

# Attachment G13 – Applicant's Assessment of the Proposal against the CBD Strategy

Key Element	Comment	Consistency
<b>CBD boundary</b>	The rezoning review states that the subject site is within the existing CBD boundary.	Yes
<b>Land use</b> <ul style="list-style-type: none"> <li>• Protect to CBD core with commercial around the interchange</li> <li>• Enable other areas to be mixed use</li> <li>• Serviced apartments are to be removed as permissible in the B3 Commercial Core zone</li> </ul>	<p>The rezoning review states Residential is proposed, however only as shop top housing.</p> <p>The rezoning review states that the Department issued correspondence on 9 August 2019 that indicated that mixed use development can be permitted in appropriate area east of the rail line if it results in demonstrable, significant and assured jobs growth.</p>	<p>No</p> <p>(Serviced apartments are not relevant to the planning proposal)</p>
<b>Planning agreements to fund public domain</b>	<p>The rezoning review states that the applicant is prepared to enter into an agreement and is willing to offer a contribution via a VPA to enhance amenity for residential and commercial uses.</p> <p>The rezoning review states that the applicant is willing to contribute to public art</p>	Can comply
<b>Design excellence and building sustainability</b>	<p>The rezoning review states that the proposal will exceed 35m and will be subject to design excellence.</p> <p>The applicant will participate in a competitive design process and sustainability standards will be detailed as part of a DA</p>	Can comply
<b>Floor Space Ratio</b> Minimum site area <ul style="list-style-type: none"> <li>• 1800m<sup>2</sup> for commercial development in the B3 zone</li> <li>• 1200m<sup>2</sup> for mixed use development</li> </ul>	The rezoning review states that the site is within the 2.5:1 FSR area. The proposal is for an amalgamated site and is able to achieve greater than the base FSR	Can comply (with the minimum for greater FSR)
	The rezoning review seek to rezone the site to B4 Mixed	Consistent

<p>A range of FSR maximums in the B4 surrounding the B3 zone.</p> <p>Achievement of increased FSRs are dependent on:</p> <ul style="list-style-type: none"> <li>• Surrounding context;</li> <li>• Setbacks – ground and upper levels</li> <li>• SEPP 65 and ADG</li> </ul> <p>Where the maximum FSR of 6:1 is achieved the minimum commercial FSR in a mixed use zone is 1:1</p>	<p>Use as it is in the outer centre and seeks an FSR of 6:1.</p> <p>The rezoning review states that the SEPP 65 and the ADG will apply and that the proposal is for shop top housing with a commercial FSR of 3:1 exceeding the required 1:1</p>	
<p><b>Built form</b></p> <p>To achieve a slender built form a development should be no more than:</p> <ul style="list-style-type: none"> <li>• 2000m<sup>2</sup> GFA for commercial</li> <li>• 700m<sup>2</sup> GFA for residential above podium in mixed use zones</li> </ul> <p>The width of each side should be minimised and design elements that create bulk are not supported.</p> <p>Setbacks are considered as an important part of achieving slender tower forms.</p> <p>If there is more than one residential tower on a site, then sufficient separation is to be provided in accordance with the required setbacks, SEPP 65 and the ADG. Towers are not to be linked above podium.</p>	<p>The rezoning review states that reference should be made to the concept design that accompanies this proposal that indicates floor plates for mixed use development</p>	<p>To be considered on merit.</p> <p>Able to comply with the setbacks, SEPP 65 and ADG</p>
<p><b>Sun access to key public spaces</b></p> <p>No additional overshadowing in midwinter to:</p> <ul style="list-style-type: none"> <li>• Victoria Avenue (between the interchange and Archer Street) 12pm-2pm;</li> <li>• Concourse Open Space 12pm-2pm;</li> <li>• Garden of Remembrance 12pm-2pm;</li> </ul>	<p>The rezoning view states that development as proposed will not impact upon sun access to key public spaces.</p> <p>No additional LEP control required in respect to this key element and this proposal.</p>	<p>No impact</p>

<ul style="list-style-type: none"> <li>• Tennis and croquet club 12pm-2pm;</li> <li>• Chatswood Oval 11am-2pm.</li> </ul> <p>Additionally, a minimum of 3 hours solar access is to occur to the South Chatswood HCA between 9am and 3pm midwinter.</p>		
<p><b>Building heights</b></p> <p>The maximum building height will be up to the PANS OPS except where compliance is required for sun access, surrounding context, SEPP 65 and the ADG.</p> <p>All roof structures at roof level including lift overruns and architectural features are to be located within the height maximums and integrated into the overall building form</p>	<p>The rezoning review states that:</p> <ul style="list-style-type: none"> <li>• the subject site is not impacted by sun access protection controls.</li> <li>• Subject site located within the 90m area</li> <li>• This proposal is within the maximum height limit</li> <li>• SEPP 65 applies to this proposal.</li> </ul>	<p>Consistent (with sun access, height)</p> <p>Able to comply (with SEPP 65, roof structures)</p>
<p><b>Links, open spaces and landscaping</b></p> <p>All planning proposals should have regard to adjacent sites. Pedestrian and cycle links are sought to improve access through the CBD. New linkages are sought where they are of public benefit.</p> <p>Communal open spaces should be designed regarding safety, quality and usability.</p>	<p>The rezoning review states that it allows for new linkages</p>	<p>Consistent (with linkages)</p> <p>Able to comply (with communal open space)</p>
<p><b>Public realm or areas accessible by the public on private land</b></p> <p>Access is expected from all B3 and B4 redeveloped sites and is to respond to context and nearby sites. Area should be visible from the street and easily accessible and accompanied by rights of way to achieve permanent public benefit.</p>	<p>Noted</p>	<p>Able to comply</p>
<p><b>Landscaping</b></p> <p>All roofs up to 30m from ground level are to be green roofs.</p>	<p>The rezoning review states that the proposed roof will be above 30m.</p>	<p>Not relevant</p>

<p>A minimum of 20% of the site is to be soft landscaping located at ground podium and roof levels.</p>	<p>The landscape requirements are achievable.</p>	<p>Able to comply</p>
<p><b>Setbacks and street frontage heights</b></p> <p>Setbacks are to be 3m to provide deep soil planting along the Pacific Highway.</p> <p>The retail frontage along Victoria Avenue is to maintain a maximum 76m wall height and a minimum 6m setback above the street wall to the tower form.</p> <p>In the urban core a maximum 24m street wall height at the front boundary and a minimum 6m setback above street wall to the tower.</p> <p>All towers above podium level 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>	<p>The rezoning review states that reference should be made to the concept plans accompanying the application. This demonstrates consistency with this key element.</p>	<p>Consistent</p>
<p><b>Active street frontages</b></p> <p>At ground level all buildings are to maximise active street frontages and blank wall are to be minimised and away from key street locations</p>	<p>The rezoning review states that the proposal will include retail uses at street level to encourage activity.</p>	<p>Consistent</p>
<p><b>Further built form controls</b></p> <p>Site isolation is discouraged and where unavoidable joined basements should be provided.</p> <p>Traditional lot patterns along Victoria Avenue is to be reflected in future development.</p> <p>Floor space at ground level is to be maximised with supporting functions such as car parking, loading, garbage rooms and other services to be located at basement level.</p> <p>Substations are to be provided within buildings, not within streets, open spaces and not facing key active street frontages.</p>	<p>The rezoning review states that site isolation has been avoided as the proposal includes site amalgamation and possible further amalgamation.</p> <p>The rezoning review states that a basement is proposed and is able to comply with substations away from open space.</p>	<p>Consistent</p>

<p><b>Traffic and transport</b></p> <p>Vehicle entry points are to be rationalised with one entry and exit point with movement in a forward direction. Loading docks including garbage and residential removal trucks are to be located within the basement areas and not on public streets.</p> <p>An opportunity is to be provided within the basement level for access to adjoining sites when developed.</p> <p>Car parking is to be reduced consistent with Council's objectives and DCP parking rates.</p>	<p>The rezoning review states that only one entry point per street is proposed. Loading and unload is proposed to occur in the basement with one entry and exit in a forward direction.</p> <p>Car parking is proposed to meet the needs of the proposed development.</p>	<p>Consistent</p>
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