

PRE-GATEWAY REVIEW – Information Assessment and Recommendation Report

Local Governmental Area:	Willoughby	
Amended LEP:	Willoughby Local Environmental Plan 2012	
Address:	815 Pacific Highway, Chatswood	
Reason for review:	☒ Council notified proponent it will not support proposed amendment	☐ Council failed to indicate support for proposal within 90 days
Is a disclosure statement relating to reportable political donations under s147 of the Act required and provided?	☒ Provided ☐ N/A Comment: There are no donations or gifts to be disclosed.	
Assessment Fee:	☒ Provided & correct incorrect	☐ Not provided /

1. SUMMARY OF THE PROPOSAL

The planning proposal submitted to Willoughby City Council (Council) (Tab D) seeks to amend the height, floor space ratio (FSR) and active street frontage controls applicable to the site at 815 Pacific Highway, Chatswood (the site). The site comprises one allotment along Pacific Highway between Help Street and McIntosh Street (Figure 1) and has an area of 1,657m².

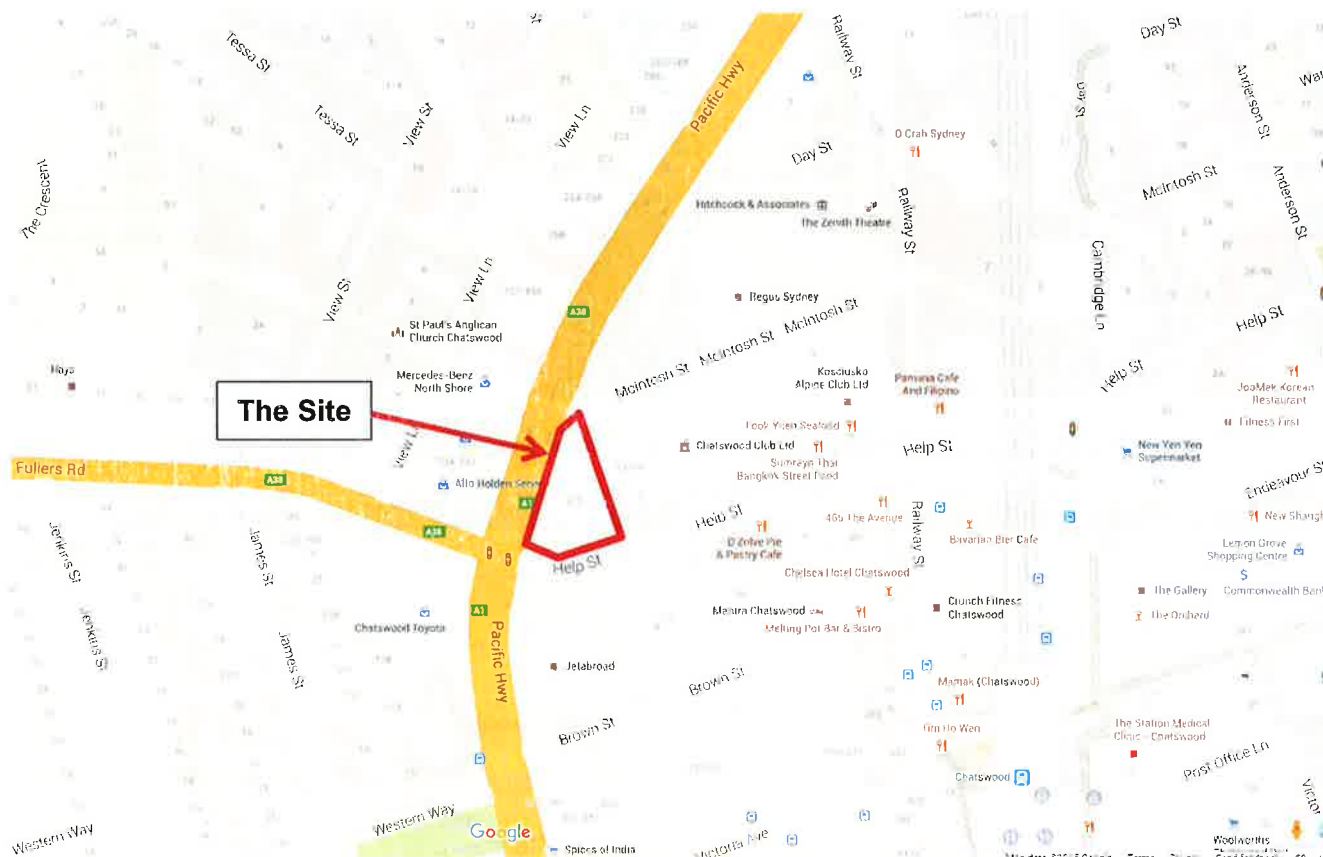


Figure 1: Location of site. Source: Google Maps 2015

The original planning proposal submitted to Council seeks to amend development controls under the *Willoughby Local Environmental Plan 2012* (Willoughby LEP 2012), as follows:

- increase the maximum building height from 60 metres to 130 metres (see Figure 2);
- increase the maximum floor space ratio (FSR) from 5:1 to 17.5:1 (see Figure 3);
- apply a maximum FSR for shop top housing of 12:1;
- remove the maximum gross floor area restriction of 100m² applying to shops on the site, allowing larger floorplate retail;
- identify the Pacific Highway frontage as an active street frontage (see Figure 4); and
- include shop top housing as an additional permitted use on the site.

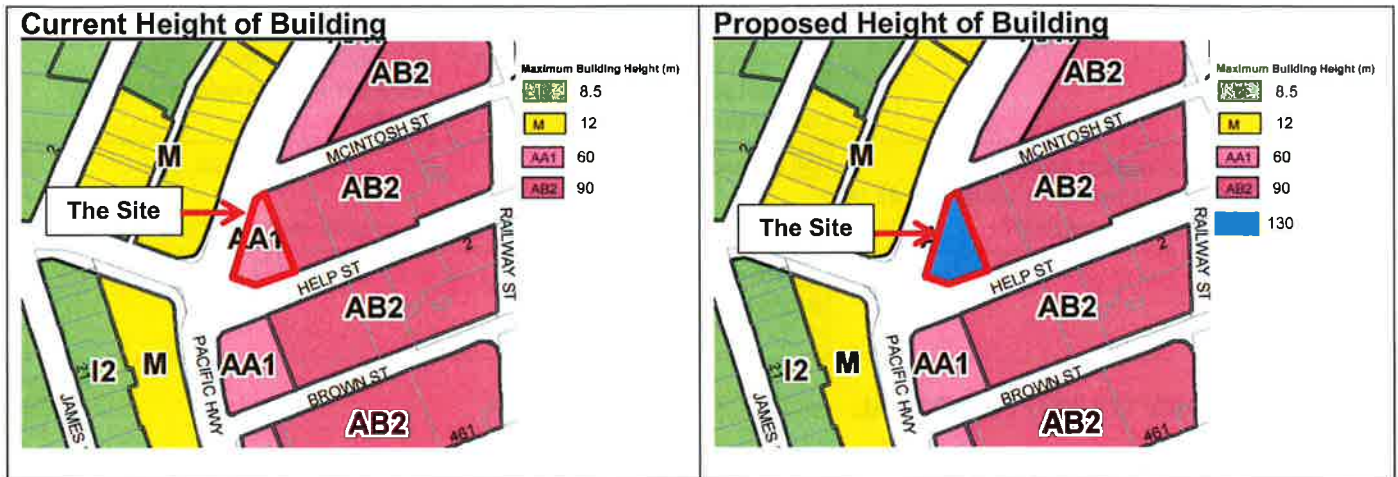


Figure 2: Current and Proposed building height controls. Source: NSW Legislation 2015

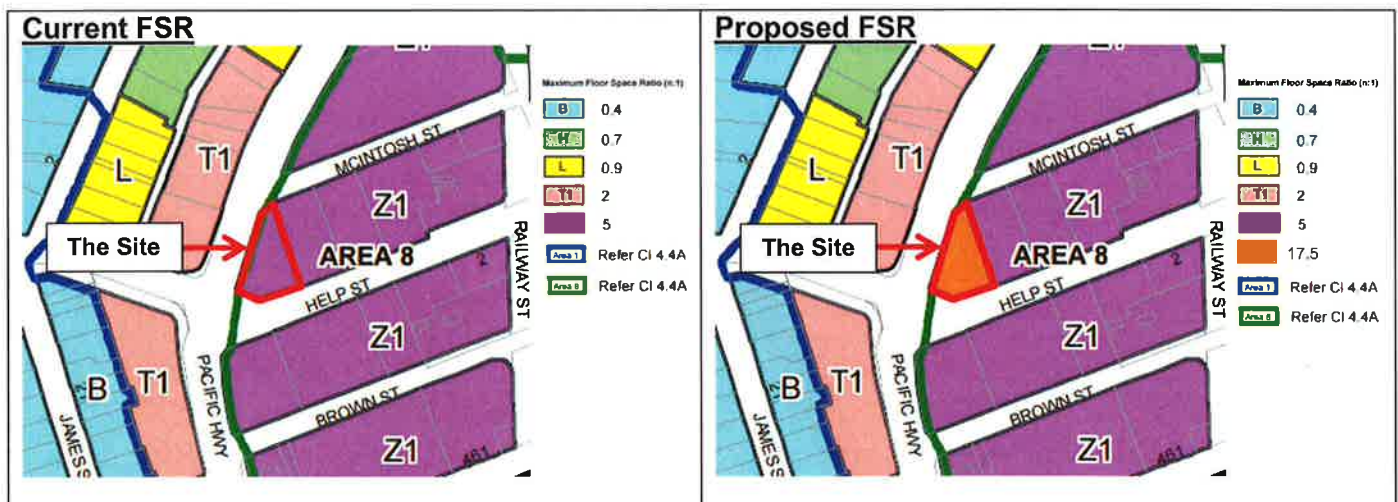


Figure 3: Current and Proposed floor space ratio controls. Source: NSW Legislation 2015

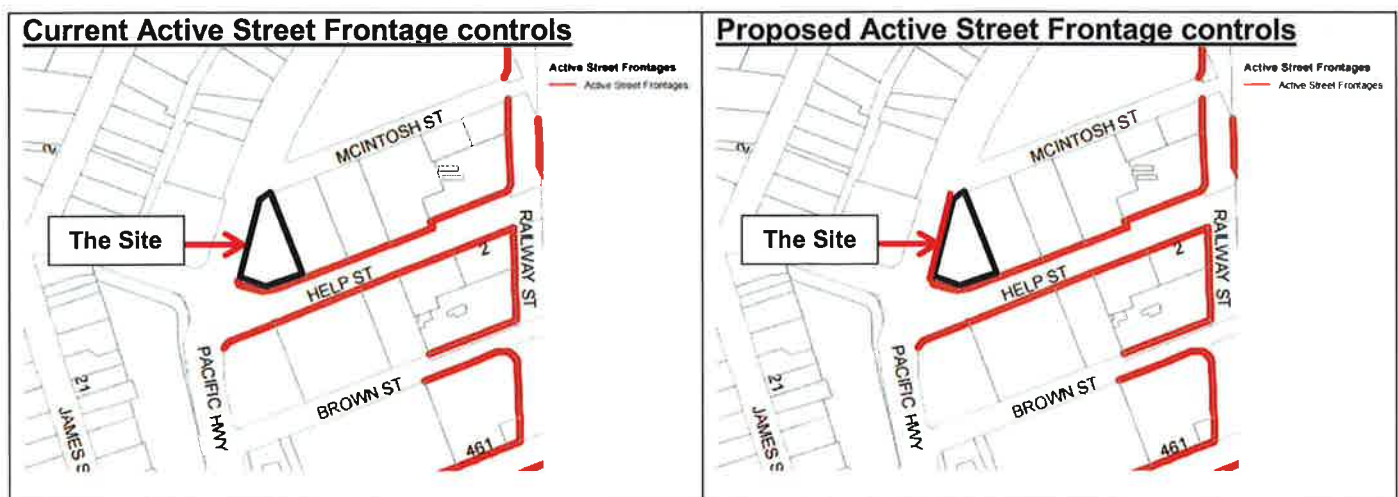


Figure 4: Current and Proposed active street frontage controls. Source: NSW Legislation 2015

The planning proposal would facilitate a 35 storey mixed use development containing:

- 201 apartments within two towers of varying height (60m and 130m) with a total floor area of 20,120m²;
- a restaurant on the top floor with a total floor area of 450m²;
- 975m² of retail on the ground floor;
- 7,510m² of office space across the podium levels (1-5); and
- 350 car parking spaces at basement level.

The proponent submitted a revised proposal to the Department with the pre-Gateway Review application, which in part responds to Council's concerns about amenity impacts. The revised proposal reduces the building height to 125 metres (down from 130 metres) and FSR to 17:1 (down from 17.5:1). As a consequence the proposed gross floor space is reduced. Whilst the Department acknowledges these revisions, in accordance with the pre-Gateway review criteria, this assessment focuses on the original planning proposal submitted to, and assessed, by Council. It is also noted that the magnitude of the changes are small and not expected to fundamentally change the merit assessment.

A comparison of the existing planning controls and the proposed planning controls is provided in the table below:

	WLEP 2012	Original planning proposal (submitted to Council)	Revised planning proposal (submitted to Department)
<i>Land use</i>	B3 Commercial Core. Residential flat buildings are prohibited	B3 Commercial Core. (Permit 'shop top housing')	B3 Commercial Core. (Permit 'shop top housing')
<i>Height</i>	60 metres	130 metres	125 metres
<i>Floor space ratio</i>	5:1	17.5:1	17:1
<i>Maximum FSR for shop top housing</i>	N/A - as residential is prohibited	12:1	12:1
<i>Clause 6.12 Shop size in Zone B3 and Zone B4</i>	Restricted to 100m ²	Remove restriction	Remove restriction
<i>Clause 6.7 Active street frontages</i>	Help Street frontage	Extend to Pacific Highway frontage	Extend to Pacific Highway frontage
<i>Schedule 1 Additional permitted uses</i>	N/A	Permit 'shop top housing' with development consent.	Permit 'shop top housing' with development consent.
Note: the planning proposal retains a non-residential FSR of approximately 5.5:1, but this is not guaranteed through the proposed controls.			

The site is zoned B3 Commercial Core and is located on the edge of the Chatswood CBD. Located to the east of the site is a mix of medium to high rise commercial and mixed use buildings. To the west is low-medium density, residential and commercial development. Chatswood Transport Interchange (to the south-east of the site) is within 200 metres walking distance, with regular train and bus services to various locations across the Sydney metropolitan region.

Strategically, the site is identified in *A Plan for Growing Sydney as being* within the Global Economic Corridor, an Urban Renewal Corridor, and the Chatswood Strategic Centre.

The Department recommends that the planning proposal proceed to the Sydney East Joint Regional Planning Panel for independent review. The proposal seeks to renew a substantial site at the periphery of the Chatswood Strategic Centre, while retaining the current level of non-residential floor space in support of the centre. The Department has some concern with the density and height proposed, given the interface with lower density residential development west of the Pacific Highway.

2. REQUIREMENTS UNDER SECTION 55 OF THE EP&A ACT

2.1 Objective and intended outcomes:

The following objectives and intended outcomes have been put forward by the applicant:

- to facilitate the redevelopment of a key corner that would increase employment and housing in close proximity to major public transport;
- to enable the urban renewal of an aged commercial building at the end of its economic life and replace with a contemporary gateway development with active retail at ground level; and
- to revitalise and activate an important gateway site to the Chatswood City Centre with active street frontages and the opportunity for a through-site link and active pedestrian laneway.

2.2 Explanation of provisions:

The proponent has suggested the following amendments to the Willoughby LEP 2013 for the site:

- increase the maximum building height from 60 metres to 130 metres, by amending the Height of Building map;
- increase the maximum floor space ratio from 5:1 to 17.5:1, by amending the Floor Space Ratio map;
- extend the active street frontage for the site along Pacific Highway, by amending the Active Street Frontages map;
- amend Schedule 1 Additional Permitted Uses to permit with development consent 'shop top housing' on the site;
- amend Clause 4.4A Exceptions to floor space ratio to allow a maximum floor space ratio of 12:1 for shop top housing; and
- amend Clause 6.12 Size of shops in Zone B3 and Zone B4 in Chatswood to remove the maximum gross floor area restriction of 100m² for shops on the site.

The explanation of provisions is satisfactory to explain the intent of the planning proposal.

2.3 Mapping:

The planning proposal contains insufficient mapping demonstrating the proposed development controls for the site. The proponent however, has included images which illustrate the site in context. Should the proposal proceed to Gateway, the proponent will need to provide mapping demonstrating the proposed changes to the controls for the site.

2.4 Community consultation (including agencies to be consulted):

Community consultation has not been undertaken in relation to the proposal. Should the proposal proceed to Gateway, consultation with the following public agencies is recommended: Willoughby City Council, Transport for NSW, Roads and Maritime Services, Energy Australia, Sydney Water, Telstra, Department of Education and Communities.

A public exhibition period of 28 days is recommended should the proposal proceed to Gateway.

3. VIEWS OF COUNCIL AND AGENCIES

3.1 Willoughby City Council

Council resolved not to support the original planning proposal at its 13 July 2015 meeting for the following reasons:

- the proposed height and floor space ratio substantially increases the density of the site compared to other development in Chatswood and is inconsistent with an edge location to Chatswood CBD;
- the proposal is inconsistent with the objectives for the B3 zone and the proposal is effectively a rezoning to B4 Mixed Use;
- the proposed development in the concept plan is considered inconsistent with the existing style of Chatswood office buildings in landscaped settings with through site links and usable active spaces around a ground plane base;

- concerns regarding overshadowing on the residential areas to the west and on the passive open space plaza areas within Chatswood CBD;
- the aim to be a retail destination is inconsistent with the office character identified for the area west of the North Shore Rail Line;
- Council's Traffic Group does not agree with the future traffic generation estimated in the Traffic Report. It is noted the proposed car parking has been reduced on the site. Loading and deliveries have not been adequately resolved and the location of the access is an issue of concern in Help Street given that this is a new development proposal;
- there are concerns from RMS regarding the increased development density and the consequent potential for similar development on other sites in Chatswood with the cumulative impacts on the road infrastructure;
- the scale and extent of the changes to the development outcomes on the site requested in the proposal will have a significant flow on impact and precedent for similar changes on other sites in Chatswood as noted by RMS. The consequences of the cumulative impacts on Chatswood CBD requires comprehensive review for the whole of Chatswood to determine and address the impacts on the road network, utility services, water and sewage services, demand for cultural and community services, leisure and recreational facilities and schools capacity;
- significant doubt regarding the predicted business services and employment growth potential of the Planning Proposal and future contribution to jobs growth in Chatswood;
- has not demonstrated a net community benefit for the changes to land uses and increased development density on the small irregularly shaped site located on the edge of Chatswood CBD;
- while the preliminary SEPP 65 assessment indicates that the concept design may be capable in a future DA of achieving acceptable standards for sunlight access and cross-ventilation, it is not demonstrated that other key design principles in SEPP 65 and the Apartment Design Guide will be achievable including but not limited to building separation (minimum 12 metres to the side boundary), sustainability, amenity, diversity and affordability, landscaping and acoustic privacy; and
- it is not sufficiently consistent with key aspects of the State strategic planning documents for Chatswood CBD and Willoughby, Section 117 Directions and *A Plan for Growing Sydney* which identifies the site as a priority location for upgrade as it is located within a "pinch-point" along the Pacific Highway corridor.

Council has advised the Department that it does not support the pre-Gateway Review request for the reasons given in the Council assessment report. In Council's view the substantive form of the revised Planning Proposal is unchanged from that considered by Council.

3.2 Roads and Maritime Services

Council sought comments from Roads and Maritime Services (RMS) on the proposal prior to the Ordinary Council Meeting on 13 July 2015 (Tab G). RMS:

- does not support an increase in floor space ratio as it would set a precedent for other sites in the Chatswood CBD to significantly exceed planning controls;
- supports the concept of the shop size restriction, and considers an increased area up to 800m² for shops to be reasonable to ensure traffic impacts are minimised;
- raises no objection to the inclusion of shop top housing on the site;
- advises traffic impact assessment modelling should be conducted for the Pacific Highway/Victoria Avenue and Pacific Highway/Fullers Road/Help Street intersection (should the proposal proceed to Gateway).

4. PROPOSAL ASSESSMENT

4.1 Strategic merit assessment

4.1.1 A Plan for Growing Sydney ('the Plan')

The site is located within the North Subregion and within the Global Economic Corridor which is identified as making a significant contribution to the Australian economy through knowledge services. (see Figure 5). The site is also in the Chatswood Strategic Centre which comprises concentrated office development that would "benefit businesses and provide the opportunity for workers to access specialist jobs".

The proposal is consistent with the Plan, as it would:

- support the Global Economic Corridor by generating investment, increasing employment opportunities and mixed use activities in Chatswood CBD (Direction 1.6);
- assist with growing the Chatswood Strategic Centre by providing additional housing stock to accommodate future workers expected in the area (Direction 1.7 and Direction 2.2);
- increase the supply of housing in Chatswood through shop top housing (Direction 2.1);
- respond to increased housing diversity and choice through the provision of housing stock to suit the needs of a changing population (Direction 2.3);
- assist in revitalising existing suburbs by providing housing in or near centres in established urban areas to help more people live where they want – closer to jobs, services and transport (Direction 3.1); and
- provide capacity for additional mixed use development in Chatswood including offices, retail, services and housing (priority for North Subregion).

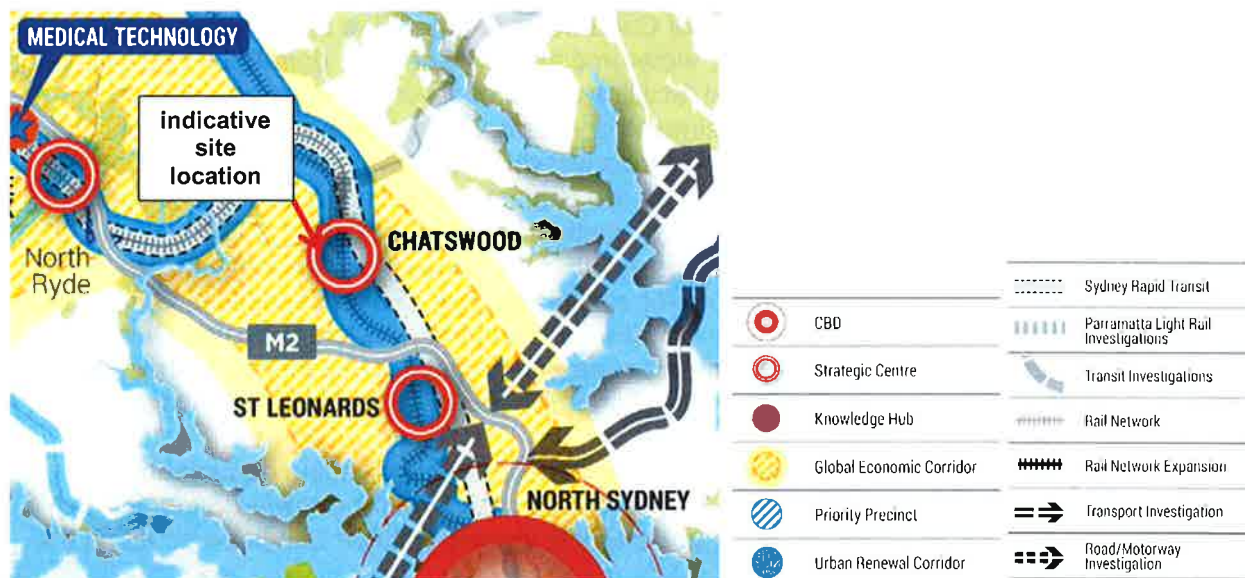


Figure 5: Extract from *A Plan for Growing Sydney 2014*

A subregional priority for Chatswood is 'to work with Council to provide capacity for additional mixed use development...including offices, retail, services and housing'. The proposal is consistent with this priority, as it enables a mixed use development outcome.

The NSW Government aims to relieve traffic congestion at peak hour traffic hotspots by removing pinch points in accessing Sydney's gateways and improve the efficiency and productivity of the freight network. An identified pinch point immediately to the west of the site is the Pacific Highway and Fullers Road intersection. The proposal would increase the traffic (refer to section 4.3.2) in the vicinity, however the proposal does not address the impacts on the pinch point. Should the proposal proceed to Gateway, RMS's views on the cumulative transport infrastructure requirements, particularly on the capacity of the road system to cater for the mix and intensity of uses proposed should be sought. Any issues raised by RMS should be satisfactorily addressed in order to minimise impacts on the surrounding road network.

4.1.2 State Environmental Planning Policies

The planning proposal is generally consistent with, or can comply at the development application stage, with the following relevant SEPPs:

State Environmental Planning Policy (Infrastructure) 2007

This SEPP aims to facilitate the effective delivery of infrastructure across the State. The development must be in accordance with *Subdivision 2 - Development in or adjacent to road corridors and road reservations* and *Schedule 3 Traffic generating development to be referred to the RTA* and any future development application for the subject site must comply with the requirements of this SEPP. This includes a referral to RMS.

4.1.3 Section 117 Directions

The proposal's consistency with the key relevant S117 directions is outlined below.

Direction 1.1 Business and Industrial Zones

The proposal is consistent with this direction as the proposed development includes retail and commercial offices with a total floor area of 8,935m², which is an increase of 2,135m² from the current floor area of 6,800m². The proposal retains a non-residential FSR of 5.5:1, though this is not guaranteed through the current or proposed controls. Notwithstanding, the Department recognises the proposal will remove the potential for future employment growth.

The Department also acknowledges Council's position, that this proposal effectively represents a move to a mixed use zone.

Direction 3.4 Integrating Land Use and Transport

The proposal is consistent with this direction as it provides additional housing in close proximity to jobs and in a location well serviced by existing public transport infrastructure including rail and bus services.

Direction 3.5 Development Near Licensed Aerodromes

This direction does not apply as the site is outside the Obstacle Limitation Surface (OLS) area, as shown on the Commonwealth Department of Infrastructure and Regional Development's current OLS chart (March 2015).

Direction 4.1 Acid Sulfate Soils

This direction seeks to avoid significant adverse environmental effects from the use of land that has acid sulfate soil. The site is identified within the Willoughby LEP 2012 as containing "Class 5 Acid Sulfate Soil". The proponent has not addressed this direction. Should the proposal proceed to Gateway, the proponent should address this direction, including the ability of the proposed development to comply with the Acid Sulfate Soils Planning Guidelines and Clause 6.1 Acid Sulfate Soils in the LEP.

Direction 6.3 Site Specific Provisions

The proposal is inconsistent with this direction as it will impose an additional site specific control on the site by restricting the maximum FSR for shop top housing to 12:1. However this inconsistency is considered minor and justified as it does not prohibit the objectives of the B3 Commercial Core Zone which is to provide a wide range of retail, business, office, entertainment, community uses directly linked to major transport routes.

Direction 7.1 Implementation of A Plan for Growing Sydney

This direction gives legal effect to the planning principles, directions, and priorities for subregions, strategic centres and transport gateways contained in *A Plan for Growing Sydney*. Consistency with the Plan is dealt with in Section 4.1.1.

The proposal is consistent with this direction as it would facilitate a mixed use development in a strategic centre serviced by frequent public transport.

The Pacific Highway and Fullers Road intersection pinch point would need to be satisfactorily addressed should the proposal proceed.

4.1.4 Local Strategy

Council's *Chatswood City Centre Vision and Strategic Plan* (the 'Chatswood Plan') sets out the objectives and strategies that would guide planning and land use decisions in Chatswood City Centre for the next 25 years. The proposal is consistent with the following objectives of the Chatswood Plan:

- facilitate city living through the provision of additional housing in the CBD;
- characterise the CBD with activity at the street level;
- be a centre where residential and commercial uses complement each other; and
- maximise the CBD's role as a prestigious office centre for major corporations.

4.2 Site-Specific merit assessment

4.2.1 Existing use of land

The site is located on the Pacific Highway, Chatswood (between Help Street and McIntosh Street) and is zoned B3 Commercial Core. The site currently contains a 13 storey commercial building with underground parking accessed from Help Street.

The following development controls currently apply to the site:

Control	Explanation
Zoning	B3 Commercial Core. Residential flat buildings are prohibited
Building height	60 metres
Floor space ratio	5:1
Maximum FSR for shop top housing	N/A - as residential is prohibited
Clause 6.12 Shop size in Zone B3 and Zone B4	Restricted to 100m ²
Clause 6.7 Active street frontages	Help Street frontage
Schedule 1 Additional permitted uses	N/A

Land immediately west of the Pacific Highway is zoned B5 Business Development under Willoughby LEP 2012, as shown in Figure 6. The low density residential area is situated further west.

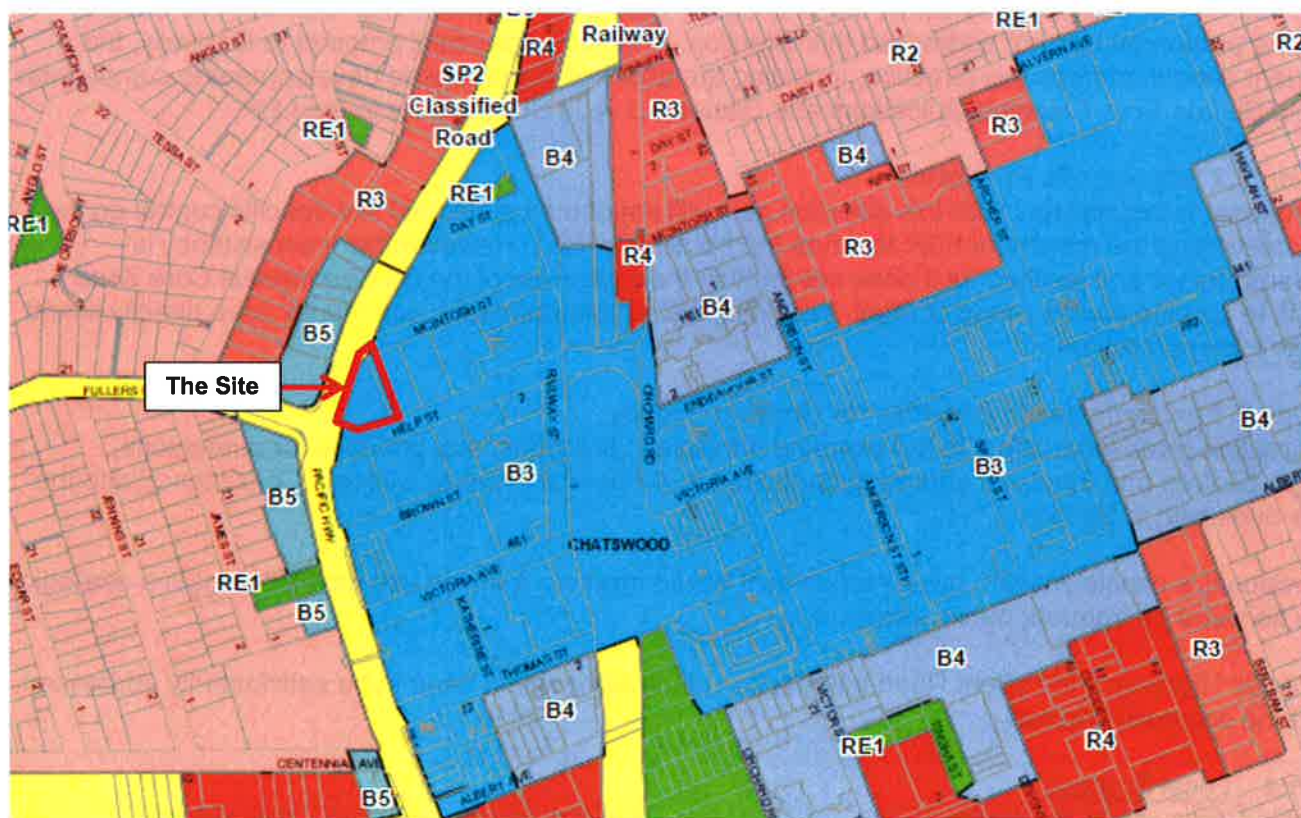


Figure 6: Extract of Land Zoning Map for Chatswood CBD (Sheet LZN_004)

4.2.2 Proposed use of land

The planning proposal is for a 35 storey mixed use development containing retail, office space, residential apartments, a rooftop restaurant and basement car parking.

The proposal seeks to amend the development controls for the subject site to the following:

Control	Explanation
Zoning	B3 Commercial Core. Residential flat buildings are prohibited
Building height	130 metres
Floor space ratio	17.5:1
Maximum FSR for shop top housing	12:1
Clause 6.12 Shop size in Zone B3 and Zone B4	Remove restriction for site
Clause 6.7 Active street frontages	Pacific Highway and Help Street frontage
Schedule 1 Additional permitted uses	Permit 'shop top housing' with development consent on the site

The Department recognises Chatswood CBD as an important suburban office market, and also a successful mixed use centre - one where there is capacity for additional mixed use development. Some of the barriers to growth in Chatswood's office market include high land costs, strong competition from other office markets (e.g. Macquarie Park and Norwest Business Park), robust demand for residential and the quality and size of commercial floor plates.

The provision of housing, in addition to commercial uses, is considered a positive outcome for Chatswood, consistent with *A Plan for Growing Sydney*. With a proposed commercial GFA of 8,935m² compared to the existing building, which provides 7,790m² (as estimated by Council) or 6,785m² (according to the Planning Proposal), there is no net loss of commercial GFA. The proposal would in fact allow an increase of approximately 1,145 – 2,150m² GFA depending on the source of the figures. The retention of a minimum amount of non-residential floor space is supported. This should be ensured through an additional provision in the LEP, for example the inclusion of a minimum non-residential FSR of 5.5:1. Otherwise, the controls would permit the development of a single floor of commercial, with residential above (i.e. shop top housing).

4.2.3 Economic Impact Assessment

The planning proposal is supported by an Economic Impact Assessment report (Tab J) prepared by HillPDA. The report concludes there are currently 307 employees on the site and that 655m² of the 6,786m² of office space is vacant, which correlates to a 10% vacancy.

The report estimates the proposed development would:

- create 561 jobs which is a net increase of 254 jobs;
- generate an estimated \$39.1m in salaries annually, a net increase of \$20.8m;
- generate \$8.8m in retail expenditure annually by residents and workers;
- contribute \$44m to Australia's GDP, an increase of \$20.2m;
- improve street activation with the benefits of increased security, increased passing traffic for local retailers and increased investment within the area; and
- support investment in associated industries through the direct investment proposed by the development and a wide range of economic multipliers.

While the study concludes that a residential component is necessary to facilitate redevelopment of the site, there is no accompanying feasibility modelling to test the viability of different development scenarios. It is therefore unclear whether a less dense development proposal would feasibly lead to redevelopment of the site in the short-term.

The Economic Impact Assessment also does not test the impact of removing the restriction on shop sizes of 100m². Insufficient information is provided as to the kind of large format retail that would be envisaged on the ground floor of the development. It is noted that the WLEP 2012 planning controls restrict shop size on the western side of the North Shore Railway Line due to the predominately office focus compared to the eastern side that is considered Chatswood's retail precinct.

This element of the proposal could result in a significant impact on nearby retail activity and would need to be further addressed should the proposal proceed. The removal of the shop size restriction is not supported without further evidence.

4.2.4 Emerging built form of Chatswood CBD

The proposal identifies four sites on the western side of the North Shore Rail Line that are zoned B3 Commercial Core and allow shop top housing as an additional permitted use under WLEP 2012. The Department has identified a number of nearby mixed use/residential developments in Chatswood CBD approved under the former Part 3A of the *Environmental Planning and Assessment Act 1979*. These sites, including their relevant planning controls, are shown in Figure 7.

The emerging pattern of development in Chatswood is for higher buildings concentrated near the railway line and Chatswood Transport Interchange (i.e. at the core of the centre), transitioning to lower buildings near the Pacific Highway to the west. This is also reflected in Council's strategic planning and height of buildings map in the LEP.

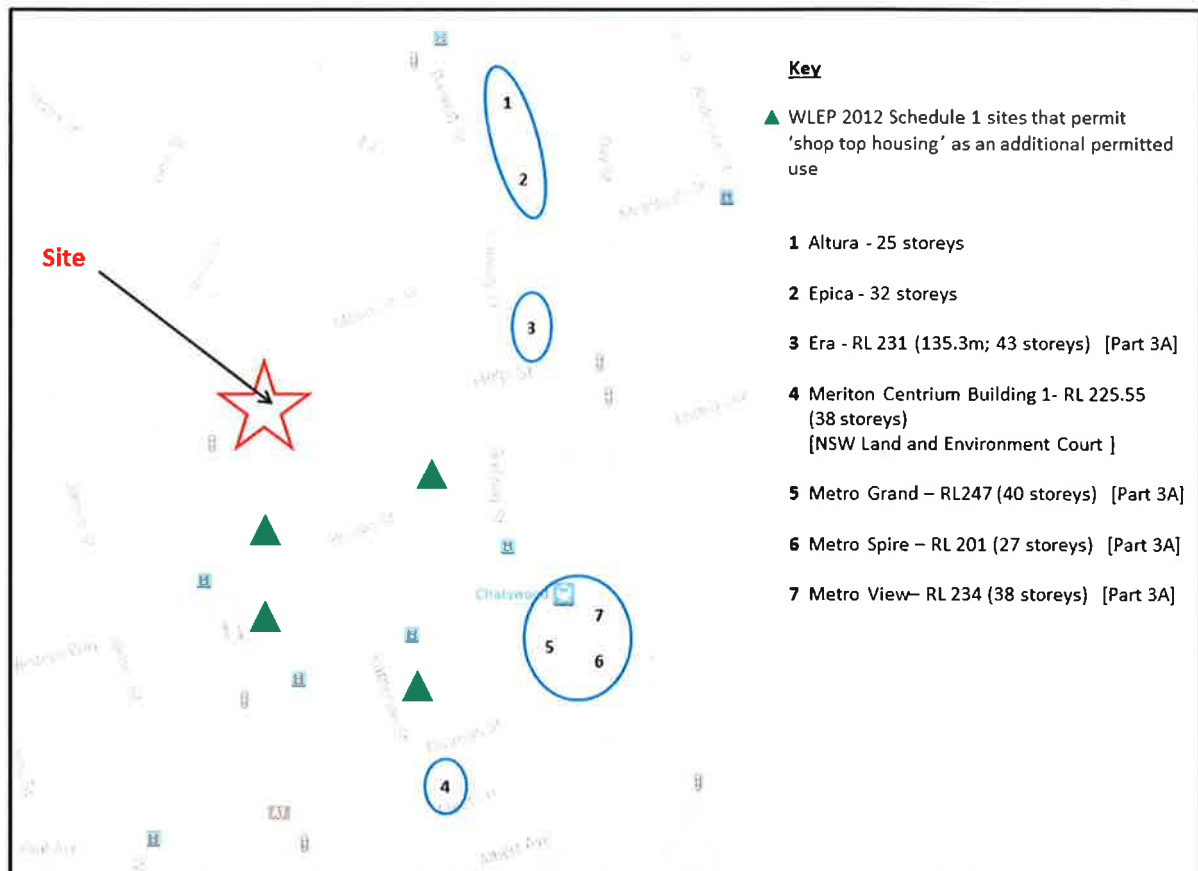


Figure 7: Nearby Residential/Mixed Use Development (base image source: Planning Viewer)

4.2.5 Urban design and built form outcomes

A preliminary concept design report (Tab H) in support of the planning proposal has been prepared by Francis-Jones Morehen Thor, proposing two towers of 130 metres (northern section of site) and 60 metres (southern section of site) (see Figure 8). The towers sit above a 6 storey commercial podium fronting the Pacific Highway.

The proposal's building height analysis does not compare the height of immediately surrounding development, but rather taller buildings more central to Chatswood, that is, on or near the Chatswood Transport Interchange. The accompanying images and perspectives do not adequately show the visual impact of the development from within the Chatswood CBD, looking west to the adjoining low density residential area west of the Pacific Highway. This approach fails to adequately show the proposed building in its context.

It is noted that several of the towers included in the applicant's comparative height study have been shown taller due to representing height to the top of the architectural roof feature (e.g. Chatswood Transport Interchange Towers) or have not been adjusted due to a Land and Environment Court decision (e.g. Meriton Centrium). Furthermore, the 45 Victor Street (Australia Post site) planning proposal, which was also subject to a pre-Gateway review, has been withdrawn by the applicant.

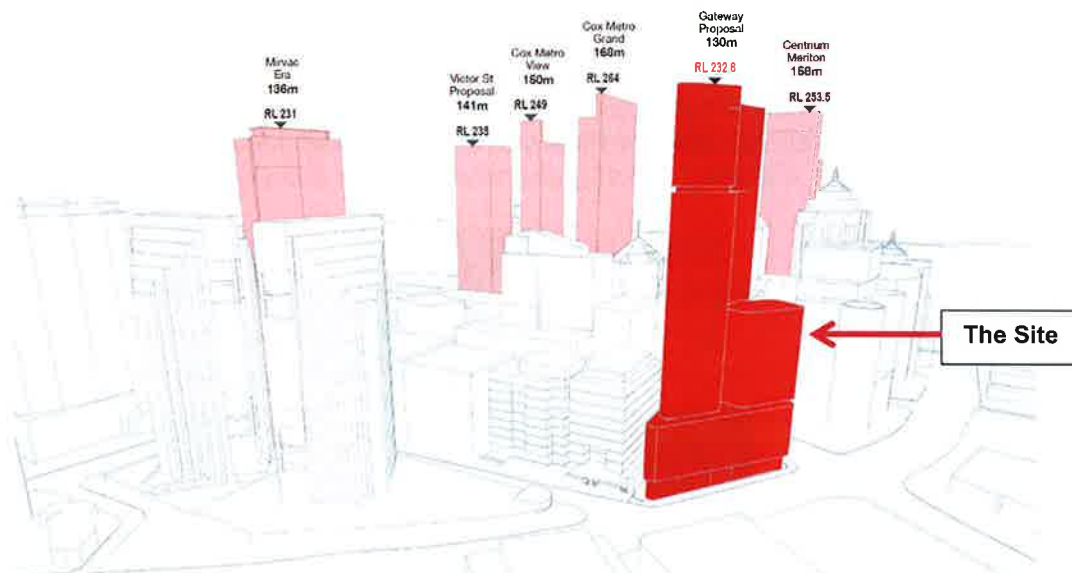


Figure 8: Proposed built form. Source: Francis-Jones Morehen Thorp 2014

An extract of the Height of Buildings Map from WLEP 2012, showing the site and surrounding height controls is shown in Figure 9. The map clearly shows Council's intention to transition buildings heights to lower building forms along the Pacific Highway frontage, where they are closer to the low density residential area and further away from the railway station.

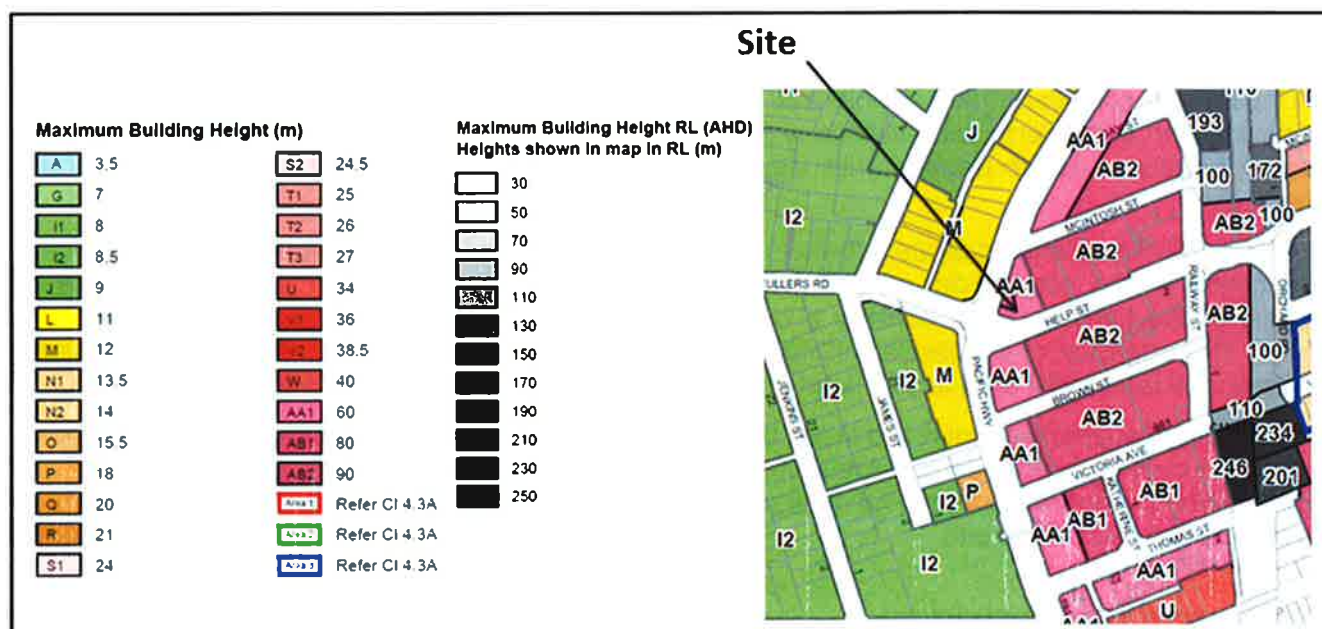


Figure 9: Extract of Height of Buildings Map LEP 2012 (HOB_004)

The proponents urban design rationale appears to be focused on establishing a 'Gateway' to Chatswood Strategic Centre. However, the site is not identified in any strategic or statutory planning documents as a 'gateway' entrance to the CBD or transport interchange area. Ideally, Gateway entrances should be identified as part of a broader strategic planning exercise across the entire centre.

Shadow diagrams (see Figure 10) are provided to support the argument for greater density. The shadow analysis demonstrates how the additional height would impact on neighbouring properties in terms of the shadow cast at different times of day. Importantly, the proposed development would overshadow up to three blocks of residential and commercial properties to the south-west of the site at 9am. The shadow would then fall on the western section of Kenneth Slessor Park and north-west corner of the Chatswood Public School playground (south-west of the site) from 10am. From 12pm and onwards, the proposed development will contribute to the existing overshadowing over the Chatswood CBD. The proposal will

increase the number of shadow affected properties in the early morning and will alter the shadows cast over the residential area from existing commercial buildings (compare 'green' and 'red' outlines in Figure 10).

The proposal considers the impacts of overshadowing on the school, however does not address the additional shadows cast over Kenneth Slessor Park and the residential and commercial properties. Should the proposal proceed to Gateway, a comprehensive shadow analysis should be undertaken.

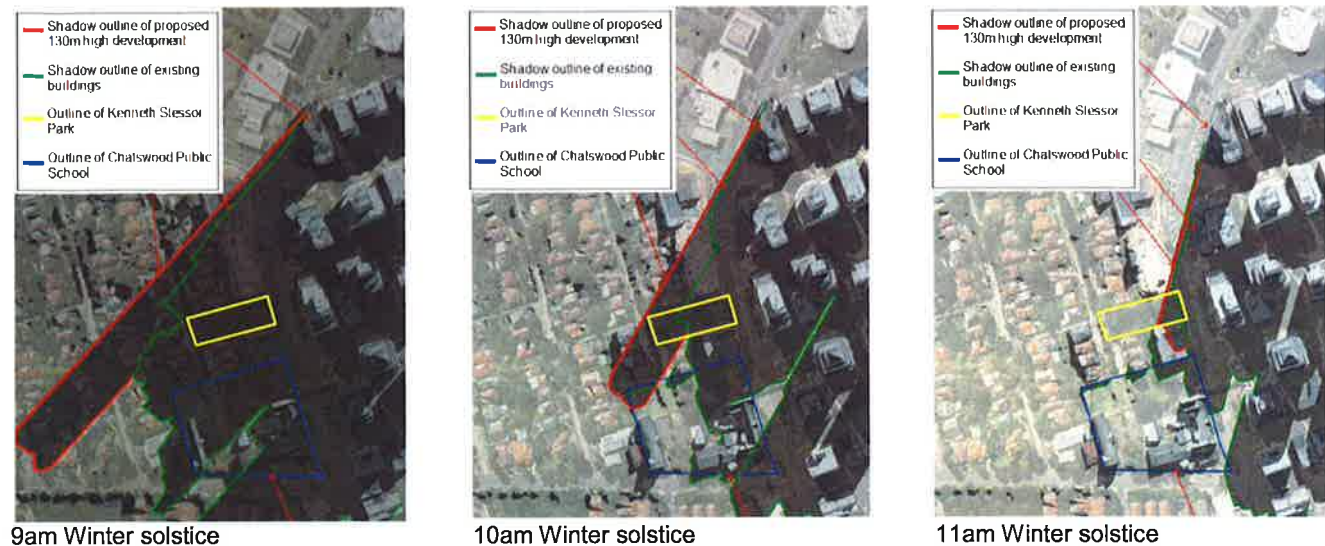


Figure 10: Shadow analysis. Source: Project Surveyors 2014

4.2.6 Built form conclusions

The Chatswood CBD environment is characterised by high density commercial and residential towers. The Department considers there is potential for increasing height and density for the Chatswood CBD. The introduction of modern, tall buildings within the Chatswood CBD is consistent with its growth over time and therefore it is the Department's view that there is scope for additional height, given this CBD context.

However, in general planning terms, a better urban form outcome is for the tallest buildings to be located in the centre of the commercial core and for new towers to step down from this level towards the periphery of the CBD so as to achieve a better tower height distribution across the Chatswood CBD skyline. The approval of excessive building heights at the edge of the centre may have undesirable impacts on the residential area further west of the site.

The Department supports an increase in the building height and FSR for the site. However, the proposed height of the building is considered excessive, as it significantly exceeds the scale of the existing buildings in the immediate vicinity, and does not provide for an adequate transition to neighbouring properties to the west of the site.

4.3 Services and Infrastructure

4.3.1 Public transport – trains and buses

The site is well serviced with public transport infrastructure. The site is approximately 200 metres from Chatswood Transport Interchange, which includes Chatswood Railway Station and Bus Interchange with regular services to Sydney CBD, North Sydney, Strathfield, Hornsby, Macquarie University and Parramatta.

4.3.2 Traffic, access and car parking

The original preliminary concept design (Tab H), proposes one driveway off Help Street with access to 350 basement level car parking spaces and a loading dock which exceeds the Council's DCP car parking controls.

The transport impact assessment (Tab I) prepared by GTA Consultants for the proponent state the traffic generated would not have a substantial impact on the surrounding road network. The proposal is

anticipated to generate 48 vehicle movements in a weekday morning peak hour (an additional 12 veh/hr) and 81 vehicle movements in a weekday afternoon peak hour (an additional 40 veh/hr).

In contrast, a review of the proposal by Council estimates the proposed development will generate a minimum of 113 vehicle movements in a morning peak hour and 129 vehicle movements in a morning peak hour. Council state the proponents calculated traffic generation is an underestimation due to the methodology applied and rates used.

Should the proposal proceed to Gateway, the proponent should provide an updated traffic assessment that address the pinch-point at the Pacific Highway and Fullers Road intersection opposite the site (west), as identified in *A Plan for Growing Sydney*, and seek to reconcile the differences between the proponent's and Council's traffic estimates.

4.3.3 Infrastructure and services

The proposal would require upgrades and/or augmentation to the existing utility services to accommodate the future residential population. The relevant state infrastructure service providers should be consulted, should the proposal proceed to Gateway.

4.3.4 Open space and community facilities

The site is accessible to a range of open space and community facilities, including Fullers Road Reserve, Chatswood Oval, Currey Park, Blue Gum Park, Willoughby City Library and local schools.

5. BACKGROUND SUPPORTING INFORMATION

5.1 Adequacy of existing information

The application as submitted to Council was supported by the following documentation:

- Pre-Gateway Review Application Form;
- Cover Letter, SJB Planning, August 2015;
- Planning proposal, Gateway Chatswood, 815 Pacific Highway, Chatswood, December 2014 (as refused by council);
- Architectural Design Report, FJMT Architects, August 2014;
- Architectural Design Report, FJMT Architects, August 2015 (amended);
- Economic Impact Assessment, HillPDA, December 2014;
- Shadow Diagrams, Project Surveyors, July 2014;
- Transport Impact Assessment, GTA Consultants, September 2014;
- Survey Results, Geosurv, May 2014;
- SIDRA Intersection Results, SIDRA Solutions, September 2014; and
- Willoughby City Council Ordinary Council Meeting, July 2015.

Is the supporting information provided more than 2 years old? Yes ☐ No ☒

Is there documented agreement between the proponent and the council regarding the scope/nature of supporting information to be provided? Yes ☐ No ☒

Is there evidence of agency involvement in the preparation of any supporting information or background studies? Yes ☒ No ☐

5.2 Requirement for further information

No further information is required.

6. CONCLUSION

It is recommended the proposal be referred to the Sydney East Joint Regional Planning Panel for independent review. The proposal demonstrates strategic and site-specific merit. It is consistent with objectives and directions under *A Plan for Growing Sydney*, relevant State Environmental Planning Policies, section 117 Directions and local policies.

The proposal seeks to renew a site that has strong public transport links, good access to jobs and services, open space and community facilities. Furthermore, the site is located in an area identified for additional mixed use development.

The Department supports the introduction of shop top housing as an additional permitted use on the site, noting that several buildings within the Chatswood CBD already include a mix of residential and commercial uses, reflecting an existing trend towards a mix of uses in the centre. The Department also supports the retention of a similar level of commercial floor space to that which exists on site and is permitted under the current controls. This minimum non-residential floor space should ideally be guaranteed through the planning controls.

The Department has concerns with the bulk and scale of the proposed development, given the proposal seeks to significantly increase the height of buildings in a location at the periphery of the Chatswood CBD and close to lower density areas. It is difficult to support the 'Gateway' concept put forward by the proponent in the absence of coordinated strategic planning and urban design analysis across the entire centre. It is recommended the Panel consider reducing the building height to be consistent with the scale of buildings along the Pacific Highway frontage, noting that this may need to be informed by economic feasibility analysis.

It is recommended the Panel consider the following issues in making its recommendation as to whether the planning proposal should proceed to Gateway:

- the proposed building height and density for the subject site should be reduced to enable a more appropriate transition to the lower density area west of the Pacific Highway. Buildings on the site should take reference from the existing built form along the Pacific Highway frontage;
- additional evidence is required to support the removal of the 100m² restriction on the size of shops; and
- further traffic assessment is required to investigate the 'pinch point' at the Pacific Highway and Fullers Road intersection, in consultation with RMS.

7. RECOMMENDATION

It is recommended that the Deputy Secretary:

- **form the opinion** that sufficient information has been provided and the request is eligible for review, and
- **agree** to forward the request to the Sydney East Joint Regional Planning Panel for advice.

Endorsed by:


Lee Mulvey
Director, Metropolitan (CBD)

24/1/16


Marcus Ray
Deputy Secretary, Planning Services

01/02/2016


Brett Whitworth
A/Executive Director, Regions

22 January 2016