# DRAFT DEVELOPMENT CONTROL PLAN PROVISIONS

845 Pacific Highway,
Chatswood

Prepared for
**HYG**
6 October 2021

URBIS

**URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:**

| | |
|---|---|
| Director | John Wynne |
| Associate Director | Christophe Charkos |
| Senior Consultant | Anna Wang |
| Consultant | John Booth |
| Project Code | P0022693 |
| Report Number | Final |



**urbis.com.au**

# CONTENTS



**FIGURES**

# 1. GENERAL

The controls contained in this Site Specific Development Control Plan applies to land located on 845 Pacific Highway, Chatswood bounded by Pacific Highway to the west, Day Street to the south and Railway Street to the east as shown on the map below.

All other relevant provisions of the Willoughby Development Control Plan 2016 apply. The provisions of this section prevail to the extent of any inconsistency.

Figure 1 – Land to which this Development control plan applies

## Objectives

The objectives of the Plan are to:

1. To provide a new commercial tower development within the Chatswood CBD that promotes office growth and employment, strengthens the office core and supports public transport use.
2. To ensure a landmark commercial tower of exceptional design quality is provided on the site that reinforces Chatswood's role and function as a key employment centre.
3. To ensure that the setbacks provide sufficient flexibility to enable the delivery of an A-Grade Commercial Office tower which contributes to new commercial office stock within the Chatswood CBD consistent with the CBD Strategy.
4. To ensure any future building is of an appropriate bulk and scale for its CBD location and promotes commercial office growth and employment consistent with the heights and floor space within the *Chatswood CBD Planning and Urban Design Strategy to 2036.*
5. To create a high-quality urban outcome by maintaining solar access and managing wind impacts to the public domain.
6. Ensure a landscaped public domain which provides generous, green and active ground plane that contributes to the overall pedestrian environment and experience.
7. To define a building massing envelope which will provide sufficient flexibility within its volume for a building to achieve design excellence consistent with the Willoughby City Council's Design Excellence Policy and Guidelines.
8. To ensure that development achieves a high level of environmental performance and sustainability outcomes.
9. To minimise traffic impacts from the redevelopment of the site by adopting a reduced parking provision which supports public and active transport use.
10. To deliver the following public domain upgrades:
    - 10.1. Expand and upgrade to the existing public park on the corner of Railway and Day Street
    - 10.2. A shared cycle and pedestrian cycleway along the full length of the Pacific Highway frontage.

# 2. BUILT FORM

## Performance Criteria

The built form of the new development shall:

1. Achieve a slender tower form on the site with a clear taper to the upper levels of the building.
2. Achieve a site layout that provides a pleasant environment for the occupants and minimises impact on surrounding properties.
3. Ensure visual amenity, acoustic privacy and sun access.
4. Provide suitable areas for communal open spaces, deep soil zones and landscaping

## Controls

1. The layout of the site is to be generally in accordance with the site structure plan at Figure 2.
2. The envelope illustrated in Figures 3 and 4 is the maximum permissible extent of the built form. Final building designs must be appropriately massed within this envelope.
3. To reinforce Council's objective for slender towers and to reduce the bulk of the building, it is recommended that:
    - 3.1. The design of the building is to incorporate articulation and other design measures to add visual interest and detail to the western elevation of the building fronting the Pacific Highway.

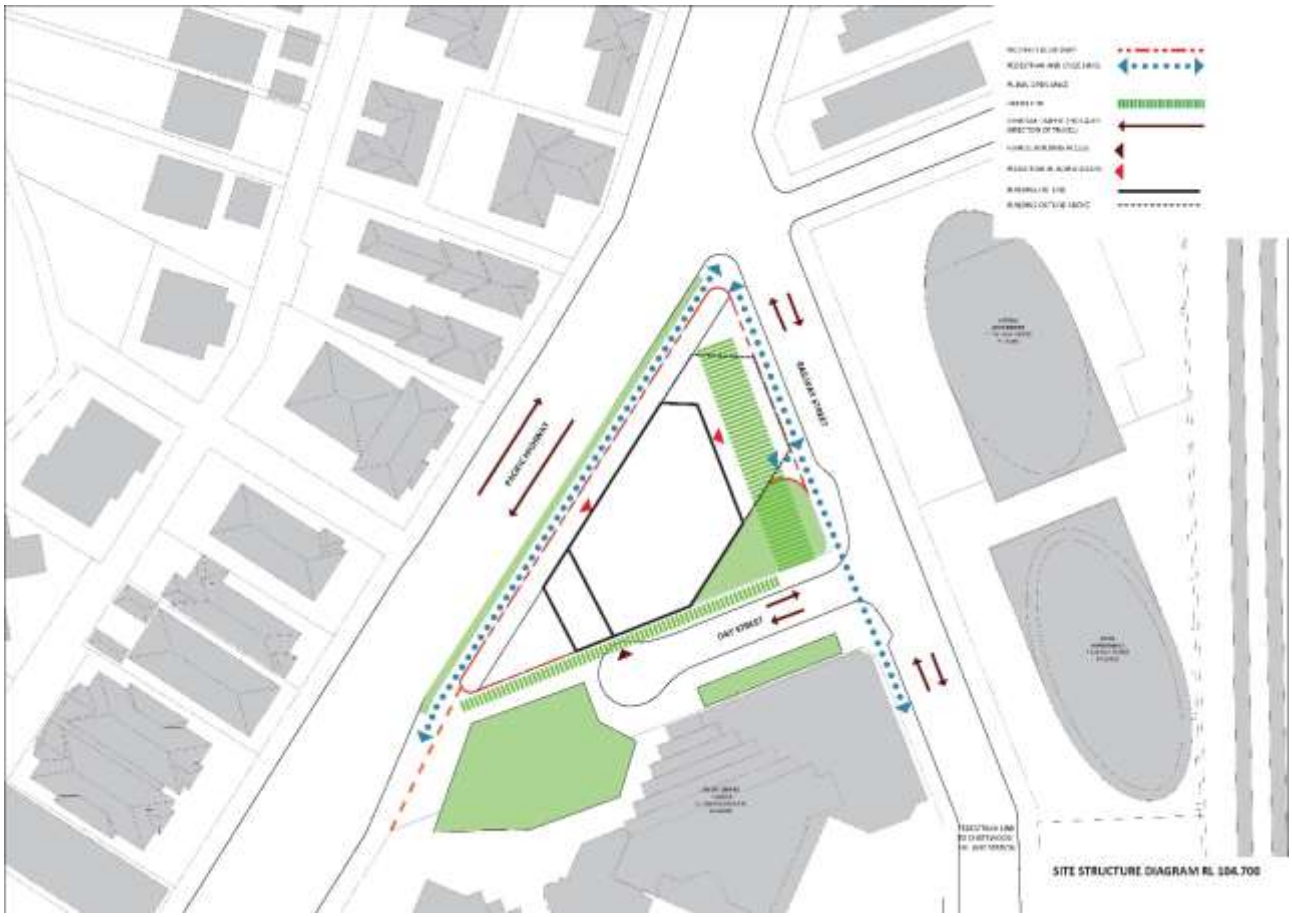
3.2. Dividing the tower into two distinct vertical elements.

3.3. Taper the highest levels of the tower to ensure it does not read as being top-heavy.

3.4. Provide visual impact assessment from the Pacific Highway facing south towards the site.

4. Substations are to be provided within buildings and not to be located within streets, open spaces or setbacks.

Figure 2 - Site Structure Plan




# 3. HEIGHT OF BUILDING

## Performance Criteria:

The built form of new development shall:

1. Be consistent with the permitted Height of Buildings development standard applicable to the site.

## Controls:

1. The height and floor space of the development must not exceed the building envelope in Figures 3 and 4 - RL246.8 (37 Storeys).
2. All structures located at the roof top level, including lift over runs and any other architectural features are to be.

2.1. Within the height maximums.

2.2. Integrated into the overall building form.

Figure 3 - Maximum Building Envelope

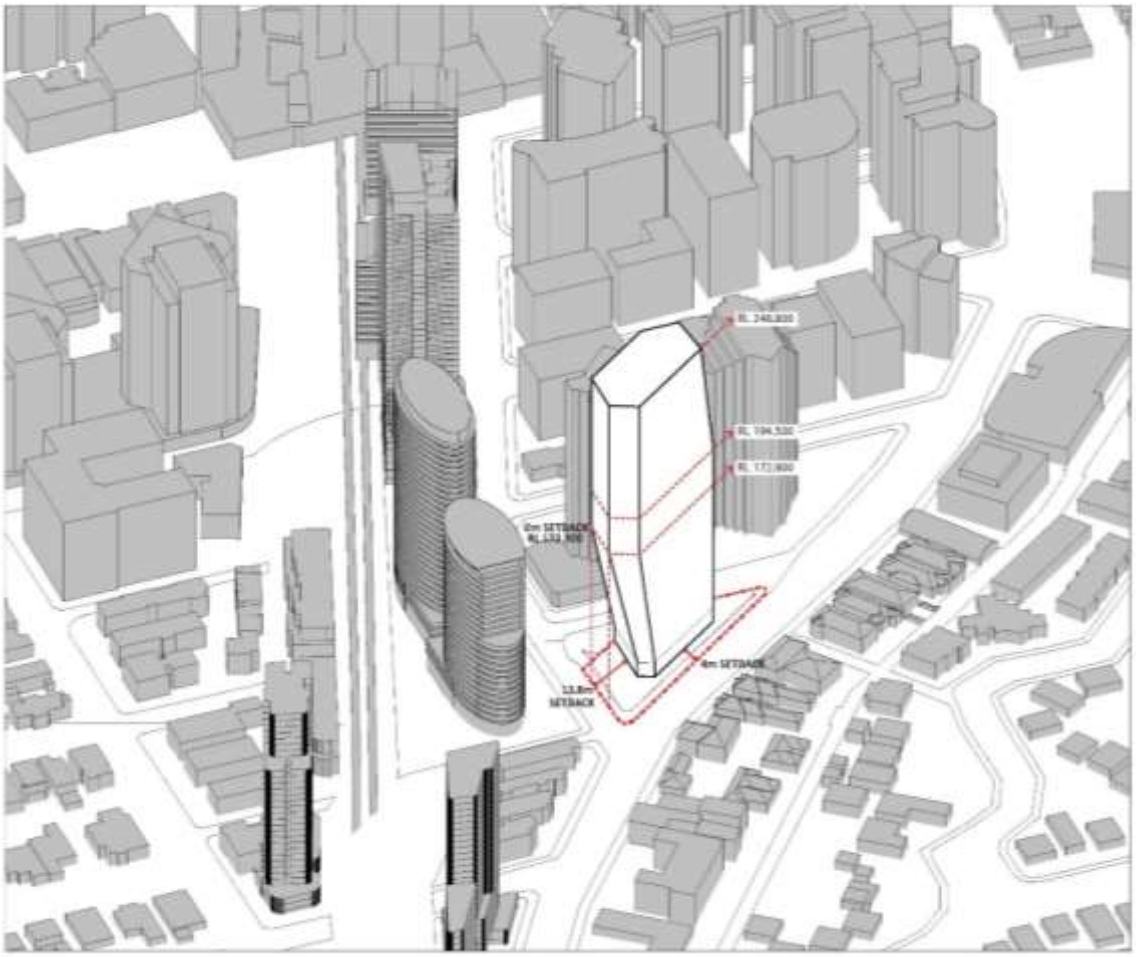
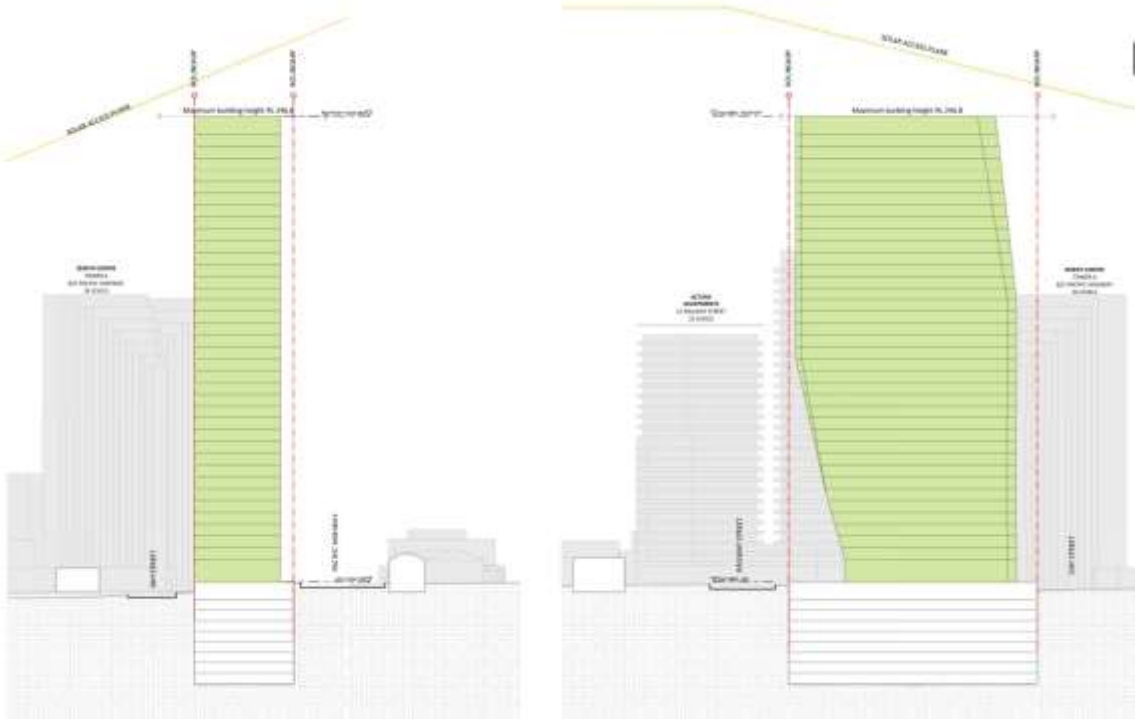


Figure 4 – Maximum Envelope Sections



# 4. SETBACKS & STREET FRONTAGES

## Performance Criteria

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. Minimise shadow impact to public domain and surrounding residential development.
4. To ensure the positioning of new building contribute to the future streetscape character.
5. Encourage activations along street frontage.

## Controls

1. Provide building setbacks in accordance with Figures 5 and 6 specifically.
    1.1. Along the Pacific Highway frontage; a 4m setback from the property boundary.
    1.2. Along the Railway Street frontage, a tapered tower envelope 13.8m at the ground level to a 0m setback to the property boundary from RL169.3 and above.
        1.2.1. The 13.8m ground level setback along Railway Street frontage must provide activated and landscaped public domain.
    1.3. Along the Day Street frontage, a 0m setback to the property boundary.
2. Active frontages and retail land uses are encouraged at street level where practicable fronting Day and to the new ground level public domain fronting Railway Street.

Figure 5 – Ground Level Setback

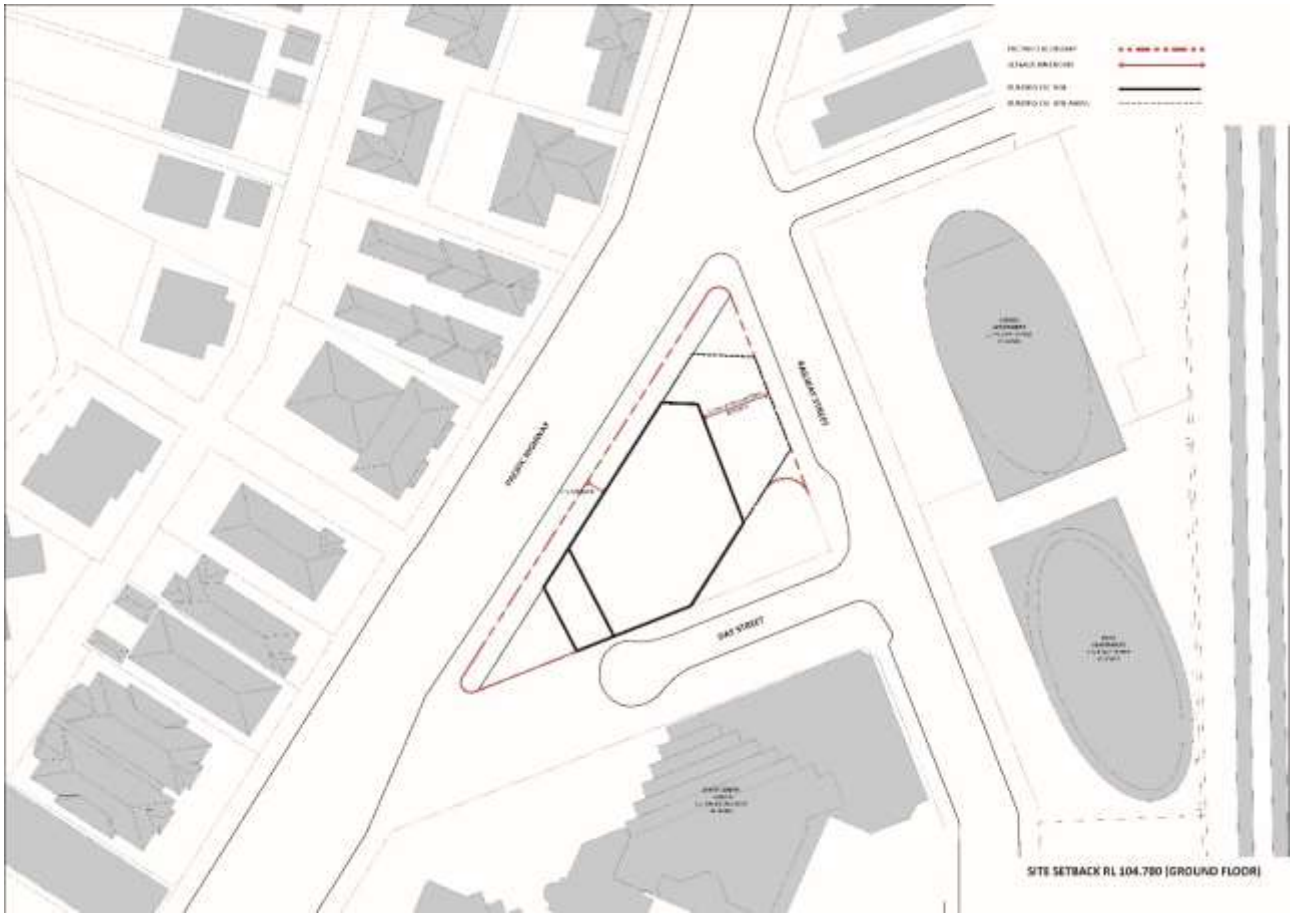
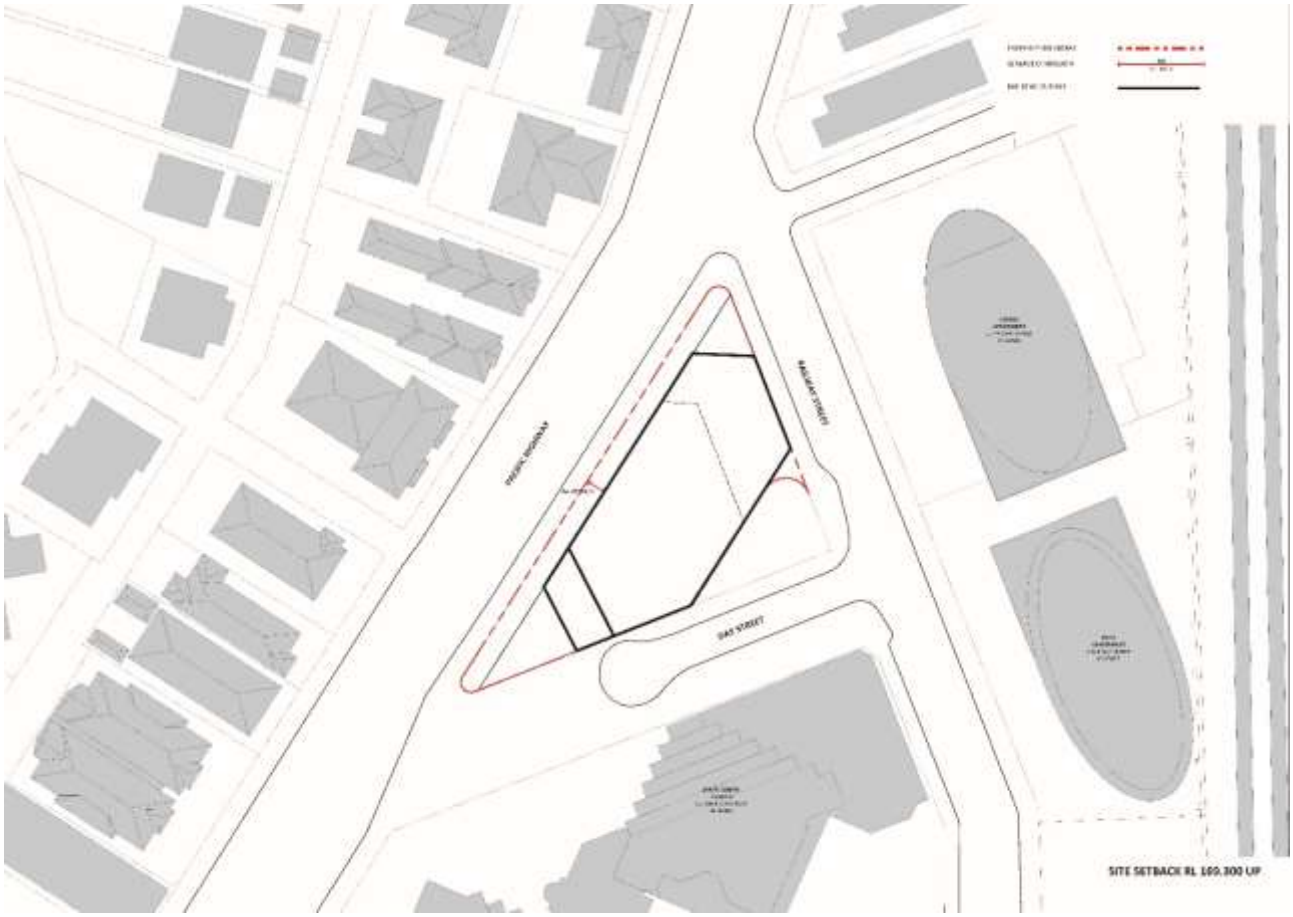


Figure 6 - Setbacks at RL169.30 and above




# 5. 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. Building facades shall complement the character of the area and contribute to creating attractive pedestrian environments and streetscapes.
3. Façade design to encourage active street frontages to streets and their surrounding public domain

## Controls

1. The building facade is to be modulated and articulated to assist in softening the facades bulk and scale.
2. Facades are to be articulated and should incorporate recesses and projecting elements.
3. Extensive blank walls shall be avoided at street level.

# 6. OPEN SPACE AND LANDSCAPING

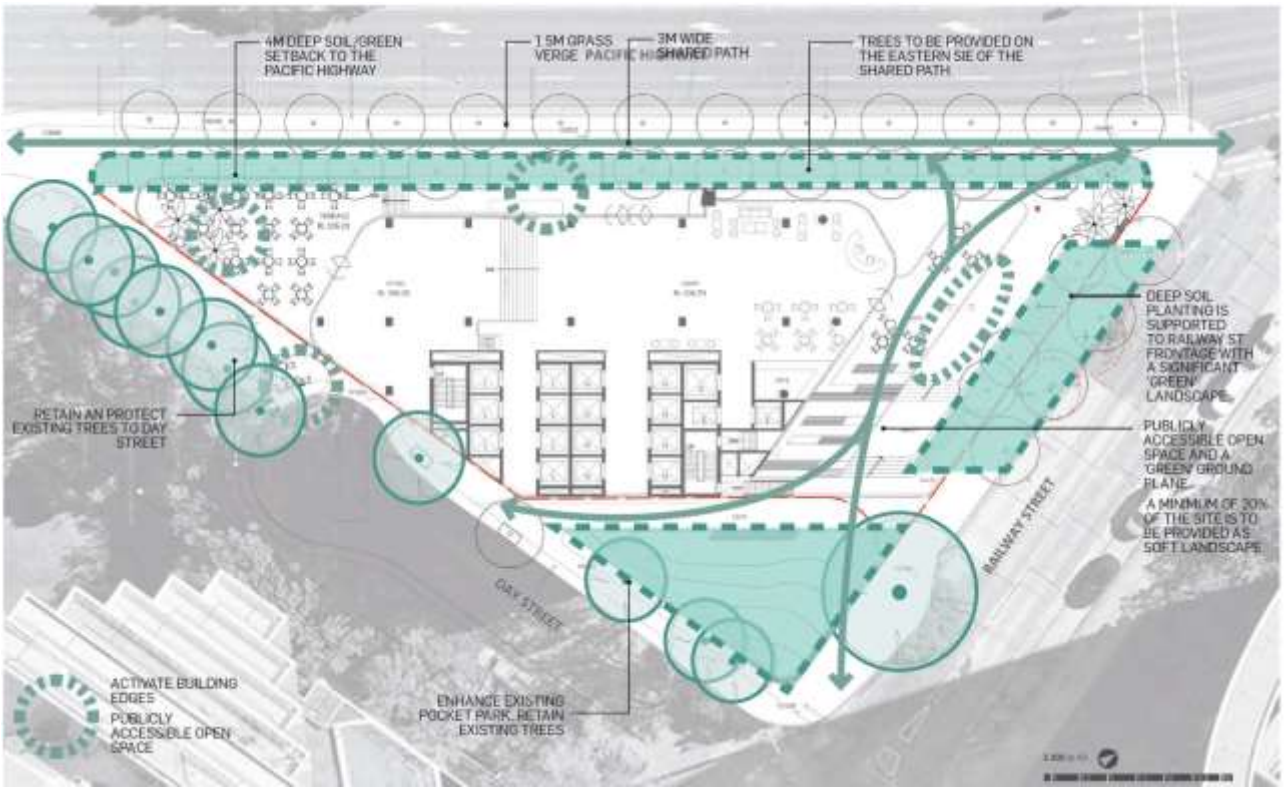
## Performance Criteria

1. To ensure open space at ground level is maximised as publicly accessible open space.
2. To integrate ground floor open space areas with the surrounding existing public domain, including link to Council's reserve located in the corner of Day Street and Railway Street.
3. To ensure public domain improvements is provided to all street frontages to Council requirements.
4. The development is to provide deep soil planting if possible, where green landscaping is located.

## Controls

1. Landscaping is to be provided generally in accordance with the key landscape principles diagram at Figure 7.
2. A new pedestrian and cycle link, street tree planting and upgrade to the existing public park on the corner of Day Street and Railway street is to be provided in the locations shown in Figure 7.
3. The ground level setback to Railway Street is to be landscaped and designed in a manner which integrates with the adjacent public park on the corner of Day and Railway street. Collaboration with Council is recommended at preliminary design stage.
4. 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.
5. Provide for deep soil planting zones in locations where they do not impact on a future basement structure.
6. Provide for the following along the Pacific Hwy frontage:
    6.1. 1.5m grass verge with street tree planting:
    6.2. 3m wide shared pedestrian and cycle path
7. Deep soil planting zones within the 4m setback where basement structure allows.
8. Existing trees within the public domain are to be retained and protected where practicable. An Arborist report is to be provided with any future Development Application.
9. Any communal open space provided at roof top levels must be designed to address issues of quality, safety and useability.
10. Street tree planting is to be provided along the Pacific Highway and Day street frontages.
11. Public art is to be provided in accordance with Council's Public Art Policy.
12. 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.
13. All existing aerial cables which may include for electricity, communications and other cables connecting to street poles and buildings around the site shall be removed and installed underground in accordance with the requirements of the relevant service authorities. Ausgrid lighting poles are to be provided to the requirements of Ausgrid for Street lighting and shall be positioned compatible to the landscaping design around the site.
14. The development is to incorporate publicly accessible open space via a public right of way or similar to achieve a permanent public benefit.
15. All publicly accessible open space and links are to be the responsibility of the relevant ownership entity, with formal public access to be created over these areas

Figure 7 - Key Landscape Principles Diagram




# 7. TRANSPORT AND PARKING

## Performance Criteria

1. The number of vehicle access points to the development are to be minimised.
2. Opportunities shall be explored to reduce on-site car parking.
3. Vehicle access points are designed to minimize their impacts on pedestrians

## Controls

1. Access and circulation are to be generally in accordance with Figure 8.
2. A single rationalised vehicular driveway to the basement car park is to be provided generally in the location shown in Figure 8 to minimise streetscape and Public Domain impacts.
3. Loading docks and garbage removal areas are to be located within the building envelope to ensure all commercial loading and unloading takes place on-site and not in public streets.
4. All vehicles are to enter and exit the site in a forward direction, vehicle turntables should be provided where necessary.
5. All off-street parking provisions must comply with the current Australian Standard 2890 applying to Off Street Parking.
6. A Green Travel Plan should be prepared and submitted with any future development application. In addition to Council's standard requirements, the Green Travel Plan is to consider the incorporation of the following potential measures and initiatives:

    6.1. Limiting on-site parking provision.

    6.2. Provide a Travel Access Guide (TAG) which would be provided to all staff and publicly available to visitors. The document would be based on facilities available at the site and include detail on

the surrounding public transport services and active transport initiatives. The TAG would be updated as the surrounding transport environment changes.

6.3. Providing public transport information boards/ apps to inform staff and visitors of alternative transport options (the format of such information boards would be based upon the TAG).

6.4. Providing on-site (or nearby) car sharing pods and promoting the availability of car sharing pods for trips that require the use of private vehicles.

6.5. Providing bicycle facilities including secure bicycle parking for staff, bicycle racks/ rails for visitors and shower and change room facilities.

6.6. Encouraging staff that drive to work and park on surrounding roads to carpool through creation of a carpooling club or registry/ forum.

6.7. Regularly promoting ride/ walk to workdays.

6.8. Providing a regular (digital) newsletter to staff bringing the latest news on sustainable travel initiatives in the area.

7. Car parking for the development should be provided in accordance with the following rates as a maximum provision.

Table 1 Car Parking Rates

| **Type** | **Rate** |
|---|---|
| Car Parking | 1 space per 155sqm GFA |
| Motorcycle Parking | 1 space per 25 car parking spaces |
| Bicycle Parking (Employees – Commercial Office) | 1 space per 600sqm GFA |
| Bicycle Parking (Retail – Employees) | 1 space per 450sqm retail GFA |
| Bicycle Parking (Visitors) | 1 space per 2,500sqm GFA |

8. End of trip facilities must be provided for employees within the building and are to include;

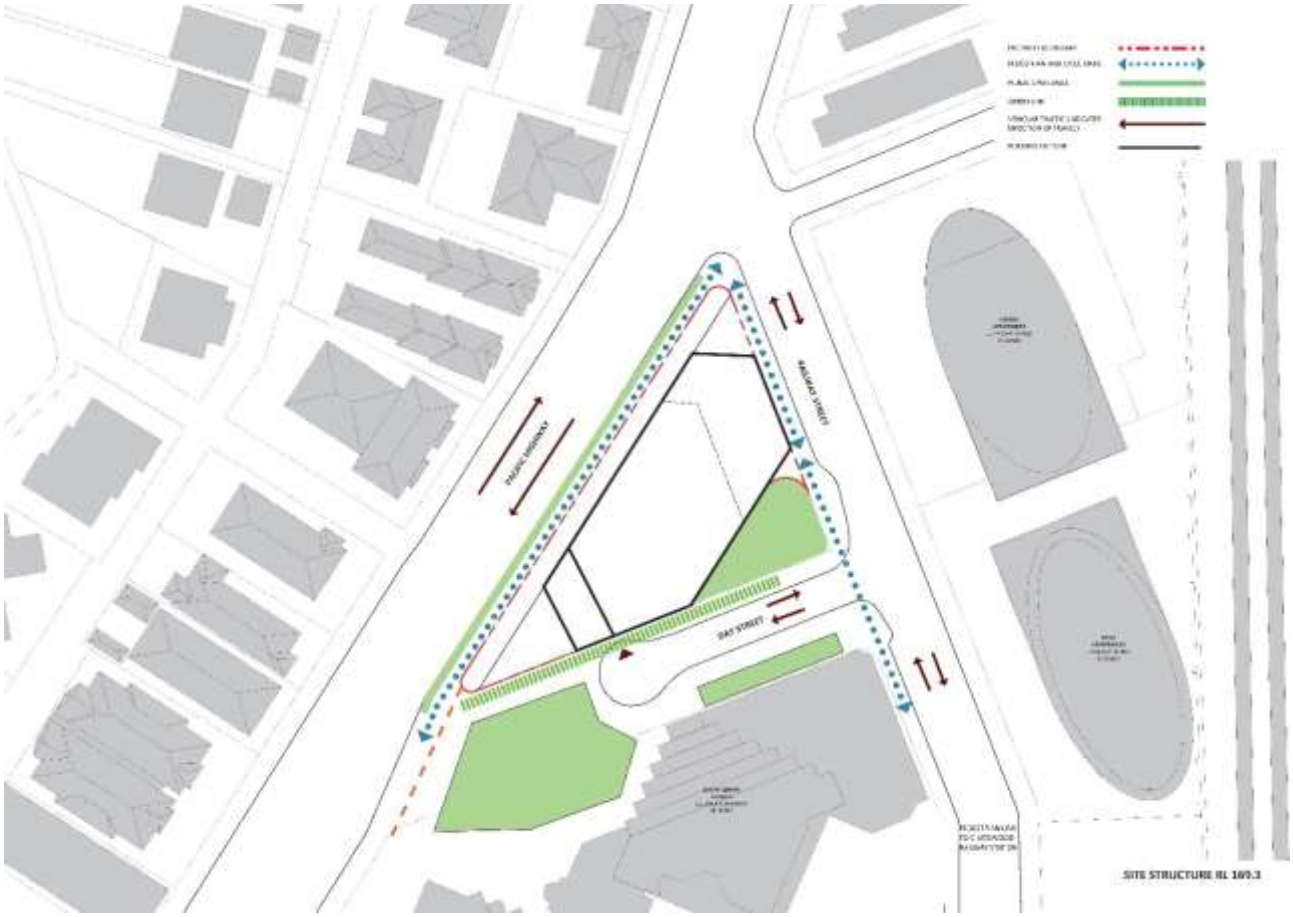
8.1. An area for the secure storage of bicycles for employees,

8.2. Personal lockers for each bike parking space provided for employees,

8.3. Sufficient shower and change facilities for employees located close to the bike parking area [**Rate TBC]**,

8.4. Clear entry and exit points and within an area of security camera surveillance where there are such building security systems provided.

Figure 8 - Access and Circulation



# 8. MANAGING WIND IMPACTS

## Performance Criteria

1. To ensure that adequate measures is implemented to mitigate wind impact and improve pedestrian experience.

## Controls

1. Development must take all reasonable steps to create a comfortable wind environment that is consistent with the Wind Comfort Standards for Sitting and Standing.
2. A quantitative wind effects report is to be submitted with a development application. This report is to include detailed wind tunnel testing to verify the wind conditions and enable a more detailed design of the proposal and potential wind mitigation measures. The report is to provide a quantitative analysis of the wind conditions and determine the requirement for wind mitigation measures, including the optimum size and extent of treatments to ensure suitable conditions are provided for the trafficable areas throughout the development.
3. Awnings and other structures to mitigate potential impacts from wind are to be incorporated into the design in accordance with the recommendations of a quantitative wind effects report. It Is recommended that the awning be no more than 35% porous.
4. Additional tree planting and landscaping should be considered in the detailed design in accordance with any recommendations of a quantitative wind effects report.

# 9. WASTE MANAGEMENT AND LOADING

## Performance Criteria

1. To ensure that adequate provision is made for waste storage and disposal.

## Controls

1. A concealed waste storage and collection bay is to be provided within the basement parking level of the development. The waste storage and collection area are to be designed to ensure level and safe collection of all waste generated from the use of the development.
2. A Waste Management Plan shall be submitted at Development Application Stage.

# 10. DESIGN EXCELLENCE AND BUILDING SUSTAINABILITY

## Performance Criteria

1. Ensure high quality and varied design through the use of competitive design processes.
2. Implement a rigorous process to support good design outcomes.

## Controls

1. Design excellence is required as follows:
    1.1. A Design Review Panel for developments up to 35m high.
    1.2. A design excellence competition is required for all development over 35m in height.:
2. The competitive design process must be undertaken in accordance with the Willoughby Design Excellence Policy and Willoughby Design Excellence Guidelines

# 11. SUSTAINABILITY

## Performance Criteria

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

## Controls

2. The future building should be designed to achieve a minimum:
    2.1. 5.5 Star NABERS Energy (without green power)
    2.2. 5 Star Green Star D&AB v1.3
    2.3. Green Star D&AB v1.3 Operational Waste Credit
    2.4. Green Star D&AB v1.3 minimum 3 water points
    2.5. Green Star D&AB v1.3 Min 60% of Indoor Environmental Quality Points, including credits for thermal comfort
    2.6. Green Star D&AB v1.3 Adaptation and Resilience credit
3. A report prepared by a suitably qualified sustainability professional is to be submitted with the development application identifying the design and operational measures to be implemented to achieve the sustainability outcomes identified above.
4. Cool roofs and Green walls are also encouraged into the building design.

# 12. PUBLIC ART

**Performance Criteria**

1. All redevelopments in the Chatswood CBD should contribute public art.

**Controls**

2. Public Art is to be provided in accordance with Council's Public Art Policy.

# 13. SERVICES

1. 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 workers from Electro Magnetic Radiation (EMR) emissions.