

Rezoning Proposal

Chatswood 'Dive Site'

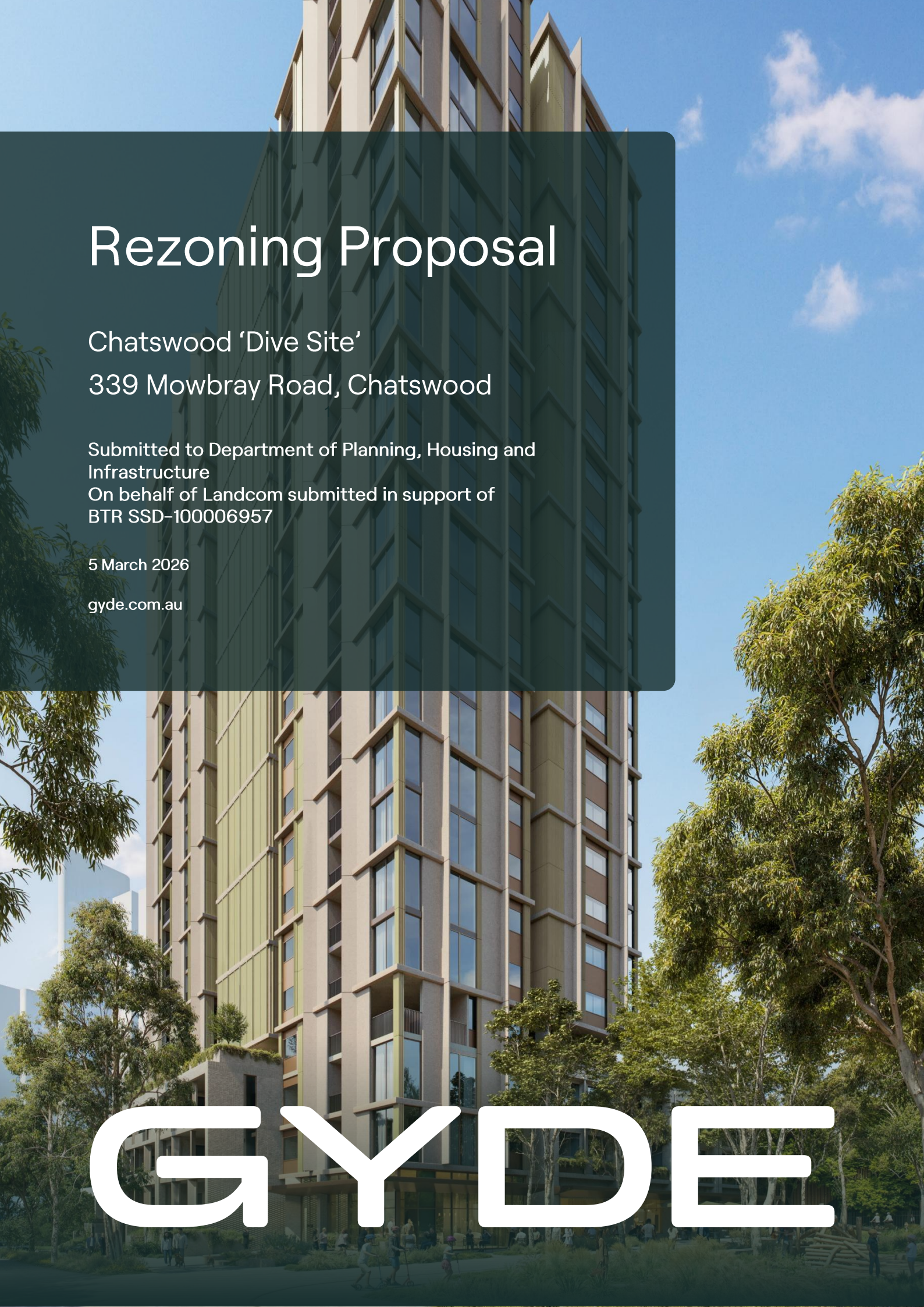
339 Mowbray Road, Chatswood

Submitted to Department of Planning, Housing and
Infrastructure

On behalf of Landcom submitted in support of
BTR SSD-100006957

5 March 2026

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Acknowledgment of Country

Gyde Consulting acknowledges and pays respect to Aboriginal and Torres Strait Islander peoples past, present, Traditional Custodians and Elders of this nation and the cultural, spiritual and educational practices of Aboriginal and Torres Strait Islander people. We recognise the deep and ongoing connections to Country – the land, water and sky – and the memories, knowledge and diverse values of past and contemporary Aboriginal and Torres Strait communities.

Gyde is committed to learning from Aboriginal and Torres Strait Islander people in the work we do across the country.



Towards Harmony by Aboriginal Artist Adam Laws

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Disclaimer

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Abbreviations

Term/Acronym	Description
DPHI	Department of Planning, Housing and Infrastructure
EIS	Environmental Impact Statement
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Reg	<i>Environmental Planning and Assessment Regulation 2021</i>
LEP Making Guidelines	Local Environmental Plan Making Guideline – August 2023
SEARs	Secretary’s Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
SSDA	State Significant Development Application
TfNSW	Transport for New South Wales
VPA	Voluntary planning agreement
WLEP	Willoughby Local Environmental Plan 2012

Executive Summary

This Rezoning Proposal (the Proposal) has been prepared by Gyde Consulting on behalf of Landcom to amend the Willoughby Local Environmental Plan 2012 to facilitate a Build to Rent project in conjunction with SSD-100006957.

The site is located at 339 Mowbray Road, 569, 589, and 607 Pacific Highway, and 5-8 Bryson Street, Chatwood, on the corner of Pacific Highway and Mowbray Road. It was declared state significant via an amendment to State Environmental Planning Policy (Planning Systems) on 14 November 2025.

The concurrent SSD for a Build-to-Rent development (SSD-100006957) relates to 339 Mowbray Road, Chatswood, known as Lot 2 in DP221896. The proposed changes outlined in this Proposal relate specifically to the Built-to-Rent site, identified as proposed lot 15 (currently within existing Lot 2 in DP221896) in the subdivision plan associated with SSD-100006957 which has a site area of 2,789sqm.

In May 2024, the Department introduced a new streamlined rezoning process for the state’s housing agencies to deliver a strong pipeline of social and affordable homes. More about the program can be found on the Department’s website: Rezoning Pathway for Social and Affordable Housing Program.

In November 2025, Landcom lodged a scoping proposal for a proposed rezoning of the Chatswood Dive Site – Build-to-Rent. The Department considered the proposal’s eligibility against the program guidelines and determined that the Rezoning Proposal is suitable for the streamlined rezoning pathway.

The BTR project involves the construction of a 23-storey mixed-use building for the delivery of 180 apartments, including a mixed-use podium and residential tower with a height of approximately 80.473m.

This Proposal has been prepared in accordance with the *Local Environmental Plan Making Guidelines* (August 2023) and the *Social and Affordable Housing Program Guideline* (May 2024).

The changes to WLEP 2012 proposed to be introduced via this Proposal are:

Control	Existing	Proposed
Clause 2.2 – Zoning of land to which Plan applies	MU1 Mixed Use SP2 Infrastructure – Classified Road	No change
Clause 4.3 – Height of Buildings	53m	Varied – 53m, 85m
Clause 4.4 – Floor Space Ratio	4.2:1	Varied – 4.2:1, 5.9:1
Clause 6.7 – Active Frontages	Across all site boundaries	Remove application to Nelson St.
Clause 6.8 – Affordable Housing	10% Affordable	Remove application to site
Schedule 1, Part 27 – Use of Certain land in Chatswood CBD	Non residential on ground floor 17% non-residential GFA.	Residential on ground floor 2% within the BTR lot (Lot 15).
Additional Clause under Schedule 1	-	‘Residential flat buildings’ as an APU.

SECTION A – BACKGROUND

1. Introduction

Gyde Consulting has prepared this Proposal on behalf of Landcom (the proponent). It provides justification for amending WLEP 2012 to the development of a 23-storey mixed use development, consisting of 180 build-to-rent dwellings and ground floor commercial uses. The built form comprises a 4 storey podium and 19 storey residential tower.

This Proposal addresses the relevant guidelines issued by DPHI, including *Local Environmental Plan Making Guideline* (August 2023) and *Social and Affordable Housing Program Guideline* (May 2024) to provide:

- A description of the subject site and its context
- A description of the proposed development as relevant to the objectives and intended outcomes of the Rezoning Proposal
- An explanation of provisions that would give effect to the objectives or intended outcomes
- Justification of the strategic and site-specific merit of the proposal
- Proposed mapped provisions, and
- Recommendations with respect to consultation and the timeline to prepare the LEP amendment.

Information presented in this Proposal addresses relevant matters identified in Local Planning Directions made under Section 9.1 of the EP&A Act.

2. The site and its context

2.1 Site location and description

The subject site is known as the Chatswood 'Dive Site' and includes 339 Mowbray Road, 569, 589, and 607 Pacific Highway, and 5-8 Bryson Street, Chatswood.

The overall site has a total area of 1.885ha and consists of 20 lots as follows:

Address	Lot / Section / Plan
339 Mowbray Road, Chatswood	1/-/DP243111, 2/-/DP537580, 5/-/DP65670, 18/-/DP60346, 4/-/DP65670, 6/-/DP65670, 2/-/DP221896, 5/-/DP524631, 6/-/DP66854
569 Pacific Highway, Chatswood	1/-/DP204133
589 Pacific Highway, Chatswood	1/-/DP216408, 1/-/DP508715, 3/-/DP58646
L 591 Pacific Highway, Chatswood	1/-/DP503447
607 Pacific Highway, Chatswood	1/-/DP537580, 3/-/DP455907, 4/-/DP455907
5 Bryson Street, Chatswood	3/-/DP961402
8 Bryson Street, Chatswood	6/-/DP72759
Bryson Street, Chatswood	2/-/DP1223080



Figure 1: Subject site

2.2 Proposed development outcome

The BTR SSDA (SSD-100006957) seeks consent for site subdivision and construction of a 23-storey mixed-use building delivering 180 apartments to support the housing needs of essential workers. The built form includes a mixed-use podium and residential tower with a height of 80.473m, including the:

- Ground floor, including 5 residential dwellings facing the future streetscape, residential lobby and internal services, commercial/retail tenancies, services, lift shaft and fire stairs.
- Level 1 and 2 Podium, including 8 dwellings inclusive of 5 terraces on Level 1, 37 car spaces total, services, lift core and fire stairs.
- Level 3 Podium, including the communal internal amenity area and communal outdoor space, services, lift core and fire stairs.
- Level 4-10 Tower, including 8 dwellings per floor, services, lift core and fire stairs.
- Level 11-22 Tower, including 9 dwellings per floor, services, lift core and fire stairs.
- Civil works, earthworks, and external landscaping, consisting of a mix of hard and green space and a public art feature.

This project sits within the context of SSD-100360960 which will seek approval for the development of the overall Chatswood 'Dive Site' as a mixed-use precinct, restoration of an existing heritage item and the delivery of well-designed public open space.



Figure 2 BTR GF Plan (Source:FK)

2.3 Site context and surrounding development

The Chatswood CBD Precinct is undergoing a significant transformation. Initially triggered by the *Chatswood CBD Planning and Urban Design Strategy 2036*, which established a move towards higher density-built form, retail activation, and a more vibrant, walkable centre, the transition has accelerated following the creation of the Housing Delivery Authority and other changes to state significant development pathways.

Changes to zoning, land use and building height controls have increased capacity for both commercial and residential development, supporting transit-oriented growth in the CBD precinct.

A series of development applications and planning proposals, either approved or under assessment, exist directly north of the site and provide a precedent and context for growth and the future development on site. This is illustrated in Figures 4 and 5.

This evolution is a clear response to changing economic and social conditions, including shifts in work patterns post COVID and demand for more diverse housing and commercial options in high amenity and accessible areas. This emerging local character is resulting in a pattern of taller buildings, with density more consistent with its role as a strategic centre that supports a mix of living, working and leisure opportunities. In this context, new high-rise development within the Chatswood CBD is seen as a positive and anticipated outcome of strategic planning.

A detailed description of the existing site and surrounding context can be found in Section 2 of the EIS prepared by Gyde (March 2026) to support SSD-100006957.

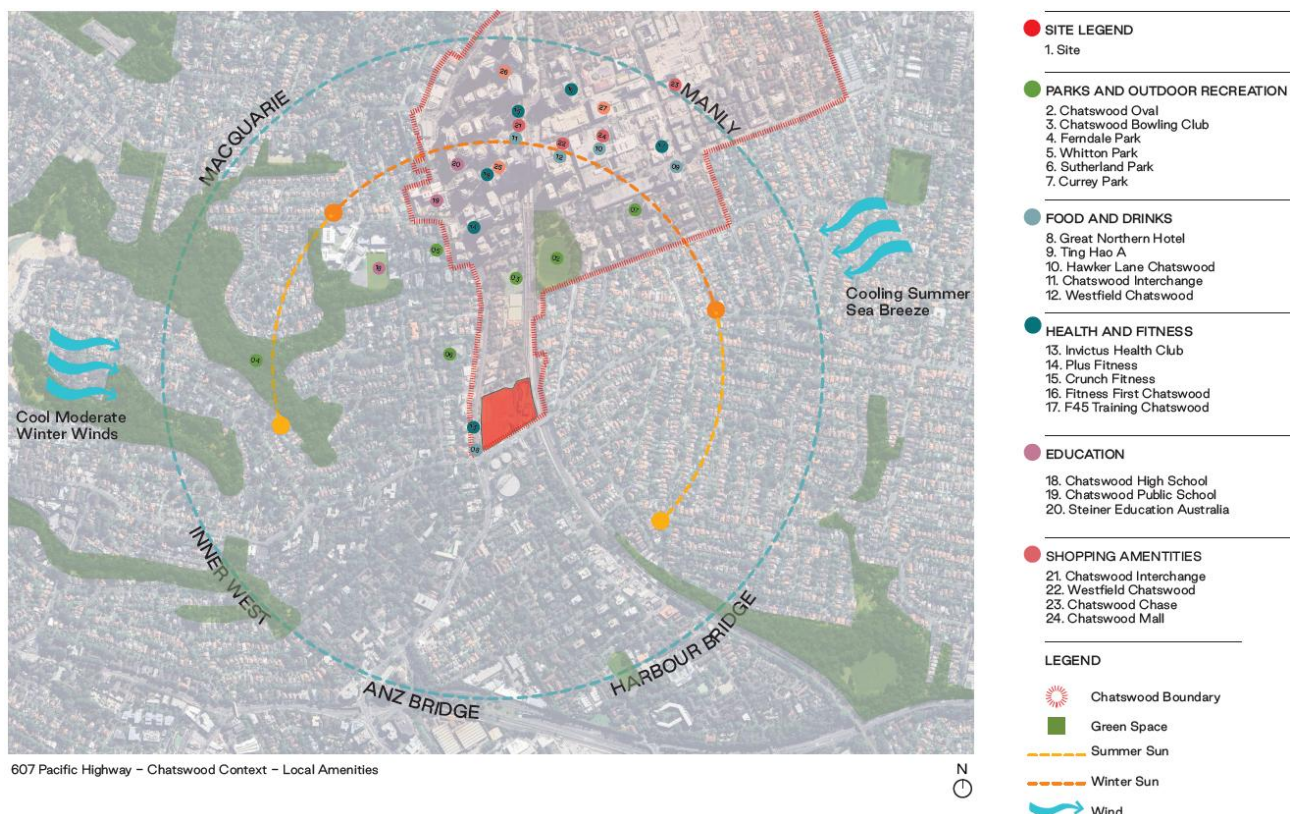


Figure 3: Site context



Figure 4: Proposed development examples in Chatswood CBD precinct.

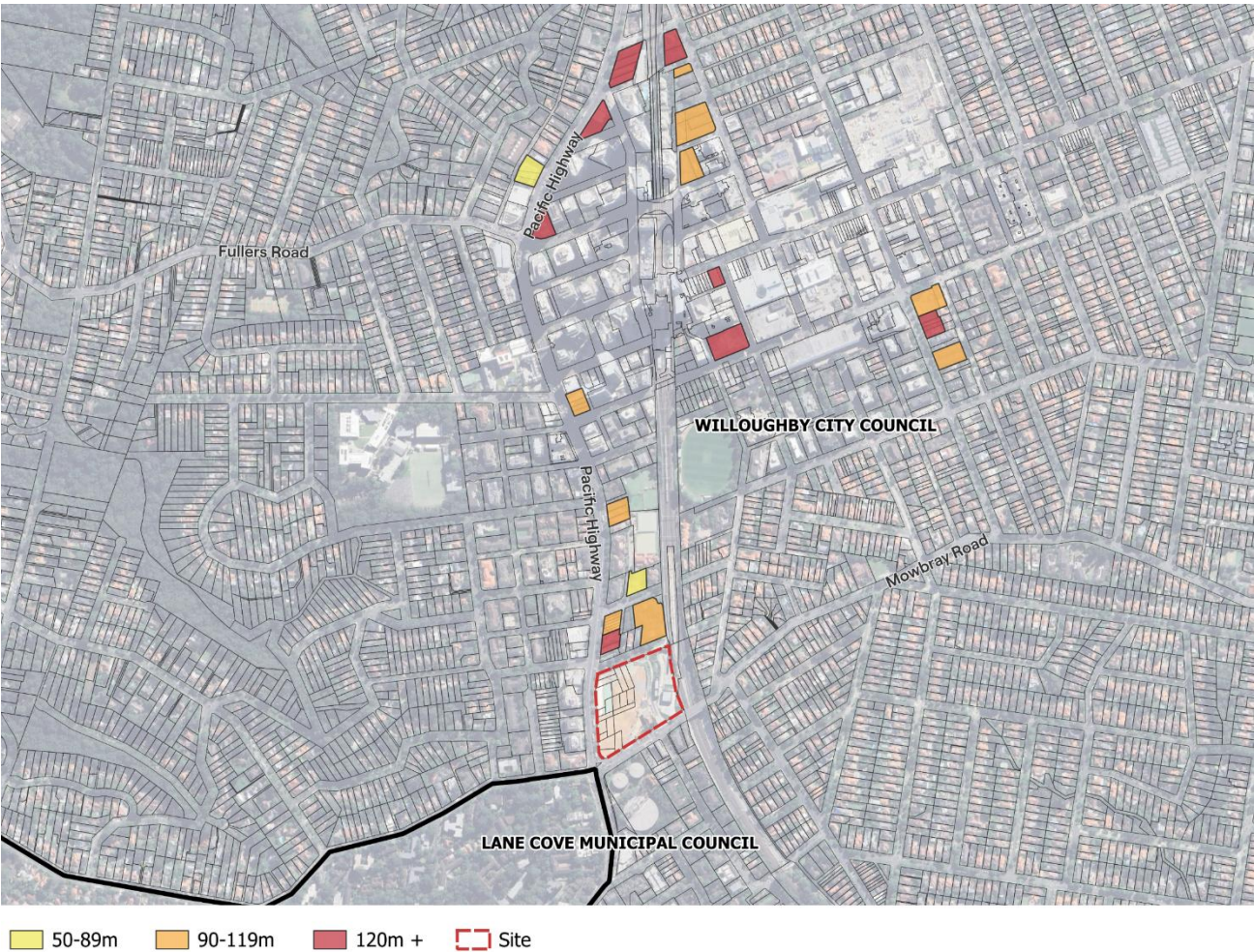


Figure 5: SSDA context

Reference	Projects within 1.2 kilometres of the site
DA-2023/256	629-639 Pacific Highway, Chatswood – 27 storey mixed use development – <i>Approved August 2025</i>
DA-2023/237	9-11 Nelson Street, Chatswood – 27 storey mixed use development – <i>under assessment</i>
SSD-74439970	5-9 Gordon Avenue, Chatswood – 35 storey shop top housing development – <i>under assessment</i>
SSD-77127711	691-699 Pacific Highway, Chatswood - 34 storey mixed-use development - <i>under assessment</i>
SSD-76555711	3-5 Help Street, Chatswood – 35 storey mixed use development – <i>under assessment</i>
SSD-73277714	37 Archer Street, Chatswood – 28 storey mixed use development with infill affordable housing – <i>under assessment</i>
SSD-85024458	65 Albert Avenue, Chatswood - Mandarin Centre – 46 storey mixed-use development
SSD-75408008	44-52 Anderson Street, Chatswood – 33 storey shop-top housing development with infill affordable housing – <i>under assessment</i>
SSD-75116211	51-55 Archer Street, Chatswood –35 storey mixed use housing - <i>Preparing EIS</i>
SSD-78520463	54-56 Anderson Street, Chatswood – 32 storey mixed used development – <i>under assessment</i>
SSD-63324208	410-416 Victoria Avenue, Chatswood – 46 storey build-to-rent development – <i>under assessment</i>
SSD-87033962	815 Pacific Highway, Chatswood – 61 storey mixed-use building – <i>Scoping submitted</i>
SSD-73505961	613-627 Pacific Highway, Chatswood– 36 storey mixed use development with 15% infill affordable housing – <i>Preparing EIS</i>
SSD-72891212	57-61 Archer St & 34 Albert Ave, Chatswood - 113m mixed use development with infill affordable housing – <i>Approved</i>
SSD-74319707	849, 853 and 859 Pacific Highway, and 2 and 8 Wilson Street – 36 storey mixed use development – <i>under assessment</i>
SSD-59805958	763-769 Pacific Highway, Chatswood – 27 storey BTR and shop-top housing - <i>Approved</i>
SSD-74670720	38-42 Anderson, 3 McIntosh and 2 Day Streets, Chatswood – 23-33 storey including mixed use development - <i>under assessment</i>
HDA – SSD-96078708	754 Pacific Highway, Chatswood - 23 storey mixed use development including seniors living – <i>Preparing EIS</i>
HDA - SSD-96776964	845 Pacific Highway, Chatswood – 56 storey shop top housing development
HDA 290324	35 Albert Avenue, Chatswood - 100 apartments, including 10% affordable housing
HDA 290317	56 Archer Street, 66-70 Archer Street, 1 Spring Street, 3-9 Spring Street, 11 Spring Street, 13 Spring Street, Chatswood - 4 buildings, 760 apartments including 10% affordable housing, 14,000sqm of commercial/ retail space, through site links and 3,600 sqm open space.

3. Rezoning Proposal pathway

The NSW Government recognises there is an urgent need for social and affordable housing in NSW and is committed to making sure everyone has access to a safe and secure home.

To do this, DPHI introduced a faster, simplified rezoning process for the state's housing agencies, including Landcom, to speed up delivery of social and affordable housing.

This Proposal has been prepared in accordance with Prioritising rezonings that deliver social and affordable housing - Program Guideline (DPHI, May 2024). This accelerated rezoning pathway is for strategically important proposals that deliver social and affordable housing.

The objectives of the rezoning pathway are to:

- accelerate the delivery of more social and affordable homes in NSW
- ease pressure on social and affordable housing waiting lists in NSW
- increase investor confidence in social and affordable housing projects in NSW.

The process is managed by a dedicated project delivery team within DPHI who will lead the assessment of the rezoning proposal including:

- initial advice via a strategic review panel
- review and public exhibition
- finalisation.

In November 2025, Homes NSW/Landcom lodged a scoping proposal for a proposed rezoning of the Chatswood Dive Site – Build-to-Rent. The Department considered the proposal's eligibility against the program guidelines and determined that the Rezoning Proposal is suitable for the streamlined rezoning pathway.

The site was declared state significant via an amendment to State Environmental Planning Policy (Planning Systems) on 14 November 2025. Project specific SEARs were issued on 5 December 2025 following state agency consultation.

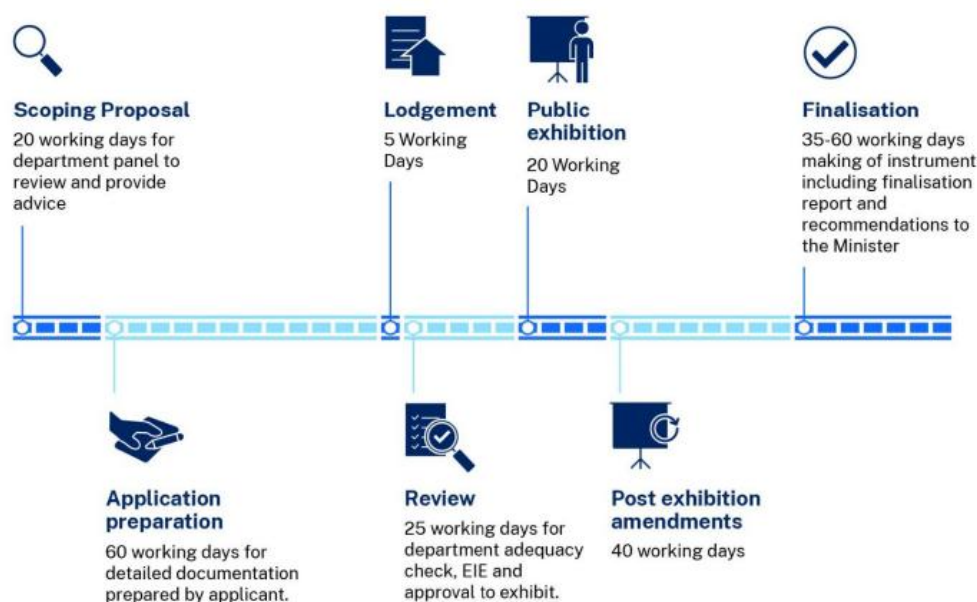


Figure 6: Timeframes for state assessed Proposal pathway

SECTION B – REZONING PROPOSAL

4. Part 1 – Objectives and intended outcomes

4.1 Objective

The objectives of the rezoning proposal are to amend the Willoughby LEP 2012 as it applies to the proposed BTR site (proposed lot 15) to:

- establish controls which activate a key site in the Chatswood CBD precinct and encourage the form of development suited to the future desired urban character
- increase housing supply and the delivery of diverse housing products to support the National Housing Accord
- ensure the quantum of non-residential floorspace is sustainable.

4.2 Intended outcomes

The rezoning proposal seeks to achieve the following outcomes:

- Provide for diverse housing supply in a high amenity, well serviced and highly accessible location
- Contribute to the local economy through its provision of an activated ground floor with retail tenancy opportunities
- Provide a built form character that appropriately responds to the desired future planning context and setting
- Establish climate conscious development which moves towards a sustainable future and a 'Net Zero 2050'
- Ensure development and open space meaningfully incorporate Connecting with Country principles and reflect local Aboriginal community culture
- Identify, minimise and mitigate any potential impacts on the environment, traffic and parking, and any other features.



Figure 7 Photomontages of the proposed development (Source: FK)

4.3 Benefits of the Proposal

Essential Worker Build-To-Rent Program

The NSW Government committed \$450 million to Landcom in the 2024-25 Budget to support delivery of the *Essential Worker Program* which will increase housing supply for essential workers. Premier Chris Minns announced on 2 October 2025 that the Chatswood 'Dive Site' would be the next site in the Program.

Landcom has committed to deliver 180 new homes for rent at a discounted market rate by 2028. This Program aims to develop build to rent dwellings to provide essential workers with rental opportunities closer to their jobs and to the city, as the site provides an opportunity to support greater housing choice, security and affordability for essential workers in a highly accessible location. Essential workers include nurses, paramedics, teachers, allied health care workers, police officers and fire fighters.

The objectives of this program are to:

- provide well-located housing for essential workers
- increase supply of market housing
- increase the supply of Government owned housing
- provide sustainable non-government funding to Landcom
- enhance collaboration with the private sector to unlock housing supply and develop innovative solutions.
- improve confidence in the construction sector
- demonstrate the viability of diverse tenure projects.

Affordable Housing

The Economic and Feasibility Assessment for the Chatswood Dive Site provides a detailed assessment of the site's economic performance and capacity to support housing diversity and affordability outcomes. The delivery of 180 BTR homes represents a practical and effective alternative that delivers meaningful social outcomes. It increases overall rental supply and long-term tenancy stability for essential workers in a highly accessible location. Landcom will actively be collaborating with essential worker organisations to ensure appropriate rental subsidies and support mechanisms are included in the policy development. This will provide eligible tenants with access to well-located, high-quality housing at below-market rates, directly addressing affordability challenges for essential and key workforce groups.

The proposed BTR scheme will be professionally managed and designed for long term ownership to ensure high management standards, greater security and amenity for tenants. A total of 169 units (comprising 1 and 2 bedrooms) in the BTR tower are consistent with affordable housing as their discounted rent satisfies the financial criteria. This is equivalent to the provision of 13% affordable housing for 15 years. See Appendix B for Affordable Housing Contributions. See Appendix B for Affordable Housing Contributions.

Highest and best-use of the land

The current controls applying to the site were implemented in response to the Chatswood CBD Strategy. This Strategy was based on technical investigations which commenced in 2014-15, well before the occurrence of structural shifts in how businesses use and demand retail and office floorspace. Today, the quantum and nature of demand for retail and office floorspace is fundamentally different to a decade ago.

The application of the current WLEP 2012 requirement for 17% non-residential floorspace on such a large site is the equivalent of a small sub-regional shopping centre, large neighbourhood centre or 10-storey office building. Such controls are not sustainable, thereby requiring amendment to enable the economic and productive use of the site. The Proposal envisages land uses and floorspace that are market-supported. The provision of 2% non-residential floorspace reduces the otherwise high risk of vacancy in this location.

5. Part 2 – Explanation of provisions

5.1 Intended provisions

The proposal involves amendments to WLEP 2012 as follows:

- **Clause 4.3 – Height of Buildings**

The proposal seeks to amend the Height of Building control on proposed Lot 15 to 85m.

There is no change to the Height of Building control on the remaining Lots 10, 11, 12, 13, 14 and this will remain at 53m

- **Clause 4.4 – Floor Space Ratio**

The proposal seeks to amend the Floor Space Ratio control on proposed Lot 15 to 5.9:1.

There is no change to the FSR control on the remaining Lots 10, 11, 12, 13, 14 and this will remain at 4.2:1

- **Clause 6.7 – Active Frontages**

The proposal seeks to amend the “Active Street Frontages” map to remove the identification of the Nelson Street frontage.

- **Clause 6.8 – Affordable Housing**

The proposal seeks to amend the application of Clause 6.8 Affordable Housing in the WLEP, by removing the Build-to-Rent lot (Lot 15) from ‘Area 3’ within the Affordable Housing Map, which requires a contribution of 10% of residential GFA for affordable housing.

- **Schedule 1, Part 27 – Use of Certain land in Chatswood CBD**

The proposal seeks to amend the application of Schedule 1, Part 27 in the WLEP, which identifies the site under ‘Area 8’ within the *Special Provisions Area Map*, which requires residential flat building in the MU1 Mixed Use Zone to contribute 17% of the gross floor area of the building to be used for non-residential purposes. The proposal seeks to amend the proposed non-residential gross floor area to approx. 2% for the proposed Build-to-Rent lot (Lot 15). This Schedule also requires non-residential to be on the ground floor. The proposal seeks to amend this to allow additional dwellings on the ground floor in response to State Design Review Panel (SDRP) feedback and State Government goals for housing delivery.

- **Additional Clause under Schedule 1 – Use of Certain land at the Chatswood ‘Dive Site’**

The proposal seeks to include the Chatswood ‘Dive Site’ within Schedule 1 of the WLEP to allow ‘residential flat buildings’ to be permitted with consent under the MU1 Mixed Use Zone.

The proposed changes to the Willoughby LEP 2012 are summarised in the following table.

Control	Existing	Proposed
Clause 2.2 – Zoning of land to which Plan applies	MU1 Mixed Use SP2 Infrastructure – Classified Road	MU1 Mixed Use SP2 Infrastructure – Classified Road
Clause 4.3 – Height of Buildings	53m	Varied – 53m, 85m
Clause 4.4 – Floor Space Ratio	4.2:1	Varied – 4.2:1, 5.9:1

Control	Existing	Proposed
Clause 6.7 – Active Frontages	Across whole site boundary and Bryson Street.	Across whole site boundary, not including Nelson Street.
Clause 6.8 – Affordable Housing	10% Affordable	Not applicable.
Schedule 1, Part 27 – Use of Certain land in Chatswood CBD	Non-residential on ground floor 17% non-residential GFA per building.	Residential on ground floor 2% per building within the BTR lot (Lot 15).
Additional Clause under Schedule 1 – Use of Certain land	-	'Residential flat buildings' as an APU.

5.2 Site Specific Merit, Outcomes and Process

The proposal demonstrates site-specific merit, being supported by a range of studies which demonstrate the proposal has regard to and assesses potential impacts in relation to:

- ***the natural environment on the site to which the proposal relates and other affected land (including known significant environmental areas, resources or hazards)***

The site's conditions have been comprehensively assessed and considered against the proposal. Refer to section 6.3 of this Proposal and the accompanying EIS which defines any potential impacts and sets out relevant mitigation measures.

- ***existing uses, approved uses, and likely future uses of land in the vicinity of the land to which the proposal relates***

The site currently includes Mowbray House and the Sydney Metro maintenance site, both of which are not included in relation to this proposal and will be maintained within separate lots. It is recognised that the wider site is subject to another SSDA currently being prepared by Landcom, and the proposal has been designed and assessed with consideration to the future anticipated concept master plan.

- ***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 infrastructure available or as a result of the BTR SSDA is sufficient to provide for the needs of the community. This includes the delivery of significant communal open space and retail tenancies to ensure the livelihood of residents.

It is recognised the Concept and Stage 1 SSD is progressing on the wider Chatswood 'Dive Site' and that open space, retail, and infrastructure opportunities will be provided to also support future demands.

In addition, the existing public transport infrastructure at Chatswood and Artarmon Station is sufficient to meet demands of future residents. The proposed development includes the infrastructure required for the protection of local stormwater and waterways management. All other infrastructure is capable of being provided to support the development.

Refer to Section 6.3 of this Proposal and SSD-100006957.

6. Part 3 – Justification

6.1 Need for the Rezoning Proposal

6.1.1 Is the Proposal a result of an endorsed local strategic planning statement, strategic study, or report?

The Rezoning Proposal is not specifically the result of an endorsed local strategic planning statement or similar.

6.1.2 Is the Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

The Proposal is the optimal means of achieving the intended development outcomes for the site.

The proposed scale of variation from the existing development standards in the WLEP 2012 means the use of Clause 4.6 in conjunction with a development application would likely fail the necessary statutory hurdles.

It may be possible to seek amendments to the WLEP by Council during the course of their regular housekeeping amendments, however this option would not meet the desired timeframes to achieve the Government’s housing delivery commitments.

6.2 Relationship to Strategic Planning Framework

6.2.1 Will the Proposal give effect to the objectives and actions of the applicable regional or district plan or strategy (including any exhibited draft plans or strategies)?

Strategic Planning Framework	Details
National Housing Accord 2022	In October 2022, the National Housing Accord was introduced by the Federal Government, pledging to construct 1 million houses in prime locations within a five-year timeframe, commencing in 2024. The proposal will deliver new dwellings, including build-to-rent housing within a highly accessible and high amenity location. Given the growing demand for the population to live in the vicinity of their work and in areas with high amenity, BTR housing is emerging as a highly feasibly alternative housing option. In more detail, the accord delineated the imperative for enhanced backing of institutional investment. The National housing Supply and Affordability Council, in collaboration with State Governments, are currently reviewing barriers to innovation in housing, such as BTR. Considering this, the Federal Government is exploring methods to incentivise innovative housing options. The proposed development is in alignment with the above priorities, as it aims to increase housing by implementing a contemporary housing model, in a highly accessible location.
Greater Sydney Region Plan – A Metropolis of Three Cities	In March 2018, the Greater Sydney Commission (GSC) published the A Metropolis of Three Cities and the associated District Plans. The Plan divides the Sydney Region into 3 Cities, with a vision of growth until 2056 and aims to anticipate the housing and employment needs of a growing and vastly changing population. Of the 3 cities, the site is located within the Eastern Harbour City.

Strategic Planning Framework	Details
	The division into 3 cities puts workers and the wider community closer to an array of characteristics such as, intensive jobs, 'city-scale' infrastructure and services, entertainment and cultural facilities. The proposal aligns with the following objectives: • <u>Objective 1:</u> Infrastructure supports the three cities • <u>Objective 4:</u> Infrastructure use is optimised • <u>Objective 5:</u> Benefits of growth realised by collaboration of governments, community and business • <u>Objective 7:</u> Communities are healthy, resilient and socially connected • <u>Objective 9:</u> Greater Sydney celebrates the arts and supports creative industries and innovation • <u>Objective 10:</u> Greater housing supply • <u>Objective 11:</u> Housing is more diverse and affordable • <u>Objective 12:</u> Great places that bring people together • <u>Objective 13:</u> Environmental heritage is identified, conserved and enhanced • <u>Objective 14:</u> A Metropolis of three cities – integrated land use and transport creates walkable and 30 minute cities • <u>Objective 15:</u> The Eastern, Greater Parramatta and the Olympic Peninsula and Western Economic Corridors are better connected and more competitive. • <u>Objective 22:</u> Investment and business activity in centres • <u>Objective 28:</u> Scenic and cultural landscapes are protected • <u>Objective 30:</u> Urban tree canopy is increased • <u>Objective 31:</u> Public open space is accessible, protected and enhanced • <u>Objective 32:</u> The Green Grid links parks, open spaces, bushland and walking and cycling paths • <u>Objective 33:</u> A low-carbon city contributes to net zero emissions by 2050 and mitigates climate change The proposed development aims to advance the objectives of the Greater Sydney Region Plan by creating an interconnected, high amenity, transit-oriented community. It will capitalise on the Government's investment in the public transport network, facilitating new housing opportunities in proximity to frequent public transport, services, and amenities.
North District Plan	The GSC has prepared District Plans to inform regional and local-level planning and assist the actions of State agencies. The aim of the District Plans is to connect local planning with longer-term metropolitan planning for Greater Sydney. The proposal is located within the North District area. The North District Plan sets out a twenty-year vision to help achieve the goals contained in A Metropolis of Three Cities – the GSC vision for developing Sydney as a world-class future city. The Plan establishes a number of priorities and actions to guide growth, development and change. It also emphasises connectivity to infrastructure, collaboration, liveability, productivity and sustainability. The proposed development aligns with the following planning priorities: • <u>Planning Priority N1:</u> Planning of a city supported by infrastructure • <u>Planning Priority N4:</u> Fostering healthy, creative, culturally rich and socially connected communities

Strategic Planning Framework	Details
	• <u>Planning Priority N5</u>: Providing housing supply, choice and affordability with access to jobs, services and public transport • <u>Planning Priority N6</u>: Creating and renewing great places and local centres and respecting the District's heritage • <u>Planning Priority N7</u>: Growing a stronger and more competitive Harbour CBD • <u>Planning Priority N8</u>: Eastern Economic Corridor is better connected and more competitive • <u>Planning Priority N10</u>: Growing investment, business opportunities and jobs in strategic centres • <u>Planning Priority N12</u>: Delivering integrated land use and transport planning and a 30-minute city • <u>Planning Priority N17</u>: Protecting and enhancing scenic and cultural landscapes • <u>Planning Priority N20</u>: Delivering high quality open space • <u>Planning Priority N22</u>: Adapting to the impacts of urban natural hazards and climate change The proposal will ensure the delivery of diverse housing to an interconnected, high amenity, transit-oriented community, supported by significant public infrastructure and amenity. The BTR has been designed to ensure the development will be a positive contribution to the urban environment and incorporate sustainability measures.
The Sydney Plan (draft)	The draft Sydney Plan is currently on exhibition until 27 February 2026 and is intended to replace the Greater Sydney Region Plan 2018 when adopted. The draft Sydney Plan will guide how the NSW Government manages growth in the Sydney region over the next 20 years. It covers 33 local government areas, including Willoughby LGA, and therefore applies to this proposal. The draft Sydney Plan focuses on the delivery of 'a more equitable, liveable and economically strong Sydney both now and for future generations'. As part of this, the Plan focuses on 12 responses including the following: 1. Implement Sydney housing targets 2. Increase housing diversity and choice 3. Secure the supply of affordable housing 4. Grow well-located jobs 5. Align infrastructure to planning growth 6. Create a more vibrant Sydney 7. Grown and connect public open space 8. Secure an ongoing pipeline of productive industrial lands 9. Minimise the impact of natural hazards to communities 10. Sequence planning growth in greenfield areas within the urban footprint 11. Manage land uses beyond the urban footprint 12. Protect and enhance the natural environment

6.2.2 Is the Proposal consistent with a council LSPS that has been endorsed by the Planning Secretary or GCC, or another endorsed local strategy or strategic plan?

The **Willoughby Local Strategic Planning Statement** (LSPS) applies to the subject site and aims to deliver on key planning priorities. The proposal aligns with the following relevant planning priorities:

- Priority 1: Increasing housing diversity to cater to families, the aging population, diverse household types and key workers
- Priority 3: Enhancing walking and cycling connections to Willoughby's urban areas, local centres and landscape features
- Priority 4: Ensuring that social infrastructure caters to the population's changing needs and is accessible to foster healthy and connected communities
- Priority 5: Respecting and enhancing heritage and local suburban character
- Priority 6: Planning for local centres which are vibrant places that meet the everyday needs of the population
- Priority 7: Developing Chatswood's role as a true transport hub for Willoughby City and the North Shore
- Priority 9: Developing Chatswood CBD as a key commercial centre and integral part of the Eastern Economic Corridor
- Priority 14: Increasing Willoughby's tree canopy coverage
- Priority 15: Improving the efficiency of Willoughby's built environment
- Priority 17: Augmenting local infrastructure and using existing infrastructure more intensively and efficiently to accommodate planned growth
- Priority 18: Leveraging planned major infrastructure investments and projects to support growth.

The proposal sets out a development that supports a stronger sense of social infrastructure, and delivering it in area which focuses on the continual activation and accessibility of the Chatswood CBD. The inclusion of build-to-rent housing supported by future and existing amenities ensures social infrastructure and diverse communities are at the forefront of the future precinct.

The **Willoughby Local Housing Strategy** outlines that the population of Willoughby LGA is expected grow from 78,018 in 2016 to 91,848 in 2036. This is a 17.7% increase in population over the next 20 years that is consistent with the expected growth with the wider North District. To accommodate the growing demand for housing in the LGA and larger district, the proposed development will assist Council in meeting the forecast demand for additional housing, by providing additional BTR apartments.

The **Chatswood CBD – Planning and Urban Design Strategy 2036** was adopted in 2020. The Plan was developed as a strategic land use plan, including traffic and transport inputs, to guide development in the precinct. It seeks to unlock and define areas of delivery to facilitate the development of the precinct to achieve an activated and resilient CBD.

The Plan recognises that Chatswood is identified as a Strategic Centre through the North District Plan and the introduction of the Chatswood Metro Station at the time presented an opportunity for renewal and activation in the area. The recent and ongoing expansion of the Metro line across greater Sydney only enhances the defined opportunities of Chatswood CBD.

The Plan specifically identifies the site as part of the Chatswood CBD precinct and will provide guidance around intended outcomes. The development of the BTR development has been informed by the objectives of the plan and directly addresses all planning principles of the Plan.

6.2.3 Is the Proposal consistent with any other applicable State and regional studies or strategies?

The **Future Transport Strategy 2056** sets out a transport vision, directions and outcomes framework for NSW to guide transport investment and policy over a 40-year period. The Strategy aims to achieve greater transport capacity, improved accessibility to housing, jobs and services, continued innovation, address challenges and support the State's economy and social performance.

The proposal is consistent with the key outcomes of the Strategy as it provides new homes and jobs above and around two train stations and a metro station, while also encouraging active transport to and from the site to reduce reliance on private vehicles.

6.2.4 Is the Proposal consistent with applicable SEPPs?

The EIS and supporting reports for SSD-100006957 provides a detailed assessment of the proposal against the applicable SEPPs and demonstrates the compliance with the relevant controls identified.

The following table provides a summary assessment of the Proposal against the relevant SEPPs.

SEPP	Consistency
SEPP (Biodiversity and Conservation) 2021	The subject site has been previously subject to industrial use and extensive clearing, therefore presently containing no significant vegetation – with the exception of Frank Channon Walk, which is a fabricated and undeveloped landscape. The existing vegetation is limited to exotic landscaping, small areas of recent native plantings around the heritage-listed Mowbray House and along the eastern boundary, and scattered priority weed species. Firstfield Environmental makes the following assessment in the BDAR Waiver Request (SSDA Appendix 15): • The site is isolated within a dense urban matrix and is not linked to any mapped habitat corridors or ecological linkages. Vegetation connectivity is absent, and the proposal does not intersect any contiguous wildlife pathways. • The site contains no mapped PCTs, and no ecological features of significance. A review of BioNet Atlas records, along with on-site inspections, confirmed the absence of threatened species, TECs, and suitable habitat. • The site is not subject to the Biodiversity Offset Scheme entry triggers under Clause 7.1 of the Biodiversity Conservation Regulation 2017 (BC Regulation) on the basis of mapped Biodiversity Values (BV) land. • Given the absence of native canopy, midstorey, or groundcover layers, and the dominance of planted and exotic vegetation, the vegetation integrity within the site is considered low. No koala habitat has been identified on the site. The BDAR Waiver (SSDA Appendix 41) confirms is not likely to have any significant impact on biodiversity values and that a BDAR is therefore not required to accompany any application for development consent or infrastructure approval for the proposed development.
SEPP (Exempt and Complying Development Codes) 2008	This SEPP is not directly relevant to this Proposal, nor will the Proposal contain provisions that will contradict or hinder the application of this SEPP.

SEPP	Consistency
SEPP (Housing) 2021	Chapter 3 Diverse Housing Part 4 Build-to-rent housing states the objective of this is to enable certain residential accommodation to be used as build-to-rent housing. Sections 74 and 75 provide non-discretionary development standards and design requirements for this type of development. The proposed development has had regard to these Sections and is consistent with the requirements. It provides for rental housing for essential workers, close to public transport. The proposed scheme has been prepared in accordance with the relevant provisions of Chapter 4, Schedule 9 and the Apartment Design Guide (ADG), subject to the flexibility afforded to the application of the ADG under Chapter 3, Diverse Housing, Part 4, Build to Rent housing, Section 75. A Chapter 4 Housing SEPP Assessment (ADG) has been prepared by FK and included as part of the Architectural Design Statement (SSDA Amended Appendix 4) which details the compliance of the proposed scheme against the SEPP, including the capabilities of future development outcomes. The proposed scheme has been considered and incorporated the feedback provided by the State Design Review Panel on both 3 September and 16 October 2025, as detailed in Section 4.19. The accompany SSDA demonstrates the compliance with the relevant controls identified in the SEPP.
SEPP (Industry and Employment) 2021	The site is not located within the 'Western Sydney employment area' nor does the proposal relate to advertising and signage. Any future development application will need to give consideration to the relevant controls of the SEPP.
SEPP (Precincts – Central River City) 2021	This SEPP is not applicable to the site.
SEPP (Precincts – Eastern Harbour City) 2021	The site is not identified within a relevant precinct within this SEPP.
SEPP (Precincts – Western Parkland City) 2021	This SEPP is not applicable to the site.
SEPP (Precincts – Regional) 2021	This SEPP is not applicable to the site.
SEPP (Primary Production) 2021	This SEPP is not applicable to the site as the proposal does not involve primary production land uses or development types, nor does it include state significant agricultural land.
SEPP (Resilience and Hazards) 2021	This Proposal will not allow for uses that are hazardous or offensive. Chapter 4 – Remediation of Land aims to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment. The Site is subject to the Sydney Metro Approval works which relate to the entire development site (SSI-7400). Investigation and remediation for contamination was addressed under the approval where DPHI considered the contamination in detail and were satisfied. Site remediation has since been undertaken and therefore unlikely to encounter contaminated soil on the site. As noted in the accompanying SSDA, a Summary of Site Contamination report prepared by JBS&G (SSDA Appendix 18)

SEPP	Consistency
	confirms that the site has been appropriately with respect to site contamination and will be demonstrated as suitable for the proposed future residential uses with accessible soil use. The proposed SSDA boundary is entirely included within the SAS and RAP boundary (SSDA Appendix 39) has been provided which demonstrates that the waste/contamination from the site has been appropriately classified and disposed off-site. The SAS further confirms that the site in its entirety is suitable for multiple land uses (low-density residential, high-density residential, public open space, and commercial/industrial). Notwithstanding, this Proposal does not contain provisions that will contradict nor hinder application of this SEPP.
SEPP (Sustainable Buildings) 2022	This Proposal does not contain provisions that will contradict nor hinder application of this SEPP. The accompany SSDA demonstrates the compliance with the relevant controls identified in the SEPP.
SEPP (Resources and Energy) 2021	This SEPP is not directly relevant to this Proposal, nor will the Proposal contain provisions that will contradict or hinder the application of this SEPP.
SEPP (Transport and Infrastructure) 2021	As noted in the accompanying SSDA, the site is directly adjacent to Pacific Highway and Mowbray Road which are classified roads. This proposal will be assessed having regard to the classified road, including access arrangements and the impacts of the proposed development on safety and efficiency of vehicle movements. This proposal comprises traffic-generating development in accordance with Schedule 3 the SEPP, and therefore under Section 2.122(4), the consent authority before determining the DA, must: • within 7 days after the application is made, give written notice of the application to TfNSW, and • take into consideration – ○ any submission that TfNSW provides in response to that notice within 21 days after the notice was given (unless before the 21 days, TfNSW advises that it will not be making a submission), and the accessibility of the site concerned The Proponent understands the subject SSDA will be referred to TfNSW as part of the exhibition process. Stantec has prepared a Traffic Impact Assessment (SSDA Appendix 28 & Amended Appendix 13) which demonstrates that access has been designed to minimise impacts on the classified roads, and the roads have capacity to accommodate the growth associated with proposal.

6.2.5 Is the Proposal consistent with the applicable Ministerial directions (s.9.1 directions)?

A summary of the applicable directions issued under Section 9.1(2) of the Act by the Minister is provided in the following table, and a detailed assessment of the Proposal against the directions is set out in Appendix A.

Direction Title	Consistent?
Focus area 1: Planning Systems	
1.1 Implementation of Regional Plans	Yes
1.3 Approval and Referral Requirements	Yes
1.4 Site Specific Provisions	Yes
Focus area 2: Design and place	
Focus area 3: Biodiversity and Conservation	
3.1 Conservation zones	Yes
3.2 Heritage Conservation	Yes
3.5 Recreation Vehicle Areas	Yes
3.10 Water Catchment Protection	Yes
Focus area 4: Resilience and Hazards	
4.1 Flooding	Yes
4.3 Planning for Bushfire Protection	Yes
4.4 Remediation of Contaminated Land	Yes
4.5 Acid Sulfate Soils	Yes
Focus area 5: Transport and Infrastructure	
5.1 Integrating Land Use and Transport	Yes
5.2 Reserving Land for Public Purposes	Yes
Focus area 6: Housing	
6.1 Residential Zones	Yes
6.2 Caravan Parks and Manufactured Home Estates	N/A
Focus area 7: Industry and Employment	
7.1 Employment Zones	Justified
Focus area 9: Primary Production	
9.1 Rural Zones	N/A
9.2 Rural Lands	N/A

6.3 Environmental, Social and Economic Impact

6.3.1 Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

The subject site has been previously subject to industrial use and extensive clearing. Current vegetation is limited to exotic landscaping, small areas of recent native plantings around the heritage-listed Mowbray House and along the eastern boundary, and scattered weed species.

Firstfield Environmental makes the following assessment in the BDAR Waiver Request:

- The site is a highly disturbed brownfield area and was previously subject to industrial use and extensive clearing, with no remnant native vegetation.
- The site contains no mapped PCTs, and no ecological features of significance. A review of BioNet Atlas records, along with on-site inspections, confirmed the absence of threatened species, TECs, and suitable habitat.

The BDAR Waiver (SSDA Appendix 41) confirms is not likely to have any significant impact on biodiversity values and that a BDAR is therefore not required to accompany any application for development consent or infrastructure approval for the proposed development.

6.3.2 Are there any other likely environmental effects as a result of the Proposal and how are they proposed to be managed?

The EIS accompanying SSD-100006957 provides a detailed assessment of all likely environmental effects and potential mitigation measures, including:

- Flooding and Water Management
- Traffic and Parking
- Soils and Contamination
- Rail
- Aboriginal and European Heritage.

6.3.3 Has the Proposal adequately addressed any social and economic effects?

The SIA accompanying SSD-100006957 has been prepared according to the *Social Impact Assessment and Guideline 2025* and the *Social Impact Assessment Technical Supplement, 2025* and covers matters including:

- Way of life
- Community
- Accessibility
- Culture
- Health and well being
- Surroundings
- Decision making systems

The SIA demonstrates the proposal will have positive impacts. While some negative impacts have been identified, these will be either medium or low once the recommended mitigation measures have been actioned.

6.4 Infrastructure (Local, State and Commonwealth)

6.4.1 Is there adequate public infrastructure for the Proposal?

The site is or can be adequately serviced with all essential utility infrastructure to support the proposed future development.

The EIS accompanying SSD-100360960 provides a detailed assessment of public infrastructure and utilities including:

- Potable Water
- Wastewater
- Electricity
- Natural Gas
- Telecommunications

6.5 State and Commonwealth interests

6.5.1 What are the views of state and federal public authorities and government agencies consulted in order to inform the Gateway determination?

The accelerated pathway does not have a gateway determination stage. However, during the course of preparing the scoping requirements for this project, DPHI undertook consultation with:

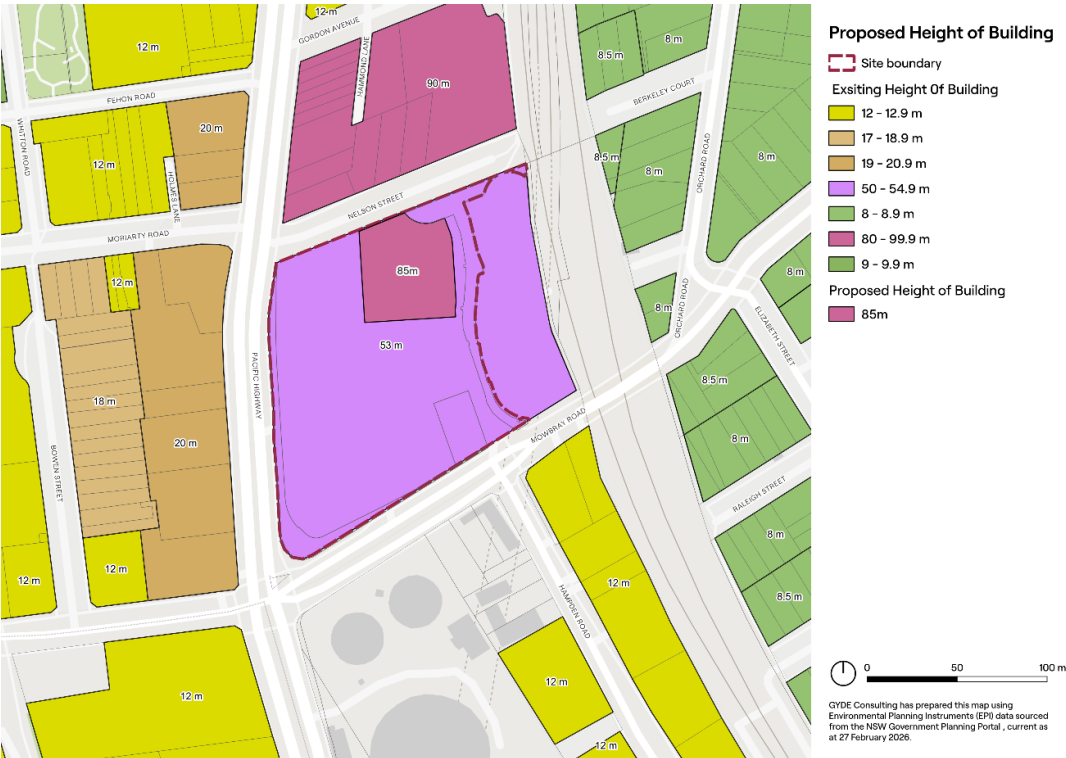
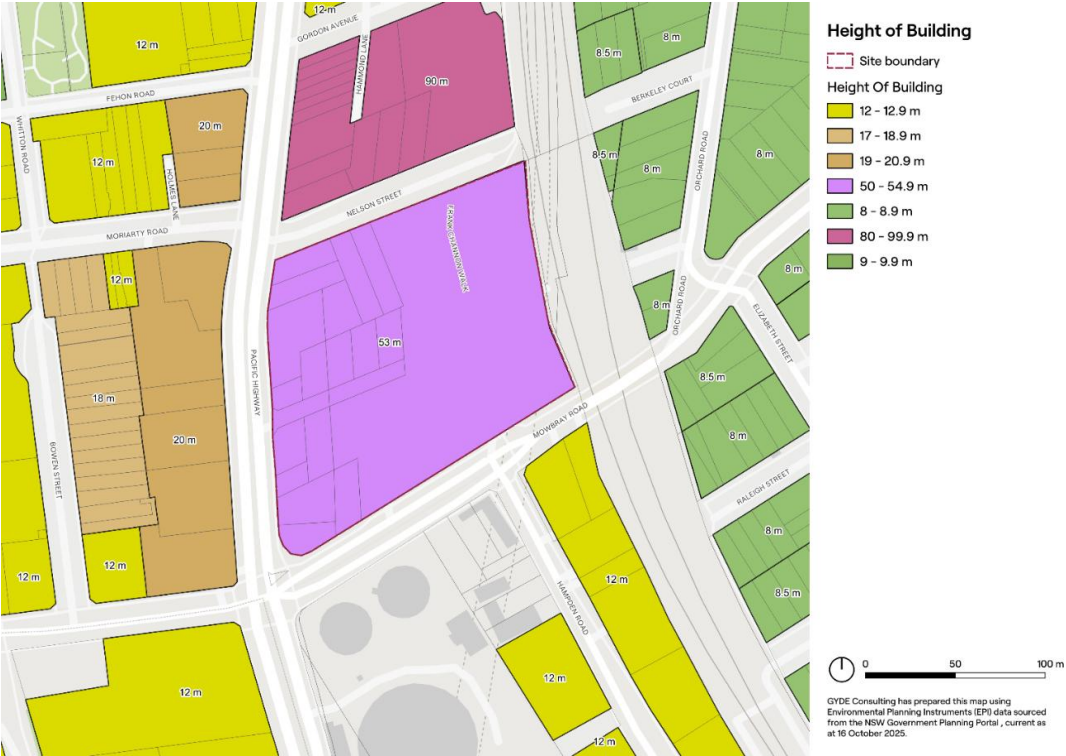
- Transport for NSW
- Sydney Trains
- Sydney Metro
- NSW DCCEEW (CPHR)
- NSW DCCEEW Water Group
- Ausgrid
- Sydney Water
- Sydney Airport Corporation Limited
- Willoughby City Council
- Department of Infrastructure, Transport, Regional Development, Communication, Sport and the Arts (Commonwealth)

This Proposal and supporting technical studies incorporates the pre-lodgement feedback received to-date.

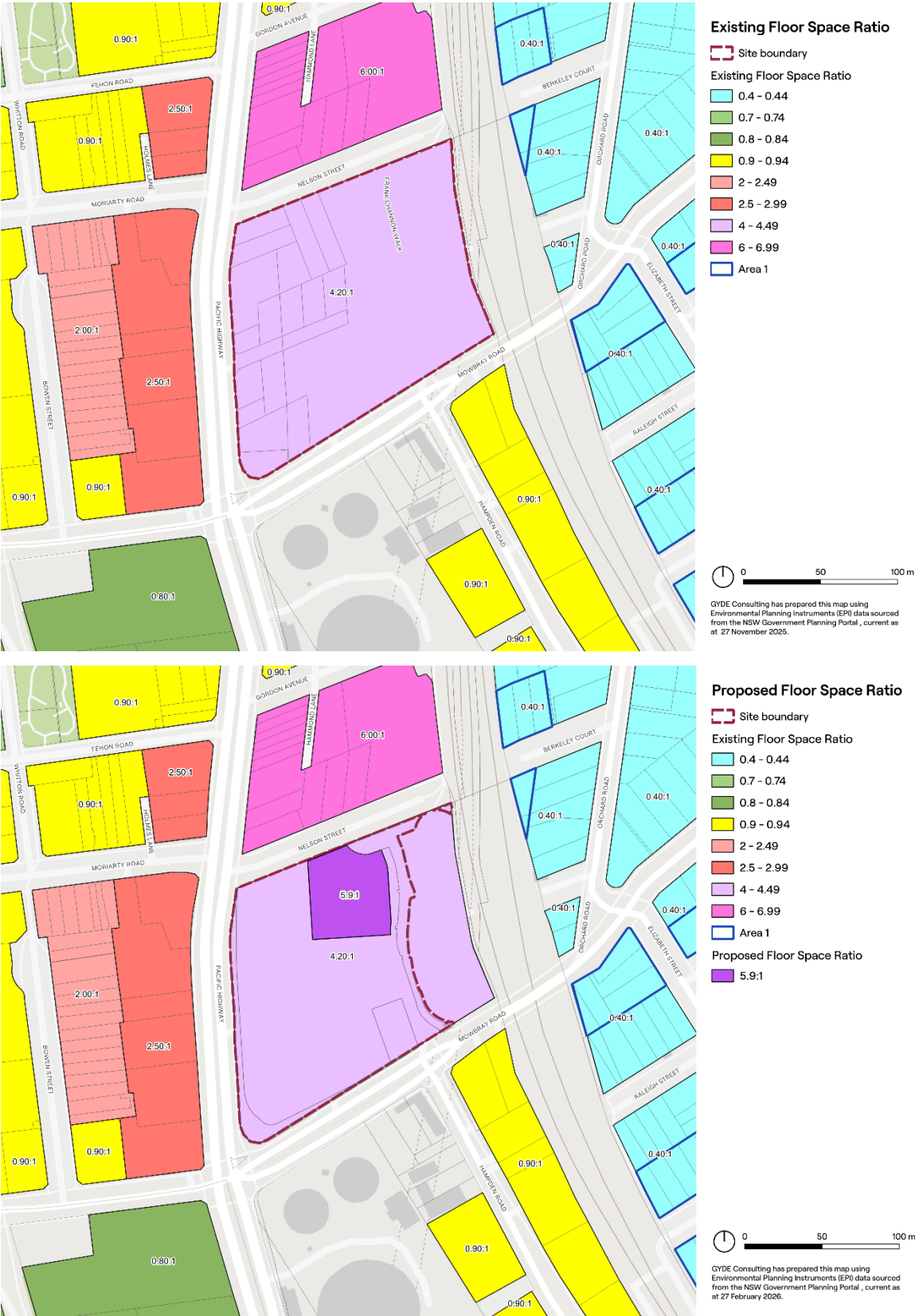
A detailed response to the issues and commentary raised by the above agencies is included in the Engagement Outcomes Report accompanying the SSDA at Appendix 17 to the EIS.

7. Part 4 – Maps

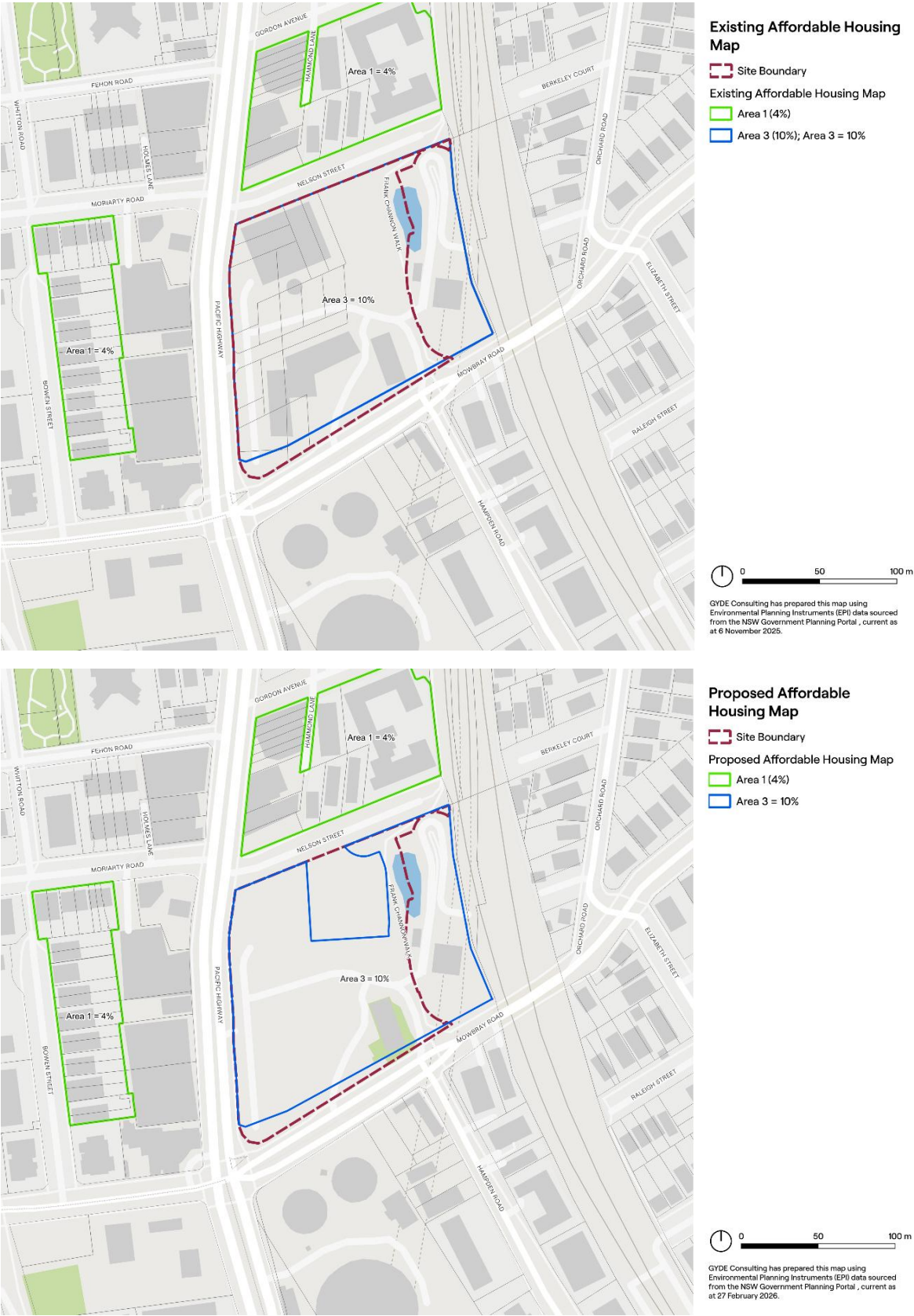
7.1 Height of Building



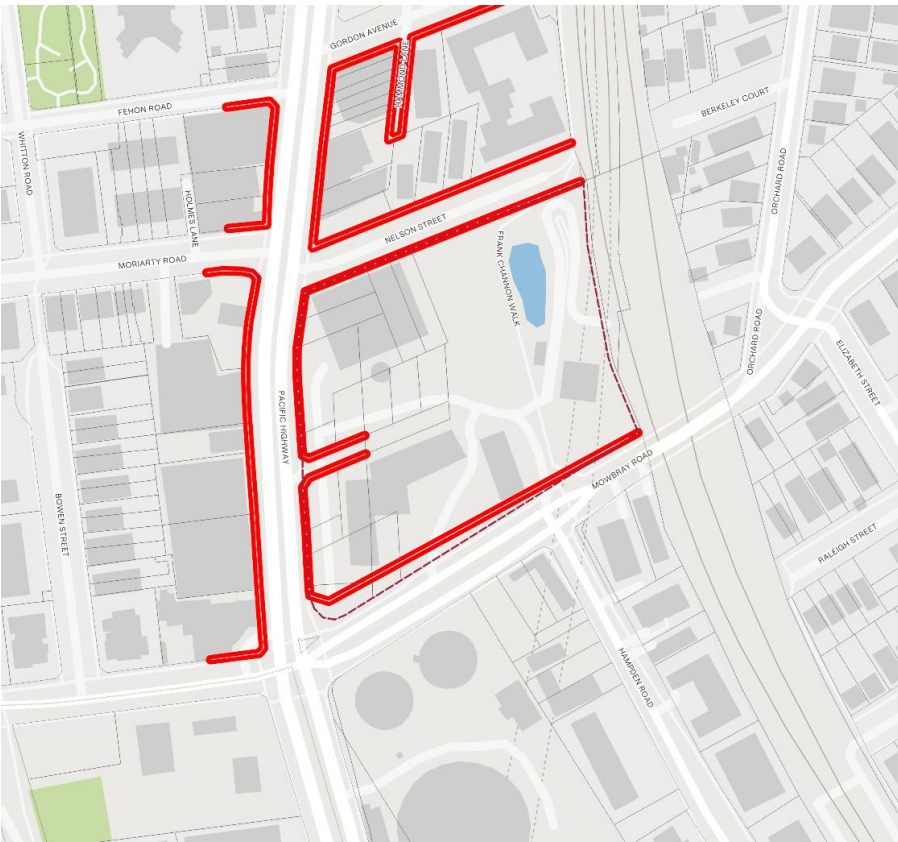
7.2 Floor Space Ratio



7.3 Affordable Housing



7.4 Active Frontages

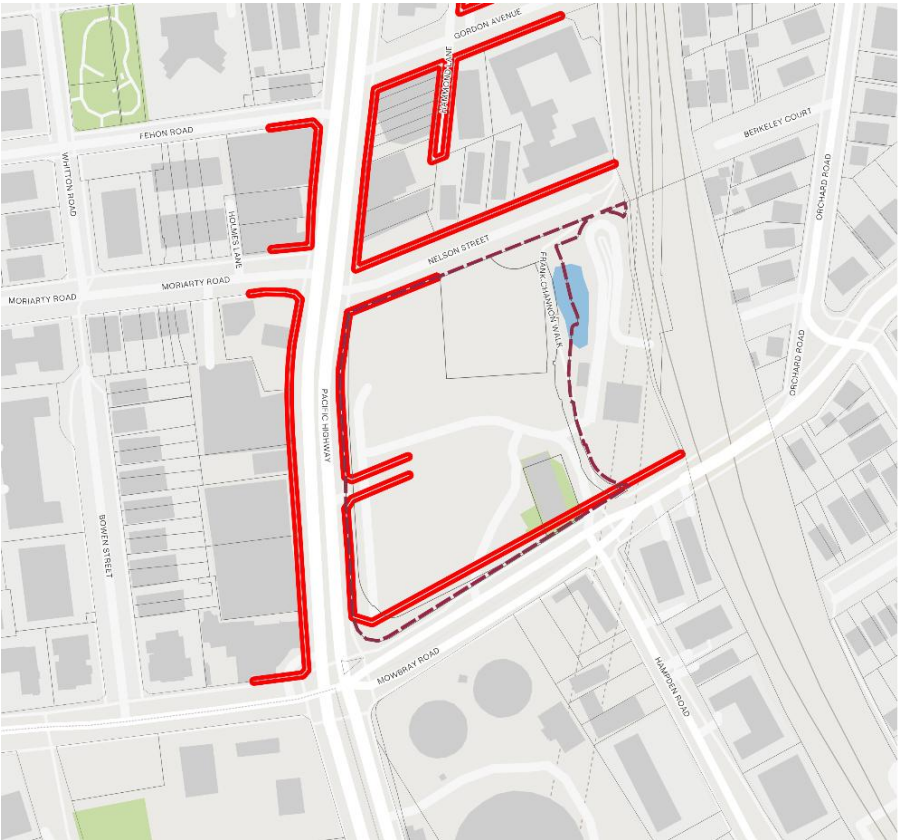


Active Street Frontages

- Site boundary
- Active Street Frontages

0 50 100 m

GYDE Consulting has prepared this map using Environmental Planning Instruments (EPI) data sourced from the NSW Government Planning Portal, current as at 16 October 2025.



Proposed Active Street Frontages

- Site boundary
- Proposed Active Street Frontages

0 50 100 m

GYDE Consulting has prepared this map using Environmental Planning Instruments (EPI) data sourced from the NSW Government Planning Portal, current as at 27 February 2026.

8. Part 5 – Community consultation

8.1 Consultation completed prior to lodgement

A comprehensive engagement strategy informed the pre-lodgement consultation for this project and a detailed Engagement Outcomes report accompanies the concurrent Proposal and SSDA package.

In summary, the key stakeholder engagement has included:

Department of Planning, Housing and Infrastructure

The proponent has had ongoing and comprehensive engagement with the Department of Planning, Housing and Infrastructure (DPHI) throughout the pre-lodgement phase.

Landcom Design Review Panel

The initial project scheme was presented to the Landcom Design Review Panel (LDRP) on 10 July 2025 and 14 August 2025.

Key feedback in response to the LDRP is addressed in the Urban Design Report prepared by FK + Oculus.

State Design Review Panel

The evolving project scheme was presented to the State Design Review Panel (SDRP) on 3 September 2025 and 16 October 2025.

Discussion and design refinement in response to the SDRP is outlined in SSDA Amended Appendix 4 of the Design Statement prepared by FK.

Willoughby City Council

The proponent undertook an initial workshop with Willoughby City Council on 15 August 2025. Subsequent regular discussions and site walks with Council officers have continued to inform the design development.

A briefing to the Mayor, Councillors and Executive staff was provided on 3 November 2025.

Transport for NSW and Sydney Metro

Regular workshops with TfNSW and Sydney Metro, have been undertaken to brief the teams on the proposed development, site access arrangements and network modelling.

Community Consultation

The public engagement program aimed to reach stakeholders directly impacted or interested in the proposal, along with likely future beneficiaries of the project. The purpose of the engagement was to build project awareness and to ensure that the community and key stakeholders had access to information about the proposed development, with opportunity to ask questions and provide feedback to inform project design and development.

The engagement was consistent with the NSW Government Undertaking Engagement Guidelines for State Significant Projects (2024). A wide range of engagement activities were undertaken as follows:

Engagement activity	Key Statistics
Letterbox Newsletter Drop	13,605 newsletters delivered
Essential worker outreach phone calls and emails	13 phone calls with follow up emails to essential services near the site, and an additional 4 services contacted by email. Contacts included Fire, Police and Ambulance stations, and the Royal North Shore Hospital.
Stakeholder email outreach	38 project emails sent to local community interest groups, cultural centres, peak bodies, key stakeholders.
Email Newsletter (EDM)	401 recipients
Social Media Posts	Facebook - 32,705 total views Instagram - 26,893 total views LinkedIn - 15,622 total impressions
Project & Join In Webpages	2,835 unique visitors
Online Survey	393 responses
Drop-in Session	53 attendees
Pop up at Chatswood Mall Markets	65 participants
Connecting with Country	3 First Nations stakeholders
Targeted Focus Groups	3 sessions with 37 attendees
Heritage Workshop	8 attendees
SIA/SINA Interviews	2 stakeholder interviews
Project Hotline & Email	17 email submissions; 7 phone and email enquiries

These engagement activities found that key themes and issues relating to the project proposal and outcomes were broadly consistent across all engagement channels.

The Engagement Outcomes Report (SSDA Appendix 17) provides a detailed response to each issue raised by stakeholders throughout the engagement process. In summary, the key themes identified to-date include:

- **Affordable and built-to-rent housing:** Widely supported provision of BTR and in right location near public transport, sought clarity on eligibility, rent calculations and tenure arrangements. Raised concerns on increasing affordable housing in the area.
- **On-site amenities:** General support for a variety of uses for onsite amenities, including gyms, arts/crafts, BBQs and accessible areas. Safety and security were highlighted with a focus on lighting and security measures.
- **Communal open space:** the provision of communal open space was well supported by most participants.

- **Building height and scale:** Concern on height and scale of potential development, however supported lower development height of BTR building. Potential support for increase in height on BTR to deliver more housing.
- **Overshadowing and visual impacts:** overshadowing and property amenity, green/open space amenity, visual impact from Pacific Highway.
- **Traffic impacts:** Increased congestion on already congested Pacific Highway and Mowbray Road, cumulative impacts of all new housing, strong support for sustainable transport options.
- **Apartment options:** Support for apartment variety, majority preferring 3-bedroom and 2-bedroom.
- **Public benefit:** Benefits should be for new, existing and wider community.
- **Local infrastructure capacity:** concern on capacity of infrastructure including sewer and stormwater.
- **Local character:** Focus on family-oriented neighbourhood character, preference for sustainable outcome, highlighted importance of tree cover, opportunities to reflect local heritage.
- **School capacity:** Site previously earmarked for education and can the site include a school.

8.2 Consultation to be completed

Division 2.6 of the EP&A Act requires the relevant planning authority to consult with the community and other relevant stakeholders.

It is anticipated the Proposal and SSDA package will be referred to multiple public authorities. including:

- Heritage NSW
- Heritage NSW (Aboriginal Cultural Heritage)
- Transport for NSW
- Sydney Trains
- Sydney Metro
- NSW DCCEEW (CPHR)
- NSW DCCEEW Water Group
- Willoughby City Council
- Sydney Water
- Ausgrid
- Sydney Airport Corporation Limited (SACL)

The Proposal and SSDA package will be publicly exhibited for a period of 28 days. All submissions will be carefully reviewed, with key themes and concerns addressed through appropriate amendments or clarifications within the Proposal. This process will ensure the Proposal remains responsive to stakeholder input, aligns with strategic planning objectives, and upholds public interest.

A summary of feedback and Landcom's responses will be documented to support informed decision-making by the relevant planning authority.

9. Part 6 – Project timeline

The Local Environmental Plan Making Guideline provides an outline project timeline as a tool for Council and the Department to monitor the progress of the Proposal through the LEP making process and manage resources accordingly.

The timeframes indicated are estimates and may change during the life of the proposal. The project timeline may be amended by Council or in the Gateway determination.

Table 1: Indicative timeframe (accelerated state-led proposal category)

Stage	max benchmark Timeframe	anticipated commencement date
1. <i>Pre-lodgement and Scoping</i>	<i>Complete</i>	<i>2025</i>
2. <i>Preparing application</i>	<i>Complete</i>	<i>2025</i>
3. <i>Lodgement</i>	<i>Complete</i>	<i>Early March 2026</i>
4. Review	25 working days	March 2026
5. Public Exhibition	28 working days	March / April 2026
6. Post-exhibition amendments	40 working days	May 2026
7. Finalisation - Finalisation checks - Final GIS mapping - Legal drafting - Gazettal of LEP amendment	60 working days (maximum)	July 2026

10. Conclusion

This Proposal has been prepared in accordance with the NSW Department of Planning, Housing and Infrastructure's *Local Environmental Plan Making Guidelines* and the *Social and Affordable Housing Program Guideline* and to support the proposed rezoning of land at the Chatswood 'Dive Site' to facilitate the future mixed-use Build-to-Rent development.

The proposal will improve the quantum and diversity of housing supply catering to forecast local population growth. It will also facilitate an appropriate repurposing of a site no longer required for use by Sydney Metro to allow for the highest and best on site. The proposed scheme will yield approximately 180 residential Build-to-Rent dwellings supported by commercial uses and future amenities.

The proposal is consistent with the applicable strategic planning framework in terms of:

- delivery of greater housing supply, including diverse housing typologies, to meet the district's and LGA's local housing targets suitable to the locality
- ensures alignment with the relevant planning policies and plans including the Local Strategic Planning Statement and Local Housing Strategy.
- compliance with the relevant Ministerial Directions under Section 9.1 of the Act,
- the scale of development established under the Chatswood CBD Strategy; and
- the typology of development permissible and objectives established under the Willoughby Local Environmental Plan 2012.

The proposal also demonstrates site specific merit in terms of:

- directly delivering housing opportunities, including build-to-rent housing, in a highly accessible location,
- maintaining local heritage values on site
- protection of local stormwater and waterways management
- provision of suitable access and transport connections.

Appendix A

Assessment against Local Planning Directions

GYDE

Local Planning Directions

The applicability and consistency of this Proposal with Ministerial Directions issued under Section 9.1 of the EP&A Act as of April 2022 is presented below.

Direction	Applicable	Commentary on consistency
Focus area 1: Planning Systems		
1.1 Implementation of Regional Plans	Yes	This proposal is consistent with the relevant Region Plan, see details in section 6.2.1 of this Proposal.
1.2 Development of Aboriginal Land Council land	N/A	Chapter 3 – Aboriginal Land within the SEPP (Planning Systems) 2021 does not currently apply to the site.
1.3 Approval and Referral Requirements	Yes	This direction applies to all PPs in relation to provisions that require the concurrence, consultation, or referral of DAs to a Minister or public authority. The intended provisions of this Proposal do not contain requirements for concurrence, consultation, or referral of a Minister or public authority, and do not identify development as designated development.
1.4 Site Specific Provisions	Yes	This direction applies where Proposals seek to allow a particular development to be carried out and is intended to discourage unnecessarily restrictive site-specific controls. The APU proposed is consistent with other provisions within the LEP and uses already existing under the LEP. The intended provisions remain consistent with Direction.
1.4A Exclusion of Development Standards from Variation	N/A	This direction does not apply as the Proposal does not propose to introduce or alter an existing exclusion to clause 4.6 of a Standard Instrument LEP or an equivalent provision of any other environmental planning instrument.
Focus area 1: Planning Systems – Place-based		
1.5 Parramatta Road Corridor Urban Transport Strategy	N/A	This direction does not apply to the subject site.
1.6 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	N/A	This direction does not apply to the subject site.
1.7 Implementation of Greater Parramatta Priority Growth Area Land Use and Infrastructure Implementation Plan	N/A	This direction does not apply to the subject site.

Direction	Applicable	Commentary on consistency
1.8 Implementation of Wilton Priority Growth Area Land Use and Infrastructure Implementation Plan	N/A	This direction does not apply to the subject site.
1.9 Implementation of Glenfield to Macarthur Urban Renewal Corridor	N/A	This direction does not apply to the subject site.
1.10 Implementation of Western Sydney Aerotropolis Plan	N/A	This direction does not apply to the subject site.
1.11 Implementation of Bayside West Precincts 2036 Plan	N/A	This direction does not apply to the subject site.
1.12 Implementation of Planning Principles for the Cookes Cove Precinct	N/A	This direction does not apply to the subject site.
1.13 Implementation of St Leonards and Crows Nest 2036 Plan	N/A	This direction does not apply to the subject site.
1.14 Implementation of Greater Macarthur 2040	N/A	This direction does not apply to the subject site.
1.15 Implementation of Pyrmont Peninsula Place Strategy	N/A	This direction does not apply to the subject site.
1.16 North West Rail Link Corridor Strategy	N/A	This direction does not apply to the subject site.
1.17 Implementation of Bays West Place Strategy	N/A	This direction does not apply to the subject site.
1.18 Implementation of the Macquarie Park Innovation Precinct	N/A	This direction does not apply to the subject site.
1.19 Implementation of the Westmead Place Strategy	N/A	This direction does not apply to the subject site.
1.20 Implementation of the Camellia-Rosehill Place Strategy	N/A	This direction does not apply to the subject site.
1.21 Implementation of South West Growth Area Structure Plan	N/A	This direction does not apply to the subject site.
1.22 Implementation of the Cherrybrook Station Place Strategy	N/A	This direction does not apply to the subject site.

Direction	Applicable	Commentary on consistency
Focus area 2: Design and place		
[This Focus Area was blank when the Directions were made].		
Focus area 3: Biodiversity and Conservation		
3.1 Conservation zones	N/A	The site is not identified as environmentally sensitive or on land within a conservation zone or environment conservation/protection purposes.
3.2 Heritage Conservation	Yes	This direction requires the Proposal to include provisions that facilitate the conservation of specified heritage matters. The site includes one heritage item with local significance known as 'Mowbray House' (196). As the works do not relate to the heritage item and support its ongoing conservation, no adverse impacts are expected. The SoHI confirms that the proposal has considered its surroundings and will not impact the presence and quality of the heritage values.
3.3 Sydney Drinking Water Catchments	N/A	The site is not located within an LGA identified under this direction.
3.4 Application of C2 and C3 Zones and Environmental Overlays in Far North Coast LEPs	N/A	This direction does not apply within the LGA.
3.5 Recreation Vehicle Areas	N/A	The objective of this direction is to protect sensitive land or land with significant conservation values from adverse impacts from recreation vehicles. The Proposal does not intend to enable land to be developed for the purpose of a recreation vehicle area.
3.6 Strategic Conservation Planning	N/A	This direction applies when preparing a Proposal that relates to land that, under the SEPP (Biodiversity and Conservation) 2021, is identified as avoided land or a strategic conservation area. The subject site is not avoided land nor is it located within a strategic conservation area.
3.7 Public Bushland	Yes	The objective of this direction is to protect bushland in urban areas and ensure the ecological viability of the bushland. The Proposal is consistent with the objectives of this direction as it relates to a site which has no identified biodiversity values. The proposal will promote the increase of canopy cover and endemic landscaping.

Direction	Applicable	Commentary on consistency
3.8 Willandra Lakes Region	N/A	This direction does not apply to the subject site.
3.9 Sydney Harbour Foreshores and Waterways Area	N/A	This direction does not apply to the subject site.
3.10 Water Catchment Protection	N/A	This direction does not apply to the subject site.
Focus area 4: Resilience and Hazards		
4.1 Flooding	Yes	As noted in the accompanying SSDA, the Flood Impact Risk Assessment (SSDA Appendix 26) determines that site's relative elevated location does not pose a flooding concern, and the potential effects of climate change are likely to be negligible. Although the site is included within the Scott's Creek catchment, the site is located approximately 400m upstream of the Chatswood Oval Detention Basin and is more than 40m above the downstream Scott's Creek in elevation. It further confirms that proposed development is located outside the PMF extent and therefore does not result in any change to design flood levels, flood risk, or existing flood hazard conditions on adjacent roads or surrounding properties for the range of flood events investigated, including the 1% AEP and Probable Maximum Flood (PMF) events. As the site is out of a flood zone, located a significant distance from a waterbody, and no pollutants are stored on site, the proposal will not result in a release of pollutants and have an adverse impact on water quality in the case of a flood. Similarly, no adverse impacts on floodwaters, wetlands, or other riverine ecosystems are expected. In the event of a major flood, safe evacuation from the site is possible via the surrounding road network, and residents would also be safe to shelter in place within their dwellings due to the elevated site conditions.
4.2 Coastal Management	N/A	The site is not located within a coastal zone, as defined under the <i>Coastal Management Act 2016</i> .
4.3 Planning for Bushfire Protection	N/A	The site does not include any dense vegetation that would risk a bushfire hazard and is located within a developed urban area. The nearest mapped bushfire hazard is located over 550m away from the site. As such, the site does not include any bushfire prone land.

Direction	Applicable	Commentary on consistency
4.4 Remediation of Contaminated Land	Yes	As noted in the accompanying SSDA, the Site is subject to the Sydney Metro Approval works which relate to the entire development site (SSI-7400). Investigation and remediation for contamination was addressed under the approval where DPHI considered the contamination in detail and were satisfied. Site remediation has since been undertaken and therefore unlikely to encounter contaminated soil on the site. A Summary of Site Contamination prepared by JBS&G (SSDA Appendix 18) confirms that the site has been assessed appropriately and the SAS (SSDA Appendix 39) has been adequately remediated for the proposed residential with accessible soil use.
4.5 Acid Sulfate Soils	Yes	As noted in the accompanying SSDA, the site is identified to include Class 5 acid sulfate soil land across the entirety of the site. The Geotechnical Comments and Due Diligence prepared by PSM (SSDA Appendix 17) confirms that the potential for encountering acid sulphate soil at the site is considered low given that the site is not located in an area with a known or potential acid sulphate soil occurrence. An acid sulfate soils management plan is not required for the works.
4.6 Mine Subsidence and Unstable Land	N/A	The site is not within a Mine Subsidence District.
Focus area 5: Transport and Infrastructure		
5.1 Integrating Land Use and Transport	Yes	This direction applies to all relevant planning authorities when preparing a Proposal that will create, alter or remove a zone or a provision relating to urban land, including land zoned for residential, employment, village or tourist purposes. The proposal does not alter or remove a zone relating to urban land, rather, aims to provide new homes and jobs above and around two train stations and a metro station, while also encouraging active transport to and from the site to reduce reliance on private vehicles.
5.2 Reserving Land for Public Purposes	Yes	The Proposal does not seek to create, alter or reduce existing zonings or reservations of land for public purposes.
5.3 Development Near Regulated Airports and Defence Airfields	No	There are no regulated airports or defence airfields within 10km of the site that would trigger this direction.

Direction	Applicable	Commentary on consistency
5.4 Shooting Ranges	N/A	There are currently no known shooting ranges adjoining the site that would trigger this direction.
Focus area 6: Housing		
6.1 Residential Zones	Yes	This direction applies to a Proposal that will affect land within an existing or proposed residential zone. It requires that the Proposal contains provisions that encourage the provision of housing that will: (a) broaden the choice of building types and locations available in the housing market, and (b) make more efficient use of existing infrastructure and services, and (c) reduce the consumption of land for housing and associated urban development on the urban fringe, and (d) be of good design. The proposal will provide additional housing to accommodate a growing population, where the proposed pathway maximises the delivery of highly accessible and high amenity housing. The proposal will allow for an optimal delivery outcome of future housing, including affordable housing on the site that supports housing diversity in Chatswood. Additionally, this direction requires that the Proposal must: (a) contain a requirement that residential development is not permitted until land is adequately serviced (or arrangements satisfactory to the council, or other appropriate authority, have been made to service it), and (b) not contain provisions which will reduce the permissible residential density of land. The site is capable of providing sufficient infrastructure and servicing for residential development.
6.2 Caravan Parks and Manufactured Home Estates	N/A	Caravan Parks nor Manufactured Home Estates are not part of the proposal.
Focus area 7: Industry and Employment		
7.1 Employment Zones	Yes	As detailed throughout this Proposal and in the Economic and Feasibility Assessment (Appendix C), the application of the current WLEP 2012 requirement for 17% non-residential floorspace on such a large site is the equivalent of a small sub-regional shopping centre, large neighbourhood centre or 10-storey office building. Such controls are not sustainable, thereby requiring amendment

Direction	Applicable	Commentary on consistency
		to enable the economic and productive use of the site. The Economic and Feasibility Assessment demonstrates the project has the potential to result in significant positive impacts on the local economy. The EDC Report associated with SSD-100006957 confirms the development is estimated to generate up to 125 direct on-site construction related jobs and 25 indirect on-site construction related jobs. During the operational phase it is expected that the project will generate up to 8 jobs. The generation of new employment opportunities is positive.
7.2 Reduction in non-hosted short-term rental accommodation period	N/A	This direction does not apply to Willoughby LGA.
7.3 Commercial and Retail Development along the Pacific Highway, North Coast	Yes	This direction does not apply to Willoughby LGA.
Focus area 8: Resources and Energy		
8.1 Mining, Petroleum Production and Extractive Industries	N/A	There are currently no known extractive resources identified within the subject site that would trigger this direction.
Focus area 9: Primary Production		
9.1 Rural Zones	N/A.	This site is zoned MU1 Mixed Use.
9.2 Rural Lands	N/A.	This direction does not apply to Willoughby LGA.
9.3 Oyster Aquaculture	N/A.	The Proposal does not propose a change in land use which could affect an identified "Priority Oyster Aquaculture Area" or "current oyster aquaculture lease in the national parks estate."
9.4 Farmland of State and Regional Significance on the NSW Far North Coast	N/A.	This direction does not apply to Willoughby LGA.

Appendix B

Affordable Housing Contributions

GYDE

28 January 2026

Brendan Metcalfe
Department of Planning, Housing and Infrastructure
4 Parramatta Square, 12 Darcy St Parramatta NSW 2150

Dear Brendan,

Chatswood Dive Site – Affordable Housing Proposal

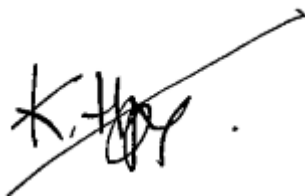
Landcom engaged Urbis to prepare the accompanying Economic and Feasibility Assessment for the Chatswood Dive Site. This study has been completed in accordance with the requirements for the planning proposal and provides a detailed assessment of the site's economic performance and capacity to support housing diversity and affordability outcomes.

The analysis confirms that the proposed Build-to-Rent (BTR) tower achieves an outcome equivalent to 13% affordable housing for the site. This reflects the significant affordability contribution inherent in the BTR model as a core component of the development.

Notwithstanding the results of the feasibility analysis that doesn't support providing additional affordable housing, Landcom remains committed to providing additional affordable housing beyond what is achieved through the BTR component. To support this commitment Landcom will deliver a further 5% affordable housing for a period of up to 15 years within the Built-to-Sell (BTS) portion of the site. This commitment reinforces our long-standing focus on delivering housing choice and improving affordability outcomes in well-located, high-demand centres such as Chatswood.

We trust the enclosed study and this submission assist in your assessment of the planning proposal.

Yours sincerely,



Kemal Hughes
Development Director