

ATTACHMENT 5

DRAFT SITE SPECIFIC DEVELOPMENT CONTROL PLAN

15 Ellis Street & 753 Pacific Highway Chatswood
(Strata Plans 53910 and 6576)



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1.0 INTRODUCTION - THE SITE AND DCP OBJECTIVES

This site-specific development control plan (DCP) applies to land at 15 Ellis Street and 753 Pacific Highway, Chatswood, described as Strata Plans 53910 and 6576, as shown below in **Figure 1 – Site**. The site has an area of 1,211m² (excluding road widening) and is bounded by the Pacific Highway to the west, Ellis Street to the south, Crispe Lane to the east.

Figure 1 – Site



The objectives of this site specific DCP for the subject land are:

1. Provide a mixed use high-rise commercial and residential development within the southwest sector of the Chatswood CBD.
2. Develop the site in a manner that maintains the amenity and development potential of neighbouring properties.
3. Implements the objectives of the Chatswood CBD Urban Design and Planning Strategy in a manner that is consistent with the recommended developments controls of the Strategy.
4. Ensure built form on the site does not increase mid-winter shadowing between the hours 12 noon and 2pm within the nearby area of open space located within the Chatswood Croquet and Tennis Club site.
5. Provide for sufficient off-street parking and suitably manage traffic impacts arising from redevelopment of the site.
6. Provide a landscaped setback to the Pacific Highway including a publicly accessible plaza area and an active frontage to the Highway and Ellis Street.

2.0 VALUE UPLIFT SHARING

Development of the site shall include a share of value uplift, as a contribution towards funding of public domain improvements in the Chatswood CBD. The value uplift is payable for residential floor space (excluding affordable housing) in excess of the base residential floor space ratio of 1.7:1. The value uplift contribution is to be included in a Voluntary Planning Agreement.

In addition to the payment of a value uplift contribution to Council, a contribution is payable to Council for public art in accordance with Council's Public Art Policy. This contribution may be offset in part by provision of public art within the Pacific Highway forecourt of the development.

3.0 DESIGN EXCELLENCE AND BUILDING SUSTAINABILITY

Building design shall be subject to a design excellence process in accordance with Council's Design Excellence Policy and will include a competitive design process. Architects for design excellence should be maintained through the development application process and can only be substituted with written agreement of Council.

Achievement of design excellence will include achievement of higher building sustainability standards. A minimum of 5 stars GBCA building rating is expected for all new buildings. A report is to be submitted at Development Application stage.

A SEPP 65 – Design Quality of Residential Flat Development report is to be provided at Development Application stage. Detailed acoustic and wind assessments shall also be provided at Development Application stage.

4.0 FLOOR SPACE RATIO & MINIMUM SITE AREA

The maximum permitted floor space ratio (FSR) for the site is 6:1. The minimum area for mixed use development that seeks to utilize bonus FSR on the subject development site is 1,100m² (excluding the area of road widening. The area of the site identified for road widening shall not be used in the calculation of allowable FSR on the site. Existing allotments within the site shall be consolidated prior to construction works commencing.

Development shall include affordable housing, which must be included within the maximum permitted FSR of 6:1.

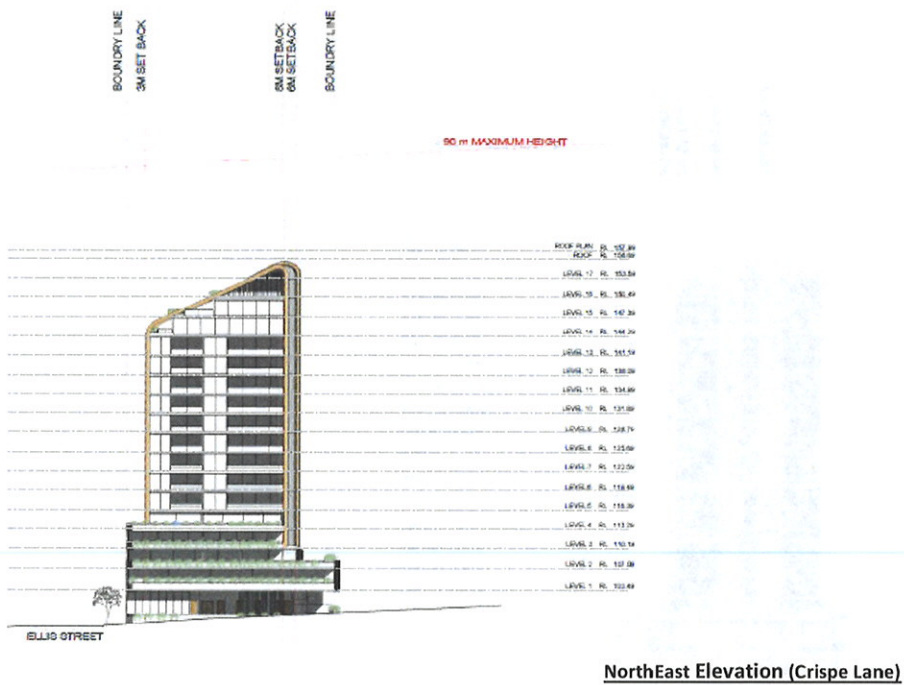
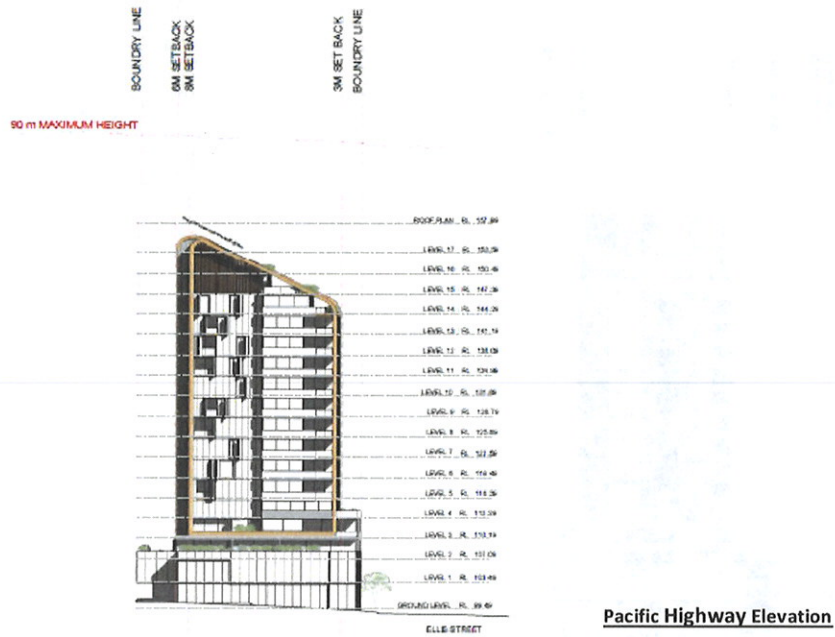
5.0 BUILT FORM

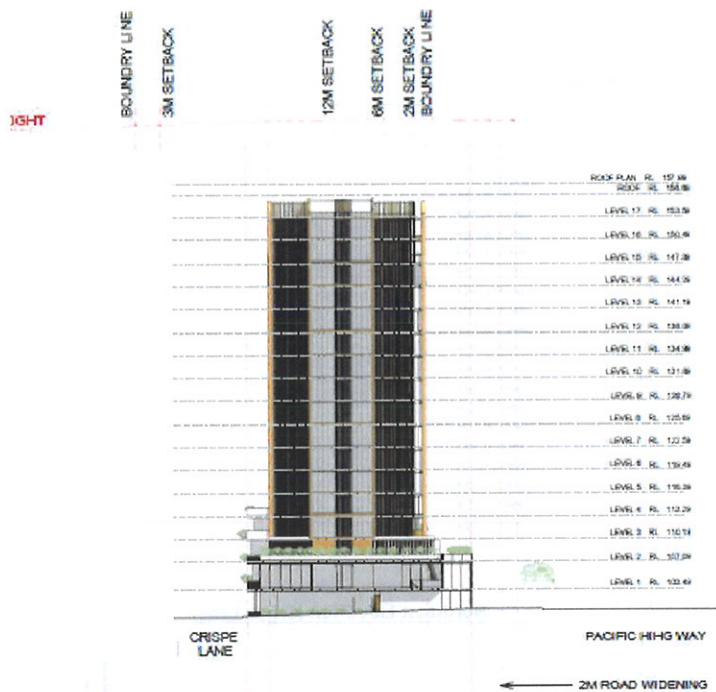
The built form shall provide for a 2 storey commercial podium with slender residential tower form above. Residential floor plates shall not exceed a gross floor area of 750m². Building design should ensure visual and acoustic privacy, natural ventilation, sun access, and views and provide suitable areas for communal open spaces, deep soil zones and landscaping.

A building separation distance of at least 24m shall be provided to buildings to the east, south and west of the site. Building separation to the north shall be generally as provided for in the SEPP 65 Apartment Design Guide (ADG), subject to all apartments within the residential tower providing a minimum building setback of 8m to the northern side boundary above the 4th storey of the building. The lift/stair core of the building and apartments below the 4th storey level are permitted with a minimum building setback of 6m to the northern boundary of the site.

Building form is to be generally in accordance with the indicative elevations provided in **Figure 2**, on Page 3.

Figure 2 – Indicative Building Elevations and Tower Setbacks



**Ellis Street Elevation****NorthWest Elevation**

6.0 SUN ACCESS TO KEY PUBLIC SPACES

Sun access protection shall be provided in mid-winter between the hours 12noon to 2pm to the nearby tennis and croquet club site, located to the south Ellis and west of Chatswood Oval, as shown coloured yellow in **Figure 3**, below. Any development of the site shall not increase shadows to the open space area of the tennis and croquet club, between the hours 12 noon to 2pm in mid-winter.

Figure 3 – Sun Access Protection to Key Public Spaces



7.0 BUILDING HEIGHT

Maximum building height shall be in accordance with the building height planes shown in **Figure 4A** and **Figure 4B**, on Page 6. Building height is required to step down height to the southeast, to ensure sun access protection for the open space area within the nearby croquet and tennis club, between the hours 12 noon and 2pm in mid-winter, as detailed in Section 6, above. Building height shall also have regard to surrounding context and planned future context and minimise overshadowing of neighbouring properties.

Figure 4A Building Height Plane – Plan View Diagram-

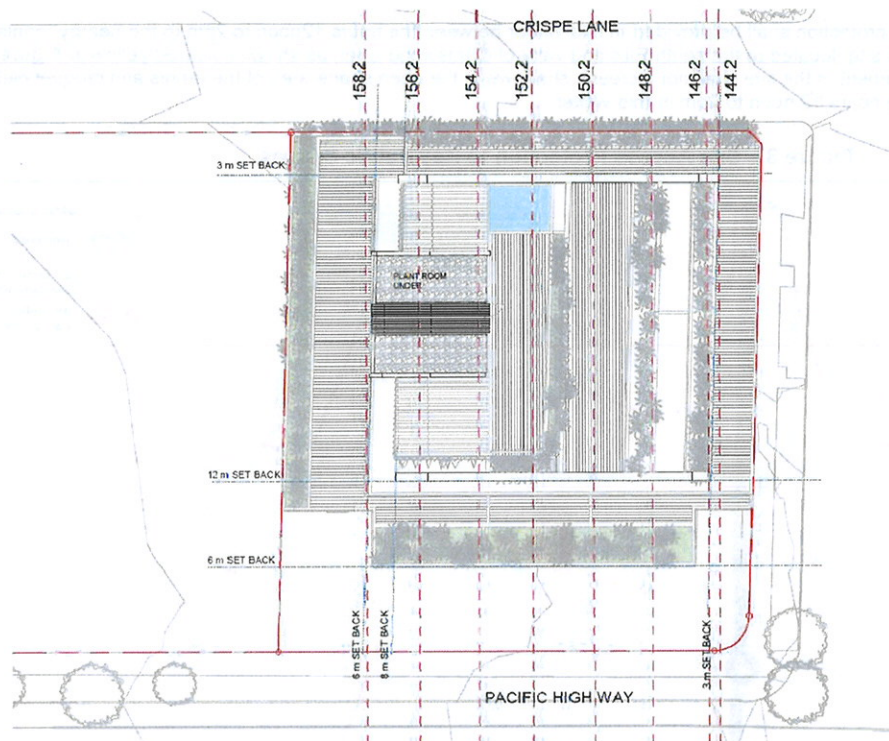
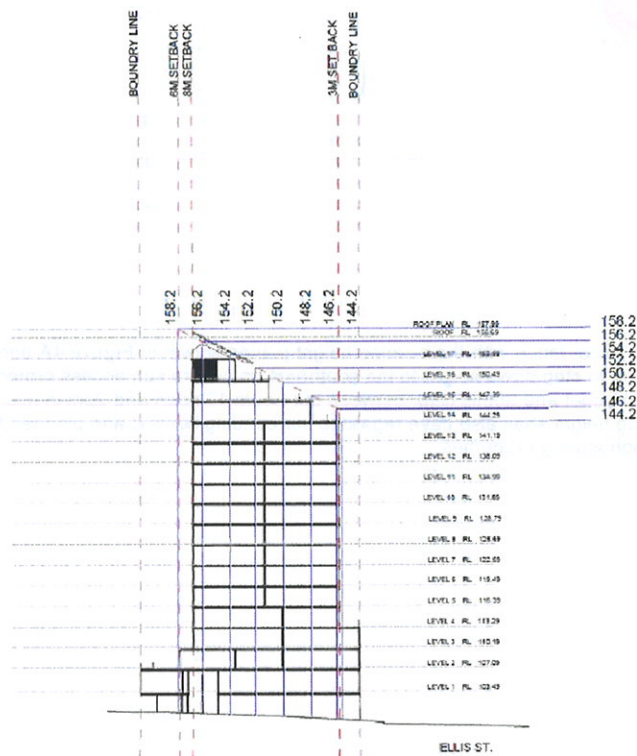


Figure 4B Building Height Plane – Cross Section Diagram



The height plane diagrams above, provide for a maximum RL of between 156.2 and 158.2 in the northern portion of the site, RL's of between 152.2 and 154.2 in the central portion of the site and RL's between 144.2 and 148.2 in the southern portion of the site. Any development application submitted for the site must include shadow diagrams demonstrating that the proposed development will not result in any additional shadowing of the sun protected open space within the Chatswood Croquet and Tennis Club in mid-winter between the hours 12 noon to 2pm.

All structures at roof top level, including lift over runs and any other architectural features are to be within the maximum heights and integrated into overall built form.

8.0 STREET FRONTAGE HEIGHTS AND SETBACKS

The building podium shall be 2 storeys, with a maximum height of 8m and setback a minimum of 4m to the Pacific Highway frontage of the site, after road widening. A zero podium building setback is permitted to the Ellis Street and Crispe Lane street frontages of the site.

Above the podium the tower shall provide a minimum setback of 10m to the Pacific Highway frontage, after road widening and a minimum 3m setback to Ellis Street and Crispe Lane

Street frontage heights and setbacks shall be designed to contribute to landscape at street level and include publicly accessible open space with adequate solar access. Building design should protect street trees in Ellis Street and minimise the effects of adverse wind conditions at street level.

Development of the site shall include dedication of the land within the site zoned SP2 Infrastructure for future road widening.

9.0 BUILDING EXTERIOR

Building facades shall complement the character of the area and contribute to creating attractive pedestrian environments and streetscapes. Facade design should encourage active street frontages to the Pacific Highway and Ellis Street. Architectural detailing, including external finishes, colours and materials should accentuate slim tall tower building form, add visual interest and avoid excessive glare.

Glazing is to be set back from the structure and modulated and extensive blank walls shall be avoided at street level. Glazing should be minimized to the northern elevation to mitigate potential privacy impacts on the existing apartment development to the north.

Roofscapes of buildings on the site shall provide positive visual contribution to the built environment. Roof design shall provide "sculptured forms" and where possible flat roof areas should incorporate useable outdoor recreation space. All rooftop lift overruns or exposed structures are to be integrated with the building. All roofs up to 30 metres from ground to be green roofs. These are to provide a balance of passive and active green spaces that maximise solar access.

10.0 LINKS, OPEN SPACE AND LANDSCAPING

Publicly accessible open space within the site, including the Pacific Highway frontage is to include suitable landscaping and include a deep soil zone and street trees along the Pacific Highway frontage of the site. The development shall provide an attractive and permeable street frontage to the Highway, providing safe, legible access to the building.

Open space at ground level should be utilised as publicly accessible open space and a landscaped area equating to at least 20% of the site area shall be provided within the development.

All existing aerial cables which may include for electricity, communications and other cables connected to street poles and buildings around the site shall be removed and installed underground in accordance with the requirements of the relevant service authorities

11.0 ACTIVE STREET FRONTAGES

Buildings are to maximise active frontages at ground level to the Pacific Highway and Ellis Street. Blank walls are to be minimised and located away from key street locations.

Service structures external to the building and driveways shall not be located within the building setbacks to the Pacific Highway or Ellis Street. A loading bay is permitted of Crispe Lane and all access to storage facilities, included waste storage rooms is limited to Crispe Lane. Electricity substations shall be provided within the building, not within streets, open spaces or setbacks, and shall be designed to ensure protection of residents from Electro Magnetic Radiation (EMR) emissions.'

12.0 TRAFFIC AND TRANSPORT

Vehicular access to the site shall be limited to Crispe Lane and designed so that all vehicles can enter and leave the site in a forward direction. Basement car parking shall be provided in accordance with Council's parking requirements. A truck loading/unloading bay shall be provided with access designed to allow trucks to enter and exit the loading bay in a forward direction.