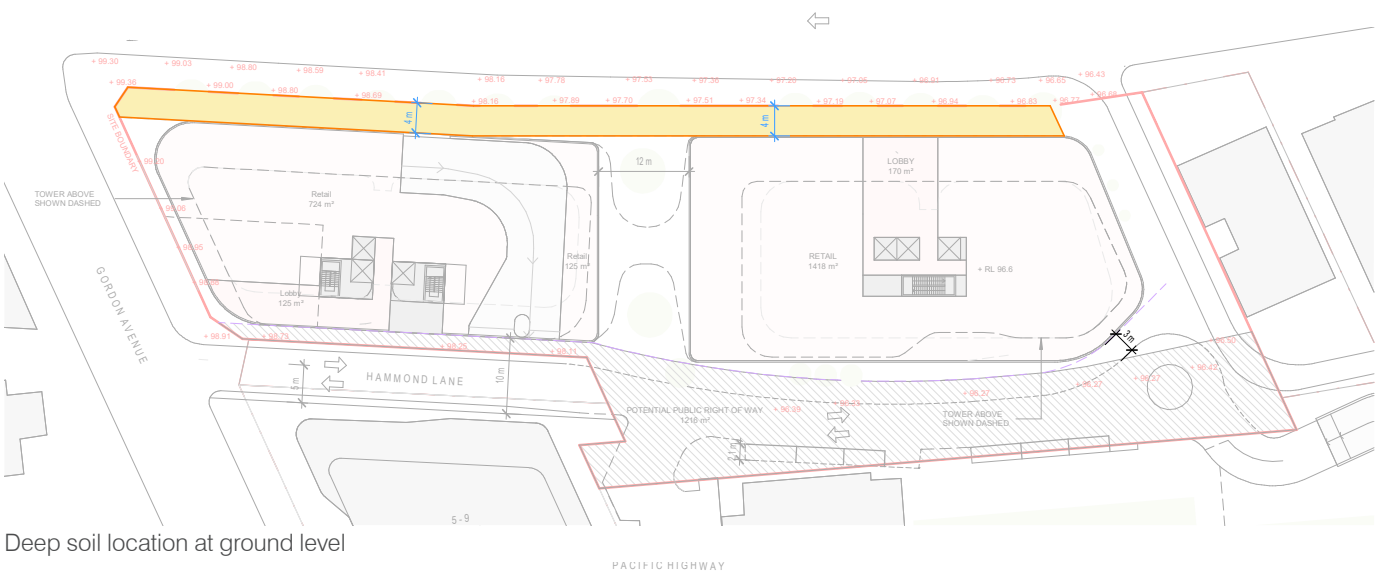
There is 1,453sqm of communal and 496sqm of deep soil within the site boundary.

- Deep soil is proposed along the western boundary of the site, and consists of soft landscaping, tree planting, turf or planted areas, and pervious paved areas.
- The proposal achieves 8.6% (496sqm) deep soil area including building setbacks and ground level residential gardens.
- There is a total of 1,453sqm (25.2% of the site) of communal open space proposed on the podium and tower rooftop of the development.
 - 386sqm of communal open space on the podium rooftop
 - 1,067sqm of communal open space across the two tower rooftops.

Apartment Design Guideline requirement:

- Communal open space has a minimum area equal to 25% of the site.
- 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).
- Greater than 1,500m² with significant existing tree cover: 7%

- Legend
- Subject Site
 - Deep Soil
 - Communal open space

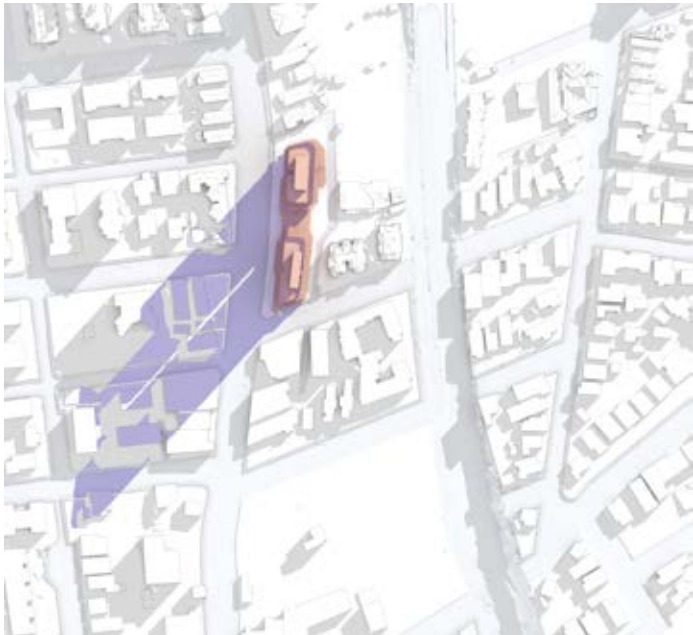


ADG Assessment

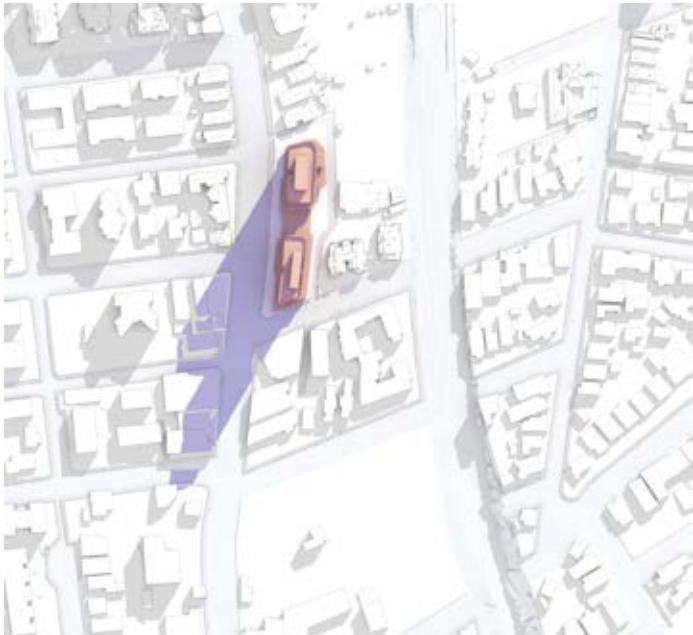
Shadow Impacts

The proposal has been shaped to achieve the ADG objectives to minimise overshadowing on neighbours, including through use of chamfered corners and a generous gap between northern and southern buildings.

- Legend
- Proposed development
 - Existing context shadows
 - Additional shadow from proposed development



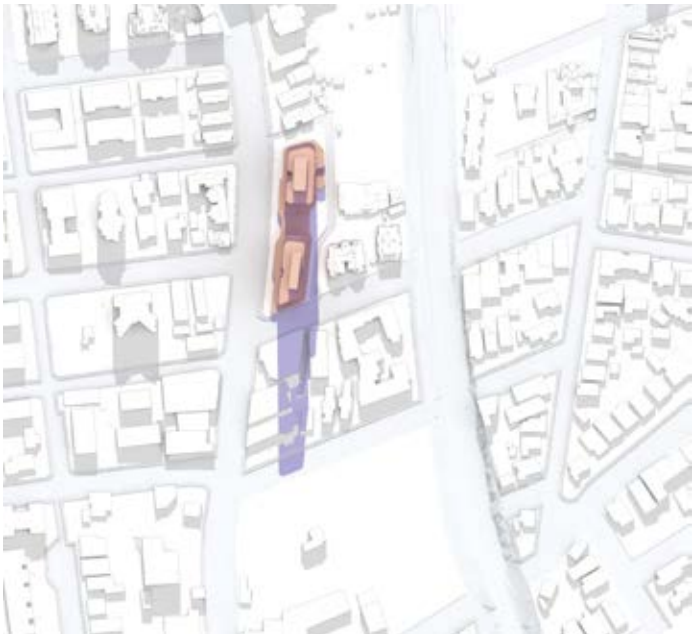
9am



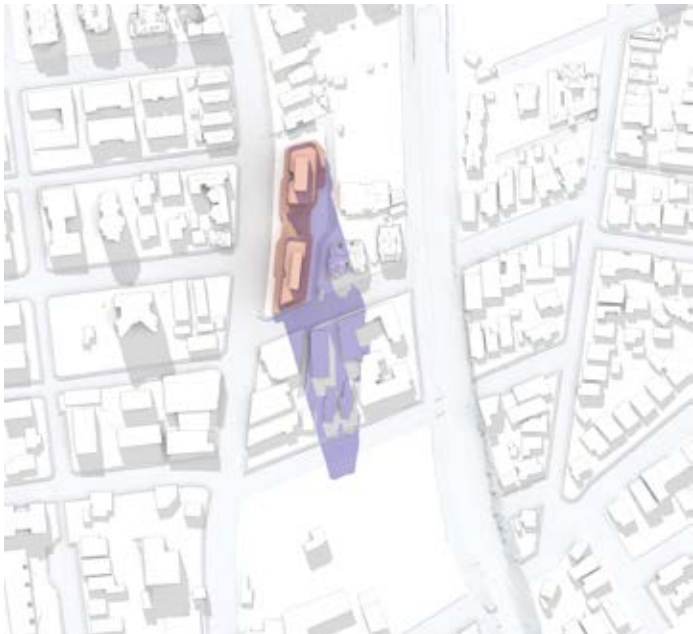
10am



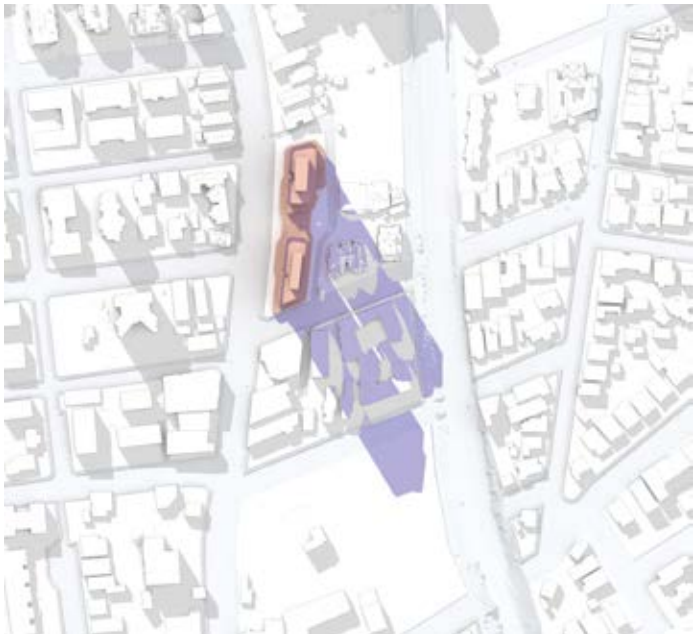
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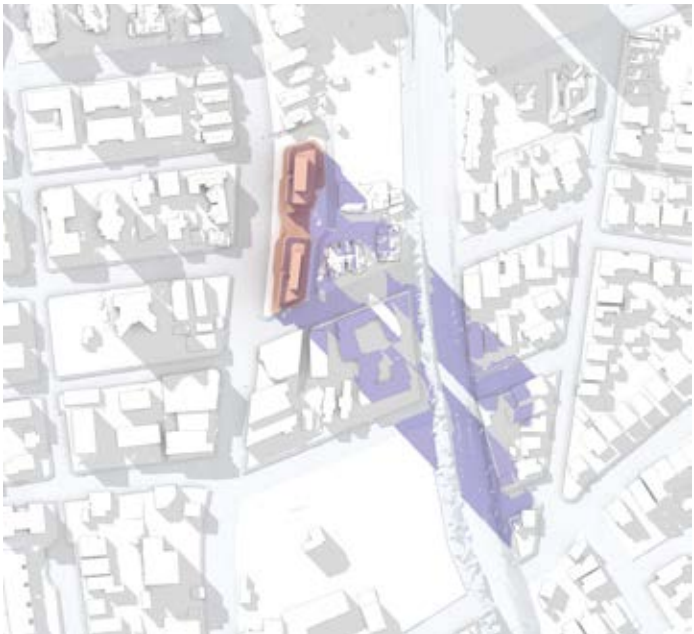
12pm



1pm



2pm



3pm

6.3 Preliminary Visual Impact Assessment

Introduction

This Preliminary Visual Impact Assessment (VIA) has been prepared by Architectus to describe and assess the potential visual impact of the proposal. This assessment is based on five views from the public domain and is intended to outline the broader visual context of the proposal in line with Council's Chatswood CBD Strategy.

It should be noted that the proposal will change through design competition and development application process, where the detail design and articulation in these views can be considered further.

Approach to methodology

The methodology used to inform this assessment is based on best practice and Architectus' experience in the field of the assessment of visual impact, including the NSW Land and Environment Court (LEC) Planning Principles in relation to views and impact on public domain views and our experience in preparing VIA's for a variety of residential and other projects.

This assessment has been undertaken using the following two step process:

1. Preliminary assessment including photographs for public domain views and 3D model views for private views; and
2. Detailed photo-montage assessment based on key views selected from the above.

Photo-montage process

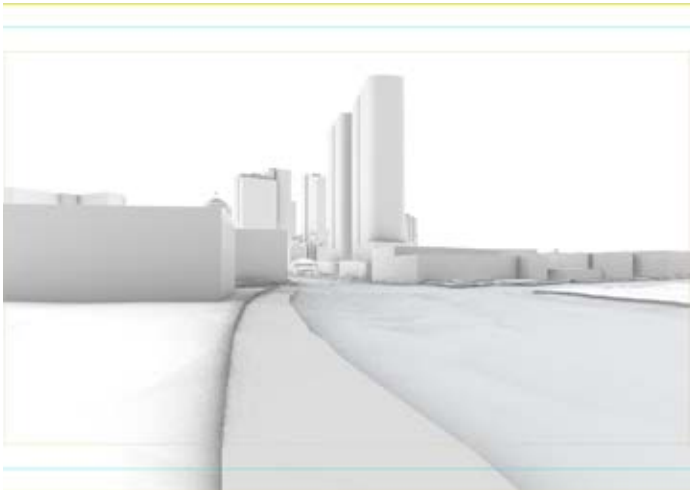
For each of the photo-montages prepared, the following process has been undertaken, consistent with the approach set out in the NSW LEC 'Use of photo-montages' policy:

- Step 1 - Digital photographs were taken from each of the selected viewpoints in the direction of the proposed development.
- Step 2 - A camera has been located in the digital model using the same focal length. The direction of the camera has been ascertained through comparing points in the photograph against other reference points.
- Step 3 - A computer generated 3D model of the proposed building was prepared and located accurately within the 3D model view.
- Step 4 - A rendered image was produced from the 3D model and a 'mask' created within the photograph to produce the final photo-montage.

Note: The images on this page are provided to demonstrate the production process of photo-montages only. They are process images and therefore the integration of the renders is not entirely resolved.



Step 1 - Photograph taken and location



Step 2 - Camera located in 3D model at surveyed location with matched camera attributes (film/sensor format and focal length) and rotated to match other points within the view.



Step 3 - Computer generated 3D model of the proposed building located within the 3D model view identified from Step 2. This is a process image, and the integration of the render is not entirely resolved at this point



Step 4 - Rendered image produced from 3D model and 'masked' into photograph to produce final photo-montage.

Preliminary Visual Impact Assessment

1. *Selection of views*
Based on a review of the site and its context five (5) public domain views have been selected as

These are described through in the following pages of this chapter.

Views shown in this chapter are typically 20mm focal length equivalent for a 35mm camera (a wide angle view).

2. *Selection of views for detailed (photo-montage) assessment*
The four (4) views were then selected for detailed photo-montage analysis with the final proposal. This selection process for views includes:

- Ensuring a range of views that can represent how the proposal will be seen from a broad range of public domain locations
- Focus on locations with the highest number of viewers (such as the Pacific Highway)
- Focus on locations where people may pause to enjoy or appreciate a view (Chatswood Park)

The table below lists all of the viewpoints and the reason for their nomination. No private views were assessed at this stage of the proposal.

| Location No. | View Name | Viewing zone |
|--------------|---|------------------|
| 1. | Pacific Highway (near Moriarty Road intersection) | Main Roads |
| 2. | Pacific Highway (near Eddy Road) | Main Roads |
| 3. | Critchett Road | Residential Area |
| 4. | Sutherland Road | Residential Area |
| 5. | Chatswood Park | Open Space |



Assessment methodology

The visual impact assessment method for the views acknowledges the following five step process of the New South Wales Land and Environment Court Planning Principle:

- Identify the scope of the existing views from the surrounding context
- Identify the locations in the public domain from which the interrupted view is enjoyed
- Identify the extent of the obstruction at each relevant location
- Identify the intensity of public use of those locations
- Review any document that identifies the importance of the view to be assessed.

Standards for photography

All individual photographs have been taken with a 20mm focal length equivalent for a 32mm camera (wide angle view). This is the accepted standard of the New South Wales Land and Environment Court for approximating the normal human depth of field, so that the size of the image approximates the size of the object as seen by the eye from the same location.

Preparation of the masked outline overlays involved the following steps:

- Digital photographs were taken from each of the selected viewpoints in the direction of the proposed development;
- Each viewpoint was surveyed for a precise location and reduced level (RL) by Architectus;
- Computer generated 3D models of the buildings in the lodged and revised schemes were prepared
- The 3D model was inserted into the photographs from the key vantage points using the same 20mm and The precise RL of the location (plus 1.7m to represent eye height)

A mask is placed over the location of the 3d model, illustrating its extent in the view.

This section provides an initial assessment of a wide range of views which may be affected by the proposals. This provides an overall scope of the locations from which views may be obtained, what the likely impact of the proposal will be on these views and, where the impact is likely to be high or the view is important.

The assessment and categorisation of visual impacts is based on the New South Wales Land and Environment Court Planning Principles and a qualitative assessment is set out under the following headings:

- Importance of the view;
- Visual impact; and
- Visual absorption capacity.

A visual simulation (photo-montage) of the proposed development has been prepared for each view that was nominated for detailed visual impact assessment. The photo-montage was then used to determine the visual impact of the proposed development.

The photo-montages shown demonstrate the building form only; they do not show detailed articulation or material selection.

The importance of the view is defined differently for public domain and private views with weighting applied which is consistent with the New South Wales Land and Environment Court Planning Principles. The criteria are defined as follows.

Likely period of view and relative number of viewers

The tables below shows the criteria used in evaluating the period of view and relative number of viewers

| <i>Period of view</i> | <i>Definition</i> |
|------------------------------|--------------------------|
| High (long-term) | > 10 minutes |
| Moderate | 1-10 minutes |
| Low (short-term) | < 1 minute |

| <i>Relative number of viewers</i> | <i>Definition</i> |
|--|--------------------------|
| High | > 1,000 people per day |
| Moderate | 100-1,000 people per day |
| Low | < 100 people per day |

Preliminary Visual Impact Assessment

Summary - Importance of the public domain view

It includes consideration of the following factors:

- The context of viewer (including whether the view is static or dynamic, obtained from standing or sitting positions);
- Elements within the view (including whether iconic elements or water views are present, the existing composition of the view, and any existing obstructions to the view);
- The number of viewers;
- The distance to the proposal; and
- The likely period of view.

The above features are described for each view and a final categorisation of view importance has been produced as a summary.

The following table provides a definition of example use cases for each categorisation of the importance of the view:

| Summary - Importance of the public domain view | Definition |
|--|--|
| High | Unobstructed views of highly valuable or iconic elements from highly important locations in the public domain. |
| Moderate-High | Generally unobstructed views including important visual elements from well-used locations. The view attracts regular use of this location by the public. |
| Moderate | Views including elements of moderate importance with little obstruction which are obtained from moderately-well used locations. The view may assist in attracting the public to this location. |
| Low-Moderate | Views with some important elements which may be partially obstructed or from a less well used location. The view may be a feature of the location however is unlikely to attract the public to it. |
| Low | Views from spaces or streets with little pedestrian use or obstructed views or views with few important elements. Obtaining views is not a focus of using the space. |

Visual absorption capacity

The visual absorption capacity is an estimation of the capacity of the landscape and built environment to absorb development without creating significant visual change that would result in a reduction of scenic or visual quality. This is usually dependent on vegetation cover, landforms and existing built form and is influenced by the level of visual contrast between the proposal and the existing elements.

The degree of contrast between the various elements of the development and the physical environment/ landscape determine the level of visual absorption. Factors such as scale, shape, colour, texture and reflectivity of the development compared to the visual context define the degree of contrast. For this study, the rating outlined in the table below has been used in the assessment of visual absorption capacity.

As this is a high level assessment to inform a planning proposal, and materials and detailed form have not yet been established, this rating has concentrated on the bulk of the proposal in relation to screening factors and contextual development.

| Rating | Definition |
|----------|---|
| High | Existing landscape and built environment able to absorb development. Low degree of visual contrast will result from building envelopes. |
| Moderate | Existing landscape able to absorb some development. Some visual contrast will result from building envelopes. |
| Low | Existing landscape unable to absorb development. High degree of visual contrast will result from building envelopes. |

Summary - Visual impact

The visual impact is a qualitative assessment of the impact of the proposal on the view. It includes consideration of:

- The quantitative extent to which the view will be obstructed or have new elements inserted into it by the proposed development;
- Whether any existing view remains to be appreciated (and whether this is possible) or whether the proposal will make the existing view more or less desirable, or locations more or less attractive to the public;
- Any significance attached to the existing view by a specific organisation;
- Any change to whether the view is static or dynamic.

A description of the visual impact rating for each view has been provided, with a final categorised assessment of the extent of visual impact provided under the following categories:

| Extend of visual impact | Definition |
|-------------------------|---|
| High | The proposal obstructs iconic elements or elements identified as highly significant within the existing view. |
| Moderate | The proposal obstructs some elements of importance within the existing view. |
| Low | The proposal obstructs minor elements within the existing view. |
| Negligible | The proposal will not be noticeable within the view without scrutiny. |

Preliminary Visual Impact Assessment

View One: Pacific Highway

| | |
|---|--|
| Description of view | The view is facing north from Pacific Highway (along the western edge of the road) towards the Chatswood CBD |
| Context of viewer | Viewers are predominately traveling in vehicles along Pacific Highway. There are a smaller number of pedestrians along the footpath of the Pacific Highway. |
| Likely period of view | Low (<1 minute). The typical period of the view, from vehicles, is brief. Pedestrians will see the view for a moderate period (1-2 minutes). |
| Relative number of viewers | High (~> 1000 people per day) |
| Summary - Importance of the public view | Moderate. The view has a very high number viewers and is a known view of the Chatswood CBD, however is only seen typically by motorists in passing. |
| Visual absorption capacity | Moderate |
| Summary - Visual impact | Moderate. The proximity of the view to the proposal means it is apparent, however due to the two neighbouring planning proposals at 613-627 Pacific Highway & 629-639 Pacific Highway, views to the proposal will be screened and integrate with the existing and proposed skyline of Chatswood. The view has changed, consistent with the CBD Strategy's vision, from its current role as a view of the CBD from a distance, to a view at the edge of the CBD. |
| Mitigation | The proposal includes a 4m building setback with a maximum street wall height of 7m integrates with the existing context and contributes to a more human scale streetscape. The 6m upper level setback and slender towers minimise bulk and scale visible from the street |



Key map



Existing view



Photo-montage with proposal (Note: demonstrating indicative building envelopes only)

Preliminary Visual Impact Assessment

| | |
|---|---|
| View Two: Pacific Highway | |
| Description of view | The view is facing south from Pacific Highway (along the eastern edge of the road) towards the Sydney Metro Chatswood Dive Site. |
| Context of viewer | Viewers are predominately traveling in vehicles along Pacific Highway. There area a smaller number of pedestrians along the footpath of the Pacific Highway. |
| Likely period of view | Low (<1 minute). The typical period of the view, from vehicles, is brief. Pedestrians will see the view for a moderate period (1-2 minutes). |
| Relative number of viewers | High (~> 1000 people per day) |
| Summary - Importance of the public view | Moderate. The view has a very high number viewers, however is only seen typically by motorists in passing. |
| Visual absorption capacity | Moderate |
| Summary - Visual impact | Moderate- High. The proximity of the view to the proposal means it is apparent. The view has changed, consistent with the CBD Strategy's vision, from its current role as a view of a moderate density area to a view of the edge of the CBD. The proposal's height is consistent with other approved planning proposals to the south at 613-627 and 629-639 Pacific Highway, however they are behind the proposal. At lower levels the proposal is also partially screened by existing mature trees on the Pacific Highway, proposed to be reinforced through the CBD Strategy. |
| Mitigation | The proposal includes a 4m building setback with a maximum street wall height of 7m integrates with the existing context and contributes to a more human scale streetscape. The 6m upper level setback and slender towers minimise bulk and scale visible from the street |



Key map



Existing view



Photo-montage with proposal (Note: demonstrating indicative building envelopes only)

Preliminary Visual Impact Assessment

| | |
|---|--|
| View Three: Critchett Road | |
| Description of view | The view is facing east from Critchett Road (along the northern side of the road) towards Pacific Highway |
| Context of viewer | There are a number of pedestrians along the footpath travelling to and from of the Pacific Highway (during peak hours) |
| Likely period of view | Low (<1 minute) Pedestrians and passing motorists will see the view in passing. |
| Relative number of viewers | Low (< 100 people per day) |
| Summary - Importance of the public view | Low- Moderate. The view is unlikely to attract public use; however, it sits within the future context of the area. The proposal does not obstruct views of any significant items. |
| Visual absorption capacity | Moderate. |
| Summary - Visual impact | Moderate- High. The proximity of the view to the proposal means it is apparent, however due to the two neighbouring planning proposals at 613-627 Pacific Highway & 629-639 Pacific Highway, views to the proposal will be screened and integrate with the existing skyline of Chatswood. The view has changed, consistent with the CBD Strategy’s vision, to a view of the edge of the CBD, where the expanded CBD occupies an area of existing sky. |
| Mitigation | The existing and proposed vegetation along Pacific Highway will aid in screening the portions of the built form along the ground plane. The 6m upper level setback and slender towers minimise bulk and scale visible from the street. |



Key map



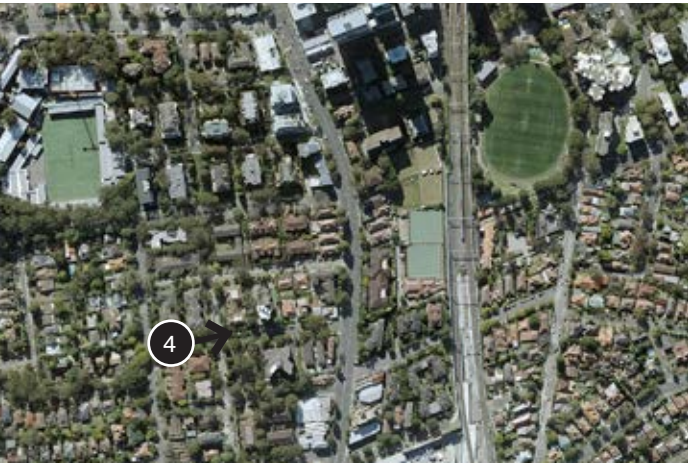
Existing view



Photo-montage with proposal (Note: demonstrating indicative building envelopes only)

Preliminary Visual Impact Assessment

| | |
|---|--|
| View Four: Sutherland Road | |
| Description of view | The view is facing east from Sutherland Road (at the intersection of Whitton Road) towards Pacific Highway |
| Context of viewer | The view is seen by passing cars and a relatively low number of pedestrians in the area. |
| Likely period of view | Low (<1 minute) Pedestrians and passing motorists will see the view in passing. |
| Relative number of viewers | Low (< 100 people per day) |
| Summary - Importance of the public view | Low. The view is unlikely to attract public use; however, it sits within the future context of the area. The proposal does not obstruct views of any significant items. |
| Visual absorption capacity | High |
| Summary - Visual impact | Moderate. While the proposal is visible on the skyline, it is predominately screened by vegetation. The view has changed, consistent with the CBD Strategy's vision, to a view of the CBD, where the expanded CBD occupies an area of existing sky. |
| Mitigation | The existing and proposed vegetation along Pacific Highway will aid in screening the portions of the built form along the ground plane. The 6m upper level setback and slender towers minimise bulk and scale visible from the street. |



Key map



Existing view

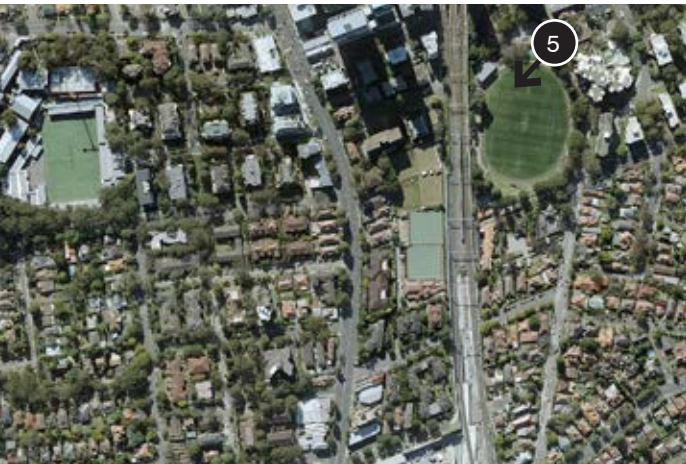


Photo-montage with proposal (Note: demonstrating indicative building envelopes only)

Preliminary Visual Impact Assessment

View Five: Chatswood Oval and Park

| | |
|---|--|
| Description of view | The view is looking south west from Chatswood Oval |
| Context of viewer | The view is from the area between inner and outer fencing surrounding the oval. Views from behind the outer fencing are generally obstructed by vegetation. Viewers include a mixture of passing walkers, people watching sport, exercising using nearby equipment or those using this area as a location to sit and enjoy a green outlook (e.g. workers having lunch). |
| Likely period of view | Moderate (1-10 minutes). Different viewers will experience a different period of view from short term views of walkers passing by to longer views of those watching sport or having lunch in this space. |
| Relative number of viewers | Moderate (100-1000 people per day) |
| Summary - Importance of the public view | Moderate The view is an attractive green view. Some people will specifically visit this part of Chatswood Park to enjoy the view. |
| Visual absorption capacity | High |
| Summary - Visual impact | Moderate The view has changed, consistent with the CBD Strategy's vision, to a view of the CBD, where the expanded CBD occupies an area of existing sky. The proposal will be apparent in this view with a context of other future development including the neighbouring planning proposals at 613-627 and 629-639 Pacific Highway. The existing large trees along the park provide screening of much of the proposed buildings however they extend above the height of the tree line. |
| Mitigation | The 6m upper level setback and slender towers minimise bulk and scale visible from the street. |



Key map



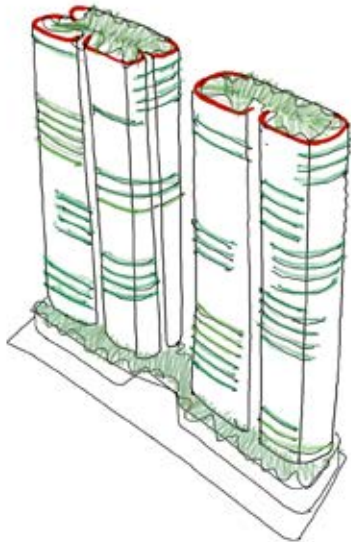
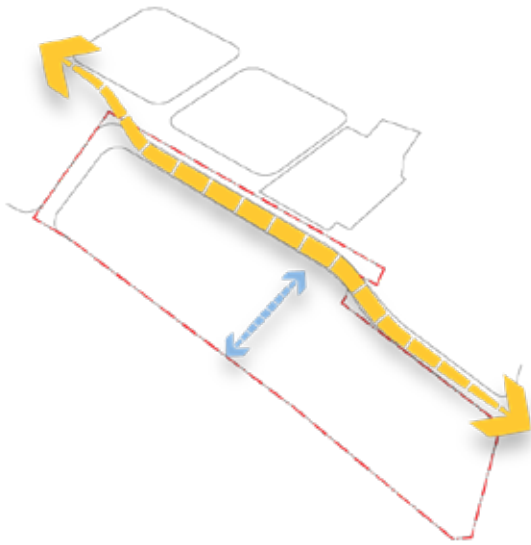
Existing view



Photo-montage with proposal (Note: demonstrating indicative building envelopes only)

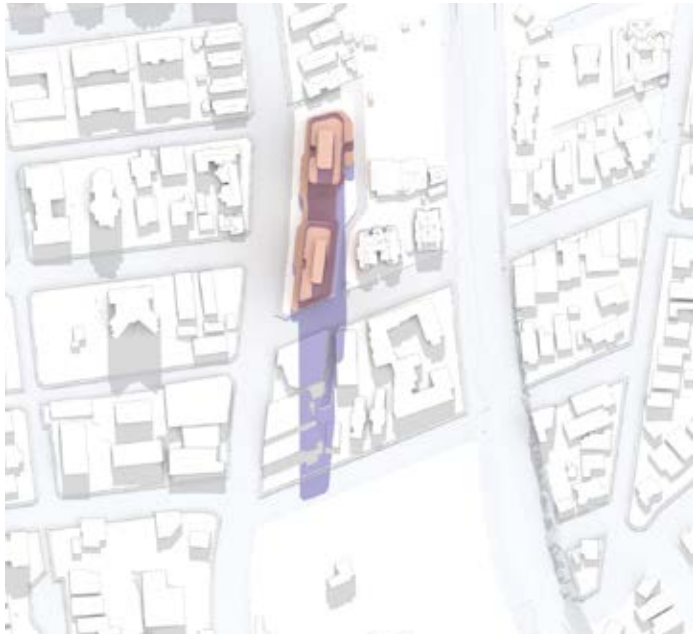
7.1 Conclusion

The proposal provides:



1. Enhance connectivity through a new publicly accessible extension to Hammond Lane and an enhanced public domain to the Pacific Highway.
2. Encourage pedestrian activity through improved streetscape and create a new 'front door' to the Chatswood Bowling Club.

3. Strategically appropriate height and density, consistent with the CBD Strategy.
4. An attractive response to views an interface with high quality, slender, green and attractive buildings.



5. Delivery of Council's aspiration of housing and job growth in the CBD.
6. The mix of apartments offers local housing choice, and the retail and commercial space offers flexibility and job opportunities, contributing to the 30 minute city and job growth in the CBD.

7. Provide solar protection to the bowling green, excellent solar access to new apartments and minimise overshadowing of neighbours.

Conclusion

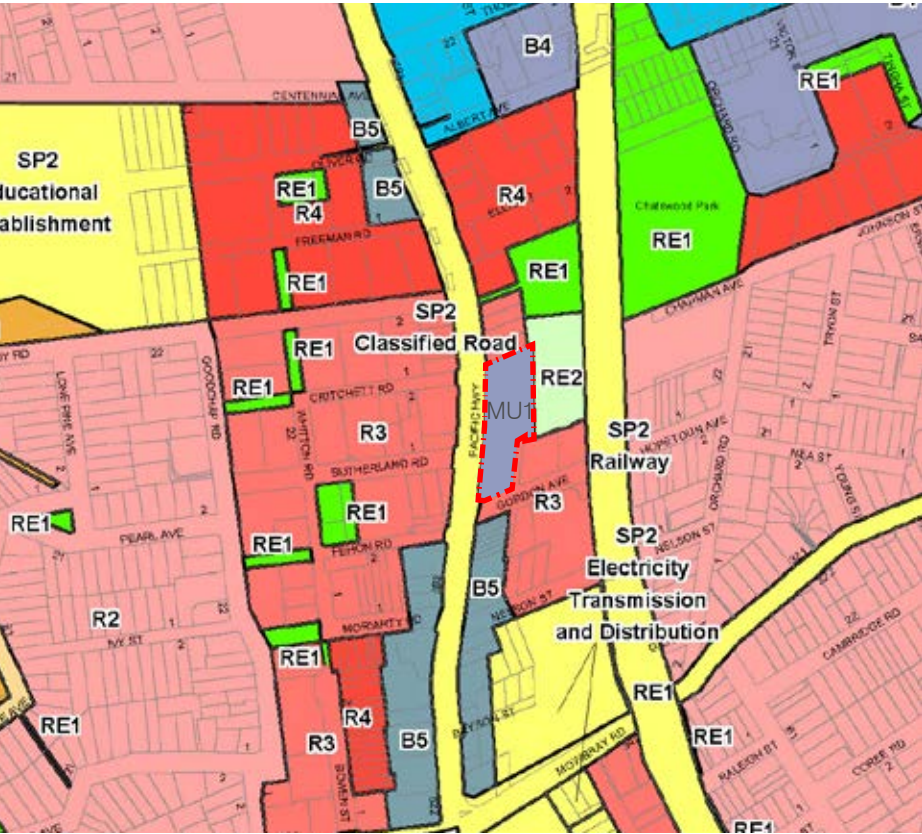


Illustrative Master Plan prepared Taylor Brammer

7.2 Recommendations

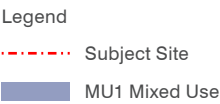
Based on the above, it is recommended that the land-use, FSR and height controls applicable to the subject site be revised as per the Chatswood CBD Strategy 2036 (September 2020).

The following diagrams reflect the proposed changes.



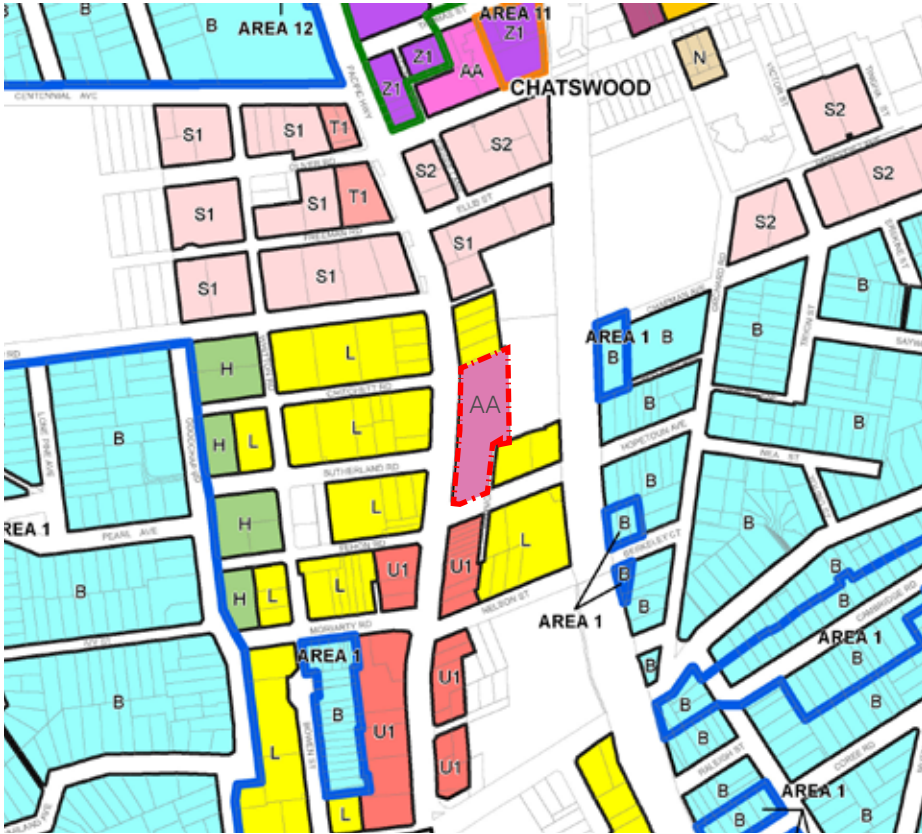
Proposed LEP Land Use Zone Map

- Proposed changes to land use zoning include:
1. Remove R3 zoning to MU1 Mixed Use with non-residential podiums



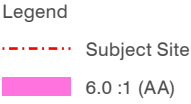
Proposed LEP Height of Building Map

- Proposed changes to building height include:
1. Increase heights to 90m



Proposed LEP Floor Space Ratio Map

- Proposed changes to FSR zoning include:
1. Increase FSR to 6.0: 1



The proposal delivers consistency with the Chatswood CBD Strategy and a high quality urban design response to its context.



Indicative sketch of proposed north-south pedestrian link

