

1A-29 BOWEN STREET & 6-18 MORIARTY ROAD, CHATSWOOD

PROPOSED SITE-SPECIFIC DCP PROVISIONS

To further guide the design of new development within the site, and to provide greater certainty regarding the future design outcome for the site, a site-specific development control plan (DCP) will be prepared to support the draft LEP amendment. Proposed DCP Controls in the general accepted format of the Willoughby DCP 2006 are outlined in the following sections.

General Provisions

The aims and objectives of the DCP site specific provisions are to:

- Ensure that the site is amalgamated so as to enable the substantial redevelopment of the site for medium to high density residential development;
- Ensure that the development is complementary to the scale and character of development in the area;
- Encourage energy efficient design and development;
- To encourage high quality built form outcomes and achieve design excellence;
- Indicate the location of vehicle access points to the site and the general location of parking areas;
- Mitigate impact of traffic generation from the development on surrounding road network;
- Control adverse environmental impacts such as wind and shadows from any development of the site; and
- Ensure the heritage listed terrace pair located at 8-10 Moriarty Road is sympathetically incorporated in the redevelopment.

Specific Provisions



Figure 1 – Building Envelope Plan

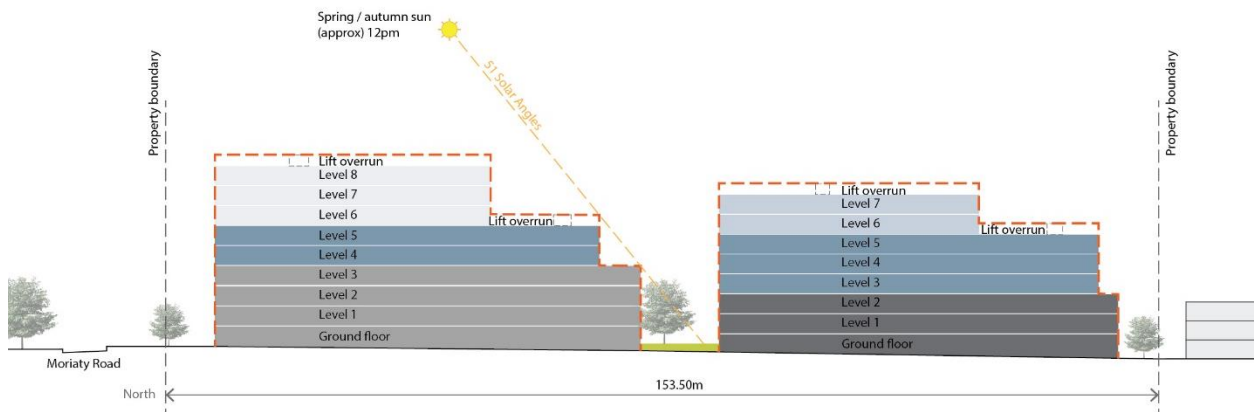


Figure 2 – Indicative Building Envelope Section

A – Height

Objectives

- a) To achieve an appropriate height transition across the site responding to the existing and future desired context; and
- b) To provide various height controls that maintain sunlight access into nearby residential development and enhance solar access through the site.

Controls

1. The height of buildings in storeys are to be in accordance with the *Building Envelope Plan*.
2. The tallest form of the development is to be positioned at the north of the site to reduce solar impacts on the public domain and surrounding residential buildings and provide a transition in scale to The Great Northern Hotel heritage item.

B – Design Excellence

Objectives

- a) To encourage innovative, high quality architectural design; and
- b) To achieve long term durability of design and finish.

Controls

1. Before granting development consent for the erection of a new building development, the Council must consider the quality of the architectural design and the achievement of design excellence.
2. In considering the quality of the architectural design, the Council must consider feedback received from a Design Review Panel for developments up to 35m high.
3. Achievement of design excellence will include achievement of higher building sustainability standards.
4. Any amelioration measures for environmental impacts such as architectural elements and landscaping are integrated into the design to achieve an overall high standard of design quality.

C – Setbacks and Streetscape

Objectives

- a) To ensure future development recognises the existing streetscape and contributes to the public domain; and
- b) To ensure residential development proposed on the site is consistent with the design criteria contained within the Apartment Design Guide.

Controls

1. A minimum 3m setback from any street frontage is required.
2. Design of the development is not to read as a single mass when viewed from Bowen Street.
3. The design of the development façades is to create a visually interesting form incorporating recesses and projecting elements.
4. The minimum rear setback from the site boundary is 3m.
5. New building envelopes proposed behind the existing heritage items at 8-10 Moriarty Road must not be positioned less than 1m from the principle building form of the heritage terrace, or less than a 9m setback from Moriarty Road.
6. New development on the site fronting Moriarty Road should have two storey podium expression in the building façade (in line with the height of the existing heritage items at 8-10 Moriarty Road).

D – Open Space and Landscaping

Objectives

- a) Landscaping is to soften and complement the development; and
- b) Landscaping at street level shall improve the amenity and appearance of the pedestrian environment and public domain.

Controls

1. The planting to the setback areas is to maintain clear sight lines between the entrances and the street and within the planted areas.
2. Open space within front setback areas are to present useable and accessible open space that improves the public domain.
3. Additional street tree planting will be required for new development. The location and species of new planting will be nominated by Council as part of any development consent.
4. Landscaped areas are to be adequately irrigated and drained.
5. The redevelopment of the site is to provide the inclusion of soft landscaping.
6. Variation to the maximum site coverage and recreational open space requirements within Part D2 of the Willoughby DCP 2006 can be considered provided communal open space proposed exceeds 25% of the site area, and a minimum 10% of deep soil area is maintained across the site.

E – Access, Parking, and Transport

Objectives

- a) The development shall meet Council's car parking requirements;
- b) The number of vehicle access points to the development are minimised;
- c) Traffic generated from the proposed development should be mitigated;
- d) Vehicular access points are designed to minimise their impact on pedestrians and the flow of traffic; and
- e) Vehicular access points should be unobtrusive in the streetscape but ensure visibility for motorists and approaching pedestrians.

Controls

1. Proposed vehicular access points are to be limited to no more than one ingress/egress per street frontage.
2. Future development must include provision to open the intersection of Bowen Street and Moriarty to one-way, south bound traffic.

3. Future development of the site must ensure that measures are put in place so that development will have no significant impact on the efficiency and operation of the existing surrounding road network.
4. Active transport facilities including resident and visitor bicycle parking are to be provided.
5. Electric car charge points are to be provided within any basement car park.
6. Based on the car parking requirements for a site within a railway precinct and major public transport corridor, the following car parking requirements are relevant to the site:
 - 1 space per 1 & 2-bedroom apartment
 - 1.25 spaces per 3 (+)-bedroom apartment
 - 0.25 spaces per unit for visitors

F – Environmental Considerations

Objectives

- a) The design of new development shall minimise the overshadowing impact on adjoining development;
- b) The shape, location and height of buildings should be designed to satisfy wind criteria for public safety and comfort at ground level;

Controls

1. New development is to minimise additional overshadowing of or main private open space or living rooms of residential properties during the mid-winter period where the shadows would reduce sunlight access to below 2 hours per day between 9am and 3pm.
2. Any wind amelioration measures shall be integrated into the overall architectural or landscape design of a site.
3. Development is encouraged to exceed the minimum requirements of *State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004*.

G – Allotment Size and Consolidation

Objectives

- a) Allotments should be amalgamated to ensure that sufficient site area is available to achieve the stated development potential, adequate provision for landscaping, and to avoid isolating any allotments subject to this section of the DCP from future redevelopment; and
- b) Development on any residual allotment can be satisfactorily achieved by having regard to efficient solar access design.

Controls

1. New development on the site will be required to consolidate all affected allotments.
2. A development application for the substantial redevelopment of fewer than all of the allotments the subject of this section of the DCP, must be accompanied by evidence that consolidation of all allotments has been reasonably attempted.
3. Any basement car parking proposed on the site is to make provision for shared access, with necessary easement(s) on title in accordance with Section 88B of the *NSW Conveyancing Act 1919*, appropriate circulation paths, and siting of breakthrough walls to allow a shared/integrated basement with 1 Bowen Street.

H – Heritage

Objectives

- a) To ensure the heritage listed terrace pair at 8-10 Moriarty Road is sympathetically incorporated in the redevelopment, and the heritage significance of the terrace pair is retained.

- b) To mitigate impacts of the proposed development to proximate heritage items including the Great Northern Hotel at 522 Pacific Highway.

Controls

1. New building additions to the south of the existing heritage listed terrace pair at 8-10 Moriarty Road are to be generally consistent with the built form illustrated within the *Building Envelope Plan*.
2. A development application for the redevelopment of the site is to include consideration to further modulation/ articulation of new development in response to the siting of the heritage item.
3. Detailed design of podium elements to specifically respond to the bulk, materiality and street wall height of the heritage item.
4. The redevelopment of the site is to retain the heritage values of the Local Heritage Items at 8-10 Moriarty Road.