

PBD ARCHITECTS

PLANNING PROPOSAL

2 WILSON STREET & 849-859 PACIFIC HIGHWAY
CHATSWOOD | 06 NOV 2020 | REVISION A

DESIGN
FOR

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INTRODUCTION

1. Project Summary

PBD Architects has been engaged by Sanctuary Partners on behalf of 853 Pacific Highway Pty Ltd. to provide an Urban Design Study in support of a Planning Proposal for 2 Wilson Street & 849-859 Pacific Highway, Chatswood.

The purpose of this document is to provide analysis of the urban context, current and future planning objectives for the site and investigate the potential for what a built-form might take.

The built-form proposal has led to a building envelope which is in keeping with Willoughby Council's "Chatswood CBD Planning and Urban Design Strategy" ("Chatswood Strategy"), desired future context and ADG principles of design.

2. Site location And Statistics

The site is located at 2 Wilson Street & 849-859 Pacific Highway, Chatswood. The site currently contains a number of three and four storey walk up residential flat buildings.

The area to the west is typically modest residential building construction, as is the area to the north (although this will increase under the Strategy). The area to the south increases in bulk and scale significantly, with a neighbouring 90m residential tower.

The site is approximately 400 metres walking distance from Chatswood Railway Station. It is highly accessible to nearby services and social infrastructure being the proposed northern tip of the expanded Chatswood CBD.

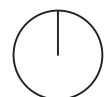
The broad objective of this proposal is to indicate how residential uplift can be achieved for this site in accordance with Council's "Chatswood Strategy", resulting in an increase to the maximum permissible FSR and maximum permissible building height.

LOCATION: 2 Wilson Street & 849-859 Pacific Highway, Chatswood

SITE AREA: 3,166 m²

TARGET FSR: 6:1 (1:1 Commercial & 5:1 Residential)

TARGET HEIGHT: 90 metres



3. Site opportunities

This proposal explores the opportunities and constraints of the site, including:

- The significant size of the site
- The site has three frontages - Pacific Highway, Wilson Street, O'Brien Street
- Creating a gateway development for the northern tip of the Chatswood CBD
- Accelerating the introduction of proposed Development Standards for the site in line with the Chatswood Strategy
- Appealing to the prominence of the site and the opportunity to provide a sound architectural solution for this highly accessible development site

4. Context

The site is located at the northern tip of the Chatswood CBD with the following relationship to significant urban infrastructure:

- Immediately adjacent to the Pacific Highway
- Approximately 400m north of Chatswood Railway Station
- Approximately 500m north of Chatswood Westfield Shopping Centre
- Approximately 700m north of Chatswood Public School
- Approximately 900m north of Chatswood High School
- Approximately 3km north of Royal North Shore Hospital



5. Adjacent Sites

The site is bounded by the Pacific Highway to the west, A RailCorp light industrial site and rail line to the east, Wilson Street to the north and O'Brien Street to the south,

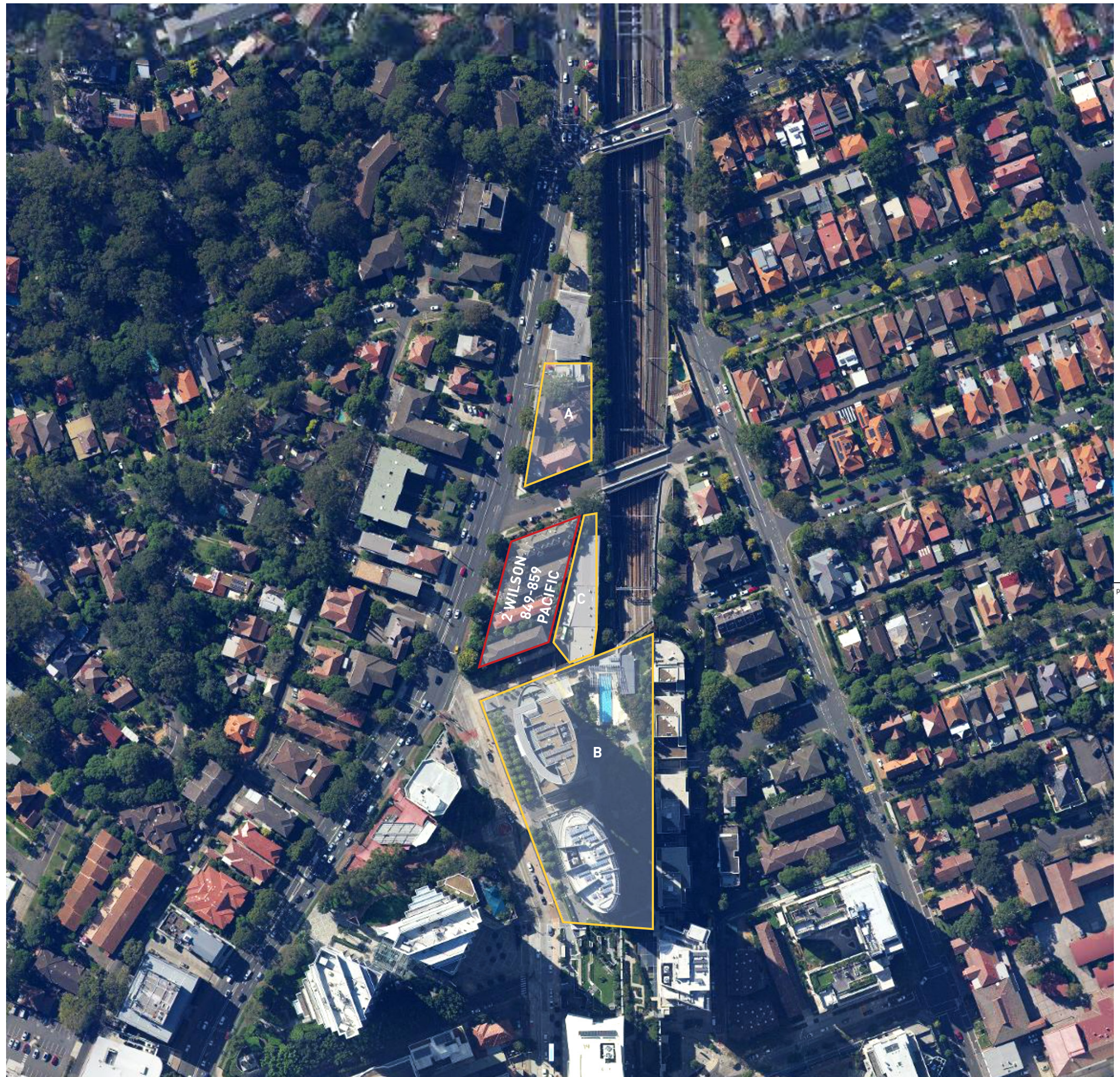
The diverging Pacific Highway and Railway line on the Northern fringe of the Chatswood strategic centre creates a wedge shape site structure. The most Northern site (A) fronted by a petrol station has a current lodged Planning Proposal.

The subject site is adjacent to RailCorp's light industrial facility (C) to the east.

The southern neighbouring Mirvac site comprises two high rise residential towers at 7:1 FSR and partially constructed over the rail line.

 Planning Proposal Site

 Key Neighbours



AERIAL VIEW | Adjacent sites
NTS - sizes in mm

PLANNING PROPOSAL for 2 Wilson Street & 849-859 Pacific Highway | CHATSWOOD
REVISION A | PrePrepared by PBD | ARCHITECTS + Project Managers
Nominated Architect - Paul Buljevic - No. 7768
Design for SANCTUARY PARTNERS on 06 Nov 2020





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STRATEGIC PLANNING

1. A Metropolis of Three Cities

Under the plan, Chatswood is significant in the following key areas:

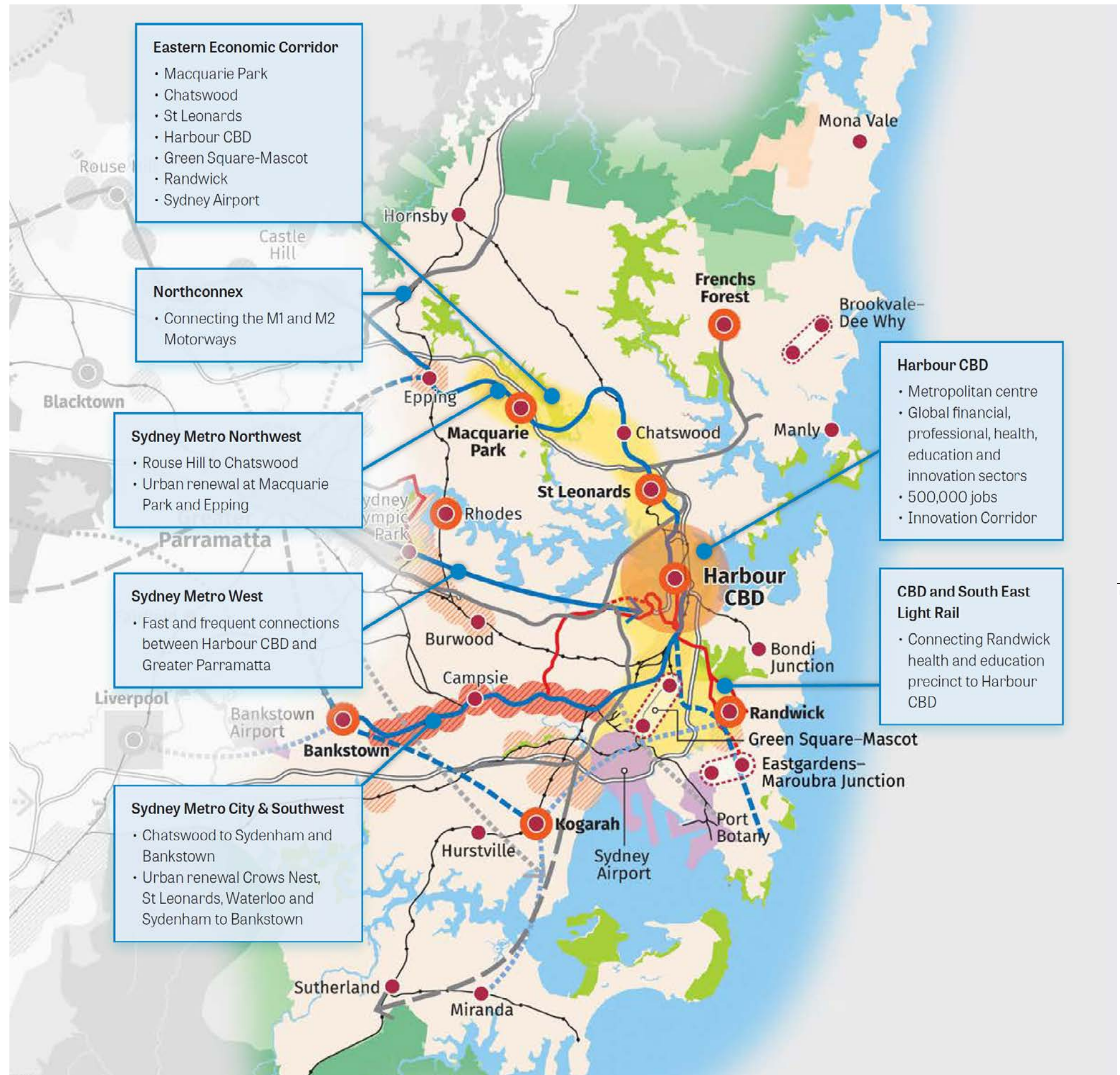
- Located in the Eastern Harbour City
- It forms part of the “Eastern Economic Corridor”
- It is a “Strategic Centre”
- Key interchange for the North West Rail Link, Northern Rail Line, Northern Beaches
- Bus Link and Sydney Metro Network

The plan identifies that by 2036 there will be 817,000 new jobs in Sydney compared to 2016 levels. One of the key drivers for the plan is a “30 minute city” whereby the majority of workers live within 30 minutes of their workplace.

This reinforces Willoughby Council’s proposal to expand the Chatswood CBD for mixed-use development while preserving the central CBD for commercial activity.

As indicated above, Chatswood is identified as one of Sydney’s strategic centres. The plan states that “While local centres are diverse and vary in size ..., they play an important role in providing access to goods and services close to where people live”.

Increasing the number of dwellings in close proximity to jobs, goods and services provides for the desired outcomes under the Greater Sydney Commission’s plan for the region, and more specifically, Chatswood.



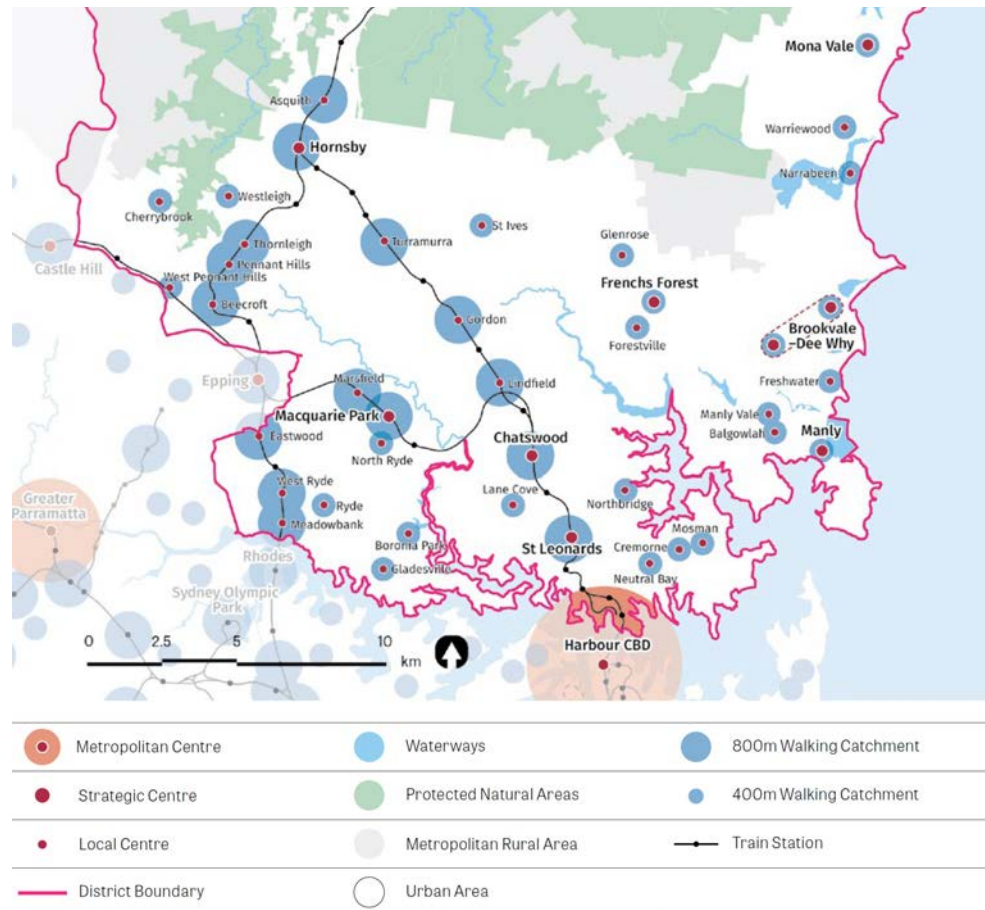
2. North District Plan

The North District Plan identifies the following key statistics for the growth of this important Sydney Region:

Additional 92,000 dwellings in the district, representing an increase of over 20% on 2016 levels Willoughby Council to deliver 1,250 additional dwellings by 2021 and increase employment from 24,700 jobs (2016) to between 31,000 and 33,000 jobs by 2036.

In addition to being a centre for employment and increased housing, Chatswood is identified as a major shopping precinct with distinct dining/night-life and street-life characters. The plan notes that “Delivering housing within a walkable distance of strategic centres encourages non-vehicle trips, which foster healthier communities.”

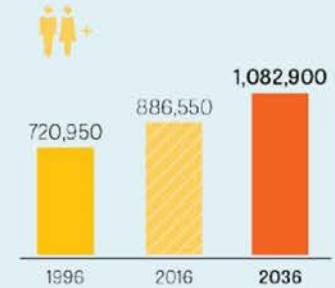
Furthermore, “to deliver the 20-year strategic housing target, councils should recognise opportunities for long-term housing supply associated with city-shaping transport corridors”.



Population growth (2016–36)

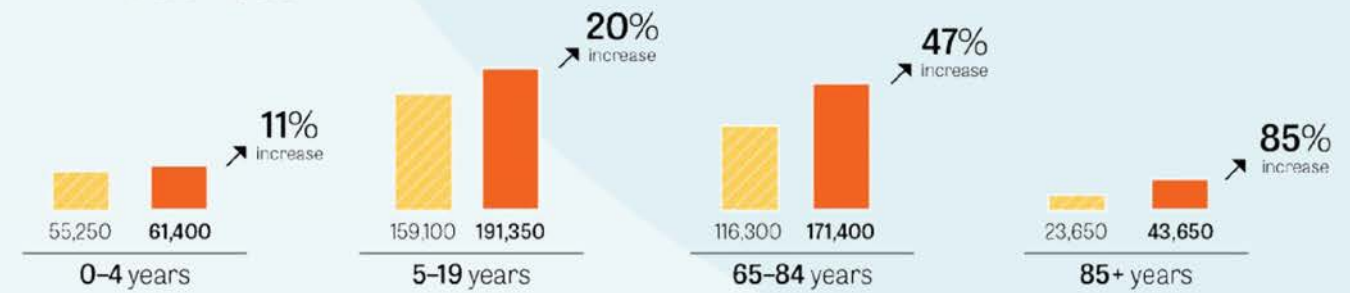


North District

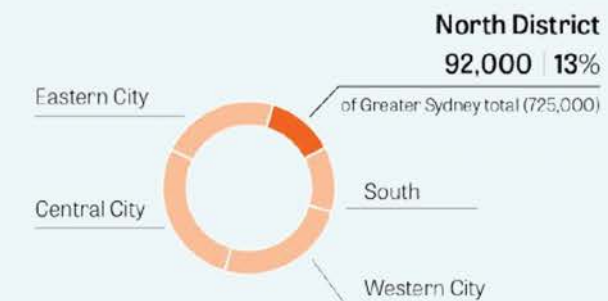


Population growth by age (2016–36)

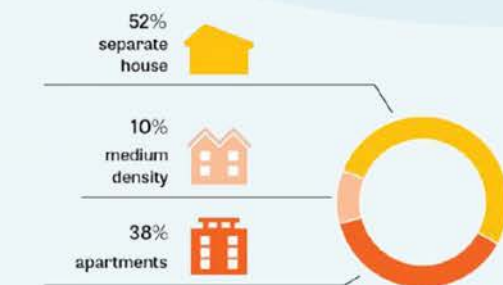
2016 2036



Housing growth (2016–36)



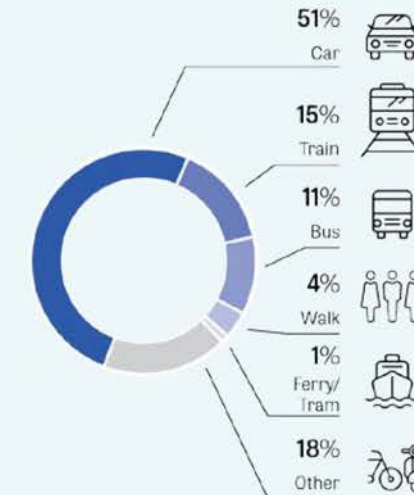
Housing type (2016)



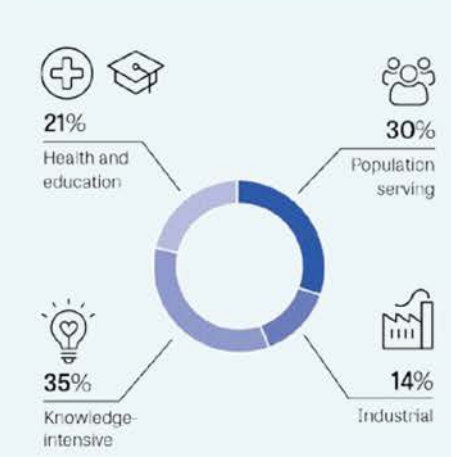
Jobs (2016)



Journey to work (2016)



Jobs by sector (2016)

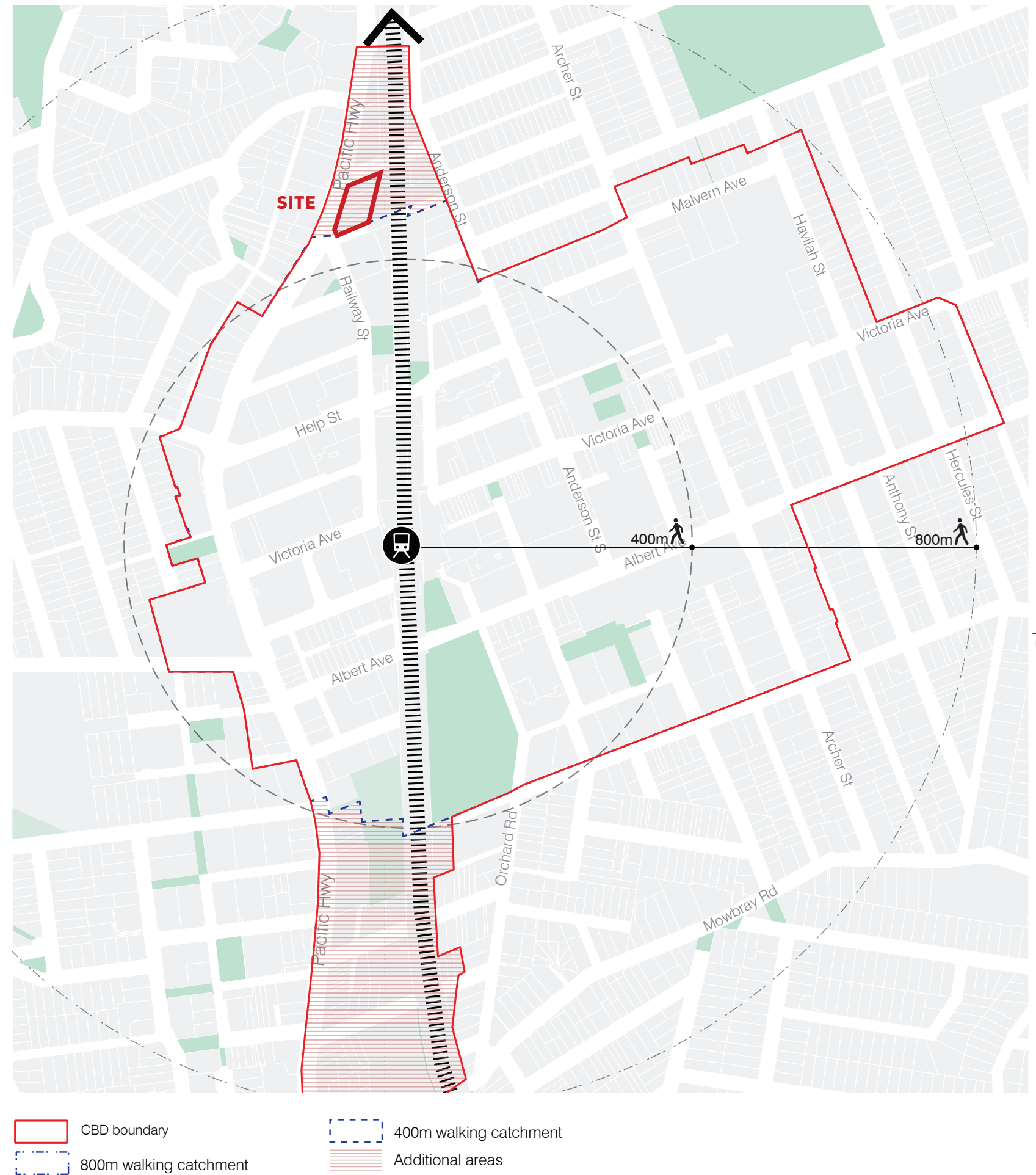
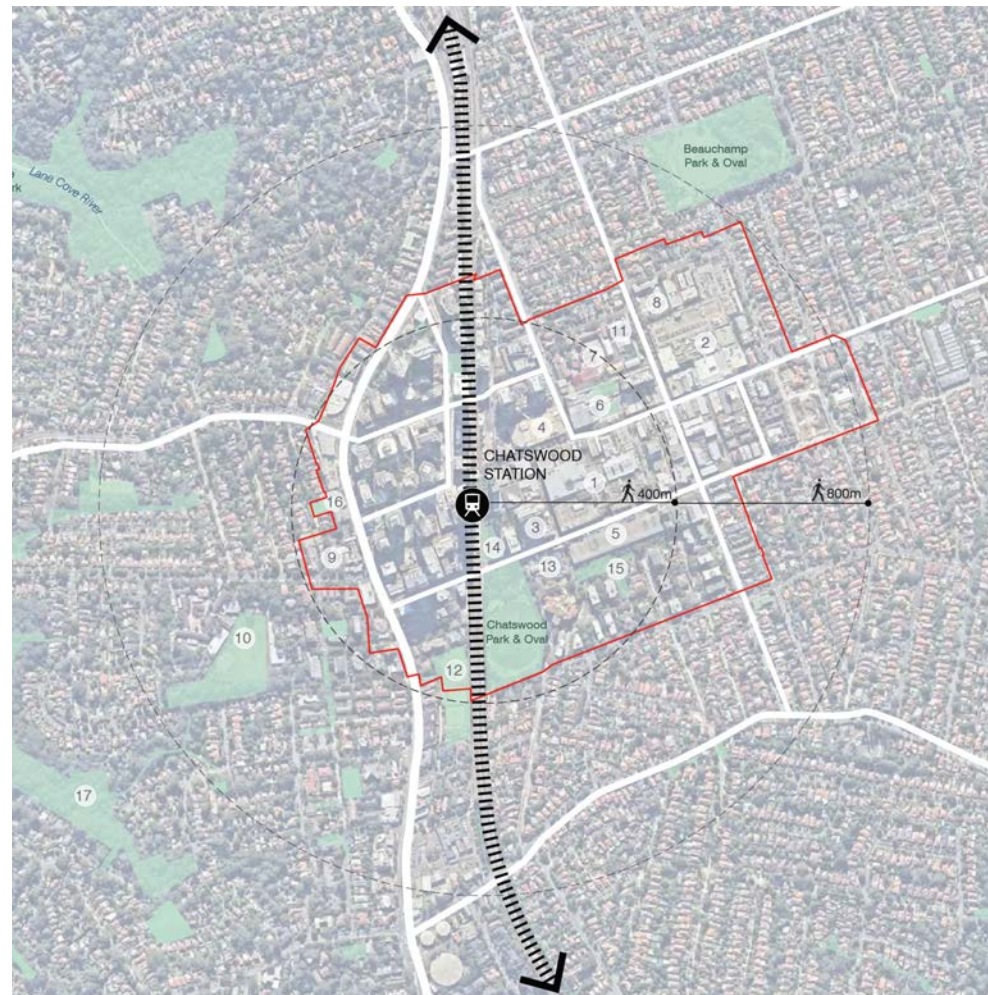


3. Chatswood CBD Planning & Urban Design Strategy (September 2020)

The revised Chatswood Strategy was fully endorsed by the Department of Planning, Infrastructure and Environment and proposes the expansion of the Chatswood CBD to the north and to the south as indicated in the figure to the right.

Apart from expanding the CBD, the key recommendations of the strategy are as follows:

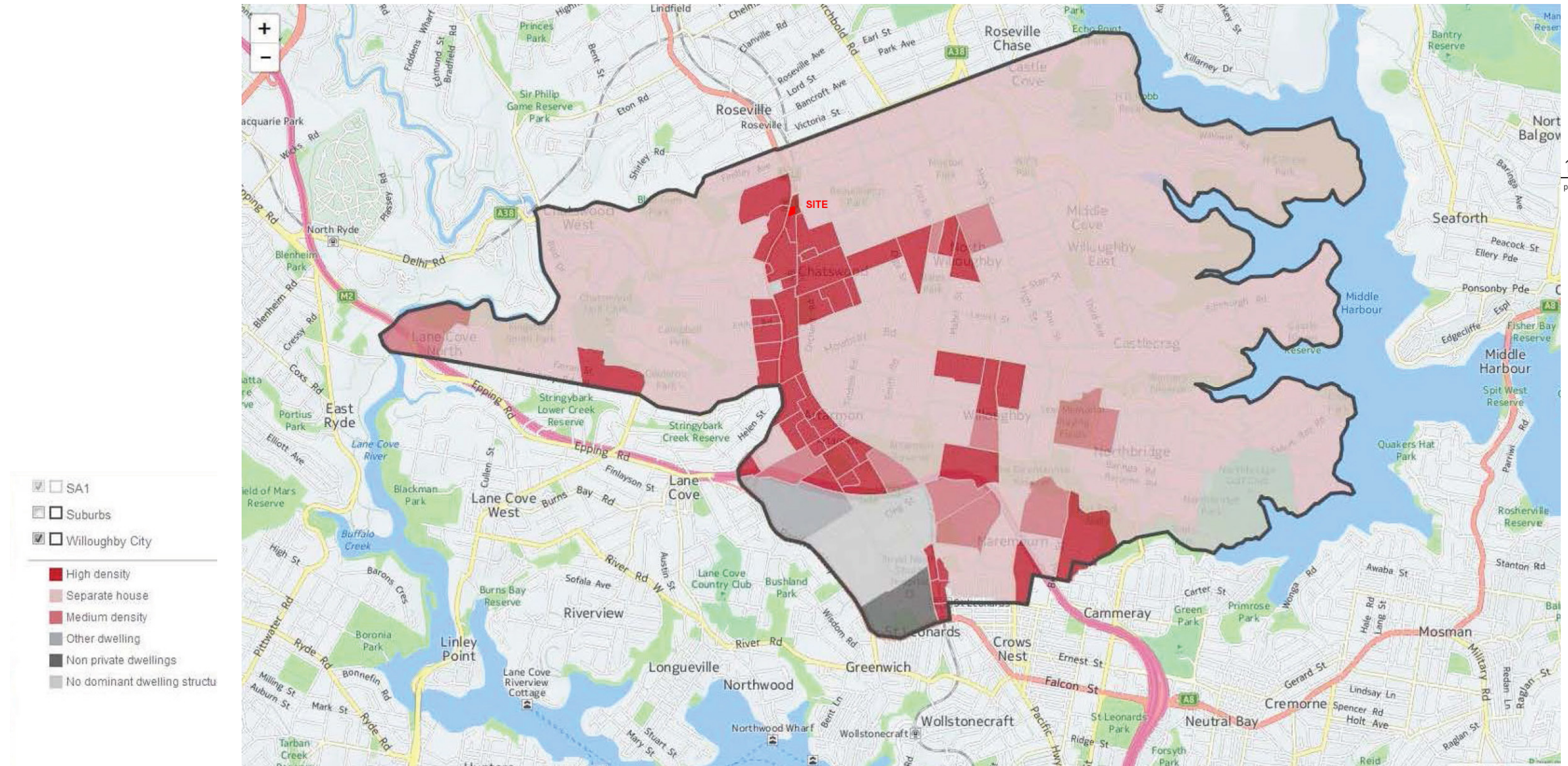
- Promoting office growth and a diverse mix of uses
- Rezone the majority of the expanded areas for mixed-use development to encourage residential development adjacent to the commercial core
- Allow for increased maximum FSR
- Increased heights in the expanded CBD areas
- Preservation of solar access to key public spaces within the CBD
- Establish street frontage heights and setbacks to provide consistency in the urban form
- Minimum site size of 1,200m² for residential development within the CBD



4. Willoughby Housing - Position Statement

The principles underpinning the position statement are:

- Provide sufficient and well-designed housing for the next 20 years.
- Provide for a mix of housing types to suit various community needs including affordable housing.
- Focus new housing growth in larger centres and areas of medium and high density with access to public transport to protect lower density neighbourhoods.
- Promote community health and wellbeing by locating new housing within walkable access (400m) to transport and other local services and amenities.
- Respect and promote the heritage and environmental qualities of WCC in planning for new housing.





3 PLANNING CONTROLS

1. Existing Controls

Under Willoughby LEP 2012, development on the site is subject to the below controls.

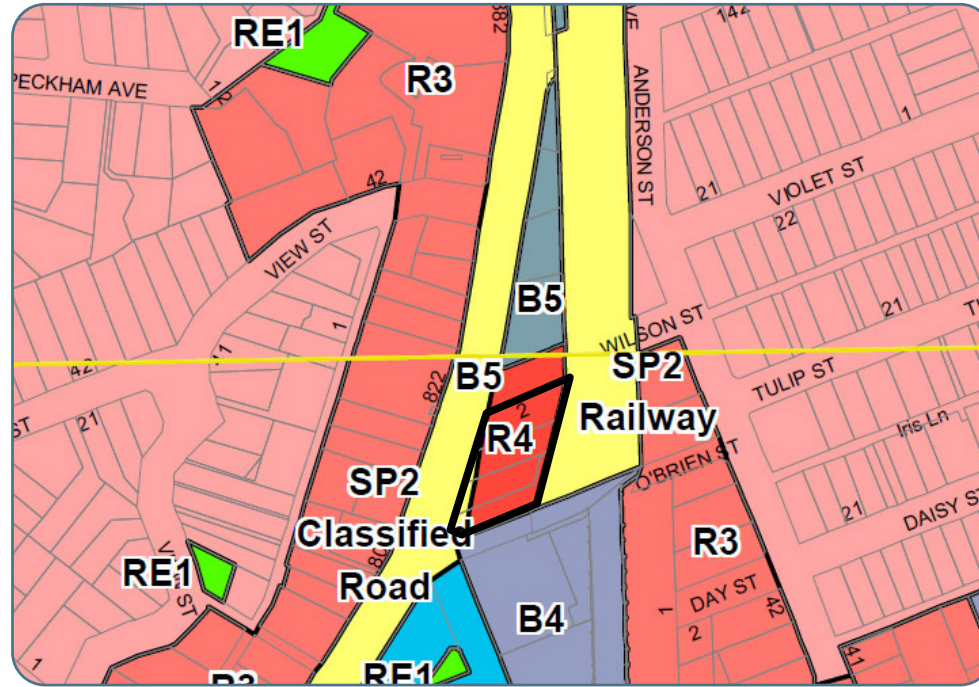


Figure 3.1 Zoning map (source: Willoughby LEP 2012)
Zoning: S1 - R4-High Density Residential

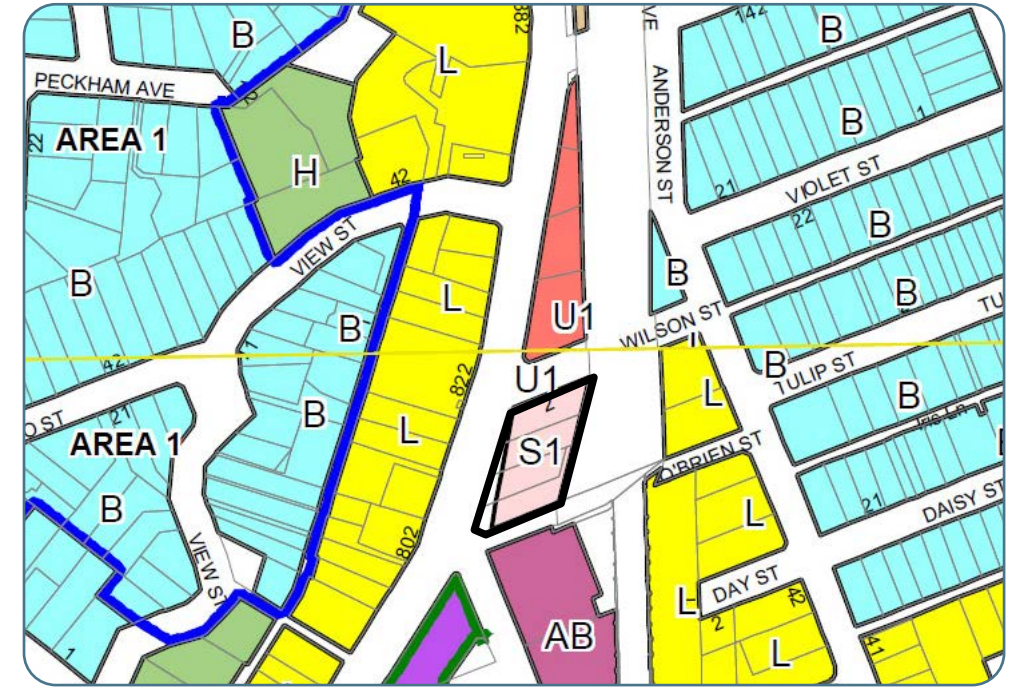


Figure 3.2 Floor space ratio (source: Willoughby LEP 2012)
Current FSR: S1 - 1.5:1

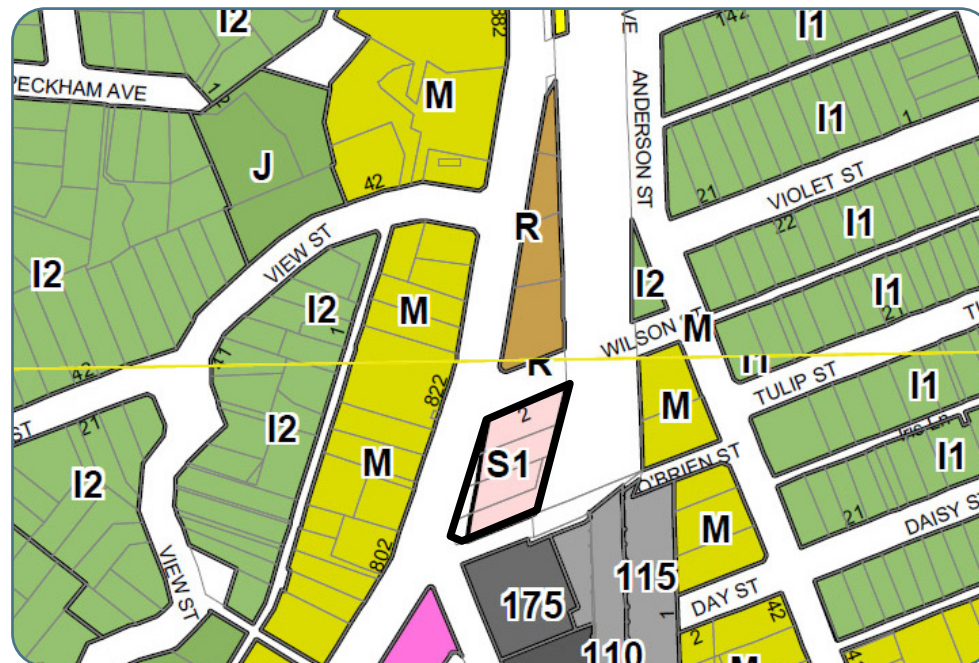


Figure 3.3 Height map (source: Willoughby LEP 2012)
Current Height: S1-24m

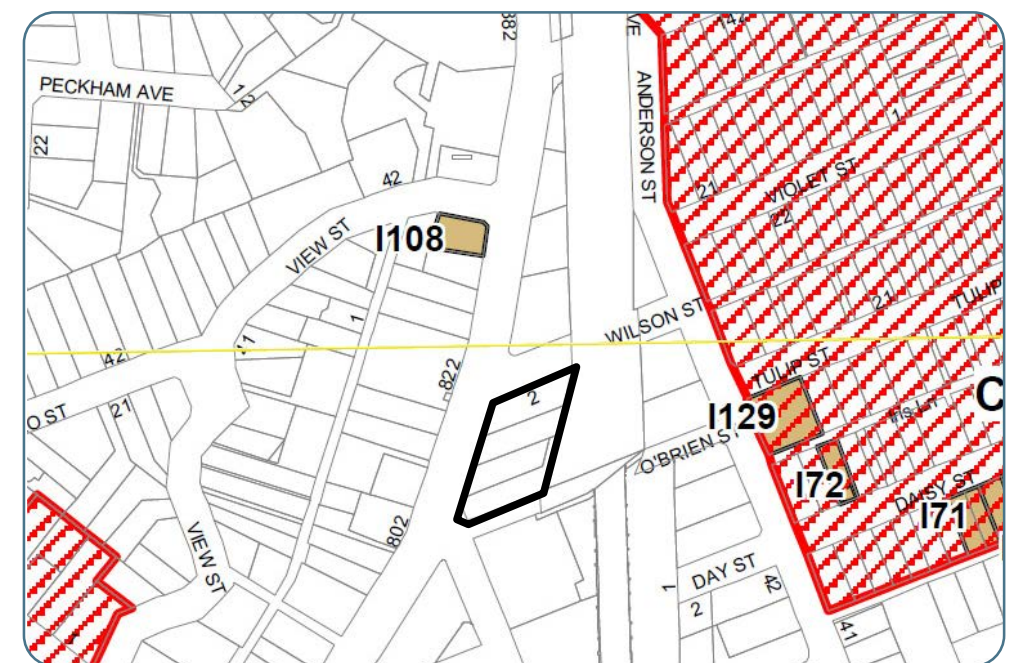
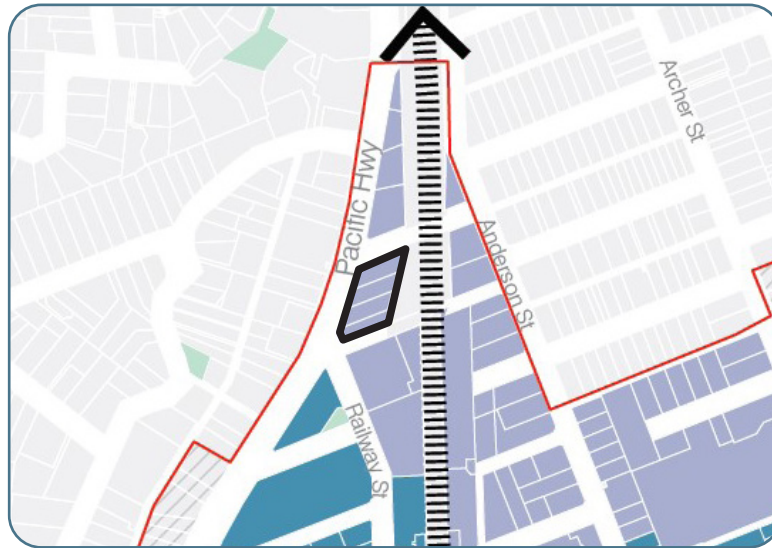


Figure 3.4 Heritage map (source: Willoughby LEP 2012)
Heritage: N/A



2. Chatwood CBD Planning & Urban Design Strategy Proposed Controls

Under the Chatswood Strategy, development on the site is subject to the below controls.



Zoning: B4 Mixed Use

Figure 3.1.2 Zoning map

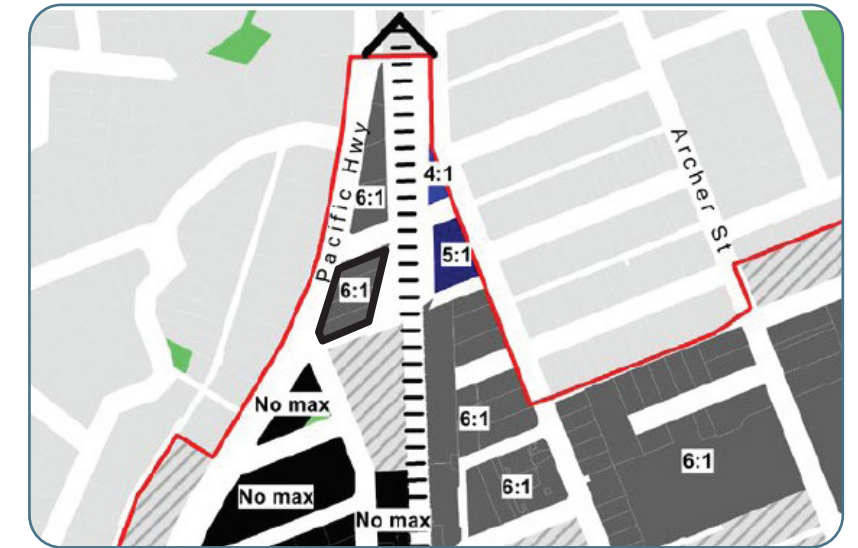
(source: Chatswood CBD planning & urban design strategy 2036)



Base FSR: 1.5:1

Figure 3.1.3 Existing FSR map

(source: Chatswood CBD planning & urban design strategy 2036)



Maximum FSR: 6.0:1

Figure 3.1.4 Maximum FSR map

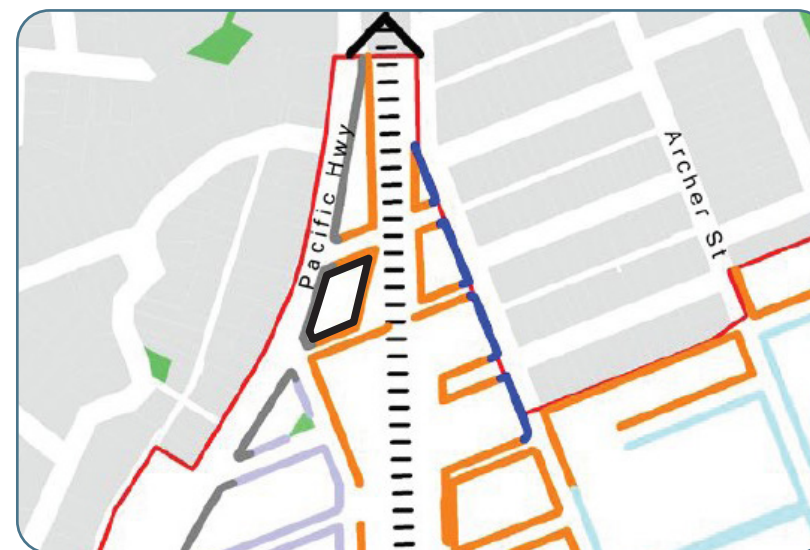
(source: Chatswood CBD planning & urban design strategy 2036)



Maximum Height: 90m

Figure 3.1.6 Maximum height map

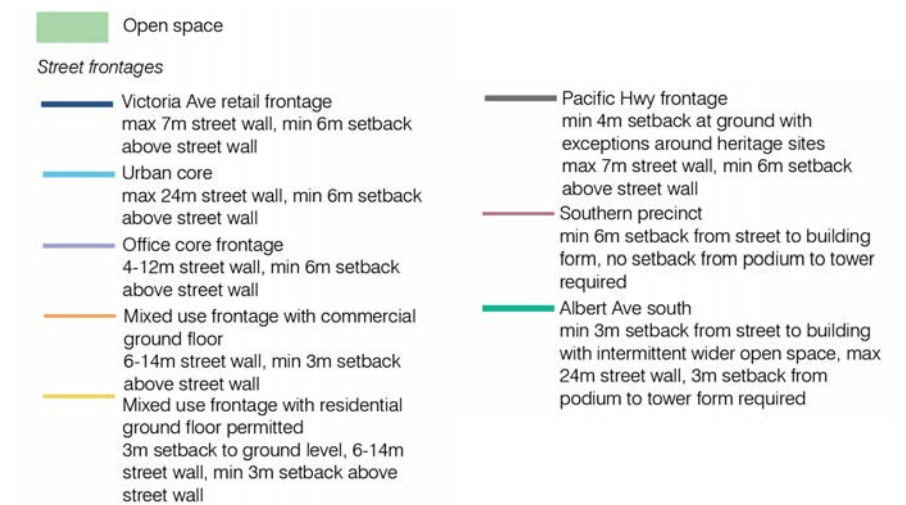
(source: Chatswood CBD planning & urban design strategy 2036)



Pacific Highway & mixed use setbacks

Figure 3.1.8 Setback map

(source: Chatswood CBD planning & urban design strategy 2036)





4

SITE ANALYSIS

4

SITE ANALYSIS

1. Context

North of the site:

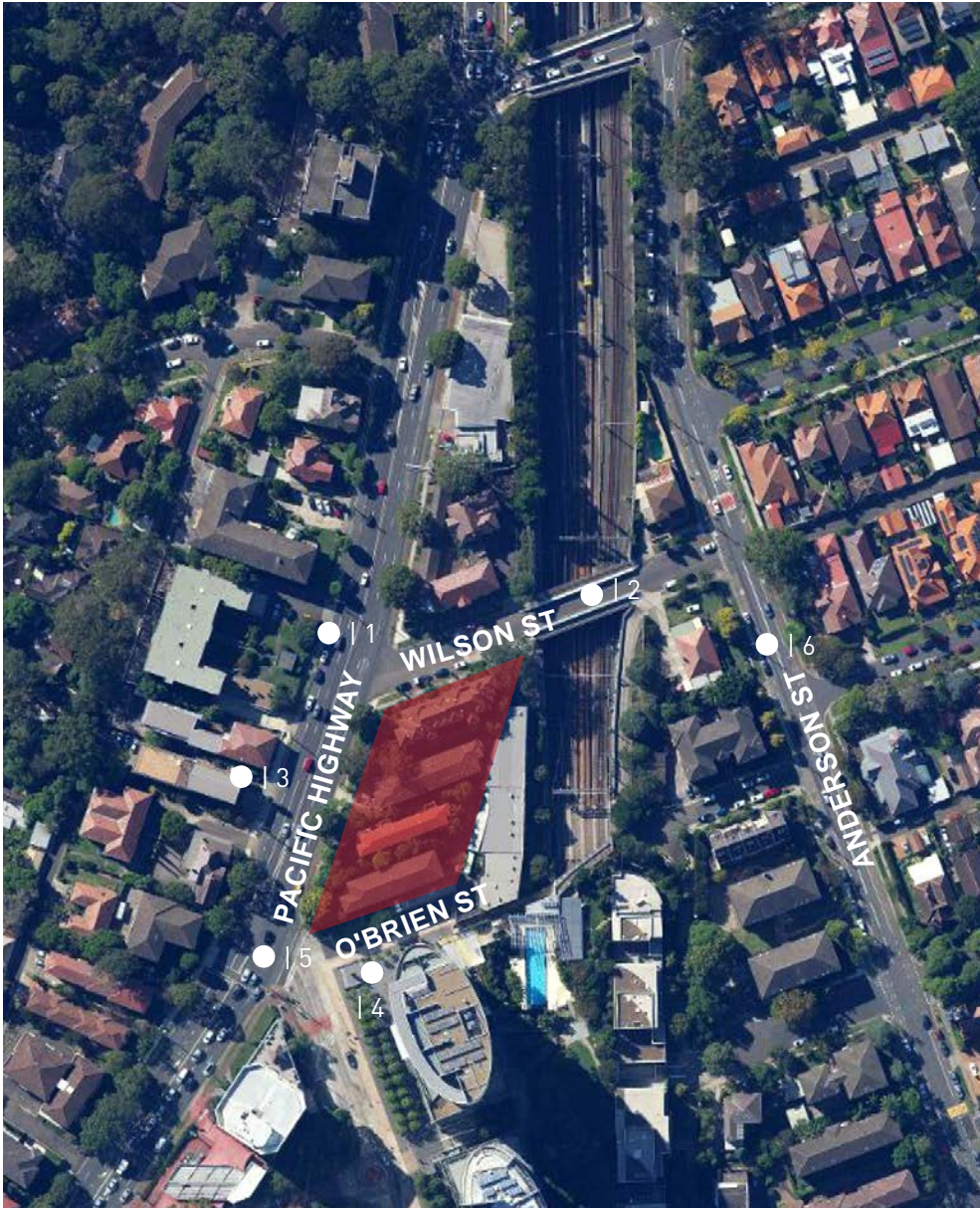
- Wilson Street

West of the site:

- Pacific Highway

South of the site:

- O'Brien Street



Context Map



● | 1. PACIFIC HIGHWAY



● | 4. O'BRIEN STREET



● | 2. WILSON STREET



● | 5. O'BRIEN STREET



● | 3. PACIFIC HIGHWAY



● | 6. ANDERSON STREET



4

SITE ANALYSIS

2. Transport

The site is ideally located to take advantage of public transport. Numerous bus stops with diverse routes are available on both sides of Pacific Highway within 100m of site.

At a distance of approximately 400m, the site is also well within the 800m walking catchment of Chatswood Railway Stations. This station is one of Sydney's primary rail network interchanges and will have increased significance into the future as the Sydney Metro network continues to roll out.



Bus Stop Map



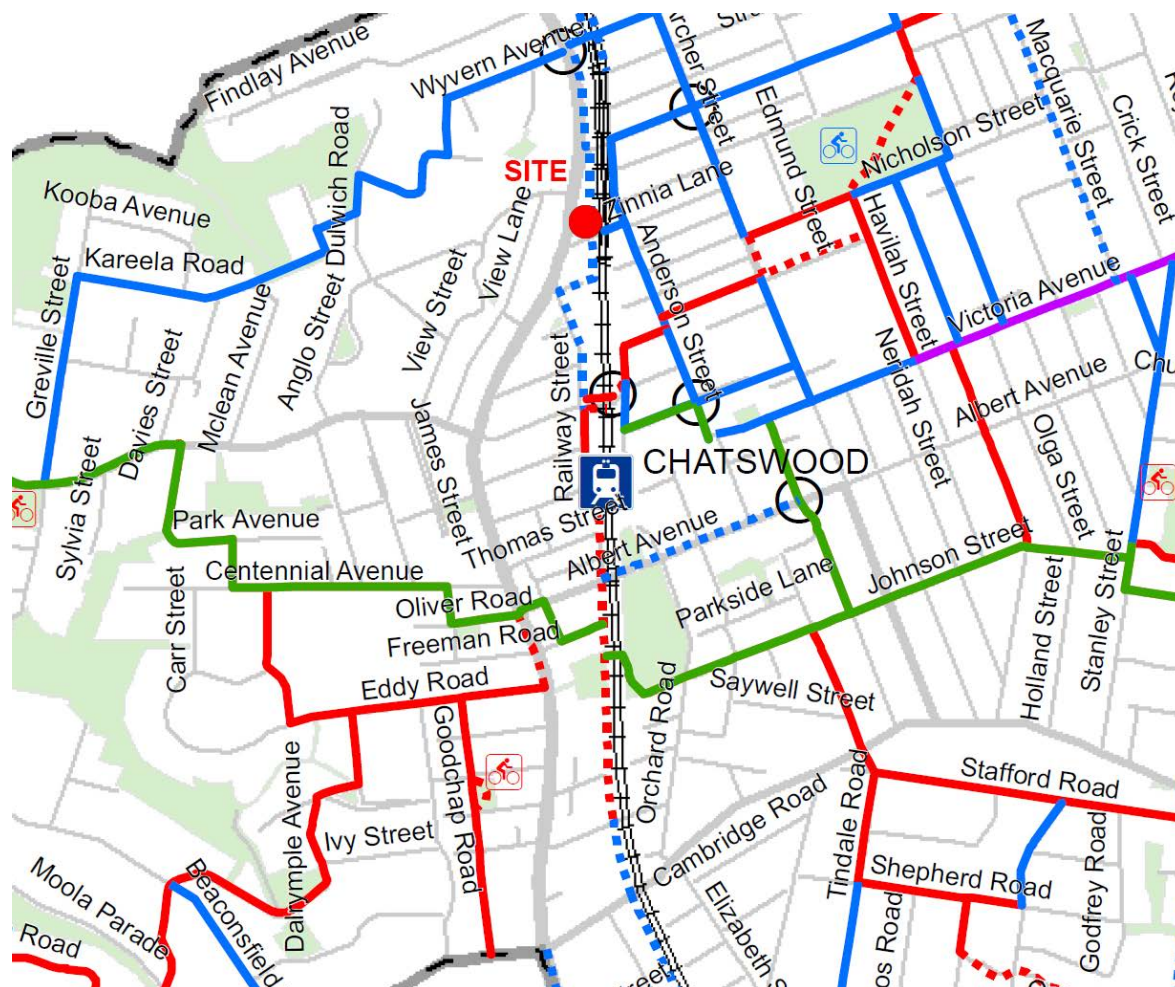
Rail Network Map

3. Cycleways & Pedestrians

In addition to access to public transport, the site is also connected to Willoughby Council's proposed Bicycle Network (Figure 4.15). The proposed off-road link running past the site stretches along the train line. The on-road network also extends east into the low scale residential precinct of Chatswood from the site at Wilson Street.

Pedestrian accessibility is assured with relatively flat footsteps along both street frontages. The footpath on Wilson Street provides a safe crossing to the south, in the direction of the station. There are very few road crossings to be negotiated on the way to the train station which is best described as gentle descent.

The site is also in good proximity to the major shopping centre area and also to Beauchamp park as evidenced in Figure 4.16.



Willoughby Proposed Cycleways Map (Source: Willoughby Council)

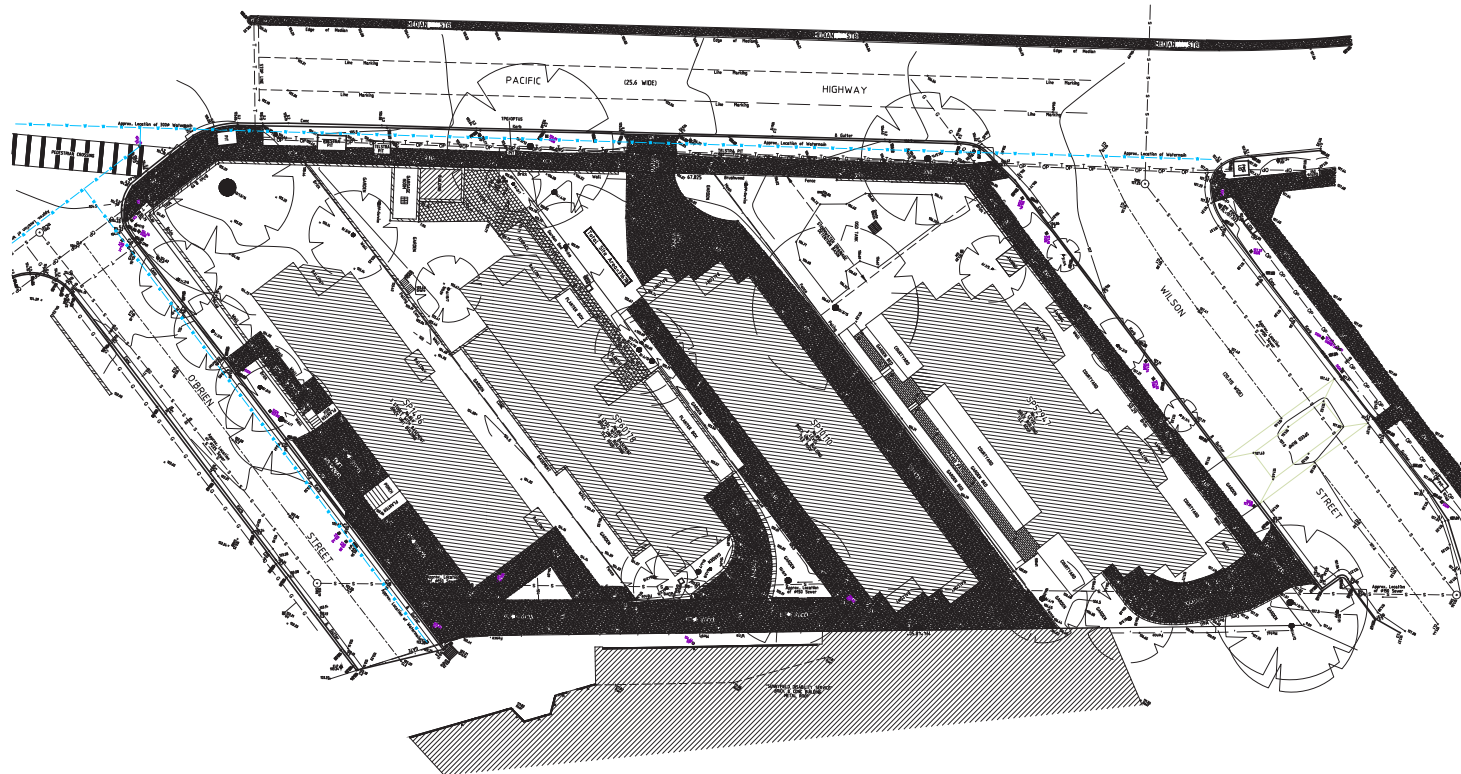


Significant pedestrian routes from the site



4. Topography

The site is located in an area of Chatswood that is slightly elevated above the CBD core levels, but typical footpath grades are below 1:14. The existing site generally falls from north to the south. There is 1.98m fall to the south along the Pacific Highway frontage, and 1.46m fall to the west along the O'Brien Street frontage.



5. Solar Access & Impacts

The sub-division pattern of this part of Chatswood results in good solar "sharing". By virtue of the lots to the north and south being almost directly aligned towards the north means that, even with tall buildings on each lot, each site receives good solar access in the early morning and the later afternoon. With the presence of the railway line to the east and the wide Pacific Highway to the west, there are no structures in these areas contributing to overshadowing. This is likely to persist into the future even with changes to the planning controls consistent with Council's CBD Strategy. Given the location of the site with 3 street frontages in close proximity to the railway, there is no significant overshadowing of this site or adjacent sites.



4

SITE ANALYSIS

6. Traffic and Access

The site is bounded by the Pacific Highway, O'Brien Street and Wilson Street. Vehicular access to the sites currently consists of 1 driveway off Wilson Street, 1 driveway off Pacific Highway and 1 shared driveway off O'Brien street. Given the intensity of the traffic on the Pacific Highway in this area, it is anticipated that vehicular access will be restricted to Wilson Street and O'Brien Street avoiding queuing impacts on the Pacific Highway. The exisiting driveway off Pacific Highway will be removed as part of the proposal, which will have a material beneficial impact to Pacific Highway.

In any future Development Proposal, the queuing distance from any driveway(s) back to the Pacific Highway will need to be considered. In principal it is anticipated that driveway entrances will be located along O'Brien Street and Wilson Street.



Pacific Highway & O'Brien Street intersection

The wider area is serviced by Pacific Highway, a major highway that links to greater Sydney providing residents and workers with easy access to Chatswood and the subject site.

Movement within the precinct prioritises vehicular access with limited permeability for pedestrians. The subject site is well connected to the road network and is in close proximity to Lane Cove Tunnel which connects to Sydney CBD and Hills District to the northwest.

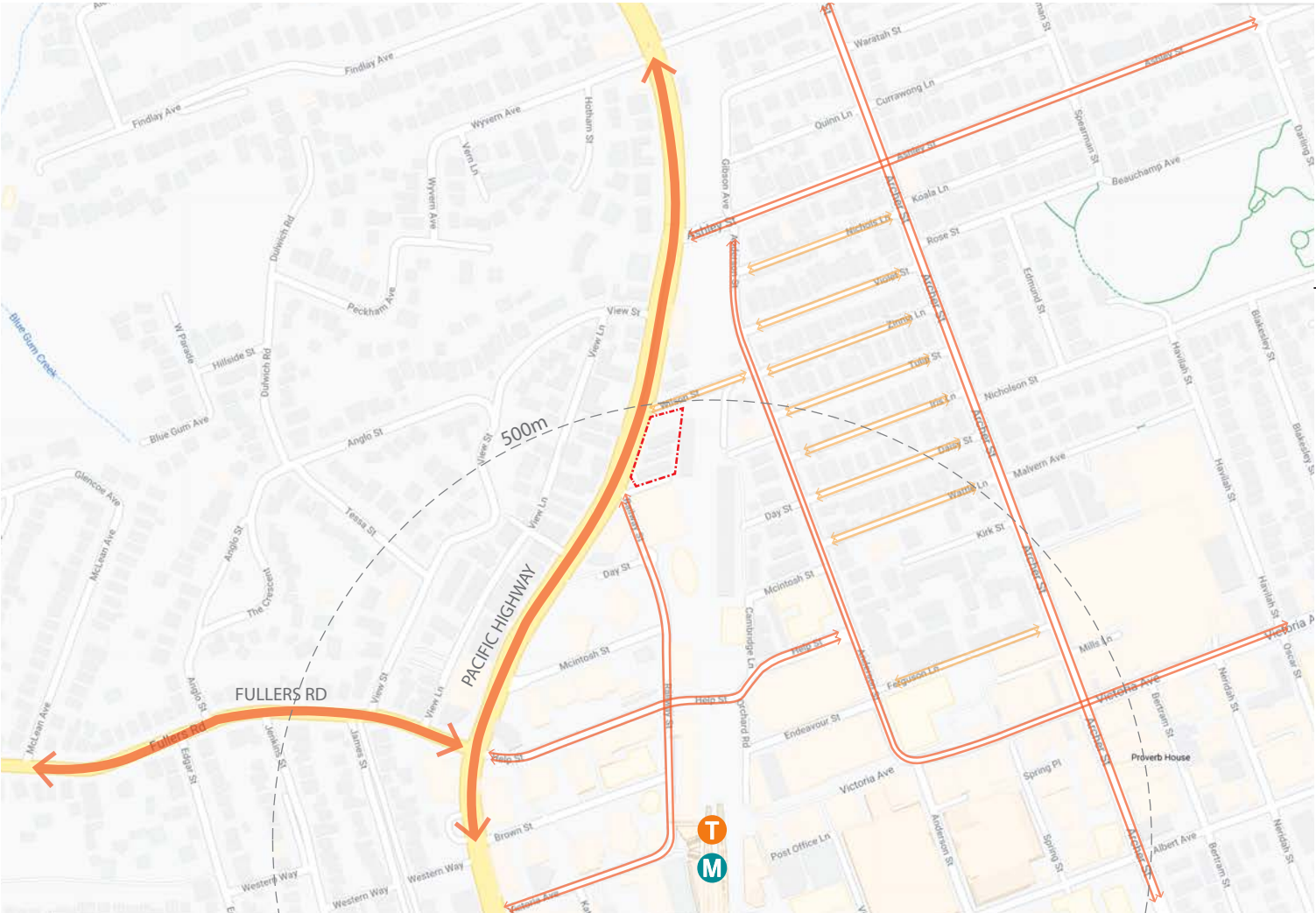
Basement access into surrounding buildings are from local roads, and lanes wherever possible.

Key

Project Boundary

Primary Roads

Secondary Roads



7. Views To and From Site

The site is in an enviable location for views. Given its location at the proposed northern tip of the CBD expansion area, the site is likely to command views to the north, east and west. Whilst the site to the north may one day be developed, the slender built form requirement would ensure views would still be retained to the north-east and north-west, with impressive view lines to Manly and the Blue Mountains. Views to the south will be obstructed to the distance, however south-easterly view lines to the city and Chatswood CBD are highly desirable. In addition to having commanding views from the site, the landmark location for the site lends itself to providing a key marker for the northern tip of the Chatswood CBD. The building will announce the arrival at Chatswood to drivers heading south along the Pacific Highway.



8. Future Context

In analysing the future potential of the subject site we must inevitably consider both the existing character and scale of development in the area along with the likely future scale of the context as well.

The area to the south east of the subject site is within the 'core' of the centre, which will be major retail and office uses. These areas are part of the Council wide growth projections outlined in Chatswood Strategy.

The site to the north, a planning proposal has been submitted in line with the Chatswood Strategy.

The site to the east, currently sits a 2 storey light industrial building. This adjoining RailCorp site is taken into consideration due to the proximity to subject site. Even though this site is not identified in the Chatswood Strategy, the Built-Form Concept section of this study will include demonstrations of the future viability of this site.



5

BUILT FORM CONCEPT

1. Setback Analysis - "Chatswood CBD Urban Design Strategy 2036"

In this section of the Urban Design Study, we will be investigating the potential outcome for the subject site. This investigation will be based principally on adopting the proposed development controls outlined in Willoughby Council's "Chatswood CBD Planning & Urban Design Strategy 2036". This will not only include controls of FSR and Height but will also include the more detailed controls for setbacks included in the Chatswood Strategy. We recognise that the strategy is not only aiming to provide for the future growth of the area by dictating the overall scale, it also aims to provide a consistent urban profile that is more human in scale and provides a specific relationship to street level. The diagram to the right shows the strategy's proposal for setbacks along the eastern side of the Pacific Highway.



'CHATSWOOD CBD STRATEGY 2036' - Proposed streetscape character

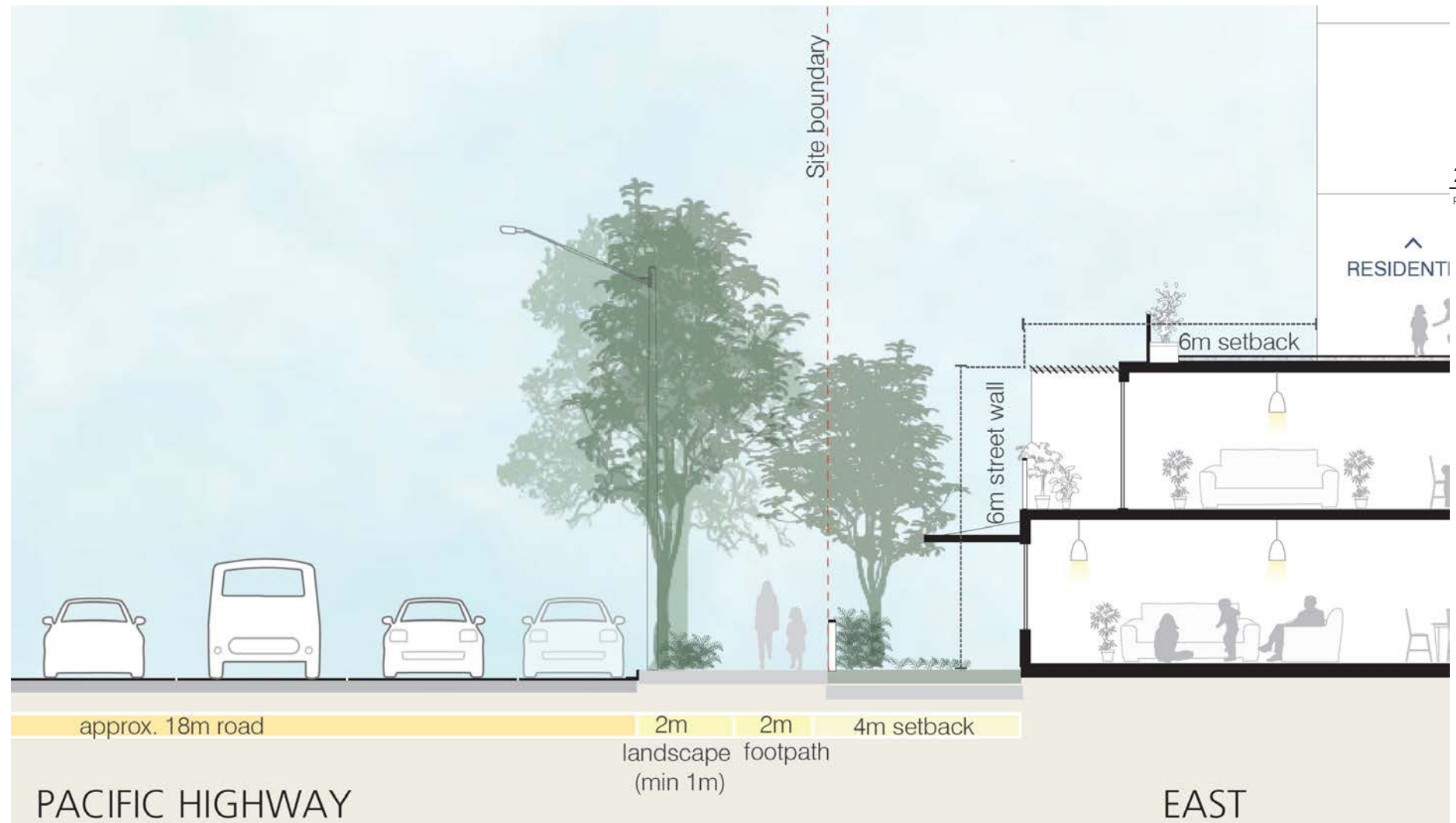


Figure 2.2.4 'CHATSWOOD CBD STRATEGY 2036' - Green setback



1. Setback Analysis - RailCorp site current condition

Detailed analysis has been provided on the potential to redevelop Railcorp site as part of this urban design report.

The existing zoning on RailCorp's site is SP2 Infrastructure, and the objectives of this zoning is to provide for infrastructure and related uses that won't detract from the provision of that infrastructure. This site is not identified in the Chatswood Strategy.

The existing structure is a two storey light industrial facility with a 13m frontage to O'Brien Street as the primary entrance. The site area is c.1,595m2 and is not isolated by the subject Planning Proposal. Given the current structure is ancillary, compatible and does not detract from the provision of infrastructure, it is reasonable to assume the continued use and operation for the foreseeable long term future.



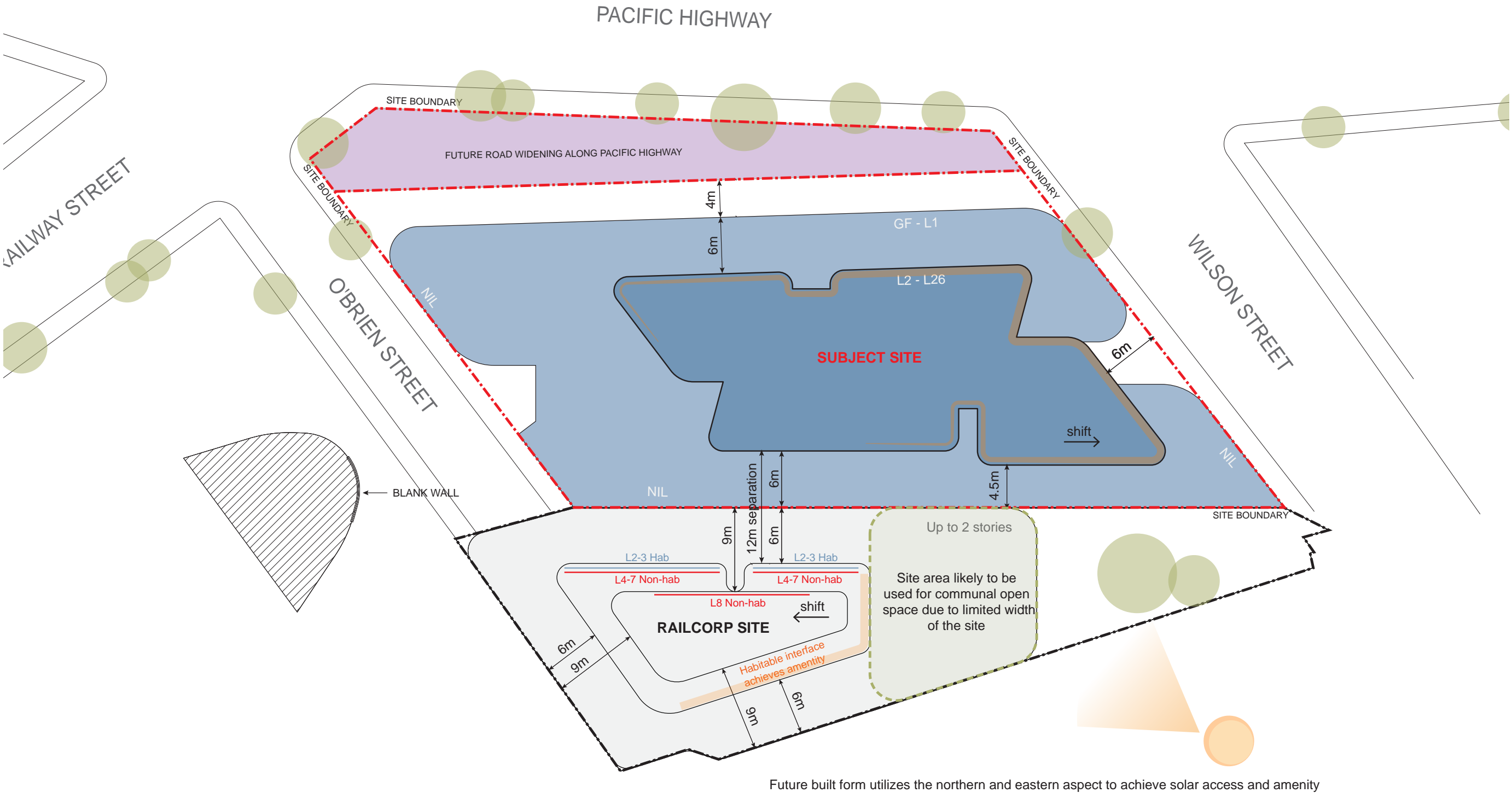
1. Setback Analysis - RailCorp site analysis

Following detailed site analysis the key considerations are:

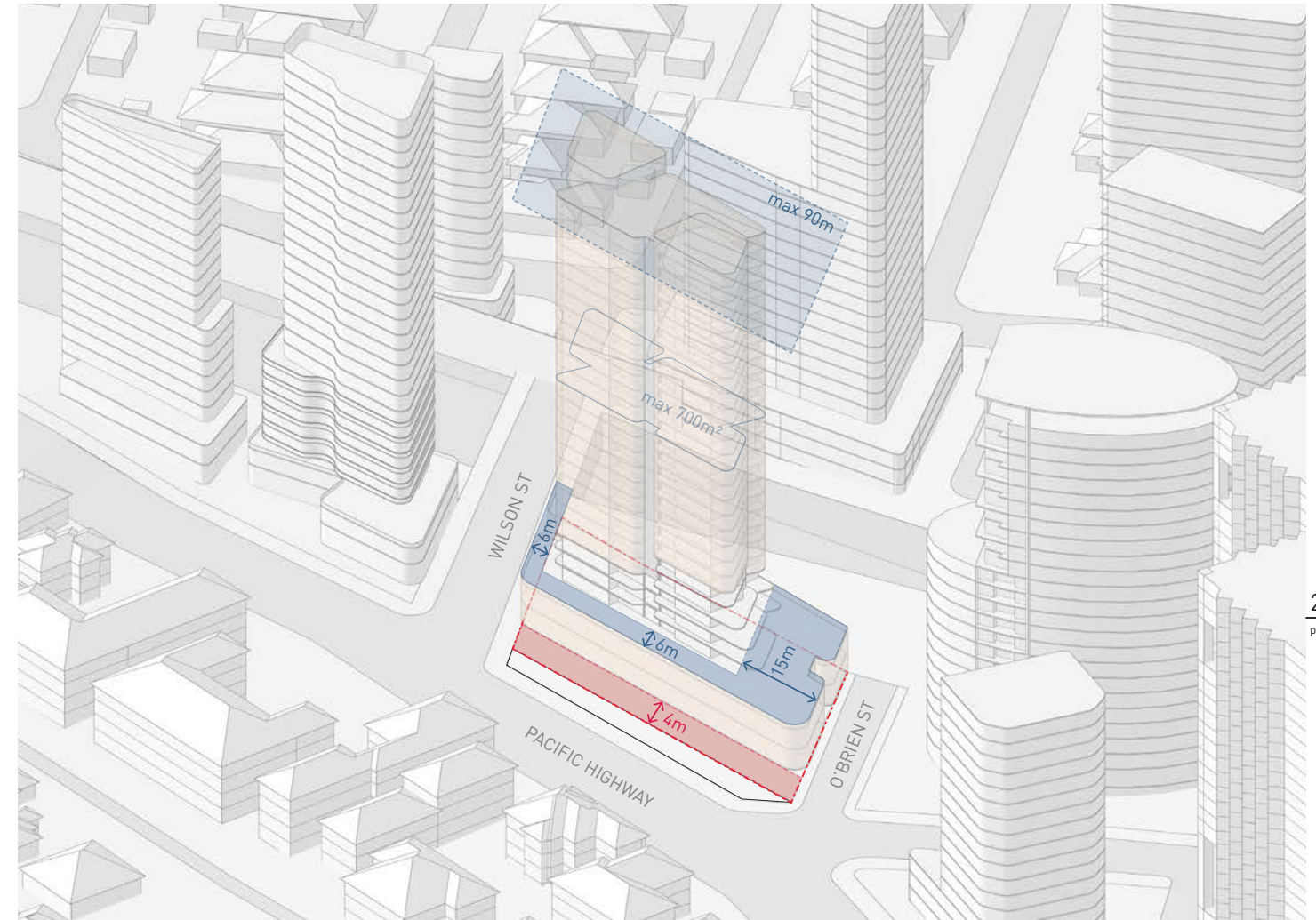
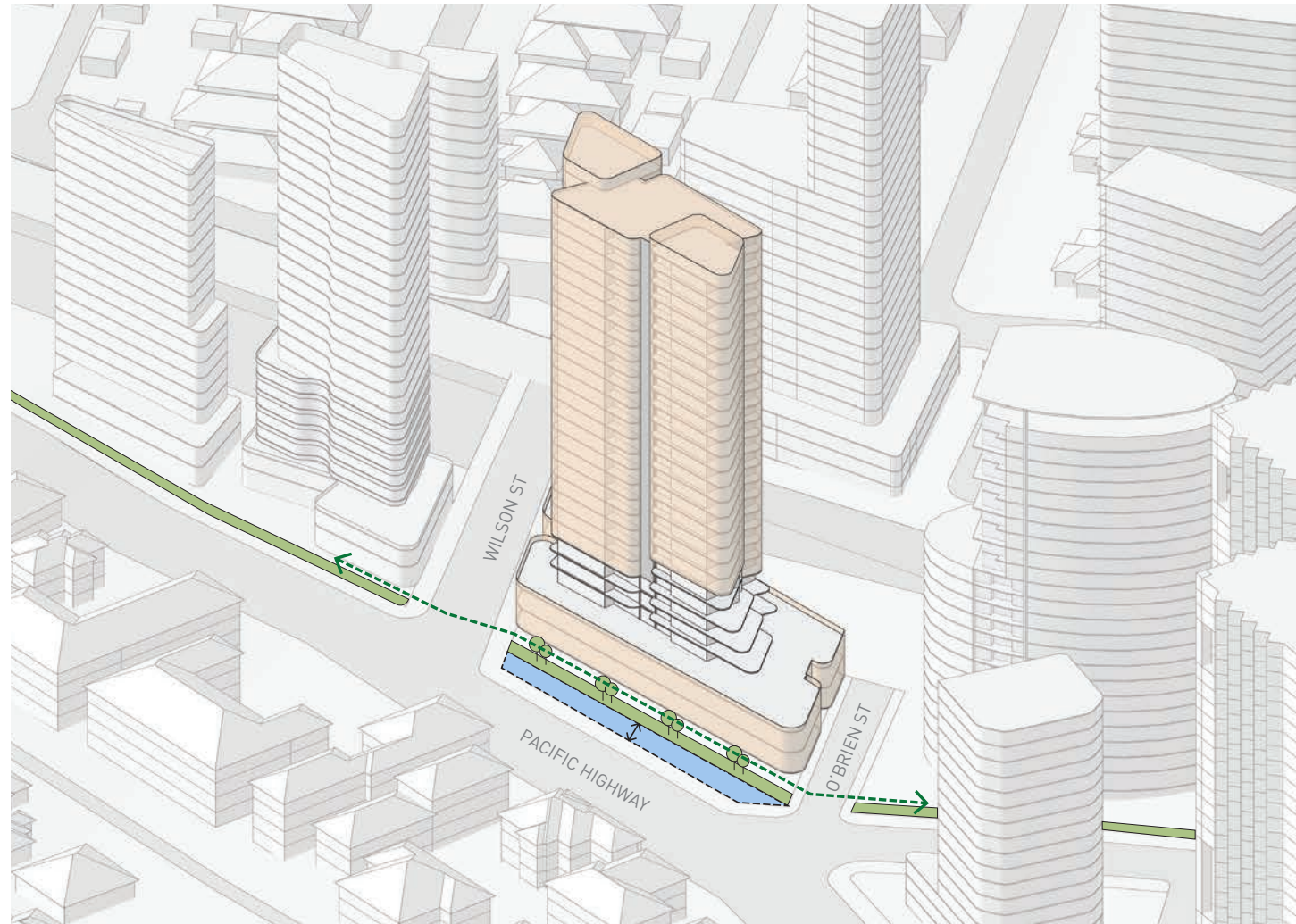
- Solar access and amenity
- Proximity to the rail line
- Limited street frontage and access
- Potential rezoning and change of use
- Irregular lot shape that continually tapers north
- ADG guidelines
- Willoughby Council's proposed Bicycle Network

Key principles and outcomes were established to maximise any future potential built form (this would involve changing the existing light industrial land use and possibly require rezoning):

- Any future built form will be orientated north and east to achieve solar access and amenity
- Achieves compliance with SEPP 65 and ADG guidelines that may permit up to 9 storeys (subject to feasibility testing and zoning compliance)
- A possible 2 storey podium boundary to boundary (however this would restrict any future public pedestrian/bike access through the site from O'Brien Street to Wilson Street and would need concession to build hard up against the rail line)
- Excluding Willoughby Council's proposed Bicycle Network
- Positioning the bulk upper built form towards the south - given the northern half of site is too narrow to develop compliantly as residential or feasibly as a commercial
- Ability to provide good solar access to the podium level
- Ability to provide for communal open space to the north
- Potential to provide a high quality public space on the northern end of the site and provide access off O'Brien Street



2. Concept Diagrams



Urban Design Streetscape

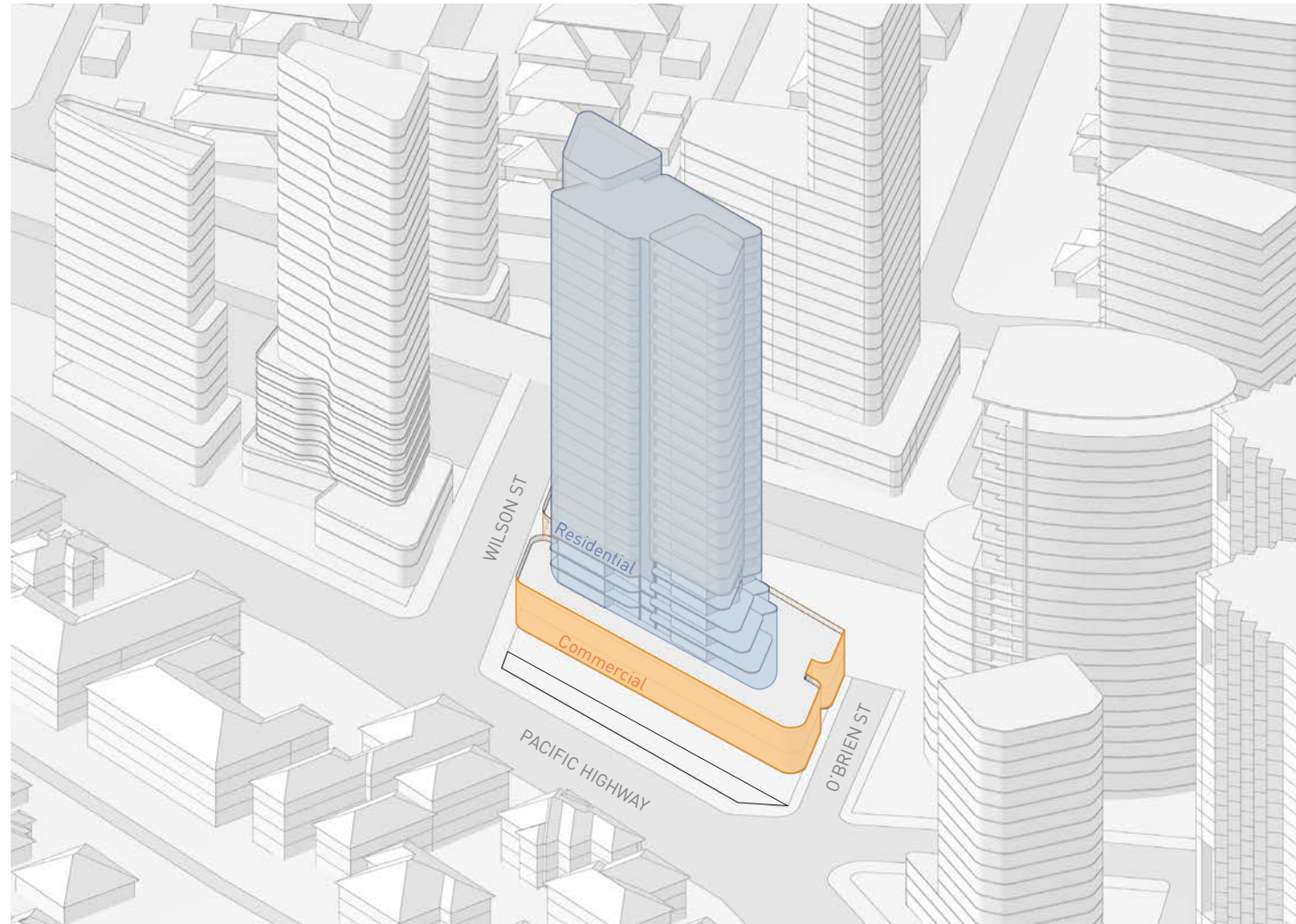
- 2 storey podium with tower element above
- Road widen zone provided
- 4m setback along Pacific Highway (based on new future road widened street alignment)
- Streetscape improvements along Pacific Highway will beautify the street and increase safety for local residents as well as enhancing connections to the Chatswood CBD

Setback and height limit

- Podium: 4m setback along Pacific Highway, 2 storey street wall presentation
- Tower: 10m setback from boundary along Pacific Highway, 6m setback from boundary along Wilson Street, 15 m setback from boundary along O'Brien Street, 4.5m-6m setback along rear boundary (adjoining Railcorp site)
- 90m height limit
- Maximum 700m² GFA / Plate (proposal 636m²)

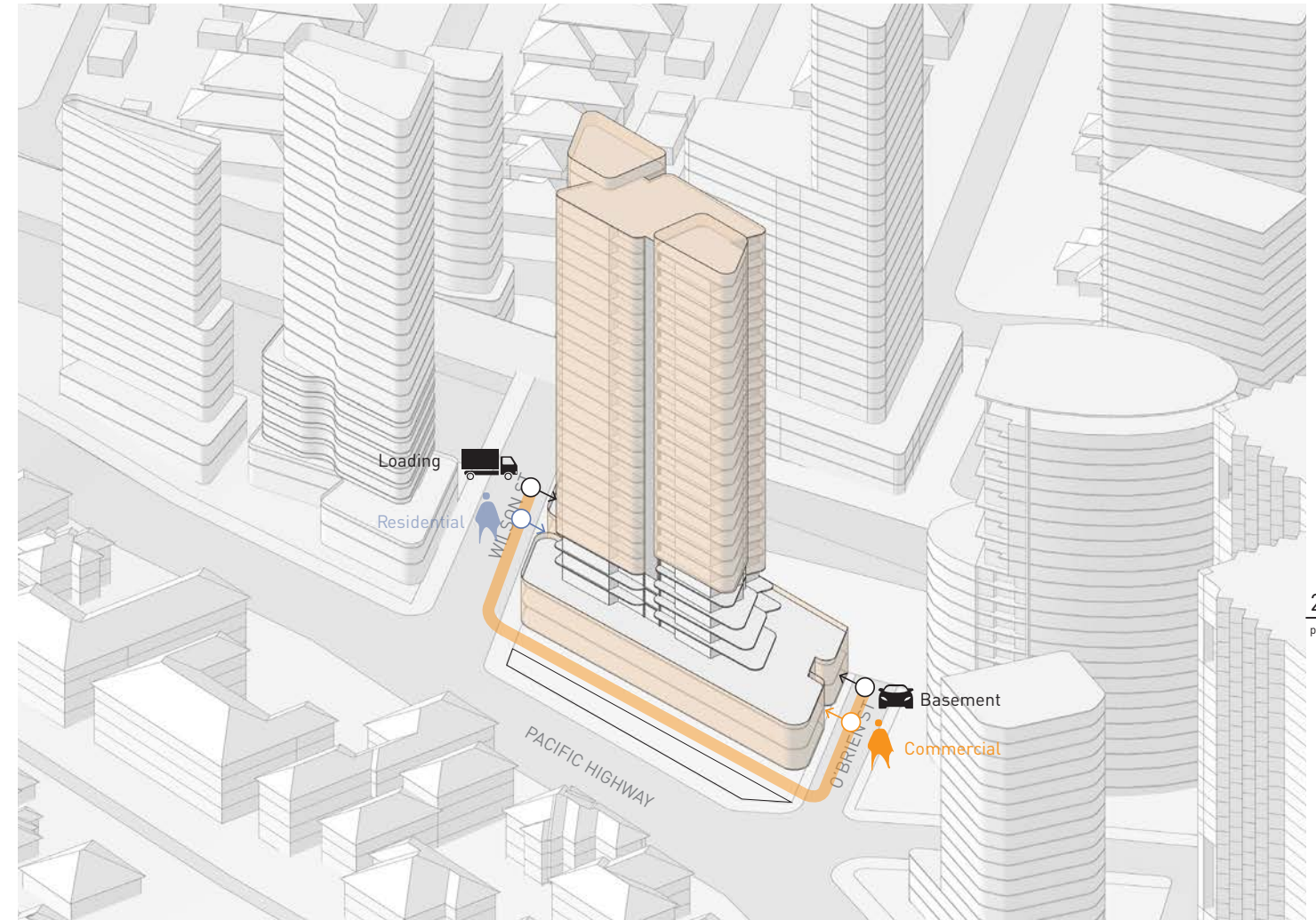


2. Concept Diagrams



Zoning

- 2 storey podium: Commercial
- Tower: Residential

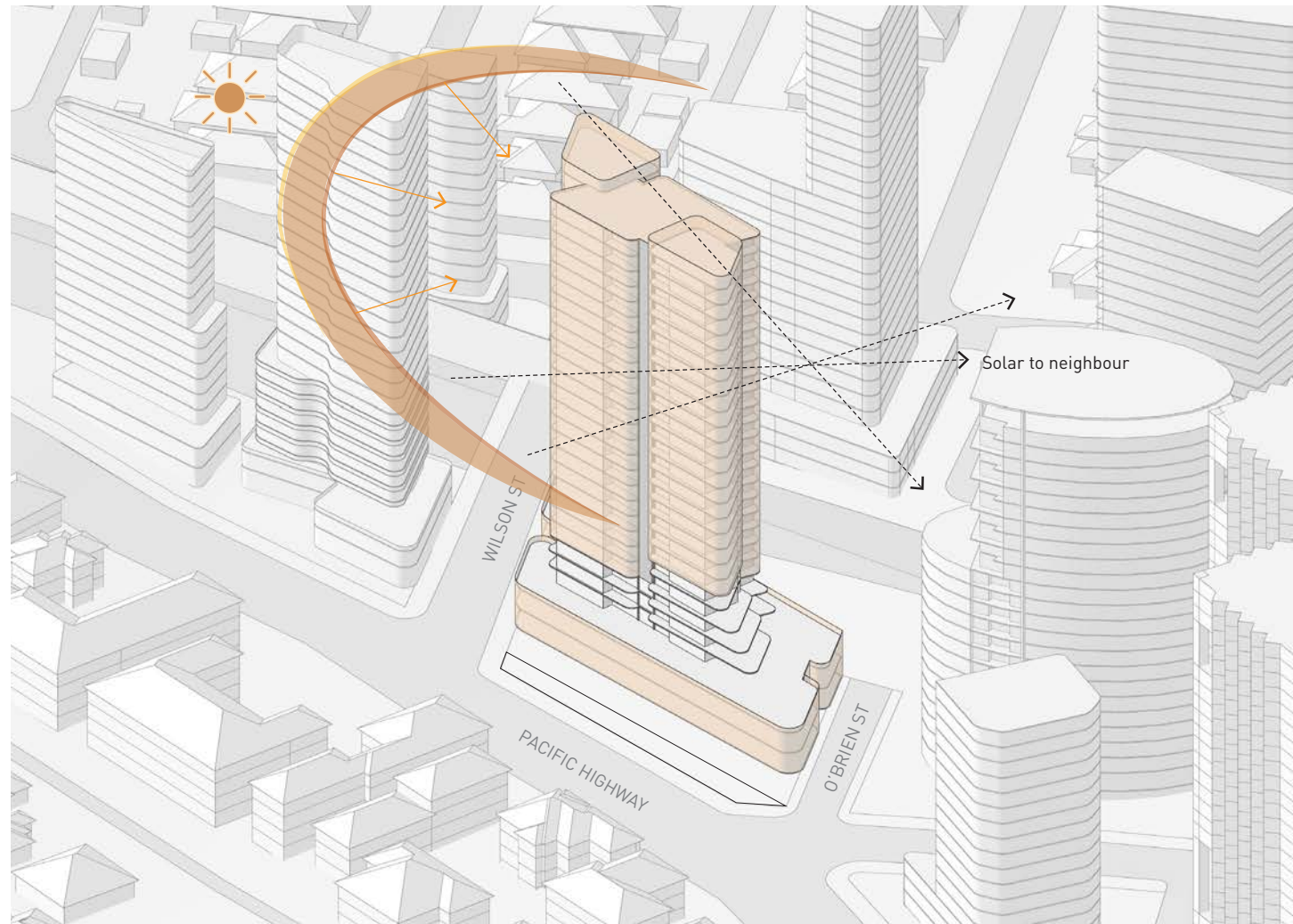


Site access

- Primary Vehicular entry points located at the end of Wilson St and O'Brien St, minimising traffic queuing on the Pacific Highway that fronts the subject site.
- Pedestrian access points are separately located at each end of the site for easy way-finding. Wilson Street for residential access, and O'Brien Street for commercial access.

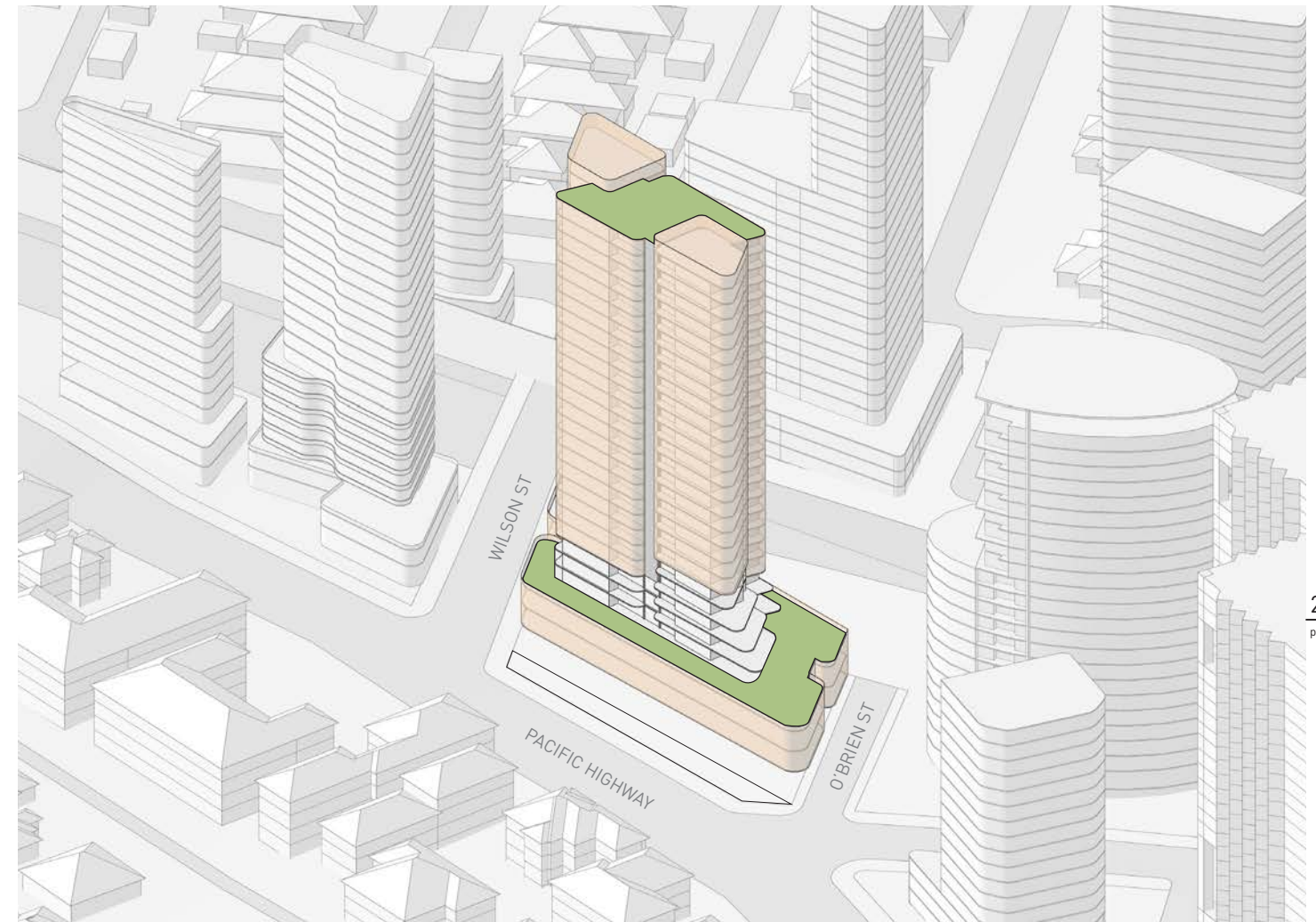


2. Concept Diagrams



Solar access

Units mostly oriented toward North and West for solar compliance. The slender tower form ensures solar penetration to neighbouring dwellings. The proposed development will not diminish the amenity of surrounding context.



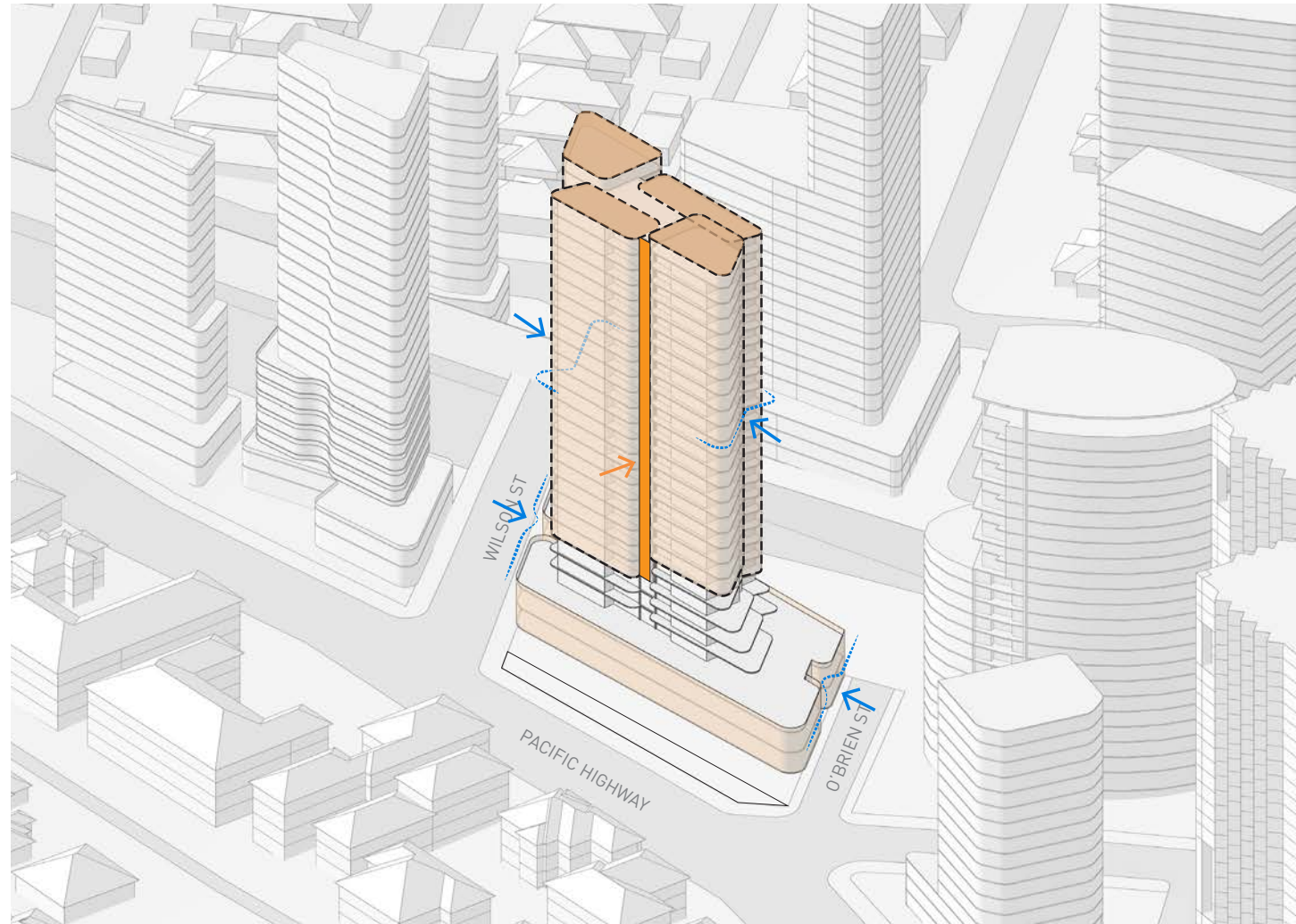
Landscape

Landscaped area are located on podium level and roof level for below reasons:

- Elevated views
- Buffered noise from Pacific Highway
- Better solar access



2. Concept Diagrams

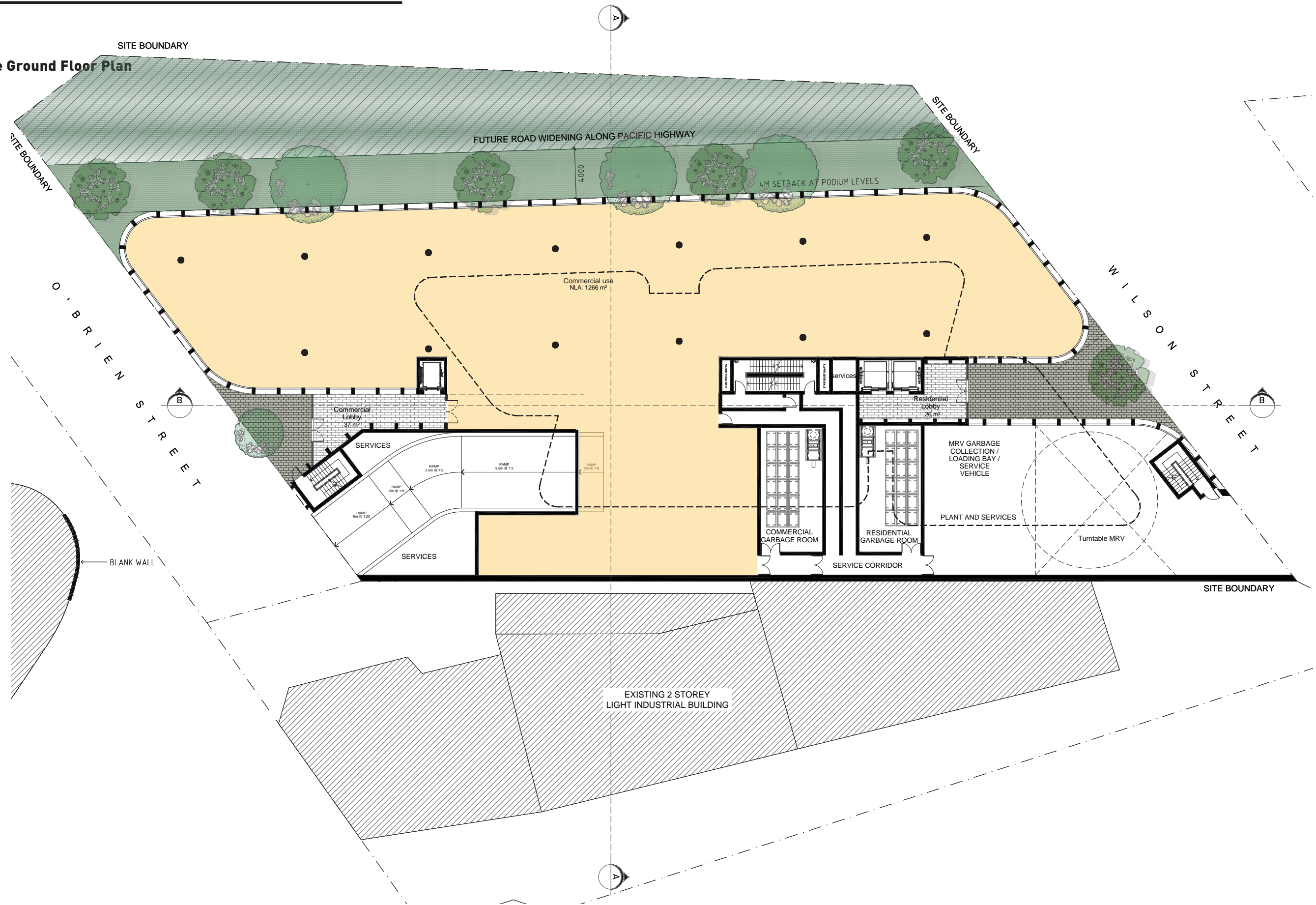


Architectural articulation

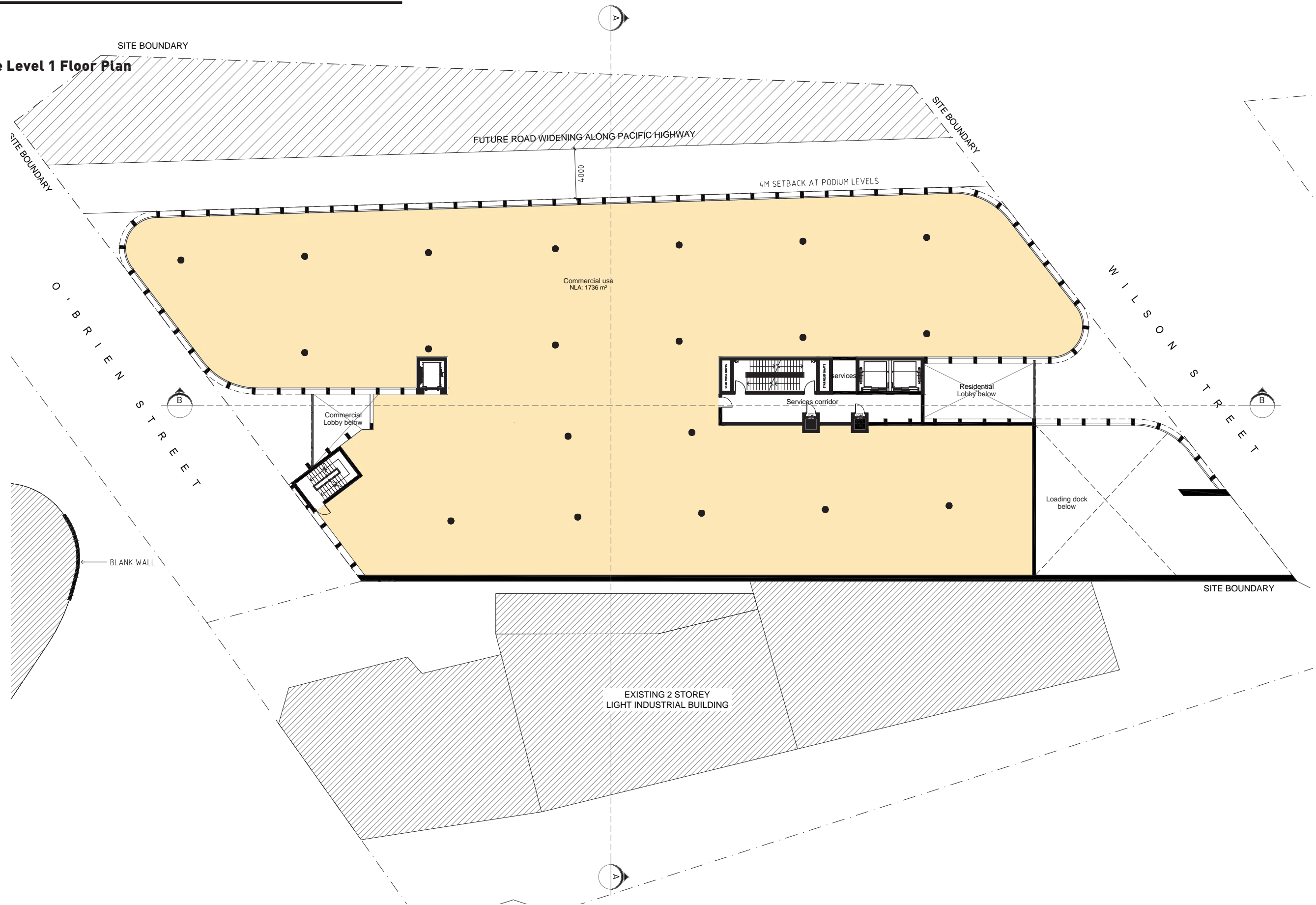
- Slender tower form
- Sharp corners to accentuate the slender tower form
- Articulated entry points by indentation
- Form break-up using indentation along Pacific Highway



3. Indicative Ground Floor Plan



3. Indicative Level 1 Floor Plan



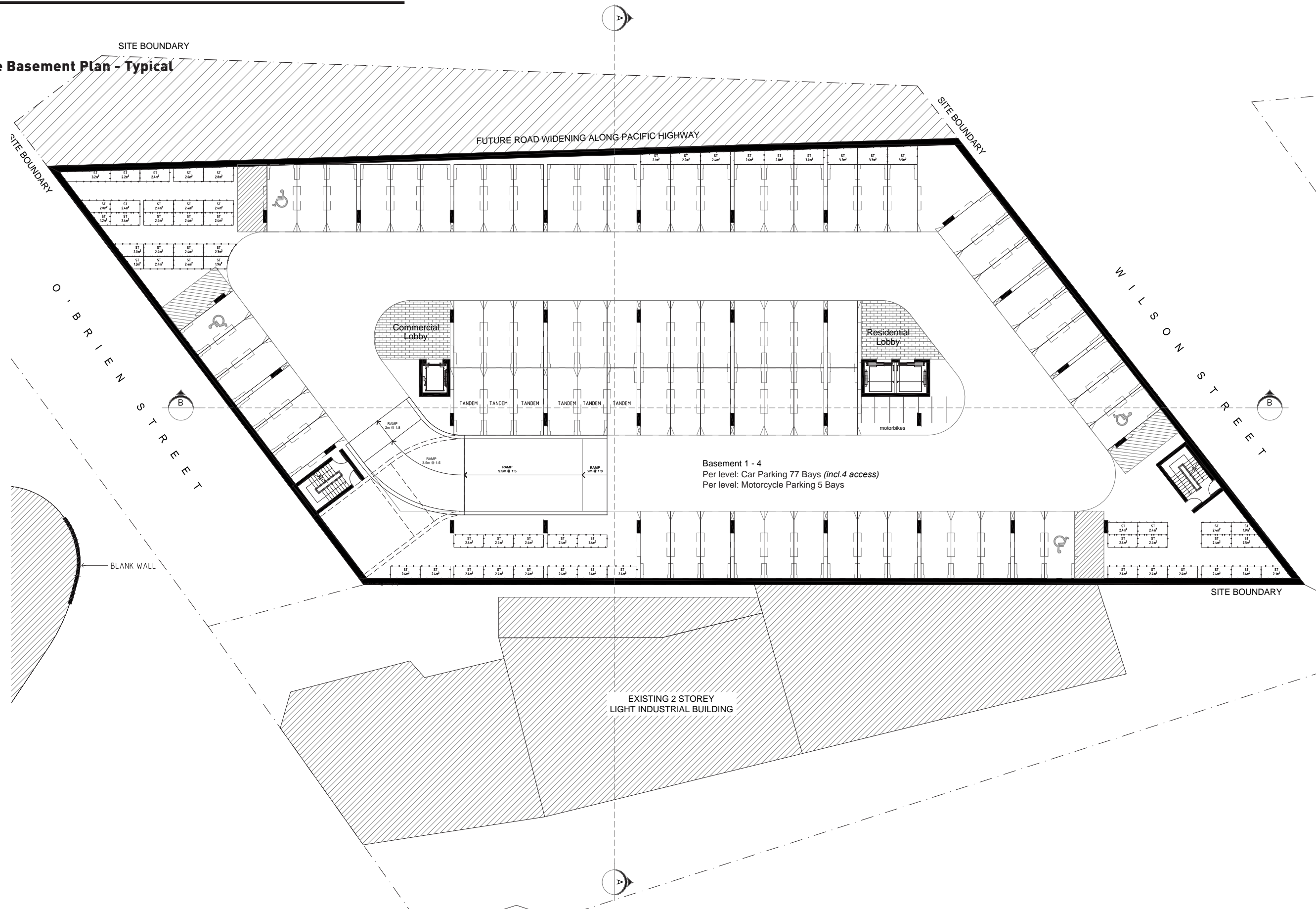
3. Indicative Level 2-21 Floor Plan



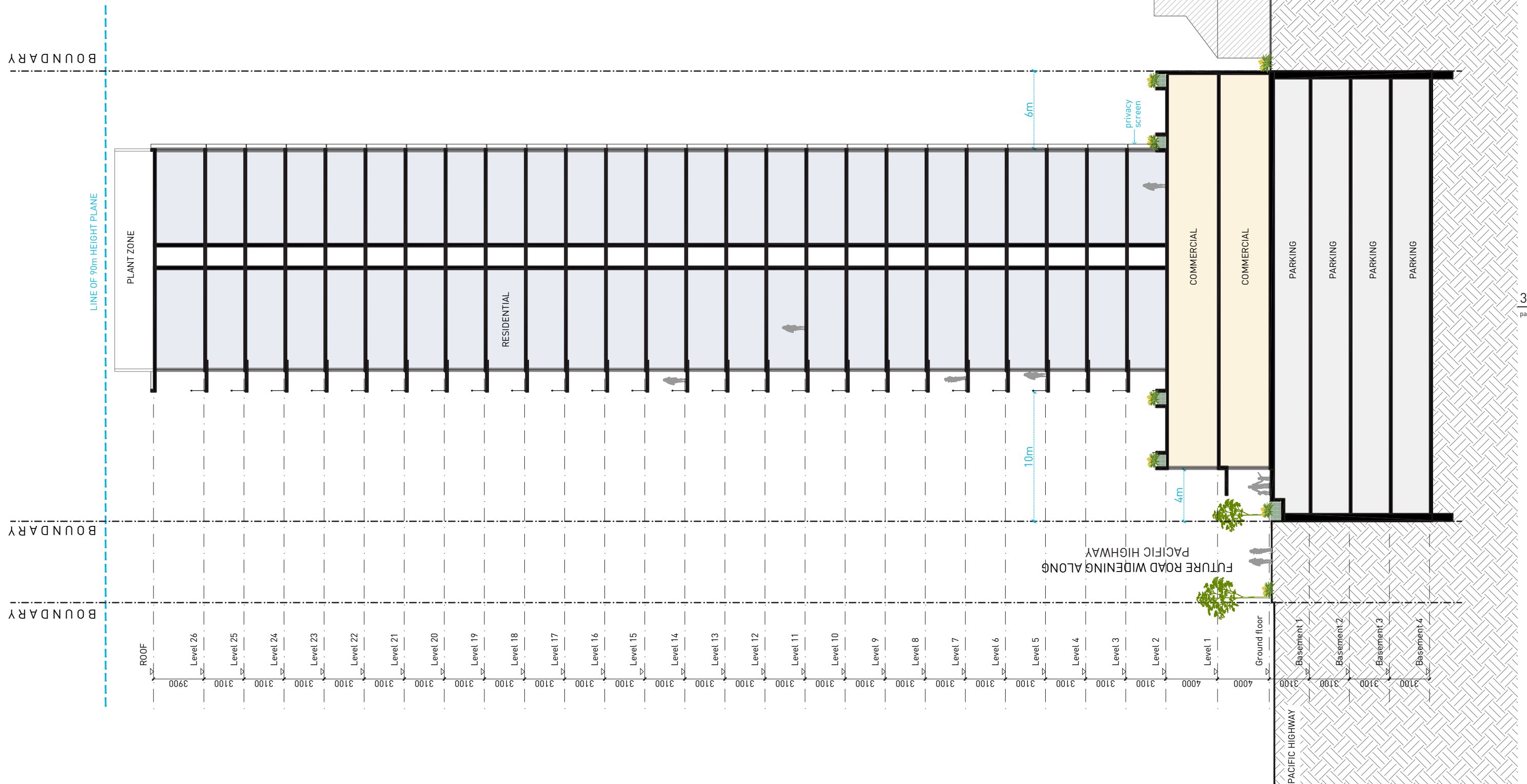
3. Indicative Level 22-26 Floor Plan



3. Indicative Basement Plan - Typical



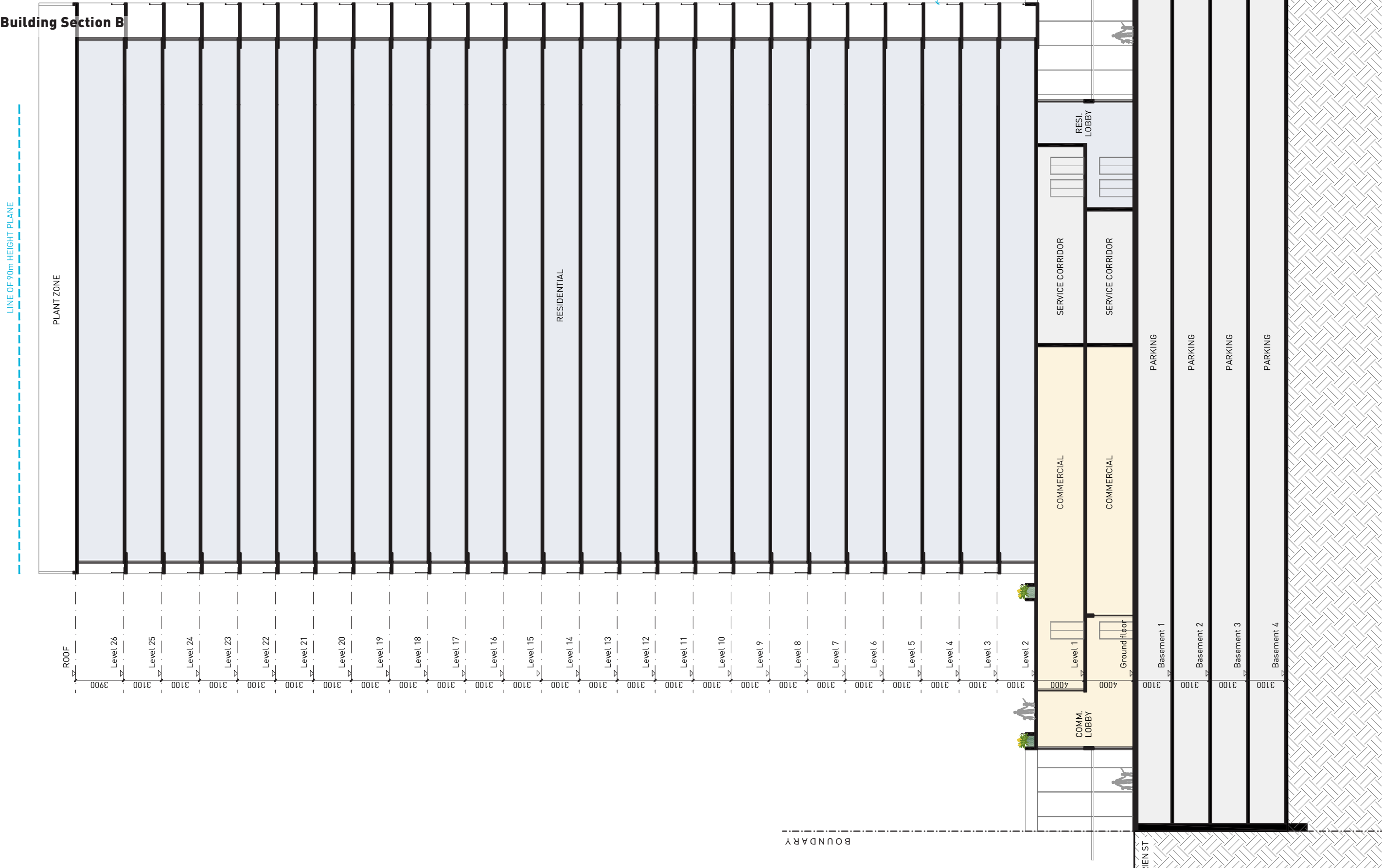
4. Indicative Building Section A



5

BUILT FORM CONCEPT

4. Indicative Building Section B



BUILT FORM CONCEPT

5. Indicative Podium Section & Analysis

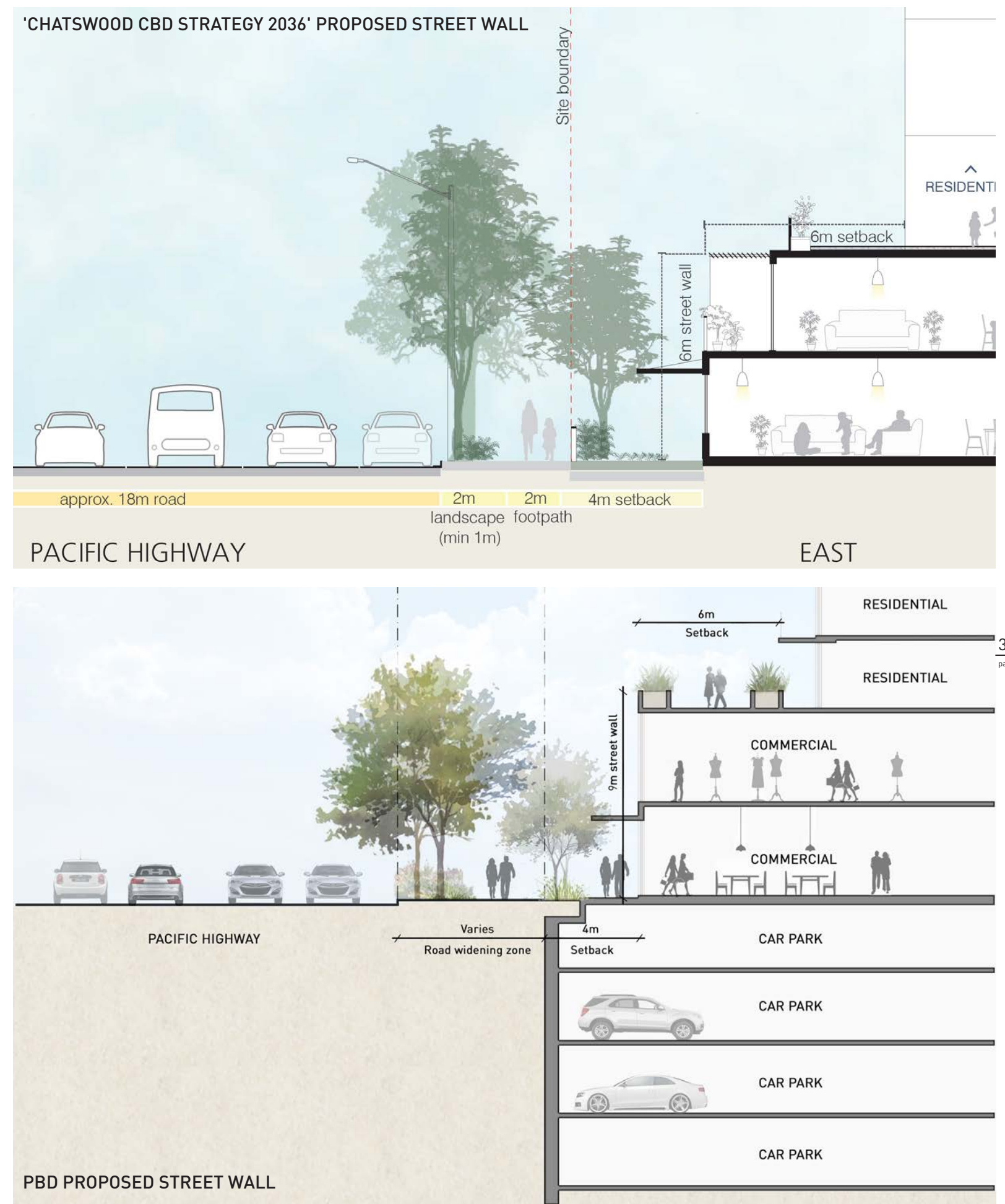
Through the development of the indicative proposal, PBD Architects have analysed the quantitative and qualitative aspects of the proposed Street Wall cross-section as identified in Section 5.1 above. We agree that a consistent Street Wall should be identified for use through the various sites discussed in this proposal, however, we believe that the height of the Street Wall should be modified for the following reasons:

- The ground floor storey should be a taller storey to allow for an appropriate scale to be used for the commercial frontages. i.e. increase from 3m to 4m floor to floor.
- To achieve the desired 1:1 GFA for commercial development, there is inevitably a need for a second storey of commercial space. This space should be included as part of the street wall envelope and not be setback to the upper level alignments. This will promote the engagement of the commercial space with the street. It is worth noting that the first floor floorplate is in excess of 1,700m² in order to achieve compliance.
- Podium level setbacks should allow for roof gardens which should then be bounded by solid construction to retain the necessary soil/growing medium.

The net result of the above, is that the street wall should be approximately 9m in height rather than the 6-7m height shown in the CBD strategy. We expect the CBD Strategy section is limited in detail due to the wide scope of the study. In the detail of developing an appropriate wholistic response for mixed-use proposals we believe the taller street wall will be the more appropriate response.

We propose that the prescribed street wall and setback regime be amended to an appropriate scale that promotes landscaped podiums and promotes high-quality commercial spaces to be included for the Ground Floor and First Floor levels.

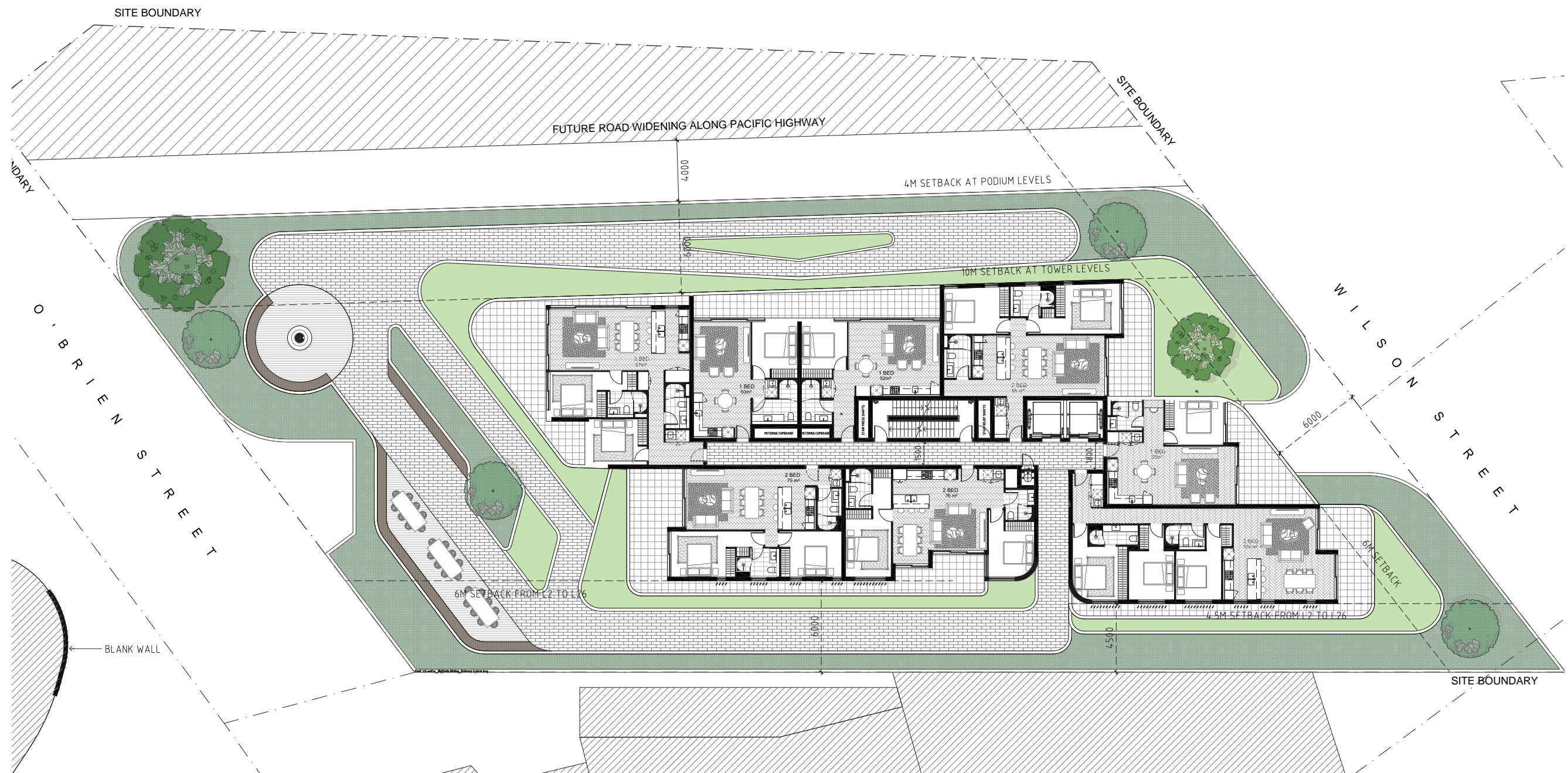
The comparison of the Strategy's proposed street wall section and PBD's proposed street wall section, on the right, clearly shows that the proposed geometry produces a desirable outcome with a landscaped podium above good quality commercial floors.



6. Landscape Concept Plan

As per concept plan below, the Proposal includes a number of key landscape features as follows:

- Landscape buffering from surrounding site conditions to ensure increased amenity to inhabitants of the proposal
- Greenery along the built-form to contribute to improved bio diversity in city landscapes. Furthermore, this will improve the desired future green character of Chatswood centre.
- Landscaped communal open space with passive and active areas to stimulate community activity and interaction between inhabitants. More active functions are located closer to Pacific Highway and receive the northern sunlight. Passive areas more recessed on the communal deck.
- Passive surveillance and security for and by its residents.



5

BUILT FORM CONCEPT

7. Built Form Statistics

The following provides details of the built-form proposal in terms of critical statistics for Apartment Mix, GFA/FSR, Height and so on.

| | | |
|--------------------------|--------|-----|
| Total Site Area | 3,166 | m² |
| Proposed FSR commercial | 1 | : 1 |
| Proposed GFA commercial | 3,166 | m² |
| Proposed FSR residential | 5 | : 1 |
| Proposed GFA residential | 15,830 | m² |
| Proposed FSR total | 6 | : 1 |
| Proposed GFA total | 18,996 | m² |

| CARPARKING RATES | | | | | | | |
|------------------|---------------|--|-------|------------|----------|-------------|---------|
| Residential | | | | Commercial | Visitors | | |
| DCP | Unit Types | | 1 Bed | 2 Bed | 3 Bed | NLA | |
| | Parking Rates | | 1 | 1 | 1.25 | 1 per 110m2 | 1 per 4 |
| | Sub total | | 60 | 100 | 30 | 3002 | 190 |
| | Proposed | | 60 | 100 | 37.5 | 27.3 | 47.5 |

| Res | Visitors | Retail | Total |
|-----|----------|--------|-------|
| 198 | 48 | 27 | 272 |

| | | RL | Apartment Mix | | | Units | Solar | Cross Vent | NLA | GFA | NSA | GFA | CARS |
|-----------------------|--------------|----|---------------|-----|-----|-------|-------|------------|----------------|----------------|-------|-------------|------|
| | | | 1B | 2B | 3B | | | | | Commercial | | Residential | |
| LEVELS | Roof | | | | | | | | | | | | |
| | Level 26 | | | 4 | 2 | 6 | 4 | NA | | | 552 | 606 | |
| | Level 25 | | | 4 | 2 | 6 | 4 | NA | | | 552 | 606 | |
| | Level 24 | | | 4 | 2 | 6 | 4 | NA | | | 552 | 606 | |
| | Level 23 | | | 4 | 2 | 6 | 4 | NA | | | 552 | 606 | |
| | Level 22 | | | 4 | 2 | 6 | 4 | NA | | | 552 | 606 | |
| | Level 21 | | 3 | 4 | 1 | 8 | 6 | NA | | | 584 | 636 | |
| | Level 20 | | 3 | 4 | 1 | 8 | 6 | NA | | | 584 | 636 | |
| | Level 19 | | 3 | 4 | 1 | 8 | 6 | NA | | | 584 | 636 | |
| | Level 18 | | 3 | 4 | 1 | 8 | 6 | NA | | | 584 | 636 | |
| | Level 17 | | 3 | 4 | 1 | 8 | 6 | NA | | | 584 | 636 | |
| | Level 16 | | 3 | 4 | 1 | 8 | 6 | NA | | | 584 | 636 | |
| | Level 15 | | 3 | 4 | 1 | 8 | 6 | NA | | | 584 | 636 | |
| | Level 14 | | 3 | 4 | 1 | 8 | 6 | NA | | | 584 | 636 | |
| | Level 13 | | 3 | 4 | 1 | 8 | 6 | NA | | | 584 | 636 | |
| | Level 12 | | 3 | 4 | 1 | 8 | 6 | NA | | | 584 | 636 | |
| | Level 11 | | 3 | 4 | 1 | 8 | 6 | NA | | | 584 | 636 | |
| | Level 10 | | 3 | 4 | 1 | 8 | 6 | NA | | | 584 | 636 | |
| | Level 9 | | 3 | 4 | 1 | 8 | 6 | NA | | | 584 | 636 | |
| | Level 8 | | 3 | 4 | 1 | 8 | 6 | 5 | | | 584 | 636 | |
| | Level 7 | | 3 | 4 | 1 | 8 | 6 | 5 | | | 584 | 636 | |
| | Level 6 | | 3 | 4 | 1 | 8 | 6 | 5 | | | 584 | 636 | |
| | Level 5 | | 3 | 4 | 1 | 8 | 6 | 5 | | | 584 | 636 | |
| | Level 4 | | 3 | 4 | 1 | 8 | 6 | 5 | | | 584 | 636 | |
| | Level 3 | | 3 | 4 | 1 | 8 | 6 | 5 | | | 584 | 636 | |
| | Level 2 | | 3 | 4 | 1 | 8 | 6 | 5 | | | 584 | 636 | |
| com | Level 1 | | | | | | | | | 1736 | | | |
| | Ground Floor | | | | | | | | | 1266 | 1779 | 1387 | 80 |
| | Basement 1 | | | | | | | | | | | | 77 |
| | Basement 2 | | | | | | | | | | | | 77 |
| | Basement 3 | | | | | | | | | | | | 77 |
| | Basement 4 | | | | | | | | | | | | 41 |
| Subtotal | | | 60 | 100 | 30 | | 140 | 35 | | | | | 272 |
| Unit Mix | | | 32% | 53% | 16% | | | | | | | | |
| Total Apartments | | | | | | | | 190 | | | | | |
| Solar | | | | | | | | 74% | | | | | |
| Cross Vent | | | | | | | | 63% | | | | | |
| NLA Total | | | | | | | | | 3002 | | | | |
| GFA Total commercial | | | | | | | | | efficiency 95% | 3166 | | | |
| NSA Total | | | | | | | | | | 14440 | | | |
| GFA Total residential | | | | | | | | | | efficiency 91% | 15830 | | |
| GFA Total | | | | | | | | | | | | 18996 | |

An aerial photograph of a residential neighborhood. A railway line with multiple tracks runs diagonally from the top center towards the bottom center. On either side of the tracks are rows of houses with gabled roofs, interspersed with trees. A road runs parallel to the tracks on both sides. The overall scene is a dense suburban or urban residential area.

6

SOLAR ANALYSIS

1. Shadow Diagrams - Existing Context

These shadow diagrams show the hourly intervals for the subject building within the existing context. Please refer to the following diagrams in section 6.2 for the shadows relative to a potential future context based on the Chatswood CBD Expansion Strategy.



Shadows - June 21st, 9am



Shadows - June 21st, 10am



Shadows - June 21st, 11am



Shadows - June 21st, 12pm



1. Shadow Diagrams - Existing Context

These shadow diagrams show the hourly intervals for the subject building within the existing context. Please refer to the following diagrams in section 6.2 for the shadows relative to a potential future context based on the Chatswood CBD Expansion Strategy.



Shadows - June 21st, 1pm



Shadows - June 21st, 2pm



Shadows - June 21st, 3pm



2. Shadow Diagrams - Future Context

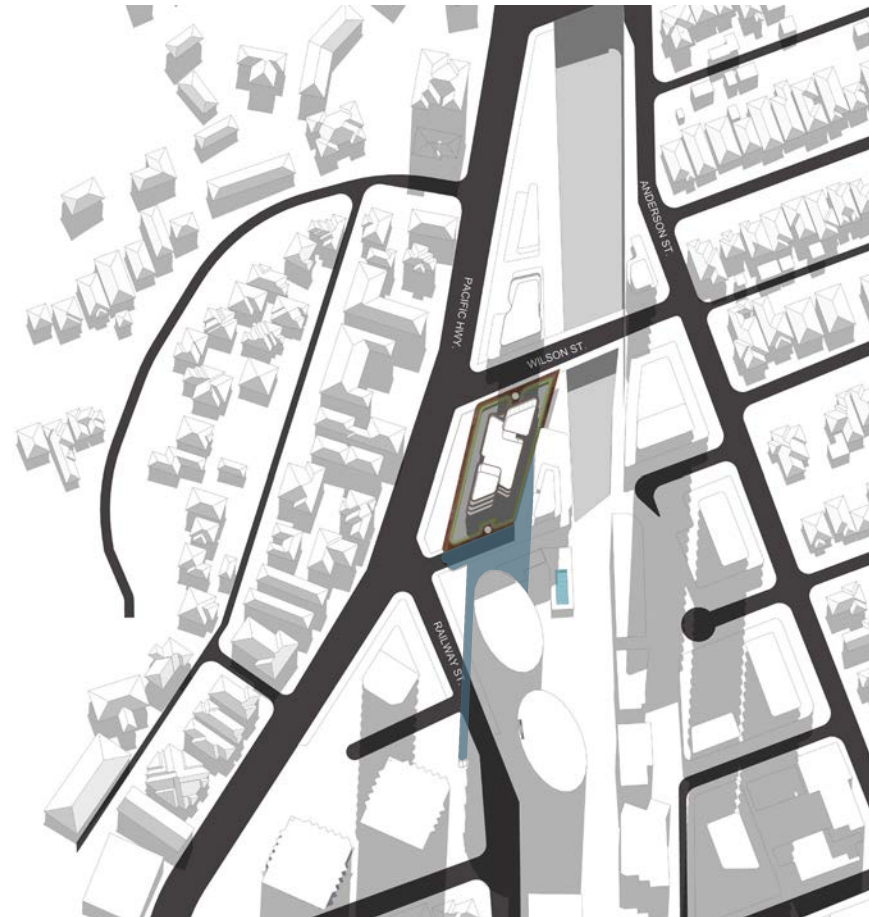
These shadow diagrams show the hourly intervals for the subject building within the anticipated future context based on the Chatswood CBD Expansion Strategy. Please refer to the previous diagrams in section 6.1 for the shadows relative to the existing context.



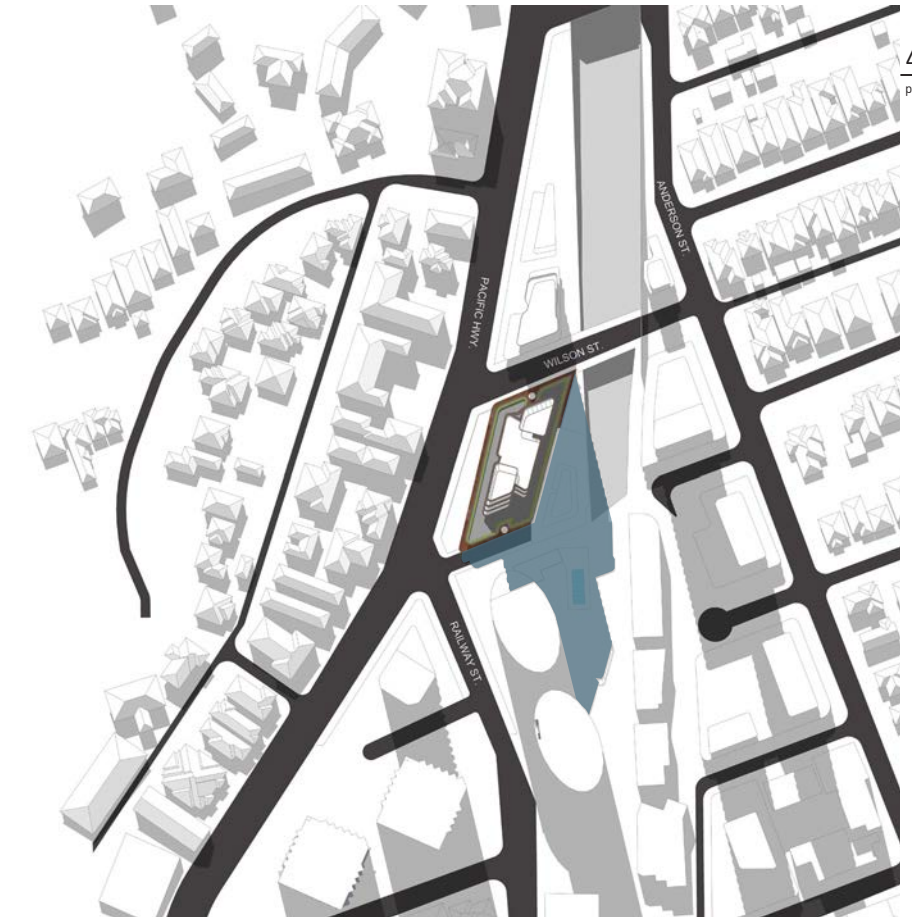
Shadows - June 21st, 9am



Shadows - June 21st, 10am



Shadows - June 21st, 11am



Shadows - June 21st, 12pm



2. Shadow Diagrams - Future Context

These shadow diagrams show the hourly intervals for the subject building within the anticipated future context based on the Chatswood CBD Expansion Strategy. Please refer to the previous diagrams in section 6.1 for the shadows relative to the existing context.



Shadows - June 21st, 1pm



Shadows - June 21st, 2pm

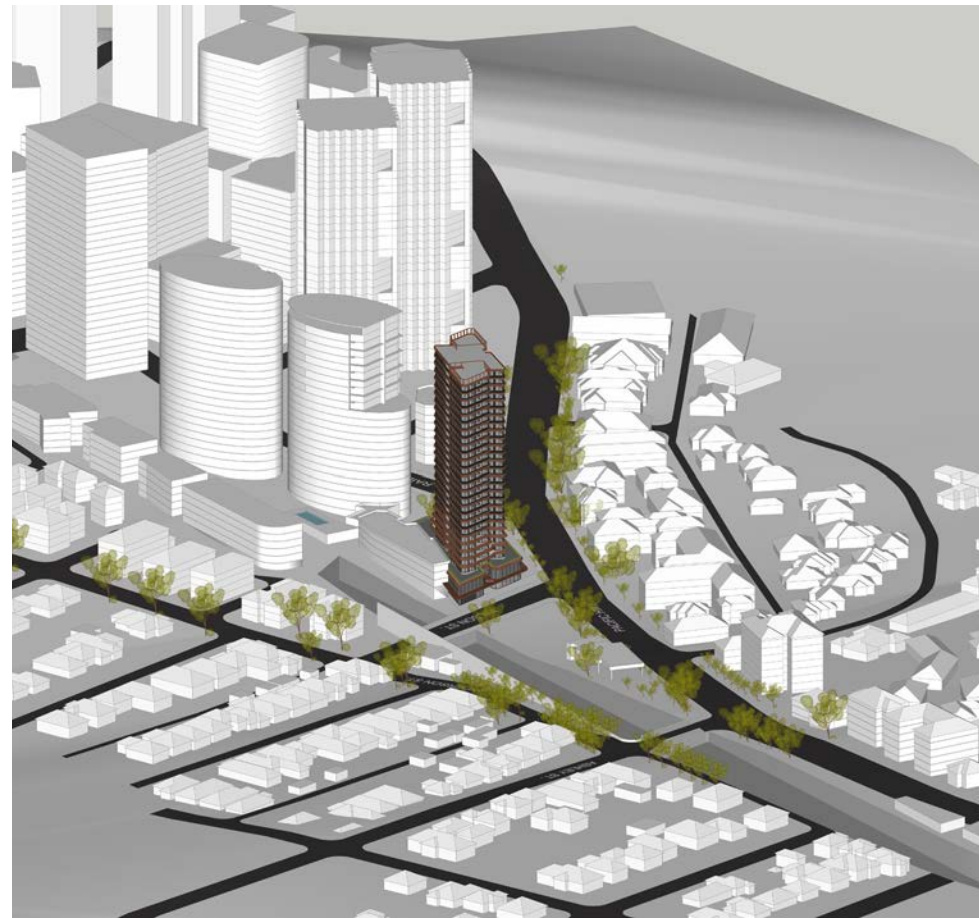


Shadows - June 21st, 3pm

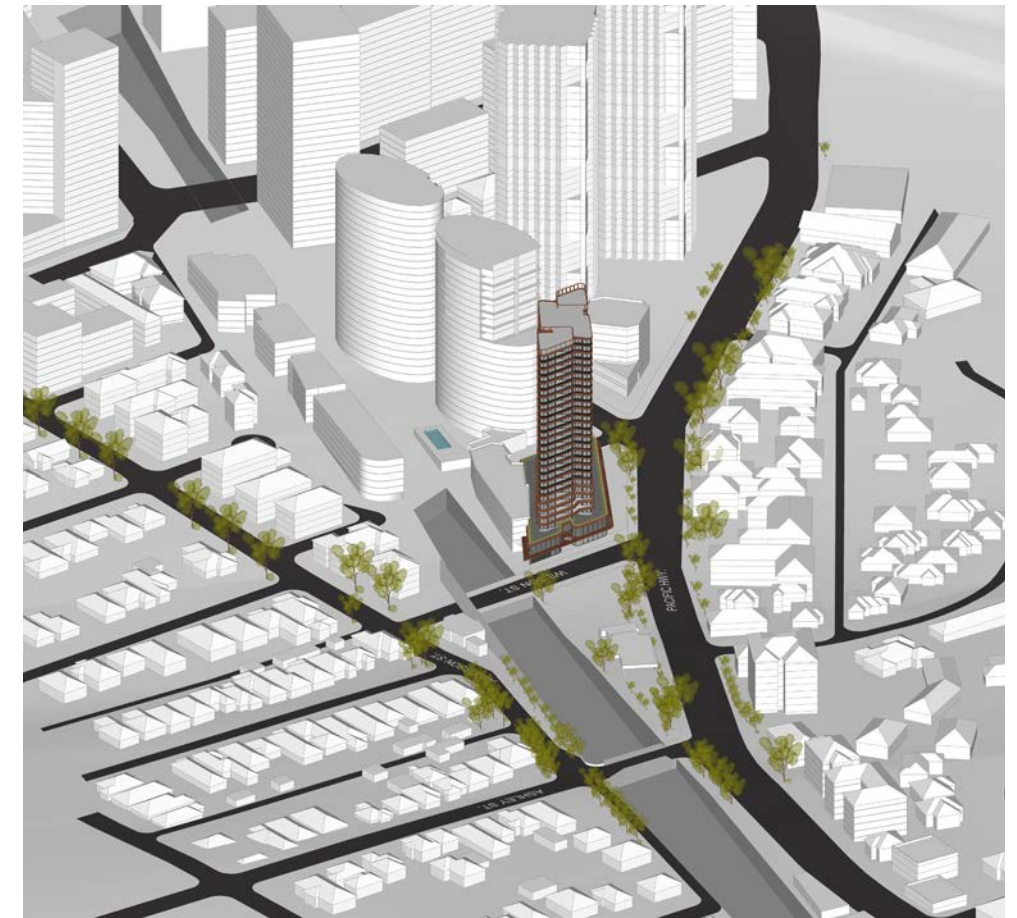


3. Solar Eye Views - Existing Context

These solar eye views show the hourly intervals for the subject building within the existing context. Please refer to the following diagrams in section 6.4 for the shadows relative to a potential future context based on the Chatswood CBD Expansion Strategy.



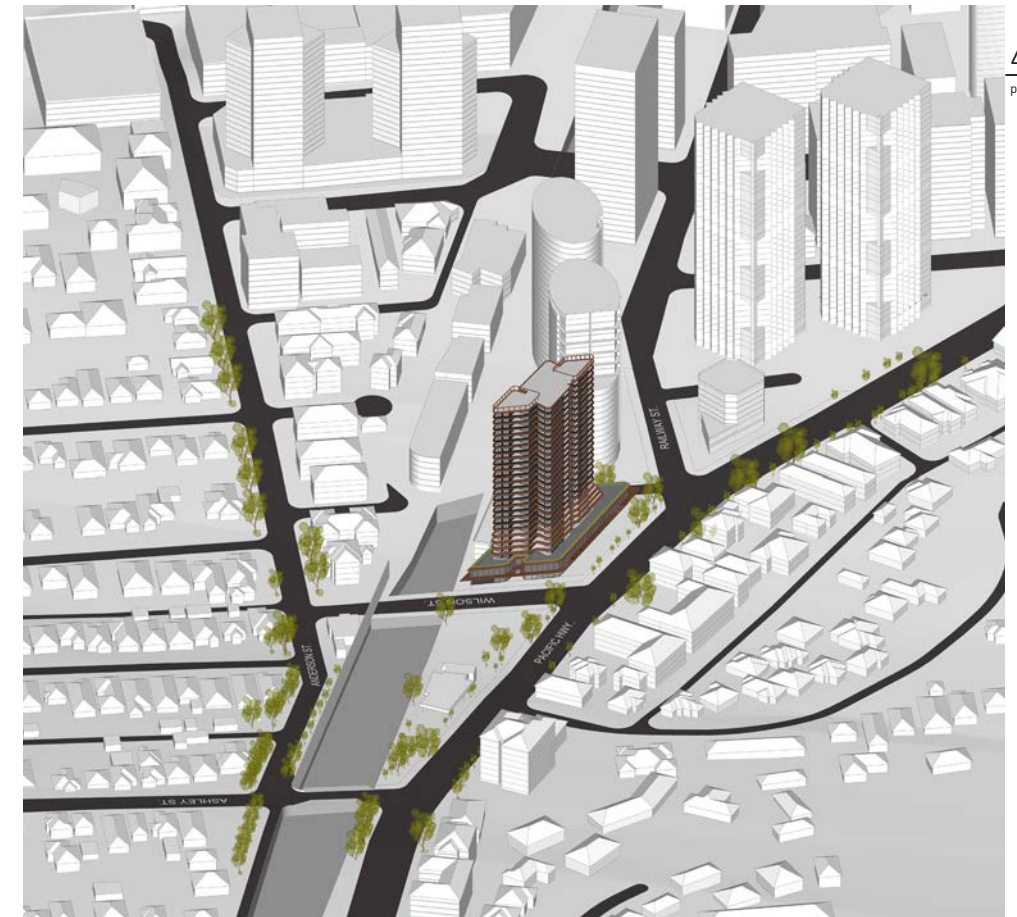
Solar Eye View - June 21st, 9am



Solar Eye View - June 21st, 10am



Solar Eye View - June 21st, 11am

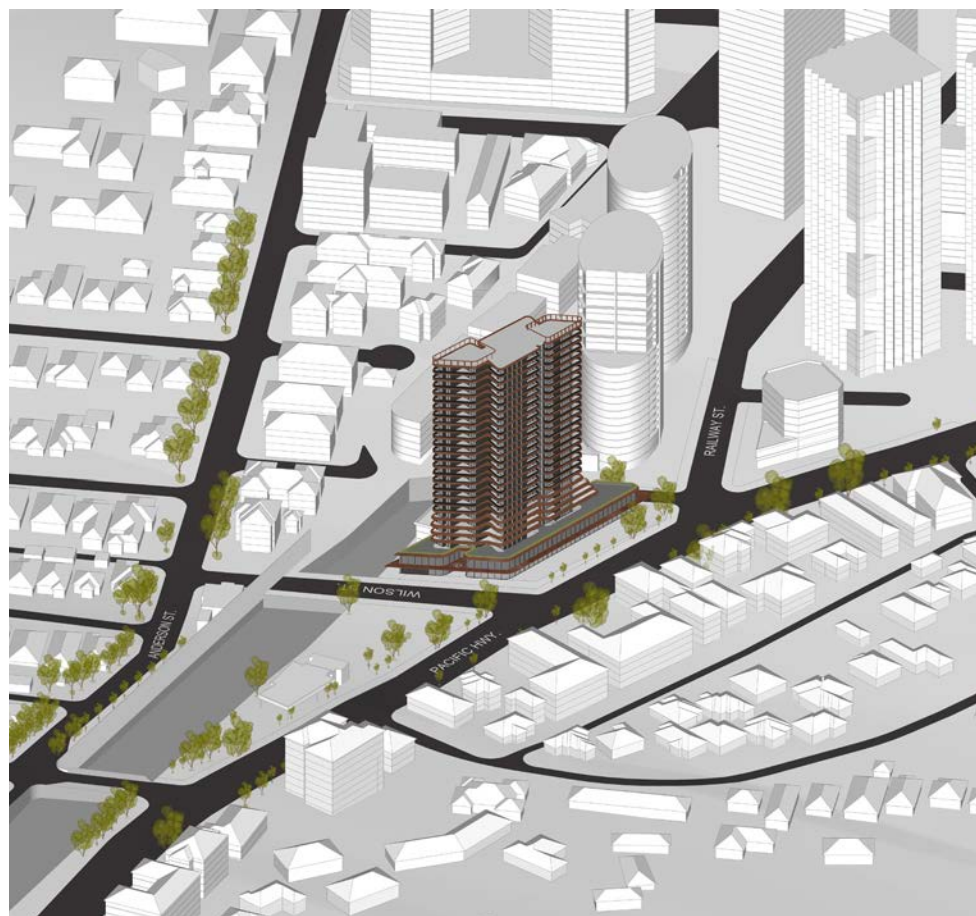


Solar Eye View - June 21st, 12pm



3. Solar Eye Views - Existing Context

These solar eye views show the hourly intervals for the subject building within the existing context. Please refer to the following diagrams in section 6.4 for the shadows relative to a potential future context based on the Chatswood CBD Expansion Strategy.



Solar Eye View - June 21st, 1pm



Solar Eye View - June 21st, 2pm

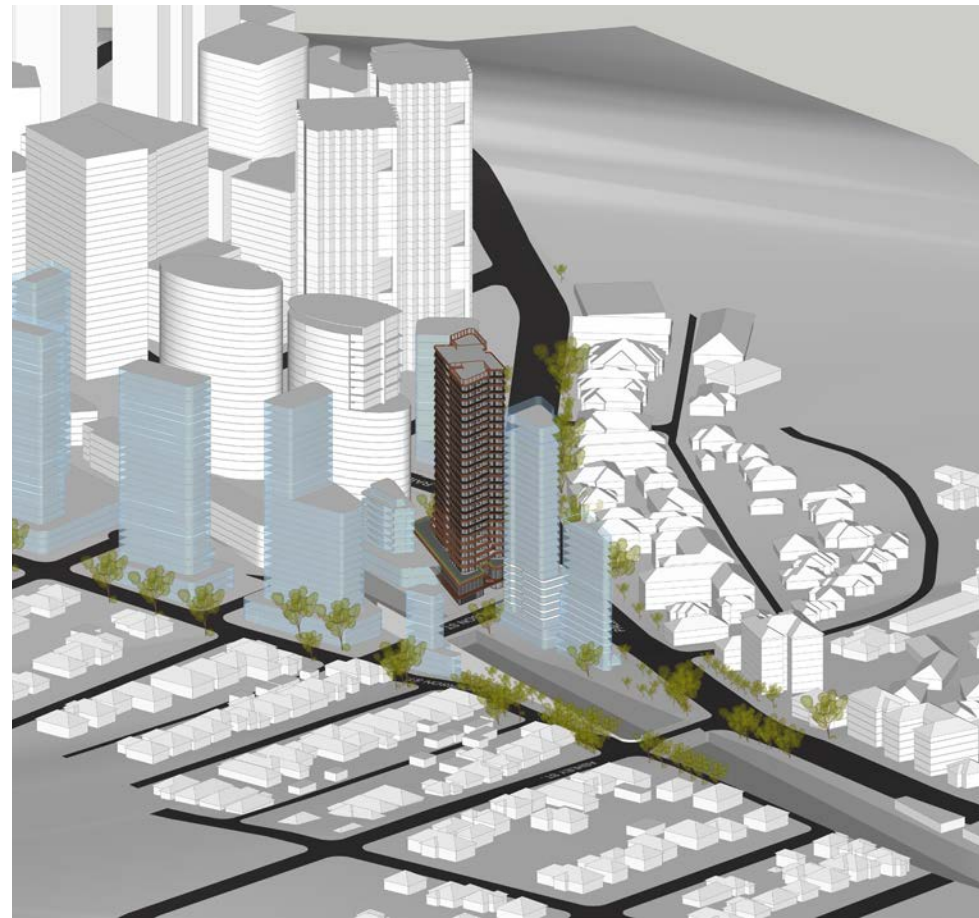


Solar Eye View - June 21st, 3pm

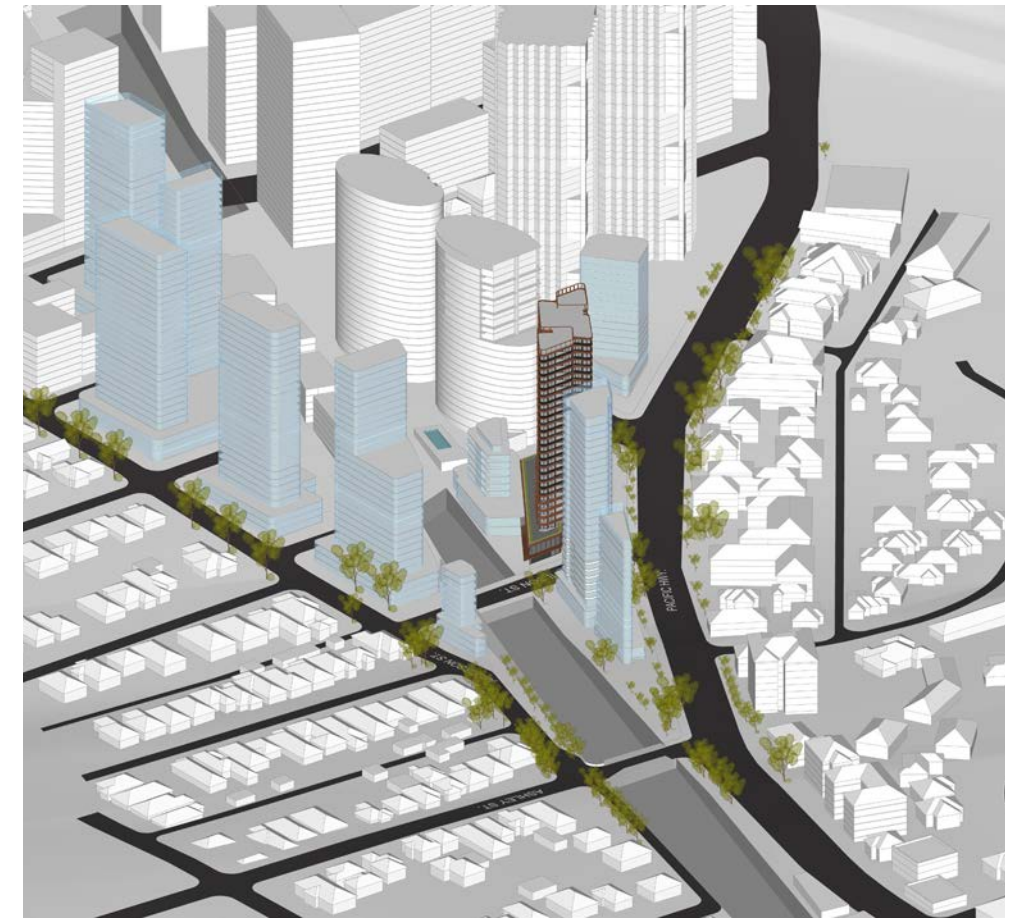


4. Solar Eye Views - Future Context

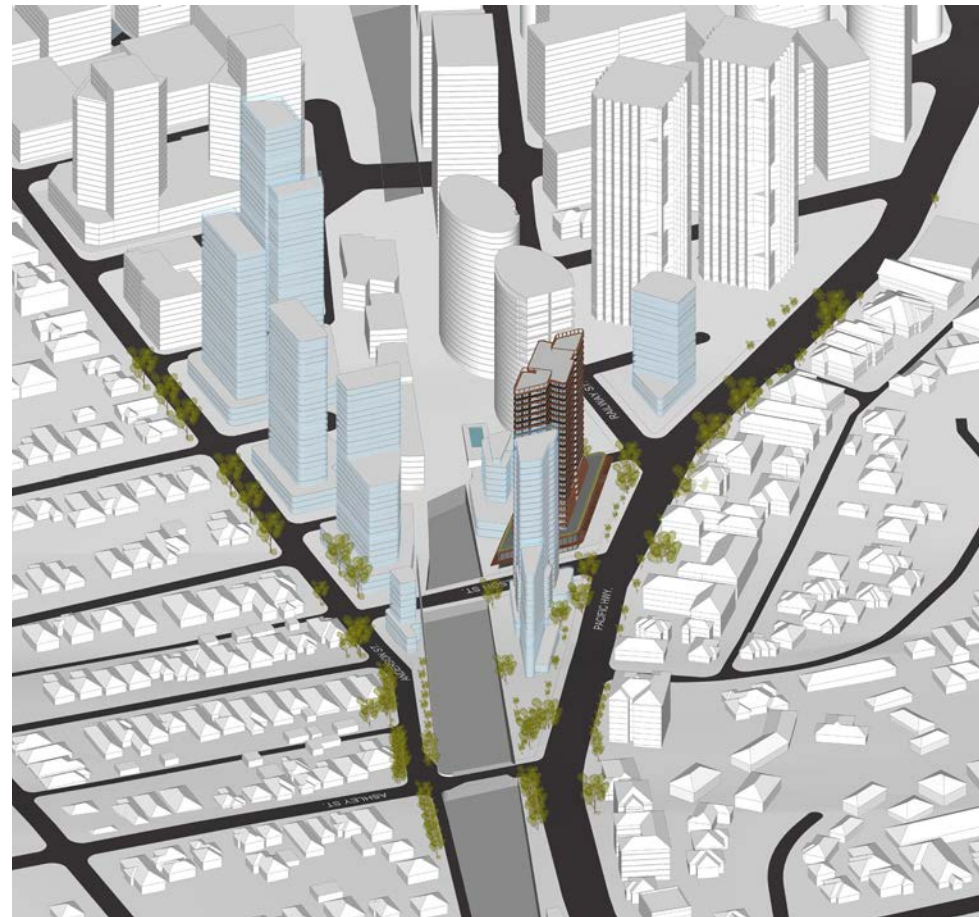
These solar eye views show the hourly intervals for the subject building within the anticipated future context based on the Chatswood CBD Expansion Strategy. Please refer to the previous diagrams in section 6.3 for the shadows relative to the existing context.



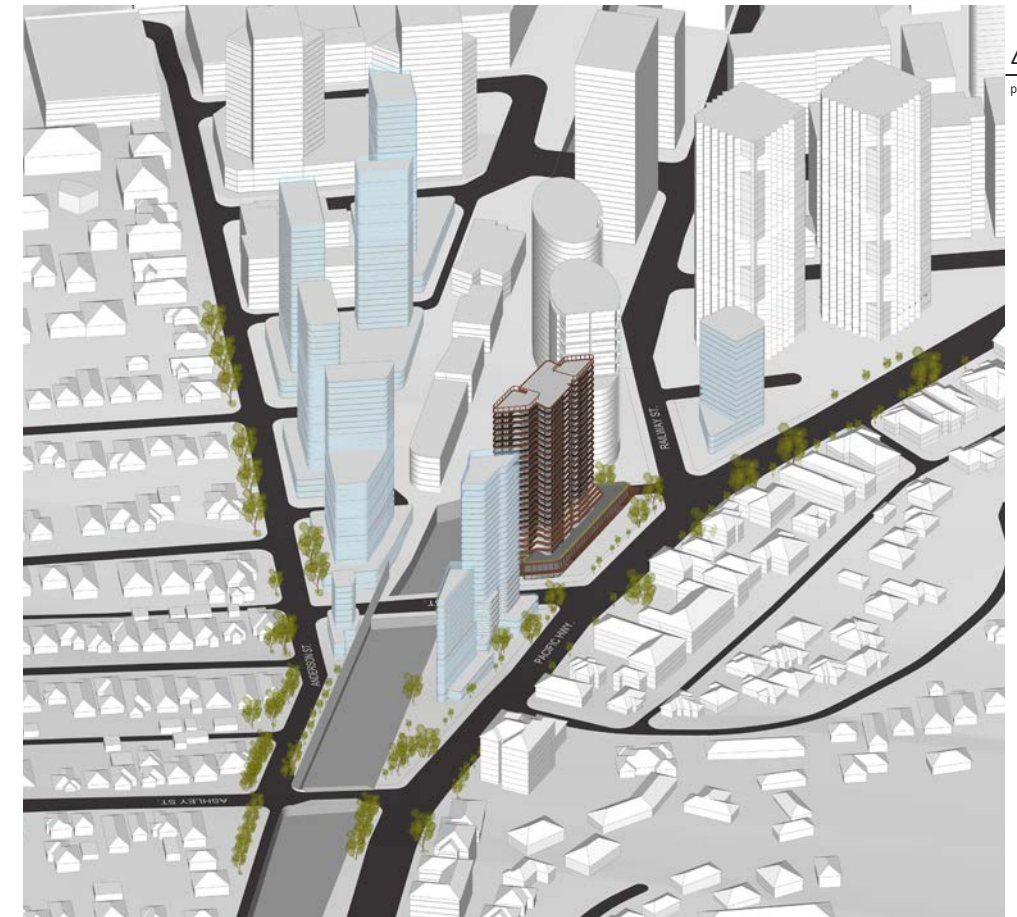
Solar Eye View - June 21st, 9am



Solar Eye View - June 21st, 10am



Solar Eye View - June 21st, 11am

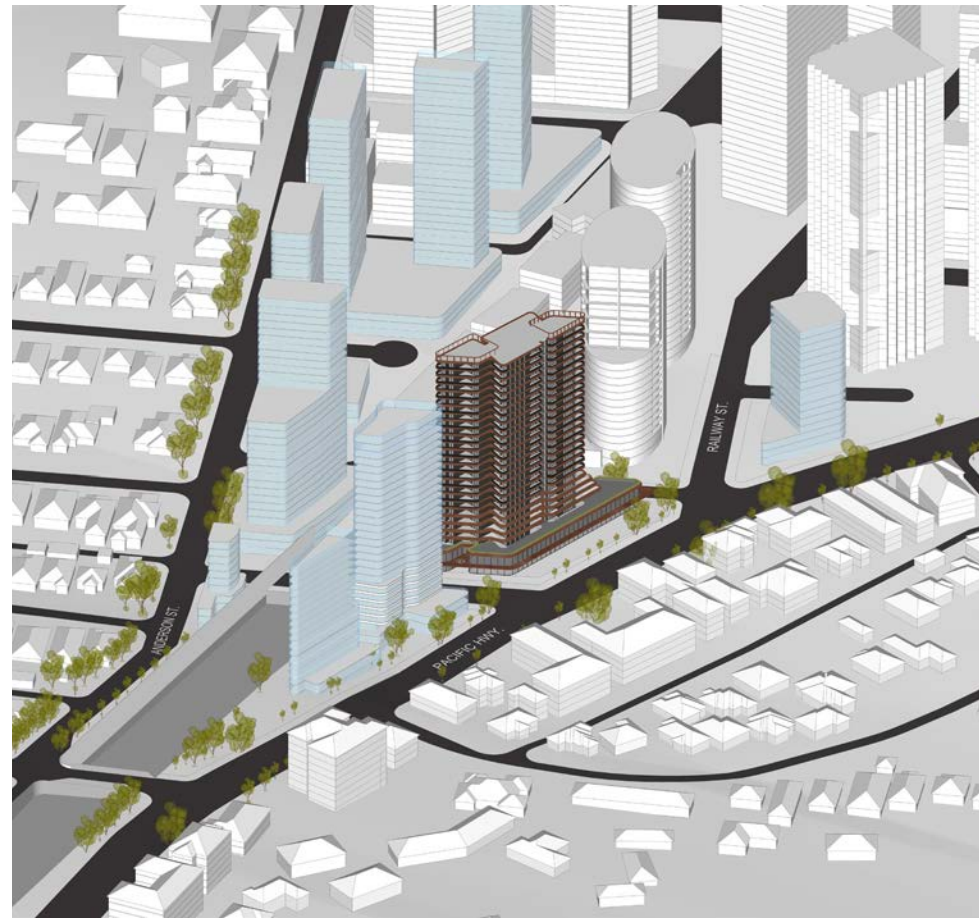


Solar Eye View - June 21st, 12pm

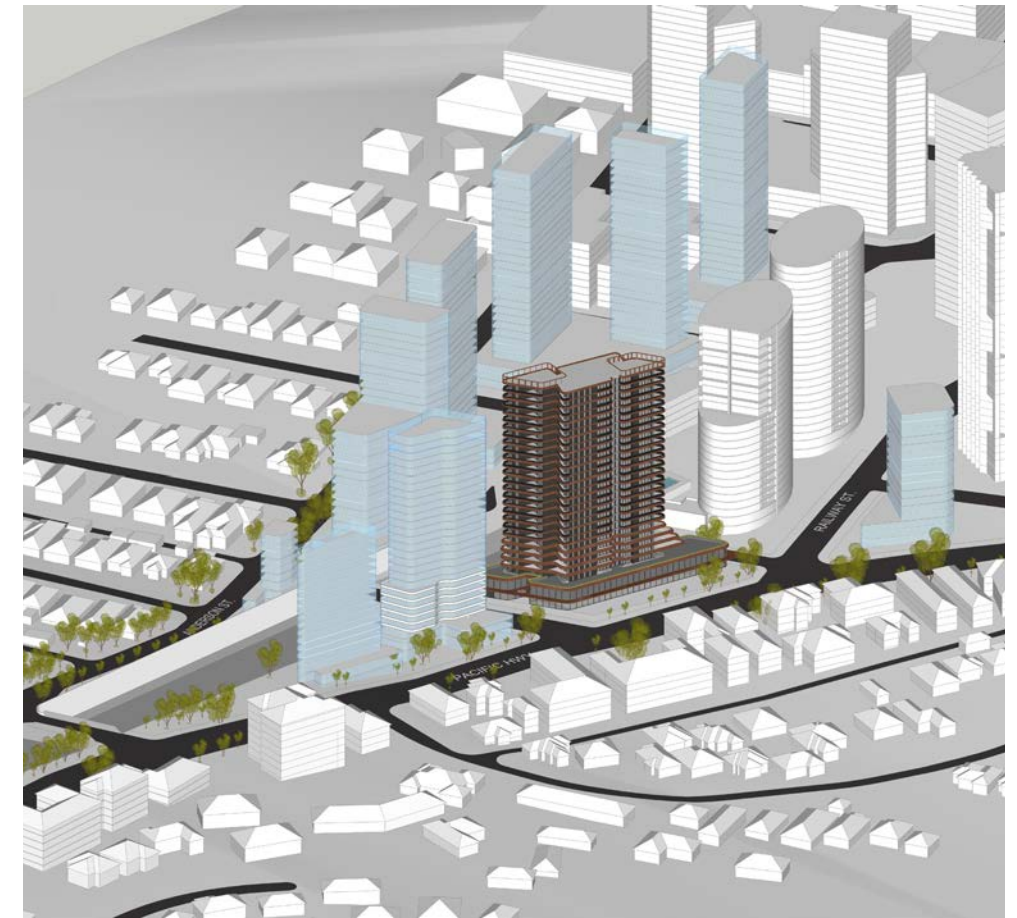


4. Solar Eye Views - Future Context

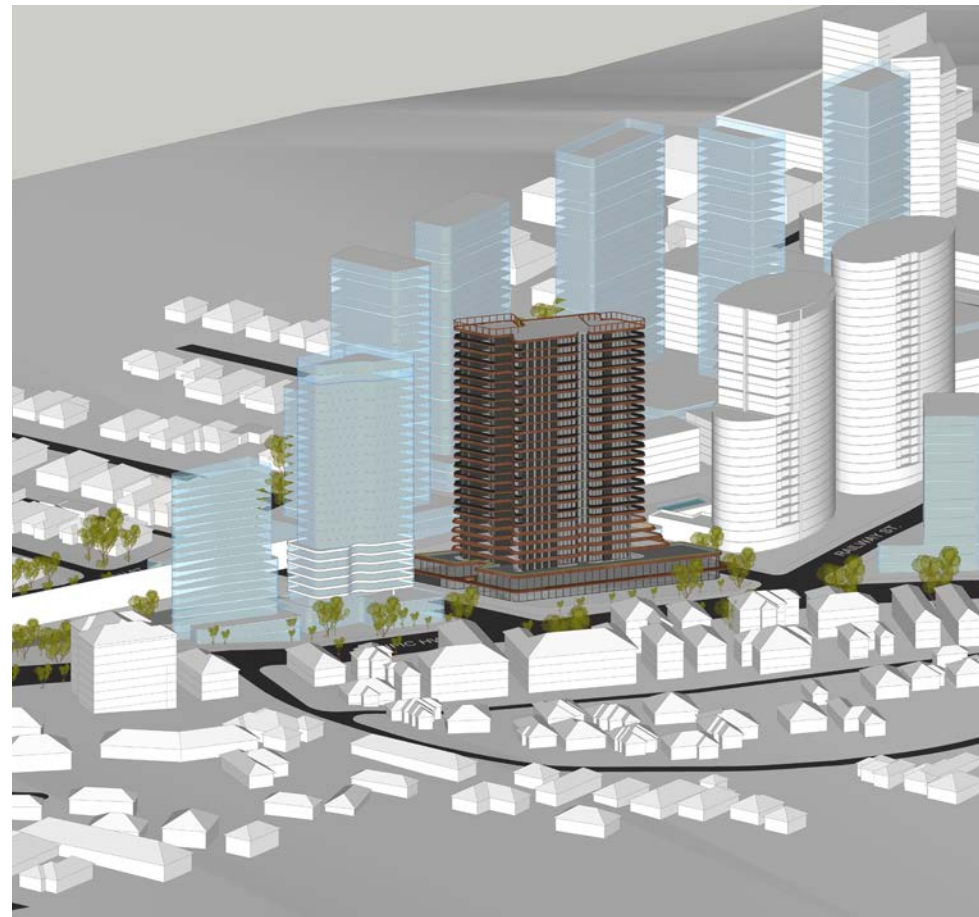
These solar eye views show the hourly intervals for the subject building within the anticipated future context based on the Chatswood CBD Expansion Strategy. Please refer to the previous diagrams in section 6.3 for the shadows relative to the existing context.



Solar Eye View - June 21st, 1pm



Solar Eye View - June 21st, 2pm



Solar Eye View - June 21st, 3pm



7

3D IMAGES

7

3D IMAGES

1. 3D Views - Existing Context

The following images provide an impression of the proposed built-form in the existing context.



South direction street view from Pacific Highway



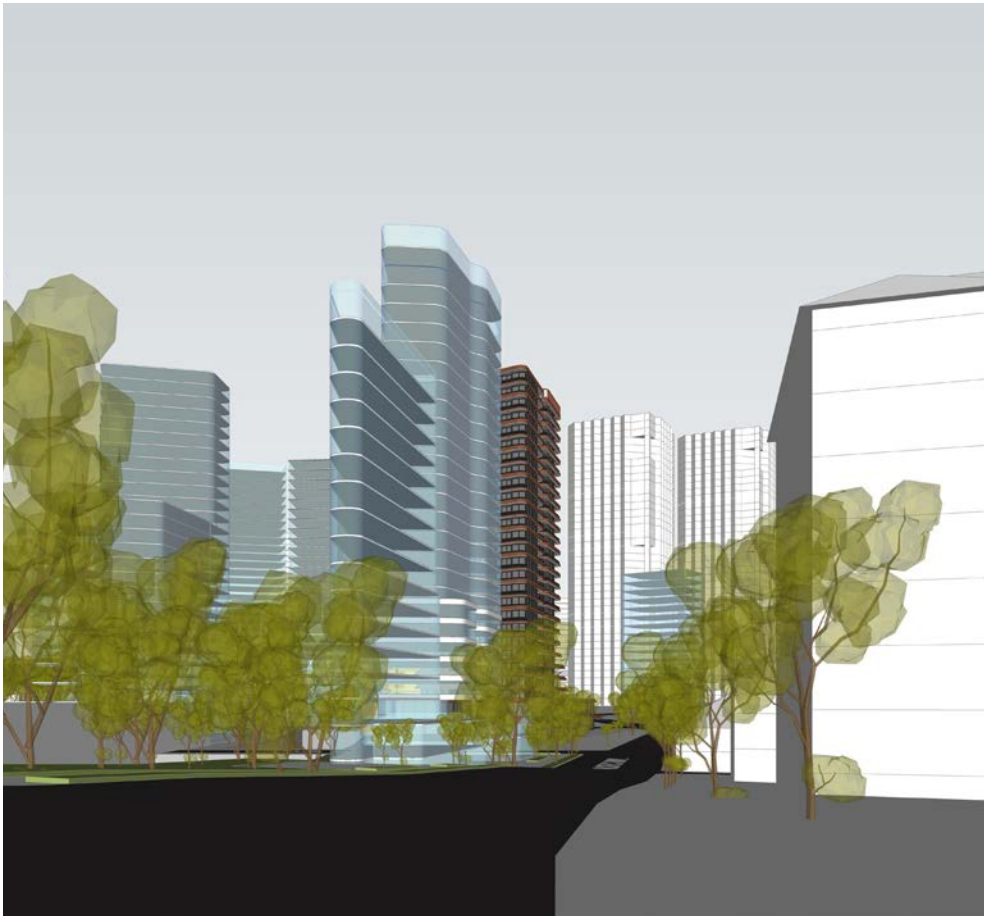
North direction street view from Pacific Highway



North direction street view from Railway Street

2. 3D Views - Future Context

The following images provide an impression of the proposed built-form in the anticipated future context.



South direction street view from Pacific Highway



North direction street view from Pacific Highway



North direction street view from Railway Street

3. Photomontages





8 COMPLIANCES & CONTROLS

1. SEPP 65 / ADG Compliance Checklist

| OBJECTIVE | DESIGN CRITERIA | | PROPOSED | COMMENT |
|--------------------------------------|---|---|----------|--|
| Part 3 - Siting the Development | | | | |
| 3A Site Analysis | Objective 3A-1 Site analysis illustrates that design decisions have been based on opportunities and constraints of the site conditions and the relationship to the surrounding context | | Complies | Built-form considers neighbouring context with adequate setbacks where required. |
| 3B Orientation | Objective 3B-1 Building types and layouts respond to the street and site while optimizing solar access within the development | | Complies | The orientation of the built-form maximizes solar access. |
| | Objective 3B-2 Overshadowing of neighbouring properties is minimized during mid-winter | | Complies | Building position relative to neighbours minimises solar impacts. |
| 3C Public Domain Interface | Objective 3C-1 Transition between private and public domain is achieved without compromising safety and security | | Complies | Apartments are secure from the street and are accessed through a central lobby. |
| | Objective 3C-2 Amenity of the public domain is retained and enhanced | | Complies | Provides a consistent urban profile to proposed 'Chatswood CBD Urban Design Strategy 2036'. |
| 3D Communal and Public Open Space | Objective 3D-1 And adequate area of communal open space is provided to enhance residential amenity and to provide opportunities for landscaping | 1. Communal open space has a minimum area equal to 25% of the site | Complies | Required – 791.5 sqm, Proposed L2 communal open space 1300 sqm. |
| | | 2. Developments achieve a minimum of 50% direct sunlight to the principal usable part of the communal open space for a minimum of 2 hours between 9am and 3pm on 21 st June (mid-winter) | Complies | Residential communal area is located on unobstructed Podium terrace achieving more than 2 hours direct sun light. |
| | Objective 3D-2 Communal open space is designed to allow for a range of activities, respond to site conditions and be attractive and inviting | | Complies | The principal Communal Open Space on the podium provides a variety of outdoor areas with different orientations. There is the potential for a BBQ area, associated seating, a gym, outdoor pool and planting on the northern, western and southern sides. |

1. SEPP 65 / ADG Compliance Checklist (Continued)

| OBJECTIVE | DESIGN CRITERIA | | | | PROPOSED | COMMENT |
|------------------------------------|--|---|-------------------------------|-------------------------------------|--------------|---|
| | Objective 3D-3 Communal open space is designed to maximize safety | | | | Complies | Residential communal open space is private and accessed via lift or stairs. Only tenants have access to this area. |
| | Objective 3D-4 Public open space, where provided, is responsive to the existing pattern and uses of the neighbourhood | | | | Complies | Ground floor landscaping provides a connection with the landscaped street setback to the Pacific Highway corridor, consistent with the CBD Strategy. |
| 3E Deep Soil Zone | Objective 3E-1 Deep soil zone provides areas on the site that allow for and support healthy plant and tree growth. They improve residential amenity and promote management of water and air quality | Deep soil zones are to meet the following minimum requirements: | | | Satisfactory | 1 meter landscape strip. The development site is within the proposed northern precinct of the Chatswood CBD expansion area and has a site area of 3,166m ² . As a proposed B4 zone site, deep soil areas are anticipated to be limited as the delivery of appropriate commercial and public interfaces are significant aspects of the proposal. Road widening zone has been provided for deep soil zone. The proposal balances public open space, landscaped communal and private areas to provide an appropriate response. SEPP ADG stipulates that achieving the deep soil design criteria may not be possible on some sites including where the location and building typology have limited or no space for deep soil at ground level (e.g. central business district, constrained sites, high density areas, or in centres) and where there is 100% site coverage or non-residential uses at ground floor level Where a proposal does not achieve deep soil requirements, acceptable stormwater management should be achieved and alternative forms of planting provided such as on structures. The proposal provides for 20% landscaped area in accordance with the DCP provided on structures. The site is located within the Chatswood CBD, in a density urban environment and a 1:1 non-residential FSR is required to the two storey podium which makes it not possible to achieve a 7% deep soil zone. |
| | | Site Area | Min. Dimensions | Deep Soil Zone (% of the site area) | | |
| | | Less than 650m ² | - | 7% | | |
| | | 650m ² - 1500m ² | 3m | 7% | | |
| | | Greater than 1500m ² | 6m | 7% | | |
| | | Greater than 1500m ² with significant tree cover | 6m | 7% | | |
| 3F Visual Privacy | Objective 3F-1 Adequate building separation distances are shared equitably between neighbouring sites, to achieve reasonable levels of external and internal visual privacy. <i>Note: Separation distances between buildings on the same site should combine required building separations depending on the type of room.</i> | Separation between windows and balconies is provided to ensure visual privacy is achieved. Minimum required separation distances from buildings to the side and rear boundaries are as follows: | | | Complies | The site is separated from other properties by roads to the north, south and west. The only adjoining property is to the east. This property is currently a light industrial building of a low scale. The proposal considers the existing and potential future scale of development on the eastern neighbouring site and provides for equitable separation The distance between the proposed residential tower and the adjoining property are consistent with the ADG as documented elsewhere in this report. |
| | | Building Height | Habitable rooms and balconies | Non-habitable rooms | | |
| | | Up to 12m (4 storeys) | 6m | 3m | | |
| | | Up to 25m (5-8 storeys) | 9m | 4.5m | | |
| | | Over to 25m (9+ storeys) | 12m | 6m | | |
| | | | | | | |

1. SEPP 65 / ADG Compliance Checklist (Continued)

| OBJECTIVE | DESIGN CRITERIA | | PROPOSED | COMMENT |
|-------------------------------------|---|---|----------|--|
| | Objective 3F-2 Site and building design elements increase privacy without compromising access to light and air and balance outlook and views from habitable rooms and private open space. | | Complies | Façade articulations, balconies and landscaping are multi-purposed in providing separation and privacy, whilst enhancing living environments. |
| 3G Pedestrian Access and Entries | Objective 3G-1 Building entries and pedestrian access connects to and addresses the public domain | | Complies | Pedestrian entry is from the primary street frontage and connected to the public open space. Secure access is also available via the basement levels for those arriving by car. |
| | Objective 3G-2 Access, entries and pathways are accessible and easy to identify | | Complies | A strong indentation in tower façade and break on podium levels indicates street entrances. |
| | Objective 3G-3 Large sites provide pedestrian links for access to streets and connection to destinations | | Complies | The site is not an excessively long site, and it is well serviced by three street frontages. Additional pedestrian link would be unnecessary. |
| 3H Vehicle Access | Objective 3H-1 Vehicle access points are designed and located to achieve safety, minimize conflicts between pedestrians and vehicles and create high quality streetscapes. | | Complies | The vehicle access point has been located in a discrete location that minimises impacts on existing traffic movement and is integrated with the building. The dominant pedestrian movement along the Pacific Highway is unaffected and the entrances to the car park and loading dock have good visibility. The vehicle entries have minimal impact on streetscapes. |
| 3J Bicycle and Car Parking | Objective 3J-1 Car parking is provided based on proximity to public transport in metropolitan Sydney and centres in regional areas | <div>For development in the following locations:</div> <ul style="list-style-type: none">On sites that are within 800m of a railway station or light rail stop in the Sydney Metropolitan Area; orOn land zoned, and sites within 400m of land zoned, B3 Commercial Core, B4 Mixed Use of equivalent in a nominated regional centre <div>The minimum car parking requirement for residents and visitors is set out in the Guide to Traffic Generating Developments, or the car parking requirement prescribed by the relevant council, whichever is less.</div> <div>The car parking needs for a development must be</div> | Complies | 272 spaces required and 272 provided = 198 residential, 48 visitor spaces, and 27 Commercial spaces. |

1. SEPP 65 / ADG Compliance Checklist (Continued)

| OBJECTIVE | DESIGN CRITERIA | | PROPOSED | COMMENT |
|---------------------------------|--|--|----------|---|
| | | provided off street. | | |
| | Objective 3J-2 Parking and facilities are provided for other modes of transport | | Complies | Bicycle racks and lockers and motorcycle parking are to be provided |
| | Objective 3J-3 Car park design and access is safe and secure | | Complies | Secure basement car park with lift access to all residential levels. |
| | Objective 3J-4 Visual and environmental impacts of underground car parking are minimised | | Complies | The vehicle entries have minimal impact on streetscapes. |
| | Objective 3J-5 Visual and environmental impacts of on-grade car parking are minimised | | Complies | No on-grade parking provided |
| | Objective 3J-6 Visual and environmental impacts of above ground enclosed parking are minimised | | Complies | No above ground parking provided |
| Part 4 – Designing the Building | | | | |
| 4A Solar and Daylight Access | Objective 4A-1 To optimise the number of apartments receiving sunlight to habitable rooms, primary windows and private open space. | 1. Living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 2 hours of direct sunlight between 9am and 3pm at mid-winter in the Sydney Metropolitan Area and in the Newcastle and Wollongong local government areas 2. In all other areas, living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 3 hours direct sunlight between 9am and 3pm at mid-winter 3. A maximum of 15% of apartments in a building receive no direct sunlight between 9am and 3pm mid winter. | Complies | 1. 140/190 apartments = 74% Receive at least min 2hr direct sunlight to living rooms and private open space. 2. N/A |
| | | | N/A | 3. 0/190 apartments = 0% Solar access to bedrooms of south-eastern apartments. Living areas and balconies separated from train line to prevent issues with Sydney Trains' requirements. |
| | | | Complies | |
| | Objective 4A-2 Daylight access is maximized where sunlight is limited | | Complies | Full height balcony windows/ doors to maximize daylight access. |
| 4B Natural Ventilation | Objective 4A-3 Design incorporates shading and glare control, particularly for warmer months | | Complies | Typically balconies overhang balconies below providing good solar control. A DA scheme may include screening devices to eastern and western facades in particular. |
| | Objective 4B-1 All habitable rooms are naturally ventilated | | Complies | |
| | Objective 4B-2 The layout and design of single aspect apartments maximizes natural ventilation | | Complies | Very few single aspect apartments. Single aspect apartments are proposed |

1. SEPP 65 / ADG Compliance Checklist (Continued)

| OBJECTIVE | DESIGN CRITERIA | | PROPOSED | COMMENT |
|---------------------------|--|---|-----------------|--|
| | Objective 4B-3 The number of apartments with natural cross ventilation is maximized to create a comfortable indoor environment for residents | 1. At least 60% of apartments are naturally cross ventilated in the first nine storeys of the building. Apartments at ten storeys or greater are deemed to be cross ventilated only if any enclosure of the balconies at these levels allows adequate natural ventilation and cannot be fully enclosed | Complies | to have wide living areas and shallow open plan living areas to minimise “dead air” zones. 35/56 apartments = 63% (first nine stories) |
| | | 2. Overall depth of a cross-over or cross-through apartment does not exceed 18m, measured glass line to glass line | N/A | No cross-over apartments |
| 4C Ceiling Heights | Objective 4C-1 Ceiling height achieves sufficient natural ventilation and daylight access | Measured from finished floor level to finished ceiling level, minimum ceiling heights are: Minimum ceiling height for apartment and mixed use buildings | Complies | Ceiling heights proposed are consistent with ADG recommendations: - 2.7 habitable - 2.4 non-habitable 3100 mm floor to floor provided assuming 200mm thick slab, 30mm for flooring and 110 for ceiling – 2700. Services to be maintained in non-habitable spaces to maximise ceiling heights in habitable areas. |
| | | Habitable Rooms | | |
| | | Non-Habitable | | |
| | | For 2 Storey Apartments | | |
| | | Attic Spaces | | |
| | | If located in mixed use areas | | |
| | Objective 4C-2 Ceiling height increases the sense of space in apartments and provides for well-proportioned rooms | | Complies | Habitable rooms are located directly adjacent to openings and private open spaces where ceiling is maximized. Bulkheads are minimised where possible and services occupy ceiling spaces of non-habitable rooms to prevent unnecessary reduced ceiling heights. |
| | Objective 4C-3 Ceiling heights contribute to the flexibility of building use over the life of the building | | Complies | Provided more than 4m of ceiling height at ground floor to allow flexibility in future conversion of occupancy use. |

1. SEPP 65 / ADG Compliance Checklist (Continued)

| OBJECTIVE | DESIGN CRITERIA | | PROPOSED | COMMENT | |
|--|--|--|----------|--|-----------------------|
| 4D Apartment Size and Layout | Objective 4D-1 The layout of rooms within an apartment is functional, well organised and provides a high standard of amenity | 1. Apartments are required to have the following minimum internal areas: | Complies | All apartments comply with minimum internal areas | |
| | | Apartment Type | | | Minimum Internal Area |
| | | Studio | | | 35m ² |
| | | 1 bedroom | | | 50m ² |
| | | 2 bedroom | | | 70m ² |
| | | 3 bedroom | | | 90m ² |
| | | The minimum internal areas include only one bathroom. Additional bathrooms increase the minimum internal area by 5m ² each. A fourth bedroom and further additional bedrooms increase the minimum internal area by 12m ² each | | | |
| 2. Every habitable room must have a window in an external wall with a total minimum glass area of not less than 10% of the floor area of the room. Daylight and air may not be borrowed from other rooms | Complies | All habitable room have a minimum glass area of 10% of the floor area of the room. | | | |
| | Objective 4D-2 Environmental performance of the apartment is maximised | 1. Habitable room depths are limited to a maximum of 2.5 x the ceiling height | Complies | All habitable room depths are less than 2.5x the ceiling height | |
| | | 2. In open plan layouts (where the living, dining and kitchen are combined) the maximum habitable room depth is 8m from a window | Complies | Window to kitchen dimension in open plan living ranges between 4m to 6m. The maximum depth to the face of tall cabinetry is 8m | |
| | Objective 4D-3 Apartment layouts are designed to accommodate a variety of household activities | 1. Master bedrooms have a minimum area of 10m2 and other bedrooms 9m2 (excluding wardrobe space) | Complies | Master bedrooms are all in excess of 10m2 and all other bedrooms are minimum 9m2 | |

1. SEPP 65 / ADG Compliance Checklist (Continued)

| OBJECTIVE | DESIGN CRITERIA | | | PROPOSED | COMMENT | |
|--|---|---|------------------|---------------|--|--|
| | and needs | 2. Bedrooms have a minimum dimension of 3m (excluding wardrobe space) | | | Complies | All bedrooms have minimum width/length of 3m |
| | | 3. Living rooms or combined living/dining rooms have a minimum width of: <ul style="list-style-type: none">3.6m for studio and 1 bedroom apartments4m for 2 & 3 bedroom apartments | | | Complies | Living spaces to all 2 & 3 bedroom apartments have minimum width of 4.0m Living spaces to all 1 bedroom apartments have minimum width of 3.6m |
| | | 4. The width of cross-over or cross-through apartments are at least 4m internally to avoid deep narrow apartment layouts | | | N/A | No cross-over apartments |
| 4E Private Open Space and Balconies | Objective 4E-1 Apartments provide appropriately sized private open space and balconies to enhance residential amenity | 1. All apartments are required to have primary balconies as follows: | | | Complies | All balconies in this development comply with the minimum depth of 2m or 2.4m as applicable and relevant minimum areas. |
| | | Dwelling Type | Minimum Area | Minimum Depth | | |
| | | Studio Apartments | 4m ² | - | | |
| | | 1 Bedroom Apartments | 8m ² | 2m | | |
| | | 2 Bedroom Apartments | 10m ² | 2m | | |
| | | 3+ Bedroom Apartments | 12m ² | 2.4m | | |
| | | The minimum balcony depth to be counted as contributing to the balcony area is 1m | | | Complies | Areas have been calculated with minimum 1m widths |
| | | 2. For apartments at ground level or on a podium or similar structure, a private open space is provided instead of a balcony. It must have a minimum area of 15m2 and a minimum depth of 3m | | | | |
| | | | | | | |
| | Objective 4E-2 Primary private open space and balconies are appropriately located to enhance liveability for residents | | | Complies | Private open spaces are directly adjacent to living spaces, orientated to allow for maximized solar access and ventilation | |
| | Objective 4E-3 Private open space and balcony design is integrated into and contributes to the overall architectural form and detail of the building | | | Complies | Balconies and private open spaces are integrated with the building form and facades | |

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COMPLIANCES & CONTROLS

1. SEPP 65 / ADG Compliance Checklist (Continued)

| OBJECTIVE | DESIGN CRITERIA | | PROPOSED | COMMENT | |
|--|---|---|--|---|--|
| | Objective 4E-4 Private open space and balcony design maximises safety | | Complies | Apartments balconies will be detailed to maintain safety for children and adults | |
| | | | | | |
| 4F Common Circulation and Spaces | Objective 4F-1 Common circulation spaces achieve good amenity and properly service the number of apartments | 1. The maximum number of apartments off a circulation core on a single level is eight | Complies | Two lifts will be provided for a max. of 8 apartments on a single level. A total number of apartments of 190 averaging 95 apartments per lift. | |
| | | 2. For buildings of 10 storeys and over, the maximum number of apartments sharing a single lift is 40 | Satisfactory | | |
| | Objective 4F-2 Common circulation spaces promote safety and provide for social interaction between residents | | Complies | Centralized lift lobby encourages social interaction and provides amenity for doing so. | |
| 4G Storage | Objective 4G-1 Adequate, well designed storage is provided in each apartment | In addition to storage in kitchens, bathrooms and bedrooms, the following storage is provided: | | Complies | All apartments provide the storage required for each apartment. Additional storage will be provided in the basement |
| | | Dwelling Type | Storage Size Volume | | |
| | | Studio apartments | 4m ² | | |
| | | 1 bedroom apartments | 6m ² | | |
| | | 2 bedroom apartments | 8m ² | | |
| | | 3+ bedroom apartments | 10m ² | | |
| | At least 50% of the required storage is to be located within the apartment | | Complies | The future DA will address this in detail. | |
| Objective 4G-2 Additional storage is conveniently located, accessible and nominated for individual apartments | | Complies | Additional storage where provided is directly accessed on basement levels. | | |
| 4H Acoustic Privacy | Objective 4H-1 Noise transfer is minimised through the siting of buildings and building layout | | Complies | Where possible planting, circulation, balconies and non-habitable rooms are located to buffer external noise sources. | |
| | Objective 4H-2 Noise impacts are mitigated within apartments through layout and acoustic treatments | | Complies | Appropriate acoustic measures will be undertaken at DA stage. Provisions have been made for wall thicknesses and floor to floor heights for construction methodology. | |

1. SEPP 65 / ADG Compliance Checklist (Continued)

| OBJECTIVE | DESIGN CRITERIA | PROPOSED | COMMENT |
|-------------------------------|--|----------|--|
| 4J Noise and Pollution | Objective 4J-1 In noisy or hostile environments the impacts of external noise and pollution are minimised through the careful siting and layout of buildings | Complies | Habitable rooms are generally setback from external noise of Pacific Highway & through balconies and landscaping. Façade devices will be employed to further improve acoustics and minimise impacts from the rail corridor. |
| | Objective 4J-2 Appropriate noise shielding or attenuation techniques for the building design, construction and choice of materials are used to mitigate noise transmission | Complies | Solid balustrades on balconies, screens and landscaping are provided to assist in diffusing noise transmission. |
| 4K Apartment Mix | Objective 4K-1 A range of apartment types and sizes is provided to cater for different household types now and into the future | Complies | A mix of 1, 2 and 3 bedroom apartments spread over the residential floors |
| | Objective 4K-2 The apartment mix is distributed to suitable locations within the building | Complies | A mix of 1, 2 and 3 bedroom apartments spread over the residential floors |
| 4L Ground Floor Apartments | Objective 4L-1 Street frontage activity is maximised where ground floor apartments are located | N/A | No ground floor apartments. |
| | Objective 4L-2 Design of ground floor apartments delivers amenity and safety for residents | N/A | No ground floor apartments. |
| 4M Facades | Objective 4M-1 Building facades provide visual interest along the street while respecting the character of the local area | Complies | The facades have been carefully designed with a mix of materials. The podium will be clearly defined and street walls created consistent with the future desired character identified in the Chatswood CBD expansion strategy. |
| | Objective 4M-2 Building functions are expressed by the facade | Complies | |
| 4N Roof Design | Objective 4N-1 Roof treatments are integrated into the building design and positively respond to the street | Complies | |
| | Objective 4N-2 Opportunities to use roof space for residential accommodation and open space are maximised | Complies | The top floor of the building will be utilised for private or communal open spaces with integrated landscape elements. |

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COMPLIANCES & CONTROLS

1. SEPP 65 / ADG Compliance Checklist (Continued)

| OBJECTIVE | DESIGN CRITERIA | PROPOSED | COMMENT |
|------------------------------|---|----------|--|
| | Objective 4N-3 Roof design incorporates sustainability features | Complies | Landscape areas introduced to roof level areas. |
| 4O Landscape Design | Objective 4O-1 Landscape design is viable and sustainable | Complies | Landscaping and native plant selection provides shading and privacy and contributes to the local climate. Selection of native and low water usage trees will reduce water usage and maintenance. |
| | Objective 4O-2 Landscape design contributes to the streetscape and amenity | Complies | Landscaping has been integrated into the proposal from Ground level through to the roof level. Public Open space and Communal Open space areas will have integrated landscape components. |
| 4P Planting on Structures | Objective 4P-1 Appropriate soil profiles are provided | Complies | To future DA/CC details |
| | Objective 4P-2 Plant growth is optimised with appropriate selection and maintenance | Complies | To future DA/CC details |
| | Objective 4P-3 Planting on structures contributes to the quality and amenity of communal and public open spaces | Complies | Communal areas on the podium will have extensive planting. |
| 4Q Universal Design | Objective 4Q-1 Universal design features are included in apartment design to promote flexible housing for all community members | Complies | To future DA/CC details |
| | Objective 4Q-2 A variety of apartments with adaptable designs are provided | Complies | To future DA/CC details |
| | Objective 4Q-3 Apartment layouts are flexible and accommodate a range of lifestyle needs | Complies | All apartments have open plan living allowing flexibility in the use. |
| 4R Adaptive Reuse | Objective 4R-1 New additions to existing buildings are contemporary and complementary and enhance an area's identity and sense of place | N/A | New development |

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COMPLIANCES & CONTROLS

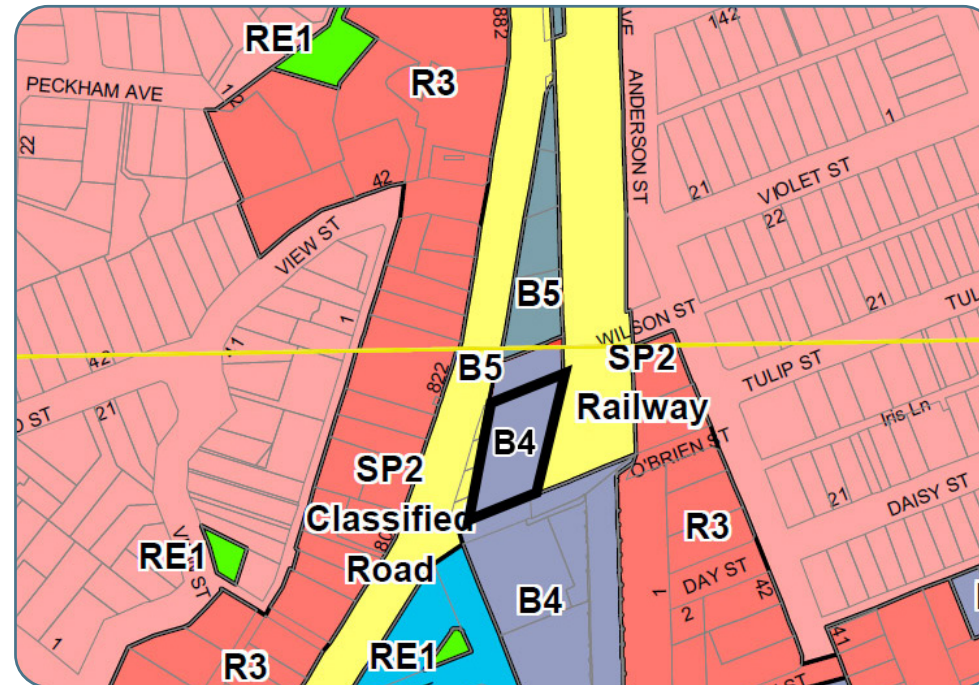
1. SEPP 65 / ADG Compliance Checklist (Continued)

| OBJECTIVE | DESIGN CRITERIA | PROPOSED | COMMENT |
|---|--|----------|---|
| | Objective 4R-2 Adapted buildings provide residential amenity while not precluding future adaptive reuse | N/A | New development |
| 4S Mixed Use | Objective 4S-1 Mixed use developments are provided in appropriate locations and provide active street frontages that encourage pedestrian movement | Complies | The proposal includes active frontages to streets and the proposed public open space. |
| | Objective 4S-2 Residential levels of the building are integrated within the development, and safety and amenity is maximised for residents | Complies | |
| 4T Awnings and Signage | Objective 4T-1 Awnings are well located and complement and integrate with the building design | Complies | Podium design and awnings provide protection/cover and are integrated with the overall building expression. |
| | Objective 4T-2 Signage responds to the context and desired streetscape character | Complies | To future DA/CC details |
| 4U Energy Efficiency | Objective 4U-1 Development incorporates passive environmental design | Complies | Adequate solar access and cross-ventilation to all habitable rooms. |
| | Objective 4U-2 Development incorporates passive solar design to optimise heat storage in winter and reduce heat transfer in summer | Complies | To future DA/CC details |
| | Objective 4U-3 Adequate natural ventilation minimises the need for mechanical ventilation | Complies | Apartments designed with appropriate depths, ceiling heights and planning to promote airflow and natural ventilation. |
| 4V Water Management and Conservation | Objective 4V-1 Potable water use is minimised | Complies | Water reducing fixtures and low water usage landscaping implemented |
| | Objective 4V-2 Urban storm-water is treated on site before being discharged to receiving waters | Complies | To future DA/CC details |
| | Objective 4V-3 Flood management systems are integrated into site design | Complies | To future DA/CC details |
| 4W Waste Management | Objective 4W-1 Waste storage facilities are designed to minimise impacts on the streetscape, building entry and amenity of residents | Complies | Waste storage is located adjacent to the loading dock and does not affect the streetscape. |
| | Objective 4W-2 | Complies | To future DA/CC details |

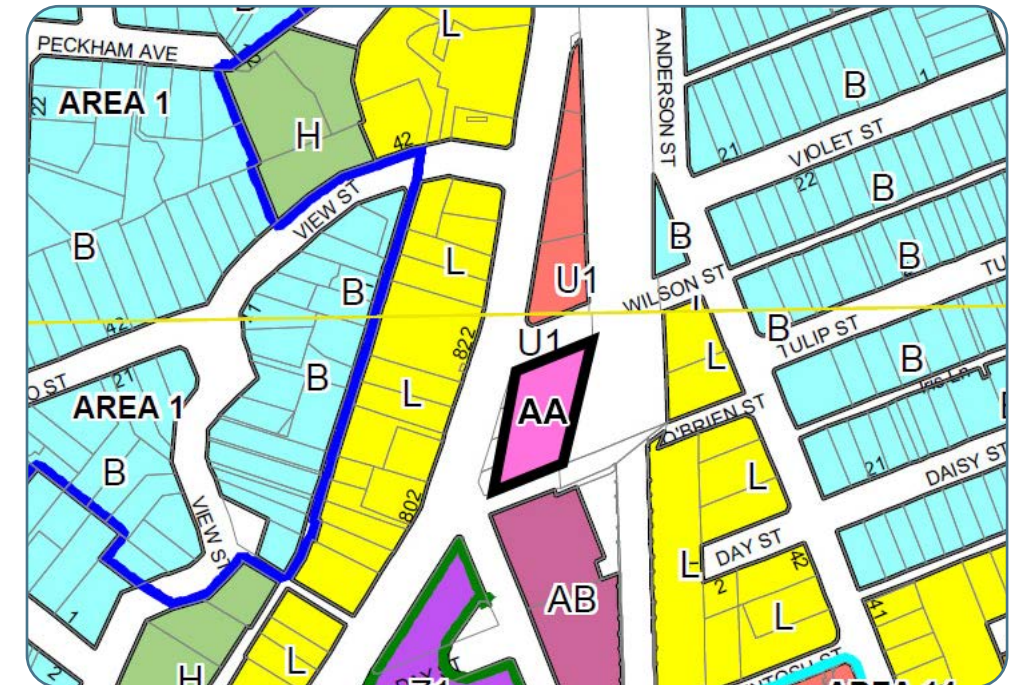
1. SEPP 65 / ADG Compliance Checklist (Continued)

| OBJECTIVE | DESIGN CRITERIA | PROPOSED | COMMENT |
|-------------------------------|--|----------|--|
| | Domestic waste is minimised by providing safe and convenient source separation and recycling | | |
| 4X Building Maintenance | Objective 4X-1 Building design detail provides protection from weathering | Complies | Materials proposed will be robust and hard wearing to minimise maintenance. Building detailing will provide protections to openings. |
| | Objective 4X-2 Systems and access enable ease of maintenance | Complies | Generally, maintenance of the building can be directly accessed via individual units, internal lobbies or back of house facilities. |
| | Objective 4X-3 Material selection reduces on-going maintenance costs | Complies | Materials proposed will be robust and hard wearing to minimise maintenance. Building detailing will provide protections to openings. |

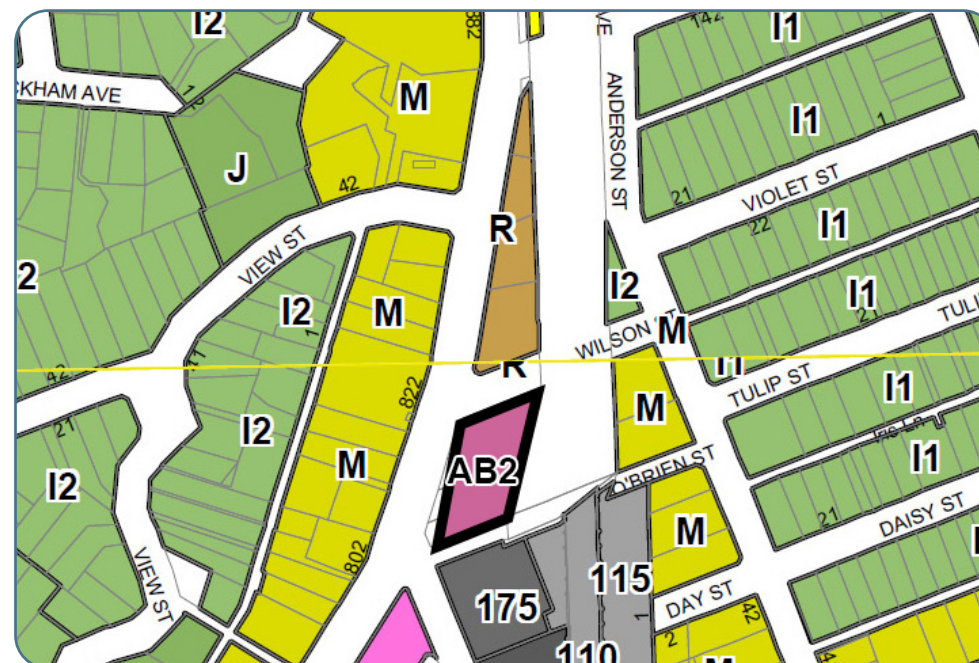
2. Proposed LEP Controls



Proposed LEP Zoning map
Zoning: B4 - Mixed use



Proposed LEP floor space ratio map
FSR: AA - 6:1



Proposed LEP height map
Height: AB2 - 90m

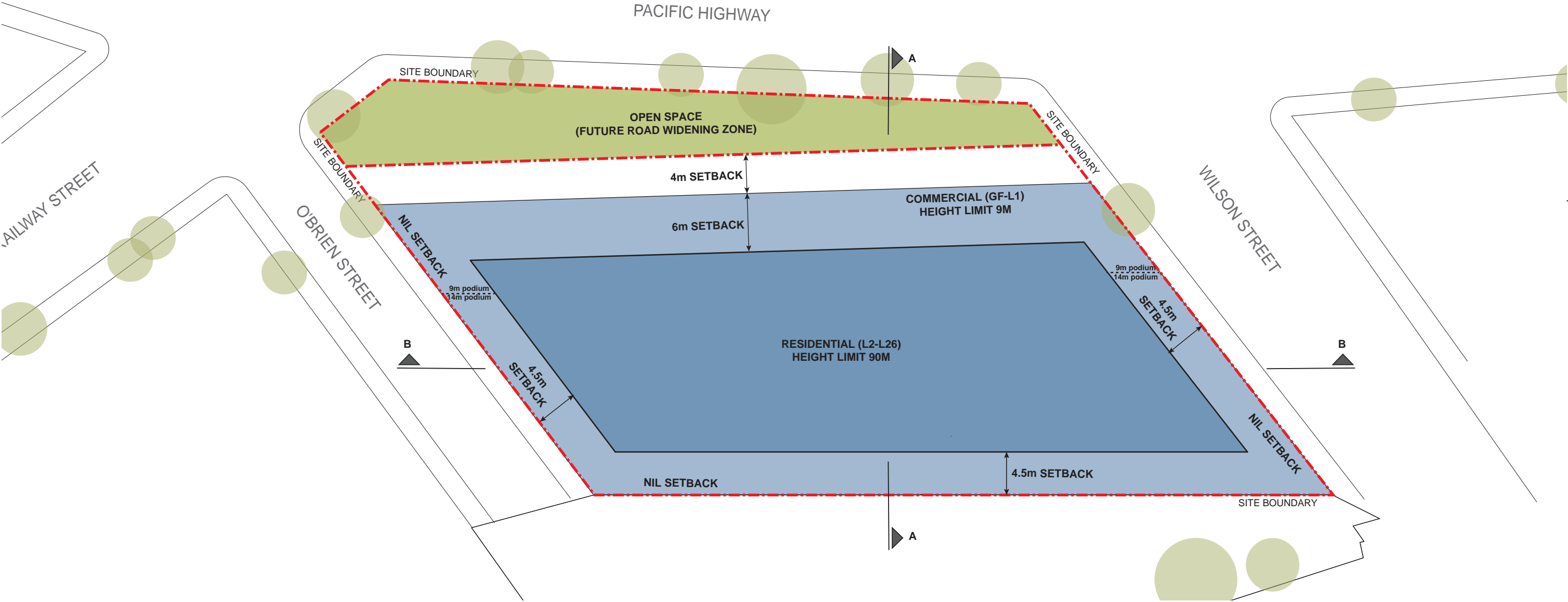


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COMPLIANCES & CONTROLS

3. Proposed DCP Controls

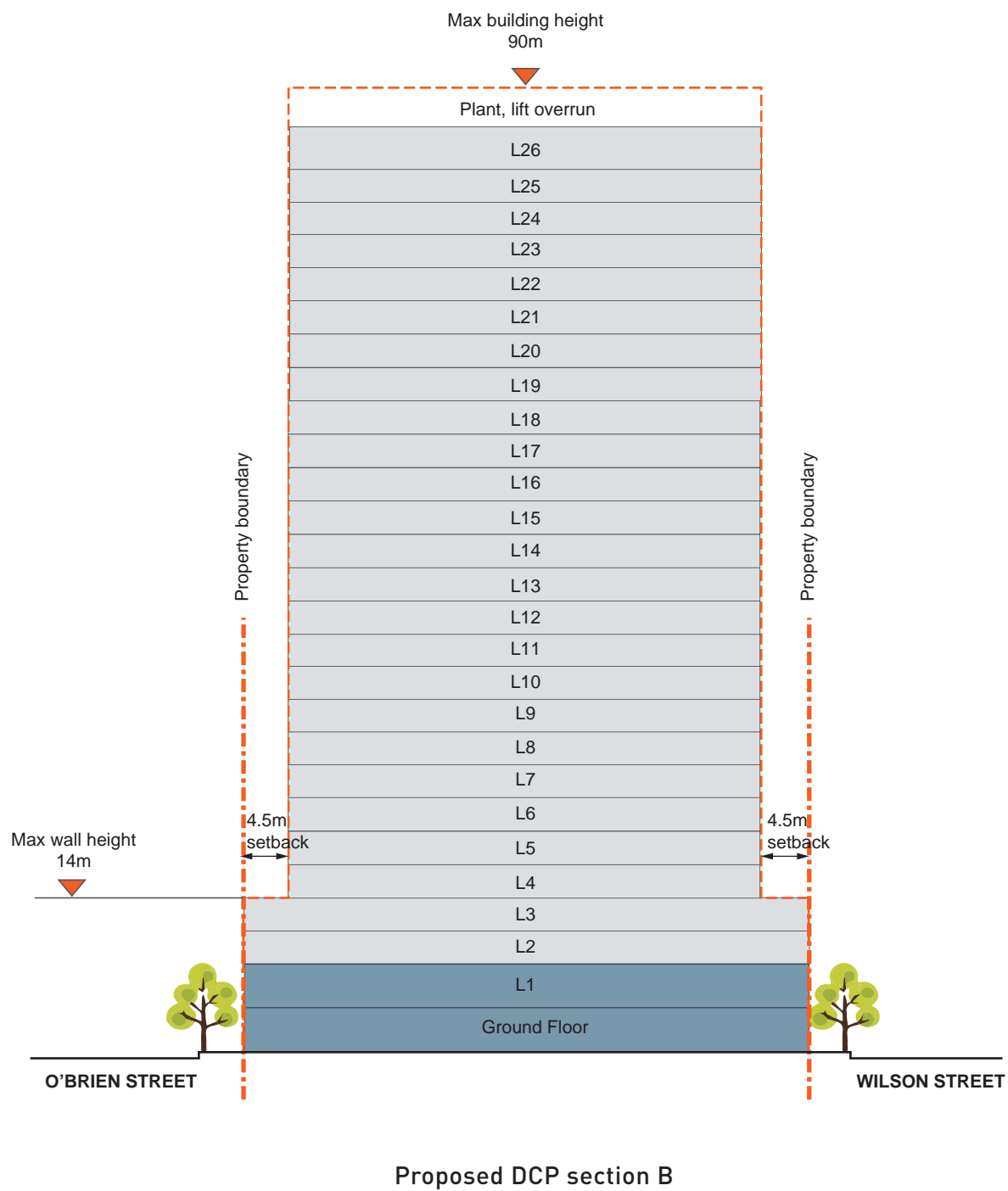
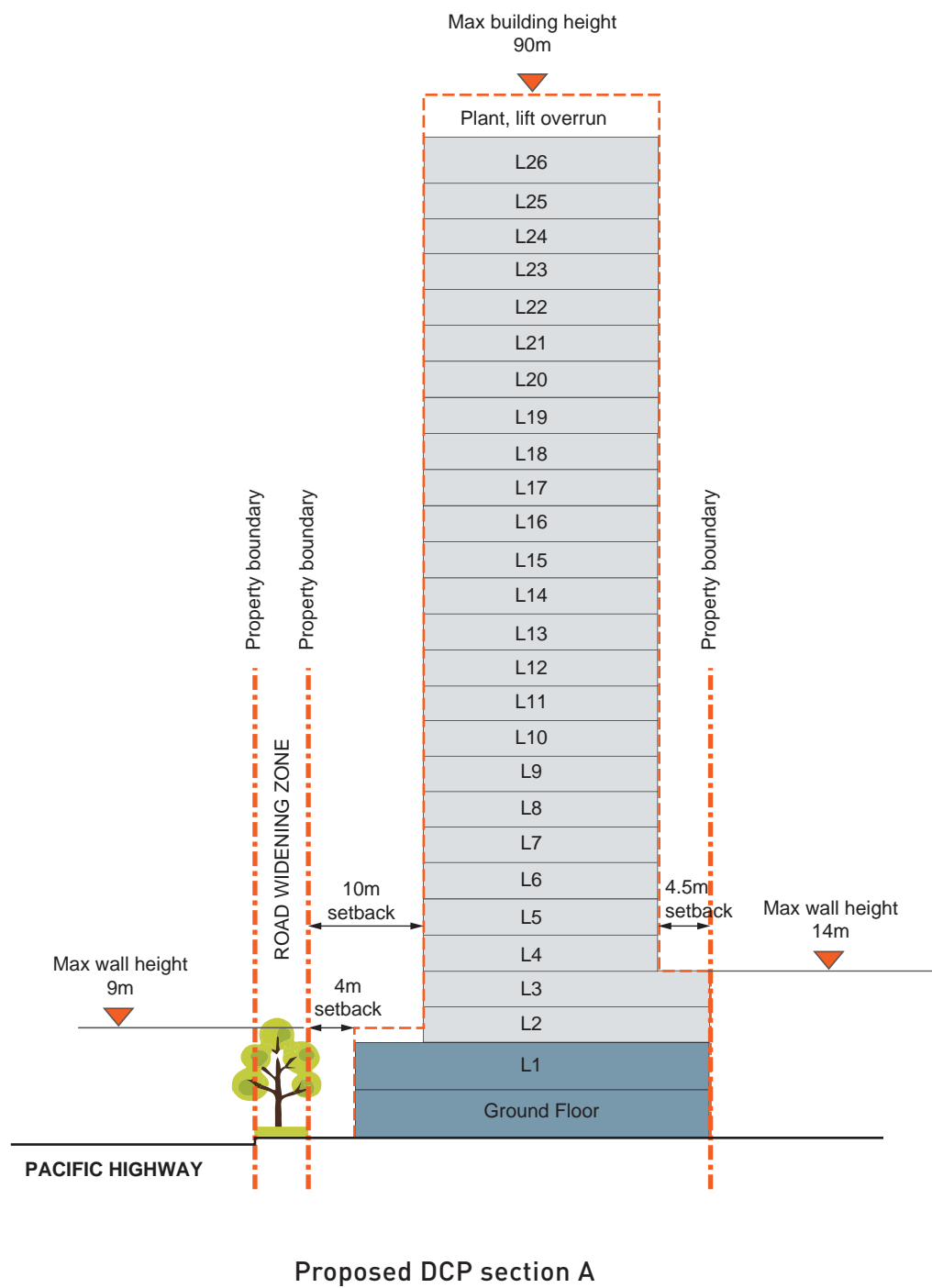
| | | | | | |
|-----------------|---|-----------------------|---------------------------------|----------------------|--|
| Front setback - | 4m to Pacific Highway, up to 9m high | Rear Setback - | Nil setback, up to 14m high | Street wall height - | 9m at pacific highway 14m north, east and south |
| Side Setback - | Nil side setback to O'Brien St, up to 14m high Nil side setback to Wilson St, up to 14m high | Upper level setback - | 4.5m upper level podium setback | GFA/Floor - | Maximum 2000m ² for office Maximum 700m ² for residential tower |



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COMPLIANCES & CONTROLS

3. Proposed DCP Controls



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