

Draft Site Specific Development Control Plan

for
3 – 5 Help Street
Chatswood

1.0 GENERAL

These controls apply to land bounded by 3-5 Help Street, McIntosh Street and Cambridge Lane shown on the map below:



Figure 1: Site that is subject to this section of the DCP.

In the event of an inconsistency between this section and the remaining provisions of this DCP, the controls in this section shall prevail in relation to development on the site to the extent of the inconsistency.

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 site 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. Achieves architectural and urban design excellence
7. Maximise activation to Help Street, McIntosh Street and Cambridge Lane.

2.0 BUILT FORM

Performance Criteria

The built form of the new development shall:

1. Achieve a slender tower 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. 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.

3.0 BUILDING HEIGHTS

Performance Criteria

The built form of the new development shall:

1. Be compatible with the planned scale of surrounding development.
2. Minimise overshadowing of surrounding properties and the adjacent public domain.

Controls

1. The maximum building height of 90m is to include all structures located at roof level, including lift over runs and any other architectural features.
2. All structures located at roof level are to be integrated into the overall building form.

4.0 STREET FRONTAGE HEIGHTS AND SETBACKS

Performance Criteria

Setbacks shall:

1. Contribute to deep soil areas, landscaping and open space at street level
2. Minimise the effects of adverse wind conditions at street level
3. To ensure the positioning of new buildings contribute to the existing or proposed streetscape character.

Controls

1. The building setbacks are to be in accordance with Figure 2 “Street Frontage Heights and Building Setbacks”. The setbacks are summarised as below.
 - a. Help Street, McIntosh Street, and Cambridge Lane frontages
 - i. Minimum 0m setback at Ground level from boundary for street walls.
 - ii. Mixed use frontage with commercial ground floor, 6-14m street wall height.
 - iii. Minimum 3m setback above street wall.

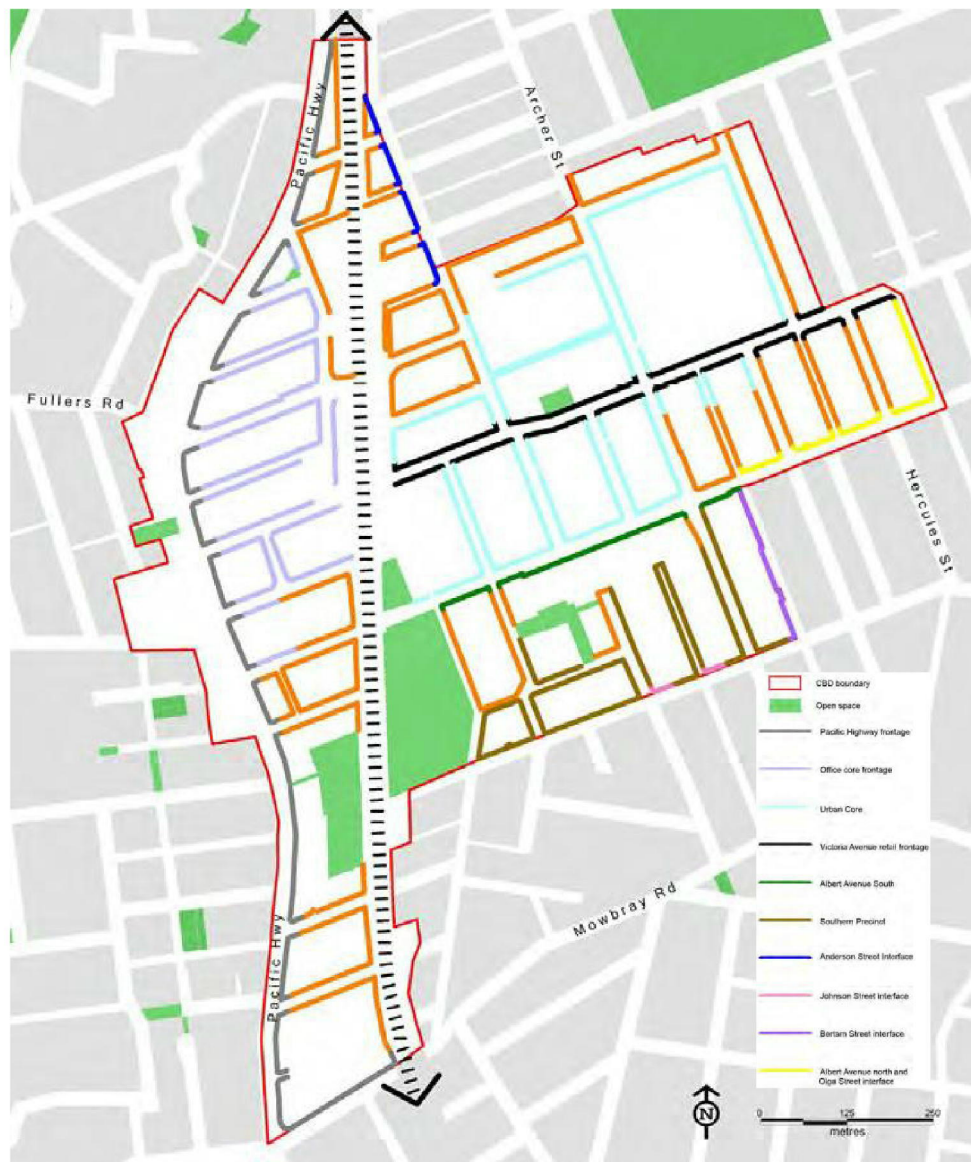


Figure 2: Street frontage heights and building setbacks.

5.0 BUILDING EXTERIOR

Performance Criteria

1. Buildings are to demonstrate a high visual quality of development when viewed from the public domain and the surrounding area.
2. Façade 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.

Controls

1. At street level, façade designs must be sensitive to the pedestrian environment in terms of wall height finishes and setbacks for planting.
2. Extensive blank walls shall be avoided at street level.

6.0 AMENITY

Performance Criteria

1. To maximise solar access and ventilation to residential units.
2. Ensure visual and acoustic privacy of residential units within the development and developments on 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.
3. Residential units shall be designed to maximise solar access, cross ventilation, visual and acoustic privacy.

7.0 LINKS, 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 green landscaping.
5. Green roof tops and usable rooftop areas shall be provided.

Controls

1. Publicly accessible open space and green landscaping such as street trees will be required by all developments.
1. Large canopy tree planting must be provided in accessible open space (if required) and green landscaping such as street trees will be required in all setbacks (if required), and subject to other design principles.
2. All development proposals for the site should have regard to the potential for through links on adjacent sites.
3. Pedestrian and cycling linkages should be sought in order to improve existing access within and through the Site and the Block. New linkages may also be sought where these are considered to be of public benefit. All such links will be provided with public rights of access and designed with adequate width, sympathetic landscaping, passive surveillance, and lighting, including the requirement to meet relevant access legislation.
4. 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 maximise solar access.
5. A minimum of 2 hours of sun access is to be provided to any public open space on the site.
6. Communal open space for residents of the building is to be incorporated within/on the building, and include seating, recreational areas (e.g. barbeque area) and landscaping.
7. Any communal open space, with particular regard to roof top level on towers, should be designed to address issues of quality, safety and usability.
8. 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. Soft landscaping includes plantings on and above structures (e.g. planter boxes).
9. Any development is to provide a minimum deep soil planting setback of 6 metres along some part of the eastern boundary of the consolidated site, with screen planting of trees being allowed to achieve a mature height, and lower level shrubs.
10. Deep soil plantings include trees, shrubs and grasses, and are to be unimpeded by buildings or structures below ground.

8.0 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 maximise surveillance of the public

Controls

1. At ground level buildings are to maximise active frontages to Help Street, McIntosh Street and Cambridge Lane.
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 purposes of commercial premises.

9.0 TRAFFIC AND TRANSPORT

Performance Criteria

1. Development must be designed to provide adequate and safe access to the site.
2. Development on the site is not to cause adverse traffic impacts on the surrounding road system.
3. Ensure future vehicular access can be provided to the adjoining site.
4. Minimise the number of vehicular access points to the development.

Controls

1. As the site is located within 800m of a train station, car parking rates for the development are to utilise RMS car parking rates as per the 'Guide to Traffic Generating Developments', as well as reciprocal parking and car share strategies.
2. All vehicles are to enter and exit a site in a forward direction without the need for supporting technologies. Vehicle manoeuvring technologies such as turntables should only be provided in exceptional circumstances and demonstrated to be necessary.
3. Traffic shall be restricted to left in/left out on the Help Street entrance, to be facilitated by the introduction of a median strip and constructed at the cost of the proponent and involving consultation with Council's Traffic Section.
4. The ability of all vehicles to safely access/egress the development via Help Street from the kerb lane shall be confirmed through the use of turning path analysis/assessment.
5. All commercial and residential loading and unloading is required to occur on-site and not in public streets.
6. Sufficient on-site disabled parking capacity to be provided that is designed to meet the relevant design standards.
7. Development sites are to provide an opportunity within Basement levels to deliver vehicle access to adjoining sites if they require a shared driveway.
8. Bicycle access/facilities and circulation along McIntosh Street shall be encouraged, including "filling the gaps" in the existing bicycle network across intersections.
9. Safe and secure on-site bicycle parking capacity including lockers and racks and end-of-trip facilities to meet the expected site demands to be provided and designed to meet the relevant design standards.

10. WASTE AND LOADING

Performance Criteria

1. Ensure waste collection and loading can be provided to the adjoining site.
2. To ensure that adequate provision is made for waste storage and disposal.

Controls

1. Any loading docks, including garbage, deliveries, and residential removal trucks are to be located in the basement areas. Loading docks may be permitted on the ground floor for constrained/narrow sites where it can be demonstrated it is not practical to provide within basement levels.
2. If a shared driveway will be required for adjoining sites, loading and servicing of the adjacent site is to be considered as part of the development.
3. Vehicular access to the site is to be via Help Street for commercial deliveries and Garbage collection and via Macintosh Street for residential entries and exits – no accessway is to be provided via Cambridge Lane.
4. A Waste Management Plan shall be submitted at Development Application Stage.

11. DESIGN EXCELLENCE AND BUILDING SUSTAINABILITY

A. Design Excellence

Controls

1. Design excellence is required for all developments that have a height of 35m or more.

12. PUBLICART

Performance Criteria

1. Ensure public art is considered as part of development within the Chatswood CBD.

Controls

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

13. SUSTAINABILITY

Performance Criteria

1. Achievement of design excellence shall include achievement of higher building sustainability standards.

Controls

1. A minimum of 5 star GBCA building rating is expected. A report is to be submitted at Development Application Stage.

14. UTILITY SERVICES

Performance Criteria

1. To ensure that the provision of utility services do not adversely impact on public space or building functionality and amenity.

Controls

1. All utility services and cabling associated with the proposed development will be located underground.

15. CONSTRUCTION IMPACT MITIGATION

Performance Criteria

1. To ensure that building construction impacts on the surrounding community and environment are appropriate mitigated

Controls

1. An acoustic assessment of construction process is to be provided at development application stage, with any noise attenuation measures incorporated into the construction plans.
2. A development application will require an updated assessment of traffic controls and truck routes at the time of lodgement.