

Novus on Albert

763-769 Pacific Highway, Chatswood
SSD-59805948

IPC Stakeholder Meeting
12 June 2025



Applicant Overview



Novus Background



Novus on Sturt

Southbank, VIC
 163 Apts.
 Status: **Complete**
 Completion: Q4 2024



Novus on Bowen

South Melbourne, VIC
 215 Apts.
 Status: **Construction**
 Completion: Q3 2026



Novus on Harris

Parramatta, NSW
 233 Apts.
 Status: **Construction**
 Completion: Q3 2027



Novus on Spencer

West Melbourne, VIC
 190 Apts.
 Status: **Construction**
 Completion: Q4 2027



Novus on Albert

Chatswood, NSW
 198 Apts.
 Status: **Planning**
 Completion: Q2 2028



Novus on Forest

Epping, NSW
 310 Apts.
 Status: **Planning**
 Completion: Q2 2028

Project Context

- **Novus on Albert** is located in the southern end of the Chatswood CBD.
- **SEPP Amendment 34 (Build-to-Rent Housing) 2021** was gazetted on **12 February 2021** permitting BTR housing in B3 (reclassified to E2 zones).
- **Willoughby LEP Amendment 34** was gazetted on **30 June 2023** to enable greater building height and density on sites within the Chatswood CBD.
- The subject site was rezoned to permit building heights of up to **90m** with no maximum FSR.
- The proposal is **less than 200m walking distance** from **Chatswood Transport Interchange**, with direct access to Metro, Train and Bus services throughout Sydney.

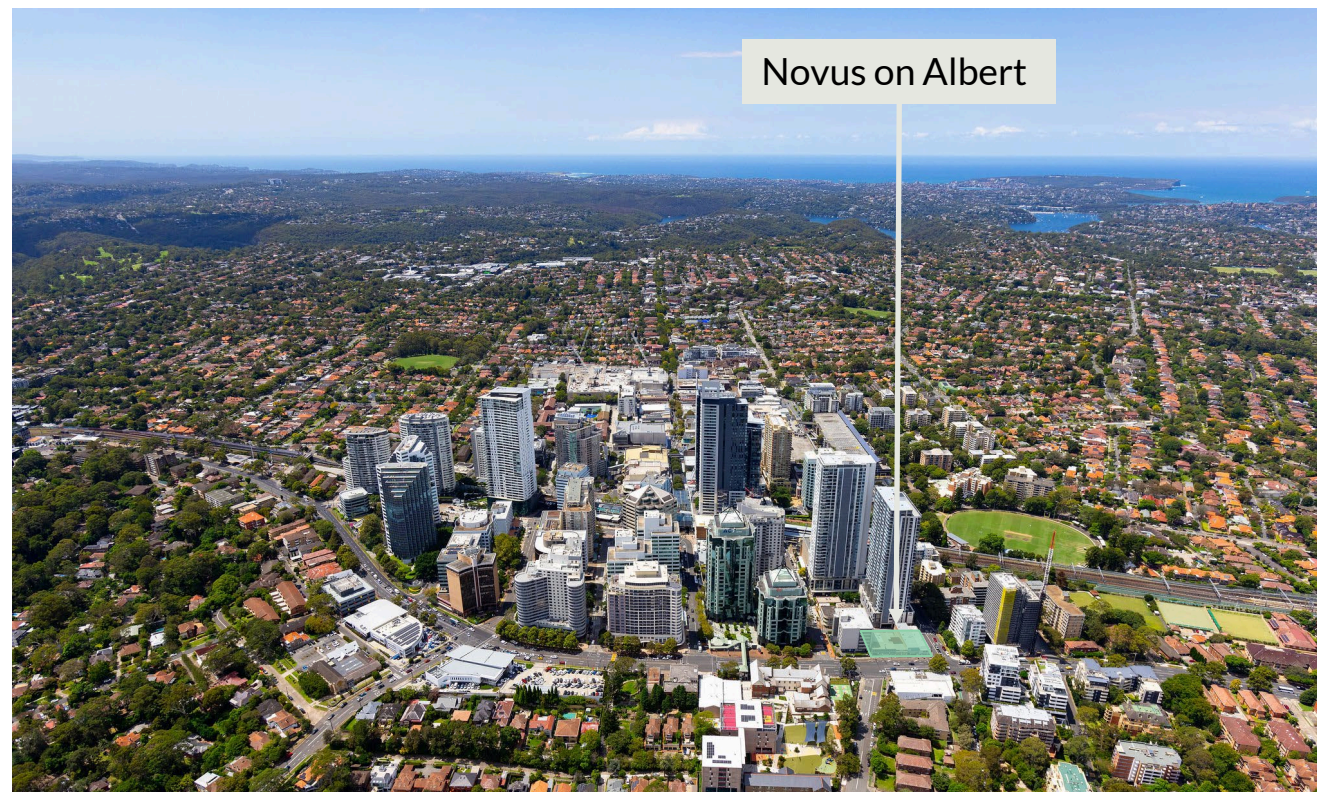


Image: Chatswood CBD with Novus on Albert outlined, located on corner of Pacific Highway and Albert Avenue

Strategic Context

- The NSW Government is targeting the delivery of **377,000 well-located homes over the next 5 years** to align with the objectives of the National Housing Accord.
- Rental vacancies in Chatswood are **exceptionally low at 1.3%**, indicating an undersupply of housing in the area.
- The proposal presents an opportunity to secure the delivery of **198 well-located homes in a highly accessible location**, in alignment with key policies from all levels of Government including:
 - National Housing Accord 2022
 - NSW State and Premier's Priorities
 - Greater Sydney Region Plan
 - North District Plan
 - Housing 2041
 - Willoughby Local Strategic Planning Statement
 - Better Placed



Image: Pacific Highway podium elevation, at the corner of Pacific Highway and Albert Avenue

Timeline and Engagement – Key Milestones and Activities

Design Excellence

- Design Excellence Strategy endorsed **26 Jul 23** by GANSW with support from WCC
- Design Competition Brief endorsed **31 Aug 23** by GANSW with support from WCC
- Jury Report finalised and competition completed on **22 Nov 23** (Rothelowman selected)
- SSDA design endorsed by DIP on **6 May 24**
- RTS amendments endorsed by DIP on **31 Oct 24**

Pre-Lodgement

- Formal pre-lodgement meeting held with WCC and DPHI on **21 Dec 2023**
- Meeting held on **19 Jan 24** with WCC infrastructure unit to discuss stormwater requirements
- **Jan 24 – Mar 24**: ongoing correspondence regarding waste and loading
- Meeting held on **4 Mar 24** with WCC and DPHI to discuss heritage response
- **Apr 24 – May 24**: ongoing correspondence regarding SP2 zone

Post-Lodgement

- **Sep 24 – Oct 24**: ongoing correspondence regarding heritage interpretation
- Meeting held on **23 Sep 24** with WCC and DPHI to discuss heritage interpretation proposal
- **Jul 24 – Oct 24**: ongoing design optioneering, amendment, and refinement in response to WCC and DPHI commentary
 - Heritage
 - Wind mitigation
 - Landscaping
 - Waste collection
 - Basement access and services
 - Stormwater management
- **Nov 24 – Apr-25**: ongoing RFI responses to address post-RTS items raised by WCC and DPHI

Summary of Key DPHI Assessment Items

Item	Resolution
Design Excellence (Refer to Appendix 1)	<ul style="list-style-type: none"> A design excellence competition was undertaken in accordance with WLEP 2012 and GANSW Design Competition Guidelines, with Rothelowman unanimously selected as the winning Design Team. The Design Integrity Panel was consulted at key milestones including prior to EIS lodgement and prior to RTS lodgement.
Built Form	<ul style="list-style-type: none"> The proposal is compliant with applicable WLEP height controls and does not result in any additional overshadowing to protected public open spaces in the Chatswood CBD. The proposed building height, massing and setbacks have been refined through a design excellence process and support a high level of residential amenity for future occupants and surrounding buildings. The proposed setbacks have taken a contextual approach to ensure the objectives of the relevant planning controls are achieved whilst responding to surrounding context, maximising residential amenity, and ensuring an orderly development outcome can be achieved on adjoining land.
Heritage	<ul style="list-style-type: none"> An interpretive heritage response has been proposed which accommodates TfNSW road widening requirements, provides a prominent location for the reinterpreted façade, and delivers a unique and high-quality heritage outcome for the site and locality. The reinterpreted façade is supported by further design elements throughout the podium and landscaped areas including use of arches, columns, complementary materials and informational signage.
Residential Amenity	<ul style="list-style-type: none"> The proposal has been designed to maximise solar access within apartments and achieves a high level of internal amenity despite its dense CBD context. The proposal does not contain any single aspect south-facing units and there are no units that would receive no solar access. The proposal is consistent with the built form envisaged under the relevant WLEP controls and does not result in unacceptable overshadowing, visual privacy or view loss impacts.
Waste, Loading and Servicing	<ul style="list-style-type: none"> Waste collection with an HRV is not feasible due to the width of Albert Lane. A designated loading bay has been provided at the ground level adjacent to Albert Lane for use by large vehicles, waste collection vehicles, and short-term pick-up / drop-off activities, whilst ensuring vehicles on the laneway can pass whilst the pull-in bay is in use. An SRV loading bay has been provided within the basement to enable move-in / move-outs, deliveries and maintenance activities to be coordinated within the basement.

Built Form



Building Height

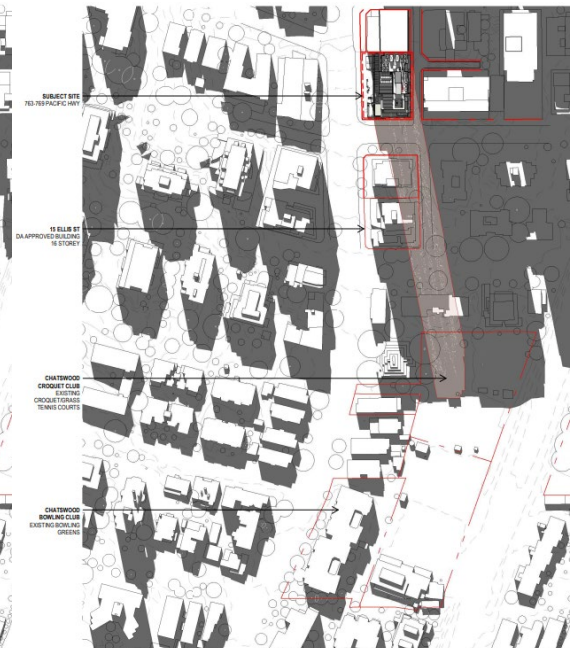
- Applicable WLEP controls:
 - 90m maximum height
 - No additional overshadowing of Chatswood Croquet Club between 12pm and 2pm.
- The proposal **complies** with the 90m maximum height of building control.
- The proposal **complies** with the no additional overshadowing requirement.



1200 Winter Solstice Shadow Diagram



1300 Winter Solstice Shadow Diagram



1400 Winter Solstice Shadow Diagram

Density

- No maximum FSR control applies to the proposal under the WLEP.
- The proposed built form directly responds to the existing and future surrounding context through:
 - Podium planning, massing, and character; and
 - Tower planning, massing and setbacks to respond to existing and future development surrounding and abutting the site.

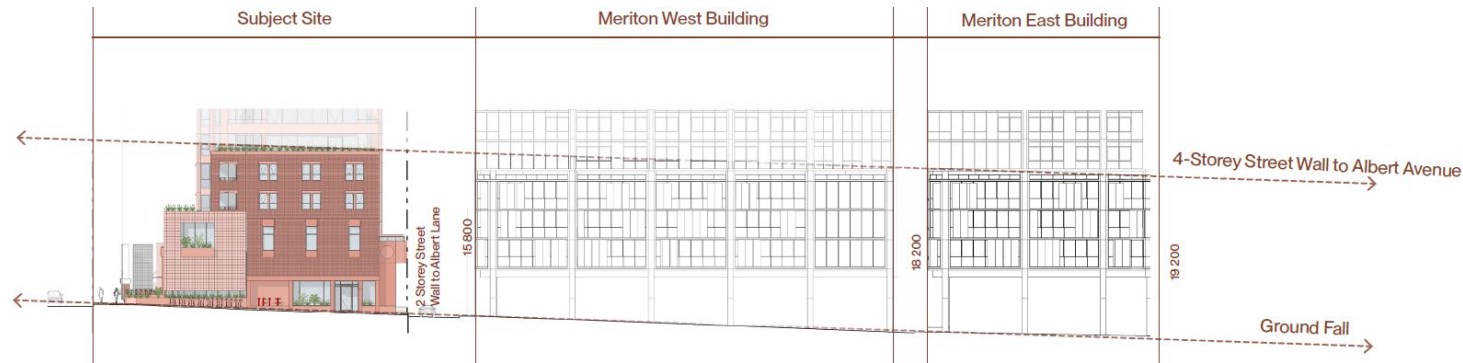


Image: Street wall along Albert Avenue to align with existing context

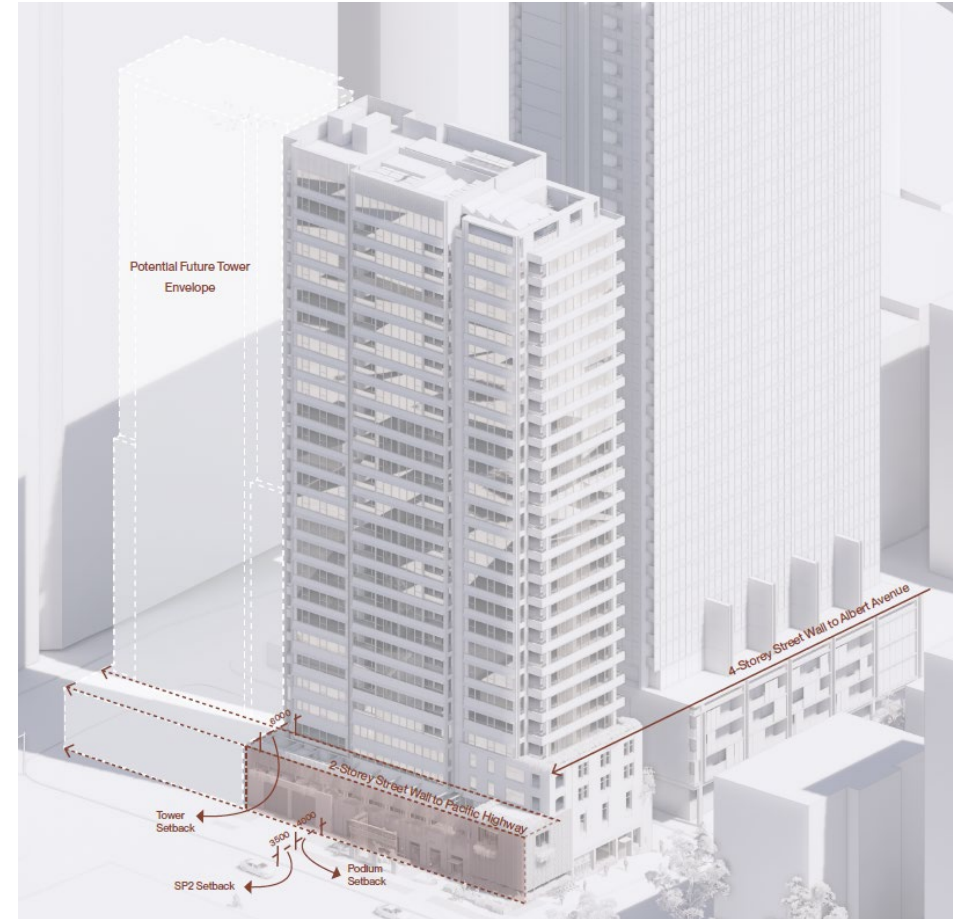


Image: Built form within existing and future context

Density

- The proposed building envelope:
 - Is consistent with existing and future surrounding context.
 - Has been refined through a design excellence process.
 - Supports a high level of residential amenity for future occupants and maintains residential amenity for neighbouring properties.
 - Will not result in adverse traffic impacts as the traffic generated by the proposal can be accommodated within the existing road network.
 - Is generally consistent with the scale of building envisaged under the relevant WLEP planning controls.

View from Albert Avenue →

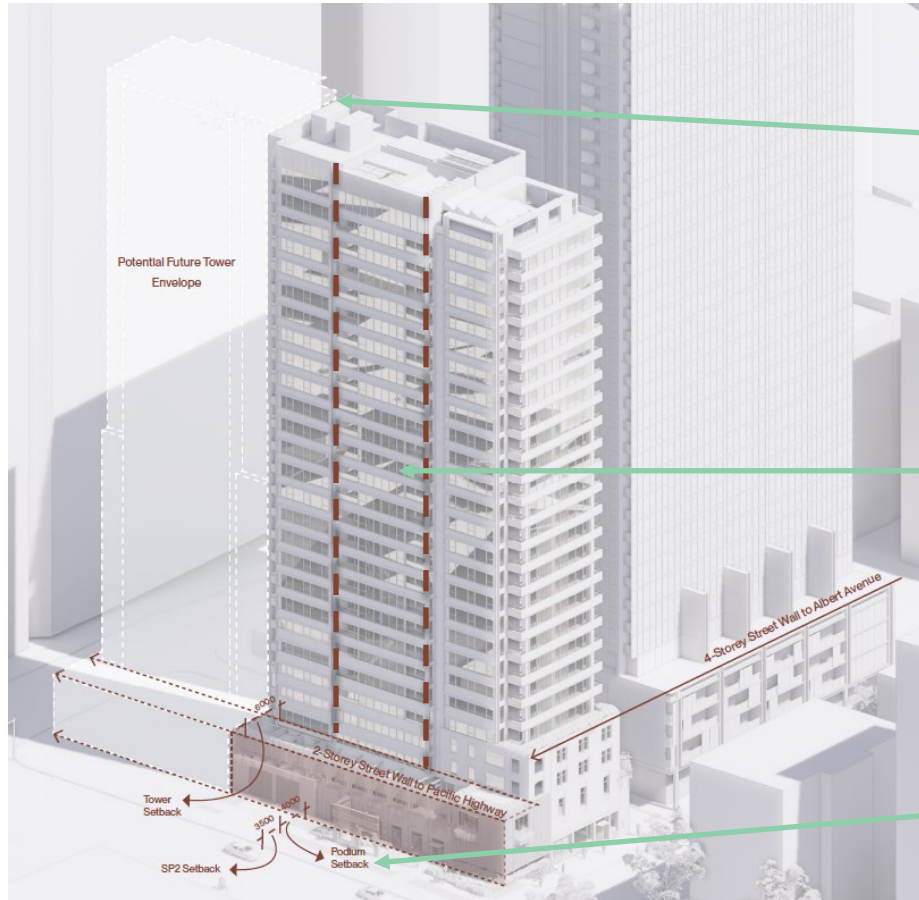


Image: Albert Avenue street wall, looking towards Pacific Highway 11

Setbacks

Boundary	Setback to Podium (excl. SP2 zone)	Setback to Tower (excl. SP2 zone)	Comment(s)
East (Albert Lane)	1.2m	3m	<ul style="list-style-type: none"> Supported by Council in RTS response letter dated 14 November 2024.
South (Albert Avenue)	Nil	3m	<ul style="list-style-type: none"> Supported by Council in RTS response letter dated 14 November 2024.
West (Pacific Highway)	4m	8.14m to 11.75m	<ul style="list-style-type: none"> Generally aligned with design intent of Willoughby DCP to provide 6m tower setback above podium. A minor variation is proposed in the centre of the tower to optimise solar access and internal amenity of apartments, resulting in 22 additional apartments receiving 2hrs of solar access at mid-winter The proposed variation improves architectural articulation and modulation of the tower which contributes to design excellence. A substantial tower setback is proposed from the existing and proposed public domain on Pacific Highway, in accordance with the overarching design intent of the Chatswood CBD Strategy.
North (781 Pacific Highway)	Nil	Nil	<ul style="list-style-type: none"> A nil setback is proposed to enable orderly development of the adjoining land at 781 Pacific Highway in the future, in accordance with the consolidated built form originally envisaged in the Chatswood CBD Strategy. The proposed approach: <ul style="list-style-type: none"> Enables the adjoining site to also be developed to the boundary in the future. Protects residential amenity and visual privacy for future residents of both sites Is consistent with the endorsed design competition outcome and provides for appropriate articulation in the street wall The provision of any setback would substantially impede the feasibility of development on the adjoining land without improving residential amenity on either site A detailed response was provided at RTS phase to address the proposed nil setback – refer to Appendix 3 for further information.

Setbacks



Nil setback (with minor allowance for construction tolerance) to the north to enable future orderly development of land on adjoining property

Minor encroachment on western façade to optimise internal amenity of apartments and maximise solar access (+22 apartments achieving 2hrs at mid-winter)

Significant setbacks to existing site boundary provided to respond to Chatswood CBD Strategy

Typical Tower Setbacks

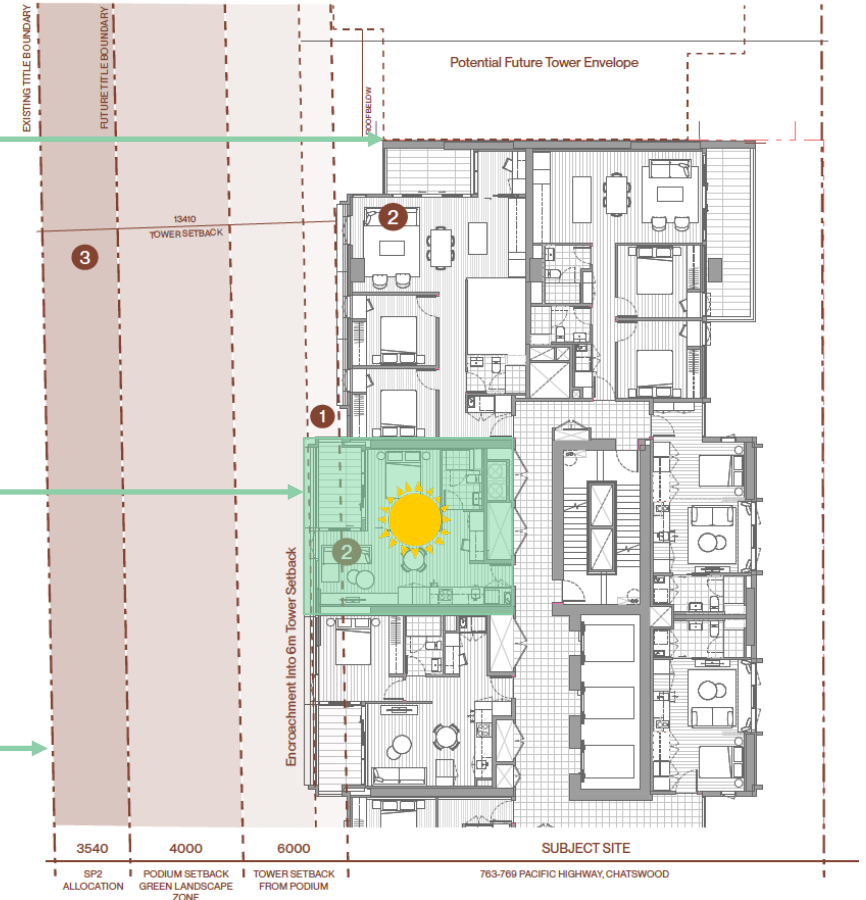


Image: Plan view of proposed setbacks

Image: Built form within existing and future context

Heritage



Process to Date

Date	Action
8 Jun 23	Heritage Impact Statement prepared by Artefact Heritage
31 Aug 23	Design Competition Brief endorsed by Council and GANSW
22 Nov 23	Design Excellence Competition outcome endorsed by Jury
4 Mar 24	Heritage optioneering outcomes presented to Council and DPHI
10 Apr 24	Updated Heritage concept issued to Council and DPHI
6 May 24	Updated Heritage concept endorsed by DIP
19 Jun 24	SSDA lodged with DPHI
20 Aug 24	Council and DPHI feedback received following SSDA exhibition
13 Sep 24	Further Heritage optioneering outcomes presented to DPHI
17 Sep 24	Further Heritage optioneering outcomes issued to Council and DPHI
2 Oct 24	Heritage optioneering outcomes and RTS Heritage proposal presented to Council and DPHI
16 Oct 24	RTS Heritage proposal presented to DIP, Council and DPHI
31 Oct 24	RTS package lodged with DPHI
17 Jan 25	Heritage NSW advice received supporting the proposed response to heritage interpretation

Constraints

- The Fire Station façade cannot remain in its existing location due to TfNSW road widening requirements (SP2 zone).
- The existing façade has been extensively altered over time, including:
 - Removal of:
 - observation tower
 - window joinery
 - garage doors
 - windowsill and spandrel panel
 - location signage
 - Installation of:
 - ceramic tiles
 - paint on face brick
 - window frames and sashes
 - sliding glazed door
 - overlight joinery
- Dismantle and reconstruction is not possible without the loss of the majority of the remaining original fabric



Image: Plan view of location of heritage façade on Western boundary

Proposed Response



Retention - Salvage materials and form new capitals to reconstruct piers



Material - Reinterpret original details through a woven wire mesh as a distinctly new material to reference memory.



Scale - Re-scaling the heritage response to improve the pedestrian experience, its relationship with the Pacific Highway elevation and its context within the Chatswood CBD.



Lookout Tower - Addition of the former lookout tower to reimagine this element which has been lost for the past 70 years.



Gallery Space - Informative plaques and salvaged materials on display to further detail and celebrate the heritage of the site.

Proposed Response



A Curated Area for Learning

The area behind the facade gains more meaning by having plaques and ornamental artefacts from the Fire Station, creating a room within the city in honour of the Fire Station.



Building Scale Design Consideration

The ground level provides the opportunity for physical and visual connections to landscape along with several in-between and interstitial spaces which references the indigenous history as well as the colonial history of the site.

These spaces can be designed and curated as places of transformation, where individuals can connect and communicate with others. These spaces can strengthen understanding of self, community and place, as well as convey the purpose of a space.

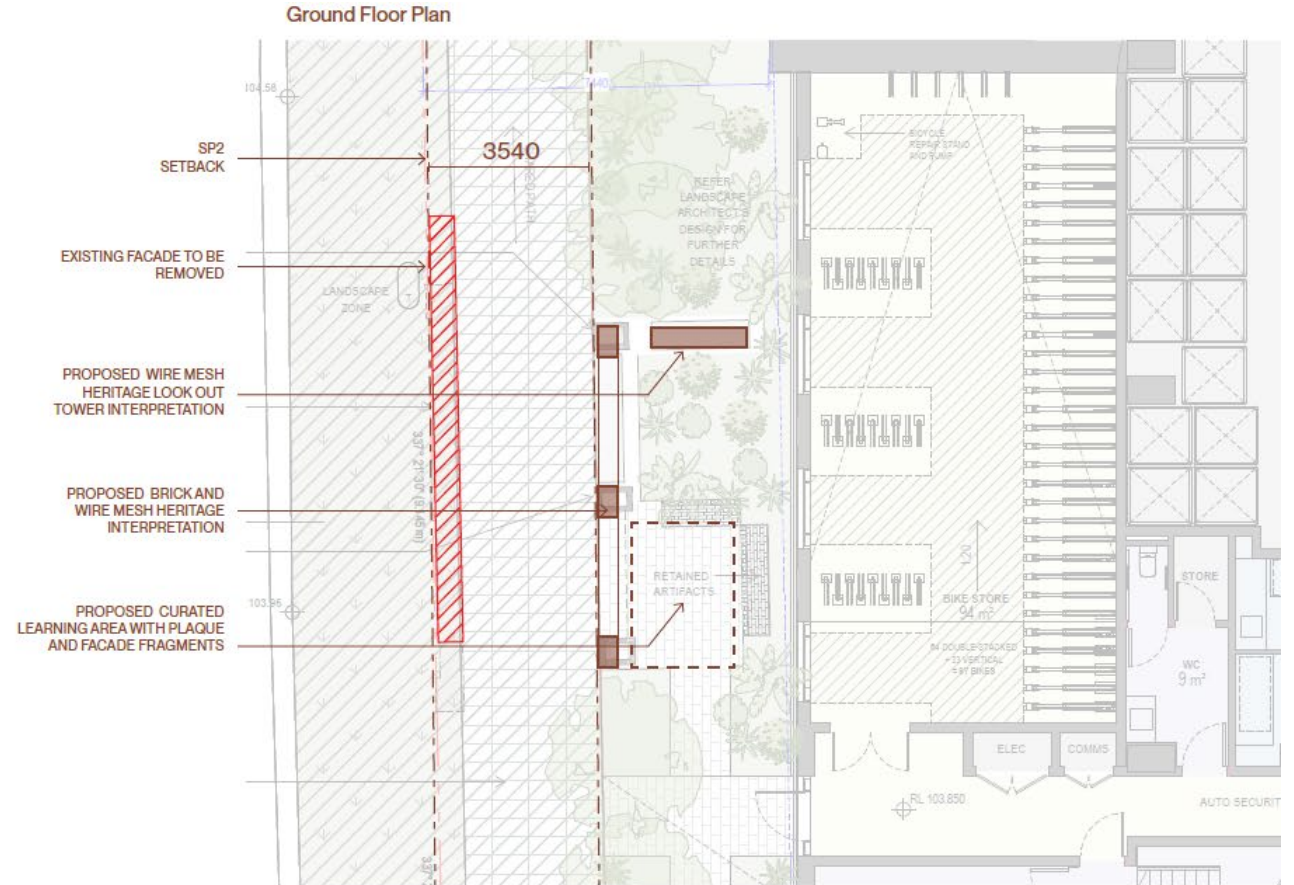


Bringing Back the Corner Tower

The lost lookout tower is re-introduced into Pacific Highway, layering the experience for the passer by (pedestrian & traffic) as well as creating a curated area for learning.

Proposed Response

Pacific Highway Interface



Proposed Response

Moments of Heritage



Heritage Reference:



Plaque & Signage

Colour	Original Materials
Location	Artefacts

Recycled Brick

Colour	Brick
Location	Heritage Columns

Steel Wire Mesh

Colour	Stainless Steel
Location	Facade Reinterpretation

Concrete Capitals

Colour	Warm White
Location	Heritage Columns

Residential Amenity

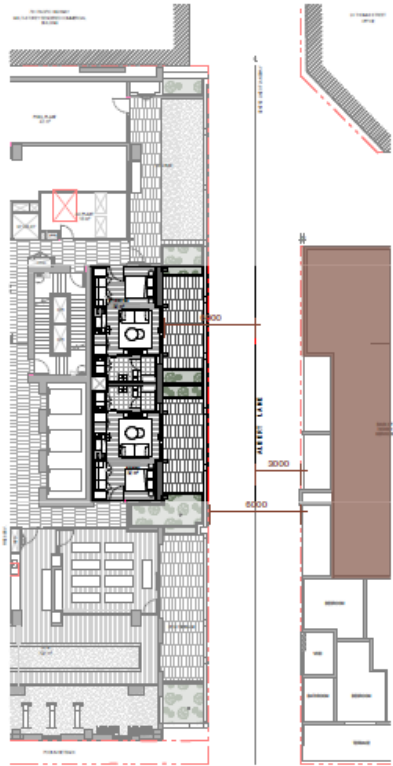


Application of Apartment Design Guide

- 48% of apartments receive 2hr solar access at mid-winter between the hours of **9am to 3pm** due to the site's orientation and dense CBD context
- 71% of apartments receive 2hrs solar access at mid-winter between the hours of **9am to 4pm**
- The proposal has been designed to maximise solar access wherever possible, including through:
 - **articulation of the western façade** to capture additional sunlight
 - **orientation of habitable areas** throughout the building to optimise solar access
 - provision of **no single-aspect south-facing apartments** anywhere in the building
 - under a future development scenario of the neighbouring lot, **no apartments would receive zero solar access**
- Additional overshadowing impacts to adjoining buildings are limited and in most cases are **less than 1hr in duration**, noting that the proposal is fully compliant with the 90m height limit and is generally aligned with the built form envisaged by the Chatswood CBD Strategy
- Impacted apartments within adjoining buildings **maintain solar access of between 1hr – 1.7hrs** which is considered appropriate within the dense CBD context

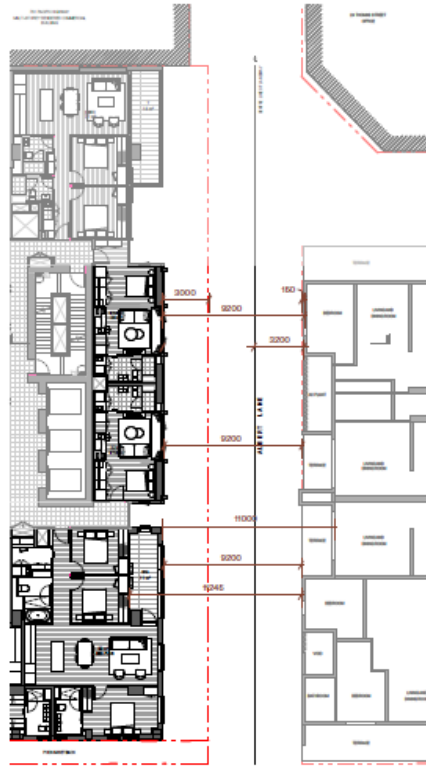
Visual Privacy

Level 1 Plan



At Level 1, the proposed studio apartments are oriented towards an inactive, back of house frontage, and as such are not subject to any major privacy considerations.

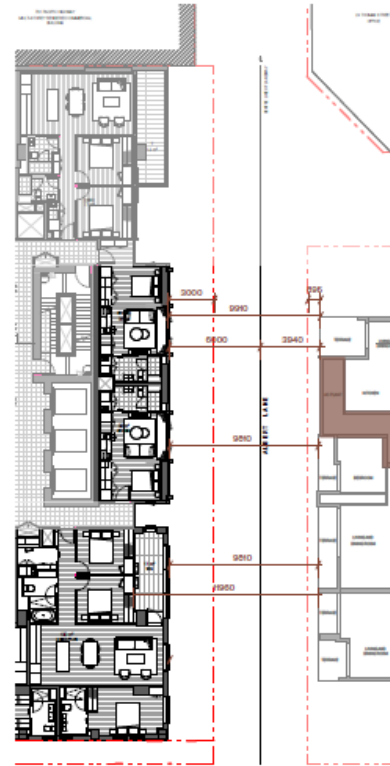
Level 2 Plan



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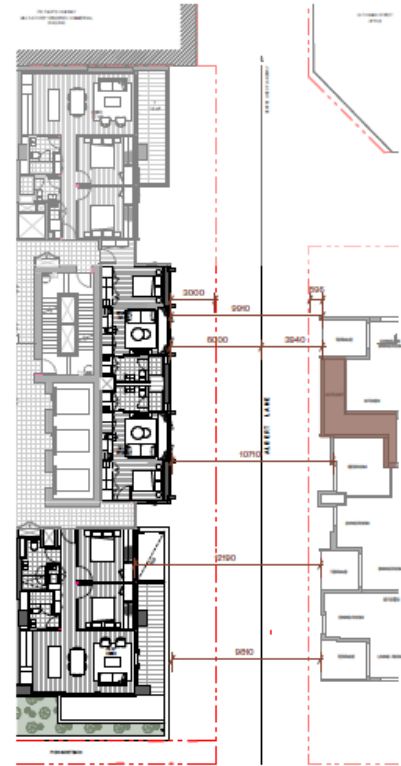
At Levels 3-26, the locations of the window openings to habitable rooms on each building are offset to mitigate any potential overlooking. This is particularly evident on the typical floors of the proposed building, where windows to primary living areas have been purposefully located away from the adjoining serviced apartment living areas across Albert Lane, and setback behind balconies to maximise separation and privacy. In addition, the proposed room layouts, window reveals, joinery details, and provision of internal blinds will further minimise cross-viewing and enable residents to control the level of privacy within the apartments as required throughout.

Level 3 Plan



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Level 4-26 Plan



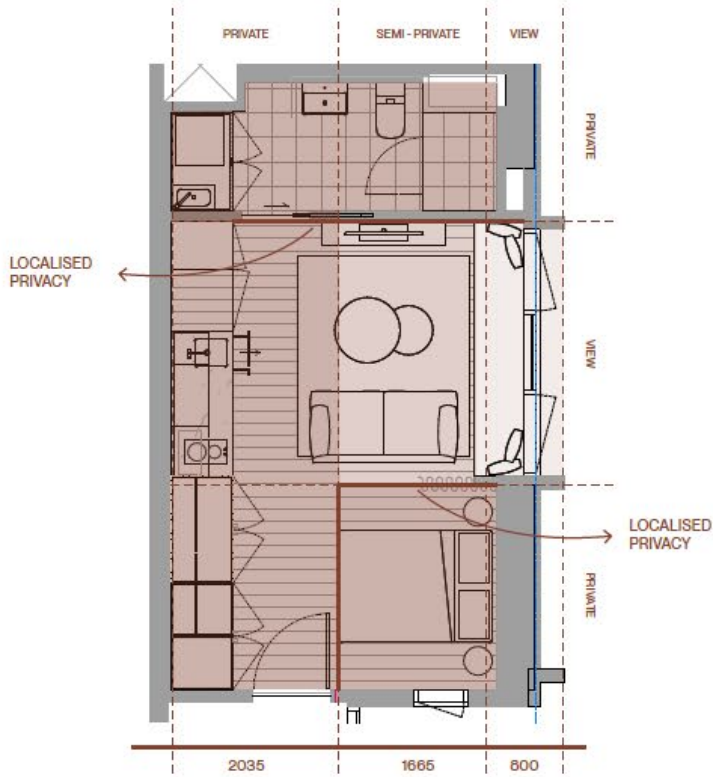
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Visual Privacy

Eastern Studios - Blinds Open



Protecting The Bedroom



Eastern Studios - Blinds Open



Eastern Studios - Blinds Closed



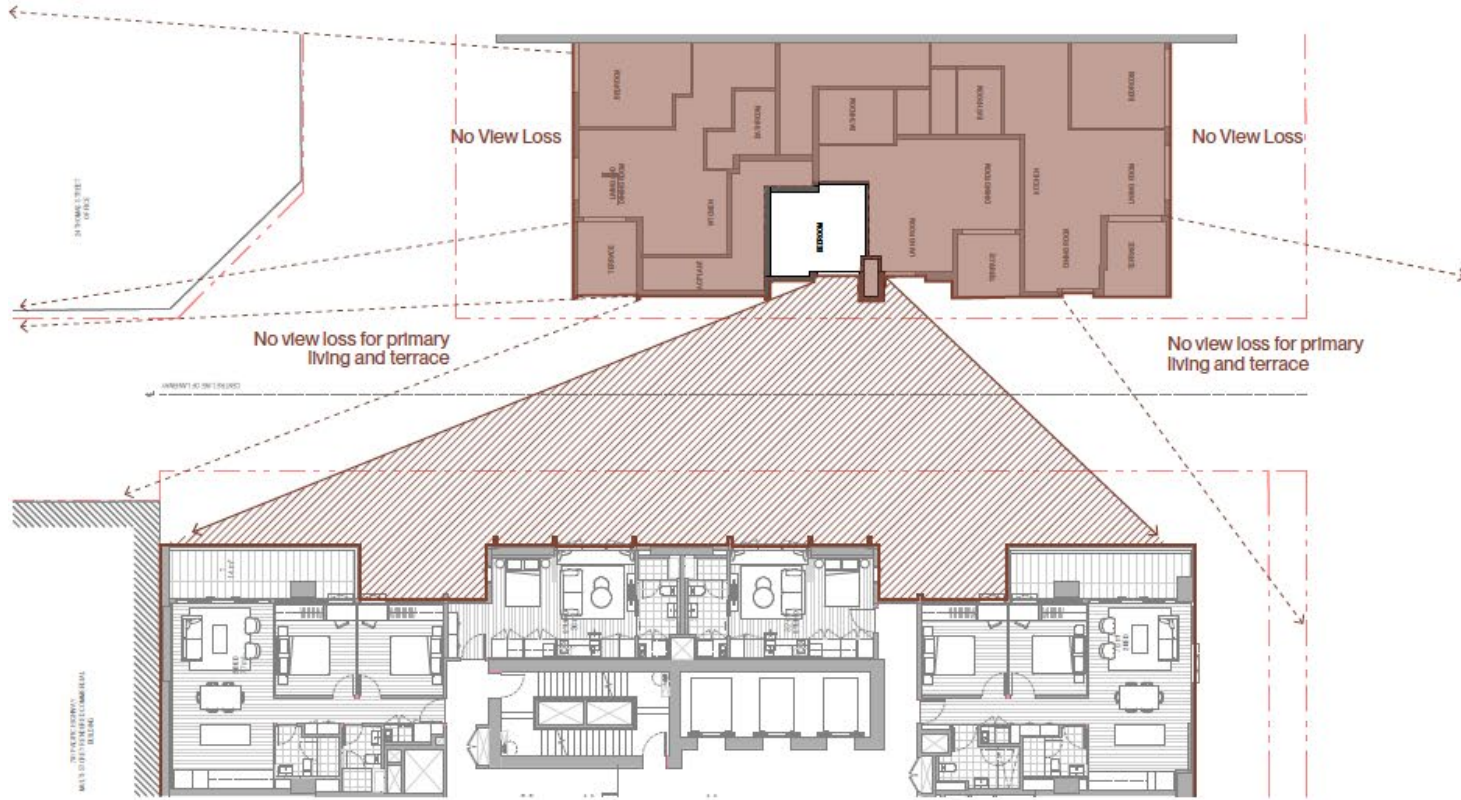
View Loss and Visual Impact

- With the exception of the adjoining serviced apartment tower, the **views from the surrounding properties** are:
 - **unaffected** due to their distance from the site;
 - **already obscured** by existing development; or
 - **already naturally limited** due to low heights of some adjoining properties in the dense CBD context.
- The adjoining serviced apartment building contains 11 apartments per floor – only 1 is a single-aspect west-facing apartment
- All other adjoining serviced apartments would retain alternate views which in most cases includes their primary orientation to the north or south
- The serviced apartment building provides tourist and visitor accommodation over short-term durations, and is less sensitive to view impacts due to its land use



View Loss and Visual Impact

Plan Diagram



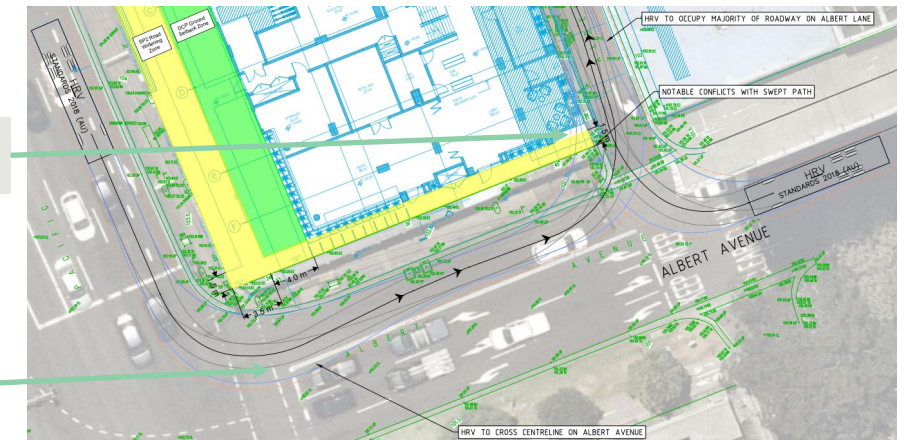
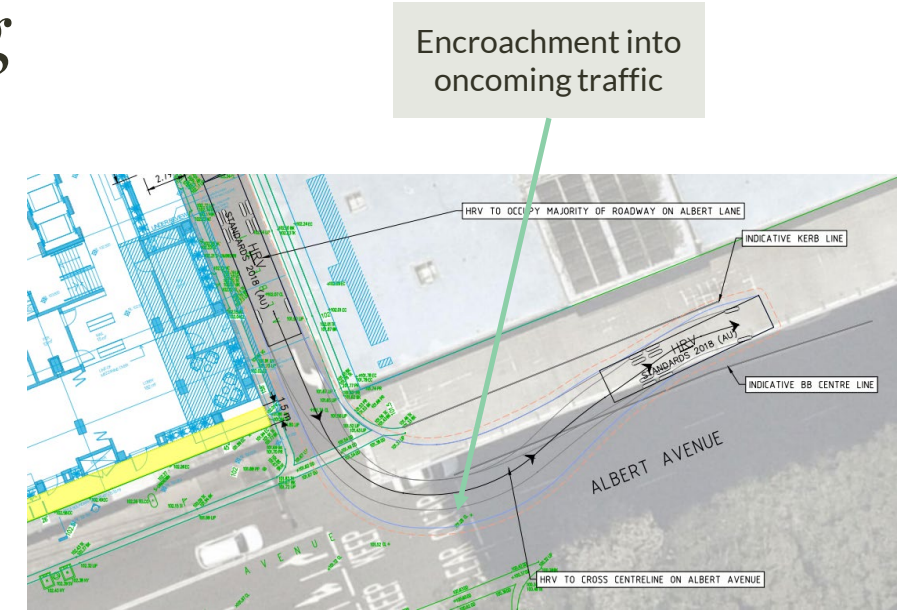
Waste Management, Loading and Servicing



Waste Management, Loading and Servicing

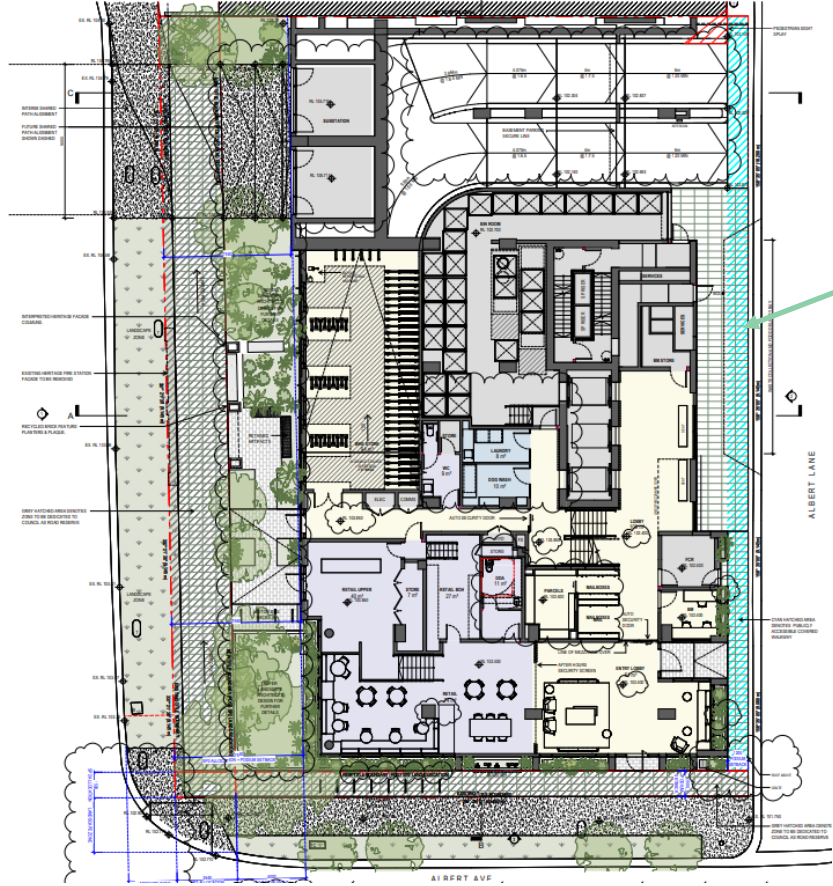
Site-Specific Constraints

- A heavy rigid waste collection vehicle (HRV) cannot turn left from Albert Lane into Albert Avenue without encroaching into oncoming traffic
- An HRV cannot turn left from Albert Avenue into Albert Lane without clashing with existing / proposed structures due to the width of Albert Lane
- An on-street waste, loading and pick-up / drop-off bay has been provided at ground floor on Albert Lane (**ground-level loading accepted by Council in this instance**), with waste collection to occur by private contractor (**supported by DPHI**)
- An SRV loading bay has been provided within the basement to enable loading and servicing to occur within the basement where possible
- The proposal responds to the constraints of Albert Lane and provides a viable waste and loading solution given the constraints of the surrounding road network and Council's waste collection fleet



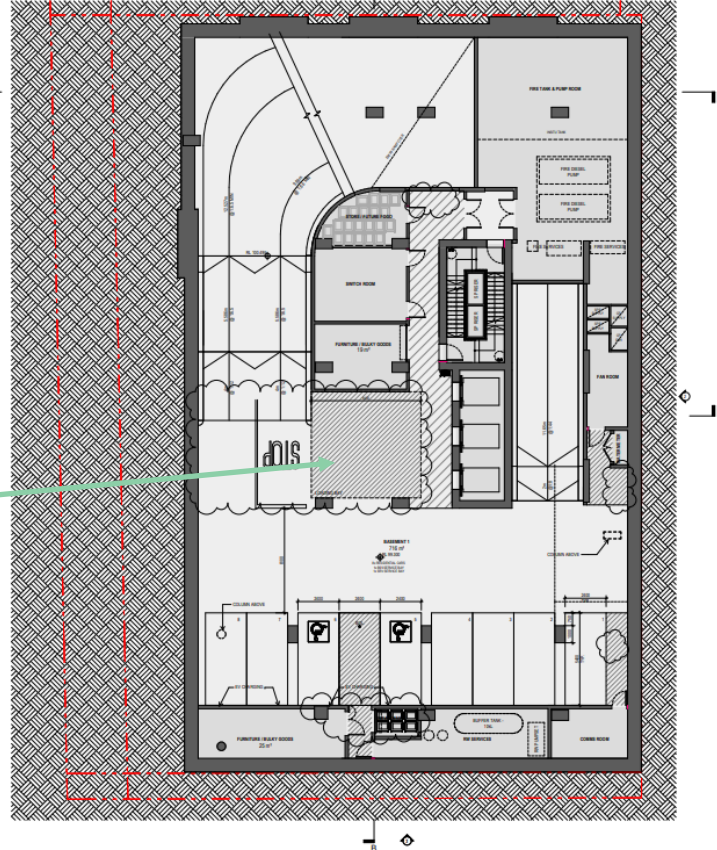
Waste Management, Loading and Servicing

Site-Specific Response



On-street loading, waste collection, pull-in / pull-out bay, enabling traffic flow in the laneway to be maintained whilst the bay is in use

Basement-level SRV loading area



Traffic and Parking



Parking Provision and Trip Generation

- Willoughby DCP 2023 specifies a **minimum of 30 and a maximum of 129** car parking spaces for the development
- The proposal provides 53 car parking spaces which is **within the range specified by the Willoughby DCP**
- The proposed car parking provision is **aligned with Council's objectives** of reducing private car reliance within highly accessible areas
- The TIA notes that the proposal is anticipated to generate **minimal additional trips** during the AM and PM peaks, which can be **accommodated within the existing local road network**
- The DPHI assessment report has noted that:
 - Trip generation is anticipated to be **minimal** and can be **readily accommodated** within the existing road network;
 - The site is **well-connected** to public and active transport; and
 - A preliminary Green Travel Plan has been provided which **promotes sustainable travel and reduced reliance on private cars**
 - Storage for 121 bicycles is proposed, **in excess of minimum WDCCP requirements**

DPHI Recommended Conditions of Consent



DPHI Recommended Conditions of Consent

Condition	Comment(s)
Definition – Site Establishment and Enabling Works	No longer required – this definition overlaps with other definitions, is a carry-over from previous drafting, and is no longer required due to CC staging strategy which has been agreed with DPHI.
C4. Design Amendments	Agreed – note this was added post-engagement with DPHI, however Novus is happy to accept this condition as drafted by DPHI.
C22. Vehicle Access and Manoeuvring	Minor amendment required – the wording “with the exception of Condition C21(l)” should be amended to “ with the exception of Condition C21(j) ”, noting that Condition C21(l) does not exist, and the intention is to exclude the 4.5m loading headroom at ground floor from the CC for Below Ground Works, as this can only be confirmed as part of a CC for Above Ground Works.
D10.(c)	Minor amendment required – the word “ and ” at the end of the sentence should be removed to clarify that there are no further requirements following on from this condition.
All other Conditions	Agreed – all other conditions have been discussed with DPHI and Novus is happy to accept them as drafted .

NOVUS

Invested *in* Life
Grounded *in* Quality

Thank you.

novusaus.com

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Sydney NSW 2000



Appendix.

Appendix 1. Design Excellence

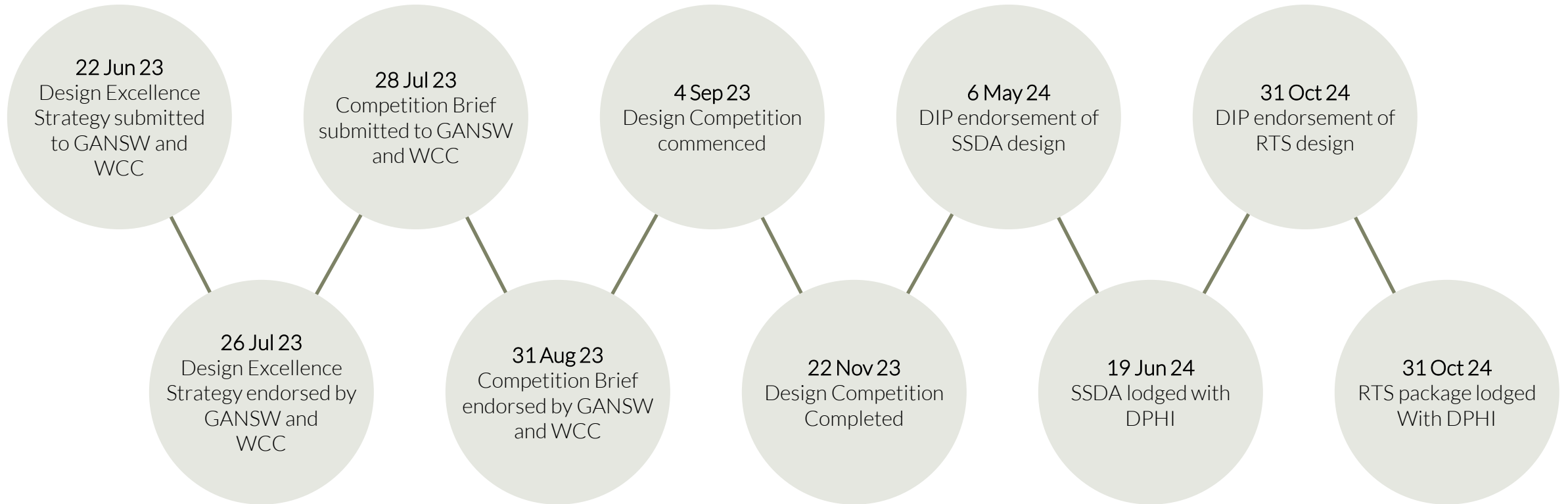
Appendix 2. Other Issues

Appendix 3. Detailed RTS / RFI Setback Response

Appendix 1. Design Excellence



Appendix 1: Design Excellence - Process



Appendix 1: Design Excellence – Progression

Design Competition



Pre-SSDA Lodgement



SSDA Lodgement



RTS Lodgement



Appendix 1: Design Excellence – Jury / DIP Key Attributes



Appendix 1: Design Excellence – Summary

- The design excellence competition included:
 - A Design Excellence Strategy and Design Competition Brief endorsed by GANSW and supported by Council;
 - A three-member Competition Jury with members nominated by the Applicant, Council and GANSW; and
 - Three design teams preparing schemes responding to the Brief.
- The design excellence competition was carried out in accordance with the GANSW Design Competition Guidelines and was overseen by GANSW.
- A Design Integrity Panel was appointed to ensure design integrity was maintained throughout all stages of the proposal.
- The Proposal achieves the highest standard of architectural, urban and landscape design (per DPHI Assessment Report).
- Refer to Section 5.1 of the DPHI Assessment Report for further information.



Appendix 2. Other Issues



Appendix 2: Other Issues

Item	Resolution
Road Widening and Public Domain	<ul style="list-style-type: none"> • SP2 zone on Pacific Highway and Albert Avenue to be dedicated to Council prior to OC • Shared path to be delivered along the Pacific Highway frontage in accordance with Chatswood CBD Strategy • 1.2m podium setback provided on the Albert Lane frontage to provide footpath and improved pedestrian amenity outcome
Construction Impacts	<ul style="list-style-type: none"> • Construction impacts will be mitigated through relevant management plans, to be implemented prior to commencement of works
Operational Noise	<ul style="list-style-type: none"> • The NVIA and Acoustic Addendum Letter submitted alongside the EIS confirm the proposal is capable of complying with relevant criteria
Wind	<ul style="list-style-type: none"> • The wind mitigation measures recommended in the Wind Report have been adopted in the proposed design and the proposal is capable of satisfying relevant wind comfort and safety requirements
Landscaping	<ul style="list-style-type: none"> • WCC requested landscaping amendments through the assessment process, particularly along the Pacific Highway frontage • These amendments were incorporated into the proposal and have been reinforced by DPHI by way of consent condition
Aboriginal Cultural Heritage	<ul style="list-style-type: none"> • An ACHAR was prepared in consultation with RAPs and supported by Heritage NSW • The consent conditions impose relevant requirements to ensure Aboriginal heritage management procedures are implemented throughout the life of the project
CPTED	<ul style="list-style-type: none"> • The EIS was accompanied by a CPTED assessment which confirms the proposal satisfies relevant CPTED principles and will not result in unacceptable safety or security impacts
Stormwater	<ul style="list-style-type: none"> • The design of the proposed stormwater system was developed in consultation with WCC and amended as required throughout the assessment process • WCC's recommended stormwater management conditions have been adopted by DPHI in the recommended consent conditions
Dewatering	<ul style="list-style-type: none"> • DPHI has recommended standard conditions of consent to manage any relevant dewatering requirements during construction

Appendix 2: Other Issues

Item	Resolution
Land Use, Site Amalgamation and relationship with 781 Pacific Highway, Chatswood	<ul style="list-style-type: none"> • There is no LEP minimum lot size applicable to the proposed development • BTR is a permissible use in the E2 zone by virtue of the Housing SEPP • The development potential of the adjoining land is preserved through the provision of the nil setback along the northern boundary, which enables a viable development outcome on the adjoining land in the future
Air Rights	<ul style="list-style-type: none"> • There are no air rights constraints which would prohibit the construction of the development as proposed
Contributions	<ul style="list-style-type: none"> • The proponent has confirmed that any relevant contributions applicable to the proposal will be paid as required
Engagement	<ul style="list-style-type: none"> • The EIS was accompanied by a Stakeholder Engagement Report which confirms that engagement was completed in accordance with the <i>Undertaking Engagement Guidelines for State Significant Projects (October 2023)</i>
Impacts to Businesses	<ul style="list-style-type: none"> • DPHI has implemented consent conditions to ensure that impacts to surrounding businesses throughout the construction period are mitigated wherever possible

Appendix 3. Detailed RTS / RFI Setback Response



Appendix 3: Detailed RTS / RFI Setback Response

Context

- Prior to outlining the impacts to the proposed development and the adjoining site to the north resultant from a 4.5 setback, it is considered important to provide some supporting context, including what is currently achievable under the local planning framework. We understand Council has suggested this setback due to potential visual impacts to the surrounding public domain, including along the Pacific Highway.
- The local planning framework, including the Willoughby Local Environmental Plan 2012 (Willoughby LEP) and Willoughby Development Control Plan 2023 (Willoughby DCP) encourages a commercial (office) development for the block which includes consolidation of the subject site and the adjoining 781 Pacific Highway. This is supported by the Site's E2 Commercial Centre Zoning (E2 Zone), in addition to minimum allotment size requirements of 1,800m² and maximum gross floor area (GFA) of 2,000m² for commercial (office) developments, respectively.
- Alternatively, the proposal seeks consent, notwithstanding the Site's E2 zoning, under State Environmental Planning Policy (Housing) 2021 (Housing SEPP) to provide a shop-top housing development including 198 BTR dwellings.
- The commercial (office) market in the Chatswood CBD, as well as throughout metropolitan Sydney, is subdued; which is mainly due to high vacancy rates driven by a lack of tenant demand and compounded further by persistent work from home trends. This has made most new, commercial (office) development unfeasible for the medium to long term. Further, the proposed development including 198 BTR dwellings has been proposed in direct response to NSW State Government policy to encourage this form of diverse housing within well located areas such as CBDs, which are typically zoned E2. This policy directive aims to address the housing crisis currently impacting NSW, which is impacting affordability and supply.

Appendix 3: Detailed RTS / RFI Setback Response

Context

- A commercial development over the whole block pursued under the local planning framework would comprise an office tower with a contiguous floorplate and would likely include a monotonous, glass façade with minimal articulation. Whereas the proposed development provides a highly resolved and articulated tower, which was subject to a Design Excellence Competition process and associated Design Integrity Panel (DIP) reviews. It comprises a combination of openings, balconies and a variety of materials to support its residential use and to break down its massing.
- Similarly, if the adjoining site at 781 Pacific Highway seeks to pursue a BTR tower above 35m in height, it will also be required under the Willoughby LEP to undertake a Design Excellence Competition and DIP review processes and achieve a similarly high level of quality and interest to its façade.
- Considering the above, the proposed development and the future development of the adjoining 781 Pacific Highway will achieve a similar outcome to what is envisioned by the local planning framework. This includes a contiguous building form, albeit one that provides a greater level of articulation compared to a commercial (office) development.
- Therefore, providing a 4.5m setback as requested by Council between the Site and 781 Pacific does serve any material purpose and is inconsistent with the local planning framework. It is also a significant departure from the outcome of the Design Competition process for the proposed development, whereby it wasn't deemed necessary for design excellence to be achieved.

Appendix 3: Detailed RTS / RFI Setback Response

Impacts to the proposed development if 4.5m setback is required

- Departing from the endorsed design competition outcome and introducing a 4.5m setback to the northern boundary would result in a reduction to the building envelope of approximately 75m² (building envelope area) per typical floor (roughly equivalent to 1 x 1 Bedroom apartment per typical floor, or 23 apartments throughout the building). This translates to an arbitrary and significant loss of housing supply on a well-located site within the Chatswood CBD, which is less than 200m from the entry to the Chatswood Transport Interchange (serviced by heavy rail, metro and bus services).
- Further, a reduced diversity of dwellings within the building would result. The required reconfiguration of the typical floor plate resulting from introduction of the 4.5m setback would mean less choice for future occupants including loss of 2 bed apartments with bathtubs (desirable for families) and loss of the adaptable 2 bed apartments on all typical floors (thus removing adaptable apartments from the building).
- A blank wall to the proposed tower's northern façade would still be required, as a total of 9m separation between the proposed development and a future tower at 781 Pacific Highway is not consistent with minimum separation requirements under the Apartment Design Guide (ADG). In this regard, both towers would likely need to provide a blank wall facing each other with 9m tower separation; which is considered an undesirable and unreasonable development outcome.

Appendix 3: Detailed RTS / RFI Setback Response

Impacts to the proposed development if 4.5m setback is required

- Reconfiguration of the building envelope would create significant structural implications throughout typical floors, including full redesign to accommodate relocation of northern shear walls.
- Reconfiguration of the building envelope would create significant structural implications within the driveway entry and basement levels – in addition, a complex structural transfer would likely be required which would have material construction cost and programme implications.
- Reconfiguration of the building envelope would require a full redesign of all typical floors including architectural, mechanical, electrical, hydraulic, structural and other technical disciplines to accommodate the above amendments.
- A review and re-examination of wind impacts, sustainability impacts, BASIX, and NatHERS would need to be undertaken to confirm if the amended building envelope and redesigned architectural plans are able to satisfactorily address these items.

Appendix 3: Detailed RTS / RFI Setback Response

Why a 4.5m setback to the adjoining property at 781 Pacific Highway could render its future redevelopment unfeasible

- If a 4.5m setback to the north for the Proposal is required, a corresponding 4.5m setback would also be required by a redeveloped 781 Pacific Highway (resulting in 9m of separation between tower forms).
- The future redevelopment of 781 would likely be on the basis that it accommodates a BTR tower, similar to the Proposal, or an alternate non-office use which is permissible in the E2 Zone. A new commercial (office) tower would not be viable at 781 Pacific Highway with or without a corresponding 4.5 setback due to market and viability constraints. In addition, the floorplate size would be below office market requirements which typically requires regularly shaped floorplates of at least 1,000sqm NLA.
- Due to the existing GFA of the current strata-titled office building at 781 Pacific Highway, a 4.5m setback (despite the increased 90m height limit) renders future redevelopment unfeasible as the land value of the possible future yield would not exceed the asset value of the existing GFA onsite, and therefore would not justify an amalgamated sale by the strata owners (as Owners are highly unlikely to sell below market value, especially when they can achieve higher returns by selling or leasing their strata suites individually) or provide sufficient return on investment.
- To unlock the development potential of the adjoining site, enabling a 0m lot setback is essential to support a viable redevelopment outcome. It provides sufficient yield/GFA to justify an amalgamated sale of the site, and additional flexibility and spatial allocation for the location of building services and the lift core, which otherwise may be difficult to design and locate given the likely typical floorplate size.