

REZONING REVIEW – Briefing Report

Date of referral	6 August 2021	
Department ref. no	RR-2021-85	
LGA	Willoughby	
LEP to be amended	Willoughby Local Environmental Plan 2012	
Address	849, 853,859 Pacific Highway and 2 Wilson Street, Chatswood	
Reason for review	<input type="checkbox"/> Council notified the proponent it will not support the proposed amendment	<input checked="" type="checkbox"/> Council failed to indicate support for the proposal within 90 days, or failed to submit the proposal after indicating its support
Is a disclosure statement relating to reportable political donations under s10.4 of the Act required and provided?	<input type="checkbox"/> Provided <input checked="" type="checkbox"/> Not required Comment: no donations or gifts to disclose	

1. SUMMARY OF THE PROPOSAL

1.1 Description of Proposal

The request for a rezoning review was submitted by City Plan on behalf of 853 Pacific Highway Pty Ltd for a planning proposal pertaining to land at 849, 853 and 859 Pacific Highway and 2 Wilson Street, Chatswood (**Attachment G3**). The planning proposal seeks to respond to the objectives of the recently finalised Chatswood CBD Planning and Urban Design Strategy 2036.

The planning proposal seeks to amend the Willoughby Local Environmental Plan (LEP) 2012 to facilitate a mixed-use development comprising approximately 190 dwellings, 3,166m² of non-residential floor space and 272 carparking spaces.

Specifically, the planning proposal seeks to:

- rezone the site from R4 High Density Residential to B4 Mixed Use;
- increase the maximum building height from 24m to 90m;
- increase the maximum floor space ratio (FSR) from 1.5:1 to 6:1;
- introduce a minimum non-residential floor space ratio of 1:1 in the B4 Mixed Use zone;
- require the future development uplift to provide 4% affordable housing on the site; and

- introduce a new local provision in Part 6 of the Willoughby LEP 2012 that allows the total site area (including the SP2 land) to be included for the purposes of calculation of GFA/FSR if the SP2 land is dedicated to the authority for road widening.

The rezoning review request was submitted as Willoughby Council failed to indicate its support for the proposal within 90 days. Council subsequently considered the proposal on 15 June 2021 and resolved not to progress the proposal for Gateway determination.

1.2 Background

On 10 September 2020, a formal pre-Planning Proposal meeting was held with Council and formal notes issued to aid the preparation of the Planning Proposal, particularly regarding site area, GFA and FSR.

On 12 November 2020, the Planning Proposal was lodged with Willoughby Council which sought the above amendments to the Willoughby LEP 2012.

On 7 December 2020, Council provided comments on the proposal and suggested amendments be made, particularly concerning consistency with the Chatswood CBD Planning and Urban Design Strategy 2036 and the proponent's approach to site area and floor space.

On 23 December 2020, the proponent provided a response to Council's comments, including additional supporting documentation, that addressed all of Council's concerns except for the approach to site area and floor space.

On 10 February 2021, Council provided a letter indicating to the proponent that it would not support the proposal due to the proponent's maintained approach to site area and floor space, which seeks to include the SP2 zoned land in the site area.

On 17 March 2021, a request for a rezoning review was lodged with the Department, as Council has failed to indicate its support 90 days after the request was submitted. The request has been forwarded to the Sydney North Planning Panel for consideration.

On 15 June 2021, Council considered the planning proposal and resolved not forward it to the Department for a Gateway determination under section 3.34 of the *Environmental Planning and Assessment Act 1979*.

On 27 July 2021, the proponent submitted an Addendum to the rezoning review to address Council's comments in its report.

1.2 Locality and context

The subject site is located to the far north of the Chatswood CBD and is approximately 450m from Chatswood Train Station and Bus Interchange. The site is bound by Wilson Street to the north, O'Brien Street to the south, Pacific Highway to the west (primary frontage) and a RailCorp owned commercial site to the east, with the North Shore Railway Line further east of the RailCorp building.

The site is located to the north of 90m residential towers along Railway Street and commercial towers along Pacific Highway.

To the north of the site are three buildings at 871-877 Pacific Highway of 1 to 2 storeys in height. A Gateway determination has been issued for this site which proposes a rezoning to B4 Mixed Use and an increase in height to 90m and FSR of 6:1

To the west of the site across Pacific Highway are medium density residential buildings of 2 to 3 storeys in height.

A locality map has been prepared and can be found at **Figure 1** and **Attachment A**.

1.3 Site description

The site is identified as 849, 853 and 859 Pacific Highway and 2 Wilson Street, Chatswood. The site comprises 4 lots and is legally described as SP 52947, SP 1496, SP 60178 and SP 10110. The site is regular in shape and the proposal will amalgamate four allotments with a total site area of 3,166m². The site has a SP2 Infrastructure zoning and road reservation over the front part of the land along the Pacific Highway frontage.

The site has 3 frontages with a primary frontage on the eastern side of Pacific Highway and secondary frontages on the southern side of Wilson Street and the northern side of O'Brien Street. The existing developments at the site include four residential flat buildings of 3-4 storeys comprising 37 individual strata lots.

A site map has been provided at **Figure 2** and **Attachment B**.

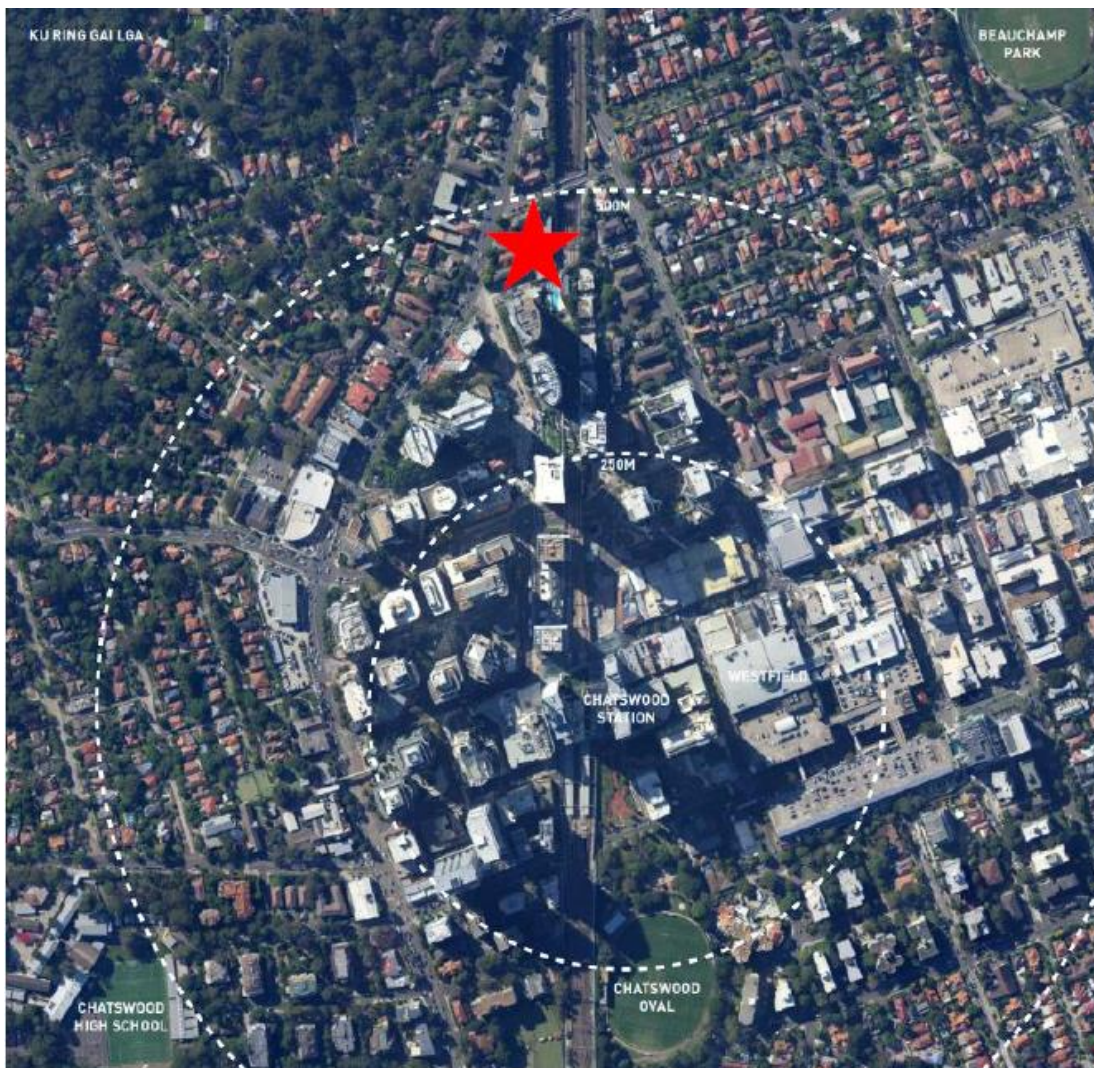


Figure 1: Context Map (Source: PBD Architects)



Figure 2: Site Map (Source: Nearmap)

1.4 Current planning provisions

The site is currently subject to the following planning controls under the Willoughby LEP 2012 as seen in **Table 1**:

- part R4 High Density Residential and SP2 Infrastructure Zoning (Classified Road) (**Figure 3**);
- a maximum permitted building height of 24m over the R4 zoned land (**Figure 4**); and
- a maximum FSR of 5:1 over the R4 zoned land (**Figure 5**).

The SP2 Infrastructure (Classified Road) is identified on the Land Reservation Acquisition Map for acquisition by Transport for NSW. There are no height or FSR controls identified for the SP2 zoned land.

Control	Current planning provisions	Proposed planning provisions	Chatswood CBD Strategy provisions
Land zoning	R4 High Density Residential	B4 Mixed Use	B4 Mixed Use
Maximum building height	24 metres	90 metres	90 metres
FSR	1.5:1	6:1	6:1

Control	Current planning provisions	Proposed planning provisions	Chatswood CBD Strategy provisions
Minimum non-residential floorspace	N/A	1:1 within B4 Mixed Use zone	1:1 within B4 Mixed Use zone
Affordable housing	N/A	Future development uplift to provide 4% additional housing	To be provided within the maximum FSR
Local provision	N/A	Allows the total site area (including the SP2 land) to be included for the purposes of calculation of GFA/FSR if the SP2 land is dedicated to the TfNSW authority for road widening for 'nil cost'.	N/A

Table 1: Comparison of existing, proposed and Chatswood CBD Strategy planning provisions.

It should be noted that the site is not currently subject to a minimum non-residential FSR control.

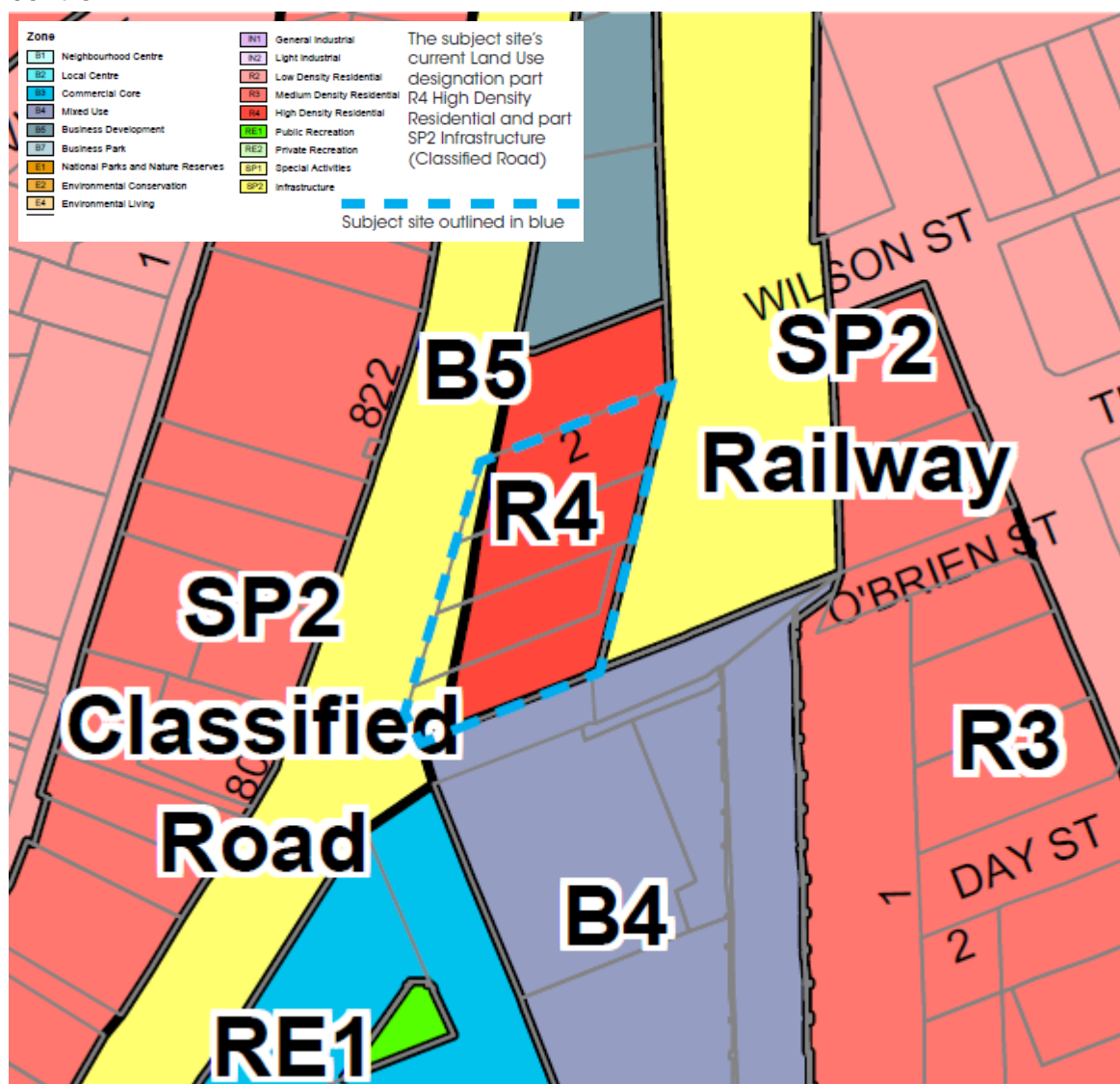


Figure 3: Existing Land Zoning Map (Source: City Plan Planning Proposal)

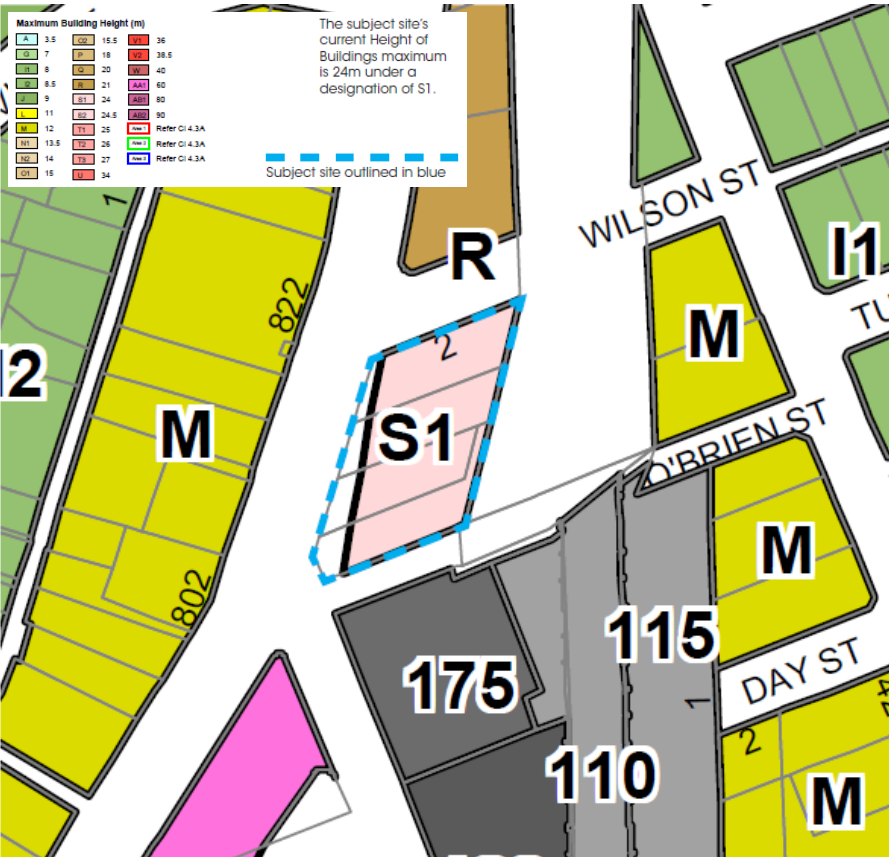


Figure 4: Existing Height of Buildings Map (Source: City Plan Planning Proposal)

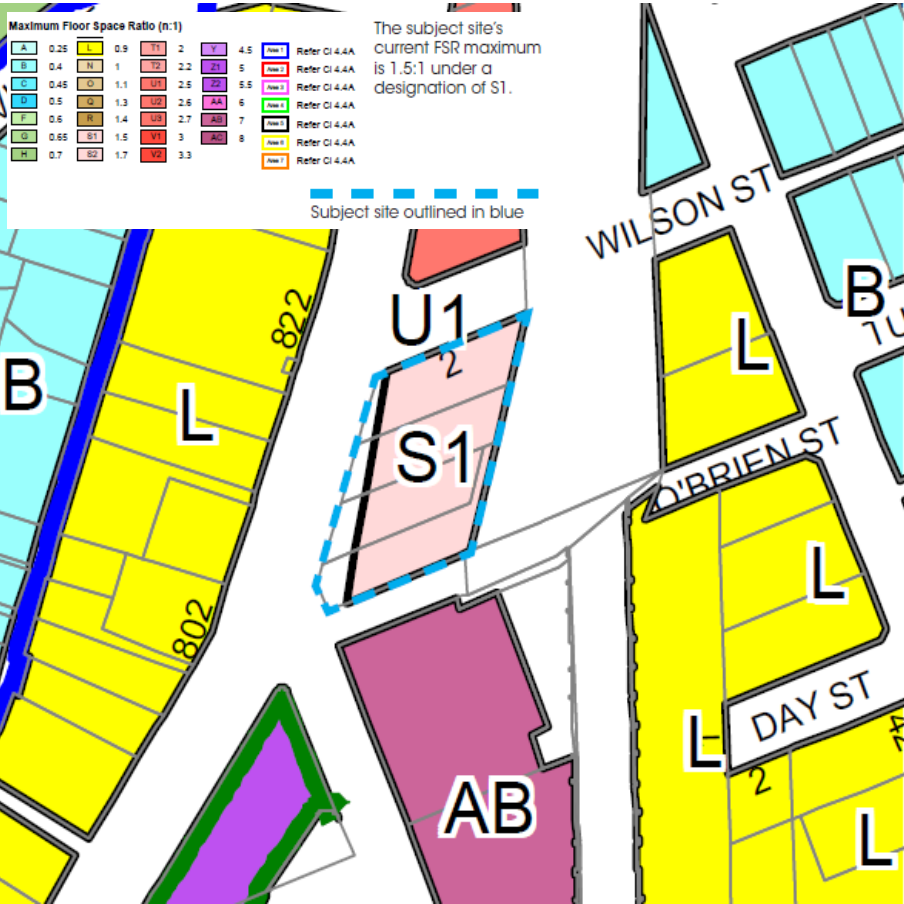


Figure 5: Existing FSR Map (Source: City Plan Planning Proposal)

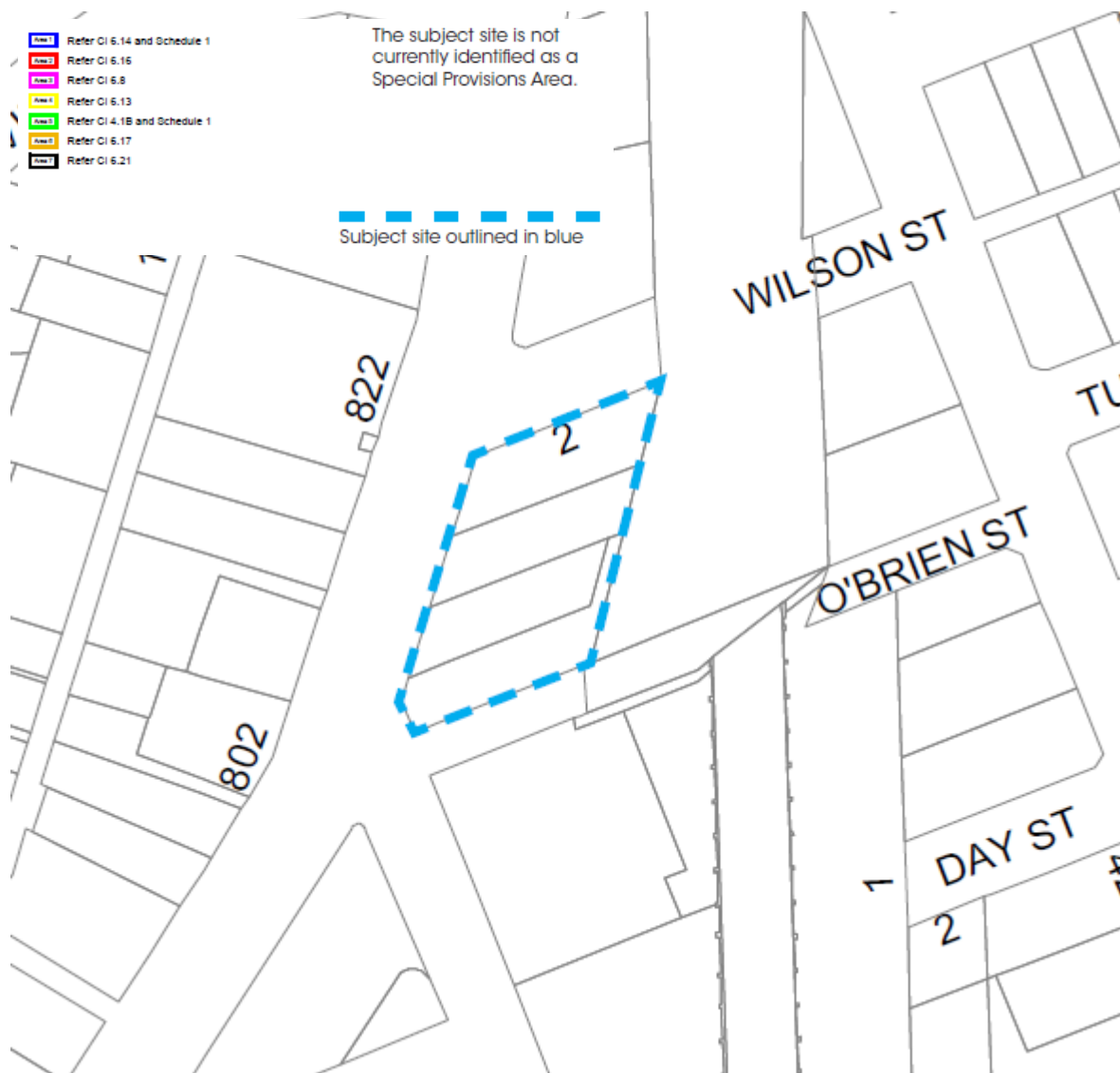


Figure 6: Existing Special Provisions Area Map (Source: City Plan Planning Proposal)

1.5 Proposed planning provisions

The planning proposal seeks to make the following amendments to the Willoughby LEP 2012 as shown in **Table 1**:

- rezone the site from R4 High Density Residential to B4 Mixed Use (**Figure 6**);
- increase the maximum permitted building height from 24m to 90m (**Figure 7**);
- increase the maximum FSR from 1.5:1 to 6:1 (**Figure 8**); and
- amend Sheet_004 of the Special Provisions Area Map to require the future development uplift to provide 4% affordable housing on the site (**Figure 9**).
- Include a local provision as follows:

Clause 4.5 Calculation of floor space ratio and site area

Development on Consolidated Sites located at 849-859 Pacific Highway and 2 Wilson Street, Chatswood

This clause applies to the following land at Chatswood: 849 Pacific Highway, Chatswood (SP1496), 853 Pacific Highway, Chatswood (SP60178), 859 Pacific Highway, Chatswood (SP10110), 2 Wilson Street, Chatswood (SP52947)

Despite clauses 4.3 and 4.4 of the LEP, development consent may be granted to development that will have a gross floor area not exceeding 18,997.2sqm; if the portion of

land highlighted on the Land Reservation Acquisitions Map zoned SP2 is dedicated to the authority of the land.

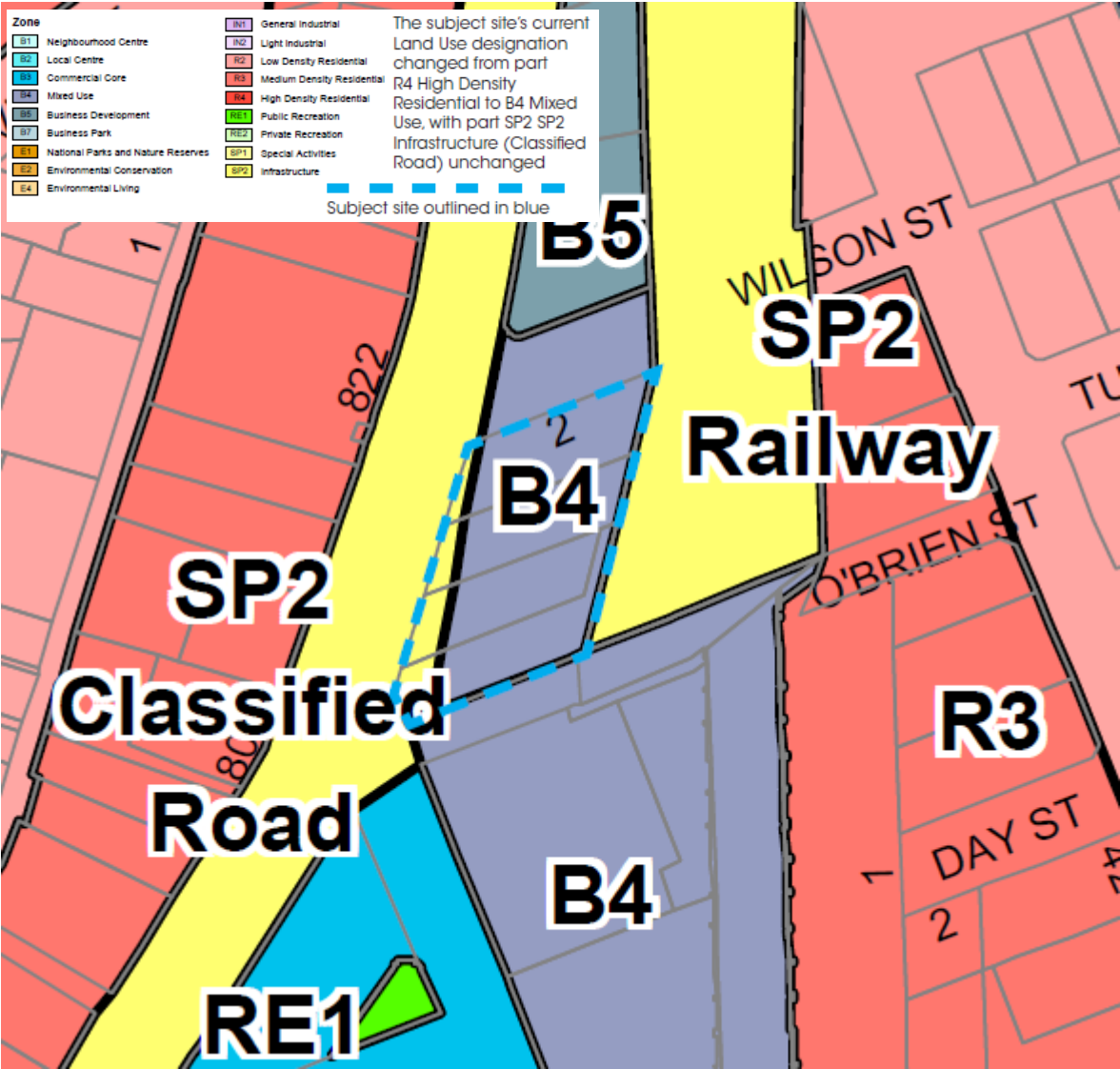


Figure 7: Proposed Land Zoning Map (Source: City Plan Planning Proposal)

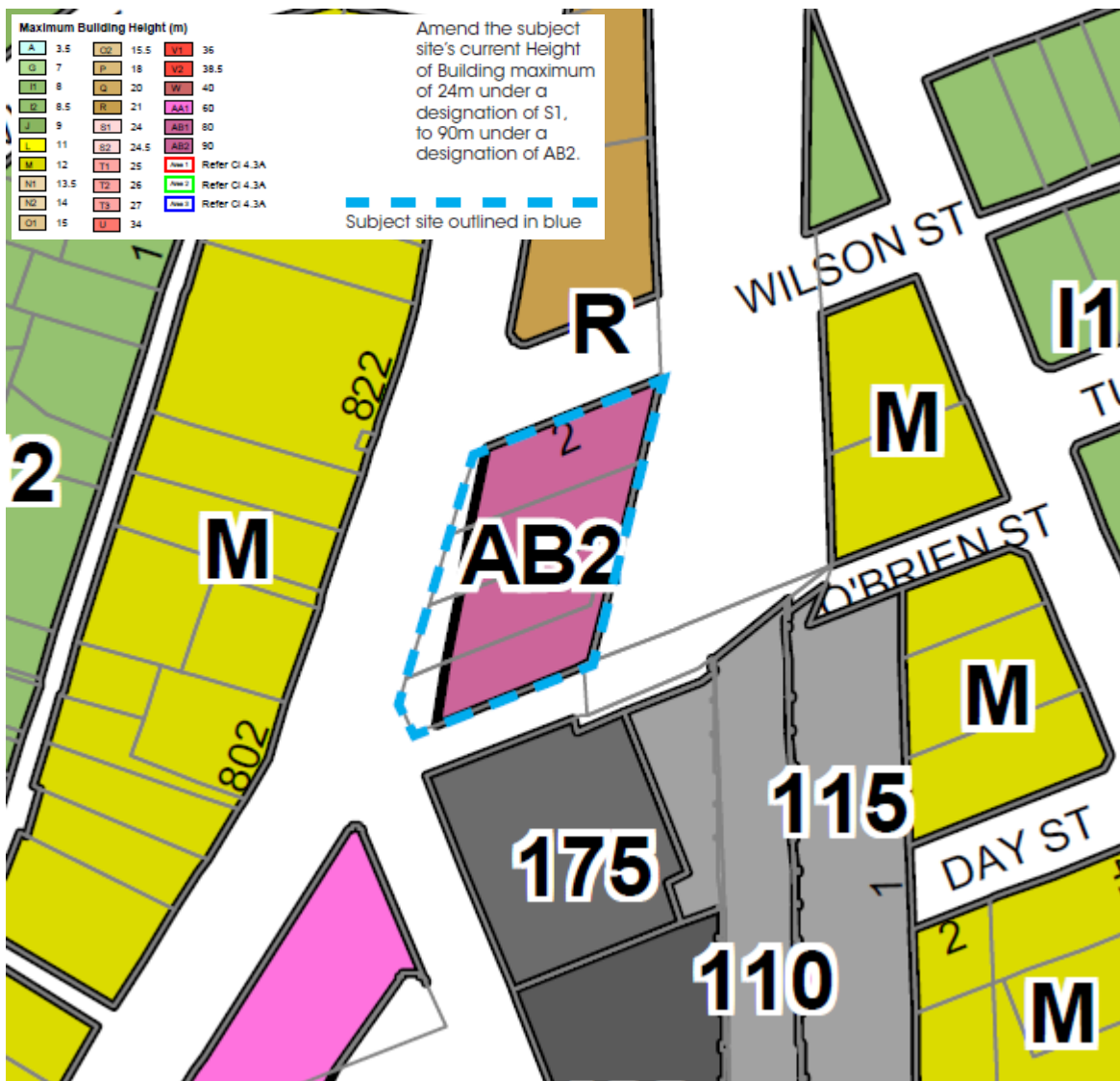


Figure 8: Proposed Height of Buildings Map (Source: City Plan Planning Proposal)

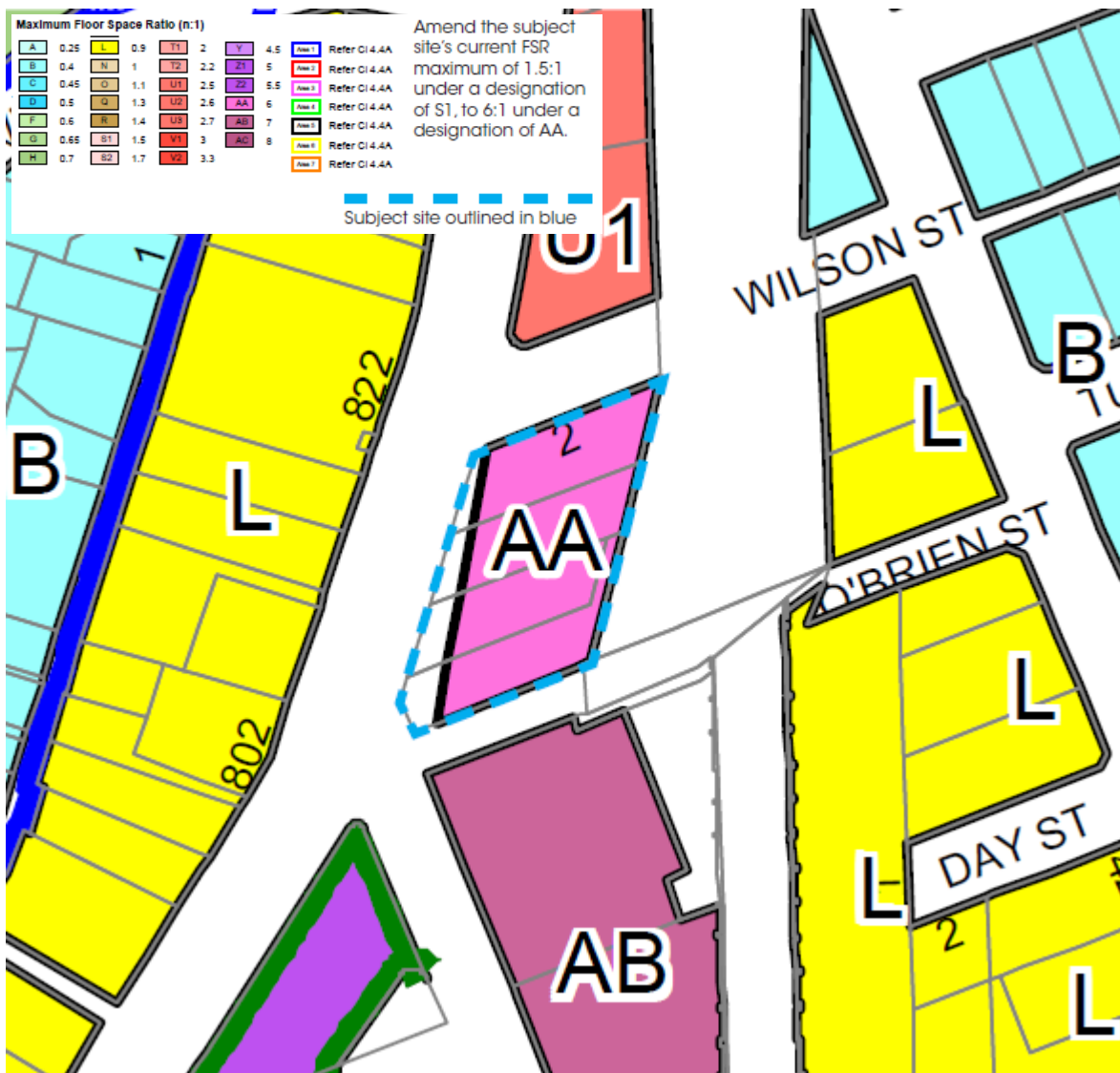


Figure 9: Proposed FSR Map (Source: City Plan Planning Proposal)

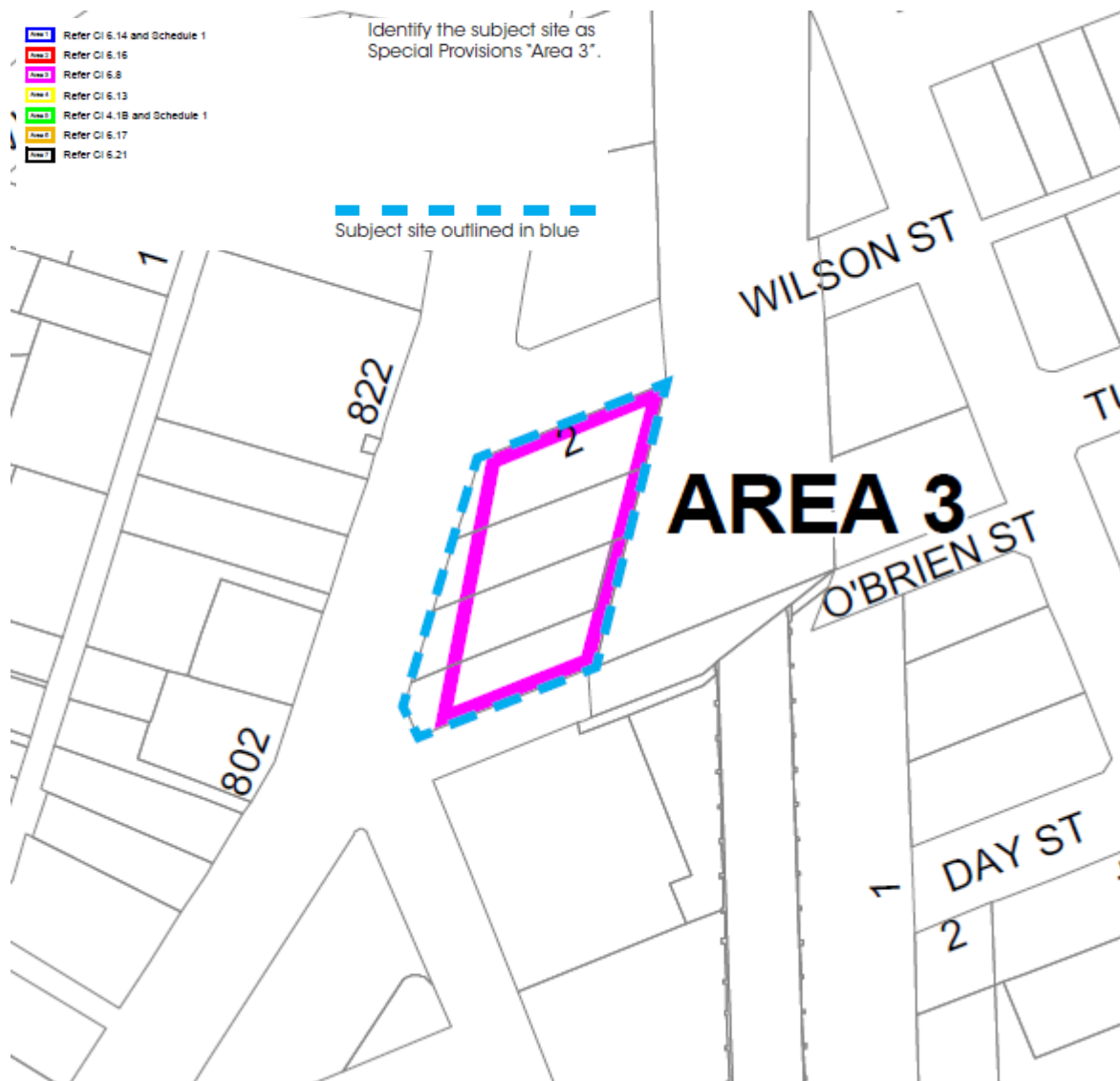


Figure 10: Proposed Special Provisions Area Map (Source: City Plan Planning Proposal)

1.6 Concept Design

The planning proposal is accompanied by an Urban Design Report (**Attachment G4**) prepared by PBD Architects. The report contains an indicative concept scheme which demonstrates how the site could be redeveloped.

The indicative scheme demonstrates a mixed-use tower positioned above a podium (**Figure 11**). The podium comprises two levels, primarily commercial uses. The podium will be positioned above four levels of basement parking, comprising 272 carparking spaces. The tower element of the site will comprise of 25 storeys, plus the roof level. The tower will be primarily for residential uses providing approximately 190 residential apartments.

The indicative concept scheme (**Figure 12**) demonstrates a development that provides for a total residential GFA of 15,830m² and non-residential GFA of 3,166m².



Figure 11: 3D Render (Source: *The Two Artisans Studio*)

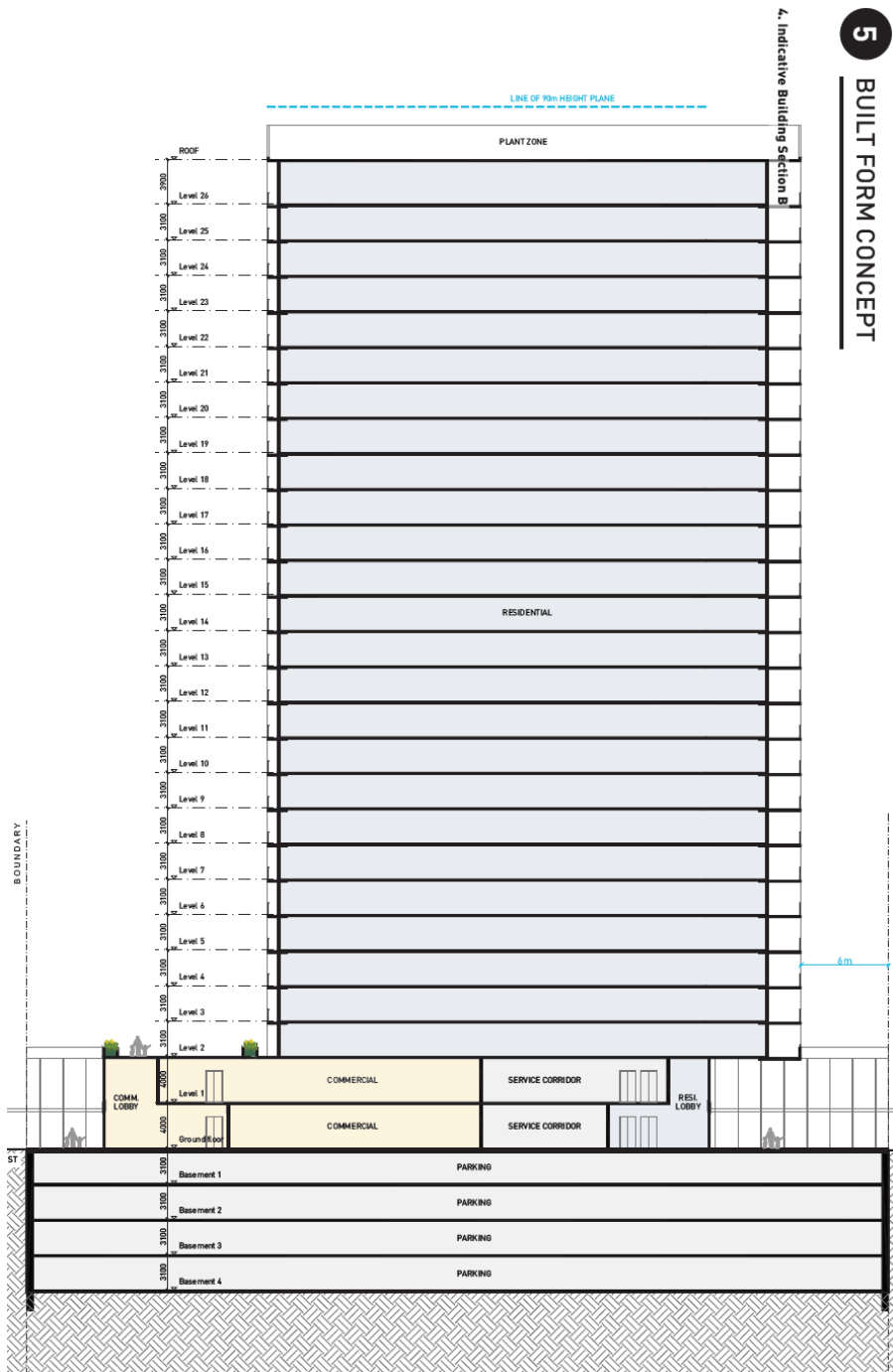


Figure 12: Concept Scheme (Source: PBD Architects)

1.7 Inclusion of SP2 Zoned Land

The application notes that the rezoning review has been sought following Council's indication that it does not support the allocation of the FSR calculation to the SP2 zoned land to facilitate the dedication of the SP2 road widening land for nil consideration.

The proponent states that the SP2 zoned land comprises 15% of the site area. The proposal seeks an FSR of 6:1 across the SP2 land and proposes to apply this to the remaining site of B4 zoned land which also proposes an FSR of 6:1. The application states that without the inclusion of the SP2 zoned land in the calculation of floor space and GFA for the site, the four site amalgamation is unviable and will be split into two separate development sites, that may leave one site undevelopable.

The application states that the indicative concept scheme demonstrates that the floorspace inclusive of the SP2 zoned portion of the land can suitably be accommodated within the B4 Mixed Use zoned portion of land and within the 90m height standard. It is further noted

that a significant reduction (61,000sqm) of floorspace resulted between the revised and endorsed CBD Strategy following the Chatswood Urban Design Study and Chatswood Precinct Heritage Review Report due to lower heights for areas which abut heritage conservation areas. However, it is argued that the subject site is located on the northern extent of the CBD and is sufficiently separated from any heritage interface.

It is noted that the existing apartment buildings on 849 and 853 Pacific Highway currently sit over the area of SP2 zoned land identified for acquisition. The proposal considers it is in the public interest to dedicate the land for nil consideration with all encroachments removed as it would otherwise be subject to compulsory acquisition of the SP2 zoned land and adjoining land.

The proponent also refers that this approach is consistent with other LEPs and precinct plans in Sydney including Kellyville Station and North Ryde Station where specific clauses allow the transfer of floor space ratio that encourages the provision of new roads by allowing the transfer of FSR for that land to be dedicated at nil cost and ensures there are no offsets to local contributions or acquisition costs by relevant authorities.

1.8 Draft VPA Offers

There are two non-binding VPA offers (**Attachments G10-G11**) provided by the proponent – one to Willoughby City Council and one to TfNSW.

The offer to Council (**Attachment G10**) consists of dedicating 400m²–450m² of gross commercial floor area on level 1 east to Council for the purpose of a new community facility that can be used for a flexible range of potential uses such as a co-working space without a cost prohibitive subscription model for users. It can also provide public meeting, exhibition and performance spaces and would be adaptable for future uses such as childcare. The proponent will also provide affordable housing within the development achieving residential FSR uplift through the Chatswood CBD Strategy at the rate of 4% of the proposed additional private residential gross floor space.

The offer to TfNSW (**Attachment G11**) consists of dedicating or transferring the SP2 zoned land along the site frontage to TfNSW for nil consideration, subject to an FSR of 6:1 being applied to the SP2 zoned land to be housed on the remaining B4 zoned land of the site with sufficient setback to the SP2 land.

2. INFORMATION ASSESSMENT

Does the proposal seek to amend a zone or planning control that is less than five years old?

No, the Willoughby LEP 2012 commenced effect on 31 January 2013.

2.1 Strategic merit test

Consistency with the relevant regional plan outside the Greater Sydney region, district plan within the Greater Sydney region, or corridor/precinct plans applying to the site, including any draft regional, district or corridor/precinct plans released for public comment.

Proponents will not be able to depend on a draft regional, district or corridor/precinct plan when the Minister for Planning and Public Spaces or the Department of Planning, Industry and Environment have announced that such a plan will be updated before being able to be relied on.

North District Plan:

The proponent has provided the information contained in the following table outlining the proposals consistency with the North District Plan.

North District Plan Priorities:	Planning Proposal Response
N4: Fostering healthy, creative, culturally rich and socially connected communities	The Planning Proposal report states that the proposal seeks to provide active street life through active retail and commercial uses at street level. The proposal also states that it will create a framework to deliver a unique building by activating the ground floor plane and enhancing connectivity from the site to the Chatswood CBD and Chatswood Rail and Metro Interchange.
N5: Providing house supply, choice and affordability, with access to jobs, services and public transport	The proposal seeks to provide housing in a location that is in close proximity to existing and soon to be completed city shaping infrastructure, and is readily accessible to Chatswood, Sydney/North Sydney metropolitan centres and multiple strategic and regional centres and the jobs and services they offer.
N6: Creating and renewing great places and local centres, and respecting the District's heritage	The Planning Proposal report states that the proposal will facilitate the renewal of four separate allotments currently occupied by residential flat buildings. The report also states that proposal will not overshadow any key spaces identified in the Chatswood CBD strategy. The proposal seeks a high-quality development with an active ground floor plane and a slender tower element to minimise its visual bulk.
N10: Growing investment, business opportunities and jobs in strategic centres	The Planning Proposal states that it seeks to include a quantum of commercial FSR and seeks to strengthen and grow the Chatswood strategic centre by providing additional opportunities for commercial uses on the northern fringe of the CBD. The proposal will also assist in providing increased housing outside of the Chatswood CBD and will protect the commercial core.
N12: Delivering integrated land use and transport planning and a 30-minute city	The proposal states that the subject site is located approximately 500m from the Chatswood Rail and Metro Station and is well serviced by bus routes along Pacific Highway. The proposal outlines that the site's location offers its residents and users access to Chatswood and wider Sydney using low carbon transport methods. It also states that the accessibility to public transport will reduce private vehicle dependency and access to a walkable and 30-minute city.
N21: Reducing carbon emissions and managing energy, water and waste efficiently	The Planning Proposal outlines that it seeks to facilitate greater public transport use to combat the use of private vehicles and in doing so, reduce greenhouse emissions. The proposal acknowledges the site's location within proximity to road and metro based public transport, as well as local employment opportunities in the Chatswood strategic centre, to enable access to jobs and services without reliance on private motor vehicles.

Consistency with a relevant local strategy that has been endorsed by the Department.

Responding to a change in circumstances, such as investment in new infrastructure or changing demographic trends that have not been recognised by existing planning controls.

Chatswood CBD Planning and Urban Design Strategy

The Planning Proposal outlines its consistency with the Chatswood CBD Strategy through the provision of a mixture of commercial and residential development within proximity to public transport and the Chatswood CBD. The proposal also notes the slender tower above the 2-storey podium which provides for appropriate building separation, solar access, privacy and an active ground floor.

The proponent argues that the Planning Proposal is wholly consistent with the CBD Strategy, including the FSR Map that applies a gross FSR of 6:1 to the whole site and the Strategy Built Form Envelope. The proponent also notes that the FSR of 6:1 for the SP2 zoned land

on the remainder of the proposed B4 Mixed Use site can be accommodated within the 90 metre maximum building height, as identified in the CBD Strategy. The proposal notes compliance with the B4 Mixed Use zoning, the minimum site area requirement of 1,200sqm and the minimum non-residential FSR of 1:1. The planning proposal states it will deliver approximately 52 retail jobs and 58 commercial office jobs. The jobs will contribute to the productivity targets for Chatswood set in the North District Plan.

Willoughby Local Strategic Planning Statement (LSPS)

The Planning Proposal states that it is consistent with the Willoughby LSPS due to its proposed increase in housing supply and choice, the provision of 4% of the residential GFA in the form of affordable housing, improved public domain and the provision of a high-quality mixed-use building located within the Chatswood CBD. Specifically, the proposal states that it is consistent with Priorities 1, 2, 3, 6 and 9.

Apartment Design Guide (ADG)

Part 2D of the ADG states that *“the GFA should fit comfortably within the building envelope as the envelope needs to also account for building elements and service areas that are not included in the GFA definition and to allow for building articulation,”* and

“FSR is not a measure of the maximum capacity of the building envelope. The envelope provides an overall parameter for the design of the development.”

The application states that the proposed FSR and GFA fit comfortably within the building envelope controls applying to the development parcel excluding SP2 land, as evident in **Attachment G14**, resulting in:

- a 630m² tower floorplate of a maximum 700m²;
- an 87m building height of a maximum 90m;
- full compliance with all setback controls, including to the SP2 land;
- 2.3 times bigger than the minimum site area; and
- 100% compliance with the ADG.

Part 2D also states that *“on precinct plan sites with new streets and/or open spaces, both the gross FSR for the whole site and the net FSR for individual development parcels need to be defined.”*

The proponent notes that the net FSR may be higher than the gross FSR where there is a dedication of land, ensuring that individual development parcels are not unfairly burdened with reduced FSR standards. The proponent also argues that the CBD Strategy provides a gross FSR of 6:1 across the entire site. Similarly, the proposal applies a gross FSR of 6:1 across the entire site, provided that the SP2 land is dedicated to TfNSW at nil cost. The addendum to the rezoning review (**Attachment G14**) considers this to be consistent with Part 2D of the ADG. The proponent believes that Council’s approach applies an FSR of 5.1:1 across the site, resulting in inconsistency with the CBD Strategy FSR Map and disincentives around land dedication or site amalgamation. Finally, the proponent identifies the Planning Proposal at 3 Ellis Street, Chatswood that was endorsed by Council. An FSR of 4.5:1 was proposed, with the existing maximum FSR being 2.5:1 and the site was 400m² smaller than the minimum lot size for B4 Mixed Use.

Responding to a change in circumstances, such as investment in new infrastructure or changing demographic trends that have not been recognised by existing planning controls.

The change in circumstance in this instance relates to the desire of Willoughby Council to provide increased development on the CBD periphery to protect the existing commercial core. The proposal facilitates a mixed-use development consistent with the built form envisaged in the Strategy.

2.2 Site-specific merit test

The natural environment (including known significant environmental values, resources or hazards).

The Planning Proposal provides a site-specific merit test and summarises the following points relating to environmental values, resources and hazards:

- The site is not known to contain any significant environmental values, resources or hazards;
- The preliminary Site Investigation Report concludes “the potential for contamination is considered to be low”; and
- The potential impact of any development on adjacent land and its natural environment will be addressed by any future DA.

The existing uses, approved uses and likely future uses of land in the vicinity of the proposal.

The proposal states that the Chatswood CBD Strategy considers the existing and future land uses within the area. In addition to this, the proposal states that the future land use of all land immediately adjacent to the subject site is B4 Mixed Use. The proposal considers that it will not adversely impact any surrounding development. The proposal also notes that the SP2 land will be able to be dedicated to the relevant authority to provide future road widening.

The services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision.

The Planning Proposal outlines the highly accessible location of the site by public transport, including the Chatswood Rail and Bus Interchange and bus stops along Pacific Highway. The proposal states that there will not be any unreasonable demand placed on services and infrastructure.

3. COUNCIL VIEWS

A copy of the correspondence that the proponent received from Council on 10 February 2021 is provided at **Attachment D1**. The Department wrote to Council on 12 April 2021 advising that the rezoning review request had been received. On 15 June 2021, a Council meeting was held where the proposal was considered and Council resolved to not to forward the Planning Proposal to DPIE for Gateway determination (**Attachment D2 and D3**).

Information considered by Council

On 10 August 2021, Council confirmed that the documentation received by the Department was the same as that considered by Council at the Council meeting on 15 June 2021, with the exception of the following information (**Attachment D4**):

- TfNSW Advisory Response to the proponent dated 19 March 2021,
- Combined revised drawings dated October 2020,
- Addendum to Rezoning Review Request dated 27 July 2021, and
- Request for Rezoning Review letter dated 17 March 2021

Council comments

Council advised that its comments are contained in the report and attachments from the Council meeting of the 15 June 2021, when it was resolved that Council would not support the Planning Proposal. The Willoughby Local Planning Panel (WLPP) considered the proposal on 27 May 2021 and advised that it is not satisfied that the planning proposal is worthy of being forwarded to the DPIE for a Gateway consideration. The majority of the Panel determined it should not be forwarded to DPIE for similar reasons outlined in the Council resolution. One of the panel members resolved to support the planning proposal as they argued it will allow for a development consistent with the zone objectives, the proposed height and floor plate controls and will facilitate public benefits at no cost to the community (**Attachment 6 of Attachment D3**).

The reasons outlined in Council's report are provided below.

Calculation of site area and floor space

Council considers that the proposal is a departure from the current planning controls on the site, with the proposal seeking to utilise the floor space for the part of the site zoned SP2 Infrastructure (Classified Road) on the remainder of the site zoned R4 High Density Residential under the Willoughby LEP 2012, in addition to the maximum floor space permitted.

Council notes that the land reservation acquisition and the purchase of this land is a matter between the proponent and TfNSW. Council demonstrates that the outstanding significant issue with the proposal is the proponent's approach to the calculation of site area and floor space. Council states that it cannot support the inclusion of the SP2 zoned land (approximately 470m²) as site area, as this results in an increased gross floor space. Council outlines that floor space is to be calculated using the site area after land reservation acquisition in accordance with the Willoughby LEP 2012 and the Chatswood CBD Strategy.

Council states that if the SP2 land is to be included in the site area for the purposes of gross floor area and floor space ratio, then the total GFA would be 18,996m² (based on a site area of 3,166m²) with a resulting FSR of 7.05:1. Council believes that the Planning Proposal does not satisfactorily address this outstanding significant issue and the proposed scale of development would be more than the site should accommodate. The FSR on the proposed B4 Mixed Use site alone would not exceed 6:1 but Council states that the use of the FSR for the SP2 land on the remainder of the developable B4 Mixed Use land is a departure from current planning controls.

Council has consistently advised the applicant of its concerns with the approach to include the SP2 land within the site area for the purposed of determining GFA and FSR.

The proposal was noted to be inconsistent at the formal pre-Planning Proposal meeting. Council noted its concerns including:

- *"FSR should be calculated on the site area after land reservation acquisition.*
- *FSR is intended to be within the final site boundaries, with the development envisioned on the site (post acquisition) to reflect the floor space and development as accommodated on site size. Any proposal for a bigger development on a smaller site, and outside of the development envisioned under the Strategy, is not supported.*
- *It is envisioned the Transport (RMS) acquired road will be used for road purposes, noting the Pacific Highway and Railway Street intersection is an important access point into the Chatswood CBD."*

Therefore, Council considers the proposal to be inconsistent with the pre-Planning Proposal notes as the proponent seeks to include the SP2 land in the site area.

Inconsistent with the Chatswood CBD Planning and Urban Design Strategy 2036

Council considers that the CBD Strategy does not allow site area to include existing SP2 land under Willoughby LEP 2012 as it is not developable under the CBD Strategy. The proposal is inconsistent with the Willoughby LEP 2012 and the CBD Strategy in the provisions relating to SP2 zoned land which does not benefit from an FSR control.

Council considers the proposal is inconsistent with the Council endorsed Chatswood CBD Planning and Urban Design Strategy 2036 which does not change road widening requirements from Transport for NSW as expressed in Willoughby Local Environmental Plan 2012, with regard in this case to the Pacific Highway, or how such matters are processed. Council also notes that the proposal is inconsistent with the Strategy, which identifies the site as having a maximum FSR of 6:1. The inclusion of the FSR taken from the SP2 zoned land, which is not developable under the CBD Strategy, would increase

the FSR to 7.05:1 and is contrary to the CBD Strategy and would constitute an overdevelopment of the site. Council did not provide comments on the provisions of the DCP and all key elements of the Strategy as the planning proposal is not supported.

Inconsistent with the relevant strategic plans

Council considers the proposal to be inconsistent with the objectives and outcomes of the Greater Sydney Region Plan and North District Plan, which encourages development to be appropriate to its site.

Council encourages the proponent to resubmit a Planning Proposal that is consistent with the CBD Strategy and Willoughby LEP 2012 with further consideration given to zoning, site area, gross floor area and FSR. Council also encourages the proponent to seek appropriate compensation for the SP2 Infrastructure (Classified Road) portion of the site from TfNSW.

ATTACHMENTS

Attachment A – Locality map

Attachment B – Site map

Attachment C – Existing and Proposed LEP Maps

Attachment D – Council comments

- D1 – Council Letter 10.02.21
- D2 – Ordinary Council Meeting Minutes 15.06.21
- D3 – Council Meeting Agenda 15.06.21
- D4 – Council Comments 10.08.21

Attachment E – Submission to Council 23.12.20

Attachment F – TfNSW Advisory Response 19.03.21

Attachment G – Rezoning Review Application

- G1 – Application form
- G2 – Cover letter – rezoning review request
- G3 – Planning Proposal
- G4 – Urban Design Report
- G5 – Geotechnical Report
- G6 – Acoustic Assessment
- G7 – Transport Impact Assessment
- G8 – Wind Impact Assessment
- G9 – Preliminary Site Investigation (Contamination)
- G10 – Non-binding VPA offer to Council
- G11 – Non-binding VPA offer to TfNSW
- G12 – Draft Site Specific DCP
- G13 – 3D Render
- G14 – Addendum to Rezoning Review Request

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