



March 2009

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Mixed-Use Commercial & Residential Development
Albert Avenue, Chatswood NSW
Part 3A Project Application

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CONTENTS

PART A: PROJECT APPLICATION

1.0 PART 3A PROJECT APPLICATION

1.1	Introduction	1
1.2	Project Description	1
1.3	Project Application	1
1.4	Capital Investment Value of the Project	2
1.5	Permissibility of the Development Proposal under Existing Planning Framework	2
1.6	Consultation with Local Planning Authority (Willoughby City Council)	2
1.7	Criteria for Consideration as a Major Project	3

PART B: PRELIMINARY ENVIRONMENTAL ASSESSMENT

2.0 THE SITE

2.1	Site Location and Description	7
2.2	Legal Description and Site Area	9
2.3	Land Ownership and Existing Uses	9
2.4	Site Topography	10
2.5	Landscape Features and Site Vegetation	10
2.6	Views and Vistas	10
2.7	Site Access	12
2.8	Existing Public Transport	12
2.8.1	Rail Service	
2.8.2	Bus Service	

3.0 REGIONAL CONTEXT 13

4.0 LOCAL CONTEXT

4.1	Surrounding Land Uses and Urban Form	15
4.1.1	Commercial Development	
4.1.2	Medium to High Density Residential Development	
4.1.3	Institutional and Educational Facilities	
4.1.4	Retail Areas	
4.1.5	Open Space Facilities	
4.1.6	Recreational and Community Facilities	
4.2	Surrounding Road Network	17
4.2.1	Albert Avenue	
4.2.2	Thomas Street	
4.2.3	Albert Lane	
4.2.4	Fleet Lane	
4.2.5	Thomas Lane	
4.3	Neighbourhood Transport and Infrastructure Facilities	19
4.4	Surrounding Streetscape and Urban Character	19

5.0	THE DEVELOPMENT PROPOSAL	
5.1	Description of the Proposal	21
5.1.1	Commercial Tower – Tower A	
5.1.2	Residential Tower – Tower B	
5.1.3	Public Urban Plaza	
5.1.4	Parking	
5.2	Accommodation and Development Area	22
5.3	Design Concept	23
5.4	Vehicular and Loading Access	24
5.5	Pedestrian Access	24
5.6	ESD Strategies	24
5.7	Landscape Qualities and Landscape Open Space	25
5.8	Safety and Security Measures	25
6.0	PLANNING FRAMEWORK	
6.1	Statutory and Local Planning Controls	27
6.2	Sydney Regional Environmental Plan No. 5 – Chatswood	27
6.2.1	Aims and Objectives	
6.2.2	Land Use Zone	
6.2.3	Permissible Land Uses	
6.2.4	Floor Space Ratio (FSR)	
6.2.5	Height	
6.2.6	Density Control on Residential Flat Buildings	
6.2.7	Restricted Vehicular Access from Albert Avenue	
6.2.8	Provision of Car Parking on Subject Land	
6.3	Willoughby Development Control Plan 2006 (WDCP 2006)	30
6.3.1	Aims	
6.3.2	Objectives	
6.3.3	Design Principles	
6.3.4	Design Standards	
6.3.5	Site Specific Controls	
6.3.6	Transport Requirements for Developments	
6.4	Willoughby City Strategy (2006)	41
6.5	Chatswood Town Centre Strategic Plan (2004) – Draft	41
6.5.1	Addressing its Vision	
6.5.2	Addressing Economic Objectives	
6.5.3	Addressing Urban Design and Built Form	
6.6	The Inner North Subregional Strategy (2007) – Draft	43
6.6.1	Increase in Commercial Capacity	
6.6.2	Increase in Residential Capacity	
6.6.3	Provision of Affordable Housing	
6.6.4	Housing for the Aged	
7.0	CONCLUSION	47

PART C: DESIGN PROPOSAL

MIXED-USE COMMERCIAL & RESIDENTIAL DEVELOPMENT THOMAS STREET PLAZA, CHATSWOOD NSW

Part 3A – Major Project Application

PART A: PROJECT APPLICATION

1.0 PART 3A PROJECT APPLICATION

1.1 Introduction

This submission, comprising a Project Application, a preliminary Environmental Assessment and a preliminary Concept Plan, has been prepared by Conybeare Morrison on behalf of Welles Thomas Pty Limited for a mixed use commercial and residential development at Albert Avenue, Chatswood, NSW. The site is a 'gateway' location strategically sited at the southern fringe of Chatswood CBD.

The site is owned by Willoughby City Council and used for public parking. The purchaser of the property is Welles Thomas Pty Limited under the contract for the sale of the land dated 29th June 2007.

1.2 Project Description

The Development Proposal is for the development of commercial and residential towers of high quality architectural design and finishes, within a landscaped urban plaza, on a reversed L-shaped site comprising approximately 4323m², with frontages to Albert Avenue, Thomas Street and Albert Lane, Chatswood.

The Development Proposal seeks a development potential of FSR 10.5:1 (approx. 45,400m²) for the site, with:

- Commercial and retail floor area of approximately FSR 6.23 (26,940m²), within a commercial tower of 26 storeys in height inclusive of plant; and
- Residential floor area of approximately FSR 4.27 (18,460m²), within a residential tower of 31 storeys in height inclusive of plant.

1.3 Project Application

The purpose of this submission is:

1. Seek a declaration by the Minister under Section 75E of the Environmental Planning & Assessment Act 1979 and Clause 6 of the *State Environmental Planning Policy (Major Projects)* 2005, that the proposed development be considered as a 'Major Project' to which Part 3A of the EP&A Act 1979 applies.

The development is of the type described in Schedule 1 – *Classes of Development* of the Major Projects SEPP. The proposed development falls under the category of:

Schedule 1, Group 5 – Residential, commercial or retail projects

13. Residential, commercial or retail projects

- (1) *Development for the purpose of residential, commercial or retail projects with a capital investment value of more than \$50 million that the Minister determines are important in achieving State or regional planning objectives.*

This clause identifies residential, commercial or retail developments considered to be projects to which Part 3A applies, with the Minister as the approving authority.

2. Request the Minister, under Section 75(R) of the EP&A Act 1979, to rezone the land for the proposed development, not permissible under SREP 5 – *Chatswood Town Centre*, and modify the provisions of the LEP to permit the development density of FSR 10.5:1 in line with Draft WLEP 2009, currently awaiting a Section 65 certificate, under the EP&A Act 1979, from the NSW Department of Planning.

Under section 75(R):

- (3A) *The Minister may, by order published in the Gazette, amend an environmental planning instrument to authorise the carrying out of any of the following development (or to remove or modify any provisions of the instrument that purport to prohibit or restrict the carrying out of any of the following development):*
- (a) *development that is an approved project;*
 - (b) *development that is a project for which a concept plan has been approved (whether or not approval for carrying out the project or any part of the project is subject to this Part).*

3. Request the Minister to authorise the submission of a Concept Plan for the development.
4. Request, if the Minister agrees that the proposal falls within Part 3A, that the Director-General of the NSW Department of Planning issues the requirements for the preparation of an Environmental Assessment Report to accompany the Concept Plan for the proposed development.

1.4 Capital Investment Value of the Project

The project satisfies the conditions for the development to be considered as a 'major project', with the capital investment value of more than \$50 million.

The proposed development has a capital investment value of over \$150 million. The capital investment value of a development includes all costs necessary to establish and operate the development, including the design and construction of buildings, structures, associated infrastructure and fixed or mobile plant and equipment (but excluding land costs and GST). The number of jobs it is likely to generate is likely to be over 200 people in full time employment on site and similar numbers off-site during the construction of the project.

1.5 Permissibility of the Development Proposal under Existing Planning Framework

The site is zoned 3(c2) – *Business Commercial* under Sydney Regional Environmental Plan No. 5 – *Chatswood Town Centre* (SREP 5). Under the planning instrument, a maximum overall floor space ratio (FSR) of 5.5:1 is permissible on the site, with a maximum residential component of 2.5:1 and the maximum height of 52m (approximately 14-15 storeys).

The proposal seeks to accommodate a development on the subject site of greater density and height permitted under the governing planning instrument, SREP 5 - *Chatswood Town Centre*. Rezoning of the site is therefore required to vary the planning controls that pertain to the site in relation to density and height of SREP 5 to achieve higher development yields.

1.6 Consultation with Local Planning Authority (Willoughby City Council)

Willoughby City Council has prepared a draft consolidating local environmental plan for its local government area (WLEP 2009). The Draft LEP is currently seeking a Section 65 certificate, under the EP&A Act 1979, for exhibition of the planning document.

Willoughby City Council has been consulted on this project. Council supports the development of this site subject to compliance with the Planning Agreement for the site as terms of the contract for the sale of the land. The Planning Agreement includes provisions that achieve a high quality, premium grade development of good architectural and urban design, urban and landscape amenity, incorporates ESD initiatives, provides for 250 public car parking spaces, and complies with the aims and objectives of Willoughby's planning instruments. Council additionally supports the development density of FSR 10.5:1 on the site. Draft Willoughby Local Environmental Plan 2009, which is currently being reviewed by the Department of Planning, proposes the FSR of 10.5:1 for complying consolidated sites within the Chatswood CBD.

1.7 Criteria for Consideration as a Major Project

To satisfy the criteria for the development to be declared as a 'major project' under Clause 13 of Schedule 1 of the Major Projects SEPP, the development should contribute to achieving State or regional planning objectives, being:

(a) Local impediments to urban renewal

The project is located within the Chatswood CBD, identified in the *Inner North Sub-regional Strategy* as a 'Major Centre' well serviced by public transport and identified by the Strategy to continue to develop as a key employment, retail and residential location over the next 25 years. Chatswood provides around 23,000 jobs, with an employment capacity target of 7,300 additional jobs by the year 2031.¹ Its commercial precinct has an estimated 300,000m² of office space with Council anticipating the delivery of an additional 95,000m² of office space over the next 20 years.

¹ Department of Planning, *The Inner North Subregional Strategy*, p.48.

The Development Proposal, with the potential development density of FSR 10.5:1, does not comply with Willoughby's existing planning instrument (SREP 5 – *Chatswood Town Centre*), with its maximum permissible development density of FSR 5.5:1. Rezoning is required to vary the existing planning controls for the site.

(b) Facilitate housing or job growth

The *Inner North Subregional Strategy* identifies the Inner North with a target of 30,000 new dwellings by 2031. The proposed development meets the aim of the *NSW Government State Plan: A New Direction for NSW* (2006)'s target to increase the proportion living within 30 minutes by public transport to a strategic centre. Increase in residential densities and encouragement of more mixed-use developments are supported in the strategic centres of Chatswood, St Leonards and North Sydney. A residential development on this site will satisfy the objectives of this requirement. Support for urban consolidation in Chatswood would:

- Slow the growth of urban sprawl;
- Make greater use of existing infrastructure; and
- Provide for a more sustainable urban environment.

The development, with its proposal for increased commercial density, will reinforce Chatswood's objective for its CBD to be a desirable location for business services linked to the global economy due to strong transport links, an abundance of cultural and educational assets, and a concentration of professionals and managers. The provision of additional premium grade commercial space within this Major Centre will reinforce the Chatswood CBD as a key economic centre and strengthen the global economic corridor from North Sydney to Macquarie Park.

A mixed-use development within the urban centre will revitalise Chatswood CBD and provide greater housing choices for the area.

(c) Transport accessibility

The development is well located to make greater use of existing public transport infrastructure to create a more sustainable urban environment.

The site is located within the Chatswood CBD and approximately 200m from Chatswood railway station and bus interchange. The North Shore rail line provides frequent connection to St Leonards, North Sydney and the Sydney CBD, as well as to Epping, via the Epping-Chatswood rail line. The proximity of the site to public transport facilities enhances the attraction of Chatswood as a place to work and live. The proposed development supports the integration of land use and transport to improve accessibility and reduce travel demand.

(d) Improved infrastructure

The proposed development will provide a landscaped public urban plaza within the development, of quality design. The plaza will additionally provide a north-south pedestrian connection from Albert Avenue to Thomas Street.

The development will provide the minimum of 250 public parking spaces, integrated into the overall design of the development. The public car park will be designed and constructed at the cost of the purchase of the development and will be delivered to Council in a fully operational state.

(e) Environmental sensitivity

The project is not located in an environmentally sensitive area with risks to environmental or conservation values.

(f) Local council issues

The local approving authority, Willoughby City Council, is the current owner of the property.

Accompanying the Project Application is a Preliminary Environmental Assessment of the Development Proposal, to assist the Director-General in determining the scope and extent of the environmental assessment required to accompany a Concept Plan/development proposal for the mixed-use commercial and residential development.

The Preliminary Environmental Assessment of the Development Proposal is contained in the following sections of this report.

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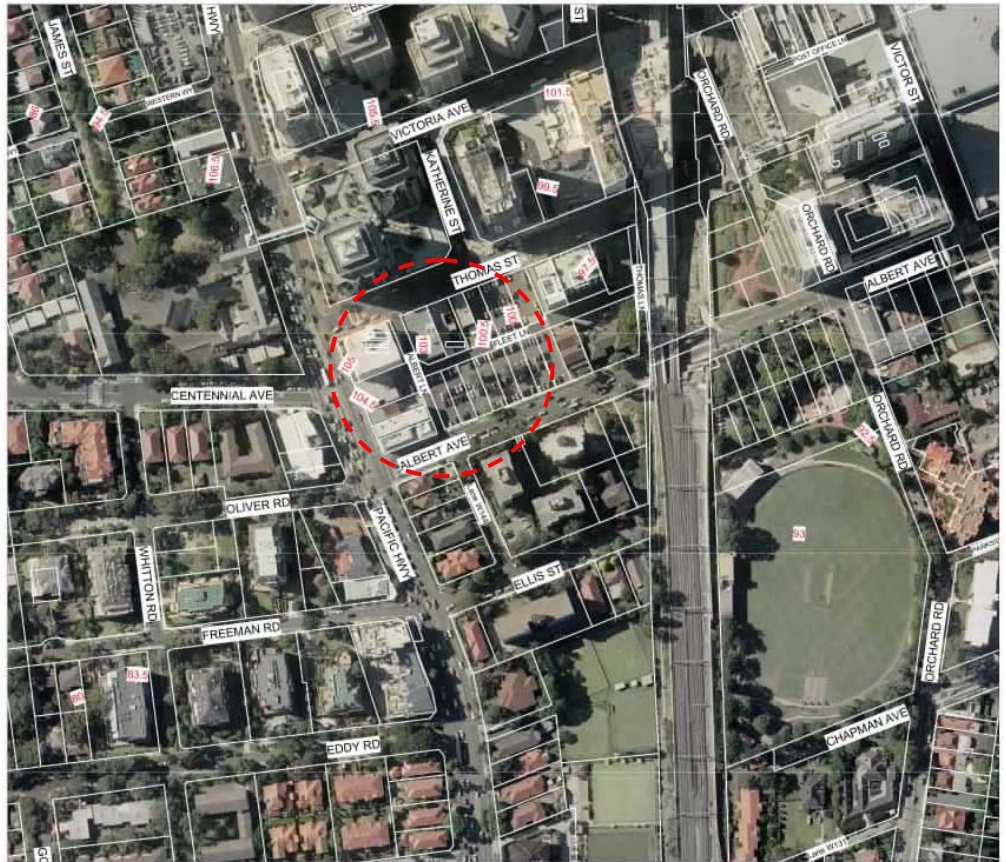


Figure 2: Locality aerial



View of the site from the south-west at Albert Avenue

2.2 Legal Description and Site Area

The site comprises:

- Lots 23-30 in DP 2983, which are the southern block fronting Albert Avenue with a length of 80.465m and the width of 33.855m. The southern block has a topography of 102.5m-98.5m west-east.
- Lot 13 of DP 2983 and Lots A and B of DP 381223, which is the northern block fronting Thomas Street with a length of 40.23m and the width of 33.855m. The northern block has a topography of 101m-99m west-east.

The site has a total area of 4,323m² comprising:

- The southern section: 2,717m²
- The northern section: 1,361m²
- Fleet Lane portion: 245m²
- Total: 4,323m² (approx.)**

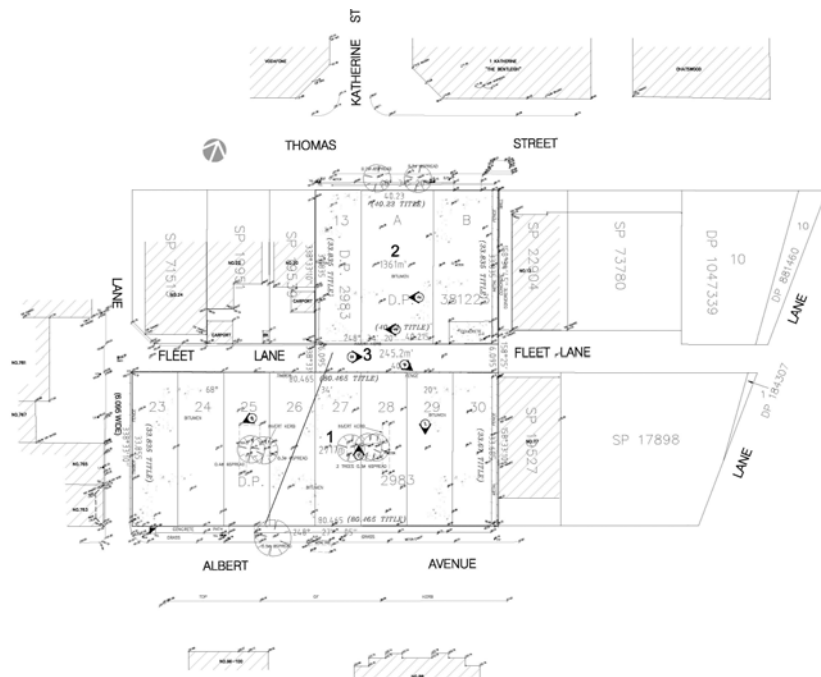


Figure 3: Site map with legal titles

2.3 Land Ownership and Existing Uses

The site is owned by Willoughby City Council and used for public parking. The purchaser of the property is Welles Thomas Pty Limited under the contract for the sale of the land dated 29th June 2007.

The site is currently used as an on-grade, off-street public car park for approximately 200 vehicles. The southern portion of the car park is accessed from Albert Avenue and Fleet Lane. The northern portion of the car park is accessed from Thomas Street.

The site has been identified for redevelopment, subject to the incorporation of a public car park for the minimum of 250 vehicles to support the casual parking needs of the commercial precinct of the Chatswood CBD.

2.4 Site Topography

The overall gradient of the site is relatively flat with a gradient of 1 in 20 and a consistent fall from west to east of approximately 4.5m.

2.5 Landscape Features and Site Vegetation

There is little vegetation within the surrounding streets as the site is located in an urban area. 2 small groves of mature trees are located within the site, on the southern car parking area.

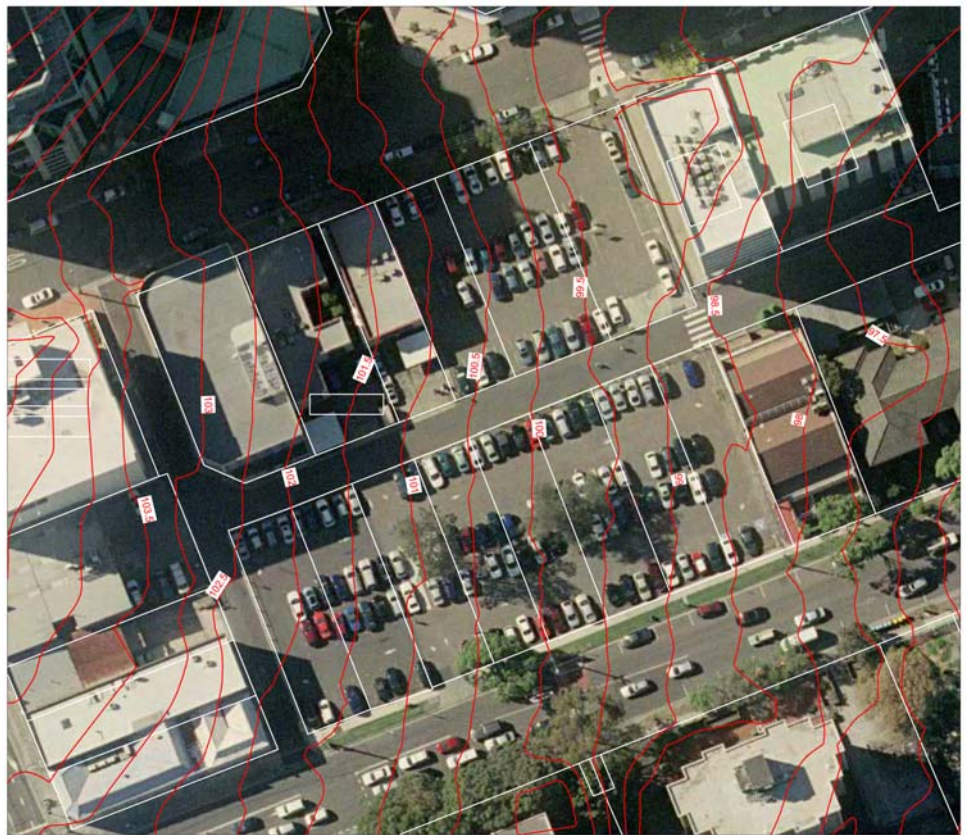


Figure 4: Site aerial and contours

2.6 Views and Vistas

The site and its future development are mainly visible from:

- the Pacific Highway to the south beyond the low rise apartments located along the western side of the Pacific Highway;
- the Garden of Remembrance directly east of the site adjacent to the railway line;
- Albert Avenue, heading east to the Pacific Highway;
- the public recreation area of Chatswood Park to the south-east; and
- Katherine Street directly north of the site.

The site is not clearly visible from the north, from the Pacific Highway or Victoria Avenue, due to the cluster of high rise buildings which include the Vodafone Tower and the Bentleigh obscuring the view of the site. The site is not visible from the west of the Pacific Highway as the area slopes downward to the west from the Highway.

The area is built up with medium and low rise buildings surrounding the site to the south, east and west, with contemporary high rise buildings to the north of the site.



View to the north of the site from the Pacific Highway



View to the site from the Garden of Remembrance located to the east

2.7 Site Access

The site accessed from Albert Street (along its southern boundary), Thomas Street (along its northern boundary) and Fleet Lane (via Albert Lane and Thomas Lane).

Albert Street is a two-way sub-arterial road that provides an east-west route from the Pacific Highway to Chatswood CBD. Thomas Street is a two-way 20m wide local street that provides access from the Pacific Highway to Thomas Lane and the railway corridor. Albert Lane is one way north-bound from Albert Avenue. Thomas Lane is one way south-bound from Fleet Lane to Albert Avenue.

There are on-street parking spaces on Albert Avenue and Thomas Street which are metered.

The site is easily accessed by pedestrians, with dedicated footpaths along both Albert Avenue and Thomas Street. A pedestrian lane is located along the eastern boundary of the site, adjacent to the car parks, with a pedestrian crossing on Fleet Lane.

2.8 Existing Public Transport

2.8.1 Rail Service

The site is approximately 200m from Chatswood Railway Station which is situated on the North Shore Rail Line. The line provides frequent connection to St. Leonard's, North Sydney and the Sydney CBD.² 13 trains per hour in the am and Chatswood is additionally a major interchange along the Epping-Chatswood Rail Line, currently under construction. The Epping-Chatswood Rail Link is due for completion in 2008 and will accommodate growth and improve access to the rail network and strategic bus corridors. Along with the Chatswood bus Interchange, located near Chatswood Railway Station, this will vastly increase the areas connectivity and accessibility via public transport. Approximately 460 scheduled bus services operate each day out of the railway interchange and 220 per day operate out of Railway Street.³

2.8.2 Bus Service

The Chatswood bus Interchange is also located approximately 200m from the site at Chatswood Railway Station. The interchange provides connection to:

- Chatswood West, Lane Cove, North Ryde, Ryde, West Ryde, Gladesville and up to Olympic Park to the west;
- Eastwood, Dundas and up to Parramatta to the north-west;
- Macquarie University and Park to the north;
- North Willoughby, Castle Cove, Roseville, French's Forest and the Northern Beaches, up to Manly to the north-east;
- Neutral Bay and across the Spit Bridge to Balgowlah and up to Manly to the south-east; and
- Artarmon, St Leonard's, Crows Nest, North Sydney, across the Harbour Bridge to East Sydney, the Eastern Suburbs up to Bondi Junction to the south.

² Transport and Traffic Planning Associates, *Proposed Rezoning for Mixed Use Development, Albert Avenue and Thomas Street, Chatswood: Assessment of Planning Implications.*

³ Ibid.

3.0 REGIONAL CONTEXT

Chatswood CBD is a mixed use centre located approximately 8km north of the Sydney CBD, well serviced by public transport with a central area of approximately 3km². It is a designated secondary regional centre located within the Lower North Shore sub-region of Sydney. Chatswood is in the Willoughby City Local Government Area with a recorded population of 64,500 in 2004.⁴

Chatswood is metropolitan Sydney's largest major centre with 23,000 jobs, as well as offices, retail, restaurants and a vibrant cultural mix. Its commercial precinct has an estimated 300,000m² of office space characterised by multi-storey tower development offering modern office space adjacent to Chatswood railway station.⁵ Chatswood is a major retail precinct with a broad catchment. It has approximately 190,000m² of retail space, comprising two large shopping malls linked by smaller retail centres, arcades and strip shopping.⁶ Its key assets and drivers are that it has a significant office and retail precinct, a new transport hub and interchange, and is undergoing a new civic and cultural development at Civic Place at the heart of its town centre. The town centre is well serviced by public transport with links to North Sydney and the Sydney CBD via the North Shore Rail Line, and across to the north-west via the new Epping-Chatswood Rail Line. The centre additionally has good vehicular links to the Sydney CBD via the Gore Hill Freeway and the Pacific Highway.

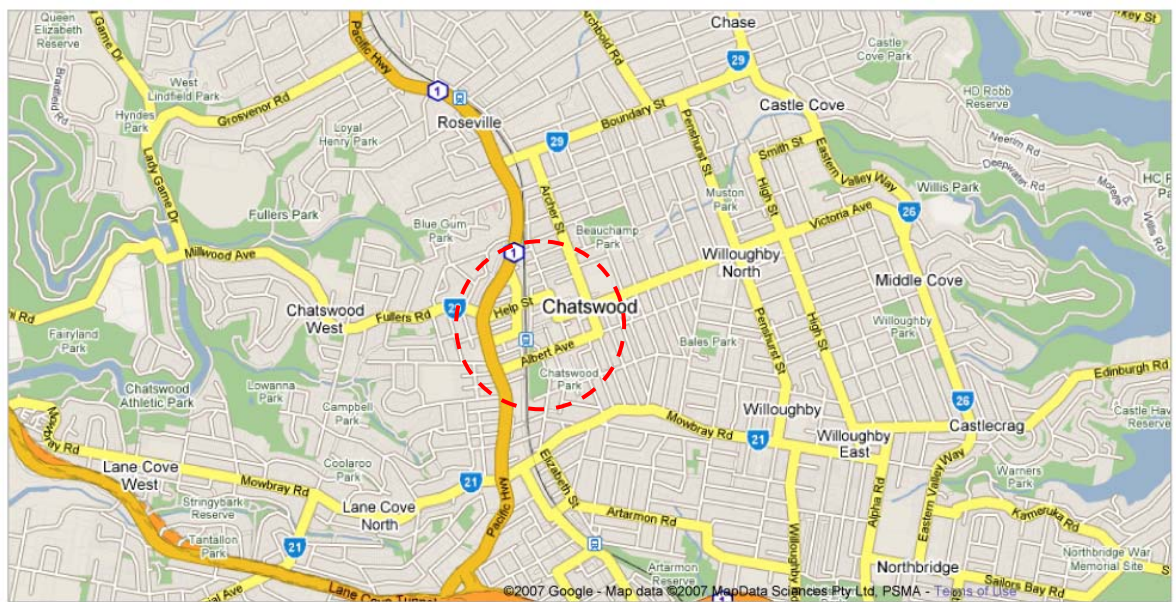


Figure 5: Regional context map

⁴ Department of Planning, *The Inner North Subregional Strategy*, p.7.

⁵ Ibid, p. 48.

⁶ Ibid, p. 48.

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4.0 LOCAL CONTEXT

4.1 Surrounding Land Uses and Urban Form

4.1.1. Commercial Development

The site is within the Chatswood CBD and is surrounded by a commercial precinct to the north and north-west.

North of the site, beyond Thomas Street, are high rise commercial and residential towers of over 15 storeys in height.



View from the Pacific Highway to the Vodafone, Citadel and Bentleigh towers



View to the Leura and Nortel buildings from the Pacific Highway

Directly north of the site, adjacent to the northern car park at Thomas Street and within the overall block of the subject site are a three and two storey commercial buildings.



View northwards to the rear of properties at 22-24 Thomas Street



View northwards to the rear of properties at 20-22 Thomas Street

Directly to the **west** of the site, fronting the Pacific Highway are a group of two storey buildings and a seven storey building at 781 Pacific Highway, which are used for commercial purposes.

To the **east** of the site are medium to high density commercial, residential and retail developments.

There are no commercial developments to the **south** of the site.

4.1.2. Medium to High Density Residential Development

The site is surrounded by medium to high rise residential development.

Located to the **north** and **east** of the site, within the Chatswood CBD, are high density residential developments, generally over 20 storeys in height.

To the **south** of the site are medium density residential developments of 2 and 3 storeys, with several developments of 6 and 9 storeys in height. These developments are generally of older stock.

Current residential developments include:

- Chatswood Town Precinct Project with approximately 500 apartments; and
- Mirvac's Pacific Place development with approximately 300 apartments.⁷

4.1.3. Institutional and Educational Facilities

Within and on the fringes of the Chatswood CBD are the private and public schools of:

- Chatswood Primary: along the western side of the Pacific Highway, within 200m of the site;
- Macquarie Community College: to the west of the Pacific Highway and to the south of Centennial Avenue, within 500m of the site;
- Chatswood High School: to the west of the Pacific Highway and to the north of Eddy Road, within 500m of the site;
- Mercy College (Catholic girls' high school): on the eastern and western side of Archer Street adjacent to Malvern Avenue and Kirk Street, within 750m of the site;
- Our Lady of Dolour's Primary School (Catholic private school): on the western side of Archer Street to the south of Kirk Street, within 750m of the site; and
- St Pius X College (Catholic boys' school): on the eastern side of Anderson Street to the north of Ferguson Lane, within 750m of the site.

4.1.4. Retail Areas

To the east of the site are commercial and retail areas with the main shopping complexes of Westfield and Chatswood Chase, with:

- Westfield located within 400m of the site; and
- Chatswood Chase located within 700m of the site.

These large retail malls are linked by the retail main street of Victoria Avenue.

Smaller retail centres of:

- Lemon Grove – at Victoria Mall;
- Mandarin Centre – at Victor Street; and
- the Chatswood Station Interchange

These centres are located within walking distance (maximum 400m) of the site.

⁷ Transport and Traffic Planning Associates, *Proposed Rezoning for Mixed Use Development, Albert Avenue and Thomas Street, Chatswood: Assessment of Planning Implications*, p. 4.

4.1.5. Open Space Facilities

Open space areas in close proximity to the site are:

- Chatswood Park: along Albert Avenue, within 250m of the site;
- Chatswood Bowling Club: along the eastern side of the Pacific Highway, within 250m of the site;
- Campbell Park: along Dalrymple Avenue, within 850m of the site;
- Sutherland Reserve: along Whitton Road, within 500m of the site;
- Currey Park: along Victor Street within 400m of the site;
- Fullers Road Reserve: along Fullers Road, within 600m of the site;
- Western Park: on the western side of the Pacific Highway along James Street, within 250m of the site;
- Beauchamp Park: between Beauchamp Avenue and Nicholson Street, within 1km of the site;
- Blue Gum Park: along Dulwich Road, within 950m of the site; and
- Hotham Street Reserve: along Hotham Street, within 850m of the site.

4.1.6. Recreational and Community Facilities

Recreational and community facilities are located to the south and south-east of the site. These include:

- Two cinema complexes are located at Westfield;
- a new performance theatre complex proposed at Civic Place on Victoria Avenue, within 500m of the site;
- a new library is proposed at Civic Place;
- Dougherty community facilities are located on Victor Street, within 300m of the site; and
- Chatswood Bowling Club with tennis, croquet and lawn bowl facilities is located 250m south of the site.

4.2 Surrounding Road Network

The key State arterial road in close proximity to the site is the Pacific Highway, directly west of the site which runs to north and south connecting the area to the city in the south and Hornsby to the north.

Sub-arterial roads in proximity to the site comprise:

- Albert Avenue located at the southern frontage of the site, providing an east-west connection from Chatswood CBD to the Pacific Highway;
- Fullers Road and Help Street, approximately 500m to the north of the site, runs west, and connects Chatswood CBD to Lane Cove in the west;
- Boundary Street, approximately 1.6km to the north of the site, runs east and connects the area to East Chatswood, French's Forest and the northern beaches;
- Mowbray Road, approximately 750m to the south of the site, runs east and west and connects the area to Lane Cove in the west and Willoughby; and
- Archer Street, which is a major collector connecting between Mowbray Road and Boundary Road.

The above sub-arterial roads generally accommodate two-way single to dual carriageway lanes with timed kerb-side parking on each side of the street.

Signalised intersections nearby occur at:

- Albert Avenue at the Pacific Highway;
- Centennial Avenue (westbound to Chatswood West);
- Victoria Avenue (eastbound to the CBD); and
- Help Street (eastbound to the CBD)/ Fullers Road (westbound to Chatswood West and Lane Cove).

4.2.1 Albert Avenue

Albert Avenue is a two-way 20m wide sub-arterial road that provides an east-west route from the Pacific Highway to Chatswood CBD, terminating at Stanley Street. Albert Avenue has a single traffic lane in each direction and a metered kerbside parking lane on both sides of the road from Albert Lane to Thomas Lane. Albert Avenue is signalised at the Pacific Highway and at its intersection with The Pacific Highway, has 1 lane eastbound, with a parking lane from Albert Lane (north) to Thomas Lane and 3 lanes westbound from The Pacific Highway intersection to Albert Lane (south), graduating to 2 lanes westbound from Albert Lane (south).

4.2.2 Thomas Street

Thomas Street is a two-way 20m wide local street that provides access from the Pacific Highway to the railway corridor. There is left-in, left-out access to and from Thomas Street from the Pacific Highway with a central median island in the Pacific Highway across the Thomas Street intersection. Thomas Street terminates to the east at Thomas Lane and the railway line. The street has a single traffic lane in each direction with kerbside parking on both sides of the road.

4.2.3 Albert Lane

Albert Lane provides left-in, left-out access from Albert Avenue to properties in Thomas Street. The lane is one-way northbound from Albert Avenue to Fleet Lane and two-way from Fleet Lane to Thomas Street.

4.2.4 Fleet Lane

Fleet Lane is a two-way 6m wide east-west service road that links Albert Lane to Thomas Lane. Access to the western portion of Fleet Lane is from:

- Albert Avenue into Albert Lane which is one way northbound into Fleet Lane; and
- Thomas Street into Albert Lane which is two way southbound into Fleet Lane.

The eastern side of Fleet Lane accesses onto Thomas Lane.

4.2.5 Thomas Lane

Thomas Lane is approximately 6m wide with one-way traffic from Fleet Lane to Thomas Street and one-way southbound from Fleet Lane to Albert Avenue.

Traffic signals are to be installed at the Albert Avenue/ Thomas Lane intersection. There will be egress connection to Thomas Lane from the new car park of the Chatswood Town Precinct Project.

4.3 Neighbourhood Transport and Infrastructure Facilities

Neighbourhood transport facilities include:

- A new taxi rank is to be provided on Thomas Lane by the Chatswood Transport Precinct Project (CTPP) proposal comprising 3 residential towers over the Rail Interchange near Thomas Lane;
- A roundabout is to be erected at the corner of Thomas Street and Thomas Lane by the above development; and
- A new signalised intersection with Albert Avenue at the southern end of Thomas Lane is to be installed by the above development.

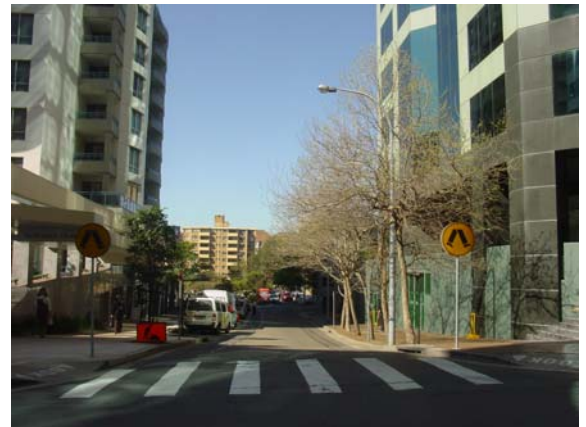
4.4 Surrounding Streetscape and Urban Character

The surrounding area of the site contains a strong and diverse mix of retail, commercial, institutional, residential and recreational uses, with a variety of contemporary high rise and older style lower rise commercial and residential developments that attracts a diverse mix of populations and activities. The area additionally offers quality social, recreational and cultural infrastructure with surrounding recreational facilities of sports fields, educational facilities such as schools, commercial and retail facilities.

There is street level pedestrian access to and around developments. Despite adequate pedestrian amenity of wide footpaths and some street tree planting within this high density precinct, there is the marked lack of active street frontages of retail and commercial uses, to generate the desired urban street life.



View north along Katherine Street



Urban streetscape along Katherine Street

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5.0 THE DEVELOPMENT PROPOSAL

5.1 Description of the Proposal

The Development Proposal is for the provision of an iconic mixed-use commercial and residential development comprising a commercial and a residential tower, within a landscaped public urban plaza, on a reversed L-shaped site with a site area of approximately 4323m². The site is currently used as a Council public car park and fronts Albert Avenue and Thomas Street.

The Development Proposal seeks a development potential of FSR 10.5:1 (approx. 45,400m²) or the site comprising indicatively:

- Commercial and retail floor area of approximately FSR 6.23 (26,940m²), within a commercial tower of 26 storeys in height inclusive of plant; and
- Residential floor area of approximately FSR 4.27 (18,460m²), within a residential tower of 31 storeys in height inclusive of plant and retail levels.

The development proposal comprises a commercial tower located on the south-western portion of the site fronting Albert Avenue and a residential tower on the eastern portion of the site. A public urban plaza is sited between the two buildings and provides a pedestrian linkage between Albert Avenue and Thomas Street. (Refer to Plan Level 1/ Site Plan)

5.1.1 Commercial Tower – Tower A

The **commercial tower** (Tower A) is sited at the south-western portion of the site with frontages to Albert Avenue, Albert Lane and Fleet Lane. The building is proposed to be 26 storeys in height, including 2 levels of plant above. Its top of roof is proposed at RL 196.90. The proposed floor to floor height of the commercial storeys is 3.6m. The building is setback 4.2m from its front boundary to Albert Avenue from Level 1 (Ground) to Level 3 and 3m at its upper levels.

Tower A has the gross floor area of 24,550m² comprising approximately 24,155m² of commercial gross floor area and 395m² of retail area, with retail frontages to Albert Avenue at ground level (Level 1). The building will have a large commercial floor plate comprising approximately 1,234m² gross floor area, occupying 19 levels of the building (from Level 4 to 22), with conference facilities associated with commercial uses located on Level 23 and 24.

Access to the entry lobby of the commercial tower (Level 1) is from the south-western corner of the site, from Albert Avenue, and from the eastern façade of the building, from the urban plaza.

A signature element of glazed lift shafts forms the western façade of the building to The Pacific Highway.

5.1.2 Residential Tower – Tower B

The **residential tower** (Tower B) is sited at the eastern portion of the site with frontages to both Thomas Street and Albert Avenue. The building is proposed to be 31 storeys in height, including a plant level above. Its top of roof is proposed at RL 199.00. The proposed floor to floor height of the residential storeys is 3m.

Tower B has the gross floor area of 20,850m² comprising approximately 18,461m² of residential gross floor area (approximately 169 apartments) and 2,390m² of retail area.

The building has retail frontages to the plaza, which is accessible directly from Thomas Street and Albert Avenue, and at first floor level (Level 2). Access to the residential tower is from the plaza, via dedicated lifts and stairs.

5.1.3 Public Urban Plaza

A **public urban plaza**, of approximately 1,440m² in area, is sited between the two buildings and extends from Thomas Street to Albert Avenue, with frontage and direct access to these streets via at-grade connections (accessible) and steps. The plaza provides direct pedestrian and visual linkage from Victoria Avenue (west), via Katherine Street, to Albert Avenue. At grade access is also available from Fleet Lane (west).

The plaza is north facing and landscaped, providing public amenity of seating under a canopy of deciduous trees against a backdrop of a feature water wall along the western side of the plaza. The plaza is flanked by active retail frontages.

5.1.4 Parking

A **public car park** is proposed within the development, located on 3 uppermost Basement levels (B1 to B3). The car park, accommodating at least 250 cars, is accessed from Albert Avenue, with ticketing operations located at the entry/ exit point. Public patrons will use dedicated lifts and stairs near the eastern entrance to Tower A, at the north-eastern side of the building, directly accessible from the plaza level of the development.

Private car parking spaces for the commercial and residential premises are proposed on levels B3 to B6. Access to this parking area is from the east, via Fleet Lane (East). Service and waste collection is from Fleet Lane.

Visitor car parking, for residential uses within the public car park, is proposed to be accessed from Albert Avenue and managed by agreement between the body corporate and the public car park operators.

5.2 Accommodation and Development Area

The proposed development comprises:

- **Commercial floor space** with gross floor area of approximately 24,155m², located within 22 storeys (L03-L24) of the commercial tower (Tower A) at the south-western portion of the site;
- **Residential floor space** with gross floor area of approximately 18,460m², located within 28 storeys of the residential tower (Tower B) at the eastern portion of the site. The residential development will accommodate approximately 169 residential units;
- **Retail floor space** with gross floor area of 2,785m² located at the Plaza/ street level of the commercial tower (Tower A) and Plaza/ street and Levels 1-3 of the residential tower (Tower B);
- Dedicated **public car parking** for approximately 250 vehicles. Public car park will be accommodated within 2½ levels of basement parking;

- Associated **private car parking** for commercial, residential and retail uses will be accommodated within 2½ basement levels; and
- A **pedestrian urban plaza** comprising approximately 1,440m² of urban space providing a physical and visual linkage from Katherine Street to Albert Avenue.

5.3 Design Concept

The proposal aims to achieve a balanced response to the need for an iconic commercial/ residential development while maintaining the best possible standard of environmental amenity for the surrounding areas.

The **commercial building** (Tower A) is iconic in height, technology and architectural expression. The residential building (Tower B) is contemporary in design, with quality materials and finishes. The buildings, in combination, will serve to revitalize the image of Chatswood as a major centre of commerce and quality residential living. The commercial building, with its strong architectural presence, will form a significant gateway statement at the southern approach to the Chatswood CBD, complementing the impression already established at the northern approach by the Zenith Centre and Pacific Plaza developments.

The proposal will be designed to meet the Property Council of Australia standard for Premium grade office space. The principal design requirements in this regard include the minimum commercial floor area of 20,000m² (24,000m² approximately is proposed); large floor plates in excess of 1,200m²; high quality external finishes and architectural design; prestigious internal finishes to entrance and lobby areas; premium presentation and maintenance; high quality lift ride; ample natural lighting; low operating costs to 'future proof' against rising energy costs and carbon emission standards, and green building issues generally related to health and water, as well as expansive views or outlook. The proposal aims to be designed to achieve a 5 Star rating under ABGR incorporating state of the art passive and active ESD technologies.

The **residential building** (Tower B) will compliment the office tower by ensuring extended use and after hours passive surveillance of the Plaza. External materials and architectural expression will be sympathetic with the commercial image of the office tower through the application of curtain wall systems and glazed balcony enclosures. Its north/ south orientation minimises overshadowing of the area south of Albert Avenue.

A **pedestrian retail plaza** located within the centre of the development, between the two towers forms the focal point at the southern end of Katherine Street. The plaza is flanked by retail frontages located at the ground level of the buildings, and provide a vital through-site link from the established CBD and railway station to the predominantly residential precinct south of Albert Avenue, including the commercial frontage of the Pacific Highway and to the western side of Pacific Highway south of Oliver Road. The plaza would receive good all year round solar access during the lunch period, and together with the surrounding retail and food outlets and outdoor seating, will provide a vital amenity to the existing and surrounding office and residential uses.

Accessibility is provided with at-grade connections from Thomas Street at the western edge of the steps and at Albert Avenue and also at the south-west corner of the site.

5.4 Vehicular and Loading Access

The proposed development has frontages to the key streets of Albert Avenue and Thomas Street. Fleet Lane, which is a two-way 6m wide service road, bisects the site east-west linking Albert Lane to Thomas Lane. The proposed development eliminates the existing through access from the above lanes.

Access to the underground public car park is proposed to be left-in and left-out from Albert Avenue.

Access to the private car park for the development's commercial, residential and retail uses and to the service and loading facilities of the development is proposed to be from Fleet Lane, at the eastern side of the site.

The western side of Fleet Lane is retained for service access to existing properties (20-24 Thomas Street) and has at-grade access to the proposed urban plaza.

5.5 Pedestrian Access

The development provides and extends the visual and pedestrian connection from Katherine Street (north) to the residential properties at Albert Avenue (south) with its landscaped urban plaza at street level. The plaza is fronted by active retail uses.

The urban plaza provides an active through link from the Pacific Highway, via Albert Avenue to the southern entrance of the railway station, at the junction of Thomas Street and Thomas Lane. Additionally, it provides pedestrian access from commercial properties within this precinct, to the north, to the open space recreational area of Chatswood Oval.

Pedestrian access is available from surrounding streets, with existing 3m wide footpaths located on both sides of Thomas Street, Katherine Street, Victoria Avenue and Albert Avenue.

5.6 ESD Strategies

The following environmentally sustainable strategies for the development are proposed to be implemented.

Passive methods include the utilisation of:

- lift shafts to minimise solar heat gain on the western wall;
- sun shade/light shelf devices on the northern wall to reduce solar heat gain and increase penetration of natural daylight to the interior; and
- natural ventilation through use of pressure management plenum spaces including the lift shaft on the west and double skin sun space on the east wall.

Water conservation measures include

- rainwater harvesting for reuse in the landscape irrigation, water feature and toilet flushing; and
- greywater harvesting in the residential building for reuse in toilet flushing.

5.7 Landscape Qualities and Landscape Open Space

The urban plaza located within the proposed development will be landscaped as a small, elegant pocket park that will provide a landscaped oasis with high pedestrian amenity, with a row of deciduous trees reinforces and provides axial direction to the western edge of the Plaza, as well as contribute to pedestrian amenity with microclimate control and shade.

5.8 Safety and Security Measures

Safety and security measures are provided through the location of a public urban space within the precinct that provides a through pedestrian and visual linkage between Thomas/ Katherine Streets and Albert Avenue. The mix of commercial and residential land uses with active retail frontages to the plaza provides a 7 day, 18 hour security of passive surveillance to the precinct.

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6.0 PLANNING FRAMEWORK

6.1 Statutory and Local Planning Controls

The site is located within the Willoughby Local Government Area and is subject to the following State and local government statutory and policy requirements of:

- Sydney Regional Environmental Plan No. 5 – Chatswood Town Centre (SREP 5);
- SEPP No. 11 – Traffic Generating Developments;
- SEPP No. 65 – Design Quality of Residential Flat Development;
- SEPP – Building Sustainability Index 2004;
- SEPP (Seniors Living) 2004;
- Willoughby Local Environmental Plan 1995;
- Willoughby Development Control Plan 2006, specifically:
 - Part I.17.9: Thomas Street/ Albert Avenue site
 - Part D.3: Specific Controls for Residential Development
 - Part E: Specific Controls for Commercial Development
 - Part G.7: Willoughby Local Housing
 - Part C.4: Transport Requirements for Development
 - Part C.6: Access, Mobility and Adaptability
 - Part C.3: Sustainable Development

Draft Willoughby Local Environmental Plan 2009 is currently before the Department of Planning for a Section 65 certificate for exhibition.

The specific planning instruments and controls that guide development on the site and assessment of compliance with these documents are as follows:

6.2 Sydney Regional Environmental Plan No. 5 – Chatswood Town Centre (SREP 5)

6.2.1 Aims and Objectives

The general aims and objectives of this plan is to facilitate development of land within the Chatswood Town Centre so as to improve employment opportunities and service the needs of the surrounding area, and in particular to:

- (a) To make readily available floor space for retail and commercial and residential purposes while, at the same time, conserving the compactness of the Chatswood Town Centre;
- (b) To consolidate office development on the western side of the North Shore Railway Line;
- (c) To encourage the establishment of new and additional recreational, civic and community facilities;
- (d) To maintain and improve the environmental and aesthetic quality of the Chatswood Town Centre;
- (e) To ensure pedestrian as well as vehicular accessibility;
- (f) To encourage the use of public transport;
- (g) To ensure adequate parking provision and, in particular, to provide for off-street parking in addition to Council requirements;

- (h) To allow high density residential development to occur so as to give effect to urban consolidation objectives; and
- (I) to encourage additional residential development which may support public transport use, shopping and recreational facilities as well as contribute to the vitality of the Centre, particularly outside normal business hours.

Compliance:

The proposed development complies with the overall aims and objectives of the planning instrument.

6.2.2 Land Use Zone

The land is currently zoned 3(c2) – *Business Commercial* under SREP 5 – Chatswood Town Centre. The specific aims and objectives of the plan with respect to the land use zone are:

- (i) to consolidate this zone as Chatswood's main office core;
- (ii) to accommodate service retail users to the extent necessary to cater for local office needs;
- (iii) to permit high density residential uses;
- (iv) To realise a better balance between office parking supply and demand.

Compliance:

The proposed development, in the provision of high density commercial and residential floor space, complies with the aims and objectives of its designated land use zone.

6.2.3 Permissible Land Uses

Permissible land uses under the zone include:

- commercial premises
- residential flat buildings
- child care centres
- clubs
- hotels
- recreation areas
- refreshment rooms

Compliance:

The proposed development complies with the permissible land uses.

6.2.4 Floor Space Ratio (FSR)

The permissible floor space ratio for development on the site under SREP 5 – *Chatswood Town Centre* is:

- Maximum permissible floor area: FSR 5.5:1 (23,776m² GFA)
- Maximum permissible residential floor area: FSR 2.5:1 (10,807m² GFA)
- Maximum permissible commercial and retail floor area: FSR 3:1 (12,969m² GFA)

The Plan identifies the provision of not less than 200 car parking spaces on site in addition to any car parking required to service the needs of the development on the land.

Compliance:

The proposed development seeks:

- Total overall Floor Area of approximately 45,400m² (approx. FSR 10.5:1) comprising:
 - Residential floor area: approximately 18,460m² (FSR 4.27:1);
 - Commercial floor area: approximately 24,155m² (FSR 5.59:1); and
 - Retail floor area of 2,785m²: approximately (FSR 0.64:1).

A rezoning is therefore required for the increase in density of the proposed development under the current planning instrument (SREP 5).

6.2.5 Height

In accordance with Part 15C of the Plan, the maximum height of development on the subject site is to be in compliance with WLEP 1995 (Amendment No. 65) which requires the northern portion of the site to not exceed RL 150 and the southern portion of the site to not exceed RL 130.

“Height” of a building means:

The distance measured vertically from Australian Height Datum (AHD) to the highest point of the building structure (not including any mast, pole or telecommunications structure, or any like structure, but including any lift tower or other service installation.

Compliance:

The proposed development exceeds the height limit implemented by the Plan, with

- Tower A (commercial): top of commercial roof (inclusive of plant) – RL 196.90; and
- Tower B (residential): top of residential roof (inclusive of plant) – RL 199.00.

A rezoning is therefore requested for the increased height of the proposed development under the current planning instrument (SREP 5).

6.2.6 Density Control on Residential Flat Buildings

Part 20 of the Plan defines the size of residential units as follows:

- **Large dwelling** means a dwelling, the gross floor area of which is more than 85m².
- **Medium dwelling** means a dwelling, the gross floor area of which is not less than 55m² and not more than 85m².
- **Small dwelling** means a dwelling, the gross floor area of which is less than 55m².

Compliance:

The proposed development proposes a variety of 1-3+ bedroom apartments varying from 60m² to over 130m².

6.2.7 Restricted Vehicular Access from Albert Avenue

Part 32 of the Plan requires vehicular access to be restricted to:

- Vehicular access from Albert Avenue to parking areas is not permissible where vehicular access is available from another street.
- Vehicular access from Albert Avenue for service vehicles may be permissible for service vehicles only.

Compliance:

The development proposes:

- Vehicular access to the public car parking facility (for 250 cars) to enter from and egress to Albert Avenue, as per the current vehicular access arrangement.
- Vehicular access to car parking for the commercial and residential premises is from Fleet Lane.

6.2.8 Provision of Car Parking on Subject Land

The Plan requires the provision of a car parking station for not less than 200 car parking spaces on the subject land, in addition to any car parking required to serve the needs of the development on the land.

Compliance:

The development proposes to provide public parking for 250 cars within the site within 2 basement parking levels (B1 and B2).

6.3 Willoughby Development Control Plan 2006 (WDCP 2006)

Development controls and guidelines for the site are outlined in Part I.17: *Civic Place Development and Associated Sites* of WDCP 2006. These are as follows:

6.3.1 Aims

The aims of Part I.17 of the DCP, specific to the site, are:

- b) To set guidelines for development of other sites (the former car parking site being one of the sites) that is necessary to support the Civic Place project.
- c) To achieve the above aim in a manner that facilitates innovative and sustainable development that enhances the character of the City Centre through design excellence.

Compliance:

The proposed development complies with the provision of an iconic, well designed, aesthetically attractive and ecologically sustainable commercial and residential development, worthy of its site at the southern gateway to the Chatswood CBD.

6.3.2 Objectives

The objectives for development considered in the DCP in relation to the site are:

- a) To encourage a high quality of architectural design and finish that reflects Chatswood's sub-regional role whilst respecting a sites context and its relationship to its surrounds.
- b) To recognise the role of a sites location within Chatswood City Centre providing for a built form that accommodates the land uses identified for those locations and in so doing achieving a high standard of urban design.
- c) To manage access to natural sunlight especially to open space areas.
- d) To recognise and accommodate pedestrian desire lines as they support urban design outcomes and economic viability of businesses.
- e) To encourage energy efficient and sustainable development.
- f) To manage traffic generation, car parking and access to the land.

- g) To ensure a high standard of amenity for areas of the public domain.
- h) To encourage natural surveillance with active uses onto the public spaces and pedestrian areas.

Compliance:

The proposed development complies with the above objectives of the DCP.

6.3.3 Design Principles

Part I.17 of WDCP 2006 requires the following design principles for urban design excellence, sustainability and amenity. These are as follows:

6.3.3.1 Design Excellence

Objectives

The design excellence objectives are:

- a) To encourage innovative, high quality architectural design;
- b) To achieve long term durability of design and finish;
- c) To reinforce the distinctive form and profile of Chatswood within the sub-region; and
- d) To achieve a high standard of public and private amenity.

Compliance:

The proposed development complies with the above design excellence objectives.

Performance Criteria

The performance criteria for the proposed development to achieve design excellence as outlined in this section of the DCP include:

- a) A high level of connectivity to the public domain with building siting that allows sunlight penetration to public spaces, view sharing and a building mass in the streetscape that does not overwhelm pedestrian spaces.
- b) A high standard of architectural design, external materials and detailing will be achieved appropriate to the building type and location.
- c) Visual interest when viewed from the public domain including but not limited to the use of landscaping, building profile, use of public art, and juxtaposition of vertical and horizontal elements.
- d) The form and external appearance of the building improve the quality and amenity of the public domain with long term low maintenance durability.
- e) Continuity from the design, both in concept and detail, to the completed building and that the design quality will not be diminished in its construction including, where relevant, the external pedestrian spaces associated with the building.
- f) Access to car parking and loading areas does not visually detract from the streetscape and pedestrian areas and that those areas demonstrate safety for all users preferably being located in basement levels.
- g) Building plant, services ducts, ventilation shafts, communication facilities and the like are integrated into the design such that the presentation to the public domain and the overall design outcomes are not diminished.
- h) An overall high standard to design quality by using ameliorative measures for environmental impacts such as architectural elements and landscaping are integrated into the design.

Compliance:

The proposed development complies with the performance criteria for design excellence.

6.3.3.2 Amenity

The impacts of the development on the amenity of adjoining or nearby property must be considered and mitigated.

Compliance:

The proposed development will overshadow existing residential flat buildings to the south of the site, on the southern side of Albert Avenue.

However, the proposed residential development, is in turn, will be overshadowed by surrounding development to the north, north-east and north-west of the site.

6.3.3.3 Sustainability

Objectives

The sustainability objectives are:

- a) To encourage innovative design that achieves environmental sustainability outcomes;
- b) To ensure developments incorporate efficient use of natural materials, renewable energy sources, energy and water efficient systems or devices and waste recycling opportunities;
- c) To promote sustainable transport, particularly public transport use and active transport; and
- d) To ensure that development has regard to the social and economic impacts and consequences.

Compliance:

The proposed development complies with the above sustainability objectives.

Performance criteria

The performance criteria for the proposed development to achieve sustainability as outlined in this section of the DCP include the:

- a) Efficient use of natural and durable materials, renewable energy sources, energy and water efficient devices and waste recycling, on site storm water detention and retention for reuse to achieve environmentally sustainable outcomes.
- b) Incorporation by the development of amelioration measures to address micro-climatic and local circumstances including noise, vibration, glare, wind and the like and such measures have been integrated into the design.
- c) Mitigation of any adverse sustainability impacts on surrounding development and the public domain.
- d) Incorporation of sustainable practices and recycling into the operational and construction processes.
- e) Promotion by the development of the use of public transport or active transport for the journey to work as sustainable transport alternatives to private vehicle use.
- f) Consideration by the development of the social and economic implications as well as the environmental implications.

Compliance:

The design of the proposed development complies with the above performance criteria. The development, located within walking distance to public transport of rail and bus, promotes the preferred use of these modes of transport.

6.3.4 Design Standards

Part I.17 of WDCP 2006 requires compliance with the following design standards of:

6.3.4.1 Building Massing and Facades

The performance criteria for the proposed development in regard to its external built form as outlined in this section of the DCP include:

- a) Building massing and positioning on the land are to have regard to the site context and mitigating any impacts on adjoining land.
- b) Building massing is to maintain a human scale to pedestrian open spaces and the public domain.
- c) Ground level facades and facades to major pedestrian spaces are to provide opportunities for passive surveillance.
- d) Building façade must ensure a high level of visual quality and finish when viewed from the public domain, and requiring minimal maintenance.
- e) The public buildings are to be distinctive in architectural style and façade detailing.
- f) Façade treatment must be varied but cohesive to provide a high level of visual interest through articulation and modelling of the building.
- g) Façade design, building massing and siting are to mitigate external impacts on nearby development to include privacy and overshadowing.

Compliance:

- a) The proposed development complies with the above performance criteria.

6.3.4.2 Roof Lines

Roof lines shall be an integral part of the architectural outcome.

Compliance:

The proposed development complies with the above requirement.

6.3.4.3 Gateways and Through Site Links

The performance criteria for the proposed development in regard to gateways and through site links as outlined in this section of the DCP include:

- a) Development of the land is to provide for public pedestrian linkages around and through the site that preserve and reinforce the main desire lines in the area.
- b) Gateways shall be identified and highlighted by architectural detailing and elements of landscaping.
- c) Pedestrian paths to be the minimum of 3m in width and be a continuous path of travel, with 24 hour access.
- d) Location of active uses along major pedestrian links to provide passive surveillance.
- e) Implement the effective use of lighting, paving and landscaping.

Compliance:

The urban plaza within the proposed development reinforces the main physical and visual pedestrian desire line through the site and will comply with the performance requirements outlined.

6.3.4.4 Relationship to the Public Domain

Development must make a positive contribution to the amenity of the public domain surrounding the site.

Compliance:

The proposed development complies with the above requirement.

6.3.4.5 Access/ Loading/ Car parking/ Bicycles

The performance criteria for the proposed development in regard to access, loading and parking as outlined in this section of the DCP include the:

- a) Development is to manage its traffic generation by limiting car parking and promoting use of more sustainable forms of access such as walking and bicycles.
- b) Use of public or active transport is to be encouraged by provision of through site links that facilitate pedestrian and cycle access and provision for on-site bicycle parking.
- c) Loading areas are to not interfere with the public domain, with minimum clearance for loading dock to be 4m.
- d) Access ways are to be a minimum of 3.3m in width.
- e) Vehicular entrances and driveways are to provide an attractive appearance to the street. Footpath crossings should be clearly defined.
- f) The total number of car parking spaces provided on site should not exceed the maximum standards outlined in the DCP.

Compliance:

The proposed development shall comply with the above requirements.

6.3.4.6 Solar Access

The performance criteria for the proposed development for solar access as outlined in this section of the DCP include:

- a) Development on the site is to be designed and located to ensure that the public precinct receives levels of solar access appropriate to the activities that could be conducted within that area.
- b) Development is to retain and enhance access to winter sunlight in main private open space or living rooms of residential buildings such as to reduce solar access to below 2 hours per day between 9am and 3pm during mid-winter.
- c) The design and location of development is to minimise overshadowing of land and buildings within surrounding residential zones or on public open space. The development is not to cause additional overshadowing of public open spaces and in public areas frequently used by pedestrians such as public precincts and the footpaths such as to reduce solar access to below 2 hours per day between 9am and 3pm during mid-winter.

- d) At least 70% of all new dwellings are to receive at least 2 hours solar access to private open space and living areas in mid-winter between 9am and 3pm.
- e) Achieving solar access to the minimum of 50% of open urban space of the development between noon and 2pm daily.

Compliance:

The proposed development shall comply with these requirements.

6.3.4.7 Noise and Vibration

The performance criteria for the proposed development in regard to noise and vibration as outlined in this section of DCP include:

- a) Noise and vibration levels are to be maintained within acceptable limits for the nature of use of a building.
- b) Pedestrian and users of the public domain shall not be subjected to unreasonable and avoidable noise nuisances.
- c) All air conditioning plant, vents and exhausts likely to generate noise or vibration are to be suitably acoustically treated for impact on occupants or surrounding properties.
- d) For residential units, the use of measures of sound attenuation include:
 - Acoustic glazing to reduce noise impacts on residents;
 - A Field Sound Transmission Class (FSTC) of not less than 50 for common walls between units;
 - FSTC of not less than 55 between sanitary compartments of one sole occupancy with the habitable room (other than a kitchen) of an adjoining unit.
 - FSTC of not less than 50 for floors between units.
- e) Acoustic levels to comply with:
 - Closed window condition:
 - Sleeping areas (between 2200-0700): 35 dB
 - Living area (24 hours): 45 dB
 - Open window condition:
 - Sleeping areas (between 2200-0700): 45 dB
 - Living areas (24 hours): 55 dB
 - Closed window conditions with air conditioning or mechanical ventilation:
 - Sleeping areas (between 2200-0700): 39 dB
 - Living areas: 46 dB

Compliance:

The proposed development shall comply with the above requirements.

6.3.4.8 Wind

The performance criteria for the proposed development in regard to wind as outlined in this section of DCP include:

- a) Development should maintain comfortable conditions for pedestrians and users of open space areas and the public domain.
- b) Moderate breezes should be able to penetrate streets.

- c) Maximum wind criteria are:
 - 10m/ sec in retail or restaurant areas;
 - 13m/ sec in major pedestrian streets and open spaces.
- d) Minimise wind effects on balconies and terraces of the development.
- e) Integrate wind amelioration measures into the overall architectural and landscape design of the site.

Compliance:

The proposed development shall comply with the above requirements.

6.3.4.9 Reflectivity

The performance criteria for the proposed development in regard to reflectivity as outlined in this section of DCP include:

- a) Developments are to be designed and constructed to ensure the solar reflection from the external surfaces of buildings creates pleasant and safe conditions for pedestrians, drivers and the occupants of other buildings and maintains the amenity of the public domain.
- b) The reflectivity of external building materials shall not exceed 20%.
- c) A Reflectivity Report shall be provided for developments with large areas of glazing.

Compliance:

The proposed development shall comply with the above requirements.

6.3.4.10 Landscaping

The performance criteria for the proposed development in regard to landscaping as outlined in this section of DCP include:

- a) The development will make provision for public and private open space areas to meet the recreation needs of residents and workers.
- b) All open space areas are to be landscaped with a preference for water efficient plantings and maintained to a high standard of visual quality and amenity especially where it also involves pedestrian pathways along desire lines.
- c) Development of the site is to make a substantial positive contribution to the visual quality and amenity of the precinct and CBD through the design and treatment of open space and areas of public access.
- d) Use of outdoor seating and street furniture to encourage public use of the space.

Compliance:

The proposed development, with its north facing landscaped urban plaza and higher level terraces and balconies, meets the public needs and private open space requirements of the DCP.

6.3.4.11 Waste Minimisation and Environmental Sustainability

The performance criteria for the proposed development in regard to water minimisation and environmental sustainability as outlined in this section of DCP include:

- a) Development on the site is to conserve resources and minimise waste going to landfill.

- b) Development on the site must make provision for management of stormwater flow reuse and recycling that will occur as a result of that development.
- c) Development on the site is to maximise energy efficiency through the design and layout of the buildings, selection of materials and fittings, use of solar access and solar collectors and natural ventilation.
- d) Development on the site is to maximise the use of building materials that are derived from non-polluting, renewable and recyclable resources.
- e) Development on the site is to ensure landscape areas are designed to assist in microclimate management, biodiversity and in the conservation of energy and water.
- f) Provision of detailed site construction management plan, plan of management for the on-going operation of the building and site, and stormwater management plan for water retention and recycling.
- g) Provision of an Environmental Performance Statement for the development as specified in Part I.17.4.11.

Compliance:

The proposed development shall comply with the above requirements.

6.3.4.12 City Living

The performance criteria for the proposed development in regard to city living as outlined in this section of DCP include:

- a) Balance city living aspirations for convenience and amenity while recognising and allowing for the commercial, entertainment and retail roles of Chatswood City Centre.
- b) Achieve a high quality of design for residential purposes.

Light and ventilation

- c) Minimum floor to ceiling height for habitable areas of residential units is 2.7m.
- d) Achieve natural ventilation in dwelling units.
- e) Maximum depth of habitable rooms for light and ventilation is 10m.

Sun access

- f) Solar access to a minimum of 60% of living rooms and private open spaces, with the minimum of 2 hours per day of sun access on the equinox measured at least 1m into the open space or window of the living area.
- g) Provision of external sun controls to west facing facades.

Privacy and outlook

- h) Building design to ensure privacy between dwellings.

Recreation facilities

- i) Provision of recreational facilities such as multipurpose room with kitchen facility and outdoor communal facilities, with regard to impact of noise generated on privacy of residents and adjacent properties.

Storage

- j) Provision of additional storage of the minimum of 3m² per dwelling unit over the normal cupboard space. Storage space located below ground level will be excluded from FSR calculations.

Unit mix

- k) Provision of mix of **residential units** to comprise approximately:
 - Studio/ 1 bed units: 40%
 - 2 bed units: 40%
 - 3+ bed units: no maximum
- l) Provision of mix of serviced apartments to comprise approximately:
 - Studio/ 1 bed units: 60%
 - 2 bed units: 40%
 - 3+ bed units: no maximum

Compliance:

The proposed development shall comply with the above requirements.

6.3.4.13 Signage

All signage on a site shall appear as an integral part of the site presentation.

Compliance:

The proposed development shall comply with the above requirement.

6.3.4.14 Public Art and Heritage

The performance criteria for the proposed development in regard to public art and heritage as outlined in this section of DCP include:

- a) Public art shall be considered and incorporated into development.
- b) Public art may be an expression of the indigenous and cultural heritage of Chatswood.
- c) Items of heritage significance if found are to be preserved and interpreted into the development outcome.

Compliance:

The proposed development shall comply with the above requirement.

6.3.5 Site Specific Controls

Specific controls for the site as outlined in Section 1.17.5 are as follows:

6.3.5.1 Land Uses

Performance Requirements

- a) Development of the land is to reflect the location to the southern edge of the office core of Chatswood City Centre in the mix of land uses.
- b) Development of the land is to reflect the location to the southern edge of the office core of Chatswood City Centre in the mix of land uses.
- c) Intensity of use and activity is to scale down from the Thomas Street frontage to the Albert Avenue frontage to provide a defining edge to the City on its south western side.
- d) A public car parking facility is to be incorporated into the development.
- e) Commercial office, residential, home offices and shops serving other uses on the site are to be provided.

- f) A public car park is to be provided to accommodate 200 cars over and above the car parking needs of the proposed development.
- g) Mixed use buildings with residential above commercial including home offices will be located addressing the Albert Avenue frontage.
- h) Commercial offices and service retail is to address the Thomas Street frontage.
- i) A pedestrian landscaped area of 1000m² will be provided along the axis of Katherine Street that enjoys northern sunlight access.

Compliance:

The proposed development generally complies with the land use requirements of the Site Specific Controls for the site.

6.3.5.2 Building Form and Massing

Performance Requirements

- a) Buildings are to provide a transition between the height of development in the office core to the north and the residential area to the south. The maximum height for the northern portion of the building is RL 150, approximately 50m from street level, of 14-16 commercial and residential storeys. The maximum height for the southern portion of the site is RL 130, approximately 30m from street level, of 9 commercial storeys.
- b) Massing and built form shall recognise the gateway to Chatswood City Centre of the Albert Avenue frontage.
- c) Development height shall have regard to the transitional nature of the site and consider sunlight access to residential development south of Albert Avenue.

Compliance:

The proposed development does not comply with the performance requirements for building form and massing, but its architecture and form acknowledges its location at the southern 'gateway' to the Chatswood CBD.

Controls

- a) A setback of a minimum 3m is to be provided to the Albert Avenue frontage.
- b) Buildings addressing Thomas Street at ground level to address the street frontage.
- c) The building envelope, notwithstanding the permissible height shall be adjusted to not reduce solar access to living areas and balconies of apartments on the southern side of Albert Avenue to less than 2 hours between 9am and 3pm in midwinter.
- d) Architectural style and finish is to be of high quality that provides an integrated and complementary outcome to the different parts of the site while recognising the different roles and land uses.
- e) The open space/plaza area required by Part I.17.9.1 may be integrated with pedestrian links.

Compliance:

The proposed development seeks to vary the permissible heights of development on the site as stated in SEPP 5 – *Chatswood Town Centre*.

6.3.5.3 Pedestrian and Bicycles

Performance Requirements

- a) Pedestrian linkages will recognise the desire lines through the site between Albert Avenue and Thomas Street.
- b) Development will provide bicycle lockers, racks and change facilities.

Controls

- a) Pedestrian desire lines cross the site north-south and diagonally. These desire lines are to be accommodated within the development of the land.
- b) Pedestrian linkages will create a “mews” feel in combination with landscaping and ground level uses.

Compliance:

The proposed development shall comply with the above requirements.

6.3.5.4 Car Parking, Loading and Traffic

Performance Requirements

- a) Car parking for the needs of the development will be provided in addition to a public parking.
- b) Traffic in association with the development is to minimise impact on the local road network.
- c) Loading areas will be located to serve the different building components.

Controls

- (a) Access to the site for the public car park to be left in and left out only from Albert Avenue.
- (b) All other access to the site shall be from Fleet Lane.
- (c) Car parking provided on the site for development will be up to the maximum allowed by Part I.17.4.5 to promote the use of alternative more sustainable transport forms.
- (d) Loading access to be provided from Fleet Lane via Thomas Street and Thomas Lane.
- (e) No right turn will be permitted into Thomas Lane from Albert Avenue.

Compliance:

The proposed development has been designed to comply with the above requirements.

6.3.6 Transport Requirements for Developments

Car parking requirements

Car parking provisions for the proposed development are to comply with Willoughby DCP 2006, Part C.4: *Transport Requirements for Developments*

Compliance:

The proposed development shall generally comply with the parking requirements of the above development guideline or as required by its consent authority.

6.4 Willoughby City Strategy (2006)

The *Willoughby City Strategy* is the primary planning framework for the Willoughby City. It is a long term vision and plan for the future of the city to help guide decision making and planning for the next 15-20 years. The challenges outlined in the Strategy are to:

- Meet the demand for housing for an increasing population which include satisfying the housing needs for an increasingly ageing population;
- Protect local residential amenity;
- Promote well designed, ecologically sustainable development whilst maintaining the special character of neighbourhoods;
- Integrate adaptable measures into all new housing design;
- Implement affordable housing strategies;
- Provide growth in areas where housing densities are appropriate to the infrastructure and services and where quality living amenity for residents.
- Implement high density land uses within and around existing centres where appropriate infrastructure and services are located.
- Support and promote Willoughby as a major employment location, a place of economic growth and commerce within metropolitan Sydney, and attractive place for customers.
- Strengthen Chatswood as a place where people want to visit, work, live, invest and find enjoyment.

Compliance:

The proposed development complies with the identified challenges of the Strategy.

6.5 Chatswood Town Centre Strategic Plan (2004) – Draft

The site is located within the Chatswood Town Centre boundary, at the southern gateway to the Town Centre.



Figure 8: Chatswood Town Centre boundary (source: *Chatswood Town Centre Strategic Plan 2004*)

6.5.1 Addressing its Vision

The Draft *Chatswood Town Centre Strategic Plan* identifies the vision for the Town Centre to:

- Be a vibrant and multi functional business district serving a local and regional role;
- Provide for city living;
- Be environmentally sustainable;
- Be characterised by visually interesting buildings and places with a diversity of activity at street level;
- Provide pleasant landscaped areas and public spaces for passive recreation and outdoor eating;
- Provide safe and easy access for all members of the community; and
- Be a centre where residential and commercial users complement each other.

The *Town Centre Strategic Plan* identifies that Chatswood can benefit from the Sydney region's population growth as the 'hub' of Sydney's north by providing for high-density living and additional employment, focusing urban consolidation in the Town Centre. Development within the CBD should utilise its opportunities of being highly accessible by public transport services of rail and bus. The proposed development, with its transit oriented development of increased density for commercial and residential uses, satisfies urban consolidation directives and achieves the identified vision for the Town Centre.

Compliance:

The proposed development addresses the vision for Chatswood CBD as identified in the *Chatswood Town Centre Strategic Plan*, 2004.

6.5.2 Addressing Economic Objectives

Chatswood's office precinct has a distinctive architectural style and finish with prominent buildings in landscaped settings. The economic objective for Chatswood outlined in the Draft *Town Centre Strategic Plan* is to maintain Chatswood's commercial, retail and operational position in the region and it's on going viability in the future. To achieve this objective, future strategies that would continue to strengthen Chatswood as a major centre and promote the commercial role of the centre include:

- Encouraging redevelopment on under-utilised development sites; and
- Balancing the competing demands of residential versus business and employment generating uses.

Compliance:

The proposed development proposes to retain its existing land use (of public car parking) and to provide an economically balanced commercial and residential development.

6.5.3 Addressing Urban Design and Built Form

In terms of urban design and built form, the Draft *Chatswood Town Centre Strategic Plan* encourages high quality of architectural design and finish for the CBD that reflects its role as a sub-regional centre while respecting its site context and relationship to its surrounds. The strategies put forward to do this include:

- Reinforcing the distinctive built form of Chatswood and preserves its unique skyline;
- Recognise and especially treat gateways or entry sites to Chatswood to clarify and confirm its identity at street level;

- Ensure solar access to public pedestrian places;
- Maintain cross-city view corridors and promote the re-establishment of view lines;
- Minimise the adverse impacts of microclimatic conditions in public areas with the integration of ameliorative techniques in the architectural design;
- Identify opportunities for the provision of new public open spaces and enhancement of existing areas;
- Encourage both active frontages adjacent to public spaces and pedestrian areas; and
- Encourage street level pedestrian access in and around developments.

Compliance:

The proposed development complies with the above strategies.

6.6 The Inner North Subregional Strategy (2007) – Draft

Chatswood CBD is located within the Willoughby City LGA which had a population of 64,500 in 2004⁸. Chatswood is Sydney's largest major centre with 23,000 jobs, a commercial precinct with an estimated 300,000m² of office space and a major retail precinct of approximately 190,000m² of retail space.⁹

Over the next 25 years Chatswood will continue to develop as a key employment, retail and residential location and become a focus for cultural activities in the sub-region. Willoughby City Council is aiming to strengthen its commercial role to deliver an additional 95,000m² of office space over the next 20 years.¹⁰ The Council has plans to strengthen retail role of the CBD with a target increase in retail floor space of 40,000m². The centre has an employment capacity target of 7,300 additional jobs by 2031.¹¹

As a major centre, Chatswood will continue to provide additional housing near the centre to cater for growth. The attraction of Chatswood as a place to live, work and visit will enhanced through the completion of the Epping-Chatswood Interchange, and the Civic Place development scheduled for completion in 2010, which will include theatres and other cultural facilities.¹²

The Draft *Inner North Subregional Strategy* (2007) is a subregional planning strategy of the Sydney Metropolitan Strategy that covers the inner northern metropolitan local government areas that include Willoughby. The subregional planning strategy will guide the Council's planning instruments to achieve the Strategy's outcomes across the sub-region.

6.6.1 Increase in Commercial Capacity

A key direction for the Inner North Subregion as identified in its Subregional strategy is "to strengthen the global economic corridor from North Sydney to Macquarie Park. A corresponding key action is the protection and strengthening of commercial areas of centres such as Chatswood.

⁸ Department of Planning, *The Inner North Subregional Strategy*, p. 7.

⁹ Ibid, p. 48.

¹⁰ Ibid, p. 48.

¹¹ Ibid, p. 48.

¹² Ibid.

In terms of the reasons for increases in commercial density, Chatswood is the largest major centre in Sydney and is the only major centre of the Inner North Subregion. Globalisation has led to changes in the office market of Sydney. Large firms are increasingly choosing to locate in, or split operations and employment among Global Sydney, specialised centres or other office parks. Major Centres, to retain their competitiveness in the commercial market, should retain a commercial core zone, able to accommodate projected commercial office space and other retail uses. Capacity should be maintained for some commercial office growth in the long-term. Mixed use zones should be located around the commercial core, and in some centres this may be a significant proportion of the centre. Residential components of a mixed use building can form an important element in revitalising the major centres and provide more housing choices for the area.

The provision of a minimum A grade commercial office development, the Inner North Subregion in which Chatswood is a part of, will continue to be a desirable location for business services linked to the global economy due to strong transport links, an abundance of cultural and educational assets, and a concentration of professionals and managers. An employment capacity target of 60,000 additional jobs has been established for the Inner North Subregion between 2001 and 2031, with Chatswood having an employment capacity target of 7,300 additional jobs by 2031.¹³ In comparison with the rest of Sydney, the Inner North Subregion has a higher proportion of employment in property and business services. Additional provision of office space within Chatswood will enable activities already associated with the high order economic activities already associated with the Global Economic Corridor. Local planning will continue to develop in Chatswood to ensure sufficient land zoned for business and enterprise in locations with high quality transport access.

A key action is for the Inner North councils' strategies and planning instruments to increase and protect supply of commercial office space in the strategic centres. Emphasis will be on increasing development potential, enabling redevelopment and refurbishment and promoting high quality design. Securing and protecting consolidated sites for larger footprints buildings will be important for significant redevelopment of strategic Centres and creating preconditions for major investments.

6.6.2 Increase in Residential Capacity

The Inner North has a target of 30,000 new dwellings by 2031. Currently, detached dwellings are the most prevalent housing form in the sub-region. Across the metropolitan region a target of 60-70% of new housing will be accommodated in existing urban areas, focused around centres and corridors. This will take advantage of existing services such as shops and public transport and reduce development pressures in other parts of Sydney.¹⁴

The *NSW Government State Plan: a New Direction for NSW* (2006) has set a target to increase the proportion living within 30 minutes by public transport to a strategic centre. Increase in residential densities and encouraging more mixed-use developments are promoted in the strategic centres of Chatswood, St Leonard's and North Sydney. The proposed residential development on this site will satisfy the objectives of this

¹³ Department of Planning, *The Inner North Subregional Strategy*, p. 48.

¹⁴ Ibid, p. 63.

requirement. Additionally, the case for maintaining urban consolidation in Chatswood is that it is a means of:

- Slowing the growth of urban sprawl.
- Making greater use of existing infrastructure, and
- Providing for a more sustainable urban environment.

6.6.3 Provision of Affordable Housing

The State Plan considers housing affordability from two perspectives. Firstly, from the perspective of the first home buyer for whom purchasing a home is increasingly difficult, and secondly, from the perspective of the most vulnerable households who face poor health, educational or other social outcomes due to high housing costs. Achieving these targets at a sub-regional level will ensure the distribution of growth in a manner that provides housing choice and contributes to housing affordability. Willoughby Council will also continue to ensure provision of some adaptable and affordable housing in the Town Centre.

6.6.4 Housing for the Aged

It is estimated that there will be over 21,000 seniors living in the subregion by 2031, accounting for 19% of all residents. Enabling residents to age in place is a key direction for this subregion.¹⁵ An ageing population requires a change in housing and service demands and must be included in local planning. Seniors housing should be provided for in areas which are accessible to key public transport nodes and local services.

¹⁵ Ibid.

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7.0 CONCLUSION

The proposal for increased development on the Thomas Street Car Park site seeks declaration by the NSW Department of Planning, under Section 75E of the EP&A Act 1979, to be considered as a 'Major Project' to which Part 3A of the EP&A Act applies.

The proposed development is designed to bring iconic building status to this important gateway site, together with a range of benefits for the CBD and the community. The development satisfies the aims and objectives of SREP 5 – *Chatswood Town Centre*, Willoughby Development Control Plan 2006, Willoughby City Strategy 2006 and Draft Chatswood Town Centre Strategic Plan 2004

The development will meet the demand for housing for an increasing population, Willoughby Local Housing as well as satisfying the housing needs for an increasingly ageing population. The development will be of exemplary architectural design adopting ecologically sustainable strategies. The development will promote sustainable public transport use, being within walking distance of the Chatswood Transport Interchange. Its design will improve pedestrian accessibility and amenity, reinforcing desire lines from The Pacific Highway to Chatswood Railway Station.

The development adheres to the vision for the Town Centre as outlined in the Chatswood Town Centre Strategic Plan to address the document's economic objectives for Chatswood as an office precinct with distinctive architectural style and finish, and the provision of high quality architectural design and finish that reflects its role as a sub-regional centre.

The development addresses the key directions of the Draft Inner North Subregional Strategy (2007) which identifies Chatswood, over the next 25 years, as a key employment, retail and residential location, with measures to strengthen its position with the provision of a minimum A grade commercial building the CBD. The development will support, promote and strengthen Chatswood CBD as at the southern gateway to a major employment location and a place of economic growth and commerce within metropolitan Sydney.

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PART C: DESIGN PROPOSAL



Illustrations and Drawings:

- View from Pacific Highway
- Plan Level 1
- Plan Level 2
- Plan Level 3
- Plan Level 4 – Typical
- Plan Level 23
- Plan Basement Level B1
- Plan Basement Level B2
- Plan Basement Level B3
- Plan Basement Levels B4 & B5
- Elevation South, from Albert Avenue
- Elevation North, from Thomas Street
- Section N-S through Plaza
- Section E-W through Fleet Lane
- Isometric View South-east



View from Pacific Highway

THOMAS STREET PLAZA

Client: Welles Thomas Pty Ltd

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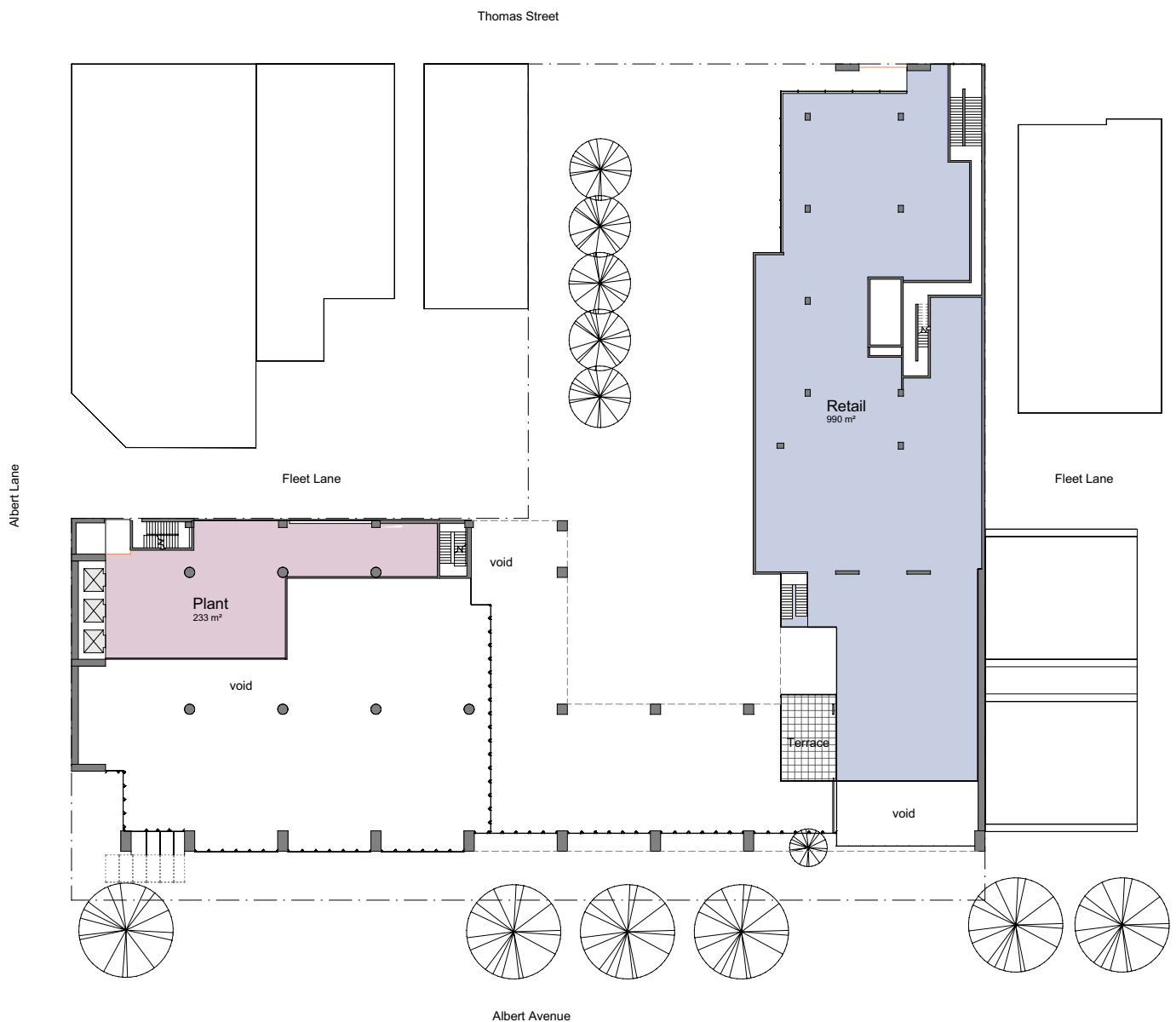
Plan Level 1

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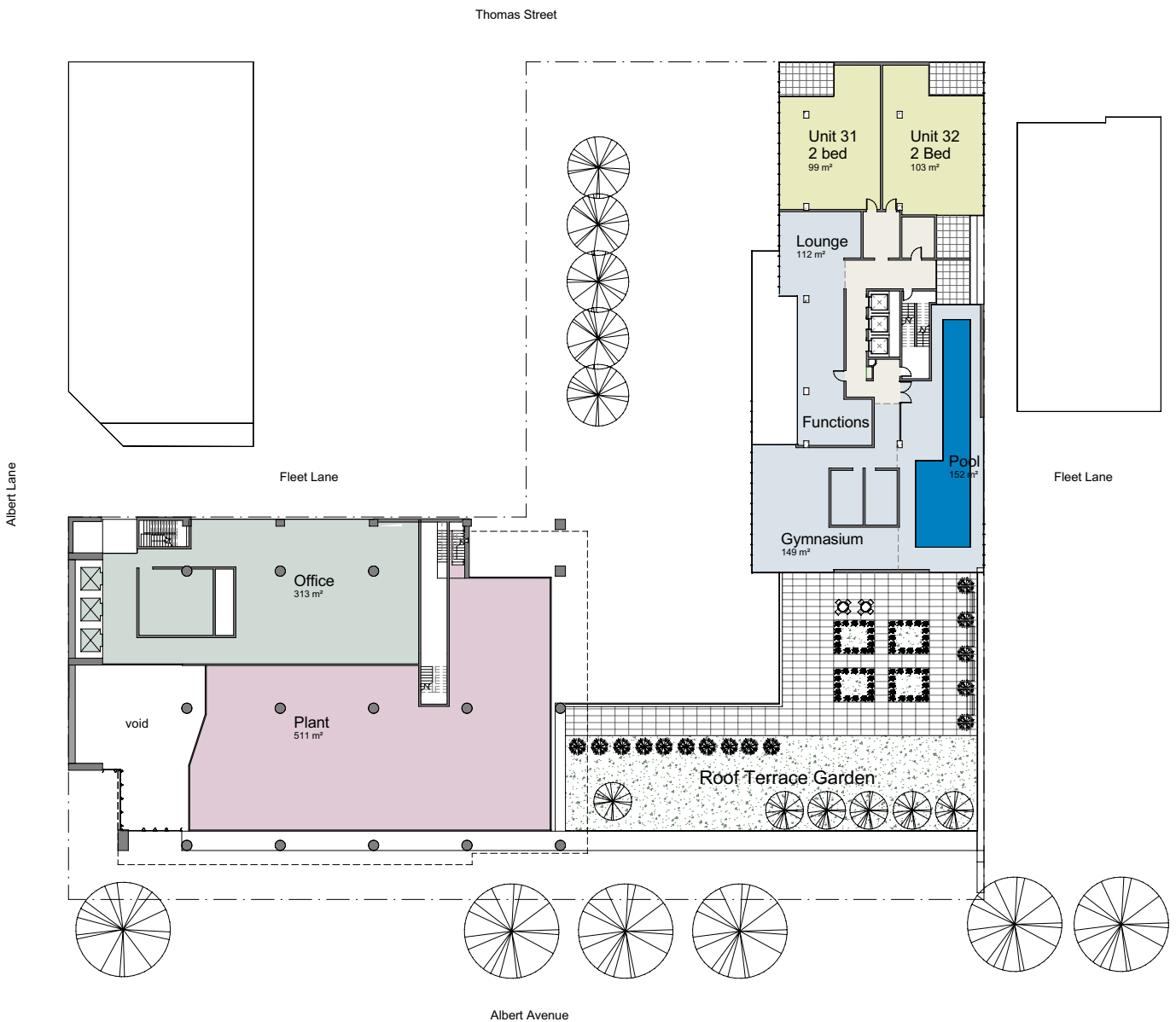
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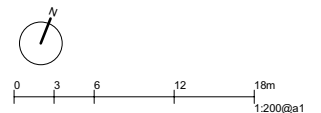
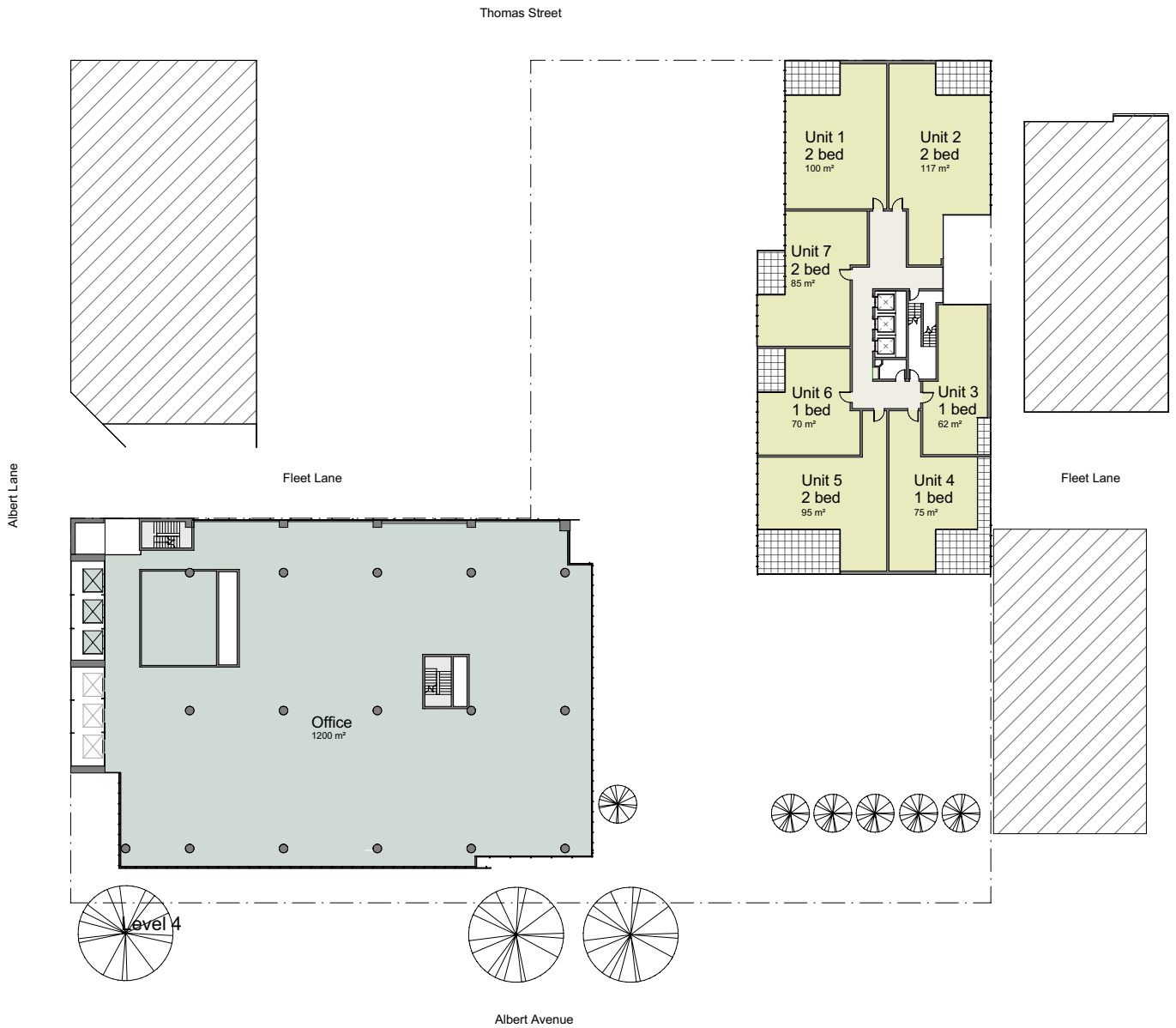
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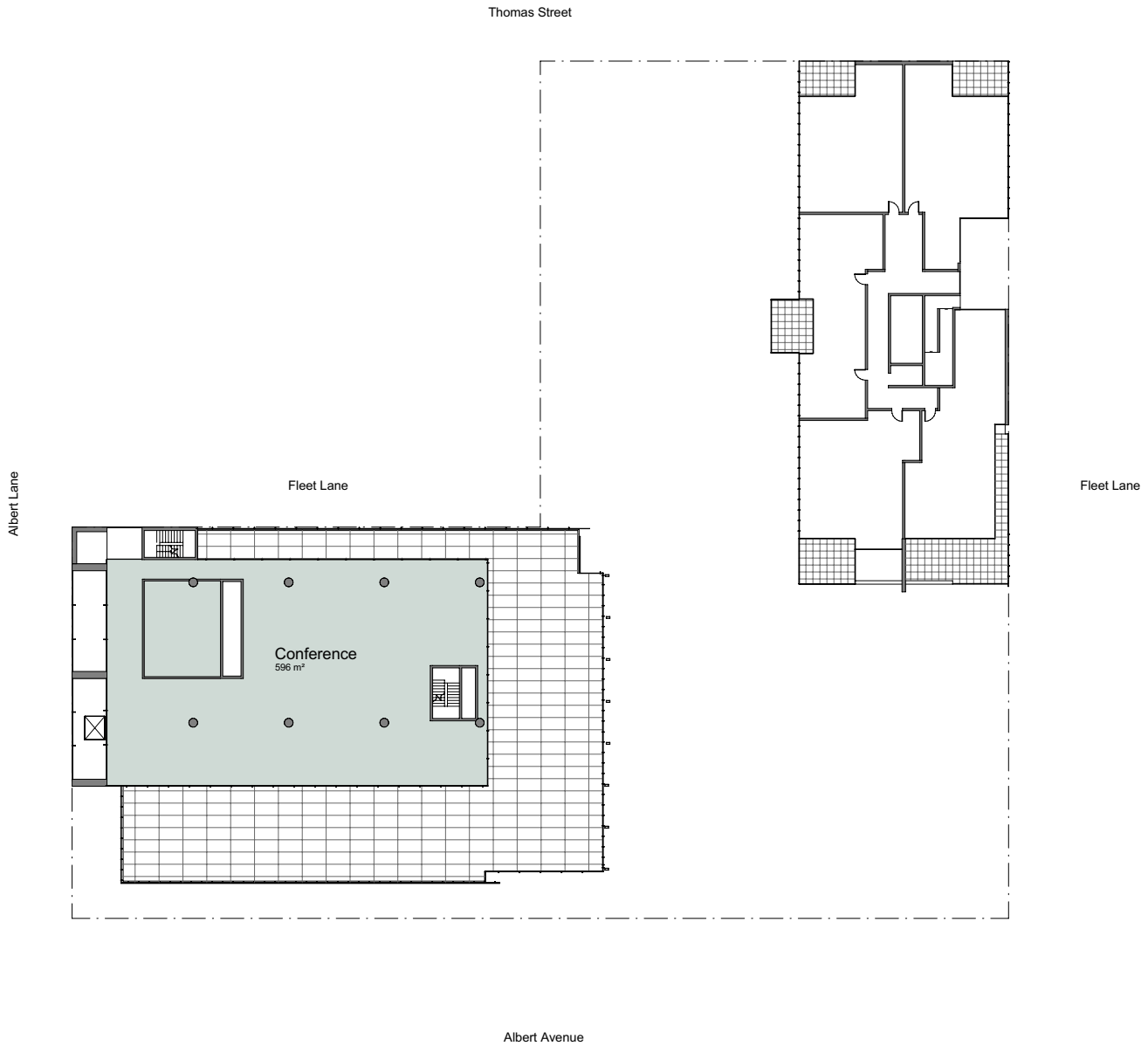
Plan Level 4 - Typical

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Plan Level 23

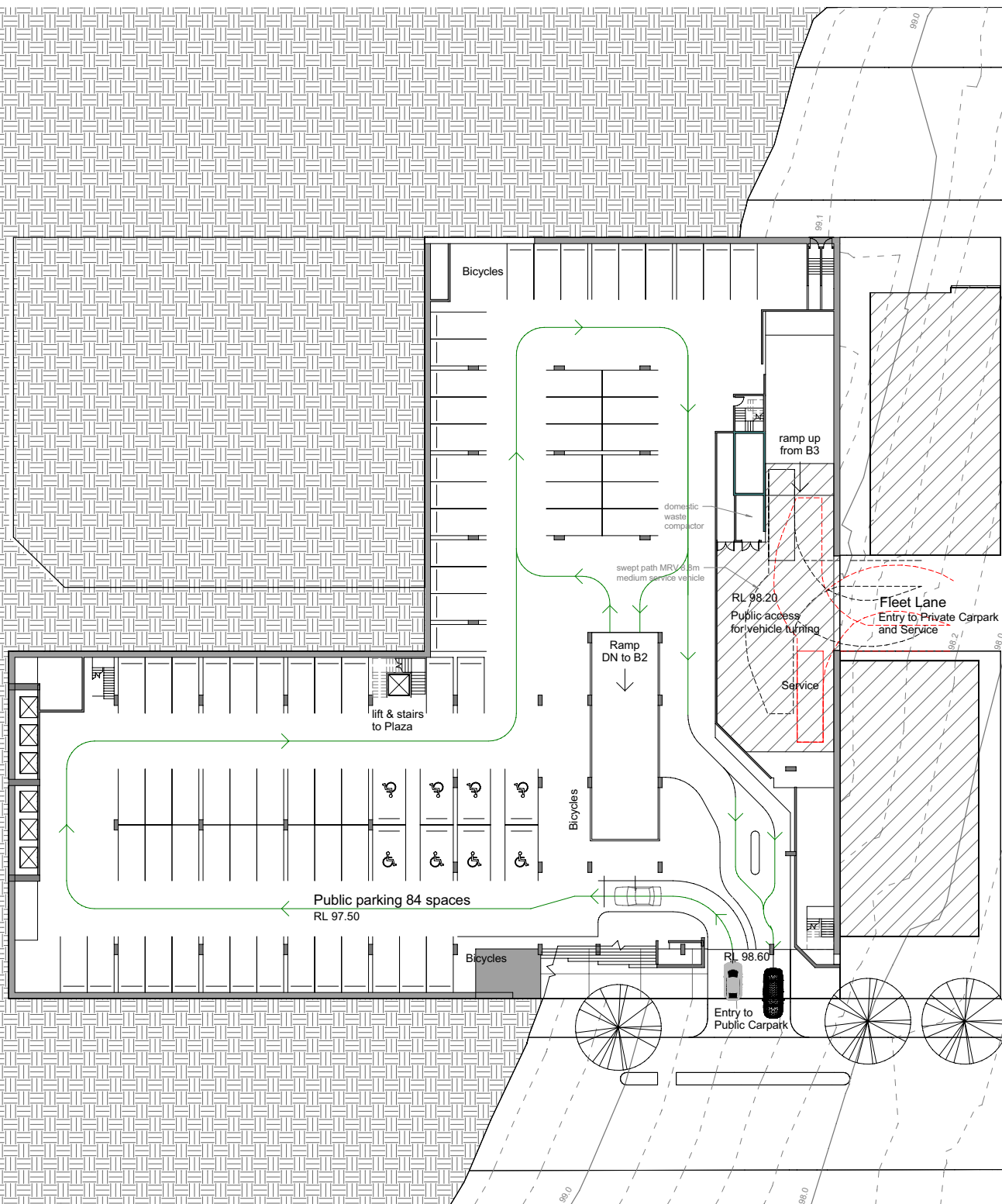
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Plan Basement Level B1

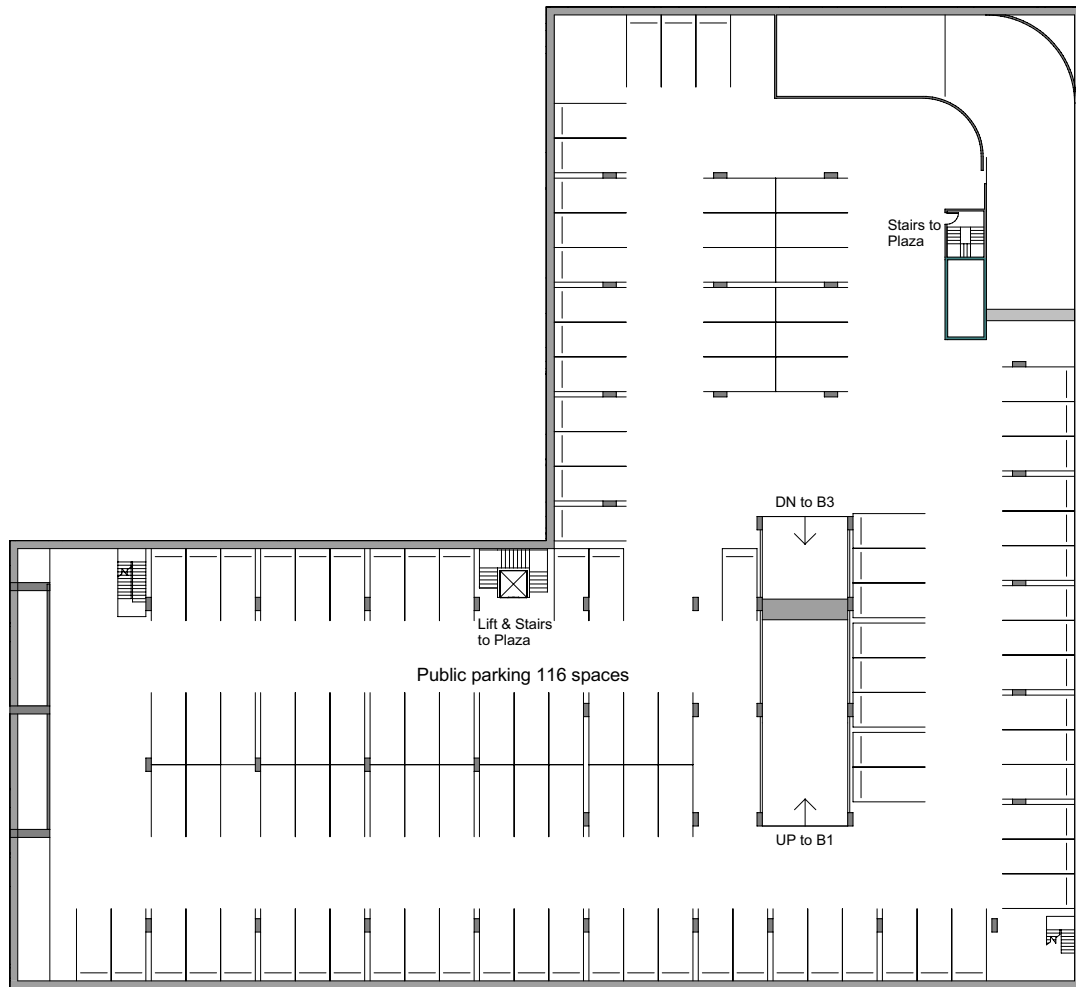
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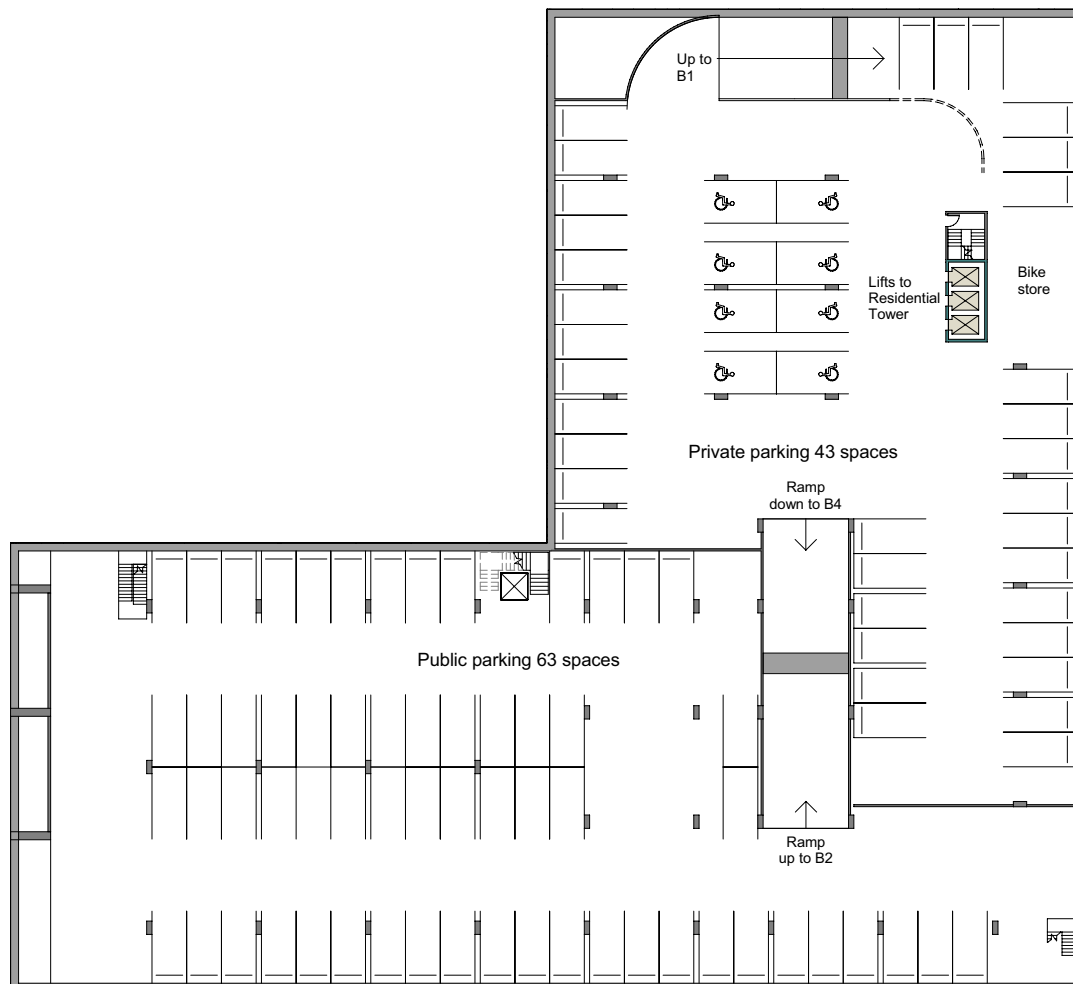
Plan Basement Level B2

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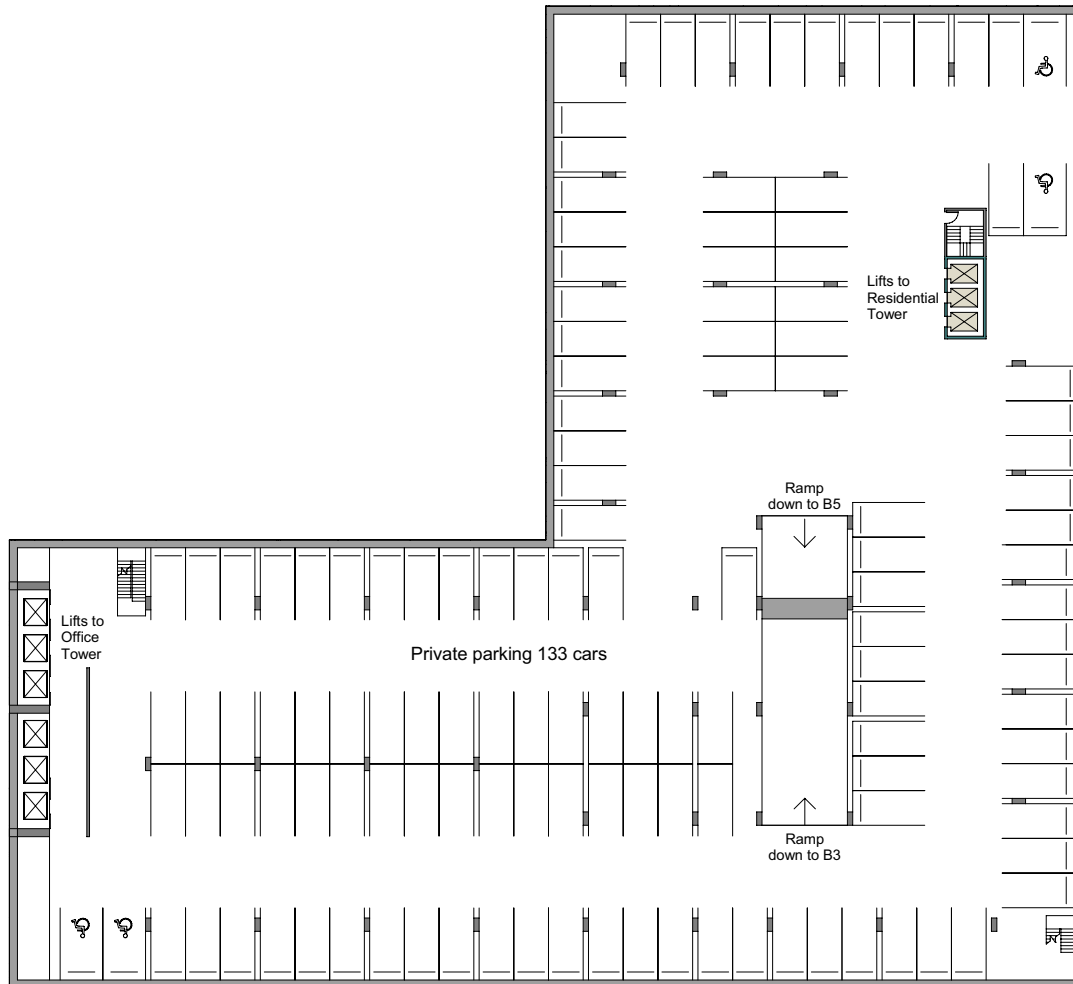
Plan Basement Level B3

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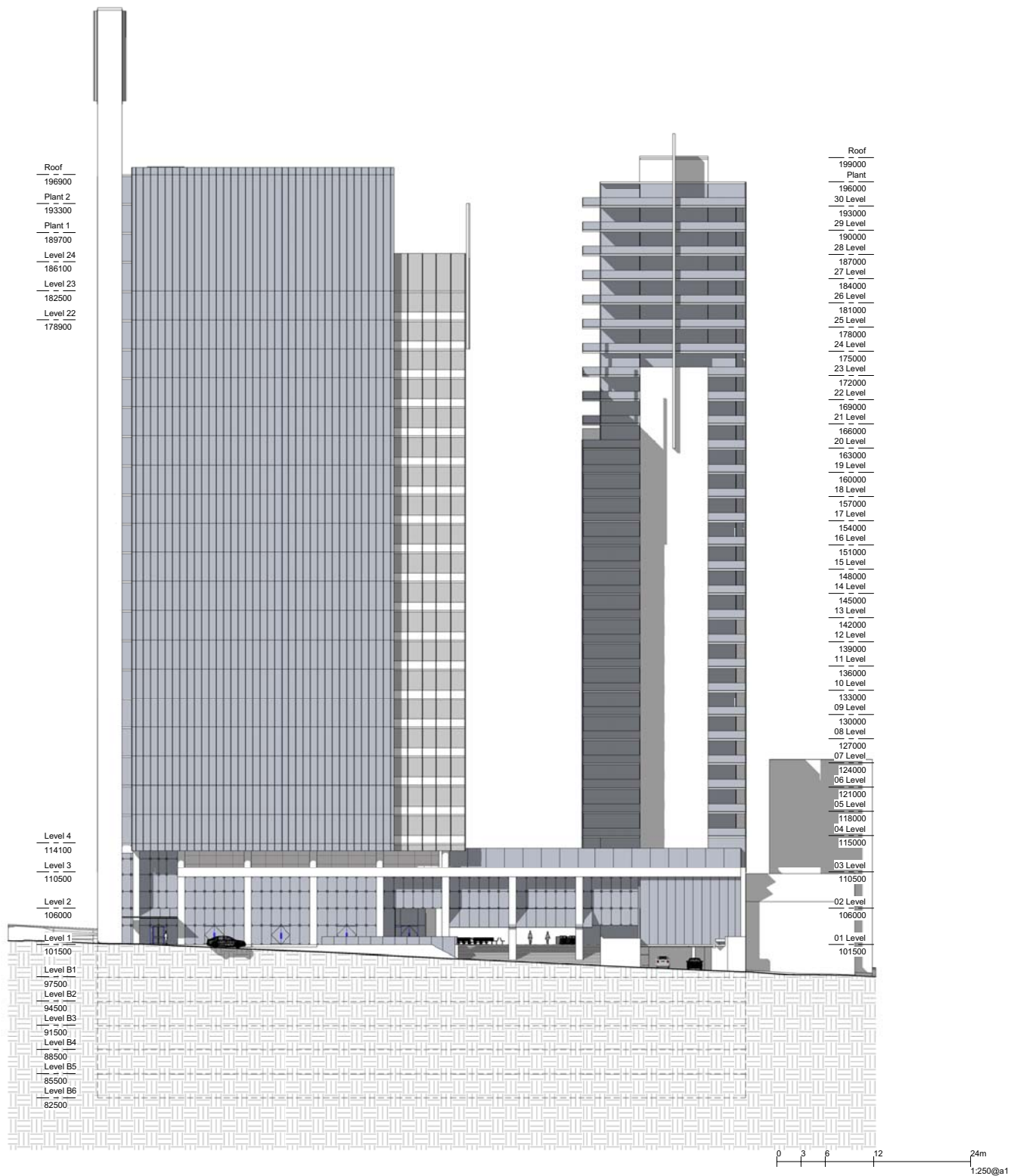
Plan Basement Levels B4 & B5

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Elevation South

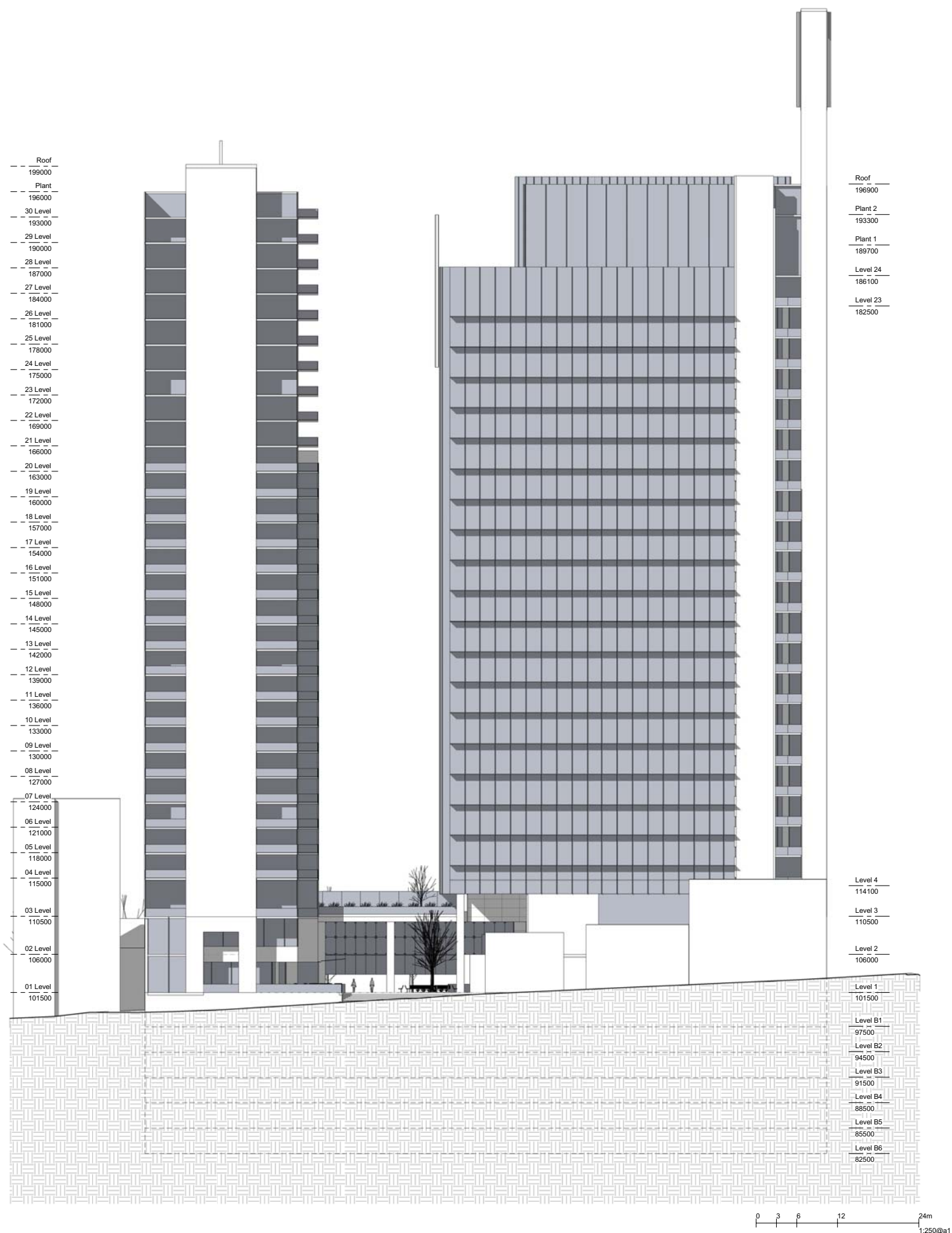
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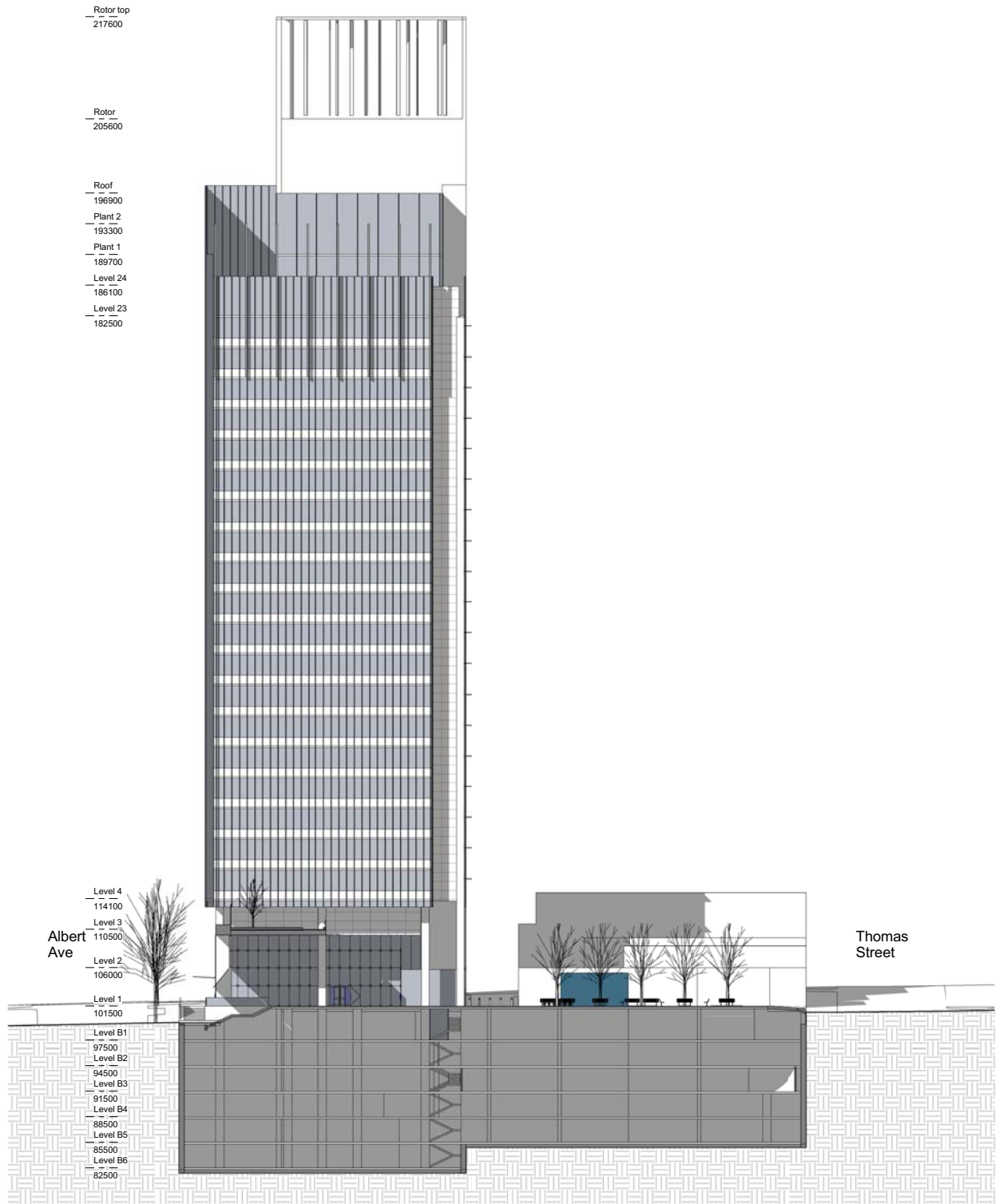
Elevation North

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Section N-S thru Plaza

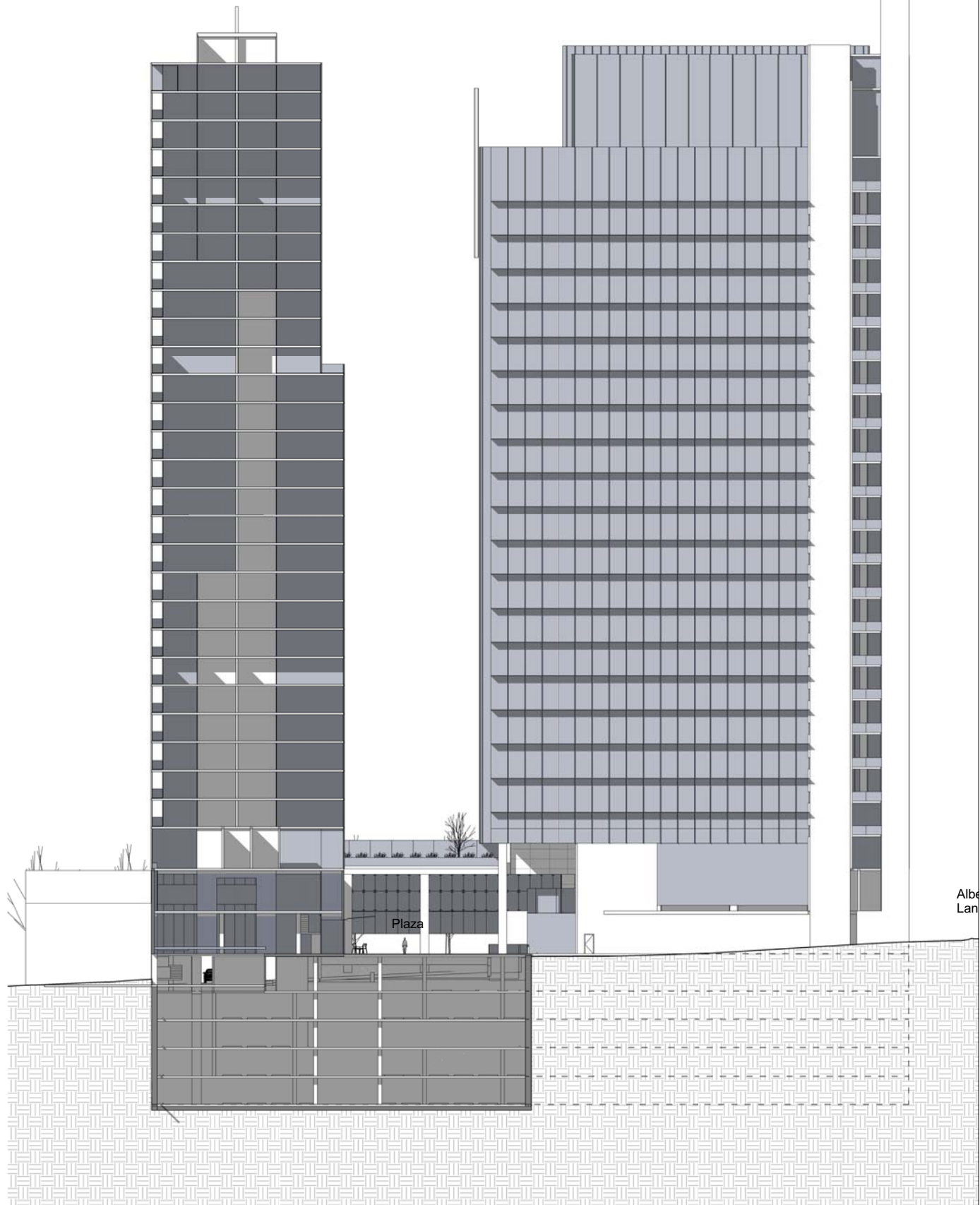
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Section E-W thru Fleet Lane

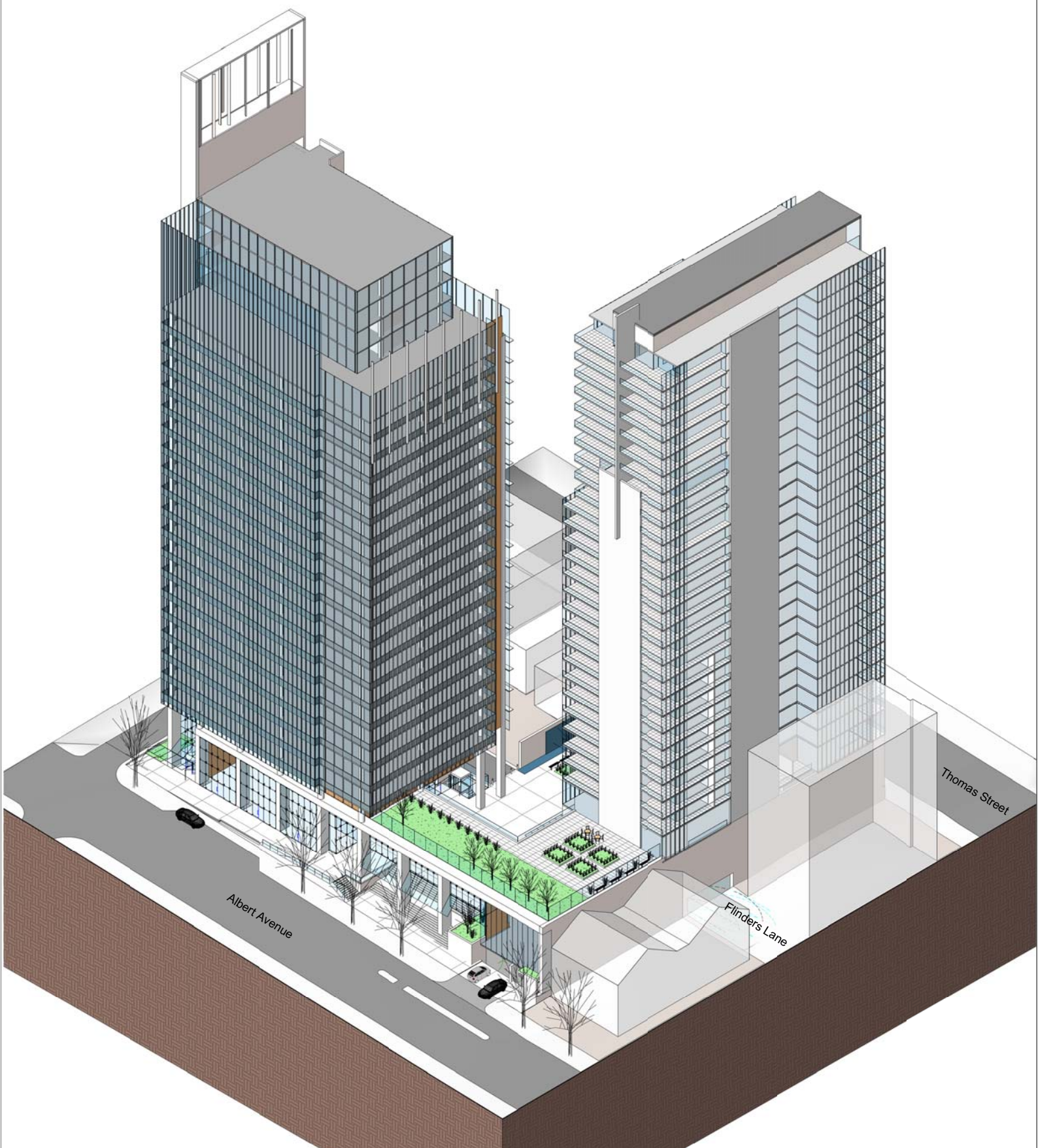
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Isometric View Southeast

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