



CHATSWOOD CBD

Planning and Urban Design Strategy 2036

September 2020



Acknowledgement of Country

On behalf of Willoughby City Council, I wish to acknowledge the traditional inhabitants of the land on which we stand, the Aboriginal People, their spirits and ancestors. We acknowledge the vital contribution that indigenous people and cultures have made and still make to the nation that we share, Australia.

TABLE OF CONTENTS

Section One: Introduction	5
1.1. Introduction and purpose of the Chatswood CBD Strategy.....	6
1.2. Vision, Principles and Guiding Concepts	10
Section Two: Key Objectives for Chatswood CBD	13
2.1. Promoting office growth and a diverse mix of uses.....	14
2.2. Creating great public spaces and urban design quality	19
2.3. Greening the CBD	26
Section Three: Achieving the Vision and Objectives	29
3.1 Key elements of future LEP and DCP controls.....	30
3.2 Studies in support of this document.....	40
Next Steps.....	41

Disclaimer: This Strategy does not amend or change the zoning or planning controls of any land or property in Willoughby Council. It provides the strategic vision for the long term growth of Chatswood CBD, in line with the Sydney Region Plan and North District Plan of the Greater Sydney Commission. The Strategy is intended to be used to inform the assessment of Planning Proposals in the Chatswood CBD, however if such proposals are supported to proceed, they will need to go through a statutory amendment process in accordance with the EP&A Act 1979.



FOR LEASE

Shop - 102.00sqm
Available July
Located on Victor Street
Suite 1.01 - 49.20sqm
Available Now
Prime Location
Of Uses

SUNCORP BANK

Coffee

K&B

1 INTRODUCTION

1.1 INTRODUCTION AND PURPOSE OF THE CHATSWOOD CBD PLANNING AND URBAN DESIGN STRATEGY 2036

(referred to in this document as either the Chatswood CBD Strategy or the Strategy)

CHATSWOOD CBD AND PURPOSE OF THE STRATEGY

The Chatswood CBD Strategy aims to establish a strong framework to guide future private and public development as the CBD grows over the next 20 years. It aims to provide capacity for future growth, achieve exceptional design and a distinctive, resilient and vibrant CBD. The Strategy will inform changes to Willoughby LEP and DCP.

A draft Strategy was endorsed by Council for community and stakeholder engagement between January and March 2017. Following exhibition and consideration of feedback Council endorsed the Strategy on 26 June 2017 with the consideration of the sun access issue endorsed in October 2017. The Strategy is supported by transport and traffic input from Arup and economic advice from SGS¹, AEC², BIS-Oxford Economics³, GBA Heritage⁴, GMU⁵ and Weir Phillips⁶.

The Strategy aims to achieve:

- A reinvigorated commercial core area and economically buoyant CBD, to provide for future employment.
- A sustainable balance between commercial, retail, residential, education, cultural and other uses to ensure on-going vibrancy.
- A compact, walkable CBD.
- A city form and scale to accommodate future growth and change.
- A CBD of exceptional urban design, easy pedestrian linkages and good public domain, where local character and heritage are embraced, and the greening of the centre is achieved.
- Simplified controls for the LEP and DCP in relation to the CBD.

1. Willoughby Economic Development Study, SGS, March 2016

2. Chatswood CBD 'Competitive and Comparative Analysis', AEC, May 2016

3. Chatswood CBD Strategy-Market Feasibility Testing, BIS-Oxford Economics, March 2019

4. Chatswood CBD-HCA Interfaces, GBA Heritage, May 2019

The Future Economy of Chatswood CBD

Chatswood is identified as a Strategic Centre within the Sydney metropolitan area with an economic role and jobs target in the North District Plan. The CBD includes a vibrant mix of offices, major retail facilities and high density residential accommodation. At its centre is a modern rail and bus interchange that provides direct connections to the Sydney CBD, other Strategic centres and residential areas, across Sydney. Connectivity has been heightened by the opening of the Metro Northwest in 2019 with a new platform at Chatswood Station and will be further improved by the opening of the Metro City and Southwest in 2024.

BIS-Oxford Economics provided input into the Strategy and that advice, has underpinned the objective of the strategy to build Chatswood's commercial future. The Chatswood office market is Sydney's sixth-largest and, at 14,000 jobs, accommodates well over half of Chatswood's total employment figure of around 24,700 (TPA, Transport Performance & Analytics and GSC).

However, Chatswood's office market is at risk not least as a result of the recent Covid-19 pandemic. Pressure from residential development threatens not only its growth potential, but its existing stock. Financially, residential is currently the most attractive land use. Unless existing office buildings and (potential) development sites are protected, most, if not all development would favour residential over commercial. Moreover, under current planning controls and prevailing market conditions commercial development is challenging.

With no changes to planning controls, BIS-Oxford Economics forecast that Chatswood's office employment would grow by a mere 900 persons by 2021. Thereafter, both office employment and the stock of office space would contract. Chatswood would lose employment to other centres and its market share of office employment would decline. It would be highly unlikely that Chatswood could achieve even the baseline target of 6,300 additional jobs by 2036 that is set out in the Greater Sydney Commission's (GSC) North District Plan.

5. Chatswood Precinct Study, Final Report, GMU, January 2020 & Chatswood CBD Density Study, GMU, May 2020

6. Heritage Study Chatswood CBD Precinct, Weir Phillips, January 2020

7. Advice on Chatswood CBD Mixed Use Zone, SGS Economics and Planning, February 2020

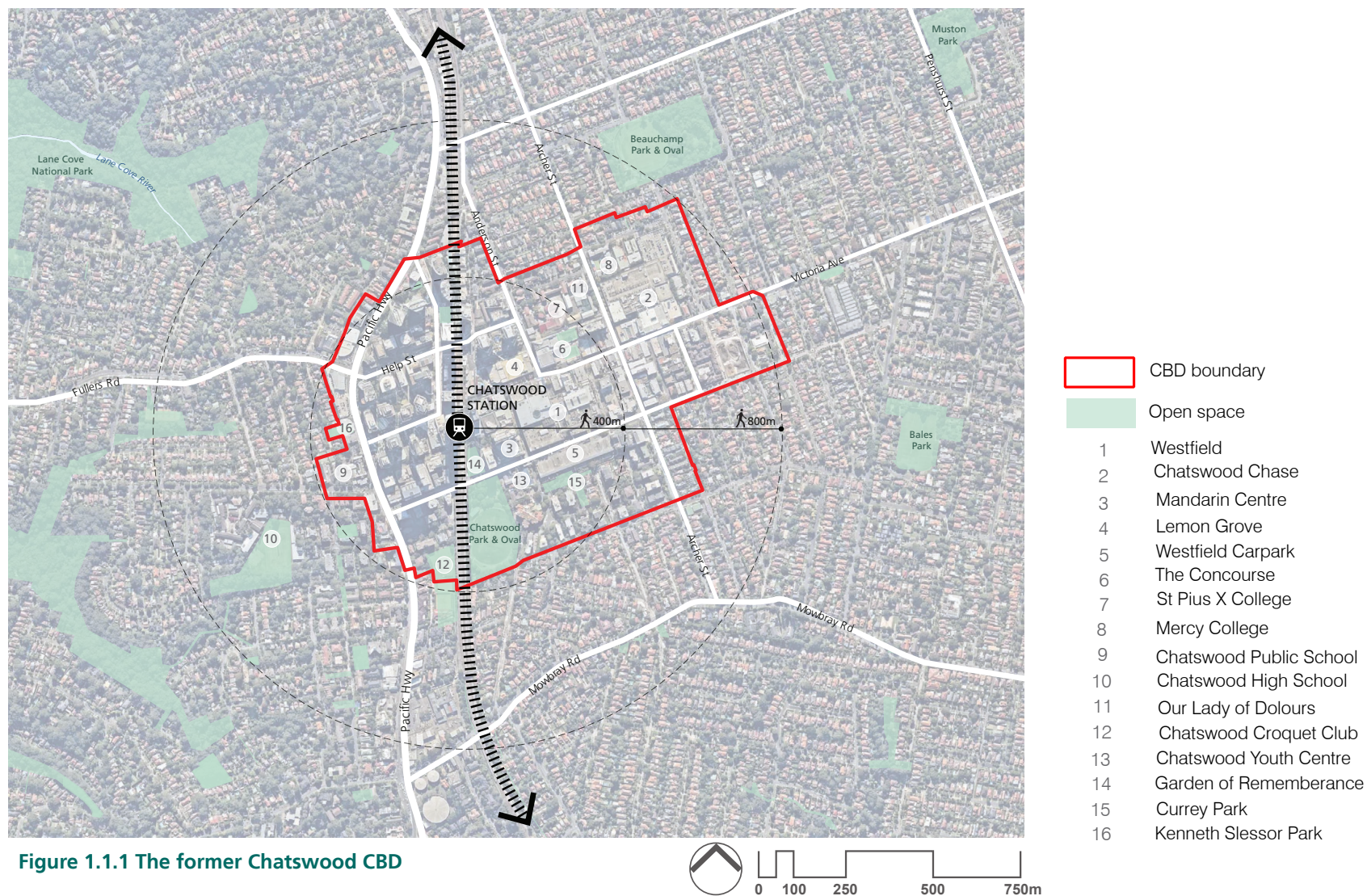


Figure 1.1.1 The former Chatswood CBD

1.1 INTRODUCTION AND PURPOSE OF THE CHATSWOOD CBD PLANNING AND URBAN DESIGN STRATEGY 2036

(referred to in this document as either the Chatswood CBD Strategy or the Strategy)

Without impediments to growth in stock of office space BIS-Oxford Economics state that, Chatswood has the potential to well exceed the GSC's 'higher target' of 8,300 additional jobs by 2036. Strong demand for office space could see Chatswood accommodate an additional 11,000 office jobs alone over the next 20 years, boosted by overflow demand from a severely site-constrained Sydney CBD and North Sydney.

Removing the threat of encroachment and enabling the office market to meet potential demand will require the combination of protecting existing sites, and relaxing current planning restrictions as advocated in the CBD Strategy.

Without a modification to planning controls, there is a risk that the market will fail to deliver the desired jobs growth. Lifting height controls, strengthening the commercial zoning east of the railway and applying a broad 10:1 FSR would allow the stock of office space to grow by up to 127,000 square metres and accommodate up to 8,500 new office jobs over the next 20 years. However, even taking into account strong rental growth forecast for the next five years, only a limited number of identified potential sites are considered to be financially viable in the current market, therefore it is important to set a clear direction in the CBD Strategy.

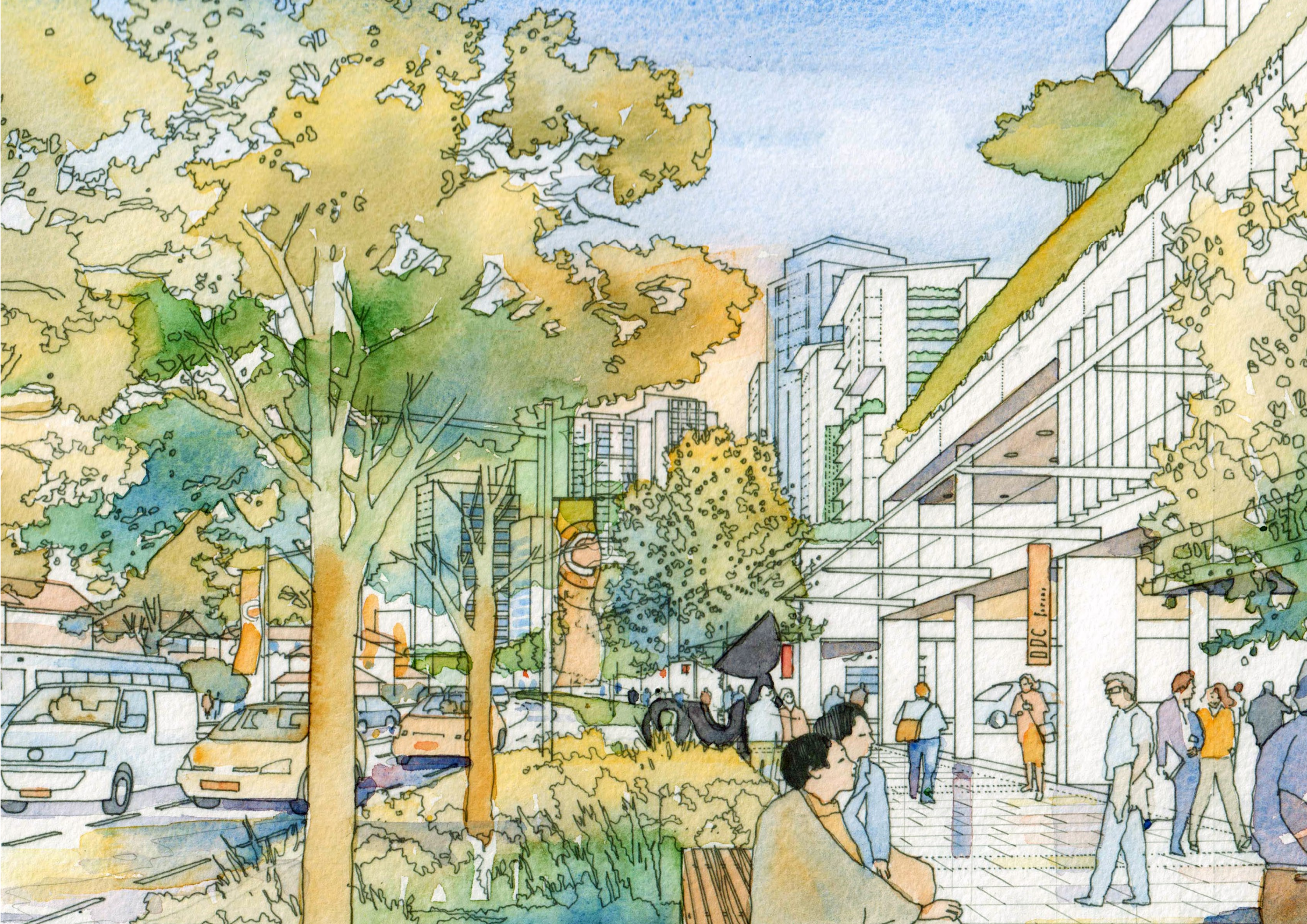
If Chatswood is to be restored as a strong office centre, lifting FSR restrictions – but applying height, setback, separation and design excellence controls – has the potential to lift stock additions to 193,000 square metres. Not only would this include unlocking additional floorspace it would increase the probability that development on multiple sites would take place. This could result in the number of potential new office jobs in Chatswood to rise to 11,000 between 2016 and 2036.

Apart from facilitating growth, enabling the office market to develop will help maximise returns on existing and planned investment in infrastructure, and raise efficiencies by minimising travel times between home and work, thereby contributing to the GSC's target of a 30-minute city.

The importance of maintaining a strong position on an office core around the Transport Interchange, has been endorsed by the Department of Planning, Industry and the Environment. However it has been conceded that some residential may be permitted in appropriate parts of the CBD Commercial Core (east of the North Shore Rail Line) but only where this results in demonstrable, significant and assured job growth. Without this strong position as promoted in the CBD Strategy, it has been made clear to Council that investment confidence in office development will not be restored in Chatswood and the opportunity afforded by the heightened accessibility of the new Metro Rail line will be lost.

Growth of Chatswood CBD to 2036

Chatswood CBD	2016	Target increase	Total 2036
Jobs	24,700 (14,000 office) North DP (GSC) and BIS Oxford Economics	6,300 - 8,300 North DP (GSC)	31,000 - 33,000
Dwellings	4,488 .id consulting	1,250 for LGA to 2021 North DP (GSC)	To be established through Willoughby Housing Strategy but majority overall to be in Chatswood CBD



1.2 VISION, PRINCIPLES AND GUIDING CONCEPTS

VISION

Chatswood CBD will be confident, fine grain and green. It will be a diverse, vibrant, active and accessible place, with attractive places for residents, workers and visitors to enjoy.

Principles

To achieve this Vision, the Strategy has adopted the following seven principles:

- 1. Promoting office growth in the core** – The commercial core of Chatswood CBD will be reinforced as a vital component of the Chatswood economy. Office expansion along Albert Avenue will be promoted in the longer term.
- 2. Residential growth on the periphery of the CBD** – Chatswood is an accessible urban centre. As such residential growth will be supported in the CBD but outside of the Commercial Core.
- 3. Diverse mix of uses** – Retail, medical, education, arts and culture, community and recreation activities will continue to be supported in Chatswood in addition to commercial and residential, to maintain a rich and diverse mix of uses.
- 4. Great public places** – New spaces and links will be created with improvements to existing areas to provide a variety of high quality, interesting public places for Chatswood into the future.
- 5. Sustainable and active transport** – A balanced approach will be adopted with travel demand management at its core to address future transport needs in line with growth while ensuring sustainable outcomes for Chatswood.
- 6. Urban design quality** – A high quality of urban design and cohesive environment delivering an attractive centre for all.
- 7. Greening the centre** – Chatswood is the focal centre of the leafy North Shore and this will be reflected through greening of the streetscape as well as green areas on and around new buildings.

GUIDING CONCEPTS

Concepts and controls have been developed to address the following:

- Framework for built form controls.
- Sun access to key public places.
- Transition to heritage items from centres.
- Slender towers and workable floorplates.
- Tower separation.
- Site isolation.
- Human scale and fine grain (laneways).
- Design excellence.
- Building sustainability.
- Value sharing.
- Public Art
- Traffic management and transport issues.
- City concepts including streetscape, public domain and key building typologies for a range of important locations across Chatswood CBD.
- Typical street sections.
- Urban approaches to podia and greening.

CBD Boundary

The appropriateness of the existing Chatswood CBD boundary was examined. This included consideration of Chatswood's existing structure, barriers to growth and a comparison of the Chatswood CBD to other comparable centres. Boundary options including linear growth north, south, and east, and wider growth within a ten minute walk to the station, were then tested through three built form scenarios.

Built form scenarios

Built form scenario testing of the Chatswood CBD was carried out under a series of different planning controls:

- **Scenario 1 – Existing controls:** based on sites developing to the current LEP controls, including existing solar access requirements.
- **Scenario 2 – Unconstrained growth:** which tested all potential additions to the boundary with few development constraints.
- **Scenario 3 – Balanced growth:** applied additional protections to Scenario 2 and tested north and south additions to the boundary.

The scenario testing demonstrated that there is little capacity for growth within the current CBD boundary applying the current controls, (Scenario 1), but that serious issues of overshadowing, loss of commercial floorspace and streetscape quality would result with unconstrained growth (Scenario 2).

The preferred and endorsed scenario, Scenario 3 Balanced Growth, includes expansions to the north and south of the existing CBD, and provides good growth prospects for commercial through protection of the B3 Commercial Core. It also provides strong residential opportunities elsewhere in the CBD as part of a B4 Mixed Use zone and good solar access protection to public areas, providing the foundation for greening and design excellence for buildings and streetscapes.

ACHIEVEMENT OF CBD VISION

Controls have been now developed in order to achieve the vision for Chatswood CBD. The relevant controls relate to:

- Delivery of sufficient floorspace appropriate to the projected growth requirements for Chatswood CBD.
- Ensuring Chatswood's future as an employment centre is protected whilst allowing capacity for strong residential growth at the edge of the CBD.
- Good sun access to key public spaces.
- Entering into planning agreements to seek contributions for required improvements to the public realm.
- High quality built form outcomes through a design excellence process, ensuring that tower developments are slim and well separated.
- Improving pedestrian and cycling links within and through the CBD with open space connections and greening of building and streetscapes.



2 KEY OBJECTIVES FOR CHATSWOOD CBD

2.1 PROMOTING OFFICE GROWTH AND A DIVERSE MIX OF USES

OFFICE GROWTH AND LAND USE

The Strategy promotes office growth by strengthening the office core in the CBD. Economic analysis underpinning the Strategy has strongly underlined the importance of Chatswood's commercial core in ensuring the future success of the CBD.

Although economic demand for new office buildings in Chatswood has been low in recent times and has been impacted by the Covid-19 pandemic, this is expected to improve in the years to come. Protection of the capacity and capability of the office core to grow will be fundamental to securing Chatswood's future and meeting State government jobs targets.

The majority of residential development will be in the mixed use development beyond the core. It has been conceded that some residential may be permitted in appropriate parts of the CBD Commercial Core (east of the North Shore Rail Line) but only where this results in demonstratable, significant and assured job growth.

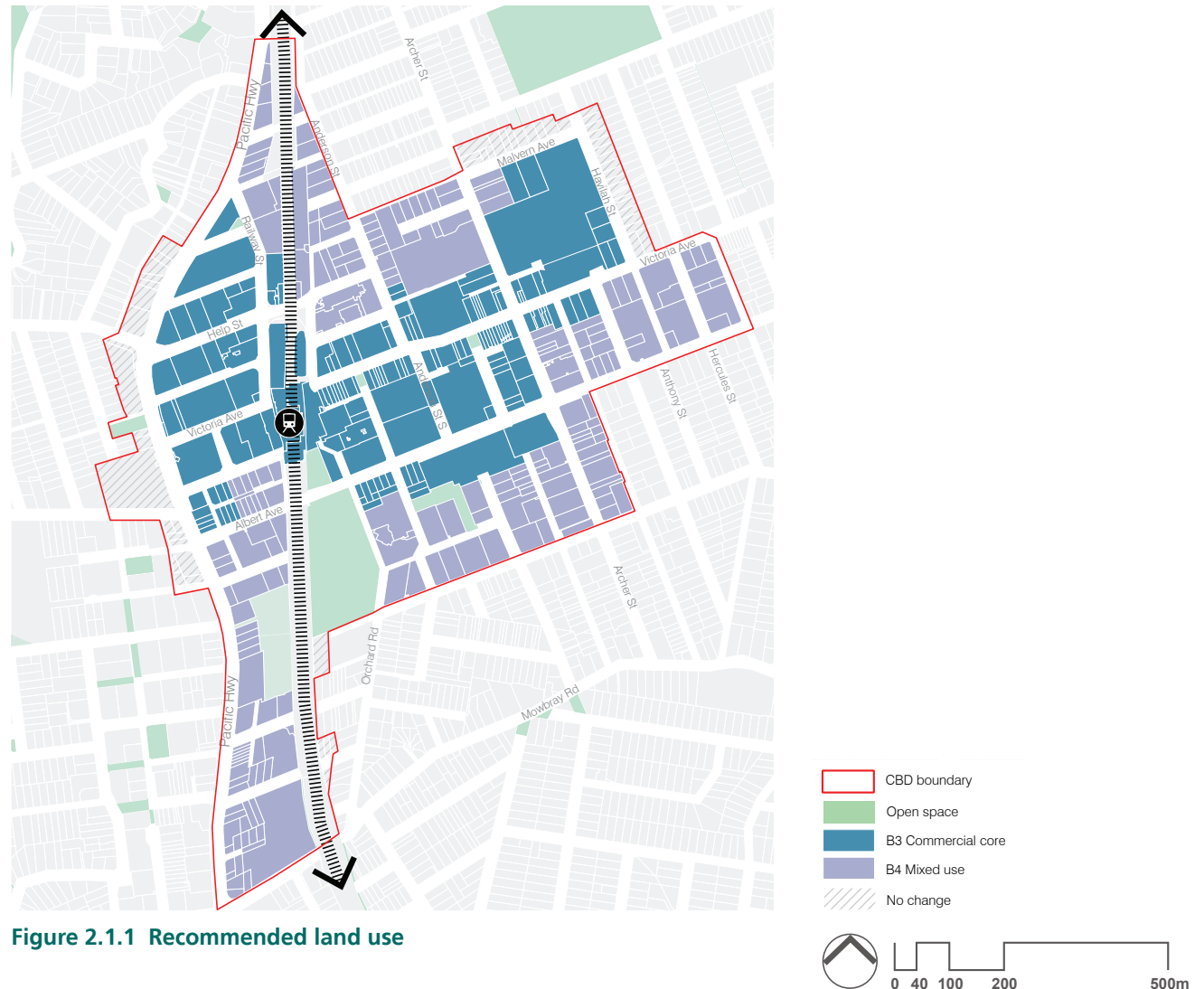


Figure 2.1.1 Recommended land use

Protect B3 Commercial Core

Protect B3 zone for employment and provide room to expand along Albert Avenue.

Commercial feasibility

BIS-Oxford Economics identified the need for approximately 170,000sqm of office floorspace supply over 20 years to sustain the commercial role of Chatswood. Even with the protection proposed in this Strategy, there will still be viability challenges.

The B3 precinct will therefore be protected for commercial use to ensure future capacity for jobs growth.

Satisfactory level of commercial in B4 Mixed use zone

A satisfactory level of commercial in the B4 Mixed Use zone is to be within the podium levels of a development, typically resulting in two levels of commercial uses which in a development achieving 6:1 would be a commercial FSR of 1:1. This will be moderated depending on the overall FSR.



2.1 PROMOTING OFFICE GROWTH AND A DIVERSE MIX OF USES

OFFICE GROWTH AND LAND USE

Successful centres include a diverse range of uses which brings vibrancy to the centre. As well as residential uses and large office buildings, Chatswood is well placed as a diverse centre with a range of uses which will also be required to fulfil future needs including:

- Retail
- Professional services and small-offices
- Hotels
- Community uses
- Medical
- Education

Active ground plane and retail

- 1 Reinforce Victoria Avenue as Chatswood's primary pedestrian spine.
- 2 Increase activation of side streets from Victoria Avenue, including circular links.
- 3 Activity should grow west across railway with a professional focus.
- 4 Development of a pattern of mid-block links along the eastern part of the centre.





2.1 PROMOTING OFFICE GROWTH AND A DIVERSE MIX OF USES

Community, health and education

- 1 A 'cluster' of recreation uses around Council owned opportunity sites and open spaces.
- 2 Chatswood's 'education precincts' around Chatswood Public School and High School to the west and St Pius X and Mercy College to the east.
- 3 An arts and culture cluster around the Concourse.



2.2 CREATING GREAT PUBLIC SPACES AND URBAN DESIGN QUALITY

Victoria Avenue forms a clearly defined active linear commercial and retail spine within the Chatswood CBD Commercial Core. Physically the Chatswood Station Interchange both bisects and actively links the avenue as central transport hub, with the pedestrianised Chatswood Mall engaging The Concourse as a civic and cultural hub. It is vital that Victoria Avenue continues to develop as a high quality pedestrian friendly interconnected activity spine within the Chatswood CBD.

A Public Domain Plan (and associated Street Tree Plan and Bike Plan) will provide a clear vision for a lively and walkable centre that is: connected, green, safe, resilient and vibrant. Public domain and public realm (privately held publicly accessible space) improvements informed by this Plan will enhance life and vitality within existing and newly developed publicly accessible links and spaces enhancing environmental sustainability, health and wellbeing. The consistent application of this Plan will prioritise improvements and determine responsibility for construction and financial contribution by the public and/or private sector.

The Victoria Avenue spine includes:

- New publicly accessible open space and through site permeability;
- High quality public domain paving;
- High levels of pedestrian amenity including seating, awnings and shelter;
- Prioritised pedestrian movement west to east;
- Enhanced space through footpath widening;
- Clear wayfinding and signage incorporating laneways connections.

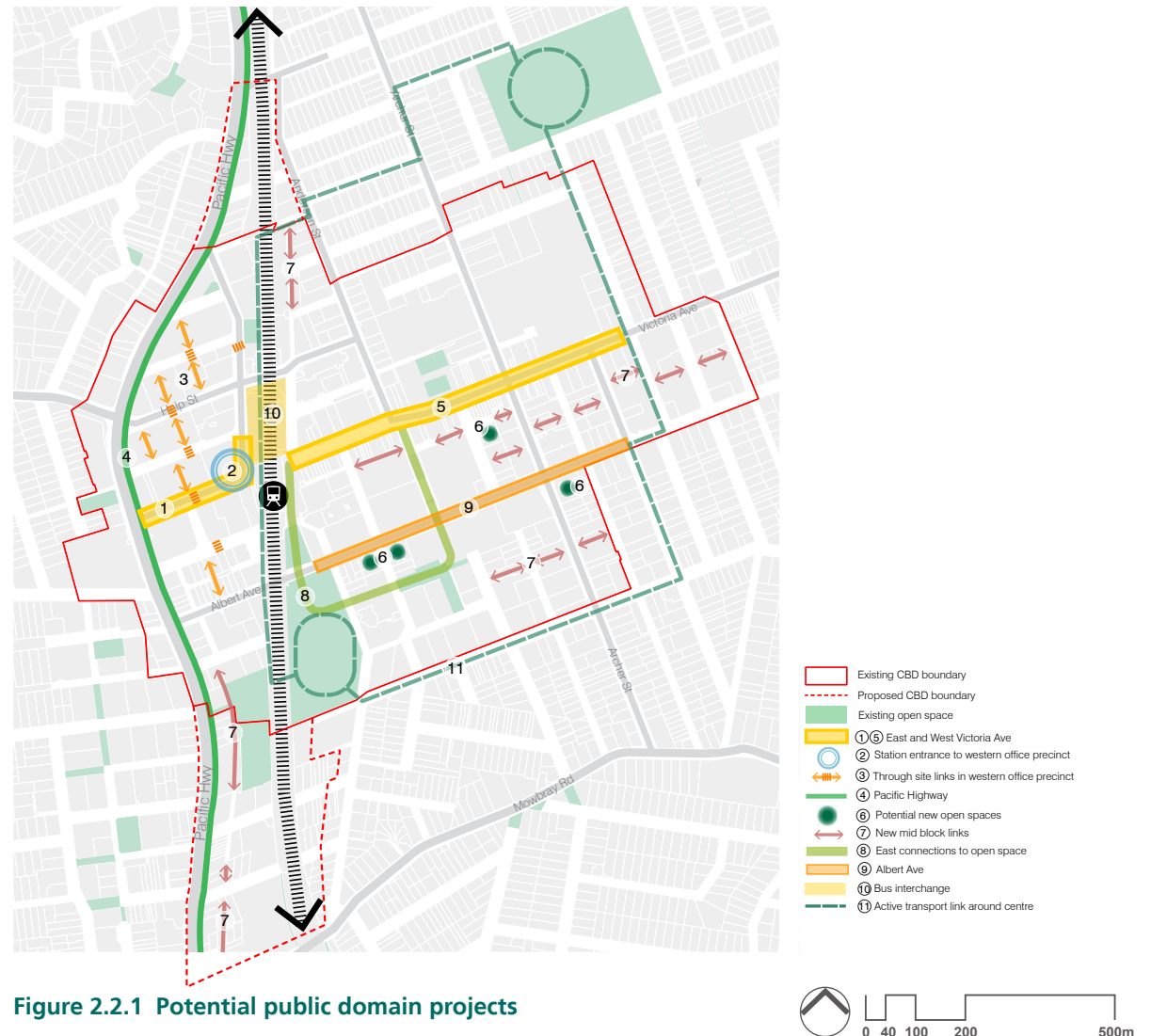


Figure 2.2.1 Potential public domain projects

2.2 CREATING GREAT PUBLIC SPACES AND URBAN DESIGN QUALITY

VICTORIA AVENUE EAST

Victoria Avenue is the heart of Chatswood's retail activity and its shops contribute to the enduring quality of the centre.

The following principles will be applied to Victoria Avenue shops:

Density of experience



Ginza Tokyo

Architectural quality



Myeondong, Korea

Multi-storey



The Butler, Potts Point

Servicing



Gothenburg, Sweden – delivery vehicle

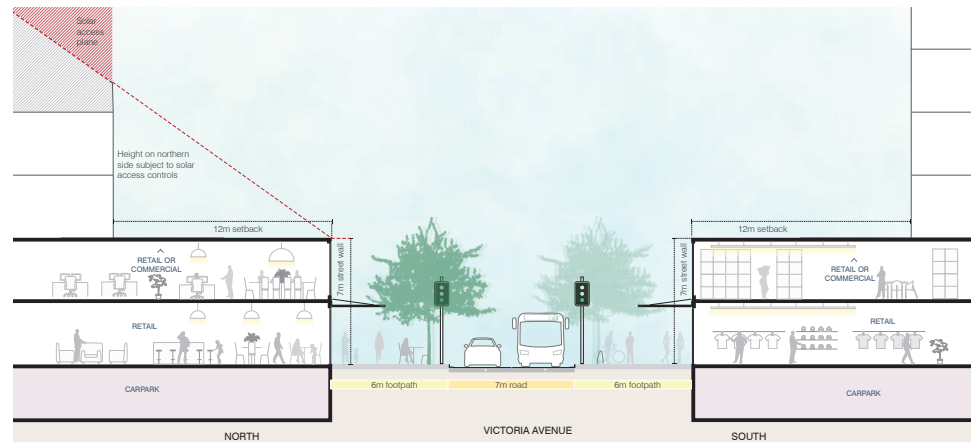


Figure 2.2.2 Section of Victoria Avenue street concept (facing east)

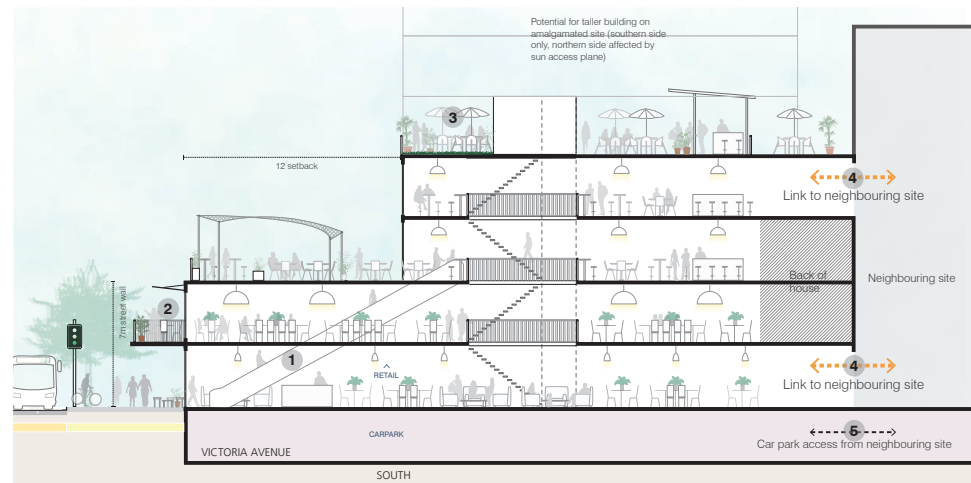


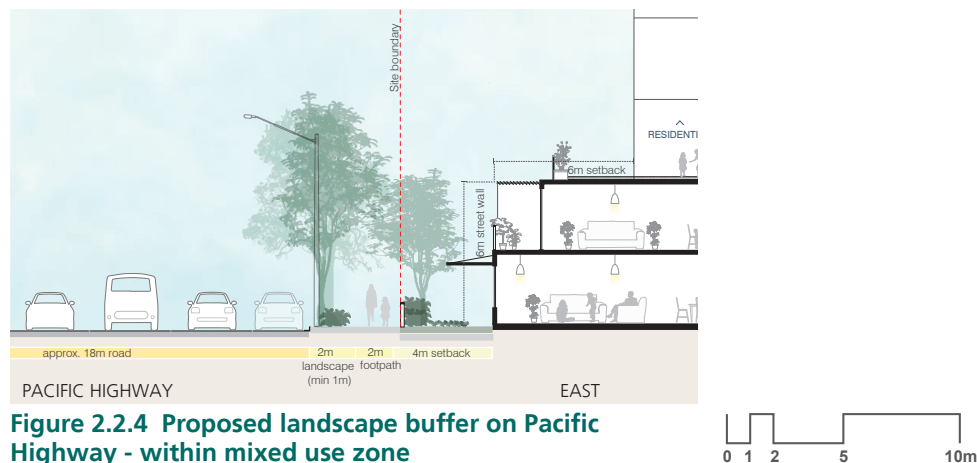
Figure 2.2.3 Section of Victoria Avenue shops concept (facing east)

- 1 Clear and accessible vertical circulation
- 2 Active balcony over street permitted
- 3 Public use of rooftop spaces
- 4 Links to neighbouring sites
- 5 Car park access from neighbouring site



PACIFIC HIGHWAY EAST – GREEN SETBACK

Council's DCP currently requires a general 4m deep soil setback to the Pacific Highway. This is appropriate for the eastern side of the Highway however it is proposed this increase to 6m to the west of the Highway through proposals for uplift. Examples of appropriate treatments of both private land and the RMS road reserve of the highway are provided below.



Proposed streetscape character (Example: Omotesando, Tokyo)

2.2 CREATING GREAT PUBLIC SPACES AND URBAN DESIGN QUALITY

BUS INTERCHANGE EXPANSION

The existing bus interchange offers a poor pedestrian environment. With increasing demand for access to the CBD and railway / metro station by bus, a redesign of the interchange is needed to cater for increased bus traffic.

This Strategy supports:

- New enhanced accessible pedestrian linkage and connectivity between the existing bus interchange and the plaza space on Help St – key to this is the removal of existing physical obstacles and the physical alignment of pedestrian crossings.
- Reconfigure the vehicular traffic through the bus interchange (e.g. Orchard Rd to a bus only street and Endeavour St to a service street with vehicular access).
- Provide a new public space at the intersection of Endeavour St and Orchard Rd.

The site at 1-5 Railway St has the opportunity to contribute to the pedestrian and transport objectives for this space.

Council will seek to ensure a bus study be undertaken to gain an understanding of the future role and bus space requirements of the interchange in light of the recently opened Sydney Metro Northwest, the future Sydney Metro City and Southwest and the proposed bus rapid

transport link between Chatswood and Dee Why via Frenchs Forest.

The study will identify potential bus interchange layout and operational options. These would be based on proven designs and functional approaches suited to the site and development options. Bus interchange layout options should include on, off-street and mixed approaches and identify bus space needs, key dimensions and configurations, access and egress arrangements, bus layover options, pedestrian provision and passenger waiting and movement needs.

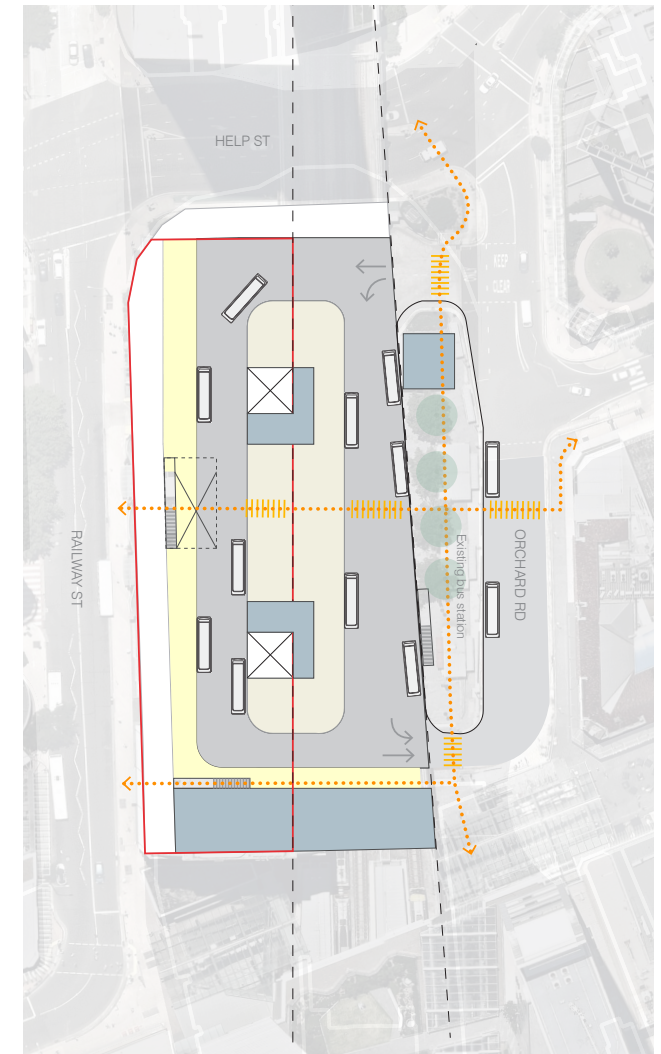
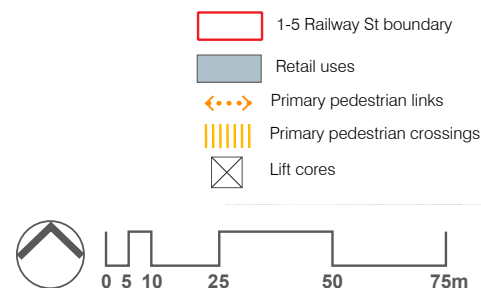


Figure 2.2.5 Plan of bus interchange expansion concept.

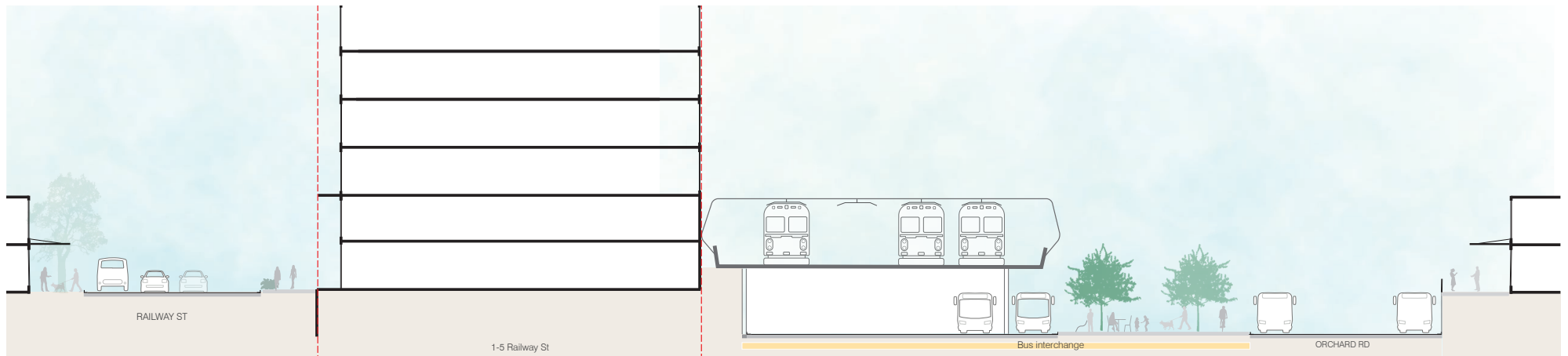


Figure 2.2.6 Illustrative section of existing bus interchange (facing north)

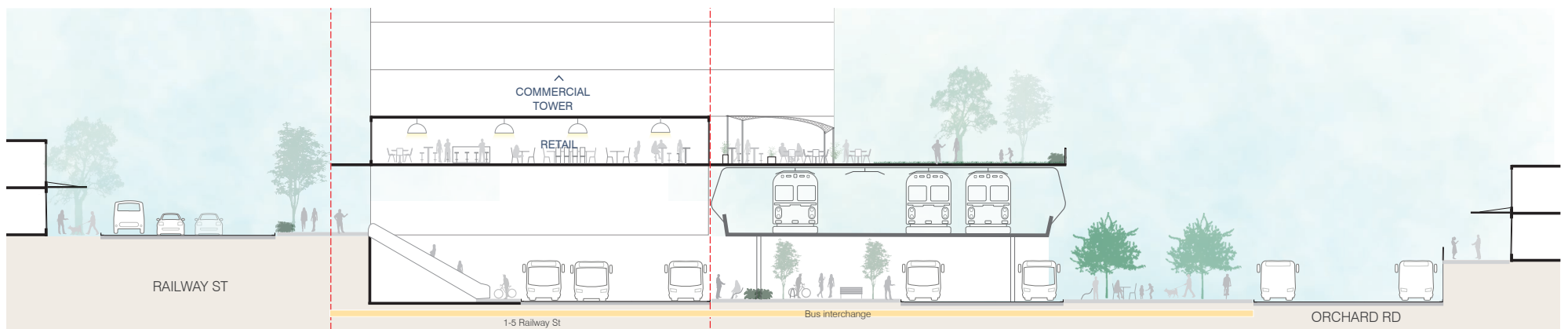


Figure 2.2.7 Illustrative section of bus interchange expansion concept

2.2 CREATING GREAT PUBLIC SPACES AND URBAN DESIGN QUALITY

NEW SQUARE FOR THE OFFICE PRECINCT

West of the railway, Chatswood does not have a central square. There is a need for an area of open space or a public plaza in close proximity to the station, that provides a destination and meeting place for the west.

This Strategy will support:

- Narrowing road around turn and removing railings
- Re-landscaping to be consistent with Chatswood palette
- Consideration of creating new open space (concept sketch on right). This concept is one way of implementing a new entrance square for the western precinct of Chatswood CBD.

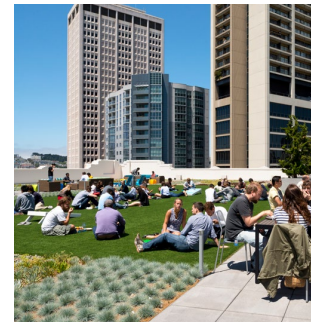
This concept is based on the following principles:

A new 'front door'



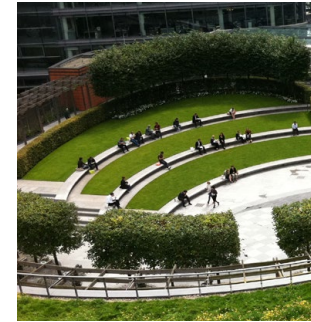
Parramatta Square

Outdoor business



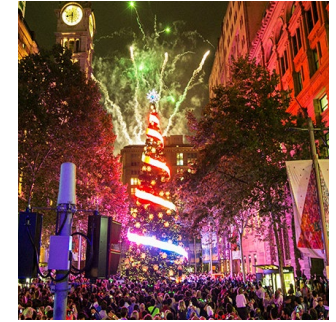
Twitter headquarters

Passive quality

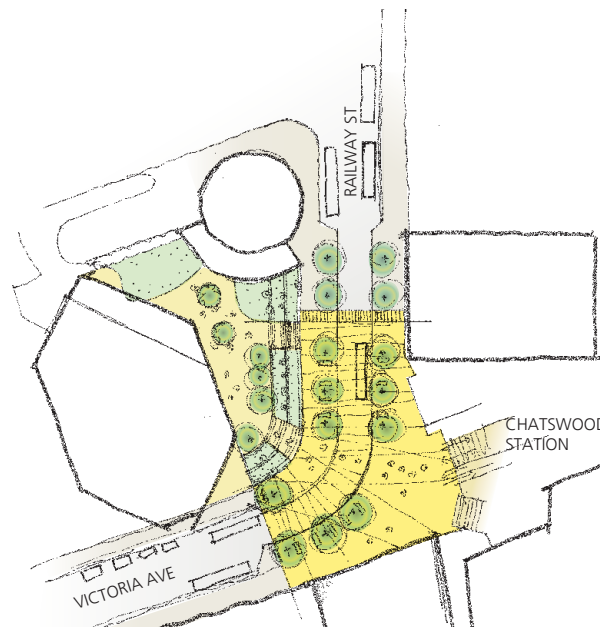


Cardinal Place, London

Events and markets



Martin Place, Sydney



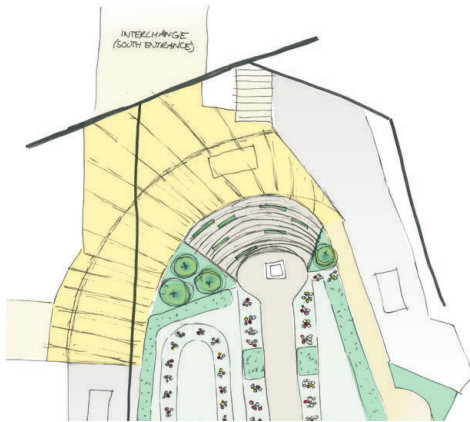
Concept sketch for new square west of station



Illustration of potential future landscaped square at the entrance to the station

REMEMBRANCE GARDEN AND INTERCHANGE ENTRY CONCEPT

Chatswood's existing open spaces are difficult to access as a pedestrian. Figure 2.4.10 shows a concept to improve the pedestrian connection between the Remembrance Garden and the interchange entry which is supported in this Strategy.



Plan of interchange entry concept



Existing southern interchange entry



Photomontage of proposed interchange entry concept with improved pedestrian connection to Remembrance Garden.

2.3 GREENING THE CBD

As Chatswood grows under the direction of this Strategy it will be positioned as the green capital of the leafy North Shore.

A range of approaches will be applied on a site-specific basis to ensure permeability, provide publicly accessible open space and a 'green' ground plane. Over time these will develop a comprehensive network for the centre of landscape and open space to deliver a green, well-connected CBD.6

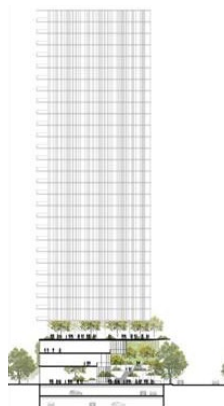
The images below describe the approach to be applied in Chatswood.

Laneways and courtyards





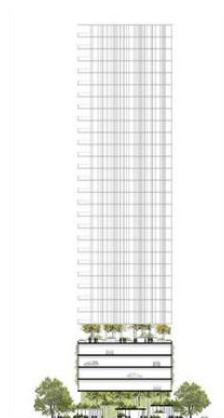
Subtropical loggia



Stepped garden terrace



Green urban undercroft





3 ACHIEVING THE VISION AND OBJECTIVES

3.1 KEY ELEMENTS OF FUTURE LEP AND DCP CONTROLS (35)

CBD BOUNDARY

- 1 The Chatswood CBD boundary is expanded to the north and south as per Figure 3.1.1. to accommodate future growth of the centre.

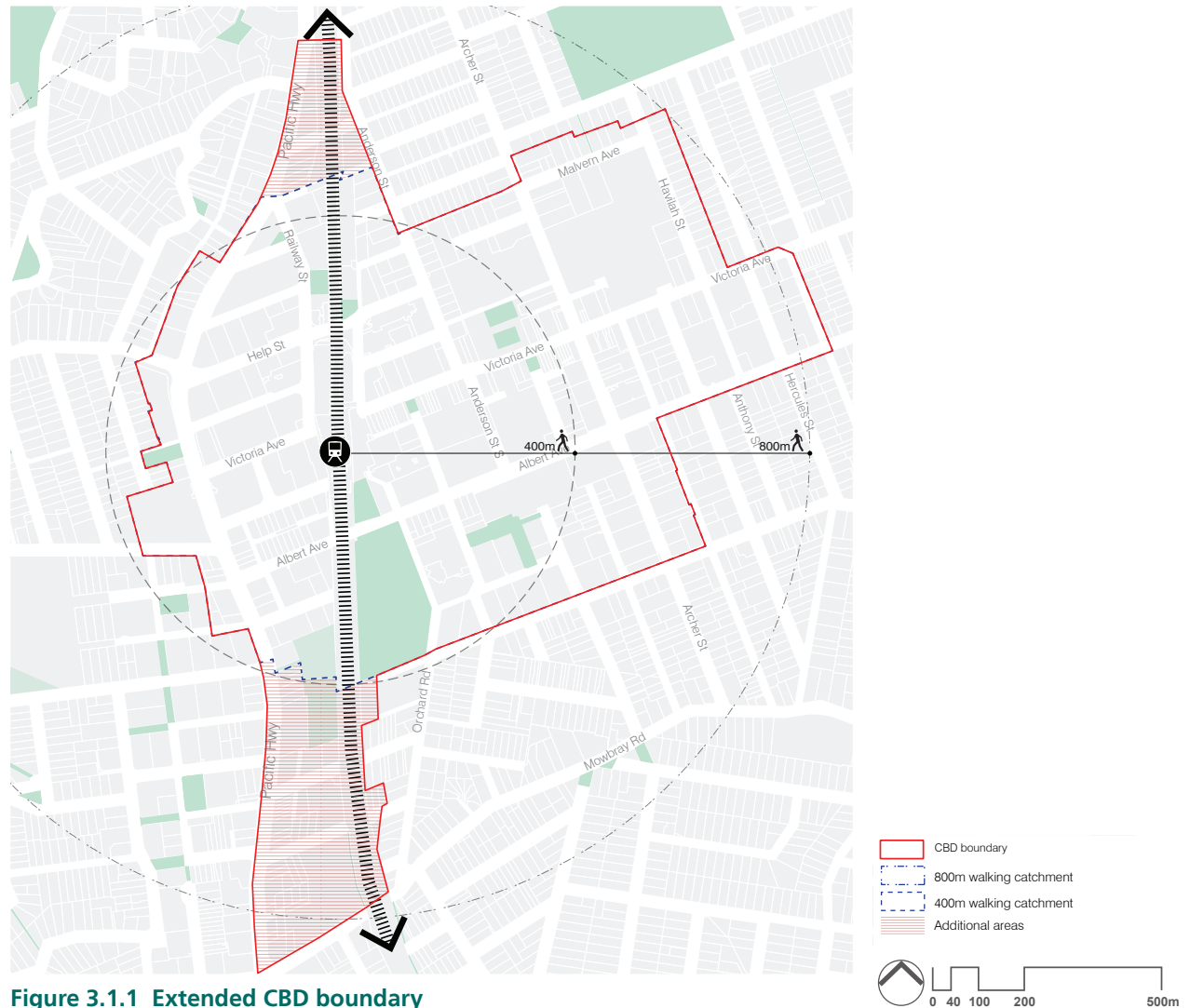


Figure 3.1.1 Extended CBD boundary

LAND USE

- 2 Land uses in the LEP will be amended as shown in Figure 3.1.2, to:
 - a) Protect the CBD core around the Interchange as commercial, permitting retail throughout to promote employment opportunities.
 - b) Enable other areas to be mixed use permitting commercial and residential.
- 3 The existing DCP limits on office and retail use in parts of the Commercial Core to be removed.
- 4 Serviced apartments to be removed as a permissible use from the B3 Commercial Core zone.

PLANNING AGREEMENTS TO FUND PUBLIC DOMAIN

- 5 Planning Agreements will be negotiated to fund public domain improvements.
- 6 A new Planning Agreements Policy will apply and be linked to a contributions scheme that will provide the public and social infrastructure in the Chatswood CBD necessary to support an increased working and residential population.

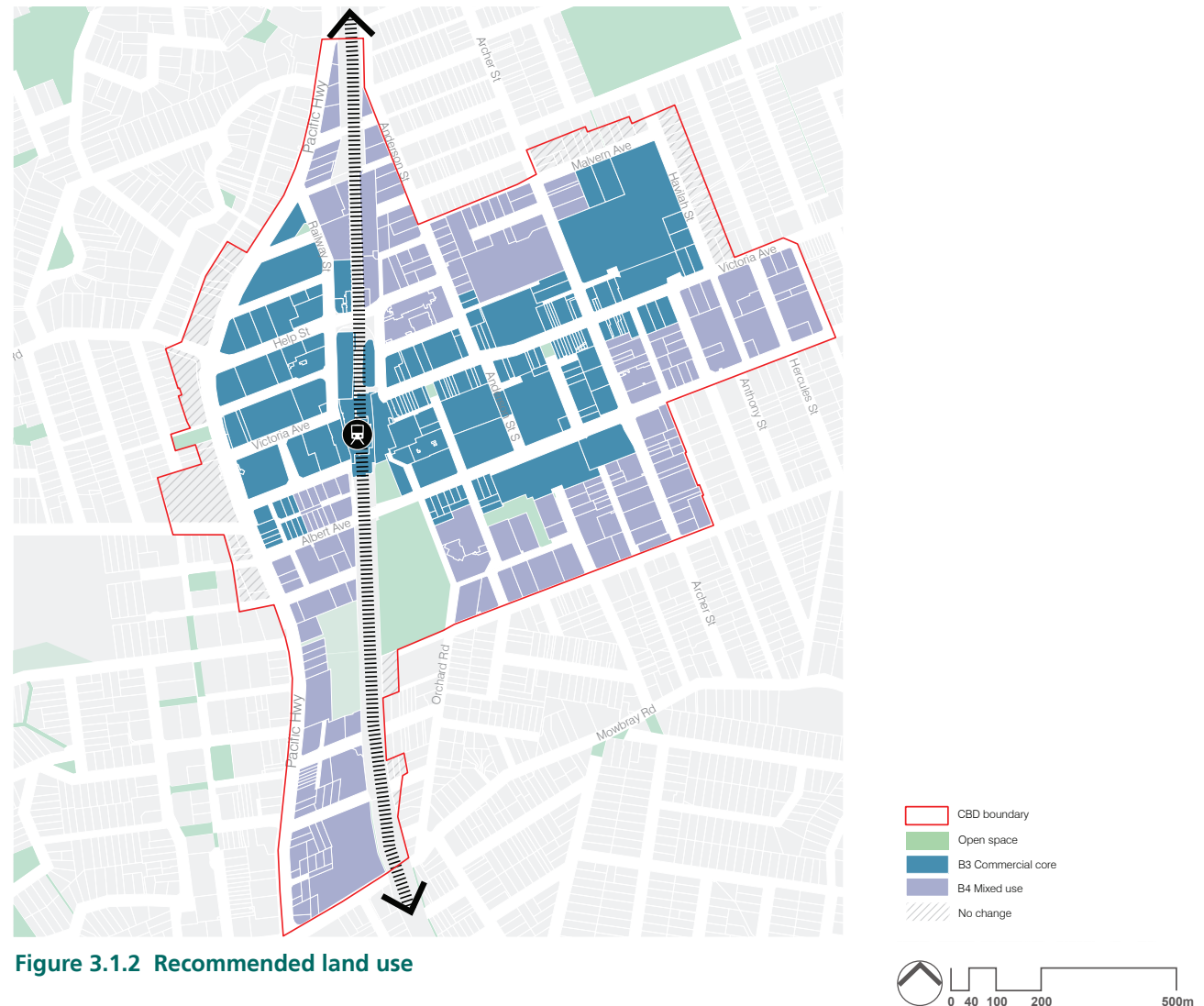


Figure 3.1.2 Recommended land use

3.1 KEY ELEMENTS OF FUTURE LEP AND DCP CONTROLS

PLANNING AGREEMENTS TO FUND PUBLIC DOMAIN

The scheme would:

- a) Apply to residential uses.
 - b) Apply to commercial uses above 10:1 FSR.
 - c) Operate in addition to any adopted Section 7.11 or 7.12 contributions scheme and separate from Affordable Housing requirements within Willoughby Local Environment Plan (WLEP).
 - d) Contribute to public domain improvements in the centre (including streets and parks) that would enhance amenity and support residential and commercial uses.
- 7** All redevelopments in the Chatswood CBD should contribute to public art in accordance with Council's Public Art Policy

DESIGN EXCELLENCE AND BUILDING SUSTAINABILITY

- 8** Design excellence is to be required for all developments based on the following process:
- a) A Design Review Panel for developments up to 35m high.
 - b) Competitive designs for developments over 35m high.
- 9** Achievement of design excellence will include achievement of higher building sustainability standards.
- 10** The Architects for design excellence schemes should be maintained through the development application process and can only be substituted with written agreement of Council.

FLOOR SPACE RATIO (FSR)

11 Figure 3.1.3 shows the existing FSR controls under WLEP 2012.

12 Minimum site area of:

- a) 1800sqm for commercial development in the B3 Commercial Core zone.
 - b) 1200sqm for mixed use development in the B4 Mixed Use zone.
- to achieve maximum FSR as indicated in Figure 3.1.4 (page 34). Site amalgamation is encouraged to meet this minimum requirement. In addition sites should not be left isolated.

The objective of this Key Element is to enable a site to be redeveloped to achieve an optimum outcome as envisioned under the Strategy and detailed in the other Key Elements. In particular, to enable:

- a) Provision of required setbacks to achieve slender towers and building separation whether on-site or with neighbouring sites,
- b) Provision of ground level public realm or areas accessible by public on private land,
- c) Appropriate vehicle entry / exit point,
- d) Provision of parking and loading in basement with adequate on-site manoeuvrability,
- e) Maximising commercial floor space and street activation at ground level,
- f) Maximising landscaping and deep soil planting.

13 The FSRs in Figure 3.1.4 (page 34), should be considered as maximums achievable in the centre subject to minimum site area and appropriate contributions, and are as follows:

- a) No maximum FSR for commercial development in the B3 zone.
- b) A range of FSR maximums in the B4 zone, surrounding the B3 zone, reflecting context.

- c) Retention of 2.5:1 FSR along northern side of Victoria Avenue east.

Floor space ratio maximums are not necessarily achievable on every site, and will depend on satisfactorily addressing:

- a) Site constraints,
- b) Surrounding context,
- c) Other aspects of this Strategy including setbacks at ground and upper levels,
- d) SEPP 65 and the associated Apartment Design Guidelines.

14 Affordable housing is to be provided within the maximum floor space ratio, and throughout a development rather than in a cluster.

15 Where the maximum floor space ratio of 6:1 is achieved, the minimum commercial floor space ratio sought in development in a Mixed Use zone is 1:1.

The objective of this Key Element is to achieve a satisfactory level of commercial in the B4 Mixed Use zone to deliver a reasonable amount of employment floor space, typically to be within the podium levels of a development. This will be moderated depending on the overall FSR.

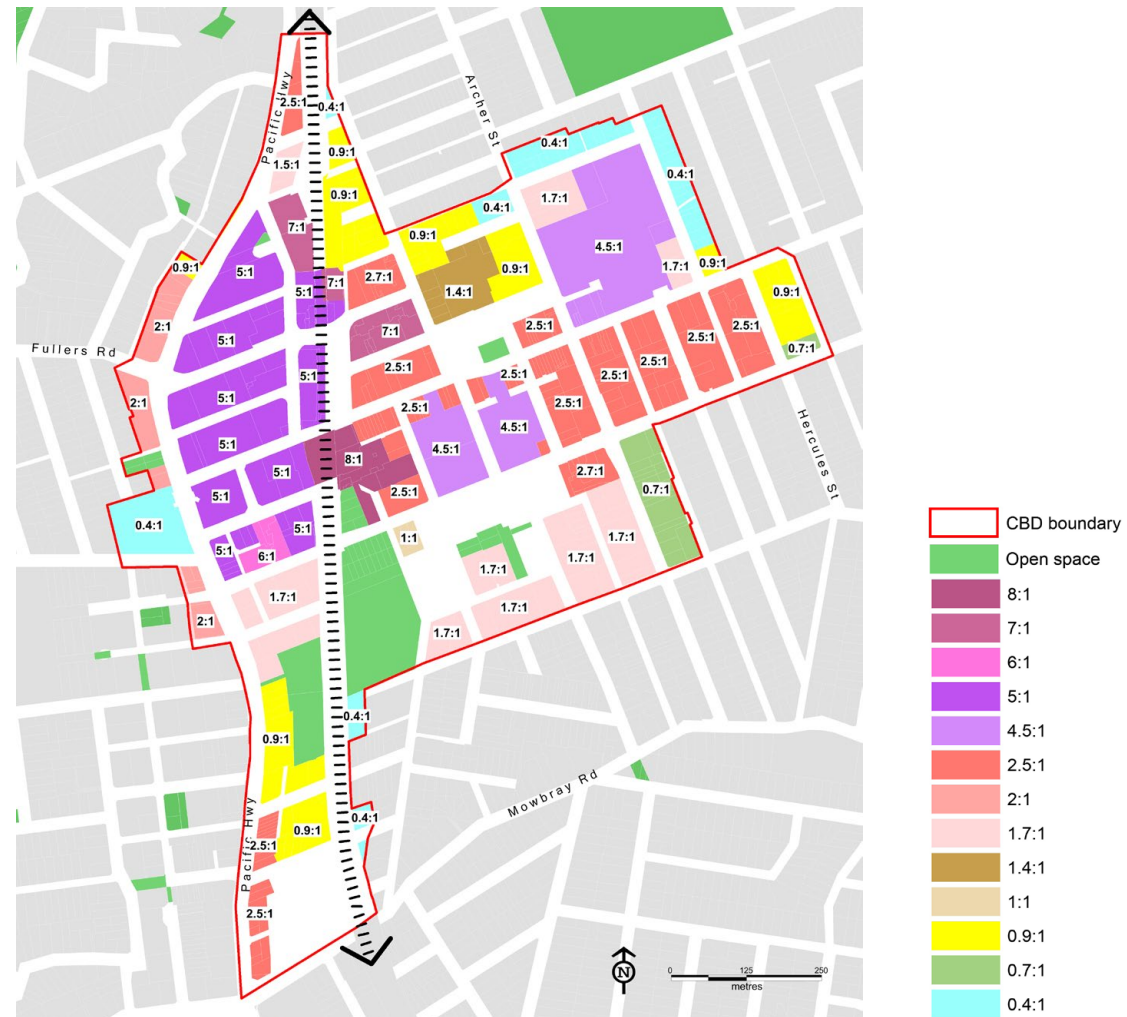


Figure 3.1.3 Existing FSR under WLEP 2012



3.1 KEY ELEMENTS OF FUTURE LEP AND DCP CONTROLS

BUILT FORM

16 In order to achieve the slender tower forms sought by Council the maximum floor plate at each level of a development should be no more than:

- a) 2000sqm GFA for office (to achieve this maximum a large site would be required).
- b) 700sqm GFA for residential towers above Podium within Mixed Use zones.

17 In pursuit of the same goal of slender tower forms, the width of each side of any tower should be minimised to satisfactorily address this objective. To the same end, design elements that contribute to building bulk are not supported, and should be minimised.

Setbacks are considered an important part of achieving slender tower forms.

18 If there is more than one residential tower on a site, sufficient separation is to be provided in accordance with setbacks required in this Strategy, SEPP 65 and the Apartment Design Guidelines, to ensure that the slender tower form objective is achieved. Council will seek to avoid an outcome where two towers read as one large tower. Towers are not to be linked above Podium and should operate independently regarding lifts and services.

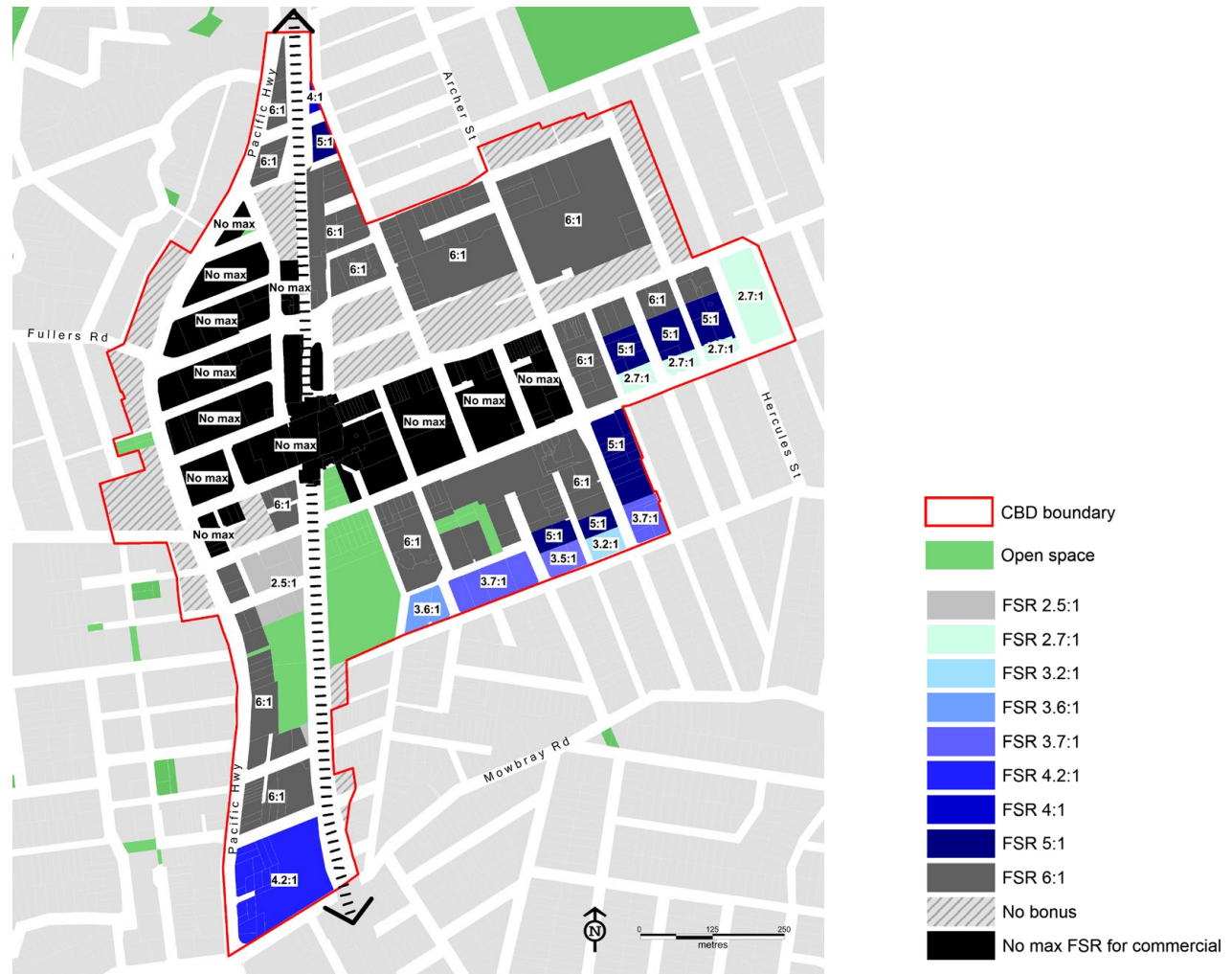


Figure 3.1.4 Recommended maximum FSR

SUN ACCESS TO KEY PUBLIC SPACES AND ADJACENT CONSERVATION AREAS

19 The sun access protection and heights in Figure 3.1.5 will be incorporated into LEP controls, to ensure no additional overshadowing and protection in mid winter of:

- a) Victoria Avenue (between interchange and Archer St) 12pm - 2pm.
- b) Concourse Open Space 12pm - 2pm.
- c) Garden of Remembrance 12pm - 2pm.
- d) Tennis and croquet club 12pm - 2pm.
- e) Chatswood Oval 11am - 2pm (which in turn also protects Chatswood Park).

In addition,

- f) Heights adjoining the South Chatswood Conservation Area will provide for a minimum 3 hours solar access between 9am and 3pm mid winter.



Figure 3.1.5 Recommended sun access protection for public spaces

3.1 KEY ELEMENTS OF FUTURE LEP AND DCP CONTROLS

BUILDING HEIGHTS

20 Maximum height of buildings in the CBD will be based on Figure 3.1.6, based on context and up to the airspace limits (Pans Ops plane), except as reduced further to meet:

- a) Sun access protection.

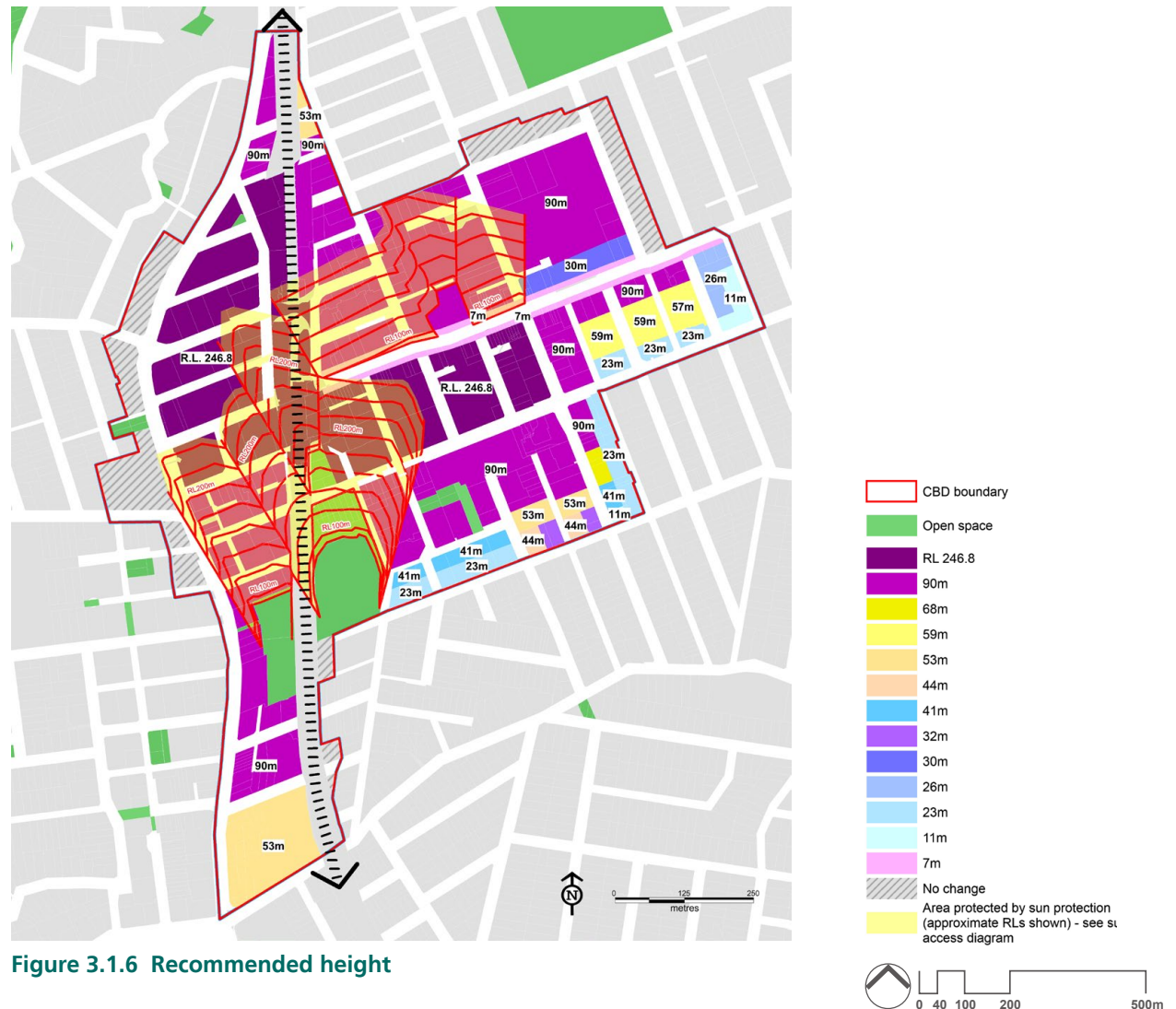
Achievement of nominated height maximums will depend on addressing site constraints, surrounding context and other aspects of this Strategy in addition to satisfying SEPP 65 and Apartment Design Guidelines.

21 All structures located at roof top level, including lift over runs and any other architectural features are to be:

- a) Within the height maximums.
- b) Integrated into the overall building form.

LINKS AND OPEN SPACE

22 The links and open space plan in Figure 3.1.7 (page 36) will form part of the DCP. All proposals should have regard to the potential on adjacent sites. Pedestrian and cycling linkages will be sought in order to improve existing access within and through the CBD. New linkages may also be sought where these are considered to be of public benefit. All such links should be provided with public rights of access and designed with adequate width, sympathetic landscaping and passive surveillance.



LINKS AND OPEN SPACE

23 Any communal open space, with particular regard to roof top level on towers, should be designed to address issues of quality, safety and usability.

PUBLIC REALM OR AREAS ACCESSIBLE BY PUBLIC ON PRIVATE LAND

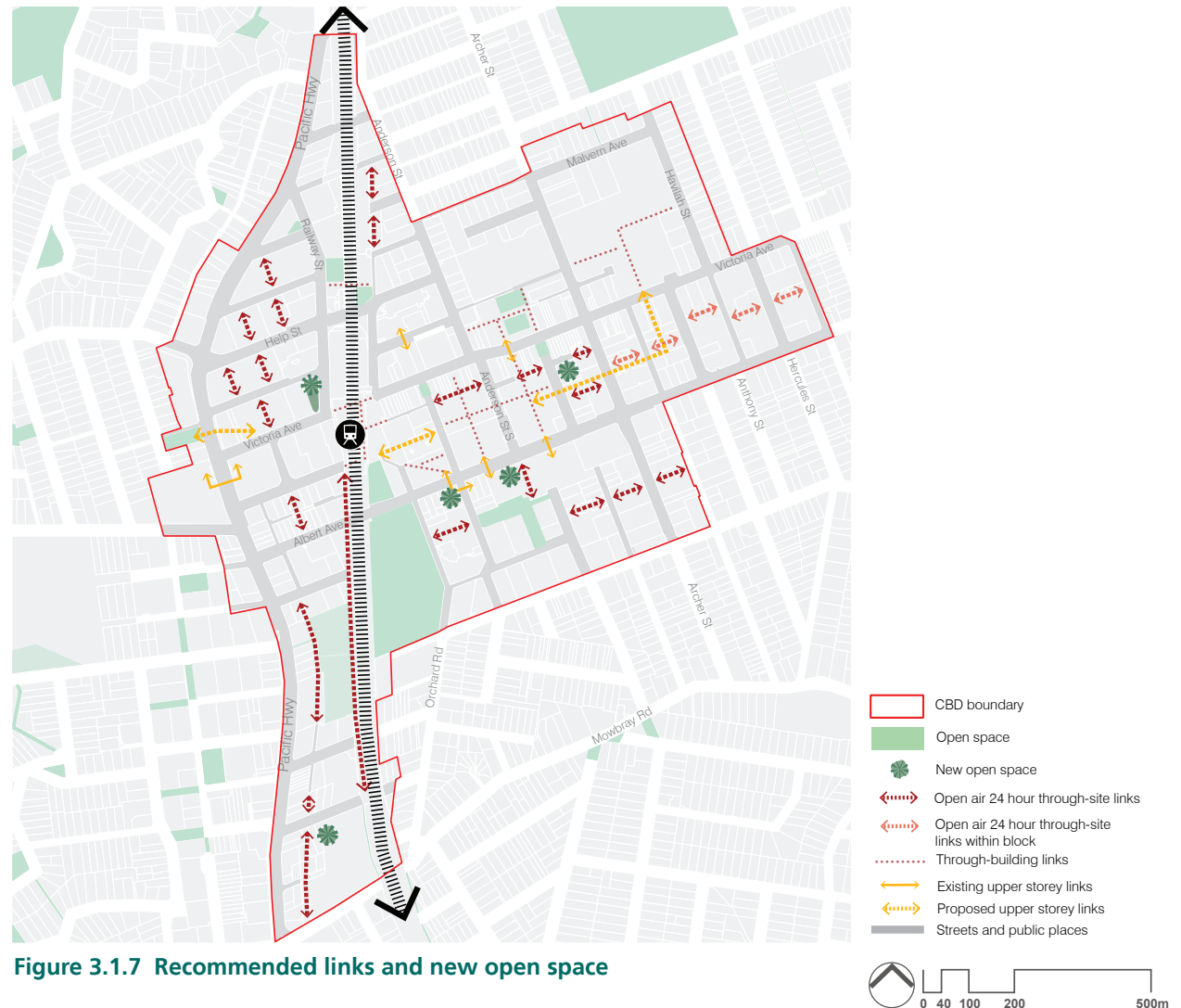
24 Public realm or areas accessible by public on private land:

- Is expected from all B3 and B4 redeveloped sites.
- Is to be designed to respond to context and nearby public domain.
- Should be visible from the street and easily accessible.
- Depending on context, is to be accompanied by public rights of way or similar to achieve a permanent public benefit.

LANDSCAPING

25 All roofs up to 30 metres from ground are to be green roofs. These are to provide a green contribution to the street and a balance of passive and active green spaces that maximise solar access.

26 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.



3.1 KEY ELEMENTS OF FUTURE LEP AND DCP CONTROLS

SETBACKS AND STREET FRONTAGE HEIGHTS

27 Setbacks and street frontage heights are to be provided based on Figure 3.1.8, which reflect requirements for different parts of the Chatswood CBD. With setbacks of 3 metres or more, including the Pacific Highway, deep soil planting for street trees is to be provided.

a) Victoria Avenue retail frontage:

- i. Maximum of 7 metre street wall height at front boundary.
- ii. Minimum 6 metre setback above street wall to tower.

b) Urban Core:

- i. Maximum 24 metre street wall height at front boundary.
- ii. Minimum 6 metre setback above street wall to tower.

c) Office core frontage:

- i. 4-12 metre street wall height at front boundary.
- ii. Minimum 6 metre setback above street wall to tower.

d) Mixed use frontage with commercial Ground Floor:

- i. 6-14 metre street wall height at front boundary.
- ii. Minimum 3 metre setback above street wall to tower.

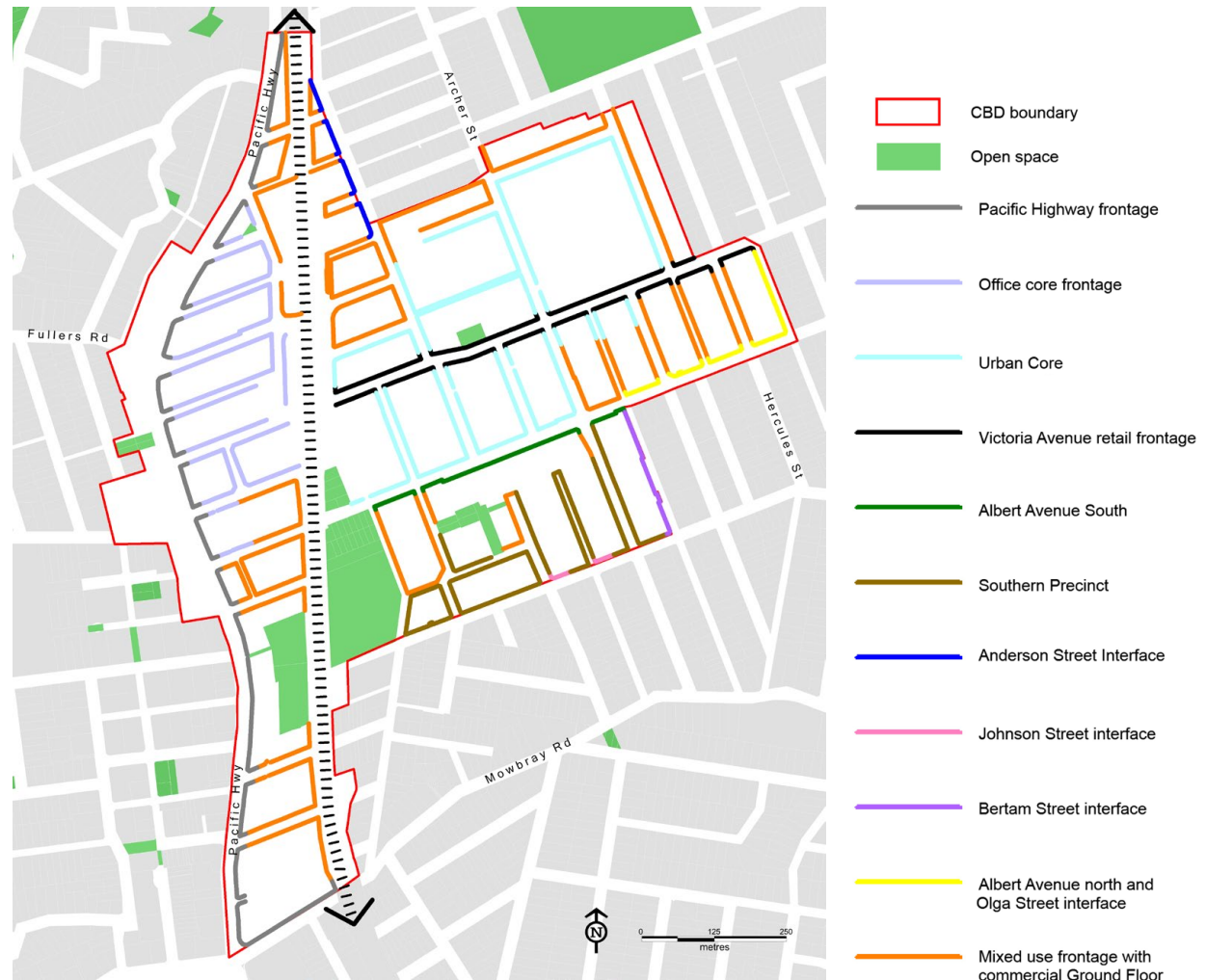


Figure 3.1.8 Recommended setbacks and street frontage heights

e) Pacific Highway frontage

- i. Minimum 4 metre setback at Ground level from front boundary (with exception of heritage sites).
- ii. Maximum 7 metre street wall height.
- iii. Minimum 6 metre setback above street wall to tower.

f) Southern Precinct

- i. Minimum 6 metre setback at Ground level from front boundary.
- ii. No setback from Podium to tower.

g) Albert Avenue South

- i. Minimum 3 metre setback at Ground level from front boundary, with intermittent wider open space.
- ii. Maximum 24 metre street wall height.
- iii. 3 metre setback above street wall to tower.

h) Anderson Street interface:

- i. Minimum 3m setback at Ground Level from front boundary.
- ii. 6-14m street wall height.
- iii. Minimum 1m setback above street wall to tower.

i) Bertram Street interface:

- i. Minimum 6m setback at Ground Level from front boundary.
- ii. Maximum 7m street wall height.

- iii. Minimum 3m setback above street wall to tower.

j) Albert Avenue north and Olga Street interface:

- i. Minimum 3m setback at Ground Level from front boundary.
- ii. 6-14m street wall height.
- iii. Minimum 1m setback above street wall to tower.

k) Johnson Street interface:

- i. Minimum 12m setback at Ground Level from front boundary.
- ii. No setback from podium to tower.

28 All towers above podiums in the B3 Commercial Core and B4 Mixed Use zones are to be setback from all boundaries a minimum of 1:20 ratio of the setback to building height.

This means if a building is:

- e) A total height of 30m, a minimum setback from the side boundary of 1.5m is required for the entire tower on any side.
- b) A total height of 60m, a minimum setback from the side boundary of 3m is required for the entire tower on any side.
- c) A total height of 90m, a minimum setback from the side boundary of 4.5m is required for the entire tower on any side.

- d) A total height of 120m, a minimum setback from the side boundary of 6m is required for the entire tower on any side.

- e) A total height of 150m, a minimum setback from the side boundary of 7.5m is required for the entire tower on any side.

- f) A total height of 160m, a minimum setback from the side boundary of 8m is required for the entire tower on any side.

The required setback will vary depending on height and is not to be based on setback averages but the full setback.

29 Building separation to neighbouring buildings is to be:

- a) In accordance with the Apartment Design Guide for residential uses.
- b) A minimum of 6 metres from all boundaries for commercial uses above street wall height.

3.1 KEY ELEMENTS OF FUTURE LEP AND DCP CONTROLS

ACTIVE STREET FRONTAGES

- 30** At ground level, to achieve the vibrant CBD Council desires, buildings are to maximise active frontages. Particular emphasis is placed on the B3 Commercial Core zone. Blank walls are to be minimised and located away from key street locations.

FURTHER BUILT FORM CONTROLS

- 31** Site Isolation will be discouraged and where unavoidable joined basements and zero-setback podiums should be provided to encourage future efficient sharing of infrastructure.
- 32** Controls will be applied to ensure the traditional lot pattern along Victoria Ave east (building widths of between 6-12m) is reflected into the future.
- 33** Floor space at Ground level is to be maximised, with supporting functions such as car parking, loading, garbage rooms, plant and other services located in Basement levels.
- 34** Substations are to be provided within buildings, not within the streets, open spaces or setbacks and not facing key active street frontages.

TRAFFIC AND TRANSPORT

- 35** The CBD Strategy employs a Travel Demand Management approach seeking to modify travel decisions to achieve more desirable transport, social, economic and environmental objectives consistent with Council's Integrated Transport Strategy. In addition, site specific traffic and transport issues are to be addressed as follows:

- a) Vehicle entry points to a site are to be rationalised to minimise streetscape impact, with one entry area into and exiting a site. To achieve this objective loading docks, including garbage and residential removal trucks, are to be located within Basement areas. Where possible, cars and service vehicle access should be separated.
- b) In order to facilitate rationalisation of vehicle entry points on neighbouring sites, all development sites are to provide an opportunity within Basement levels to provide vehicle access to adjoining sites when they are developed.
- c) All vehicles are to enter and exit a site in a forward direction. Physical solutions, rather than mechanical solutions are sought.
- d) All commercial and residential loading and unloading is required to occur on-site and not in public streets.
- e) Car parking should be reduced consistent with the

objectives of Council's Integrated Transport Strategy and in accordance with any future revised car parking rates in Councils DCP.

- f) Other strategies for car parking reduction include reciprocal arrangements for sharing parking and car share.



3.2 STUDIES IN SUPPORT OF THIS DOCUMENT

In parallel with work on changing the LEP and DCP, additional studies to support and complement the CBD Planning and Urban Design Strategy include.

Contributions / Planning Agreements

A VPA Policy will be delivered to guide contributions to public domain improvements in the CBD. This complements Council's recent 7.11 and 7.12 Policy.

Transport

Council has recently approved an Integrated Transport Strategy to:

- Encourage public transport use
- Promote walking and cycling
- Manage growth in parking
- Develop parking directional signage
- Discourage private vehicle use

Social infrastructure

A Social Infrastructure study will consider sports/recreation facilities and childcare needs.

Streetscape improvements to promote activity and community health

A Public Domain Plan and Technical Manual as a guide to support and promote an active

and healthy community through the delivery of resilient public realm and streetscape augmentation and enhancement.

Healthy urban environment

Targets for environmental sustainability through improved building standards, design excellence, tree canopy increase and WSUD.

Technology Implementation Plan

A Smart City Policy as a 'Technology First' approach, to support responsive decision making and enhance the urban, natural and social environments through open data and analytics.

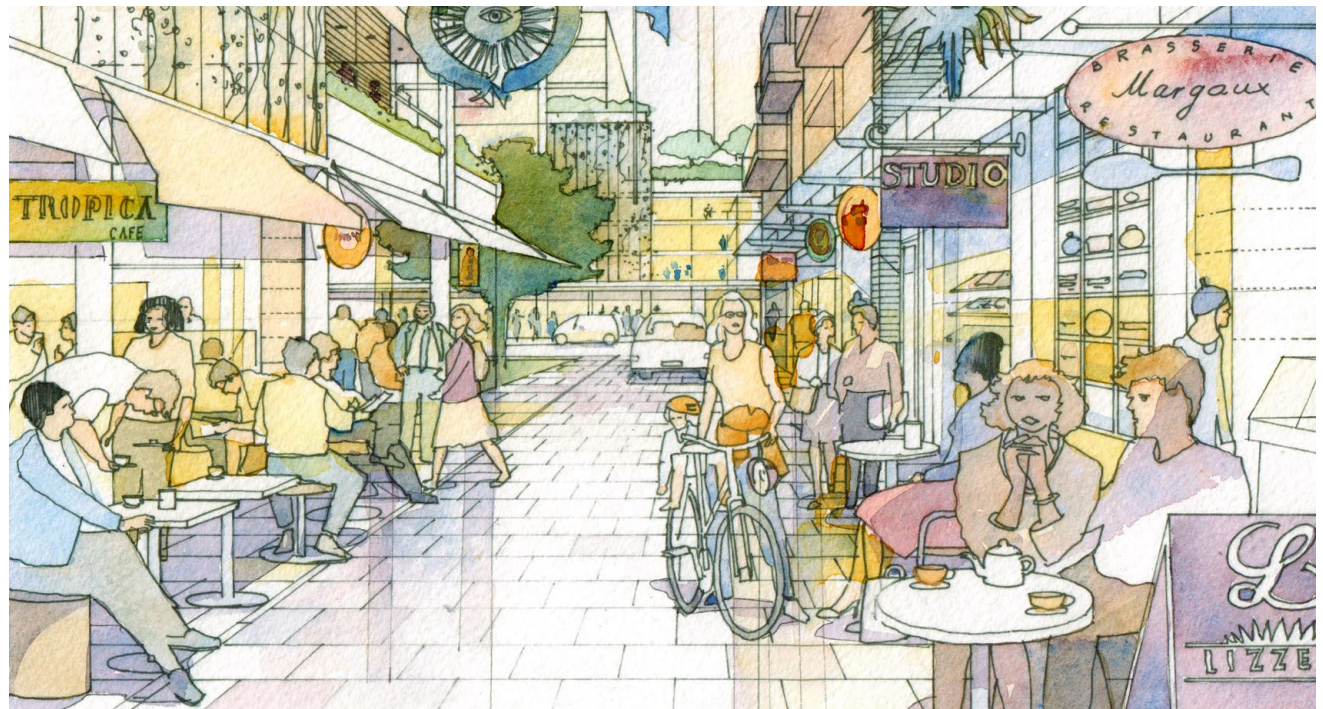


Illustration of future laneway Chatswood's existing laneways, as well as new connections, will provide attractive points for activity. Pedestrians and cyclists will have priority in these spaces.

NEXT STEPS

The Chatswood CBD Planning and Urban Design Strategy, supported by the findings from the future studies outlined above, will underpin changes to Willoughby LEP and DCP in coming years.

In the interim, it will inform assessment of any planning proposals that have been, or may be lodged in the future, prior to the making of a new LEP.

Implementation Plan

- Prepare a formal Planning Proposal under the EP&A Act 1979 for the area within the Chatswood CBD boundary.
- Propose supporting technical studies as outlined under Section 3.2 above.

WILLOUGHBY CITY COUNCIL

(02) 9777 1000

www.willoughby.nsw.gov.au

PO Box 57, Chatswood NSW 2057

31 Victor Street, Chatswood NSW 2067

