

13.1.15 849, 853, 859 Pacific Highway 2 Wilson Street and Lot 1 DP 1189541 Chatswood

1. General

The controls contained in this Site Specific Development Control Plan applies to 849, 853, and 859 Pacific Highway, 2 Wilson Street and Lot 1 DP 1189541 Chatswood.

Figure 44: Site Map



Objectives of the Plan

The aims and objectives of this Plan are to:

1. Provide guidelines for a mixed use development on the site.
2. Provide a development that ensures the viability of adjoining and surrounding sites for future development.
3. Minimise traffic impacts on the surrounding road network
4. Ensure development on the site minimises impacts to the amenity of neighbouring residential properties.
5. Provide landscaping in and surrounding the site that enhances the presentation of the site as well as the amenity of the development.
6. Achieve architectural and urban design excellence.

7. Maximise activation to Pacific Highway, O'Brien Street and Wilson Street.

2. Built Form

Performance Criteria

The built form of the new development shall:

1. Achieve a slender tower/s form on the site.
2. Achieve a site layout that provides a pleasant environment for the occupants and minimises impact on surrounding properties.
3. Ensure visual and acoustic privacy, natural ventilation, sun access, and views.
4. Provide suitable areas for communal open spaces, deep soil zones, and landscaping.

Controls

1. The maximum tower floor plate that applies to this site for residential towers above a podium is 700m².
2. The width of each side of any tower should be minimised and design elements that contribute to building bulk should be minimised.
3. The building layout is to be in accordance with Figure 45.



The built form of new development shall:

- ## Controls

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4. Setbacks and Street Frontage Heights

Performance Criteria

Setbacks shall:

1. Ensure the positioning of new buildings is consistent with the proposed streetscape envisioned for Chatswood CBD and contained in the Chatswood CBD Planning and Urban Design Strategy 2036.
2. Be provided at Ground level to contribute to public realm.
3. Contribute at Ground level deep soil areas, landscaping, and open space.
4. Protect all significant on-site trees and all street trees on Pacific Highway, O'Brien Street and Wilson Street, and trees in the setback to the North Shore Rail Line.
5. Contribute to slender tower forms.
6. Minimise the effects of adverse wind conditions at street level.

Street wall heights shall:

1. Ensure such heights are consistent with the street wall heights envisioned for Chatswood CBD and contained in the Chatswood CBD Planning and Urban Design Strategy 2036.

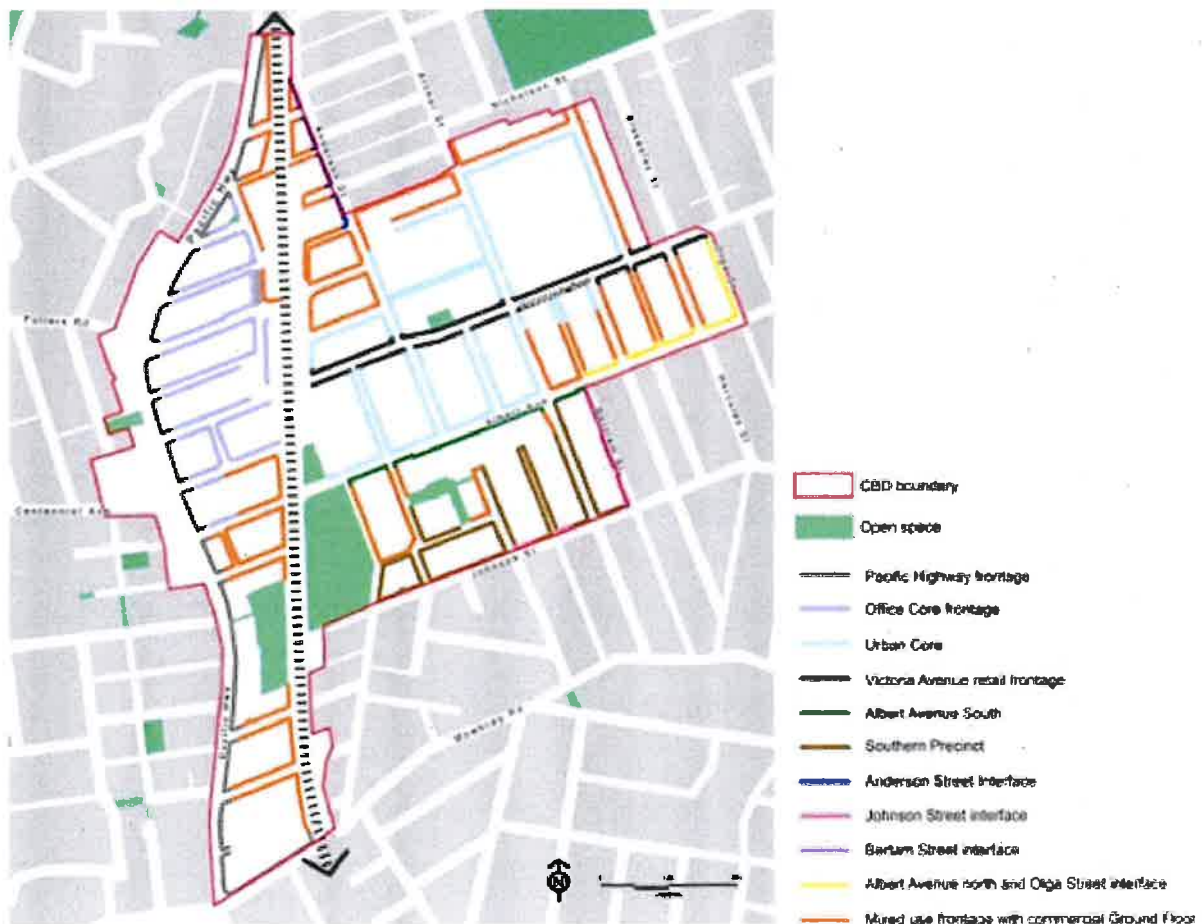
Controls

1. The building setbacks are to be in accordance with Map 5 (Setbacks and street frontage heights) – except where additional setback is provided. Setbacks are as follows:
 - a) Pacific Highway frontage:
 - i) Minimum 4m setback at Ground Level
 - ii) Minimum 6m setback above street wall
 - iii) Maximum street wall height of 7m (two storeys).
 - b) O'Brien Street and remaining southern boundary frontage:
 - i) Minimum setback at Ground Level between 1m (where O'Brien Street meets corner of 849 Pacific Highway and Lot 1 DP 1189541) and 5.4m (where O'Brien Street meets SP2 Infrastructure (Classified Road) land adjacent Pacific Highway Note: Ground level setback at end of O'Brien Street addressed in iii) below.
 - ii) Minimum 3m setback at Ground Level along remaining southern boundary
Note: Ground level setback at end of O'Brien Street addressed in iii) below.
 - iii) Minimum setback at Ground Level at end of O'Brien Street of between 1m and 4.5m
 - iv) Minimum setback above street wall 3.5m (where O'Brien Street meets corner of 849 Pacific Highway and Lot 1 DP 1189541) and 3m (where O'Brien Street meets SP2 Infrastructure (Classified Road) land adjacent Pacific Highway
Note: Tower setback at end of O'Brien Street addressed in v) below.
 - v) Minimum setback above street wall 7.5m along end of O'Brien Street and remaining southern boundary

- vi) Maximum street wall height of 7m (two storeys)
- c) Wilson Street frontage
 - i) Minimum nil setback at Ground Level
 - ii) Minimum 4.5m setback above street wall
 - iii) Maximum street wall height of 7m (two storeys).
- d) Eastern boundary frontage (facing North Shore Rail Line)
 - i) Minimum setback between 6.8m (Wilson Street end) and 11.3m (O'Brien Street end) at Ground Level
 - ii) Minimum 4.5m setback to tower
 - iii) Maximum podium wall height of 7m (two storeys).

2. Balconies are not to encroach into setbacks.

Map 5: Setbacks and street frontage heights



3. In addition to Control 1:

- a) Setbacks may be greater and street wall heights may be lower.
- b) Additional ground level setbacks are sought that contribute to public realm.

5. Building Exterior

Performance Criteria

1. Buildings are to demonstrate a high design quality when viewed from the public domain and the surrounding area, including Pacific Highway, O'Brien Street, Wilson Street and the pocket park and through site link between O'Brien and Wilson Street, adjacent the North Shore Rail Line.
2. Facade treatment and design is to be used to break down the mass and bulk of buildings.
3. High quality façade materials and finishes are to be used which contribute positively to the built environment and mitigate urban heat.

Controls

1. Facades are to be articulated and should incorporate recesses and projecting elements that do not encroach into required setbacks.
2. Extensive blank walls shall be avoided at street level.

6. Amenity

Performance Criteria

1. Maximise solar access and ventilation to residential units.
2. Ensure visual and acoustic privacy of residential units in the development and adjoining properties.
3. Improve pedestrian amenity surrounding the site.

Controls

1. A Wind Assessment shall be submitted at Development Application Stage.
2. A detailed Acoustic Assessment shall be submitted at Development Application Stage addressing noise and vibrations from both the Pacific Highway and the North Shore Rail Line.
3. Residential units shall be designed to maximize solar access, cross ventilation, visual and acoustic privacy.

7. Open Space and Landscaping

Performance Criteria

1. Landscaping is to soften and complement the development.
2. Landscaping at street level shall improve the amenity and appearance of the pedestrian environment.
3. The development shall provide publicly accessible links and open space.
4. Publicly accessible open space is to include meaningful green landscaping.
5. Greening at the podium roof level is to be provided, with planting visible to the surrounding area – with particular regard to Pacific Highway, O'Brien Street, Wilson Street and the pocket park and through site link between O'Brien and Wilson Streets, adjacent the North Shore Rail Line.

6. Podium and roof tops are to be a combination of green and recreation spaces.
7. Street tree planting is to be provided.

Controls

1. Open space at ground level shall be utilised as publicly accessible open space.
2. Large canopy tree planting must be provided along the Pacific Highway, O'Brien Street frontages, and the pocket park and through site link between O'Brien and Wilson Street, adjacent the North Shore Rail Line, where any setback area is greater than 3m.
3. All roofs up to 30 metres from ground are to be green roofs. These are to provide a balance of passive and active green spaces that maximize solar access.
4. A minimum of 2 hours of sun access is to be provided to the public open space on the site.
5. Public domain improvements shall be provided to all street frontages, and the pocket park and through site link between O'Brien and Wilson Streets, adjacent the North Shore Rail Line, to Council requirements.
6. A minimum of 20% of the site is to be provided as soft landscaping, which may be located on Ground, Podium and roof top levels or green walls of buildings.
7. Deep soil planting is to be provided along the Pacific Highway, O'Brien Street frontages, and the pocket park and through site link between O'Brien and Wilson Streets, adjacent the North Shore Rail Line, where any setback area is greater than 3m. Deep soil plantings include trees and shrubs, and are to be unimpeded by buildings or structures below ground.
8. A Landscape Plan is to be provided at Development Application stage detailing all public domain at ground level, street tree planting, planting and space allocation at podium and roof top levels. This is to include species, container size at planting, spacing and approximate size at maturity.
9. Street tree planting is at the cost of the proponent, with location and species to be determined in consultation with Council at Development Application stage.
10. All existing aerial cables which may include for electricity, communications and other cables connecting to street poles and buildings around the site shall be removed and installed underground in accordance with the requirements of the relevant service authorities. Ausgrid lighting poles are to be provided to the requirements of Ausgrid for street lighting and shall be positioned compatible to the landscaping design around the site.

8. Links

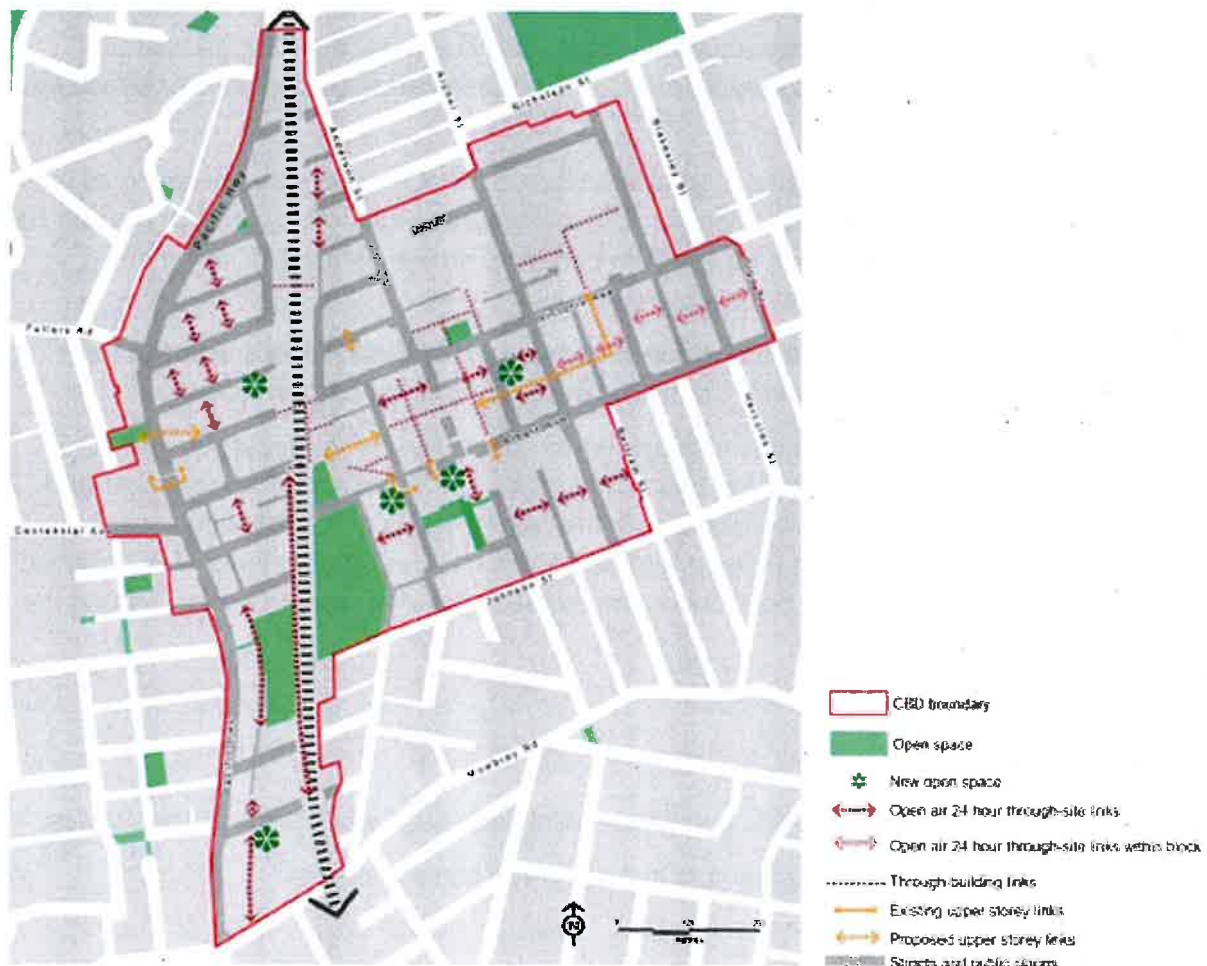
Performance Criteria

1. The development shall provide publicly accessible through site links and open space.
2. Publicly accessible open space is to include green landscaping.

Controls

1. The development is to incorporate publicly accessible through site links and open space in accordance with Map 4 below.
2. Through site links and open space in addition to Map 4 is required on a site by site basis.
3. Public rights of way are to be provided on:
 - The 4m setback to Pacific Highway.
 - The setback between 1m (where O'Brien Street meets corner of 849 Pacific Highway and Lot 1 DP 1189541) and 5.4m (where O'Brien Street meets SP2 Infrastructure (Classified Road) land adjacent Pacific Highway.
 - The setback between 1m and 4.5m at the end of O'Brien Street.
 - The 3m setback to the remaining southern boundary.
 - The setback between 6.8m (Wilson Street end) and 11.3m (O'Brien Street end), adjacent the North Shore Rail Line.
4. All publicly accessible open space and links are to be the responsibility of the relevant ownership entity, with formal public access to be created over these areas.

Map 4: Through Site Links and Open Space



9. Active Street Frontages

Performance Criteria

1. To ensure that uses on the ground level contribute to the activation of the public domain.
2. To ensure that design and location of ground floor uses maximize surveillance of the public domain.

Controls

1. At ground level buildings are to maximise active frontages to Pacific Highway, O'Brien Street and Wilson Street.
2. A building has an active street frontage if all premises on the ground floor of the building facing the street(s) are used for the purpose of commercial premises or non-residential purposes and provide elements of visual interest when viewed from the street.

10. Traffic and Transport

Performance Criteria

1. Development must be designed to provide adequate and safe access to the site.
2. Development on the site should not cause adverse traffic impacts on the surrounding road system.
3. Minimise the number of vehicular access points to the development.
4. All vehicles are to enter and exit the site in a forward direction.
5. Traffic and transport solutions are to be physical (rather than mechanical) on this site.
6. Minimise car parking and encourage alternative transport options.

Controls

1. Vehicle access to / egress from the development is to be from one access point in Wilson Street.
2. Vehicle access and egress is to be designed and located to achieve safety, minimise conflicts between pedestrians and vehicles and create a high quality streetscape.
3. All car parking and loading facilities are to be located below ground level, utilizing physical solutions to ensure all vehicles (including loading vehicles) enter and leave the site in a forward direction.
4. Other strategies for car parking reduction, such as reciprocal arrangements for sharing parking and car share, is to be included in any future Development Application.
5. The following is to be provided in any future development application:
 - a) Car parking provision based on reduced car parking rates, consistent with the requirements for new developments in the Chatswood CBD as supported by Transport for NSW
 - b) All servicing, including drainage, to be outside the Sydney Train corridor.

- c) Measures are to be included, to the satisfaction of Sydney Trains which prevent the throwing of objects onto the rail corridor
- d) A Traffic Management Plan for the construction phase, and future operation phase, to demonstrate that additional vehicular movements in and out of the site:
 - i. Do not potentially obstruct access onto TAHE land and rail corridor.
 - ii. Do not pose queuing issues along the Wilson Street overbridge, and potentially obstruct rail corridor access. The rail corridor access point/s must not be blocked at any stage during the construction and operation phases of future developments on the subject site. Rail bridge load restrictions must also be considered and adhered to, as related to construction-related vehicles
- e) Documentation demonstrating compliance with the Sydney Metro Underground Corridor Protection Guidelines and/or Sydney Metro At Grade and Elevated Sections Corridor Protection Guidelines as applicable.
- f) Infrastructure integral to redevelopment of the site not located in the existing TfNSW reservations and easements.
- g) An amended Transport Impact Assessment addressing:
 - i. The cumulative impact on the surrounding active transport network, the identification of active transport links to existing school travel paths, and investigation regarding how the site can connect to the Principal Bike Network to encourage active transport uptake into the future.
 - ii. Consideration of the NSW Governments Movement and Place Framework (MAPF) and its Built Environment Performance Indicators
- h) A Green Travel Plan.
- i) Updated traffic analysis and modelling.
- j) Assessment of sight lines for the vehicle ingress / egress point in Wilson Street, and amendments to design as necessary, with regard to traffic from the Pacific Highway and Wilson Street overbridge.

11. Waste Management, Loading and Services

Performance Criteria

1. All loading, unloading and servicing is required to occur on-site.
2. To ensure that adequate provision is made for waste storage and disposal.
3. Floor space at Ground level is to be maximised, with services located in Basement.

Controls

1. All loading and unloading services are required to occur at basement level on-site.
2. Other supporting functions such as garbage rooms, plant and other services are to be located in Basement levels.
3. A Waste Management Plan shall be submitted at the Development Application stage.

4. Substations are to be provided within buildings, not within the streets, open spaces or setbacks and not facing key active street frontages. Substations are to be designed to ensure protection of residents from Electro Magnetic Radiation (EMR) emissions.

12. Design Excellence

Performance Criteria

1. Ensure high quality and varied design through the use of competitive design processes.
2. Implement a rigorous process to support good design outcomes.

Controls

1. All developments that have a height of 35m or more are subject to a competitive design process.
2. The competitive design process must be undertaken in accordance with the Willoughby Design Excellence Policy and Willoughby Design Excellence Guidelines.

13. Public Art

Performance Criteria

1. All redevelopments in the Chatswood CBD should contribute to public art in accordance with Council's Public Art Policy.

Controls

1. Public Art is to be provided in accordance with Council's Public Art Policy.

14. Building Sustainability

Performance Criteria

1. Design excellence shall include achievement of higher building sustainability standards.

Controls

1. A minimum of 5 stars GBCA building rating is expected. A higher rating is encouraged. An assessment report is to be submitted at Development Application stage.

