

RECORD OF THE PRE-PLANNING PROPOSAL LODGEMENT MEETING

Date/Time of meeting: 10.00am, 22 August 2018

PROPERTY:

2 McIntosh Street and 3 Day Street, Chatswood

Description of Proposal:

Amend Willoughby Local Environmental Plan 2012 for the site as follows:

- Increase FSR to 6:1 with 1:1 commercial component and 4% affordable housing
- Increase building height to 90metres
- Active Street Frontage on McIntosh Street

Applicant/Proponent details:

Harry Vakili
Reza Vakili
Matt Hurst, Parade Consulting P/L

Council officers:

Norma Shankie-Williams (Strategic Planning Team Leader)
Emma Brown (Consultant Strategic Planner)
Gordon Farrelly (Traffic & Transport Team Leader)
Wil Robertson (Urban Design)

Current controls

Current Zoning: B4 - Mixed use
Road widening: No
Current Max. Height of Building: 25 metres
Current Max. Floor Space Ratio: 2.7:1
Area 14 (if site over 2200m²) overall FSR 4:1 and shop top housing 2:1
Conservation Area: No
Local Heritage Item: No
Flood Prone Area: No
Bushfire Prone Area: No

Description of the Pre- Planning Proposal Concept Plan presented

Demolition of existing development

Concept design shows a mixed use development, involving :

- Two levels of basement accessed on Day Street and McIntosh Street (111 spaces)
- Two levels commercial below a communal open space podium level
- 29 storey residential tower (77 units) above the podium providing a mix of 22 studios
- 14 x one bedroom, 35 two bedroom (6 adaptable) and 6 x three bedroom units
- A total floor space ratio of 6:1 (including 4% Affordable Housing)
- Active Street Frontage on McIntosh Street
- 80m² deep soil at northern and southern ends of development
- Through site landscaped link from McIntosh Street to Day Street
- Eastern green wall on residential tower above the podium level (Plan of Management to be submitted for irrigation and maintenance)
- Proponent prepared to enter into a Voluntary Planning Agreement based on value uplift.

Key issues for Consideration and officer comments

Relationship to strategic planning framework

The Planning Proposal will require justification with sufficient detail to demonstrate consistency with *A Metropolis of Three Cities Greater Sydney Region Plan* and the *North District Plan*, as well as the more detailed requirements of the *Chatswood CBD Planning and Urban Design Strategy* and Willoughby Housing Position Statement 2017.

Officer Comments

The site is located close to Chatswood Station Precinct and Chatswood CBD, a mixed use development uplift on the site is consistent with the strategic objectives identified in the *Chatswood CBD Planning and Urban Design Strategy* endorsed by Council on 26 June 2017. The site has been recommended as a Mixed Use Zone with a maximum height of 90 metres and floor space ratio maximum of 6:1, subject to the satisfaction of other *Chatswood CBD Planning and Urban Design Strategy* requirements.

The Planning Proposal seeks to amend *Willoughby Local Environmental Plan 2012* in accordance with the *Chatswood CBD Planning and Urban Design Strategy* to rezone the site to B4 Mixed Use, allow a building height of up to 90 metres and a Floor Space Ratio up to 6:1 (including 4% affordable housing) including a commercial podium component on the site. Supporting draft *Development Control Plan* provisions will be required.

Mixed Use

Three levels of commercial/retail (FSR 1:1) proposed to activate McIntosh Street with a landscaped open space podium roof top and a 29 storey residential tower above.

Officer comments

The site is located adjacent to a pedestrianized through site link walkway which is part of No. 1 Day Street, Chatswood (Lot 4 in DP 270368) owned by the Owner's Corporation of Strata Plan 72068. Council has no interest in the land in question. It is recommended the proponent negotiate with the land holder in relation to the proposed inclusion of this portion of land for the purposes of landscaping and improved pedestrian connectivity.

Ground level activation of the McIntosh Street and Day Street frontages comprising retail and commercial components is supported. The extent of the commercial floor space provided is consistent with the minimum amount sought under the *Chatswood CBD Strategy*.

Scale and Form of Development

The scale of the proposed development illustrated in the concept plans submitted demonstrates a significant increase in height and density in response to the Chatswood CBD Strategy. The proposed development site will be subject to the Design Excellence Clause, requiring comparative evaluation of a number of independently prepared designs through the process of a Design Excellence Competition. Willoughby Design Excellence Guidelines are to be applied; if these are not in place then the Government Architect NSW Design Excellence Competition Guidelines May 2018 shall be applied. It is appropriate that there is a high level of physical integration with the adjacent “through site link”.

Officer comments

The scale and form of new development must achieve the slender tower objective contained in the Strategy with floor plates below 700m². The slender tower objective will be assessed from all sides of any proposed residential tower.

The maximum height of 90 metres and FSR of 6:1 contained in the Strategy is not necessarily achievable on every site, and will depend on addressing site constraints, surrounding context and other aspects of the Strategy in addition to compliance with SEPP 65 and the Apartment Design Guidelines (ADG). All floor space, including affordable housing, should be shown within the 6:1 maximum FSR permitted. The 90 metres maximum height permitted should include lift over runs and any other structure at roof level. Architectural roof features may only be carried out in accordance with the maximum height.

Setbacks at Ground level and upper levels

The Strategy setback requirements and SEPP 65 Apartment Design Guidelines are to be adhered to.

Officer comments

All buildings are to be setback from all boundaries a minimum of 1:20 ratio of the setback to building height (e.g. 3m setback for a 60m building, and 6m_setback for a 120m building).

Access and Parking

Compliance with Council DCP is recommended.

Officer Comments

Proposed traffic arrangements should consider public domain and the broader traffic network. Vehicle entry points should be rationalised as much as possible to minimize streetscape impact. The design should support safe and efficient movement of traffic and service vehicles with road widening to permit two way traffic flows and the retention of parking.

A plan must be submitted demonstrating that the loading bay design can provide sufficient capacity for the peak demand for all potential users for the on-site land uses including couriers, removalists, waste removal etc.

- A design providing a secured area for a medium rigid truck is not considered acceptable. A heavy rigid truck (HRV 12.5m) should be the default vehicle for the loading bay design however as a minimum it must permit a MRV (8.8m).
- All vehicles must be able to enter and exit in a forward direction noting that it is on a narrow street with bicycle lane.
- All vehicles are to enter and exit the site in a forward direction without the need for supporting technologies. Vehicle manoeuvring technologies such as turntables are not

favoured.

- Sufficient on-site disabled parking capacity to be provided in accordance with relevant design standards.
- Safe and secure on-site bicycle parking capacity including lockers and racks and end-of-trip facilities to meet the expected site demands to be provided and designed to meet the relevant design standards.
- Consideration of the current/ future use of electric vehicles and on-site provision for their needs i.e. power sources/ cables to supply energy overnight. This should include the needs of electric bicycles.
- A connecting basement is recommended for adjoining sites in any future redevelopment in order to share loading dock facilities and vehicular access to basement levels. This reduces the number of unsightly driveway access points within the streetscapes.
- Vehicles including trucks accessing the site should be able to enter and leave in a forward direction and all loading and unloading must be accommodated within the site and not in the street.
- Consideration may be given to reduced car parking provision given that the site is relatively close to Chatswood Station and include car share space(s) provision.

Where possible streets are to be developed into a shared zone to support a traffic calming environment that meets the needs of pedestrians.

Bicycle access/facilities and circulation along Ellis Street including 'filling the gaps' in the existing bicycle network across intersections. A seamless connection of the pedestrian through site link with the existing walkway on western boundary should be achieved to provide a shared path.

Landscaping

Deep soil planting is to be provided along the boundaries of the site.

Officer Comments

Any Planning Proposal should demonstrate 20% of the site area provided as soft landscaping in accordance with the Strategy and the objective of greening the city. This can include Ground, Podium and roof top space or green walls of buildings and address the green roof recommendation in the Chatswood CBD Strategy. It is recommended a Plan of Management is submitted for the proposed eastern green wall on residential tower above the podium level.

Contamination Issues

Officer Comments

The Planning Proposal will need to identify any contamination issues and proposed treatment.

Flood Issues

Officer Comments

The Planning Proposal will need to investigate flood issues on the site and incorporate findings into any concept design.

Affordable Housing

4% Affordable housing is to be provided.

Officer Comments

A minimum of 4% affordable housing should be provided throughout the development in accordance with Council's existing LEP and DCP requirements. In accordance with Council's

existing DCP requirements, affordable housing will ultimately be required to be proposed throughout the development, rather than in a single cluster.

Planning Agreement

Prepared to enter into a Planning Agreement.

Officer Comments

Council has a policy of seeking a contribution of 45% of the value uplift on the site, resulting from any rezoning. Calculations are undertaken using external expert advice using methodology in line with State Government guidelines.

The proponent will be invited to consider offering an appropriate level of contribution towards a range of public benefits in the area.

A Letter of Offer to enter into a Planning Agreement should be considered for submission to Council with the proposal as the basis for negotiation.

Public Art

Public art is not proposed.

Officer Comments

A public art contribution will be sought for art in key locations throughout the CBD in accordance with the Council's policy.

Wind, Noise & ESD

A preliminary wind report and acoustic report shall be submitted with the planning proposal and updated as required. A minimum 5 star GBCA building rating is expected and a report submitted consistent with the final architectural design.

Draft DCP controls

The pre-Planning Proposal discussion tabled a concept design.

Officer Comments

Although only at concept stage the comments raised in this document should be reflected in draft DCP controls to ensure the principles used in developing the concept design are enforceable should the Planning Proposal proceed. The Planning Proposal application lodged should therefore be accompanied by a schedule of draft DCP provisions to apply to the site.

Timing

It is understood that a Planning Proposal will be submitted in 2018. Internal consultations will be undertaken and it is likely further discussions with the proponent will be required prior to the submission of a report to Council.

If a Gateway determination is made to allow the proposal to be publically exhibited, it will be reported back to Council after this stage detailing the outcome of the exhibition. Council may then resolve:

- a) To proceed as recommended.
- b) Not to proceed with the Planning Proposal.

This stage is unlikely to occur before the middle of 2019 depending upon the State Government response to any Gateway request.

Forms, Fees & Checklists including Electronic Application requirements
<http://www.willoughby.nsw.gov.au/Development/Fees-Forms---Checklists/>

Planning Legislation & Guidelines
<http://www.willoughby.nsw.gov.au/Development/planning-rules/>

e-Planning Portal (Application Tracking)
<https://eplanning.willoughby.nsw.gov.au/Pages/XC.Track/SearchApplication.aspx>

Pre-Planning Proposal lodgement Meetings
<http://www.willoughby.nsw.gov.au/Development/do-i-need-approval/pre-lodgement-meetings/>

We thank you for attending the pre-lodgement meeting and assembling your proposal for Council's consideration. Council officers have used their best endeavours to assist you, but please be aware that other issues may arise during the processing of the planning proposal.

NO UNDERTAKING OR GUARANTEE CAN BE GIVEN THAT YOUR PLANNING PROPOSAL WILL BE APPROVED TO PROCEED TO A GATEWAY DETERMINATION WHEN IT IS LODGED.