

An aerial photograph of the Chatswood city center in Sydney, Australia. The image shows a dense urban environment with various buildings, including residential and commercial structures. A specific site is highlighted with a black outline, showing a proposed building design. The background is slightly faded to emphasize the text.

282-284 VICTORIA AVE, CHATSWOOD

URBAN DESIGN REPORT

09 DECEMBER 2020

PREPARED FOR UT282 PTY LTD

REV A

**NSW Architects Registration No. 7133
A17145**



Contact

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An aerial photograph of a city, likely Melbourne, showing a mix of residential and commercial buildings. A specific site is highlighted with a black dot and a line pointing to a text box. The site is a blue building located in the center-left of the image. The surrounding area includes a large parking lot, various other buildings, and a dense residential area in the background. The sky is overcast.

Subject Site
2,127.1 m2

**Site Area Extracted from Survey prepared by
GEOSURV; 181064_D_02 dated 13.11.2018**



INTRODUCTION

This urban design report has been prepared by Aplus Design Group (Aplus) on behalf of the landowner for the subject site, 282-284 Victoria Avenue, Chatswood, UT282 PTY LTD.

The 2,127.1 m² site is located within 500m of the Chatswood Rail and Bus Interchange and fronting Victoria Road to the north, Bertram Street to the West, and Neridah Street to the east. High density residential apartments to the southern boundary forms the interface between the site and the surrounding low density residential neighborhood.

The Primary purpose of the report is to:

1. Identify the key land parcels that have the capacity of the subject site and demonstrate its ability to serve a greater cause within the context of the Chatswood CBD Planning and Urban Design Strategy given its close proximity to Chatswood Chase and forming the eastern gateway entrance to the Chatswood CBD.
2. Identify opportunity to amend the Willoughby Local Environmental Plan 2012 to achieve an enhanced urban design outcome for the precinct.

Introduction | Executive Summary



THE OPPORTUNITY

1. Currently there is a high level of demand for open space, affordable housing and community facilities close to major transit hubs. This reinforces established patterns city wide where zoning of higher density development closer to major business and public transport hubs is the norm, in turn reducing the impact on city infrastructure and reducing traffic loads on local road networks.
2. 282-284 Victoria Avenue is located approximately 500m from the Chatswood Rail and Bus Interchange, directly adjacent to Chatswood Chase Shopping Center, hence has the capacity to deliver this key, in demand amenity.
3. The current configuration of building height and massing can be improved resulting in enhanced solar amenity to the finer grain, established residential neighborhoods to the south.
4. Clearer definition to identify Victoria Avenue as a key urban connector within Chatswood binding the eastern boundary of the precinct to the CBD.

Introduction | Executive Summary

THE STRATEGY

Chatswood, being identified as a strategic center in Sydney's wider Global Economic Corridor provides the opportunity for greater employment, affordable housing, community facilities and public open space. Any growth outcome should balance the impact on established land ownership and their existing amenity. The strategy has two key components:

1. Identify key strategic land parcels within the precinct that has capacity to provide more capacity. As the amalgamation for smaller land parcels with large individual ownership is a complex, time consuming process, larger single ownership sites will provide a more streamlined process with immediate impact on the revitalization of the precinct.
2. By understanding the natural orientation of the street and development pattern, minimize the impact of overshadowing on the adjacent low density neighborhood.

THE PROPOSAL

Aplus has prepared a massing and land capacity study of 282-284 Victoria Avenue based on building massing and height and demonstrated, on balance, the following proposal:

Based on our analysis and subsequent design output, we have identified 282-284 Victoria Road as key land parcel with a size and ownership structure appropriate for amalgamation.

The site will identify as a gateway marker for the eastern side of the precinct along Victoria Road into the CBD.

The inherent orientation of the subject site and surrounding street pattern, will help improve the solar amenity for residents with reduced overshadowing and increased solar exposure on adjacent sites.

Further detail can be found in the attached document.

RECOMMENDATION AND NEXT STEPS

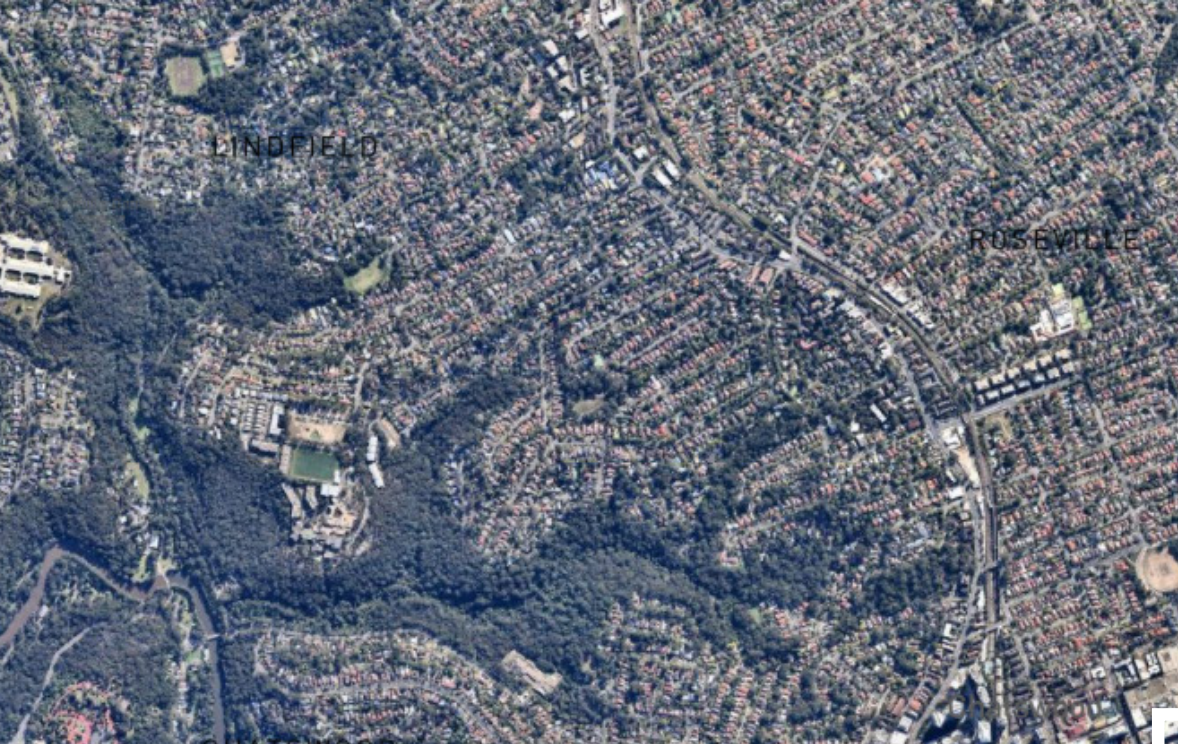
We respectfully request that Council consider our analysis and review, considering the resident and amenity opportunities we have identified and amend the **Chatswood CBD Planning and Urban Design Strategy** to reflect the enhanced planning outcome that will drive the future development of the area.

The Planning Proposal would seek to:

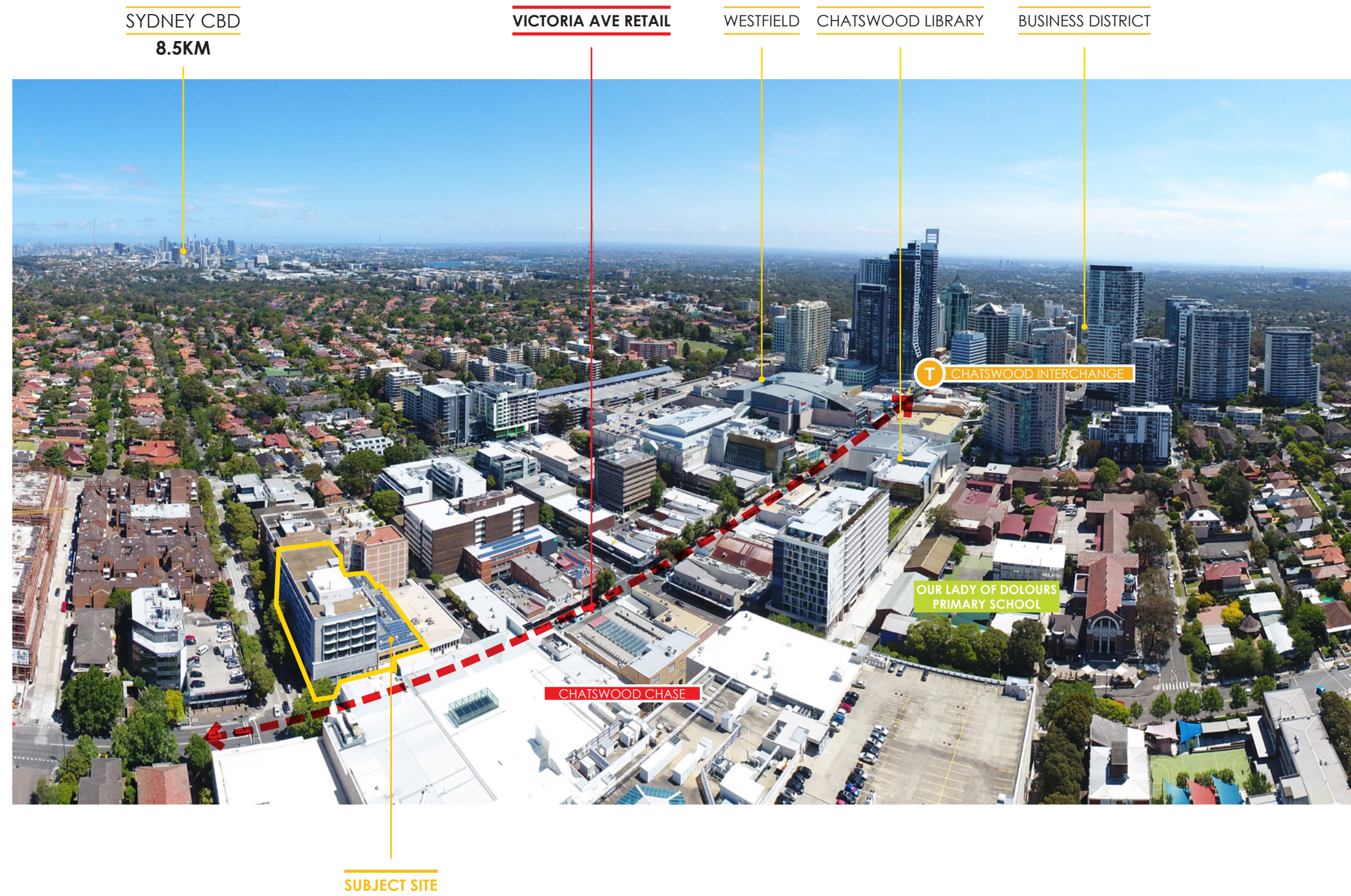
- **Amend the land use map from B3 commercial core to B4 mixed use zone to the subject site; which is consistent with the recommendations by NSW Government Planning Industry and Environment for Chatswood Strategy.**
- **Amend the height of buildings (HOB) map to apply maximum building height to the subject site of 90 metres; which is consistent with the strategy.**
- **Amend the floor space ratio (FSR) map to apply a maximum FSR to the subject site of total FSR of 6:1**

The amendments scheduled above will strongly position the subject site to fully contribute in realizing (as an identified strategic center in the Greater Sydney Commissions (GSC) North District Plan), the Chatswood CBD Planning and Urban Design Strategy and the wider objectives of the GSC's Metropolitan Strategy 'A Plan for Growing Sydney'. The improved public amenity provided by 282-284 Victoria Avenue will positively contribute to the desire for the provision of new homes and housing choice, open space and social infrastructure.

Aplus Design Group and UT282 would be pleased to meet with the NSW Department of Planning and Environment and the Willoughby Council to discuss the opportunities presented in this proposal and how they might be incorporated into the future vision of Chatswood.



Site Context | Urban Analysis

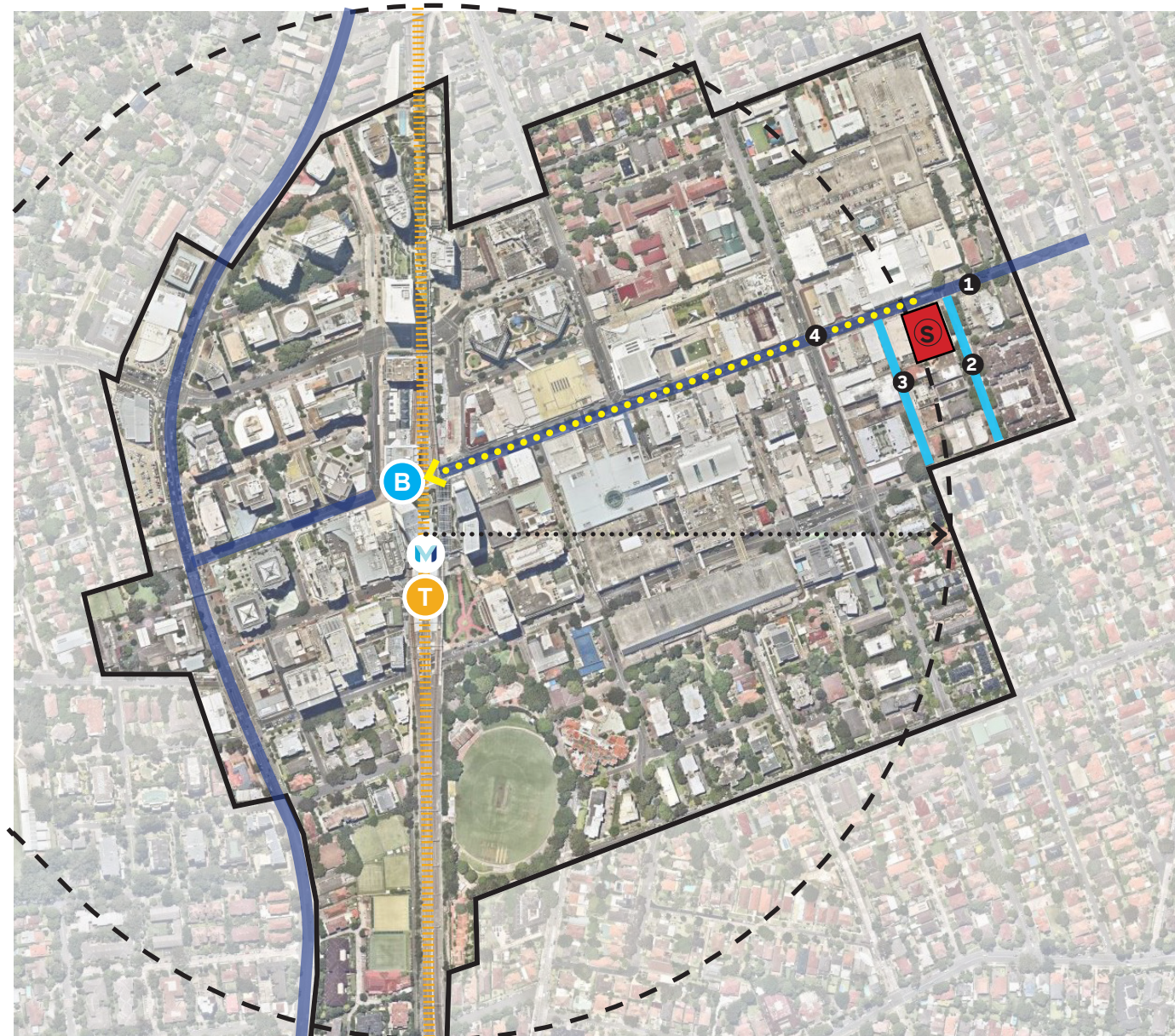


282-284 Victoria Avenue has a site area of 2,127m² and is strategically located at the eastern end of Victoria Avenue.

The site has two primary frontages, Victoria Avenue to the North; fronting Chatswood Chase, and Neridah Street to the East with established medium and recent high density residential developments. The Southern Facade adjoins lower scale commercial development facing Albert Avenue.

The site marks the beginning of the 600m long Victoria Ave retail precinct culminating in Chatswood Interchange. It is one of the few sites within the town center that has the quality and locality to transform the urban experience of Chatswood CBD.

Site Context | Precinct Analysis



- | | |
|-----------------------------|---------------------------------------|
| ⑤ SUBJECT SITE | ① Victoria Ave |
| ④ Chatswood Train Station | ② Neridah St |
| ③ Chatswood Metro Station | ③ Bertram St |
| ② Chatswood Bus Interchange | ④ Pedestrian link to public transport |



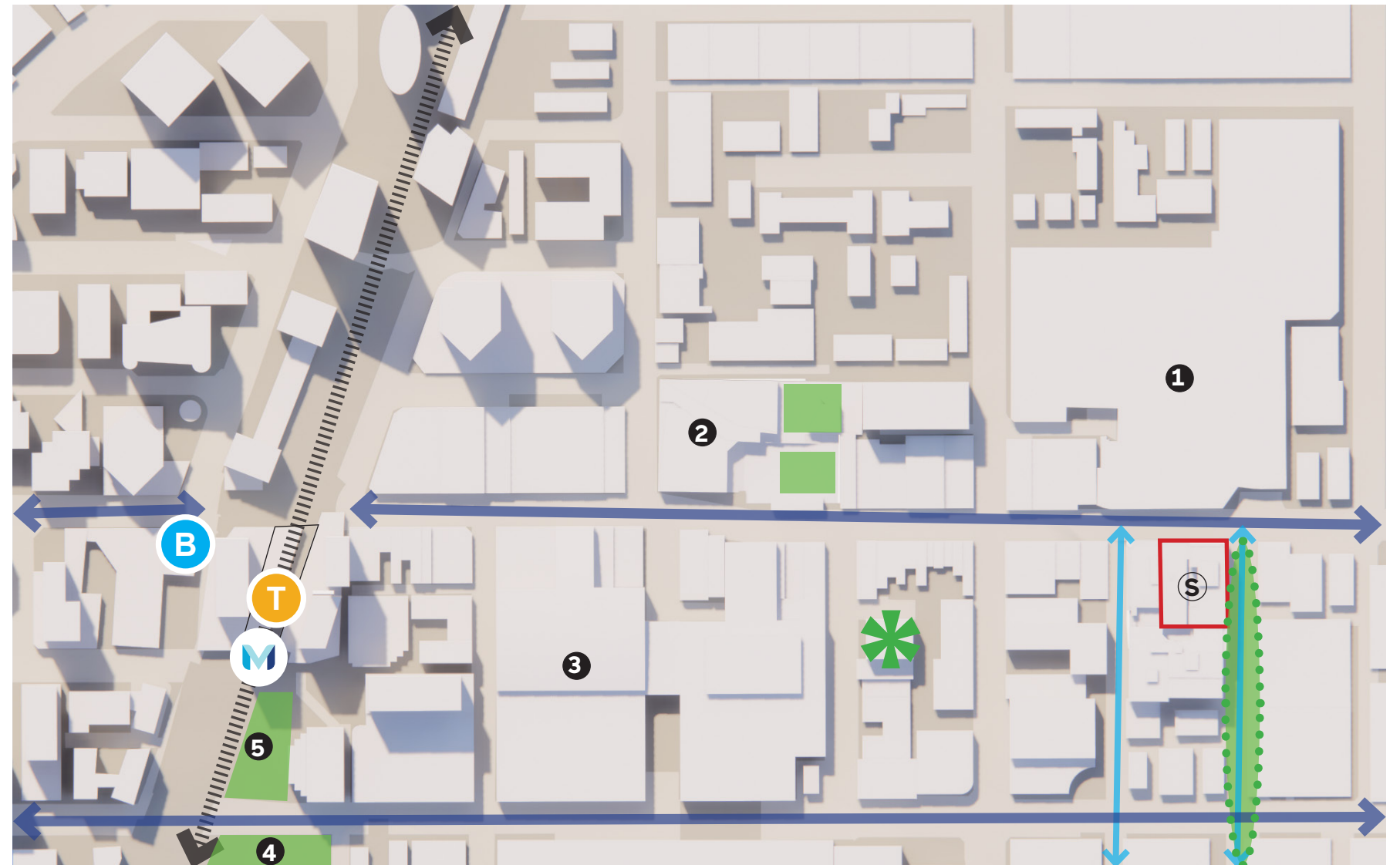
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|---|--------------------------------|
| ⑤ SUBJECT SITE | ② Chatswood Oval |
| ④ Existing open spaces | ③ Memorial Park |
| ③ New open space | ④ Chatswood Bowling Club |
| ② High activity retail | ⑤ Chatswood Chase Shopping |
| ① Retail centers | ⑥ Westfield Chatswood |
| ① Green tree-lined street leading to subject site | ⑦ Victoria Ave - Active Retail |

Site Context | Site Analysis

Site connectivity and Landscaped public domain

The subject site is located on a prominent corner which is well connected to road networks and pedestrian links. The main vehicular road frontage is on Victoria Ave to the north and Neridah St to the east.

Green amenities in the vicinity includes Chatswood Library, Chatswood Oval, Memorial Park. Tree-lined streets extend along Neridah St. The proposal seeks to extend the tree lined canopies to the subject site and activate the ground floor public domain.



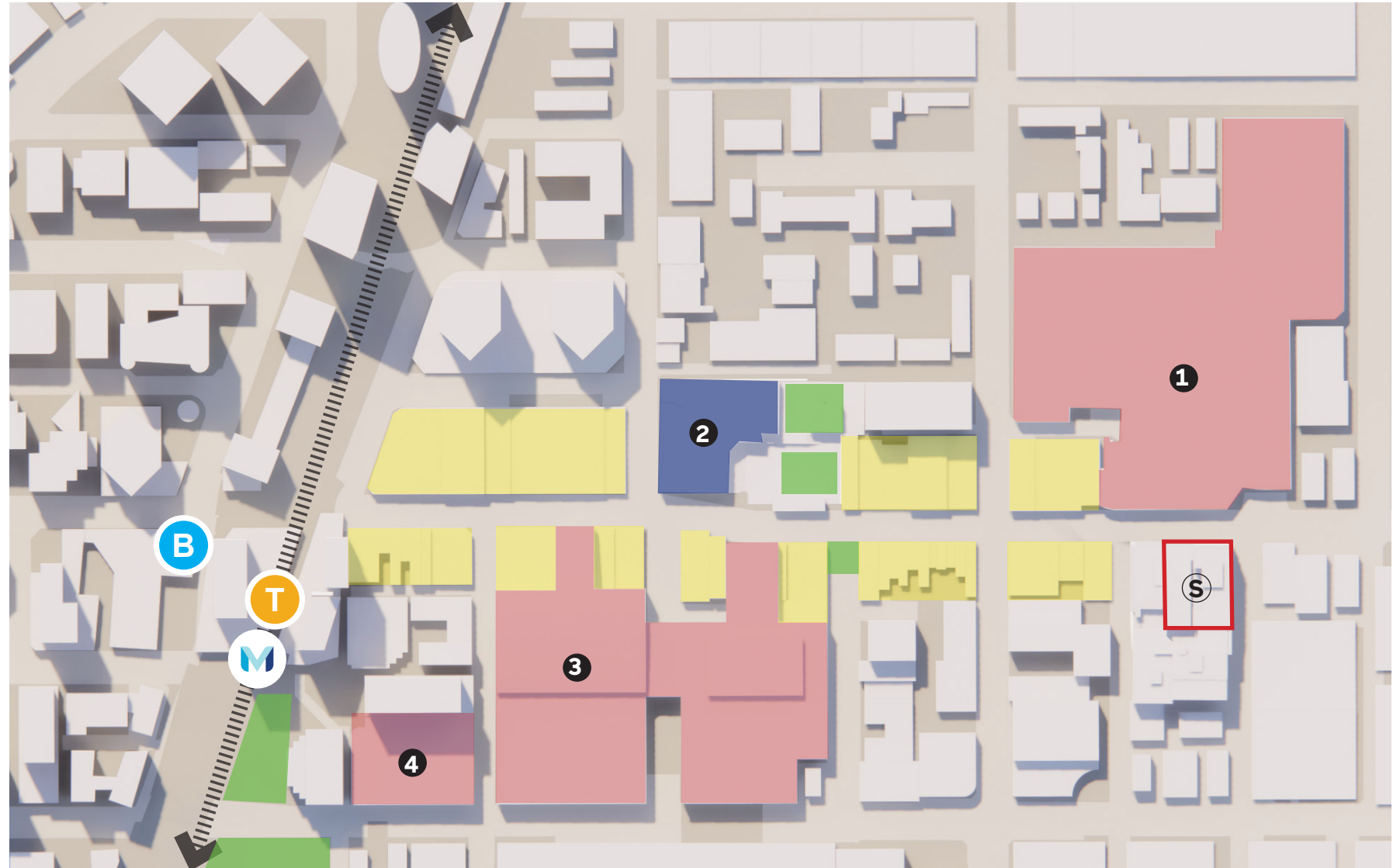
- | | | | |
|---|---------------------------|---|--------------------------|
| ⑤ | SUBJECT SITE | ① | Chatswood Chase Shopping |
| ④ | Chatswood Train Station | ② | Chatswood Library |
| ③ | Chatswood Metro Station | ③ | Westfield Chatswood |
| ② | Chatswood Bus Interchange | ④ | Chatswood Oval |
| ① | Existing open spaces | ⑤ | Memorial Park |
| ✱ | New open space | | |
| 🌳 | Green tree-lined street | | |

Site Context | Site Analysis

Neighbouring use and development

The subject site and Chatswood Interchange (Metro Towers) bookend the Victoria Ave precinct, where strong retail activities take place. With Chatswood Civic Center to the north and Westfield to the south, this precinct is the center of everyday life for the region.

This precinct should be well defined by key sites that provide the best experience for the users and enhance the overall amenity.



- | | | |
|-----------------------------|--------------------------|----------------------------|
| ⑤ SUBJECT SITE | Existing open spaces | ① Chatswood Chase Shopping |
| ④ Chatswood Train Station | Shopping Centres | ② Chatswood Library |
| ③ Chatswood Metro Station | Fine grain active retail | ③ Westfield Chatswood |
| ② Chatswood Bus Interchange | Public amenity | ④ Mandarin Centre |

Site Context | Streetscape views

VIEW TO WEST AT VICTORIA AVE / NERIDAH STREET INTERSECTION



STREET RETAIL

CHATSWOOD
METRO

CHATSWOOD
CHASE

VIEW TO EAST AT VICTORIA AVE / BERTRAM STREET INTERSECTION



CHATSWOOD
CHASE

STRATA APARTMENTS

02

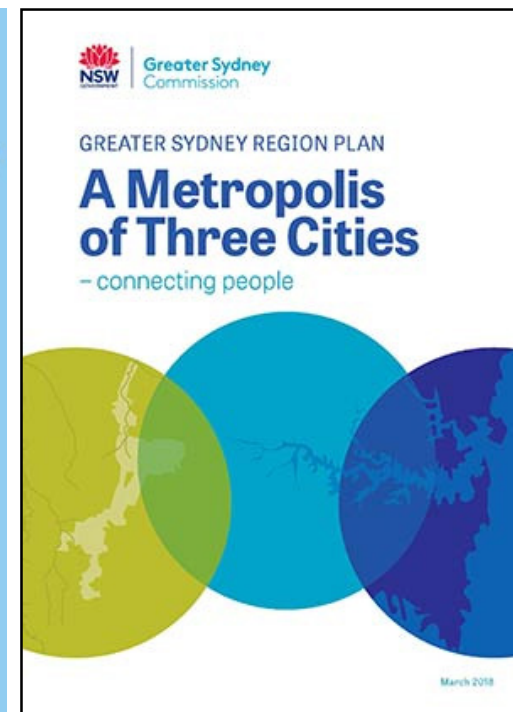
PLANNING CONTEXT

Planning Context | Strategic framework

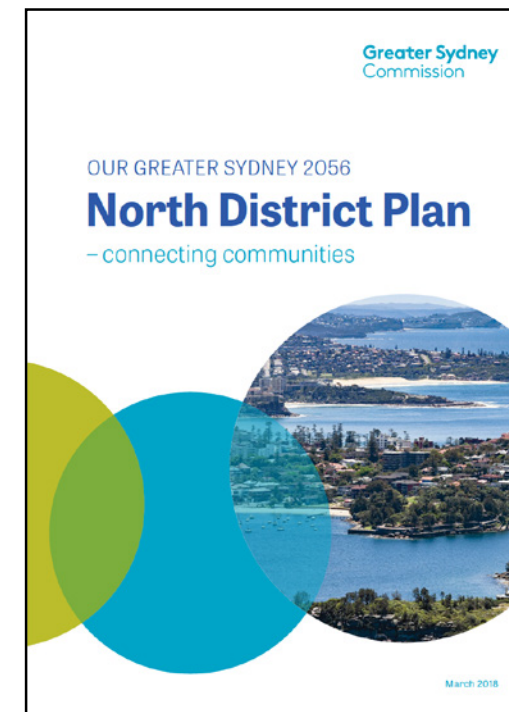
GREATER SYDNEY COMMISSION MAR 2018



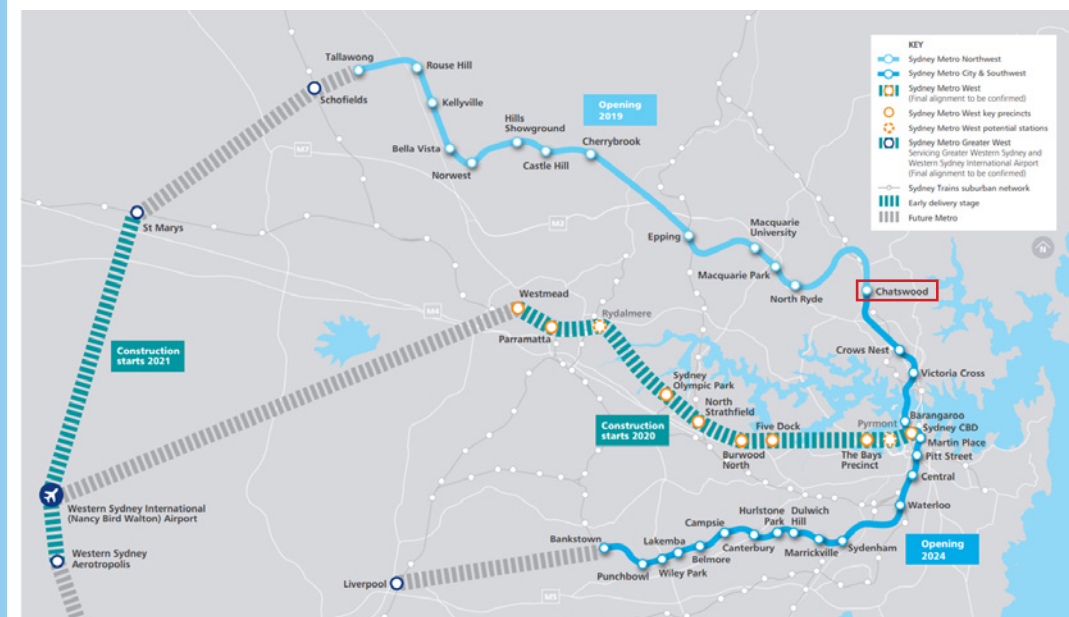
MAR 2018



MAR 2018



SYDNEY METRO; CORPORATE PLAN 2019-21, 2019



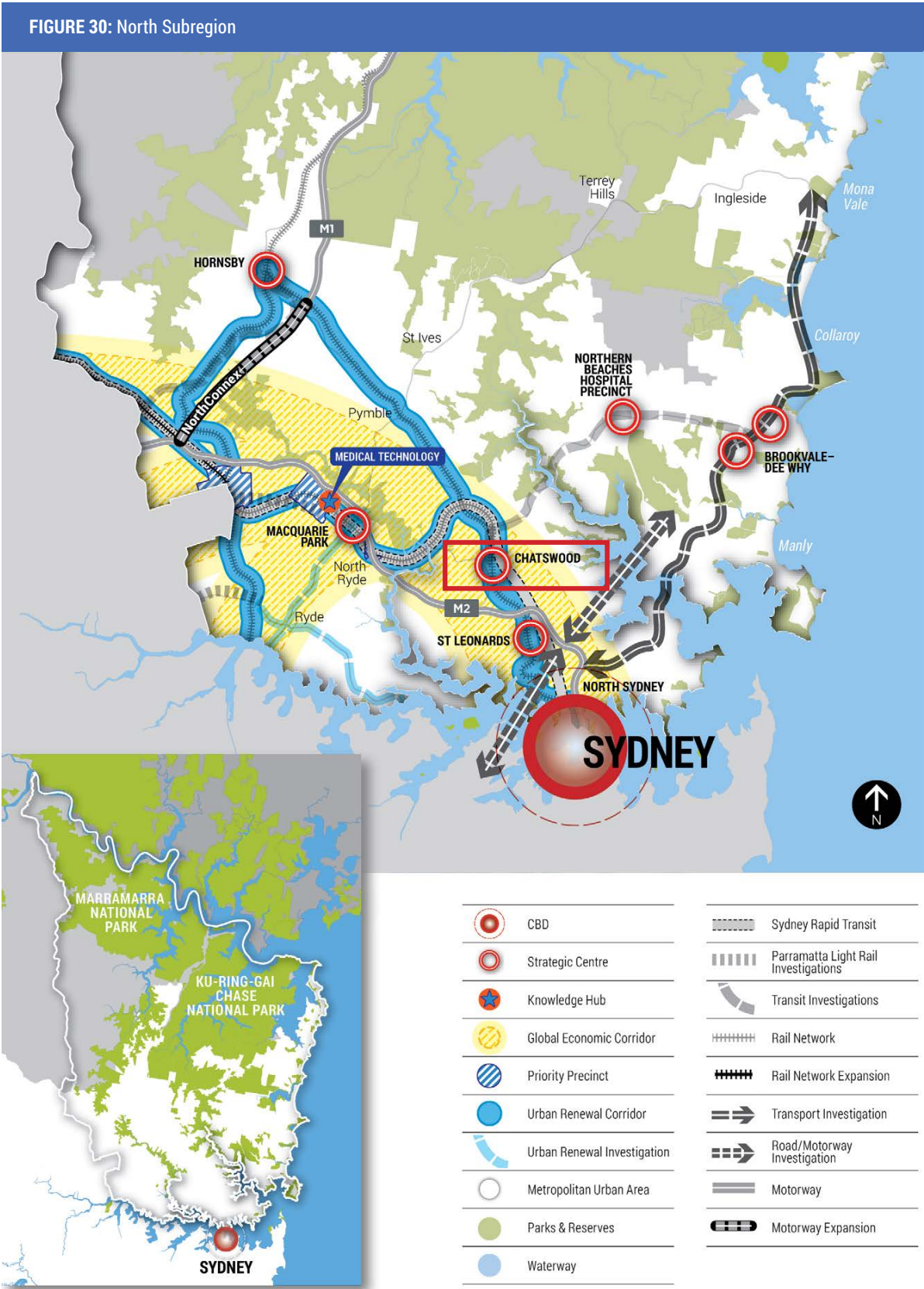
Chatswood strategic center comprises a mix of uses including retail, office, residential, community and health. The center has a highly successful retail focus with regional shopping centers including Westfield, Chatswood Chase, Mandarin Centre and other centers combining to provide one of the largest shopping precincts in Greater Sydney. Entertainment facilities such as The Concourse and Zenith Theatre contribute to the amenity of the center. Chatswood provides a vibrant night-time economy.

Maintaining and growing a high quality commercial core will facilitate the continued growth of the center as a major employment hub.

The proposed Sydney Metro station will improve connectivity to the center. Further investigation regarding bus operations and accessibility on the western side of the railway would improve amenity for the commercial core.

- Major transport hub
- Established shopping precincts
- Established & future employment opportunities
- Large population with diverse demography

Planning Context | North District Plan



PRIORITIES FOR NORTH SUBREGION

To implement the directions in *A Plan for Growing Sydney*, the following priorities will be considered and addressed in subregional planning for the North subregion.

A competitive economy

- Protect Sydney Harbour's function as a working harbour.
- Improve transit connections throughout the Global Economic Corridor to better link centres and transport gateways.
- Investigate cross-regional transit links between Macquarie Park and Parramatta.
- Improve subregional connections, particularly from the Northern Beaches to Global Sydney and to the Global Economic Corridor.
- Preserve the corridor for Sydney Rapid Transit including a second harbour rail crossing.
- Facilitate the movement of people and freight through the North subregion to the Central Coast, Newcastle, the Hunter, Northern NSW and Brisbane, including through delivery of the NorthConnex project (a twin tunnel motorway linking the M2 and M1 under Pennant Hills Road).
- Identify and protect strategically important industrial-zoned land.
- Investigate pinch-points on the Pacific Highway at Pymble Bridge/Pymble Station, Eastern Road/Rohini Street in Turrumurra, Fullers Road intersection in Chatswood and Boundary Road intersection in Roseville.

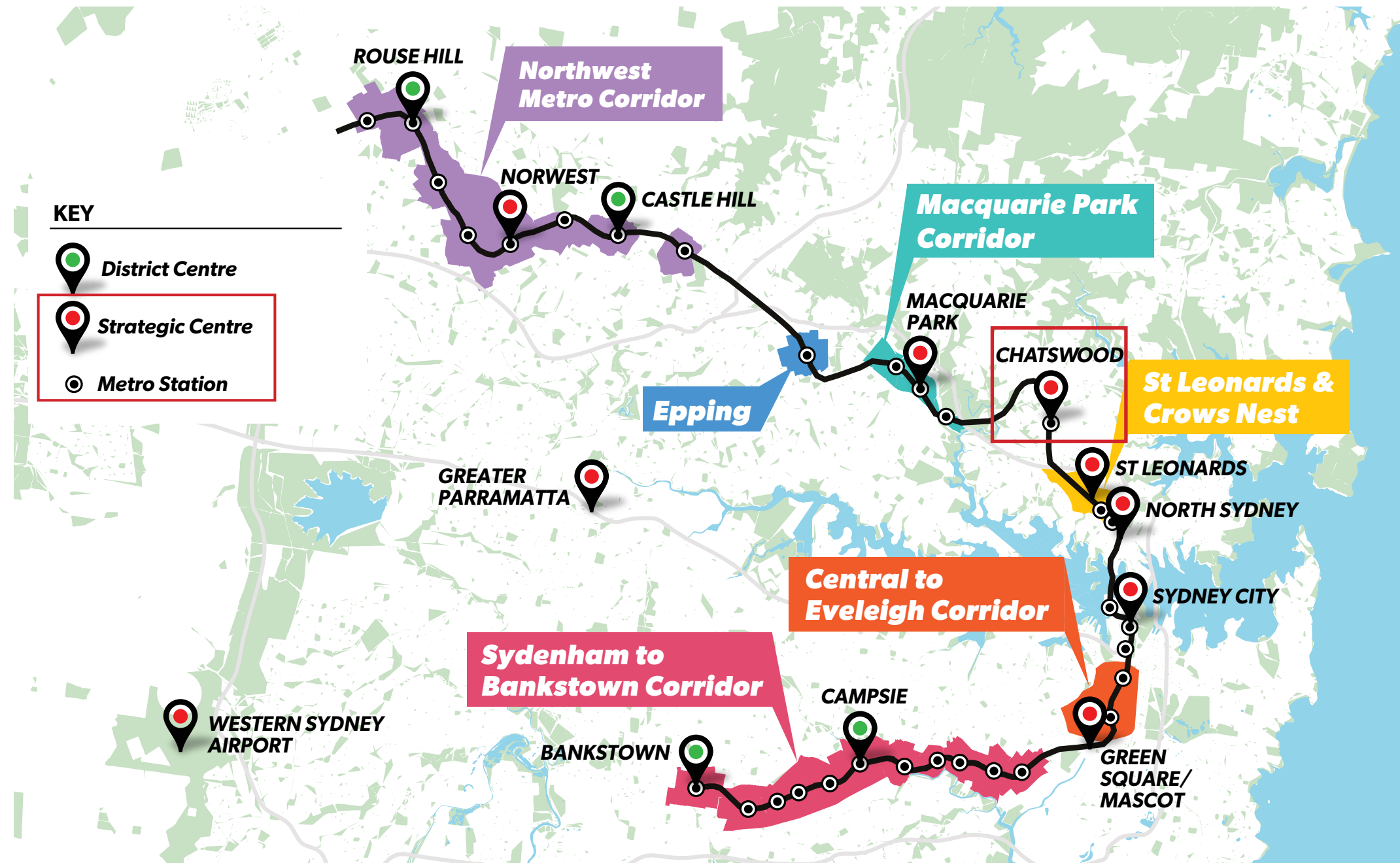
Accelerate housing supply, choice and affordability and build great places to live

North Subregion

HORNSBY
HUNTERS HILL
KU-RING-GAI
LANE COVE
MANLY
MOSMAN
NORTH SYDNEY
PITTWATER
RYDE
WARRINGAH
WILLOUGHBY

The North subregion will continue to be an attractive place to live, work and visit with a thriving economy. The subregion's Gross Regional Product is second only to the Central subregion's, with North Sydney, the second-largest office market in Sydney. Increases in the supply of housing and jobs will be focused on centres with good public transport. The subregion will offer a growing diversity of high amenity living and working environments.

Planning Context | Sydney Metro



Sydney Metro is Australia's largest public transport infrastructure project. This priority rail project by the NSW Government will be transformative for Sydney. Sydney Metro will deliver 31 metro stations and has two core components:

- Sydney Metro Northwest (formerly known as the North West Rail Link) - this 36km metro line will open in the first half of 2019 and comprise eight new stations and five upgraded stations; and
- Sydney Metro City & Southwest - this new 30km line will extend the metro from Chatswood to Bankstown, Scheduled to open in 2024, this component will deliver seven new stations and 11 upgraded stations.

A new station at Chatswood, coupled with the existing heavy rail station will significantly increase accessibility to and from the Precinct.

The faster, more frequent metro service will create demand and opportunities for new growth and development within the Precinct. The investigation seeks to harness the potential of this transformative investment in infrastructure to achieve sound and positive planning outcomes.

Planning Context | Chatswood CBD Planning and Urban Design Strategy 2036



CHATSWOOD CBD

Planning and Urban Design Strategy 2036

September 2020

We share Council's vision and believe it will utilize the best Chatswood has to offer in the wider context of Sydney's Global Economic Corridor. It has the capacity to promote office growth with its large commercial core ; unlocking the inherent potential of the current land within the precinct. When combined with the current amenity, Chatswood will significantly contribute growth of Sydney in a well-connected, contemporary and sustainable manner providing a comfortable, walkable environment.

The purpose of the Chatswood CBD Strategy is to establish a strong planning framework to guide all future private and public developments; that Council can implement to ensure Chatswood grows as a sustainable strategic center of Sydney.

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 aims to achieve:

1. A reinvigorated commercial core area and economically buoyant CBD, to provide for future employment.
2. A sustainable balance between commercial, retail, residential, education, cultural and other uses to ensure on-going vibrancy.
3. A compact, walkable CBD.
4. A city form and scale to accommodate future growth and change.
5. A CBD of exceptional urban design, easy pedestrian linkages and good public domain, where local character and heritage are embraced, and the greening of the center is achieved.
6. Simplified controls for the LEP and DCP in relation to the CBD.

Planning Context | NSW Department Endorsement



IRF19/5223

Ms Debra Just
General Manager
Willoughby City Council
PO Box 57
Chatswood NSW 2057

Dear Ms Just

Request for endorsement of the Chatswood CBD Planning and Urban Design Strategy

I refer to Council's letter seeking endorsement of the Chatswood CBD Planning and Urban Design Strategy, adopted by Council at its 27 June 2017 meeting.

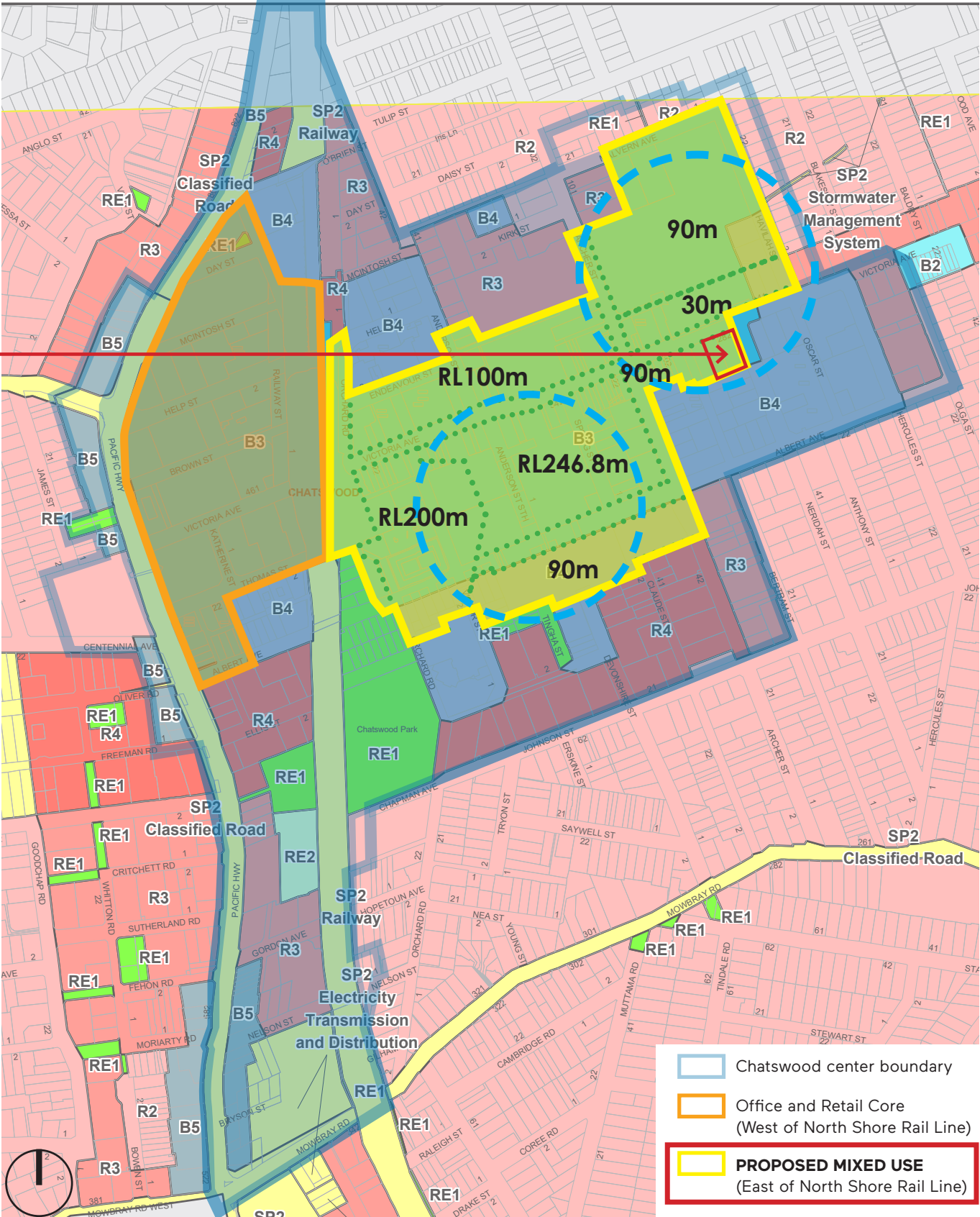
I wish to congratulate Council on the completion of the strategy. It is a comprehensive document that provides a platform for growth, management and direction of the Chatswood CBD for the next 20 years.

The Department supports the intention of the strategy to boost and support new commercial development and promote good urban design within the CBD which align with the actions and priorities of the North District Plan. However, further work is required to inform some of the strategy's key approaches.

Therefore, I advise that the strategy has been reviewed and endorsement has been approved by the Department but only where it relates to the CBD core area subject to the following conditions:

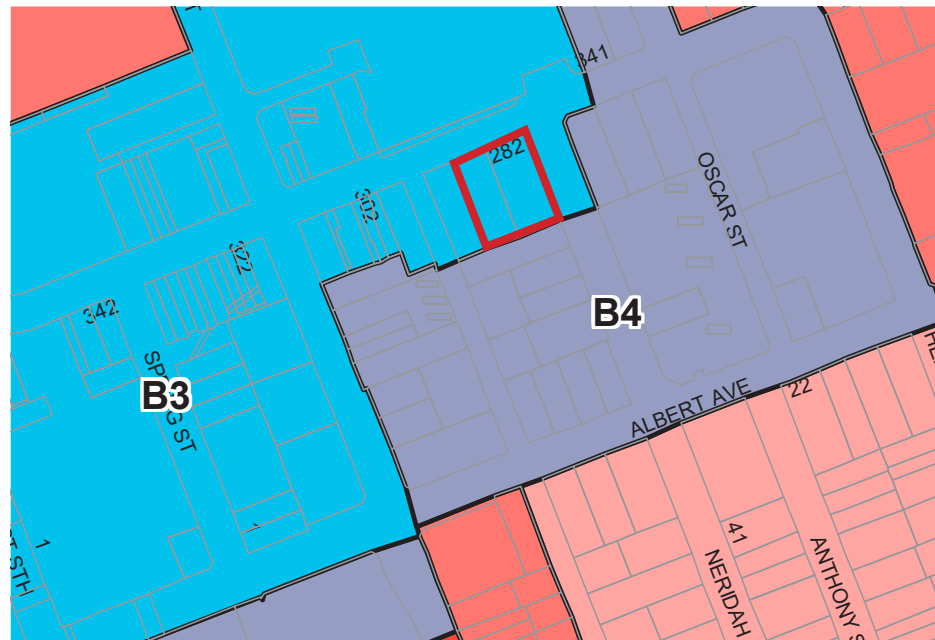
1. That no residential development is to be permitted in those areas of the CBD Core area where this land is located west of the North Shore railway line. The reason for this is that this part of the CBD is currently characterised as commercial core and still has opportunity for office space growth.
2. That mixed used development can be permitted within appropriate parts of the remaining CBD Core area (i.e. east of the North Shore rail line), but only where this results in demonstratable, significant and assured job growth, thereby aligning with the key objective of the District Plan to support job growth.
3. That any planning proposals for the CBD Core area do not result in significant traffic or transport impacts, as sites in this part of the CBD are highly accessible to Chatswood rail and bus interchange.
4. Council is to only utilise appropriate mechanisms within the parameters of the *Environmental Planning and Assessment Act 1979* for the provision of local infrastructure to support new development such revisions to its Section 7.12 or Section 7.11 Plans or inserting a new clause in Willoughby LEP 2012 for the

282-284 Victoria Ave



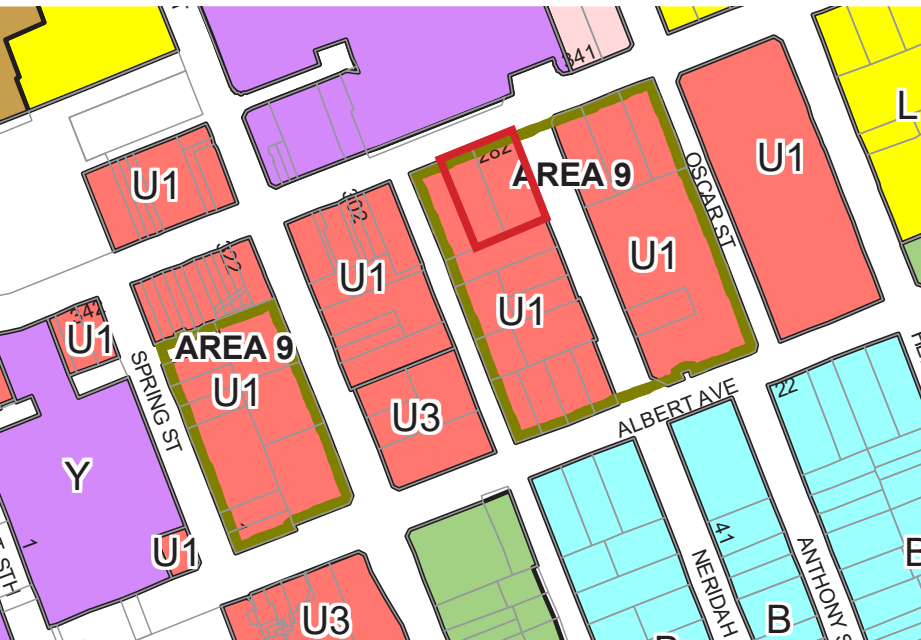
Planning Context | Willoughby LEP 2012

LAND ZONING MAP



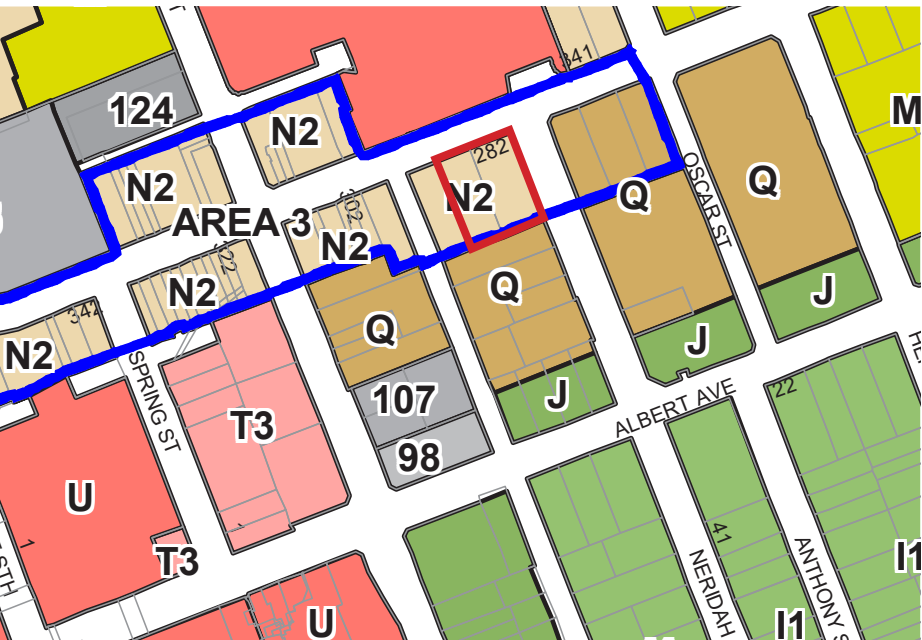
B1	Neighbourhood Centre	R3	Medium Density Residen
B2	Local Centre	R4	High Density Residential
B3	Commercial Core	RE1	Public Recreation
B4	Mixed Use	RE2	Private Recreation

FSR MAP



A	0.25	T1	2	Y	4.5
B	0.4	T2	2.2	Z1	5
C	0.45	U1	2.5	Z2	5.5
D	0.5	U2	2.6	AA	6
F	0.6	U3	2.7	AB	7
G	0.65	V1	3	AC	8

HEIGHT OF BUILDING MAP



G	7	N1	13.5	T2	26
I1	8	N2	14	T3	27
I2	8.5	O1	15	U	34
J	9	O2	15.5	V1	36
L	11	P	18	V2	38.5
M	12	Q	20	W	40

ZONING

B3 COMMERCIAL CORE

FSR

U1 2.5:1

HEIGHT

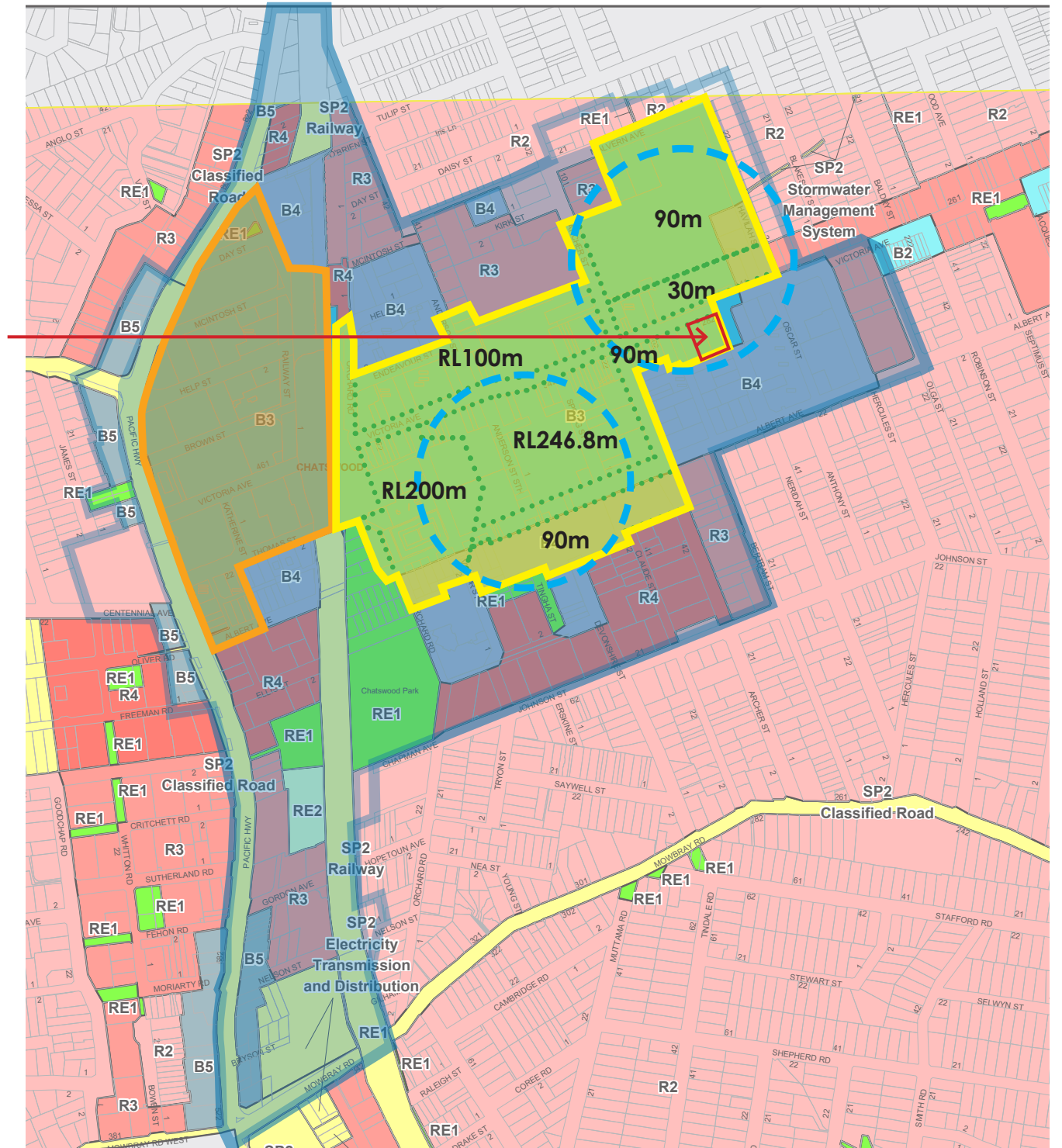
N2 - 14m

Planning Context | Chatswood Strategy recommended Land Use map

BASED ON NSW GOVERNMENT CHATSWOOD STRATEGY ENDORSEMENT LETTER

The subject site has been identified to rezone as B4 mixed use based on the recommendations provided by NSW Government of Planning Industry and Environment.

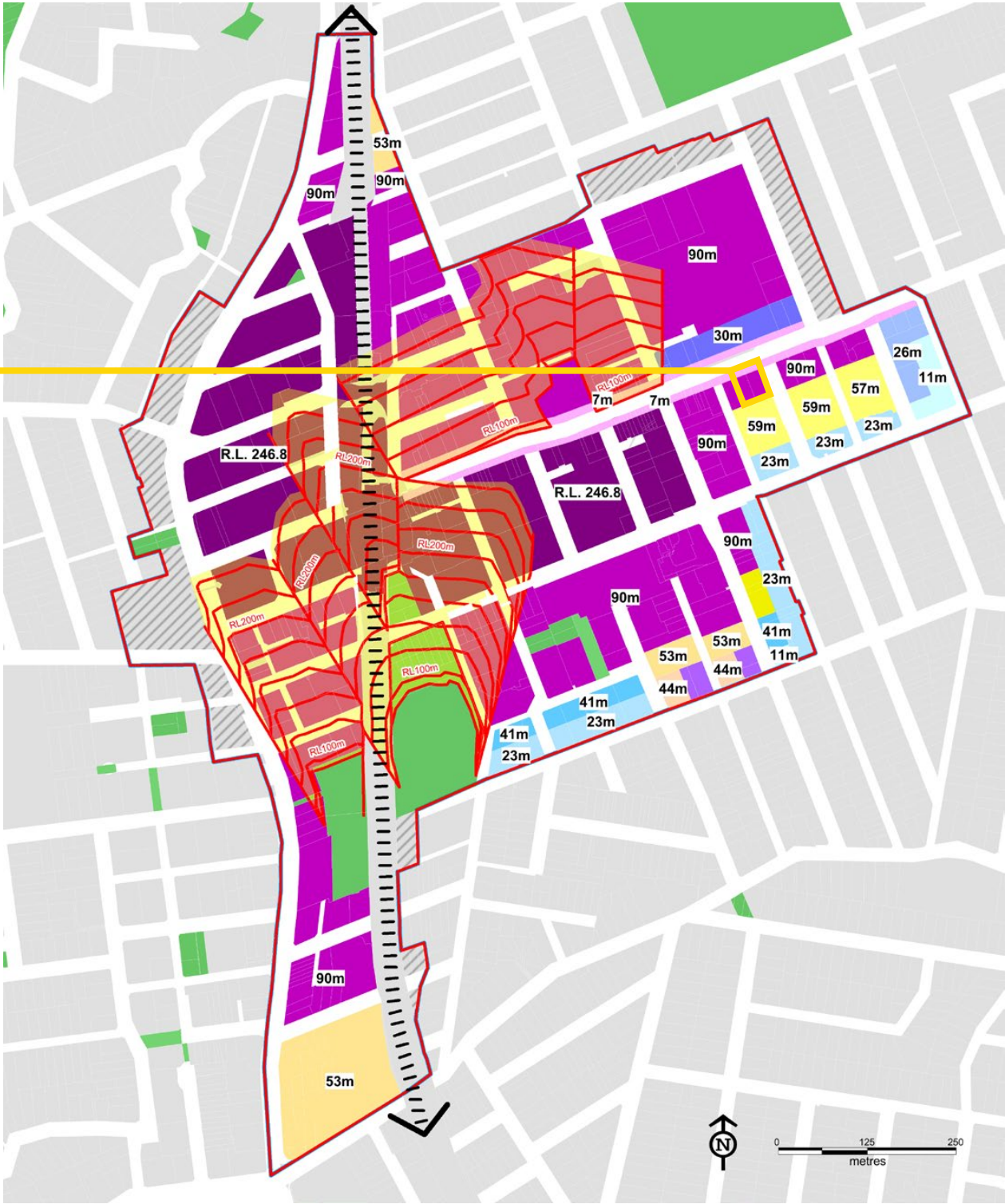
- Chatswood center boundary
- Office and Retail Core (West of North Shore Rail Line)
- PROPOSED MIXED USE** (East of North Shore Rail Line)



Planning Context | Chatswood Strategy recommended height map

STRATEGY RECOMMENDED HEIGHT

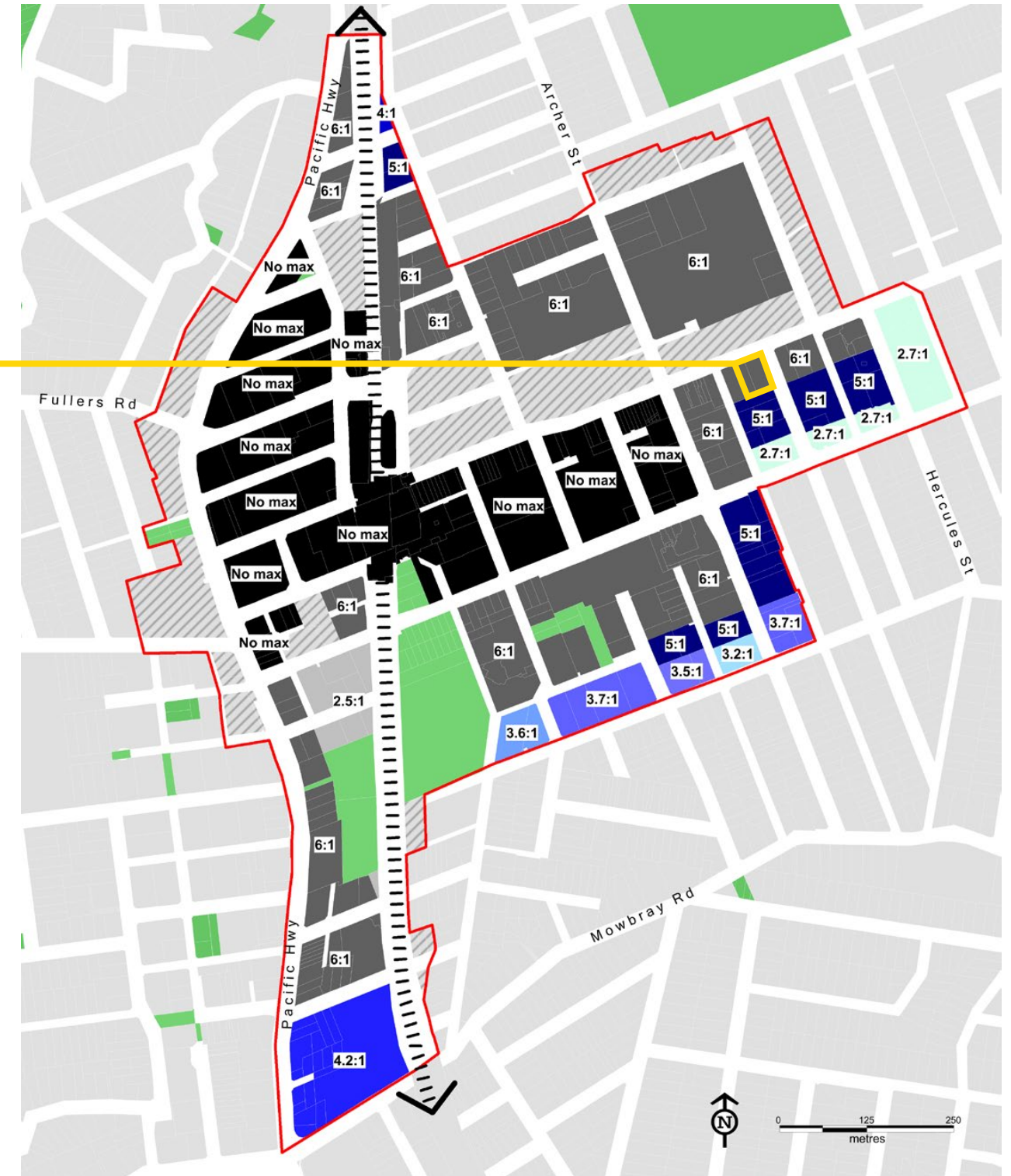
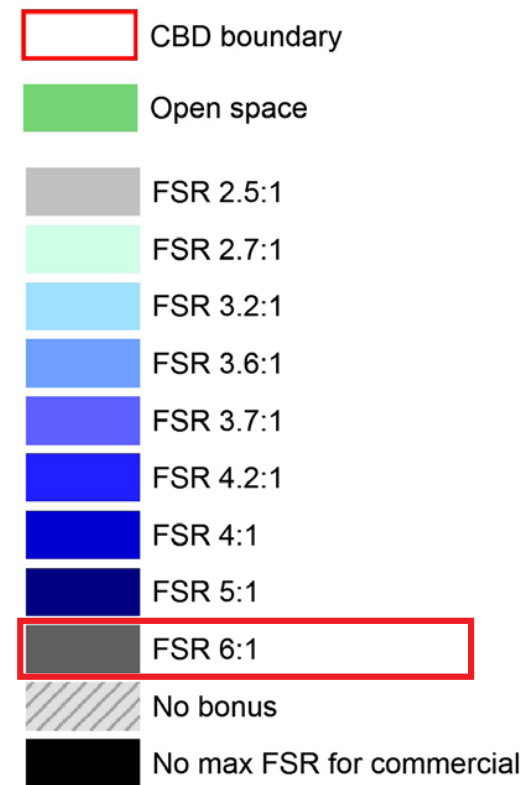
The subject site is not impacted by the solar access plane as denoted on the attached planning map.



Planning Context | Chatswood Strategy recommended FSR map

STRATEGY RECOMMENDED FSR

The subject site is located in a key density zone which addresses Victoria Avenue



03

VISION

An aerial photograph of a city. In the foreground, there is a large, mostly empty parking lot with some cars parked. To the left of the parking lot, there are several buildings, some of which appear to be under construction or renovation. The middle ground is filled with a dense residential or commercial area with many trees and smaller buildings. In the background, a city skyline is visible with several tall skyscrapers. The sky is overcast with some clouds.

“Create an exceptional mixed use offering which introduces diversity to the urban mix, activates the public domain, and meets the growing demands of housing supply,

Vision | Sydney – 30 minute city

Sydney - 30 minute city

As Sydney's eastern city grows the pressures on the infrastructure generates impact on quality of life. The investment in rail infrastructure throughout the Sydney creates opportunities for strategic centres.

Chatswood lies at the heart of a dense cluster of strategic centres along the North Shore. With its strong amenity offer and transport links, Chatswood is recognised as one of the key strategic centre.

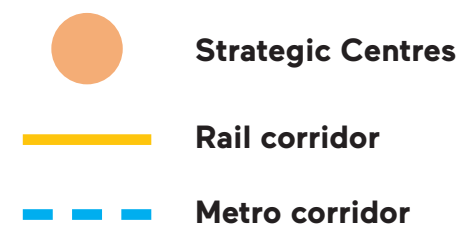
In particular, the following are within 6km and reachable by a short rail/metro journey :

- North Sydney
- St Leonards
- Macquarie Park

All these strategic centres will benefit from the new transport links to the Sydney Metro

METRO TRAVEL TIME FROM CHATSWOOD

1. To Macquarie Park - 7 mins
2. To St Leonards - 3 mins
3. To North Sydney - 6 mins
4. To Sydney CBD - 9 mins



Vision | Chatswood – Strategic Centre

Chatswood - Strategic Centre

Chatswood is a compact centre with a diverse mix of uses including residential, offices, active retail and other uses such as cultural, health, etc. Chatswood is highly successful with its retail focus and high pedestrian activity.

Chatswood has excellent public transport infrastructure which will be further enhanced by new Sydney Metro.

Chatswood also enjoys a diverse range of population and has high level of safety compared to other major centres.



- S** SUBJECT SITE
- T** Chatswood Train Station
- M** Chatswood Metro Station
- B** Chatswood Bus Interchange
- ↔** High activity retail
- 1** Chatswood Chase Shopping
- 2** Chatswood Library
- 3** Westfield Chatswood



High Density



High quality, generous open space



A sense of place

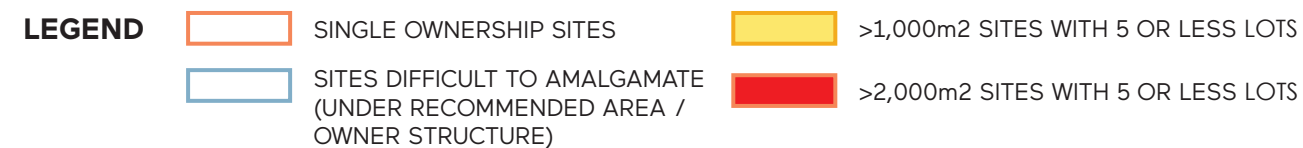


High quality public transport

04

LAND CAPACITY STUDY

Land Capacity Study | Site with development potential

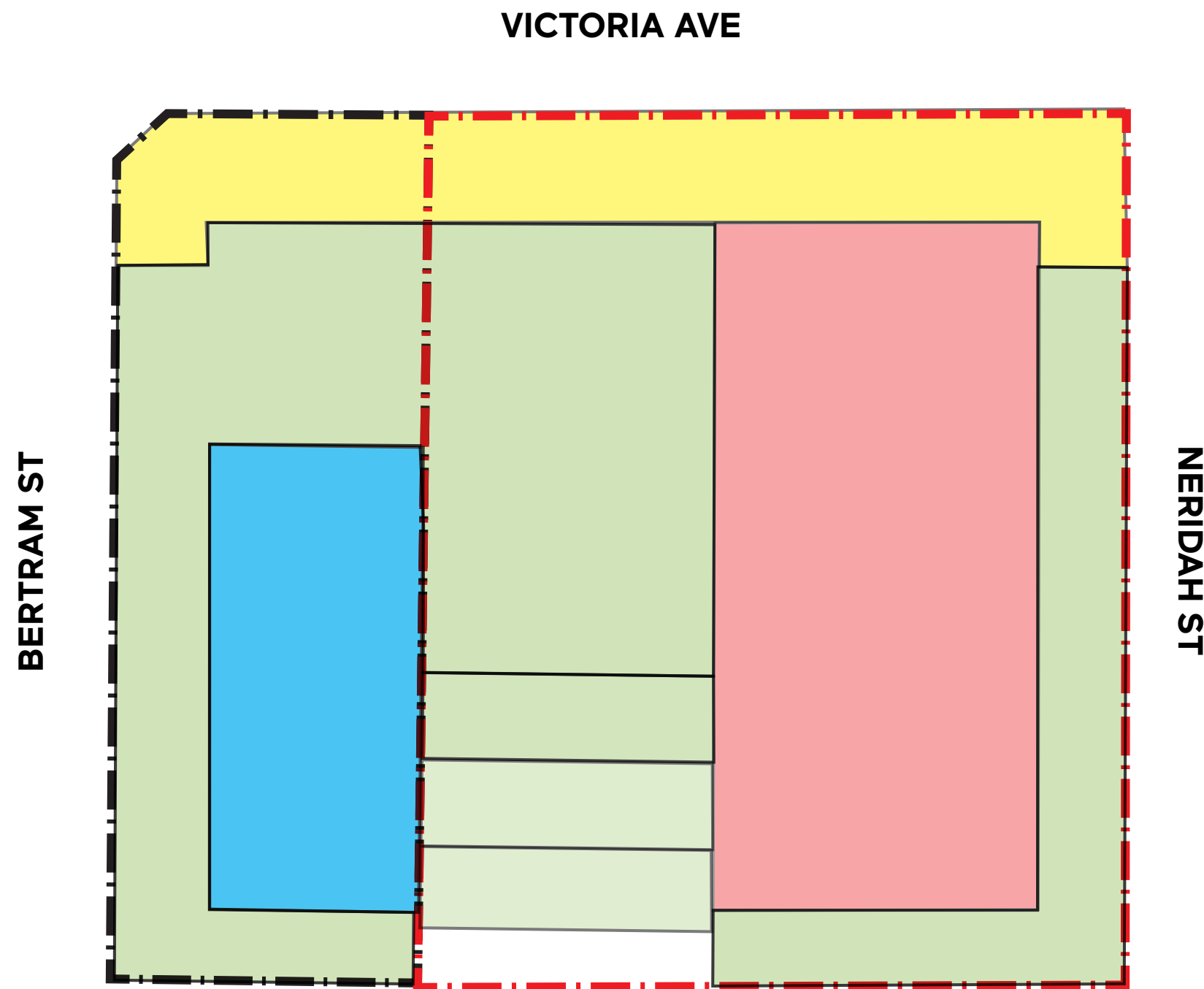


Combining recommendations from the Strategy and restrictions identified, limited sites within the Chatswood town center, east of the railway, will be able to achieve full development potential. Sites along Victoria Ave (ie. V3-V8) will face difficulties in amalgamation whereas large single owner sites (ie Westfield and Chase) could potentially dominate the town centers development activities.

As a consequence, we propose the following general recommendations to ensure healthy and sustainable development activity is achieved to realize council's vision.

- Review recommended minimum lot size for residential and commercial development, especially for sites that are closer to train station.
- Larger sites should be granted higher FSR, however providing sufficient public benefits and amenities.
- Review recommended height control within the center, to ensure development opportunity is evenly distributed for all land owners.

Land Capacity Study | Development potential without amalgamation



LEGEND

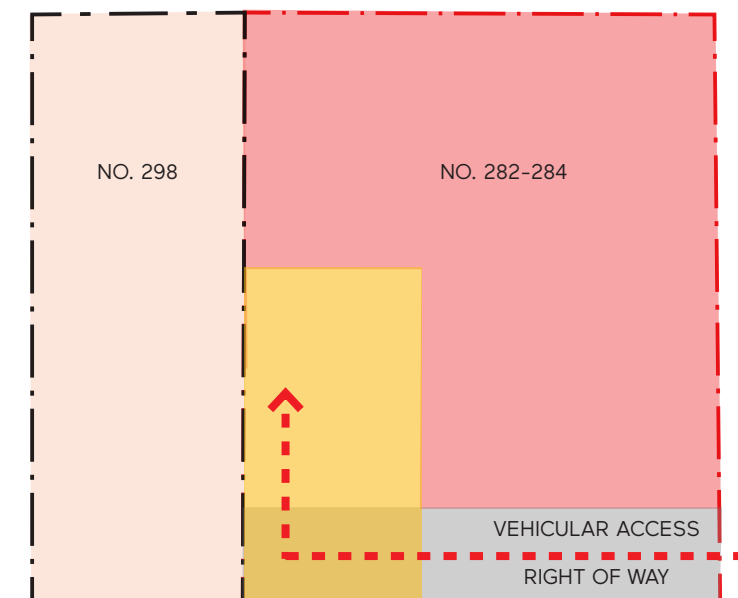
 SUBJECT SITE: 282-284 VICTORIA AVE 298 VICTORIA AVE

RECOMMENDATION FOR SUBJECT SITE: (282-284 VICTORIA RD)

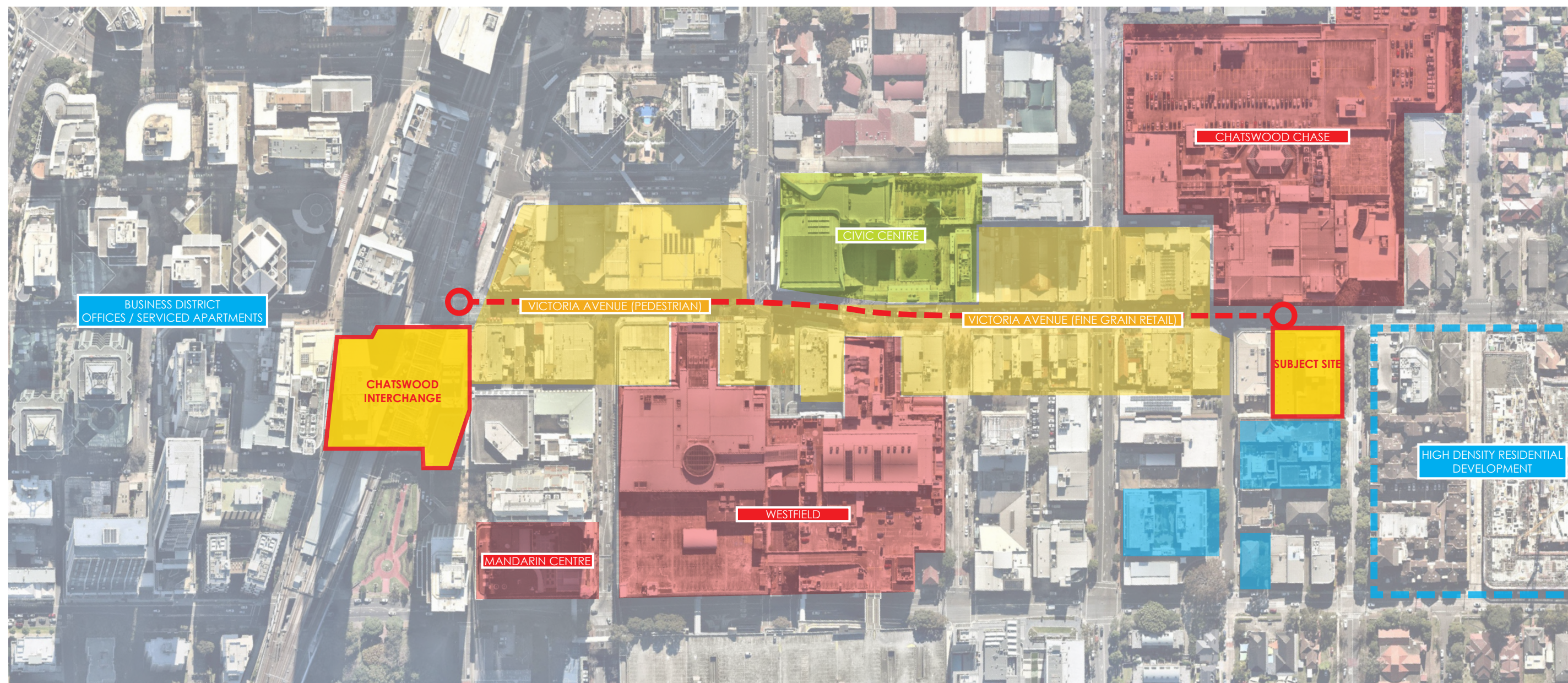
The recommended amalgamation of sites to increase the development capacity of smaller sites would help in uplifting the development potential of the whole precinct and avoid underutilization of smaller sites.

The subject site (282-284 Victoria Ave) and the neighboring site (298 Victoria Ave) have been considered for amalgamation.

However both, the subject site and the neighboring site could be developed individually to achieve maximum development outcome without being subject to isolated development.



Land Capacity Study | Existing land use typology



The subject site and Chatswood Interchange (Metro Towers) bookend the Victoria Ave precinct, where strong retail activities take place. With Chatswood Civic Center to the north and Westfield to the south, this precinct is the center of everyday life for the region. This precinct should be well defined by key sites that provide the best experience for the users and enhance the overall amenity.

- KEY SITES
- SHOPPING CENTRE
- PUBLIC AMENITY
- FINE GRAIN RETAIL STREET
- EXISTING STRATA APARTMENTS

Land Capacity Study | Proposed land use



MIXED USE ZONE:

- PODIUM RETAIL / COMMERCIAL TO CONTINUE VICTORIA AVENUE ACTIVITY AND RESPOND TO CHATSWOOD CHASE
- HOUSING TO PROVIDE TRANSITION AS PART OF CITY BLOCK
- CURRENT MARKET CANNOT SUSTAIN FULL COMMERCIAL DEVELOPMENT

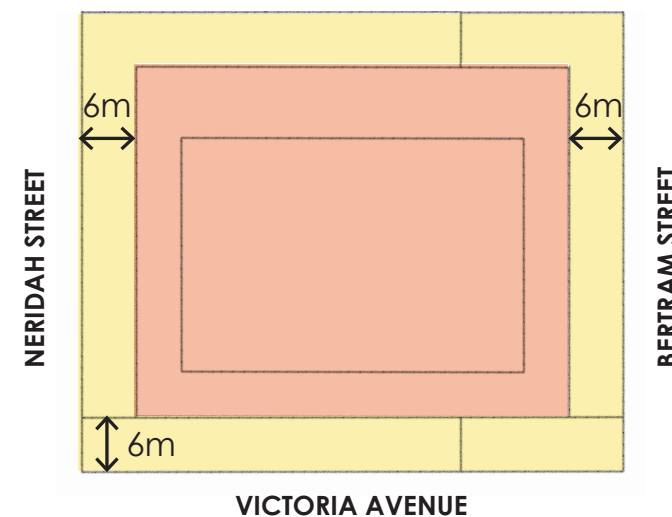
Built Form Study | Development scenarios

Based on the Chatswood CBD Planning and urban Design Strategy, Sep 2020 controls we have developed 4 scenarios.

These 4 scenarios have been tested for built form analysis, public domain view points, bulk and scale to understand the impact of each scenarios on surrounding developments.

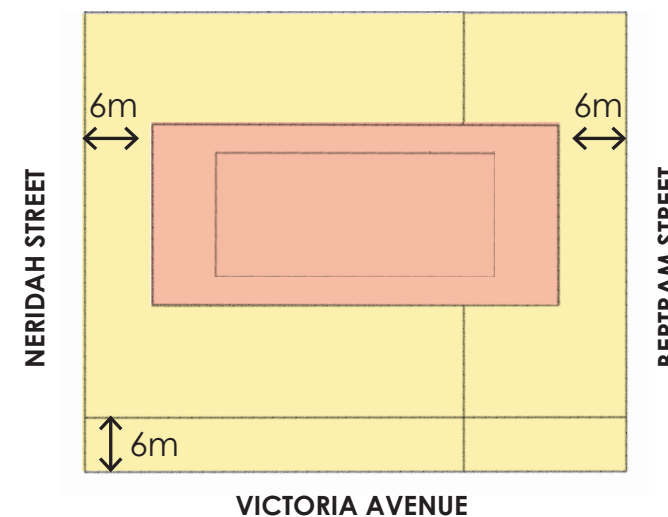
This analysis helps to develop the most efficient planning proposal outcome which does not impact the neighbour amenities and achieves best outcome for the subject site.

SCENARIO 1: Single Commercial Tower



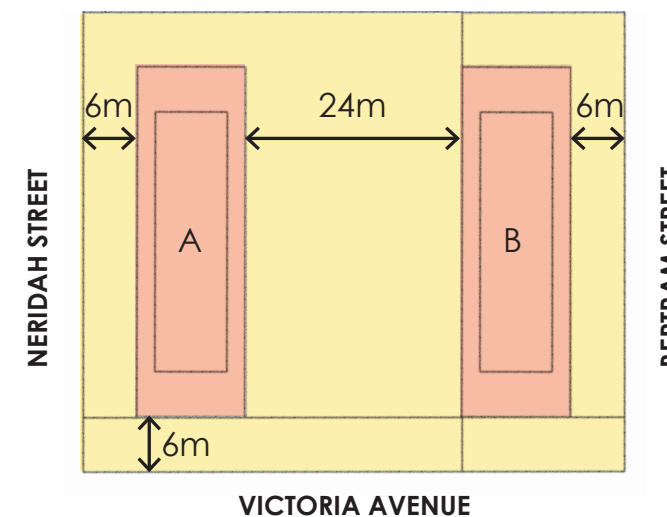
Complies with strategy recommended streetwall, setbacks.

SCENARIO 2: Single Residential Tower



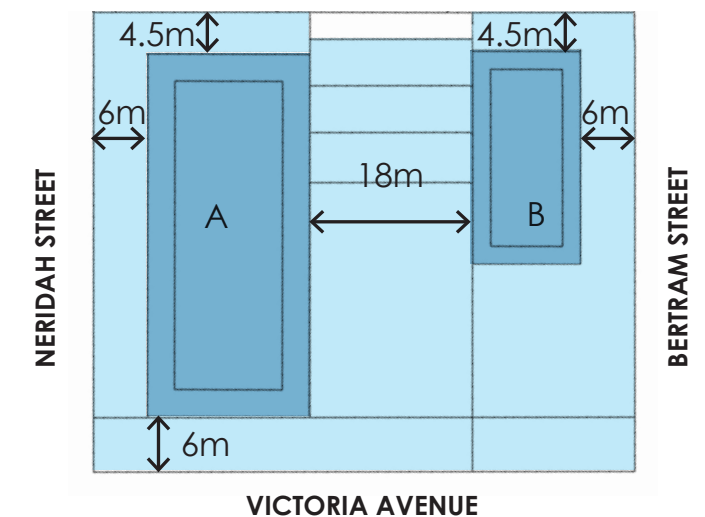
Complies with strategy recommended streetwall, setbacks.

SCENARIO 3: Two Residential Towers



Complies with strategy setbacks and ADG separation however results in inefficient floor plate for residential component.

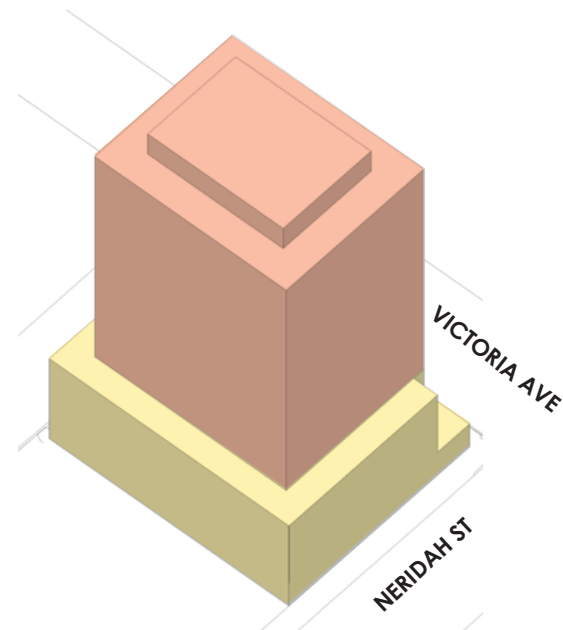
SCENARIO 4: Mixed-use towers.



Complies with strategy recommended streetwall heights, tower setbacks, and achieves slender tower forms.

Built Form Study | Development scenarios comparision

SCENARIO 1:
Single Commercial Tower



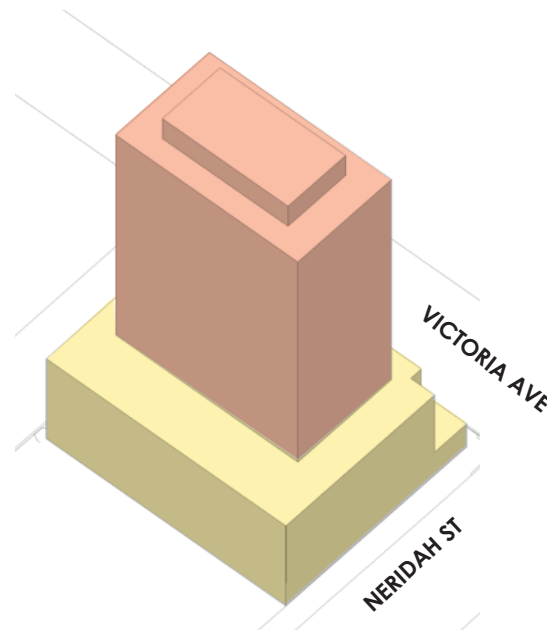
Advantages :

1. Complies with Chatswood CBD Strategy built form controls.
2. Complies with amalgamation strategy

Disadvantages:

1. Bulky when viewed from public domain
2. Overshadows neighbour
3. No opportunity for sky views
4. No good amenity for occupants due to floor plate size

SCENARIO 2:
Single Residential Tower



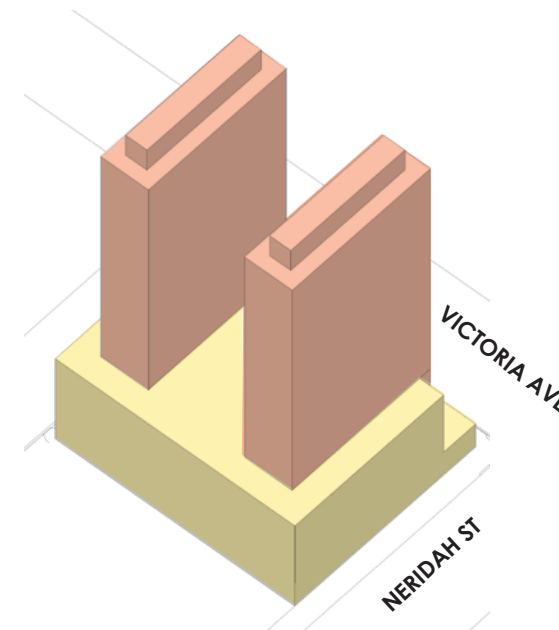
Advantages :

1. Complies with Chatswood CBD Strategy built form controls.
2. Complies with amalgamation strategy

Disadvantages:

1. Bulky when viewed from public domain
2. Overshadows neighbour
3. No opportunity for sky views
4. No good amenity for occupants due to floor plate size

SCENARIO 3:
Two Residential Towers



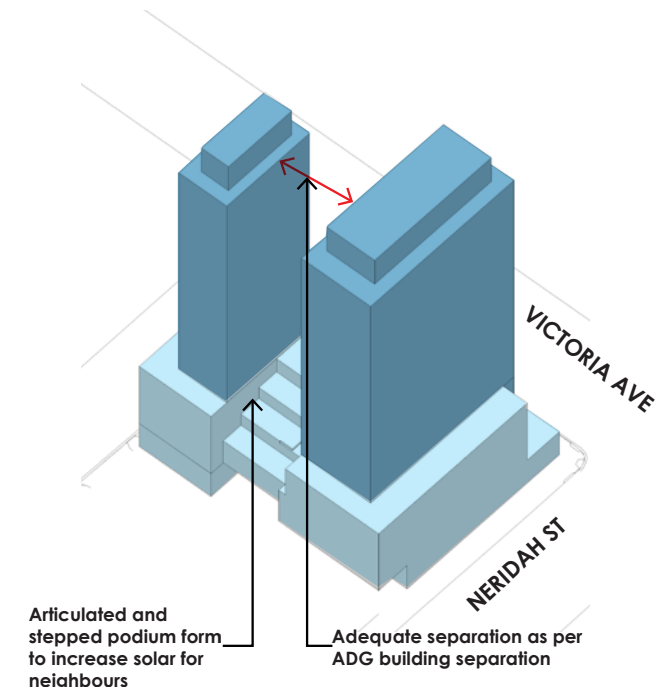
Advantages :

1. Complies with Chatswood CBD Strategy built form controls.
2. Complies with amalgamation strategy

Disadvantages:

3. Inefficient floor plate for residential uses.
4. No good amenity for occupants due to floor plate size

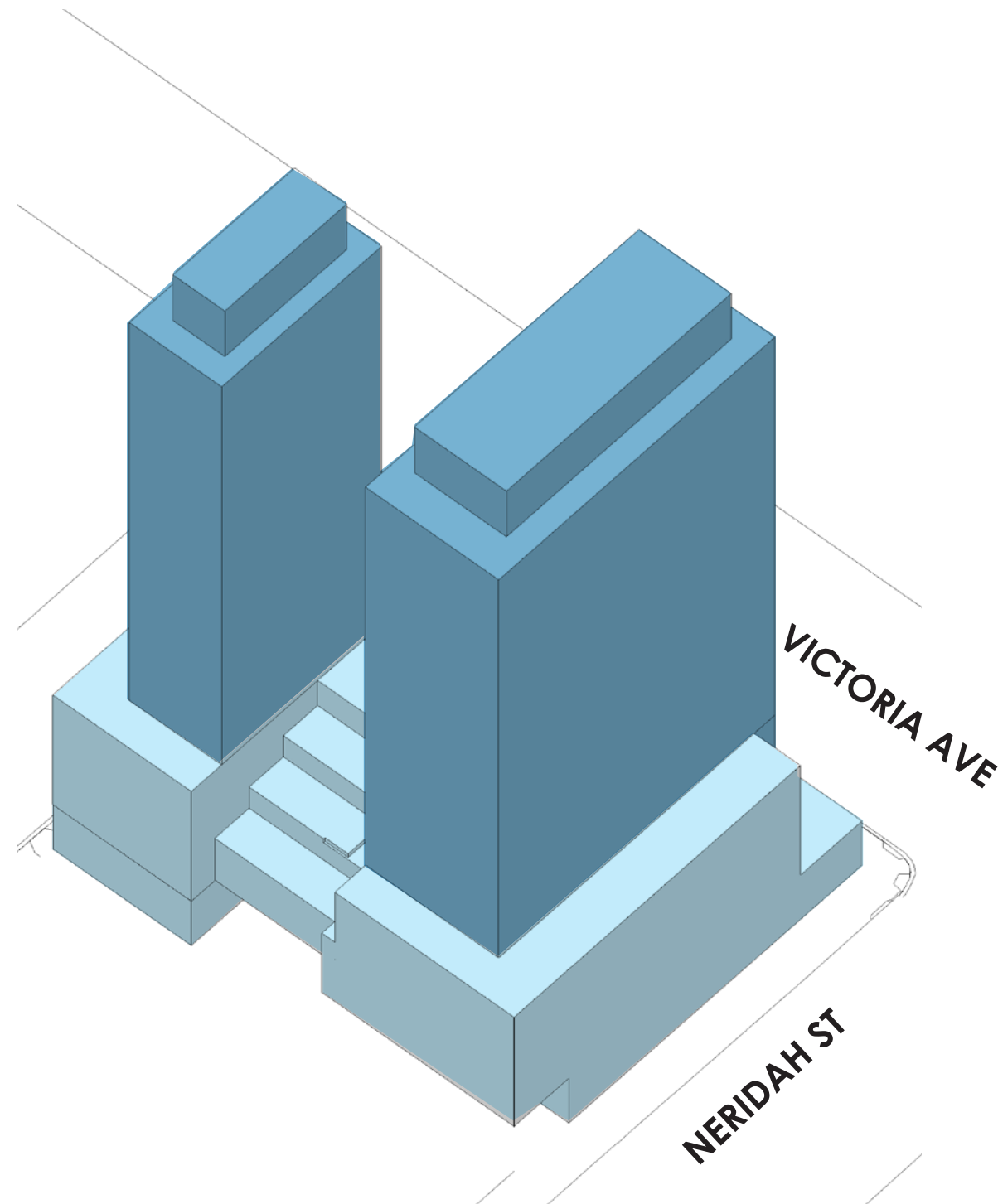
SCENARIO 4:
Mixed use towers



Advantages :

1. This proposal demonstrates that viable development is possible over the amalgamation of two sites (282-284) without compromising development potential of 298 Victoria Avenue.
2. Articulated built form is elegant and vertical when viewed from public domain
3. Achieves perception of openness and provides opportunities for sky views
4. Achieves good amenity design for occupants.
5. Articulated and stepped podium to achieve greater solar access to neighbours and sky views.

Built Form Study | Recommended development scenario



Scenario 4 which incorporates two single towers is consistent with Chatswood CBD Planning and Urban Design Strategy is recommended development scenario due to following considerations and outcomes:

1. Bulk and Scale :

The proposed articulated tower built form is elegant and reduces bulk and scale perception when view from public domain.

The single commercial and residential tower scenarios appear bulky and does not integrate with existing and future Chatswood skyline.

2. Perception of Openness and Sky views.

The reduced tower sizes and adequate tower separation provides opportunities for sky views and sense of openness. The proposed tower floor plate achieves good amenity design for occupants.

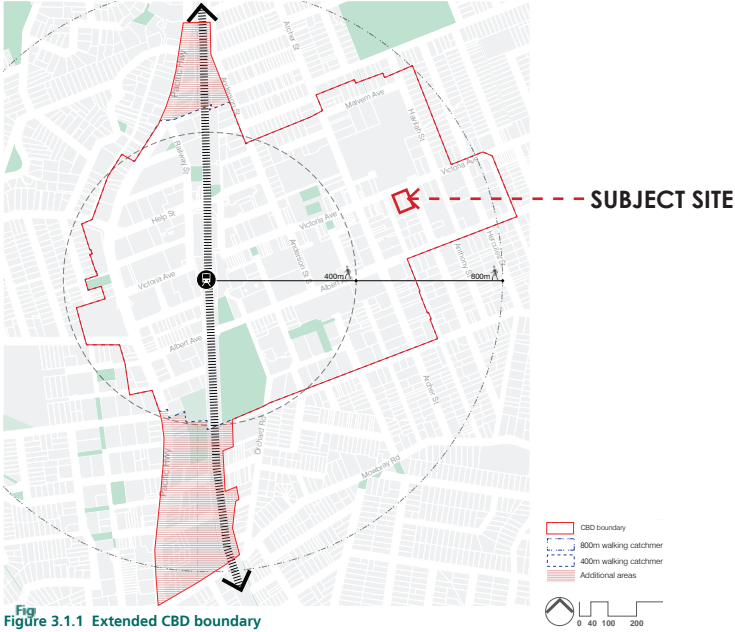
3. Inconsistent development outcome when amalgamated with neighbour (298 Victoria Ave):

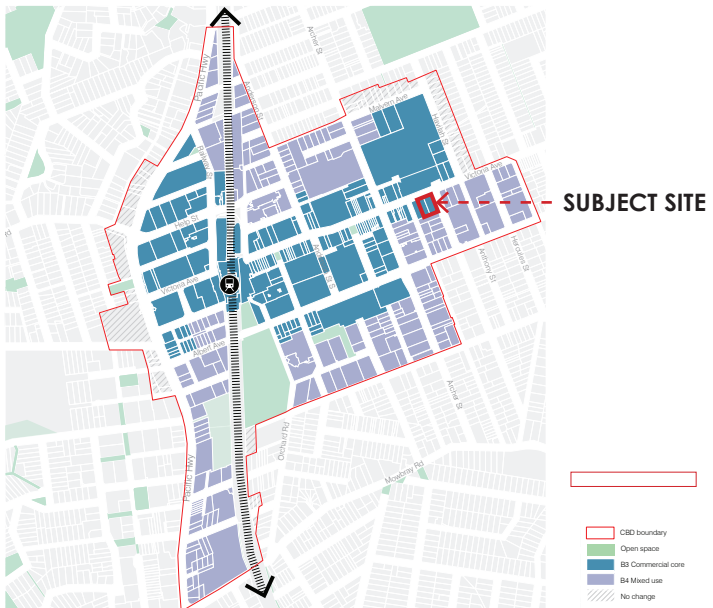
The scenario 1 and scenario 2 demonstrates that when subject site (282-284 Victoria Ave) and (298 Victoria Ave) are amalgamated based on Chatswood Strategy creates impact on public domain and adjoining developments. Whereas, the recommended scenario demonstrates that viable development is possible over the amalgamation of two sites (282-284) without compromising development potential of 298 Victoria Avenue.

05

CONSISTENCY WITH 35 KEY
ELEMENTS

Consistency with Key Elements of the Chatswood CBD Planning and Urban Design Strategy

Key Element	Comment	Consistency
<div><p>CBD boundary</p><p>1 The Chatswood CBD boundary is expanded to the north and south as per Figure 3.1.1. to accommodate future growth of the centre.</p><p>Fig Figure 3.1.1 Extended CBD boundary</p></div>	<ul style="list-style-type: none">• The subject site is located at 282-284 Victoria Avenue, Chatswood.• The site is located within the existing CBD boundary.• This proposal does not undermine the CBD boundary key element.	<p>CONSISTANT</p>

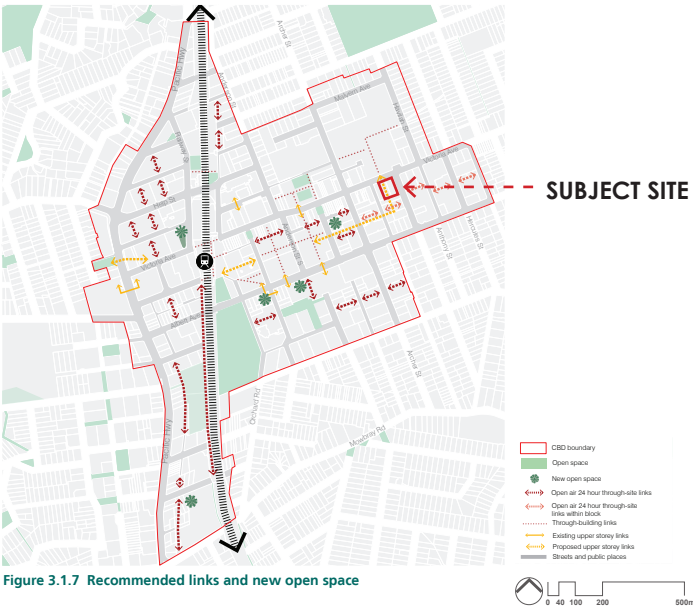
Key Element	Comment	Consistency
<p>Land use</p> <p>2 Land uses in the LEP will be amended as shown in Figure 3.1.2, to:</p> <p>(a) Protect the CBD core around the Interchange as commercial, permitting retail throughout to promote employment opportunities.</p> <p>(b) Enable other areas to be mixed use permitting commercial and residential.</p> <p>3 The existing DCP limits on office and retail use in parts of the Commercial Core to be removed.</p> <p>4 Serviced apartments to be removed as a permissible use from the B3 Commercial Core zone.</p>  <p>Figure 3.1.2 Recommended land use</p>	<ul style="list-style-type: none">Residential proposed. However, residential land use only as shop top housing.It is argued that the mixed use area be expanded to include the subject. Justification for this request for amendment arises from correspondence from the NSW Department of Planning, Industry and Environment dated 9th August, 2019. This correspondence is a response to Council regarding a request for endorsement of the Chatswood CBD Planning and Urban Design Strategy. This correspondence says: <i>I advise that the strategy has been reviewed and endorsement has been approved by the Department but only where it relates to the CBD core area subject to the following conditions:</i> <i>2. That mixed used development can be permitted within appropriate parts of the remaining CBD Core area (i.e. east of the North Shore rail line), but only where this results in demonstratable, significant and assured job growth, thereby aligning with the key objective of the District Plan to support job growth..</i>Serviced apartments not included in this proposal.	<p>INCONSISTANT</p> <p>INCONSISTANT</p> <p>NOT RELEVANT TO THIS PROPOSAL</p>

Key Element	Comment	Consistency
<p>Design excellence and building sustainability</p> <p>8 Design excellence is to be required for all developments exceeding the base FSR, based on the following process: a) A Design Review Panel for developments up to 35m high.</p> <p>b) Competitive designs for developments over 35m high.</p> <p>9 Achievement of design excellence will include achievement of higher building sustainability standards.</p> <p>10 The Architects for design excellence schemes should be maintained through the development application process and can only be substituted with written agreement of Council.</p>	<ul style="list-style-type: none"> This proposal will exceed 35 metres. The applicant will participate in a competitive design process. Sustainability standards achieved will be detailed in a development application. Noted 	<p>ABLE TO COMPLY</p> <p>ABLE TO COMPLY</p> <p>NOTED</p>
<p>Floor Space Ratio (FSR)</p> <p>11 Figure 3.1.3 shows existing FSR controls under the WLEP2012.</p> <p>12 Minimum site area of: a) 1800sqm for commercial development in the B3 Commercial Core zone b) 1200sqm for mixed use development in the B4 Mixed Use zone</p> <p>to achieve maximum FSR as indicated in Figure 3.1.4. Site amalgamation is encouraged to meet this minimum requirement. In addition sites should not be left isolated.</p>	<ul style="list-style-type: none"> Subject site is within the 2.5:1 FSR area This proposal relates to an amalgamation of sites to achieve a site area to permit an FSR greater than the base FSR. 	<p>NOTED</p> <p>ABLE TO COMPLY</p>

Key Element	Comment	Consistency
<p>13 The FSRs in Figure 3.1.4, should be considered as maximums achievable in the centre subject to minimum site area and appropriate contributions, and are as follows:</p> <p>a) No maximum FSR for commercial development in the B3 zone,</p> <p>b) A range of FSR maximums in the B4 zone, surrounding the B3 zone, reflecting context.</p> <p>c) Retention of 2.5:1 FSR along northern side of Victoria Avenue east.</p> <p>Floor space ratio maximums are not necessarily achievable on every site, and will depend on satisfactorily addressing</p> <p>a) site constraints,</p> <p>b) surrounding context</p> <p>c) other aspects of this Strategy including setbacks at the ground and upper levels</p> <p>d) SEPP 65 and the associated Apartment Design Guidelines.</p> <p>14 Affordable housing is to be provided within the maximum floor space ratio, and throughout a development rather than in a cluster.</p> <p>15 Where the maximum floor space ratio of 6:1 is achieved, the minimum commercial floor space ratio sought in development in a Mixed Use zone is 1:1.</p>	<ul style="list-style-type: none"> Site is in the B3 commercial core, however this proposal seeks amendment to B4 Mixed Use and would exceed the minimum site area. Site is located within the 6:1 FSR area and this proposal seeks a FSR of 6.0:1 This proposal relates to a mixed use development in the outer centre. This proposal is not along the northern side of Victoria Ave east. Noted. SEPP 65 and the associated Apartment Design Guide will apply to this proposal. Noted. This proposal is for shop top housing and the proposed commercial FSR exceeds 1:1, 3.0:1 proposed 	<p>CONSISTANT</p> <p>NOT RELEVANT TO THIS PROPOSAL</p> <p>CONSISTANT</p> <p>NOT RELEVANT TO THIS PROPOSAL</p> <p>CONSISTANT</p>

Key Element	Comment	Consistency
<p>Built Form</p> <p>16 In order to achieve the slender tower forms sought by Council the maximum floor plate at each level of a development should be no more than:</p> <p>a) 2000sqm GFA for office and</p> <p>b) 700sqm GFA for residential towers above Podium within Mixed Use zones.</p> <p>17 In pursuit of the same goal of slender tower forms, the width of each side of any tower should be minimised to satisfactorily address this objective. To the same end, design elements that contribute to building bulk are not supported, and should be minimised.</p> <p>Setbacks are considered an important part of achieving slender tower forms.</p> <p>18 If there is more than one residential tower on a site, sufficient separation is to be provided in accordance with setbacks required in this Strategy, SEPP 65 and the Apartment Design Guidelines, to ensure that the slender tower form objective is achieved. Council will seek to avoid an outcome where two towers read as one large tower. Towers are not to be linked above Podium and should operate independently regarding lifts and services</p>	<ul style="list-style-type: none"> Reference should be made to the concept design that accompanies this proposal that indicates floor plates for mixed use development Reference should be made to the concept design that accompanies this proposal that indicates floor plates for mixed use development SEEP 65 and apartment design guide will apply. 	<p>TO BE CONSIDERD ON MERIT</p> <p>TO BE CONSIDERD ON MERIT</p> <p>ABLE TO COMPLY</p>

Key Element	Comment	Consistency
<p>Sun access to key public spaces</p> <p>19 The sun access protection in Figure 3.1.5 will be incorporated into LEP controls, to ensure no additional overshadowing and protection in mid winter of:</p> <p>a) Victoria Avenue (between interchange and Archer St) 12pm - 2pm. b) Concourse Open Space 12pm - 2pm. c) Garden of Remembrance 12pm - 2pm. d) Tennis and croquet club 12pm - 2pm. e) Chatswood Oval 11am - 2pm (which in turn also protects Chatswood Park).</p> <p>In addition, f) Heights adjoining the South Chatswood Conservation Area will provide for a minimum 3 hours solar access between 9am and 3pm mid winter.</p>	<ul style="list-style-type: none"> Development as proposed will not impact upon sun access to key public spaces. No additional LEP control required in respect to this key element and this proposal. 	NO IMPACT
<p>BUILDING Heights</p> <p>20 Maximum height of buildings in the CBD will be based on Figure 3.1.6, up to the airspace limits (Pans Ops plane), except as reduced further to meet:</p> <p>a) Sun access protection. Achievement of nominated height maximums will depend on addressing site constraints, surrounding context and other aspects of this Strategy in addition to satisfying SEPP 65 and Apartment Design Guidelines.</p> <p>21 All structures located at roof top level, including lift over runs and any other architectural features are to be:</p> <p>a) Within the height maximums. b) Integrated into the overall building form.</p>	<ul style="list-style-type: none"> The subject site is not impacted by sun access protection controls. SEPP 65 applies to this proposal. Subject site located within the 90m area This proposal is within the maximum height limit <p>Noted</p>	<p>CONSISTANT</p> <p>ABLE TO COMPLY</p> <p>CONSISTANT</p> <p>CONSISTANT</p> <p>ABLE TO COMPLY</p>

Key Element	Comment	Consistency
<p>Links, open space and landscaping</p> <p>22 The links and open space plan in Figure 3.1.7 will form part of the DCP. All proposals should have regard to the potential on adjacent sites. Pedestrian and cycling linkages will be sought in order to improve existing access within and through the CBD. New linkages may also be sought where these are considered to be of public benefit. All such links should be provided with public rights of access and designed with adequate width, sympathetic landscaping and passive surveillance.</p> <p>23 Any communal open space, with particular regard to roof top level on towers, should be designed to address issues of quality, safety and usability.</p>	<p>This proposal allows for new linkages as indicated in the Strategy</p>  <p>Figure 3.1.7 Recommended links and new open space</p> <ul style="list-style-type: none">• Noted• Noted• Noted• Noted	<p>CONSITANT</p> <p>ABLE TO COMPLY</p>
<p>Public realm or areas accessible by Public on private land</p> <p>24 Public realm or areas accessible by public on private land:</p> <p>a) Is expected from all B3 and B4 redeveloped sites.</p> <p>b) Is to be designed to respond to context and nearby public domain.</p> <p>c) Should be visible from the street and easily accessible.</p> <p>d) Depending on context, is to be accompanied by public rights of way or similar to achieve a permanent public benefit.</p>		<p>ABLE TO COMPLY</p>

Key Element	Comment	Consistency
<p>Landscaping</p> <p>25 All roofs up to 30 metres from ground to be green roofs. These are to provide a balance of passive and active green spaces that maximise solar access.</p> <p>26 A minimum of 20% of the site is to be provided as soft landscaping, which may be located on Ground, Podium and roof top levels or green walls of buildings.</p>	<ul style="list-style-type: none"> Proposed roof will be above 30 metres. Refer to concept plan. Landscape requirements are achievable 	<p>NOT RELEVANT TO THIS PROPOSAL</p> <p>ABLE TO COMPLY</p>
<p>Setbacks Street frontage heights and</p> <p>27 Street frontage heights and setbacks are to be provided based on Figure 3.1.8, which reflect requirements for different parts of the Chatswood CBD. With setbacks of 3 metres or more, including the Pacific Highway, deep soil planting for street trees is to be provided.</p> <p>a) Victoria Avenue retail frontage:</p> <p>i. Maximum of 7 metre street wall height at front boundary.</p> <p>ii. Minimum 6 metre setback above street wall to tower</p> <p>b) Urban Core:</p> <p>i. Maximum 24 metre street wall height at front boundary.</p> <p>li Minimum 6 metre setback above street wall to tower</p> <p>28 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.</p>	<ul style="list-style-type: none"> Reference should be made to the concept plans accompanying this application which demonstrates consistency with this key element. Reference should be made to the concept plans accompanying this application which demonstrates consistency with this key element. 	<p>CONSISTANT</p> <p>CONSISTANT</p>

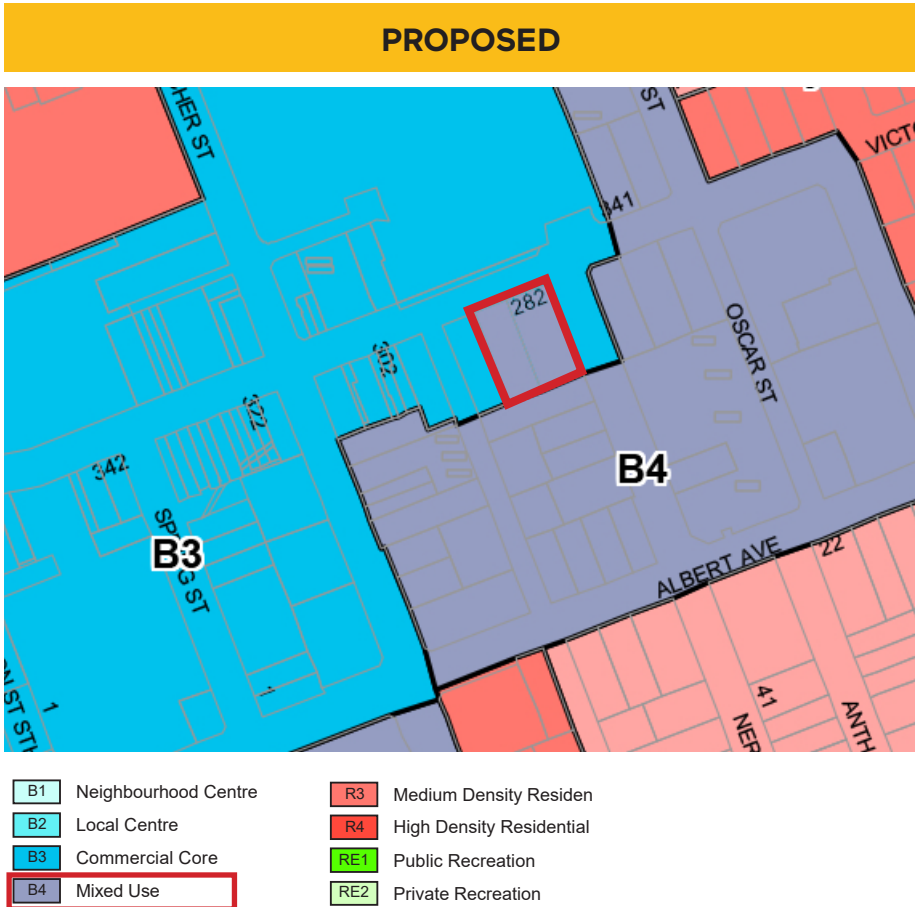
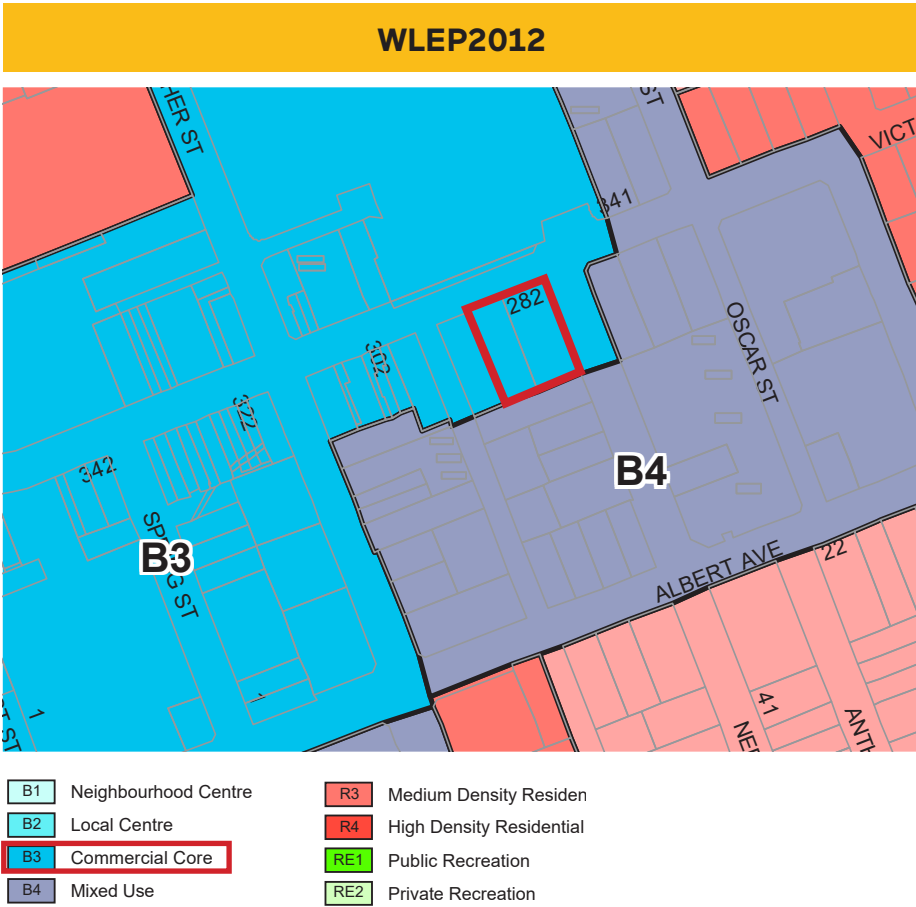
Key Element	Comment	Consistency
<p>29 Building separation to neighbouring buildings is to be:</p> <p>a) In accordance with the Apartment Design Guide for residential uses.</p> <p>b) A minimum of 6 metres from all boundaries for commercial uses above street wall height.</p>	<ul style="list-style-type: none"> Reference should be made to the concept plans accompanying this application which demonstrates consistency with this key element. 	CONSISTANT
<p>Active street frontages</p> <p>30 At ground level, to achieve the vibrant CBD Council desires, buildings are to maximise active frontages. Blank walls are to be minimised and located away from key street locations.</p>	<ul style="list-style-type: none"> This proposal will include retail uses at the street level encouraging street level activity. 	CONSISTANT
<p>Further built form controls</p> <p>31 Site Isolation will be discouraged and where unavoidable joined basements and zero-setback podiums should be provided.</p> <p>32 Controls will be applied to ensure the traditional lot pattern along Victoria Ave east (building widths of between 6-12m) is reflected into the future.</p> <p>33 Floor space at Ground level is to be maximised, with supporting functions such as car parking, loading, garbage rooms, plant and other services located in Basement levels.</p> <p>34 Substations are to be provided within buildings, not within the streets, open spaces or setbacks and not facing key active street frontages.</p>	<ul style="list-style-type: none"> Site isolation has been avoided. This proposal includes site amalgamation and allows for further amalgamation Noted Basement proposed Noted 	<p>CONSISTANT</p> <p>CONSISTANT</p> <p>ABLE TO BE COMPLIED WITH</p>

Key Element	Comment	Consistency
<p>Traffic and Transport</p> <p>35 The CBD Strategy employs a Travel Demand Management approach seeking to modify travel decisions to achieve more desirable transport, social, economic and environmental objectives. A new CBD Transport Strategy will build on the approach. In addition, site specific traffic and transport issues are to be addressed as follows:</p> <p>a) Vehicle entry points to a site are to be rationalised to minimise streetscape impact, with one entry into and exiting a site. To achieve this objective loading docks, including garbage and residential removal trucks, are to be located within Basement areas.</p> <p>b) In order to facilitate rationalisation of vehicle entry points on neighbouring sites, all development sites are to provide an opportunity within Basement levels to provide vehicle access to adjoining sites when they are developed.</p> <p>c) All vehicles are to enter and exit a site in a forward direction. In this regard vehicle turntables should be provided where necessary.</p> <p>d) All commercial and residential loading and unloading is required to occur on-site and not in public streets.</p> <p>e) Car parking should be reduced consistent with the objectives of Council's Integrated Transport Strategy and in</p>	<ul style="list-style-type: none"> Only one entry point per street proposed. Basement proposed. Entry and exit in a forward direction. Loading and unloading will occur in the proposed basement. Car parking proposed to meet the needs of the proposed development. Refer to traffic report. 	<p>CONSISTANT</p> <p>CONSISTANT</p> <p>CONSISTANT</p> <p>CONSISTANT</p> <p>CONSISTANT</p>

06

RECOMMENDATION AND CONCLUSION

Recommendation I Proposed Amendment – Land Zoning



NSW GOVERNMENT RECOMMENDATION TO STRATEGY

According to NSW Government Planning Industry and Environment recommendation provided to Chatswood CBD Strategy in the endorsement letter dated 9th August 2019 the sites on the eastern side of the north shore rail line which falls within CBD core area should be rezoned to mixed use development.

Amend the land use map based on the recommendation by NSW Government to apply B4 mixed use to subject site.

Recommendation | Proposed Amendment – FSR



Amend the Floor Space Ratio (FSR) map to apply maximum FSR to the subject site of 6:1

Recommendation I Proposed Amendment – Height of Building



Amend the Height of Building (HOB) map to apply maximum building height to the subject site of 90m.





DISCLAIMER: SUBJECT TO FURTHER DESIGN DEVELOPMENT, COUNCIL CONSULTATION AND APPROVAL

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Conclusion



The Planning Proposal has been prepared to respond to Willoughby Council's Chatswood CBD Planning and Urban Design Strategy. The following amendments to WLEP2012 are proposed:

- **Amend the land use map from B3 commercial core to B4 mixed use zone to the subject site; which is consistent with the recommendations by NSW Government Planning Industry and Environment for Chatswood Strategy.**
- **Amend the height of buildings (HOB) map to apply maximum building height to the subject site of 90 metres; which is consistent with the strategy.**
- **Amend the floor space ratio (FSR) map to apply a maximum FSR to the subject site of total FSR of 6:1**

For the following reasons:

1. The amalgamation pattern recommended in the Strategy is difficult to implement due to each site consisting a number of small lots to meet minimum site area. Therefore larger sites with higher amalgamation potential should be encouraged with higher FSR, and provide public benefits in their proposals.
2. The subject site is established as a gateway development site into Chatswood Town Center, bookend Victoria Avenue retail/commercial precinct with Chatswood Interchange. Provide public plaza and extensive commercial/retail uses as public benefits.

With a keen development interest combined with a significant asset within the Chatswood CBD we wish to positively contribute toward Councils future vision.

FOR MORE INFORMATION, PLEASE CONTACT:
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