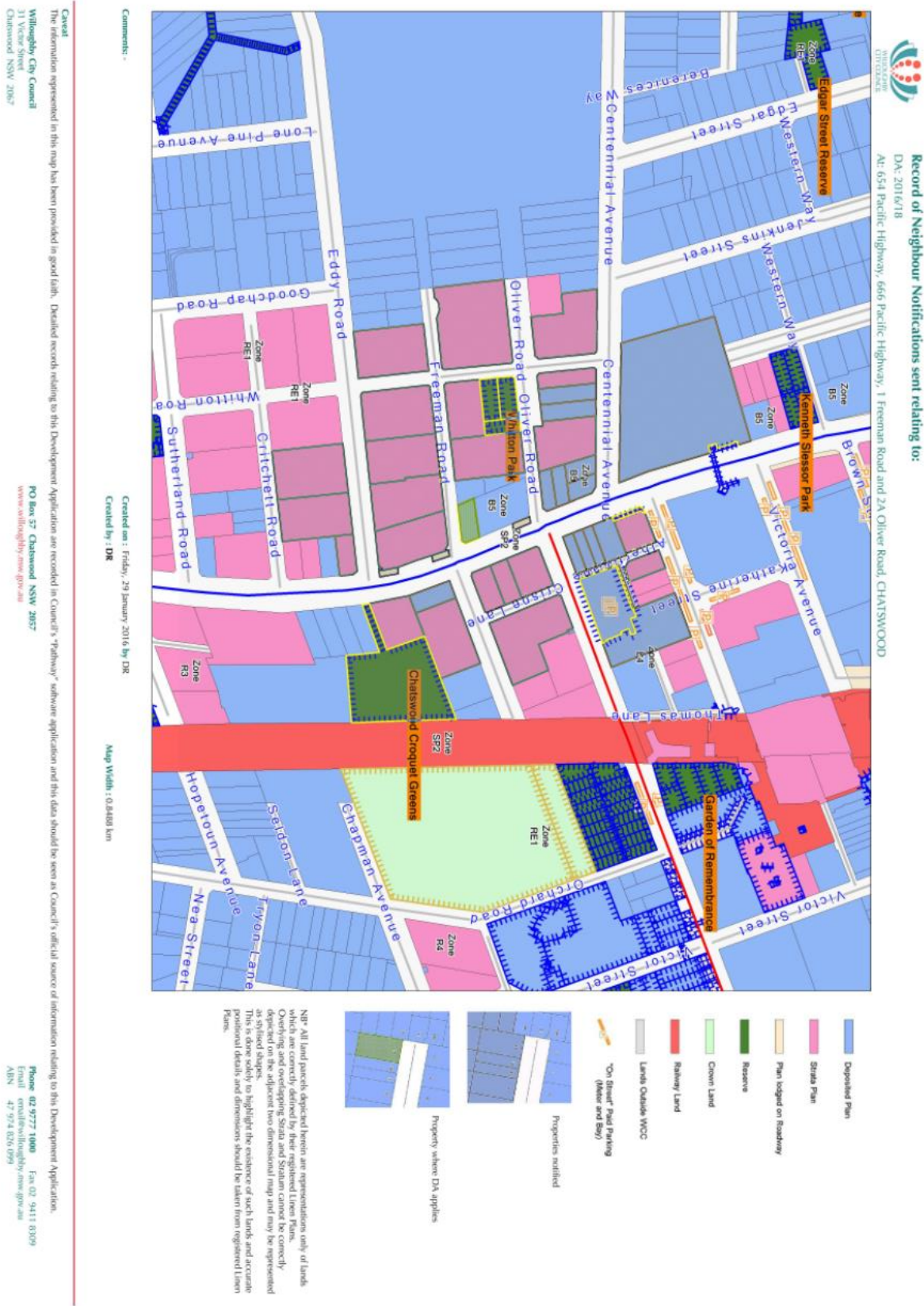


Attachment B – Notification Map & Notification Issues

Map below identifies the properties notified of the application.



Issues of concern raised in the public submissions are further discussed below:

Strategic Planning / greater building height and density west of Pacific Highway

The primary issues of concern raised in the public submissions relate to the extension of developments with greater densities and building heights west of Chatswood Central Business District which is perceived to be bounded by Pacific Highway to the east.

Comments: The Chatswood Central Business District is divided into three parts by the major transport arteries of Pacific Highway and the North Shore Railway line. Historic strategic planning documents, including the Chatswood City Centre Vision and Strategic Plan 2008 referred to the spatial growth in Chatswood being limited by existing surrounding land uses of educational facilities and steep topography to the west of Pacific Highway. In this regard, the correspondents are concerned that the current proposal is contrary to Council's strategic planning documents.

However, the greater density and building height proposed for the site has already been reviewed through a strategic planning process, including a planning proposal that was publicly exhibited from 1 October 2014 – 29 October 2014. The planning proposal was accompanied by a concept proposal and its impacts such as building scale, character, traffic and parking, were considered satisfactory. Council subsequently supported the increase in density and building height for the site, and amendment to the Willoughby Local Environment Plan 2012 was made in 2015. The current proposal is consistent with the height and density standards prescribed by the WLEP 2012 as set out in the assessment report.

Traffic Congestion

Correspondents are concerned that the proposed development will adversely affect the existing road network and exacerbate existing traffic congestion, particularly on Centennial Ave, Oliver Road and Freeman Road.

Comments: Based on Roads and Maritime Services' publication *Guide to Traffic Generating Developments, Section 3 - Landuse Traffic Generation (October 2002)*, the proposed development will generate 38.5 additional vehicle trips during peak hours. However, the traffic impacts of the proposed development are consistent with the zoning and density under the WLEP 2012. The development's traffic impacts on the existing road network are also considered acceptable based on the capacity of the road network by both Council's traffic section and the RMS, with only moderate increase in traffic on Freeman Road identified.

Further, the amendment to the WLEP 2012 to allow greater density and height for the site was accompanied by a Voluntary Planning Agreement to dedicate land to Council and RMS for road widening on all three frontages of the site. These road widenings will allow traffic improvement works in the future by the relevant road authorities such as:

- The 4m road widening on Oliver Road will allow for future provision of two-way access. This, in conjunction with potentially changing the intersection at Centennial Avenue and Pacific Highway to the left in/left out only, would improve the efficiency of the Pacific Highway/Centennial Avenue and Pacific Highway/Albert Avenue intersections.
- Extra road width would allow on-street parking for several cars along the southern kerb of Freeman Road opposite the development. The extra width would also improve access to and from the driveways for the proposed development, in particular, garbage trucks and delivery vehicles.

- Widening of the Pacific Highway and removal of existing vehicle crossings on the site directly to and from the Pacific Highway will allow traffic improvement projects by the Roads and Maritime Services. This is only made feasible when the site is redeveloped as a consolidated parcel as proposed.

The traffic impacts of the development were reviewed by the RMS during the assessment of this application and concurrence provided.

Impact on local infrastructure

The correspondents are concerned that additional housing in this area will impact on the local schools, roads, transport and other infrastructure servicing the area. Overcrowding of local schools and traffic congestions are current issues faced by residents in the area due to high development pressures.

Comments: The site is located within an established residential and commercial area serviced by existing utility infrastructure, within proximity to existing bus stops along Pacific Highway and approximately 350m walking distance from Chatswood Railway Station. As stated above, the proposal is also accompanied by improvements to the surrounding road network. The site is also located within reasonable walking distance to existing open space facilities, including Chatswood Park and Whitton Park in Oliver Road.

The site is located approximately 85 metres from Chatswood Public School and 200 metres from Chatswood High School. Other schools within approximately 1 kilometre of the site include Our Lady of Dolours Primary School, Mercy Catholic College and St Pius X College. Department of Education has been working with local Councils and the community to make improvements and to increase the capacity of local schools. There have already been some announcements by the State Government for school upgrades and new schools proposed on the lower north shore in response to this issue.

Urban design quality

Some correspondents requested that the proposed development should be reviewed by an independent architect to ensure its urban design qualities.

Comments: The development application was reviewed by an external/ independent urban design consultant commissioned by Council. The urban design review noted that building articulations and the aesthetic of the proposed built forms are successful. The review made recommendations to make further improvements to the proposal and have been mostly adopted by the proposal. These recommendations including:

- the increase of communal open space and landscaped areas;
- increase deep soil zone along western boundary;
- revision of the internal apartment layouts to avoid visual and acoustic privacy issues; and
- changes to layouts to demonstrate adequate storage and private open space as required by the Apartment Design Guide.

The current proposal is considered to be more architecturally appealing than the concept proposal due to the better composition of architectural elements to visually balance the building façades. (Please refer to **Figure A** and **Figure B** below)



Figure A - Artist Impression (representing concept proposal exhibited with planning proposal) (Source: Real Commercial, 660 Pacific Highway Chatswood 2067 <http://www.realcommercial.com.au/property-land+development-nsw-chatswood-501577021> Last Updated August 2015)



Figure B – Photomontage submitted with DA2016/18.