DCP Controls –
Draft Section for 629-639 Pacific Highway, Chatswood

1.0 General

These controls apply to land bounded by 629-639 Pacific Highway, being Lot 9 DP4138, Lot 10 DP 4138, Lot11 DP 4138, Lot 12 DP 4138, Lot 13 DP 4138 and Lot 14 DP 4138 and shown on the map below:

The aims and objectives of these controls are to:

1. Provide a mixed commercial and residential development within the southern precinct of the Chatswood CBD that contributes to the vitality of the centre and supports public transport use.
2. Develop the site within the CBD without impacting the viability of adjoining lots for future development.
3. Ensure that building form and articulation addresses the corner of the Pacific Highway and Gordon Avenue.
4. Ensure development on the site minimises impacts to the amenity of neighbouring residential properties.
5. Establish environmental standards which achieve high levels of residential amenity for occupants of the development.
6. Minimise traffic impacts from redevelopment of the site.
7. Provide landscaping that enhances the setting of the building as well as the amenity of the development and the amenity of neighbouring properties.
8. Provide a planted buffer along the Pacific Highway to reinforce the 'greening' of Chatswood CBD and provide increased amenity to the ground level retail and lobby
9. The site is to be developed for Mixed Use in accordance with the controls in WLEP 2012.
10. Ground Floor (Level 1) and Level 2 must provide for B4 retail /commercial permitted uses other than residential development.

2.0 Building Form

A. Building Height and Floor Space Ratio

Performance Criteria

The built form of new development should:

1. To provide a building form which is consistent with the future development controls identified for the site in the Chatswood CBD Strategy.
2. Incorporate a two storey podium.
3. Minimise overshadowing of adjoining properties.
4. Articulate the building on the corner of Pacific Highway and Gordon Avenue to reinforce a gateway to Chatswood.
5. Provide a minimum of 700 m² of commercial / retail space to be located within the two level podium.

Controls

1. The maximum building height that applies to this site is 90m.
2. The maximum permissible FSR that applies to this site is 6:1.
3. The maximum building height is to include any lift overrun and roof plant room.
4. Provide a maximum podium height of 8m addressing the Pacific Highway and Hammond Lane.
5. The maximum building height is to be in accordance with Figure 1 "Maximum Building Height" below.

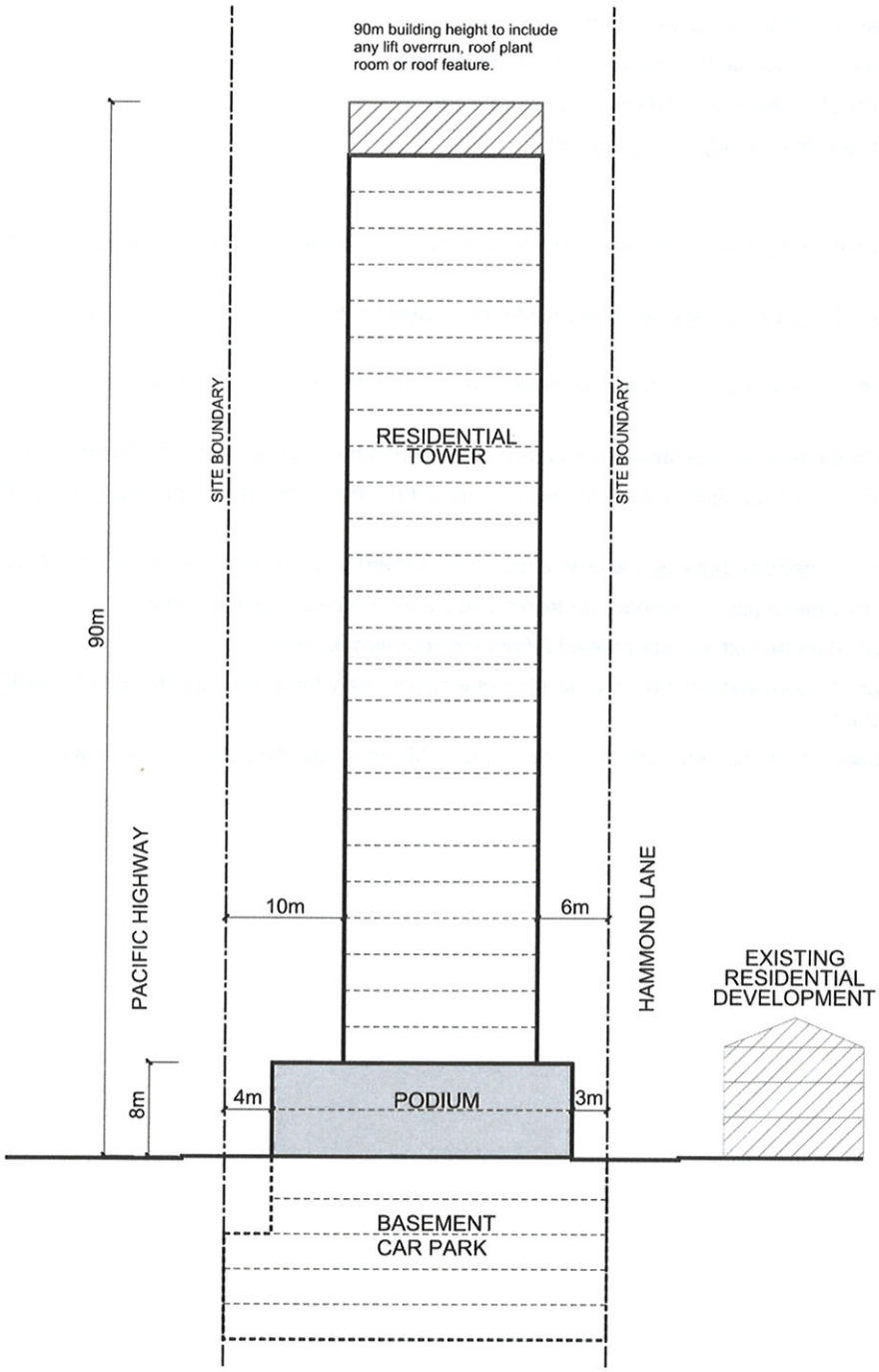

Figure 1: Maximum Building Height

B. Setbacks

Performance Criteria

Setbacks should:

6. Provide good solar access to surrounding public realm areas.
7. Ground floor setbacks to provide for broad planting and footpaths.
8. Minimise the effects of adverse wind conditions at street level.
9. Be consistent with setbacks of adjacent properties.

Controls

1. Provide a minimum 4 metre podium setback for levels 1 and 2 from the western boundary adjacent to the Pacific Highway.
2. Provide a minimum 10 metre setback above level 2 from the western boundary adjacent to the Pacific Highway.
3. Provide a minimum 3 metre podium setback for levels 1 and 2 from the eastern boundary adjacent to Hammond Lane
4. Provide a minimum 6 metre setback above level 2 from the eastern boundary adjacent to Hammond Lane.
5. Provide a minimum 0 metre podium setback for levels 1 and 2 from the northern boundary adjacent to Gordon Avenue.
6. Provide a minimum 3 metre setback above level 2 from the northern boundary adjacent to Gordon Avenue.
7. Provide a minimum 0 metre podium setback for levels 1 and 2 from the southern boundary.
8. Provide a minimum 6 metre setback above level 2 from the southern boundary.
9. Provide a minimum 4 metre setback from the pacific highway boundary for the first two basement levels to provide for tree planting.
10. The building setbacks are to be in accordance with Figure 2 "Minimum Building Setbacks" below.

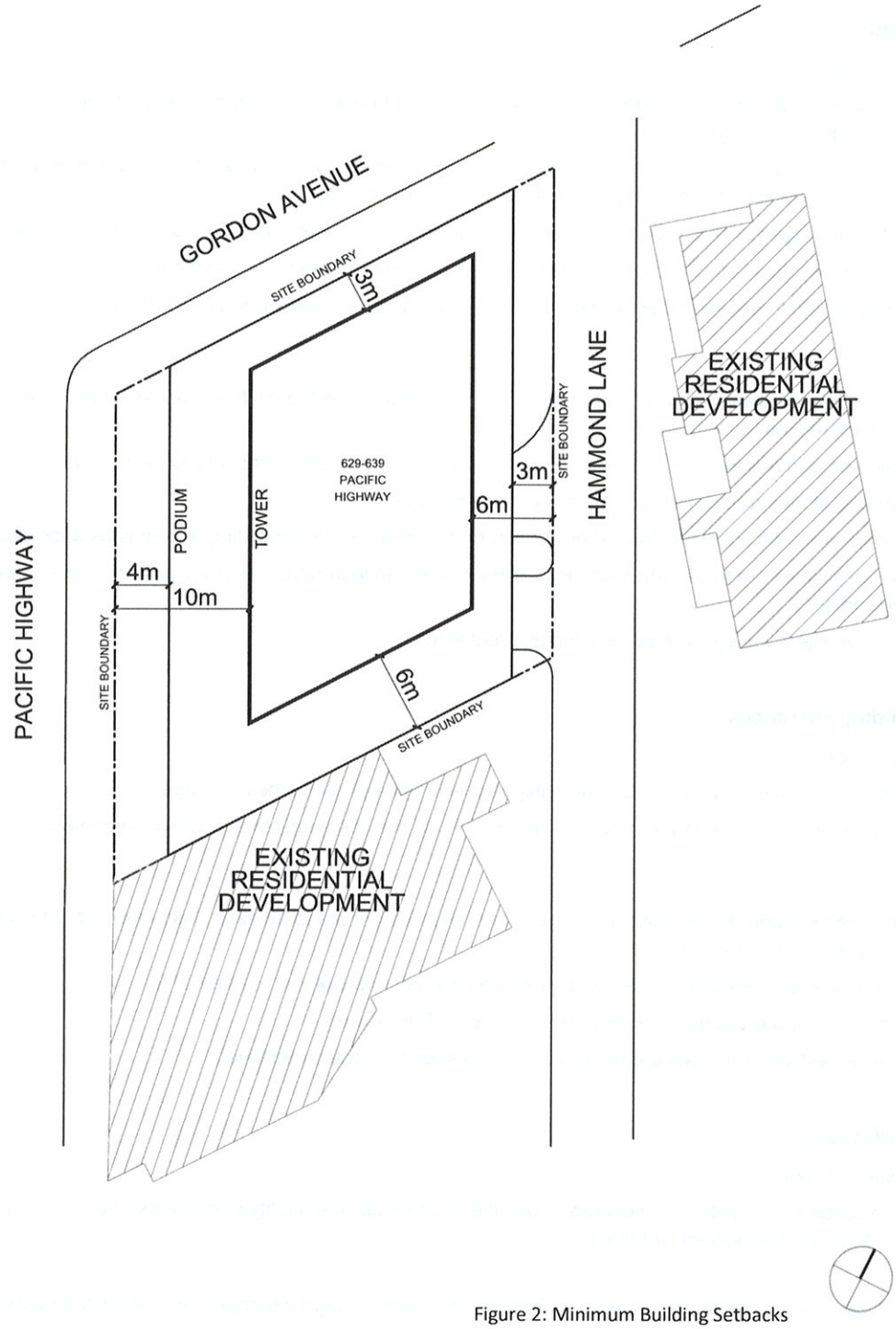

Figure 2: Minimum Building Setbacks

3.0 Building Exterior

A. Facades

Performance Criteria

1. Building facades should complement the character of the area and contribute to creating attractive pedestrian environments and streetscapes.
2. High quality façade materials and finishes are to be used which contribute positively to the built environment by visually enhancing their setting and ensuring low maintenance.
3. The building façades should be a product of quality design which reflects the sites gateway location.
4. Below awning façades should address the street and provide interest to pedestrians.
5. Facade design to encourage active street frontages to Pacific Highway and Gordon Avenue.

Controls

1. Façades above street level are to be designed with materials which provide surface relief and integration with use of low maintenance materials.
2. Façade proportions are to reflect horizontal or vertical emphasis as appropriate to their context.
3. Glazing is to be set back from the structure and modulated.
4. Façades are to be articulated and should incorporate recesses and projecting elements as appropriate.
5. External finishes are to be hard-wearing and low maintenance to retain the initial attractiveness of the development.
6. Extensive blank walls should be avoided at street level.

B. Building Entrances

Performance Criteria

1. Building entrances should be clear, unambiguous and appropriate to their purpose.
2. Distinct entrances to separate building functions should provide a legible and safe environment.

Controls

1. Pedestrian entrances to specific functions of the development are to be easily distinguished in the façades and be legible to the public.
2. Provide a legible separate building entry lobby for the commercial and residential functions.
3. Retail and commercial entry lobbies are to be visible from streets.
4. Retail pedestrian entrances are to be directly accessed from the street level.

C. Roofscapes

Performance Criteria

1. Roofscapes should provide a richness of detail that enhances the quality of buildings and their visual contribution to the built environment.

Controls

1. Roof design is to contribute to a visually interesting skyline through the provision of "sculpted forms".
2. Flat roof areas may be incorporated where designed as useable outdoor recreation space.
3. All rooftop lift overruns or exposed structures are to be suitably screened and integrated with the building.
4. Green roofs to be provided on roofs up to 30m from ground.

4.0 Streetscape Amenity

A. Active Frontage Activities

Performance Criteria

1. Development should provide interest and amenity for pedestrians at ground level.
2. Vehicular entries and main service doors are to be located in Hammond Lane.

Controls

1. The building design is to recognise the primary frontages of the Pacific Highway and Gordon Avenue.
2. The ground level frontage facing the Pacific Highway and Gordon Avenue are to include retail uses.

B. Awnings

Performance Criteria

1. Awnings, particularly over entrances, should be provided for weather protection and to improve pedestrian amenity.

Controls

1. All pedestrian entrances are to have awnings integrally designed with the façade.
2. Awnings are to be designed to provide good natural light to the ground level uses.

C. Vehicle Access

Performance Criteria

1. Minimise the number of vehicle access points to the development.
2. Vehicular access points are designed to minimise their impact on pedestrians and the flow of traffic.
3. Vehicular access points should be unobtrusive in the streetscape but ensure visibility for motorists and approaching pedestrians.
4. Potential vehicular access (by right-of-way and breakout style wall) to any future high rise development of the property to the south of the site could be considered via the first basement level.

Controls

1. Vehicle access points for the development are to be limited to Hammond Lane (refer to Figure 3 "Vehicle Access" below).
2. The access driveways to below ground car parking shall have a maximum gradient of 1 in 4.

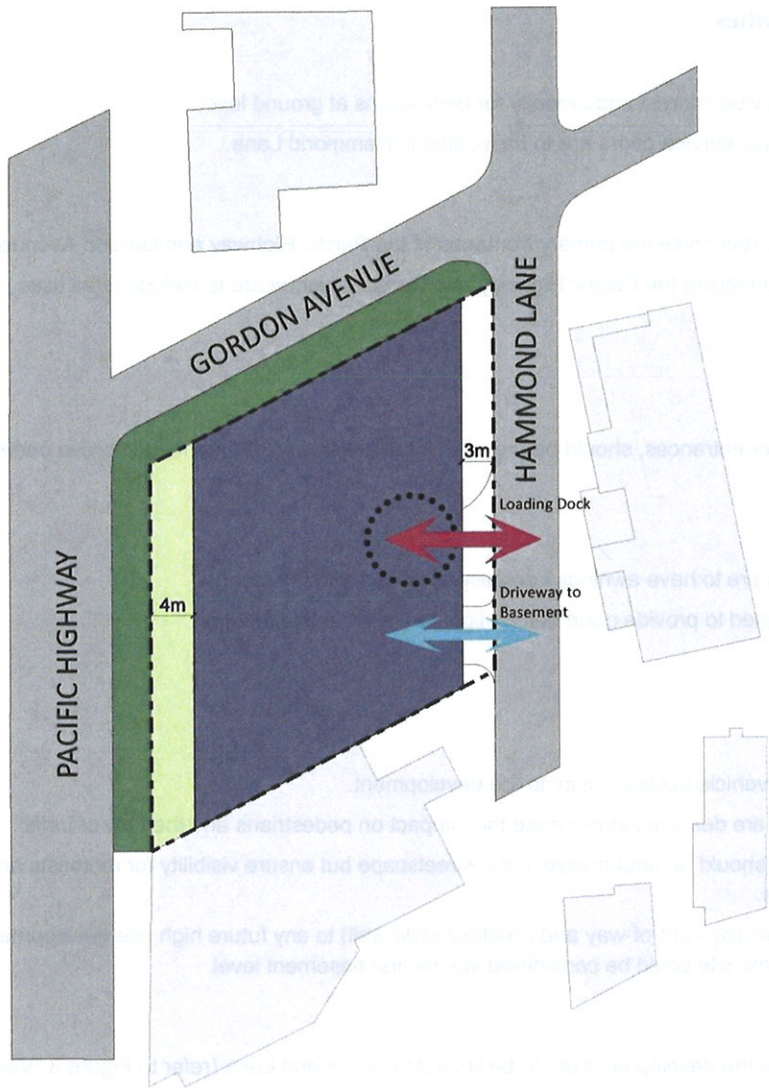

Figure 3: Vehicle Access

5.0 Car Parking and Access

A. Provision

Performance Criteria

1. The development shall meet Council's car parking requirements.

Controls

1. Car parking for retail and commercial use shall be provided at the following rates:
   - 1 space per 25m2 for retail use.
   - 1 space per 110m2 for commercial use.
2. Car parking for residential use shall be provided at the following rates:
   - 1 space per residential unit.
   - 1 per 4 units for residential visitor car parking.

B. Location

Performance Criteria

1. The location of car parking is integrally designed as part of the building.

Controls

1. All car parking is to be located below ground level.

   Note: Vehicle parking at ground level is restricted to the loading dock area.

C. Delivery and Service Vehicles

Performance Criteria

1. Provision for delivery and service vehicles on-site shall ensure ease of access and reduce the need for on-street parking; and
2. The size of loading dock shall provide for garbage handling and goods handling of deliveries.

Controls

1. A loading dock for delivery and service vehicles is to be provided which provides for vehicles to enter and leave in a forward direction.
2. Loading areas are to be screened from the street with safety management.

6.0 Design Excellence and Building Sustainability

A. Design Excellence

Performance Criteria

1. Design excellence and building sustainability is to be required for all developments exceeding the base FSR and with a height greater than 35m.

Controls

1. The development must demonstrate higher building sustainability standards.
2. The Architect for the design excellence scheme should be maintained through the DA process and can only be substituted with agreement of Council.
3. A design review panel is to be established to review design options. The panel is to include the following members:
   - Willoughby Council representative with urban design qualification;

- Client Representative; and a
- Peer review architect/ urban designer.

4. Architects are to prepare the following:
   - An extensive urban design analysis and visual assessment of the site and its surrounding context.
   - Three different concept design options for review by Design Review Panel.
5. The preferred concept design for DA approval submission to be selected by Design Review Panel.
6. The Architect is to present urban design analysis, visual assessment and preferred concept design options to the Design Review Panel prior to attending a Pre DA lodgement meeting with Council.

B. Sustainability Criteria

Performance Criteria

1. Commercial space is to be designed to achieve a 4 Star minimum NABERS rating.
2. A SEPP 65 – Design Quality of Residential Flat Development report is to be provided at Development Application stage.
3. Appropriate BASIX documentation is to be submitted at Development Application stage.
4. A detailed contamination assessment is to be provided at Development Application stage in accordance with SEPP 55 – Remediation of Contaminated Land.
5. An acoustic assessment is to be provided at Development Application stage.

7.0 Open Space and Landscaping

Performance Criteria

1. The development shall be consistent to the landscape buffer along the Pacific Highway illustrated in the Chatswood CBD Strategy.
2. The development is to provide a planted buffer along the Pacific Highway to reinforce the 'greening' of Chatswood CBD and provide increased amenity to the ground level retail and lobby.
3. Create a permeable street frontage providing safe, legible access to the building.

Controls

4. Green roofs to be provided on roofs up to 30m in height from ground.
5. A minimum of 20% of the site area is to provide vegetation cover.
6. Tree planting to be provided within the 4 metre set back adjacent to the Pacific highway.
7. Maximise area for soft landscaping within the 4 metre setback along the Pacific Highway without impacting on footpaths.
8. A landscape plan is to be provided at Development Application stage detailing all vegetation proposed including species, container size at planting, spacing and approximate size of maturity.

8.0 Site Isolation

Controls

1. Site isolation to be discouraged and where unavoidable joined basements and zero-setback podiums should be provided.
2. Where sites will unavoidably be isolated - joined basements and zero setback podium should be provided to allow the neighbour to develop to an appropriate potential under the controls.

9.0 Substations

Controls

1. Substations to be provided within buildings, not within the streets, open spaces or setbacks.

10.0 Public Art

Controls

1. A development achieving an FSR uplift through the Chatswood CBD Strategy should contribute public art in accordance with Willoughby's Public Art Policy which may include public art being provided on the site.

11.0 Affordable Housing

Controls

1. The development achieving FSR uplift through the Chatswood CBD Strategy should provide affordable housing at the rate of 4% of proposed private residential floor space.
2. The developer has the option to provide affordable housing on-site; or payment of an in lieu monetary contribution.