



URBIS

# 845 PACIFIC HIGHWAY CHATSWOOD

## LANDSCAPE DESIGN

PREPARED FOR

**HYG**

5 OCTOBER 2021  
PLANNING PROPOSAL



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# SITE CONTEXT

## INTRODUCTION

This landscape architectural report presents the landscape design philosophy for the proposed redevelopment of 845 Pacific Highway, Chatswood. The design incorporates a series of external spaces that are publicly accessible for both the community and tenants of the commercial tower. This report has been prepared after review of the Willoughby Council Chatswood CBD Strategy to 2036.

The spaces include:

- Pacific Highway frontage and setback which provides an opportunity for an expanded public domain which incorporates a green frontage to Pacific Highway;
- An elevated cafe and outdoor community terrace to the corner the Pacific Highway and Day Street;
- Railway Street frontage with significant setback which accommodates a green street frontage, forecourt plaza with public art and is activated by a café terrace;
- A sensitive revitalisation of the existing pocket park on the corner of Railway Street and Day Street which retains the existing trees and increases the grass areas by rationalizing the path network.
- The pocket park is activated by a green amphitheatre, which provides seating that address the open space and provides a public connection to the building forecourt
- Day Street frontage is also activated by a café adjacent to the existing open space.

## EXISTING CONDITIONS

The subject site is well located on the fringe of the Chatswood's CBD. Within easy walking access to the CBD, buses, and trains. The Pacific Highway frontage is dominated by the vehicles and overhead powerlines, there are no street trees along this section of the highway there is a narrow footpath set back from the road with a grass verge.

The site topographic falls to the corner of Railway Street and Day Street with an approximate change of level of 2m. Railway street has an inconsistent street frontage with random street tree planting and a narrow footpath. There is access via steps to the south eastern corner of the site which provides a direct connection to the main pedestrian flow from the railway station. There is a raised planter wall along the boundary which provides a barrier to the building and doesn't activate the streetscape.

There is an existing pocket park on the corner of Railway Street and Day Street, the park is under used, has limited furniture. The park is framed by the street trees, the area of lawn is reduced by an internal path set back from the corner, service access to the building is provided behind the landscape mounds and screen planting which has poor surveillance. There is a narrow footpath along Day Street that connects The Pacific Highway to Railway Street. Hedge planting and raised planters restrict sightlines and the path doesn't feel safe at night time.

There is no activation of the publicly accessible spaces around the building, a path network just provides pedestrian access to the building. The existing vegetation on the site is also minimal, mostly low to medium height shrubs.





# PHOTOGRAPHIC ANALYSIS - PACIFIC HIGHWAY



**Figure 1** Looking south, site on the corner of Pacific High and Railway Street, minimal contribution to the public domain, street trees on Railway Street in bad condition and no trees to Pacific Highway



**Figure 2** Pacific Highway frontage looking south, narrow footpath, no street trees, lacks street presence



**Figure 3** Narrow frontage to Pacific Highway, poor pedestrian amenity



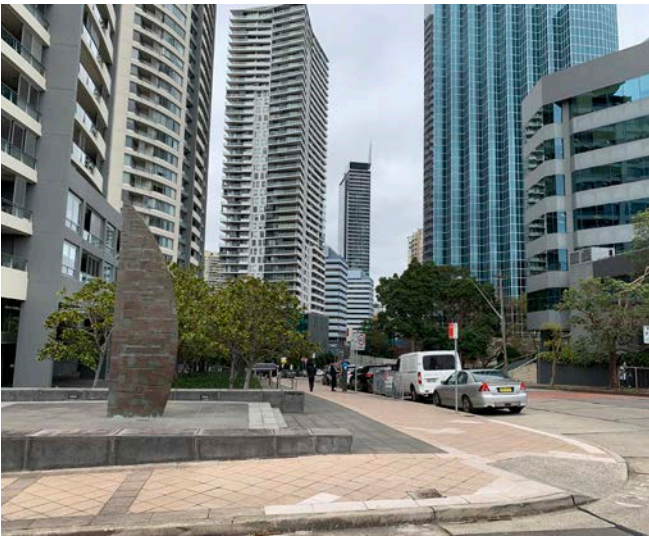
**Figure 4** Adjacent properties with large scape mature palms create strong identity and reduces impact of overhead power lines



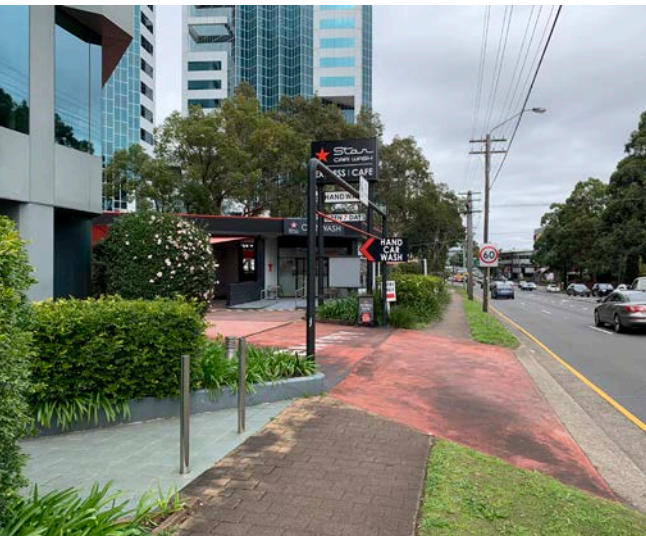
**Figure 5** Path to Day Street, hedges restrict sightlines, mature Eucalyptus trees to the public domain define edge of adjacent open space



**Figure 6** Typical Pacific Highway landscape treatment, with layered vegetation



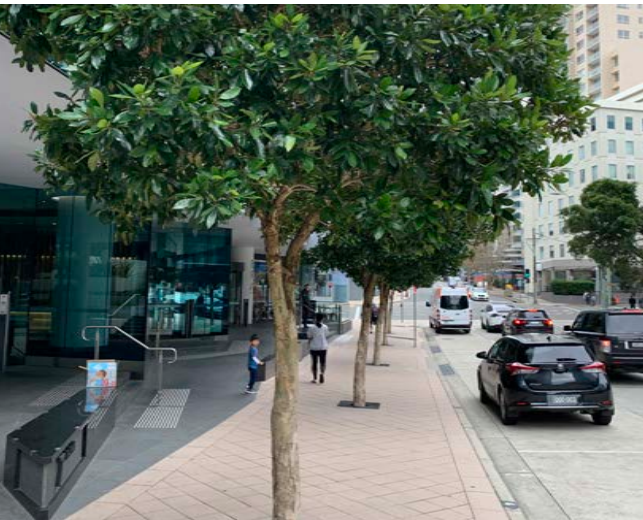
**Figure 7** Integration of public art opposite on the corner of Pacific Highway and Day Street



**Figure 8** Multiple driveway crossing and poor pedestrian experience along Pacific Highway



# PHOTOGRAPHIC ANALYSIS - RAILWAY STREET



**Figure 9** Successful street trees on Day Street on near Help Street , Cupaniopsis anacardioides (Tuckeroos)



**Figure 10** Poor quality pavement, raised planter creates barrier to the street



**Figure 11** Inconsistent streetscape materials and finishes and furniture, poor pedestrian amenity



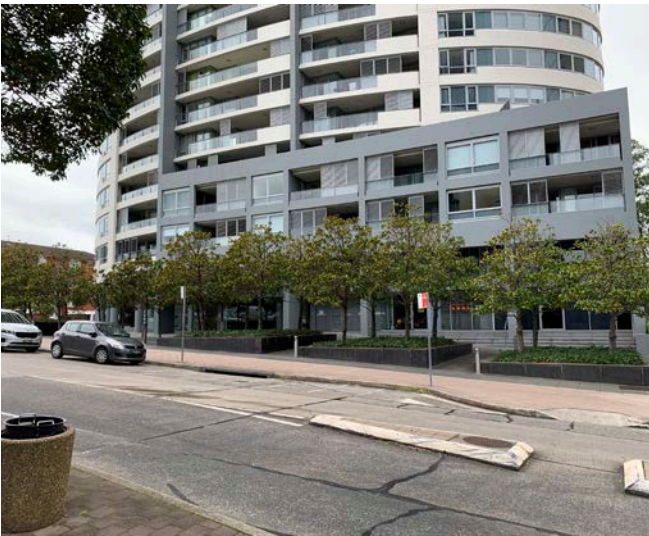
**Figure 12** Access to the building lobby at the south eastern corner, provides good connection form railway station and CBD



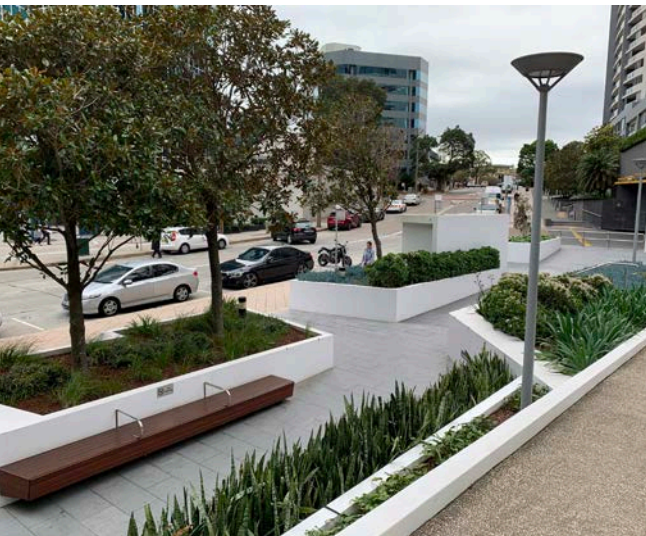
**Figure 13** High quality landscape setting at 9-11 Railway Street, good scale trees Magnolia grandiflora (Magnolias)



**Figure 14** Blank wall to Railway Street south of our site



**Figure 15** High quality landscape setting at 9-11 Railway Street, good scale trees Magnolia grandiflora (Magnolias)



**Figure 16** High quality landscape setting adjacent to our site, provides an enhanced public domain with integrated art work



# PHOTOGRAPHIC ANALYSIS - DAY STREET



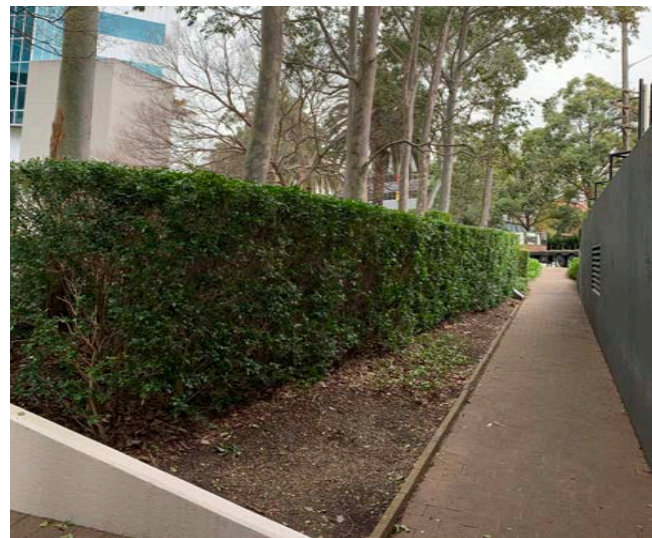
**Figure 17** Day Street Park, area of lawn reduced by internal path network



**Figure 18** Heavily landscaped streetscape (to be retained)



**Figure 19** Street frontage along Day Street, landscape to park creates unsafe pockets with poor visibility



**Figure 20** Narrow path to Pacific Highway cut off by high hedge, Eucalyptus provide a defined edge to the adjacent park



**Figure 21** Adjacent lawn area, well-maintained landscape



**Figure 22** Elevated view of the pocket park from the building entry level (top of steps)



# KEY OBSERVATIONS

## ARRIVAL + STREET FRONTAGE

The site has a high profile “gateway” frontage to Pacific Highway. There is an opportunity to create a memorable arrival experience and strong landscape setting to the building with the integration of:

- Public Art
- Mature Trees and feature planting that responds to the development opposite to create an avenue arrival along Railway Street to the CBD
- Public seating and destinations on the ground level that activate the public domain.

## TOPOGRAPHY

There are significant level changes across the site and surrounding streets. Generally

the site slopes from west to east.

There are several retaining walls surrounding the subject site. 1. The heritage retaining wall on Walker Street; 2. Retaining wall in median on Hampden Street; 3.

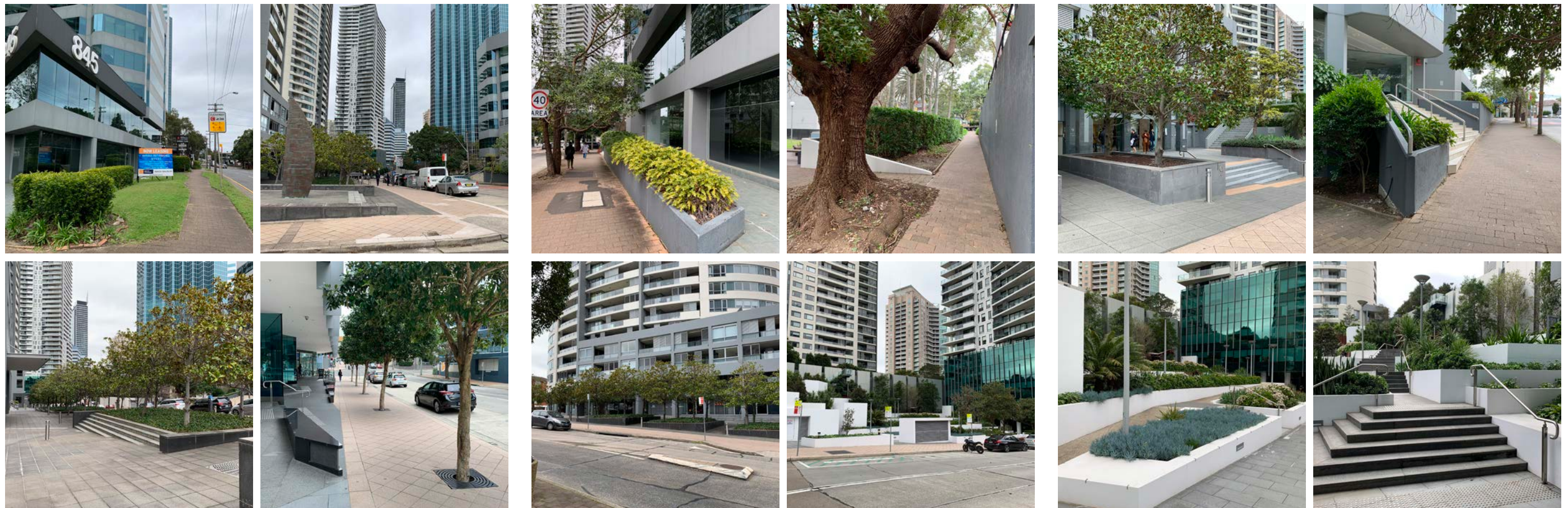
Boundary of the subject site and Walker Street footpath.

## ACCESS + CONNECTIONS

Existing connections to the CBD and railway station are strong. There is an opportunity to enhance this with new pavement, street furniture and small-scale street trees (under the powerlines) that respond to 9-11 railway Street.

We have proposed to improve the Pacific Highway frontage with a 1.5m landscape verge and 3m wide shared pedestrian and cyclist path, framed by an avenue of Tuckeroo Trees (that work with the building awnings and overhead power lines)

Direct access from the station is retained to the south eastern corner of the site and accessible paths are from the corner of Railway Street and Pacific Highway, along the frontage of Pacific Highway and from Day Street into the lower ground level of the building.





# WILLOUGHBY COUNCIL CHATSWOOD CBD STRATEGY TO 2036 - BIG MOVES

High quality public domain to create a number of unique and attractive places and green spaces throughout the centre connected through a highly permeable pedestrian network

## 2.2 CREATING GREAT PUBLIC SPACES AND URBAN DESIGN QUALITY

Chatswood has been particularly successful in creating a vibrant heart along the retail spine of Victoria Avenue. This Strategy will use every opportunity to continue to extend this high quality public domain to create a number of unique and attractive places and green spaces throughout the centre connected through a highly permeable pedestrian network.

A number of public domain improvements and built form features will be prioritised to ensure Chatswood CBD thrives with activity and new development into the future. These improvements include both Council led projects, (such as streetscape improvements) and developer led projects (such as new open space and through site links).

Council will champion improvements to the public domain through upgrades to the streetscape as well as considering how the redevelopment of Council owned sites can contribute to the public domain.

Further to the projects described in this section, Council will prepare a public domain manual to be consistently applied. This will enable Council to prioritise improvements and determine responsibility for construction and/or payment. This public domain manual will integrate with a street tree plan and a bike plan for Chatswood CBD.

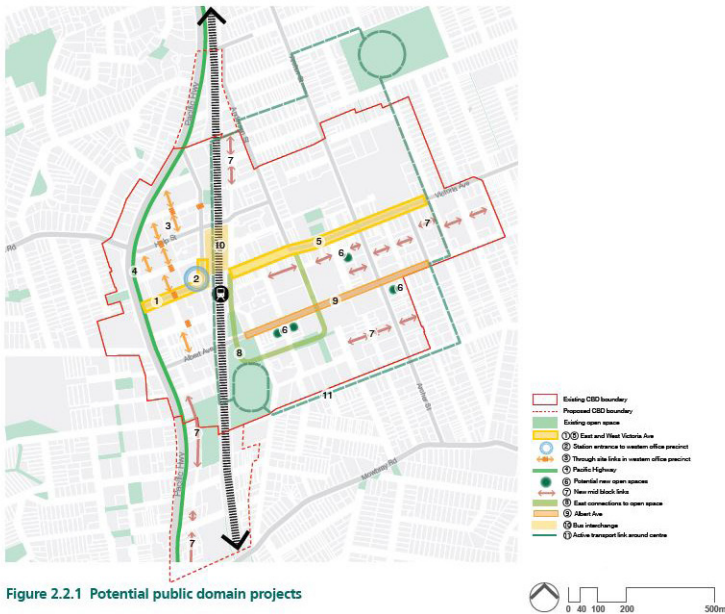


Figure 2.2.1 Potential public domain projects

Pacific Highway Council's DCP currently require a general 4m deep soil setbar to the Pacific Highway.

### 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.

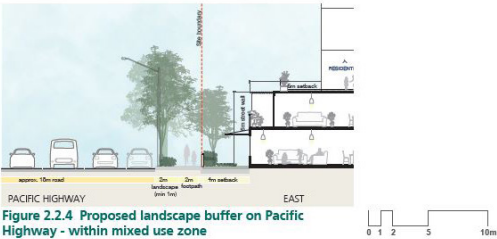


Figure 2.2.4 Proposed landscape buffer on Pacific Highway - within mixed use zone



Proposed streetscape character (Example: Omotesando, Tokyo)

Railway Street new square west of station which highlights street tree planting to railway Street; Council's DCP currently requires a general 4m deep soil setback to the Pacific Highway.

## 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:



Concept sketch for new square west of station

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



# WILLOUGHBY COUNCIL CHATSWOOD CBD STRATEGY TO 2036 - BIG MOVES

Publicly accessible open space and a 'green ground plane'.

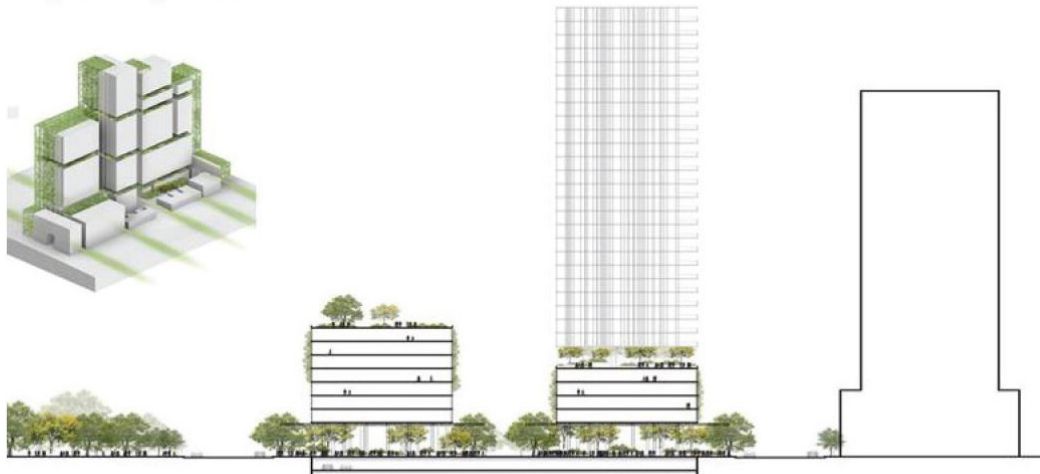
## 2.3 GREENING THE CBD

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.<sup>6</sup>

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

Laneways and courtyards



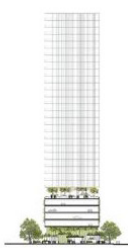
Subtropical loggia



Stepped garden terrace



Green urban undercroft



Links, Open Space and Landscaping: A minimum of 20% of the site is to be provided as soft landscaping.

### LINKS, OPEN SPACE AND LANDSCAPING

- 22** The links and open space plan in Figure 3.1.7 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.
- 23** Publicly accessible open space and green landscaping such as street trees will be required by all development, subject to design principles.
- 24** 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.
- 25** 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.
- 26** Any communal open space, with particular regard to roof top level on towers, should be designed to address issues of quality, safety and usability.

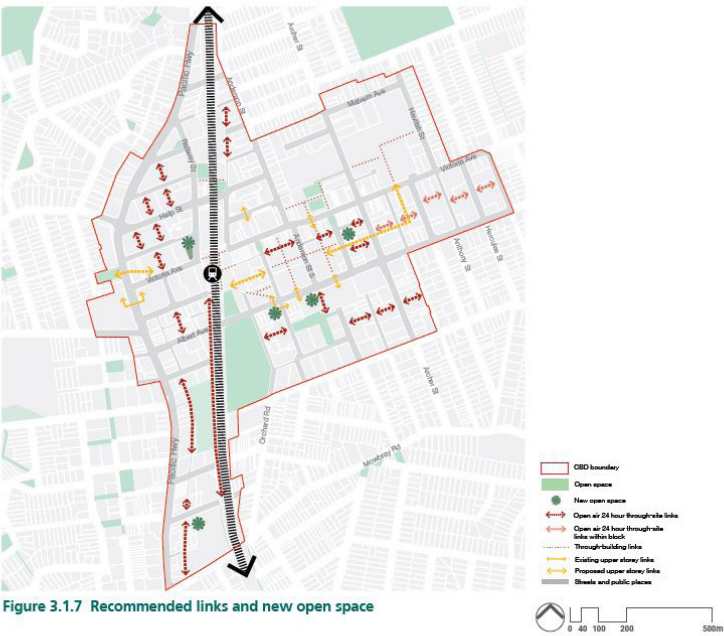
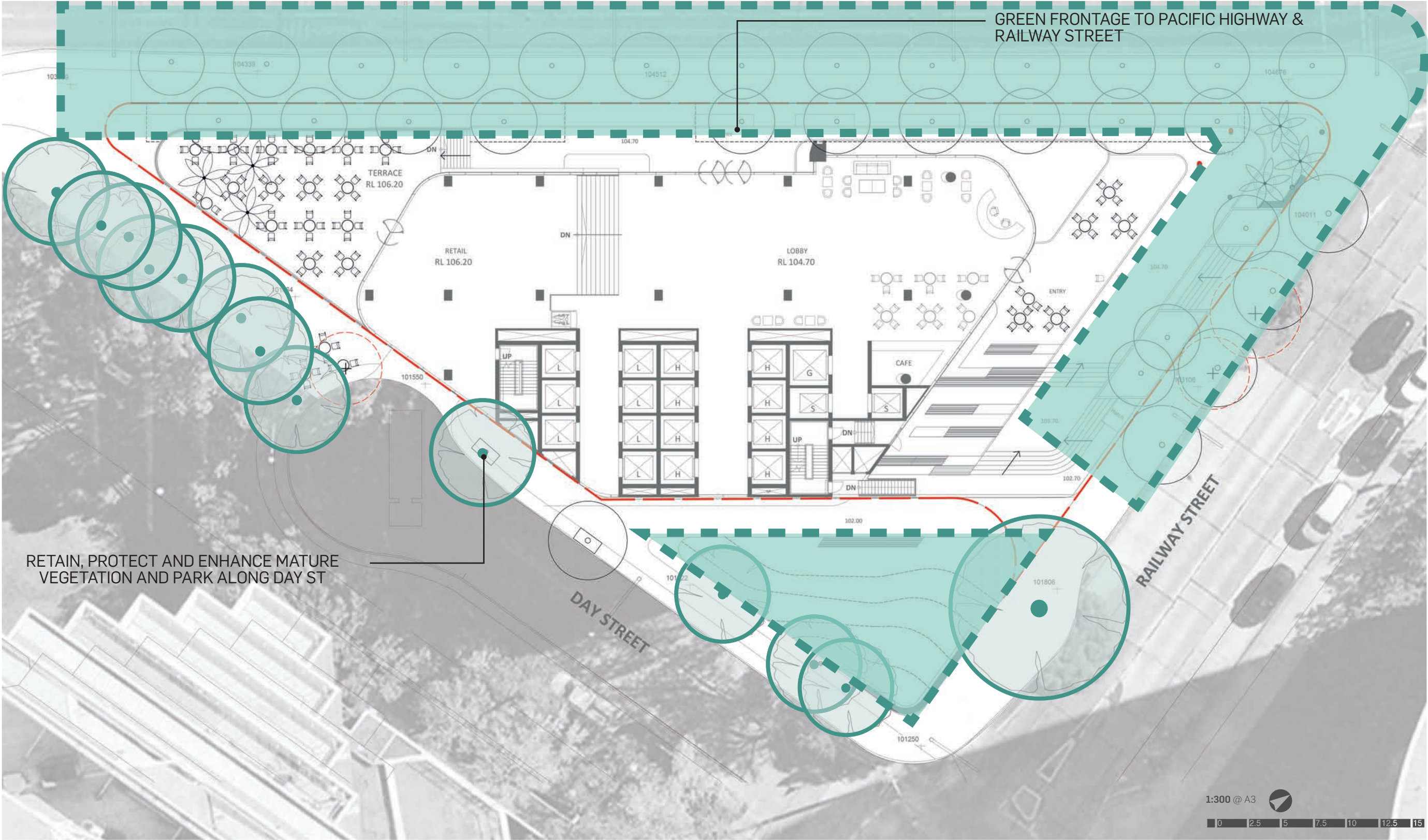


Figure 3.1.7 Recommended links and new open space

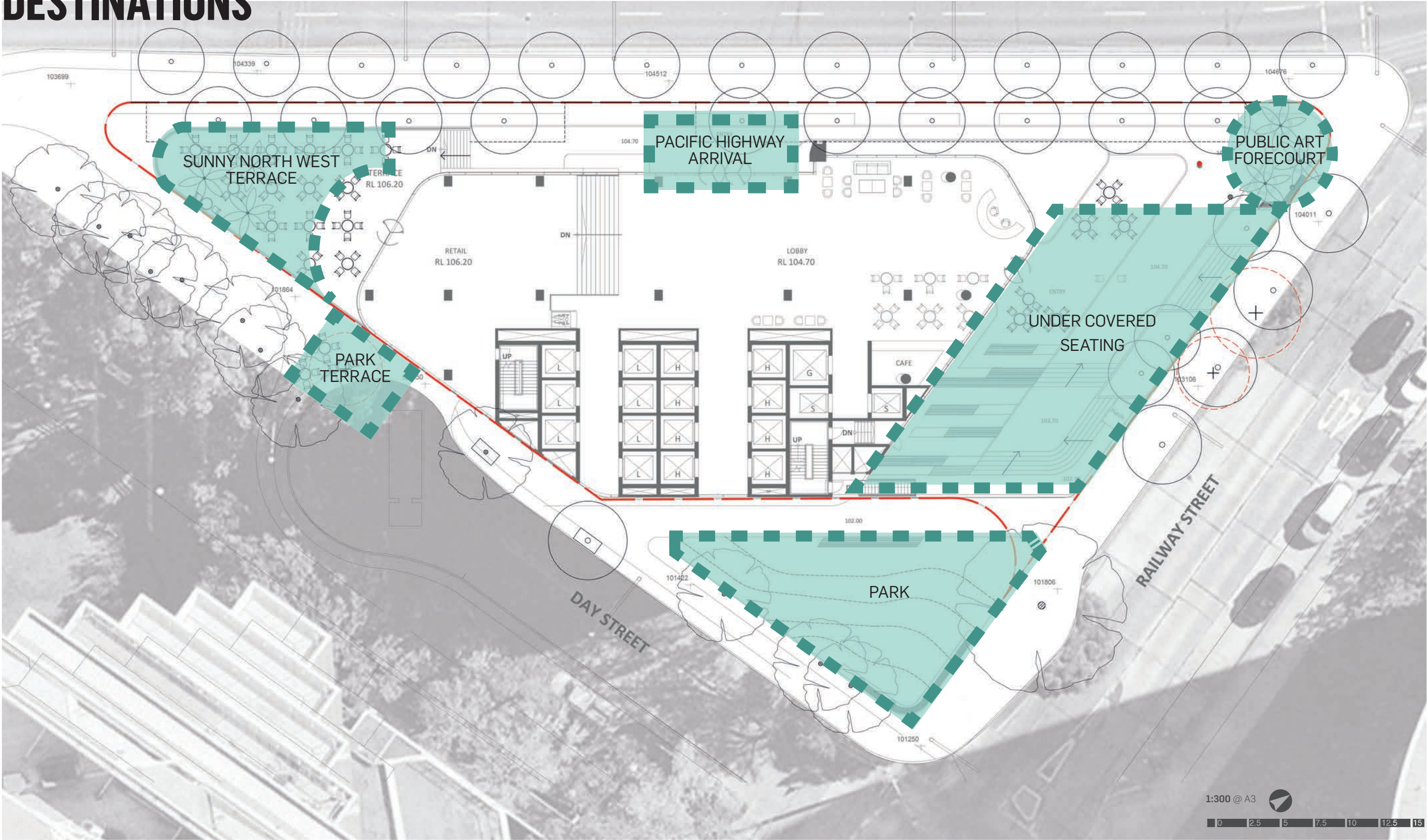


# THE LANDSCAPE AND PUBLIC DOMAIN VISION - GREENING THE SITE



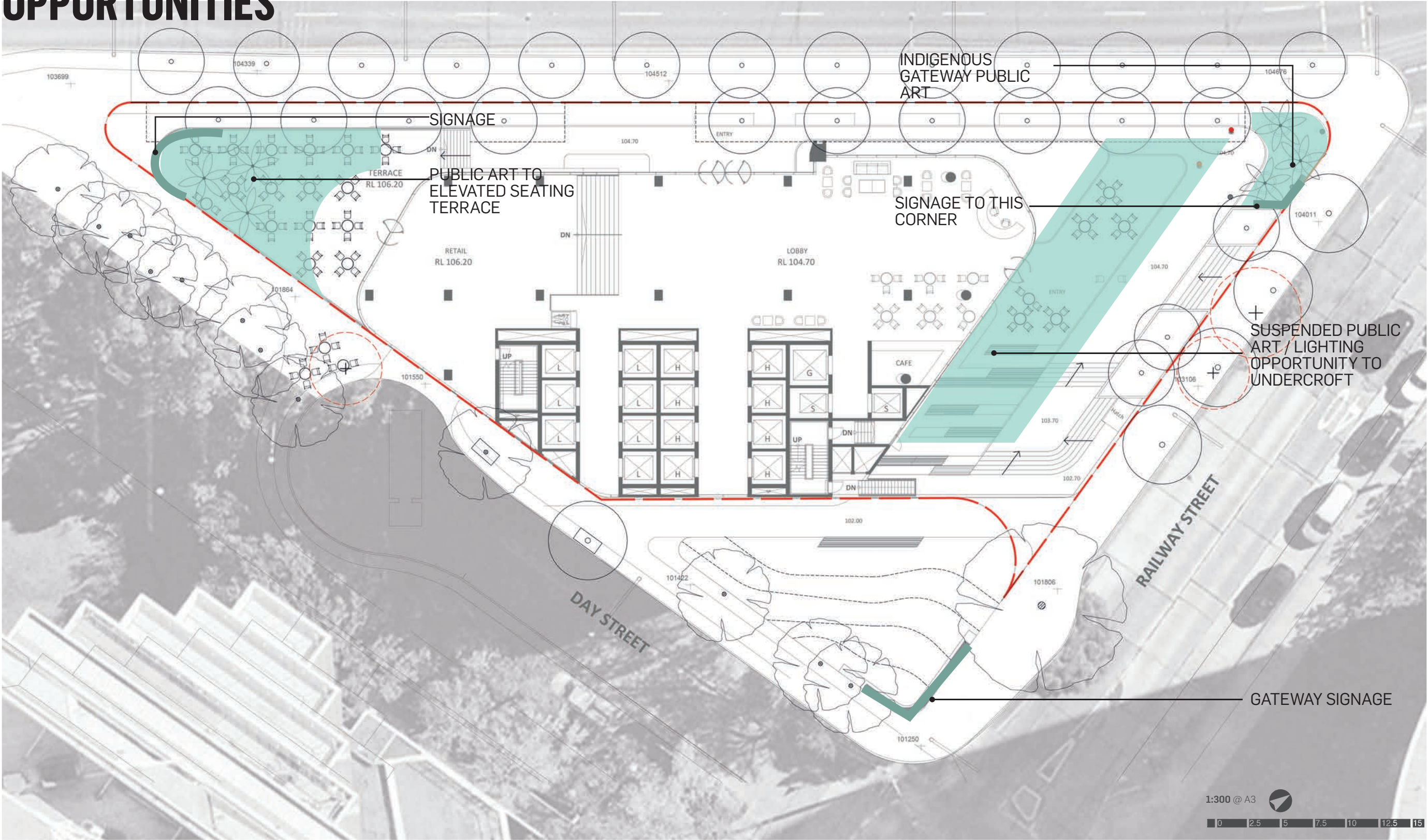


# THE LANDSCAPE AND PUBLIC DOMAIN VISION - ACTIVATE THE SITE WITH A SERIES OF DESTINATIONS



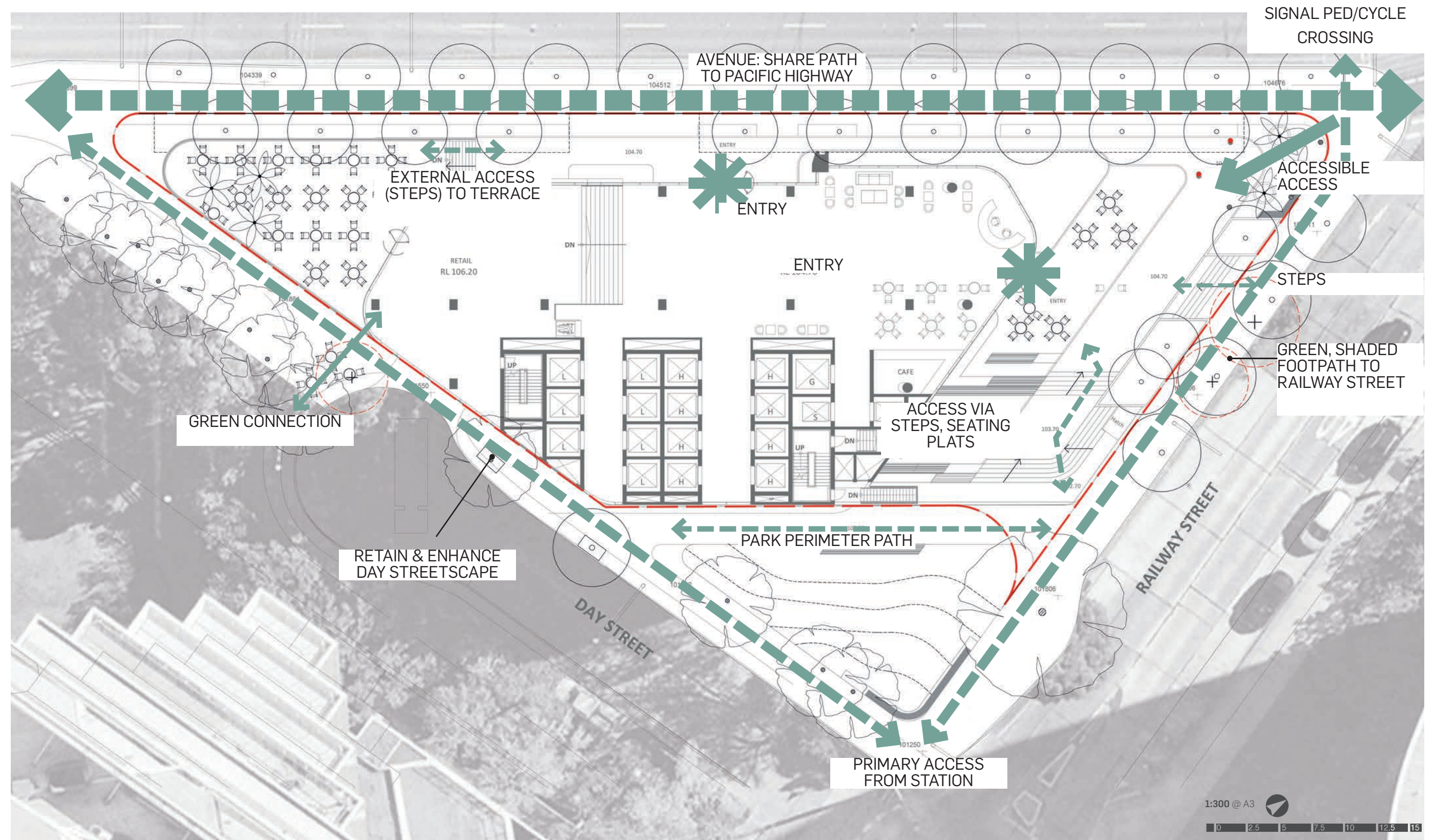


# THE LANDSCAPE AND PUBLIC DOMAIN VISION - PUBLIC ART AND SIGNAGE OPPORTUNITIES





# THE LANDSCAPE AND PUBLIC DOMAIN VISION - A CONNECTED PUBLIC DOMAIN



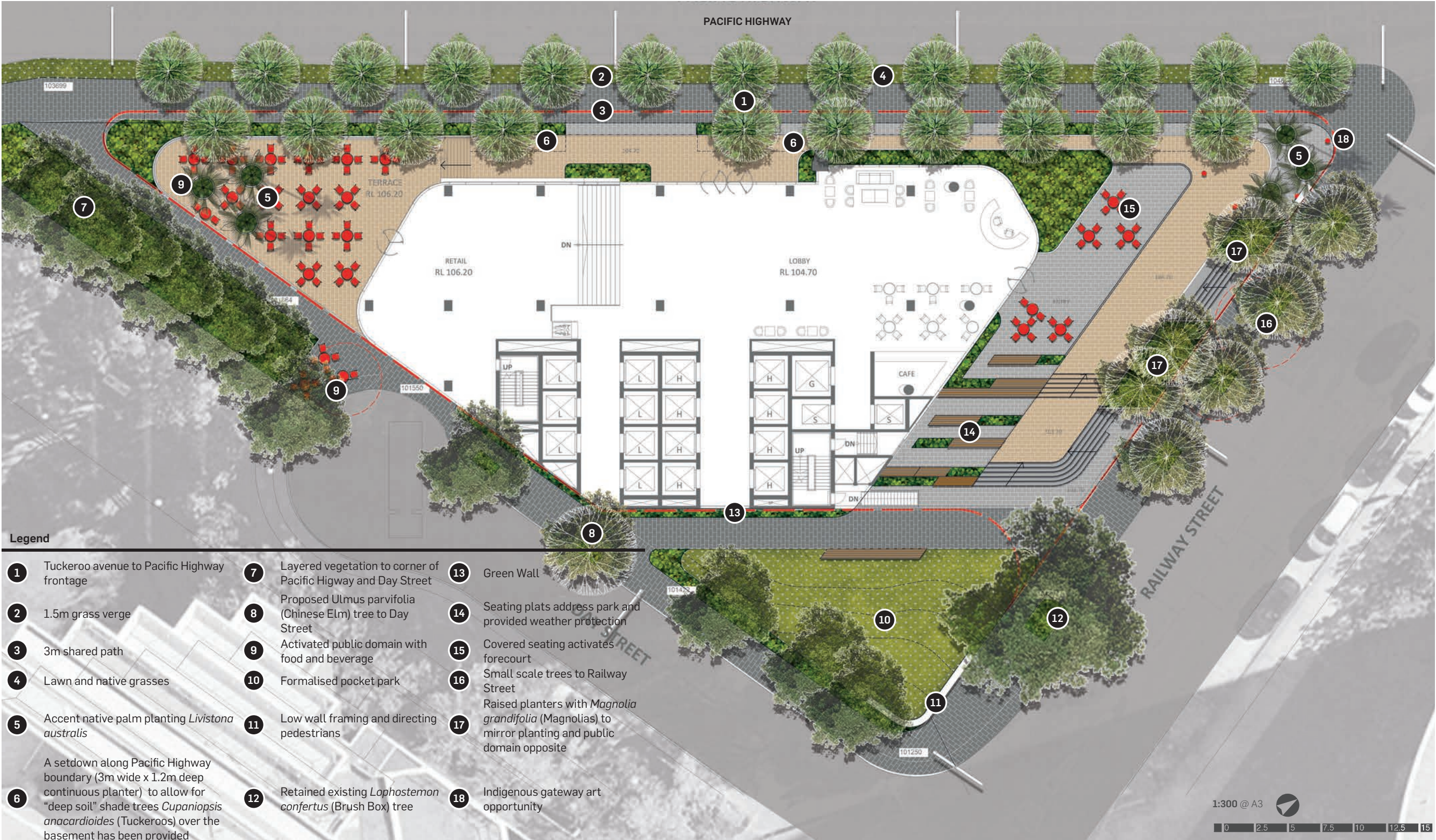


# THE LANDSCAPE AND PUBLIC DOMAIN CONCEPT PLAN



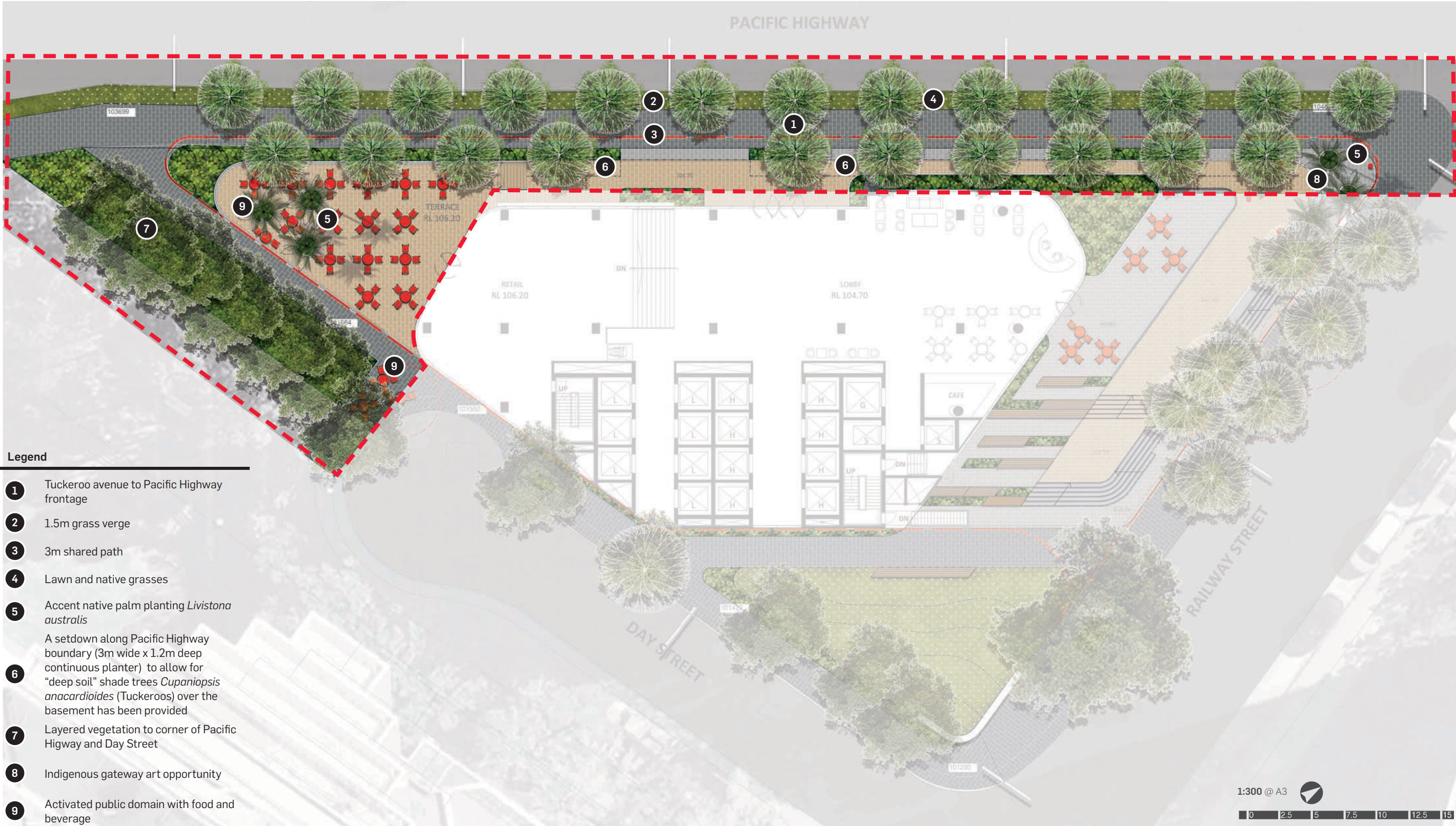


# THE LANDSCAPE AND PUBLIC DOMAIN CONCEPT PLAN





# KEY COMPONENTS - PACIFIC HIGHWAY





## PRECEDENT IMAGES - PACIFIC HIGHWAY



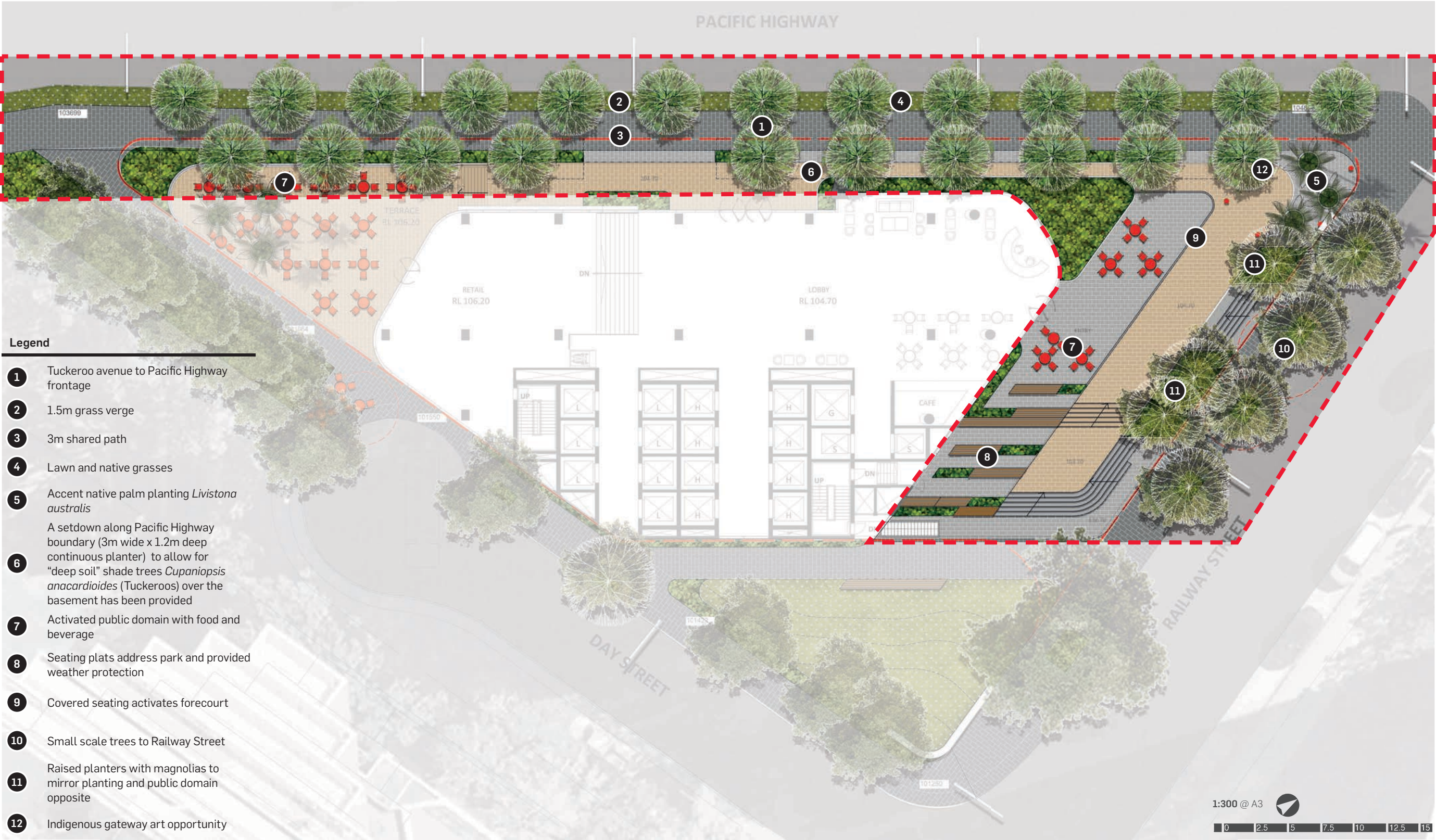


# PACIFIC HIGHWAY 3D VIEW



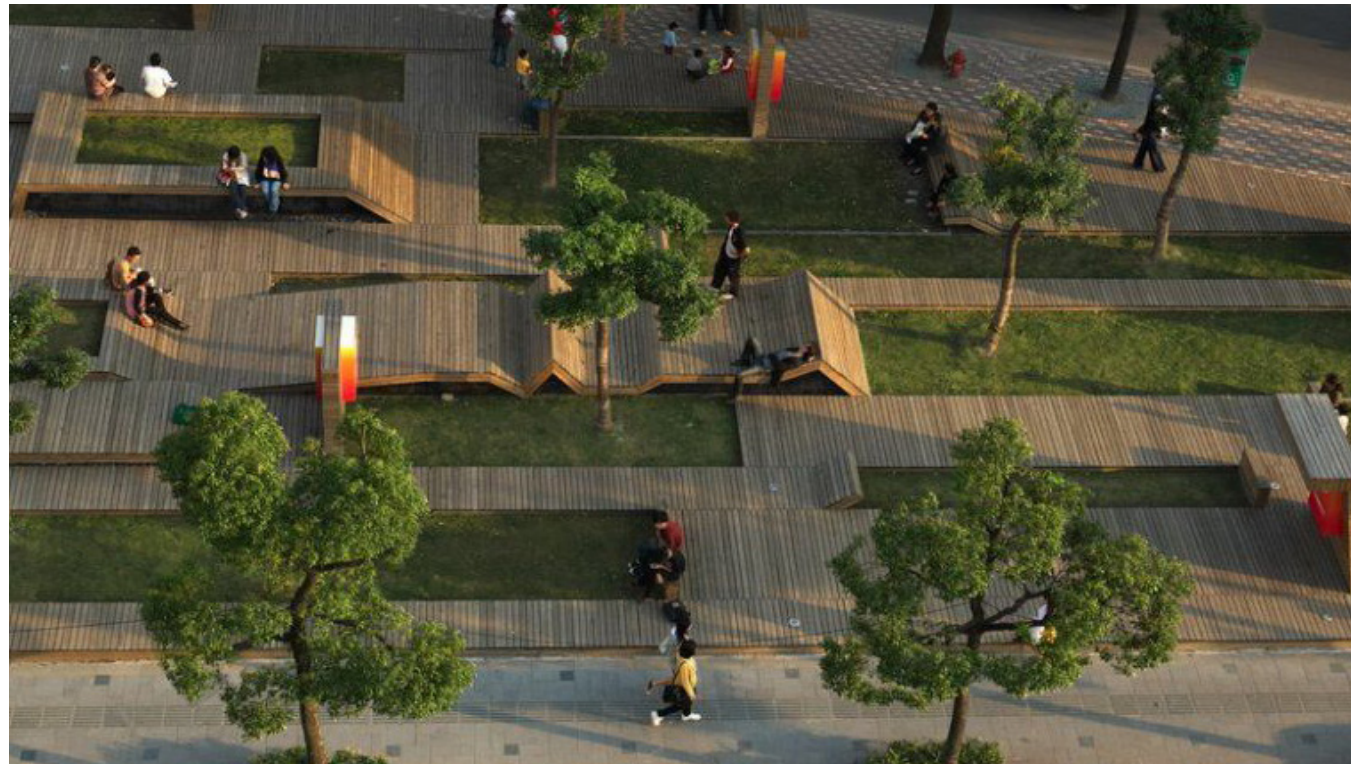


# KEY COMPONENTS - PACIFIC HIGHWAY AND RAILWAY STREET FRONTAGE





# PRECEDENT IMAGES - PACIFIC HIGHWAY AND RAILWAY STREET FRONTAGE



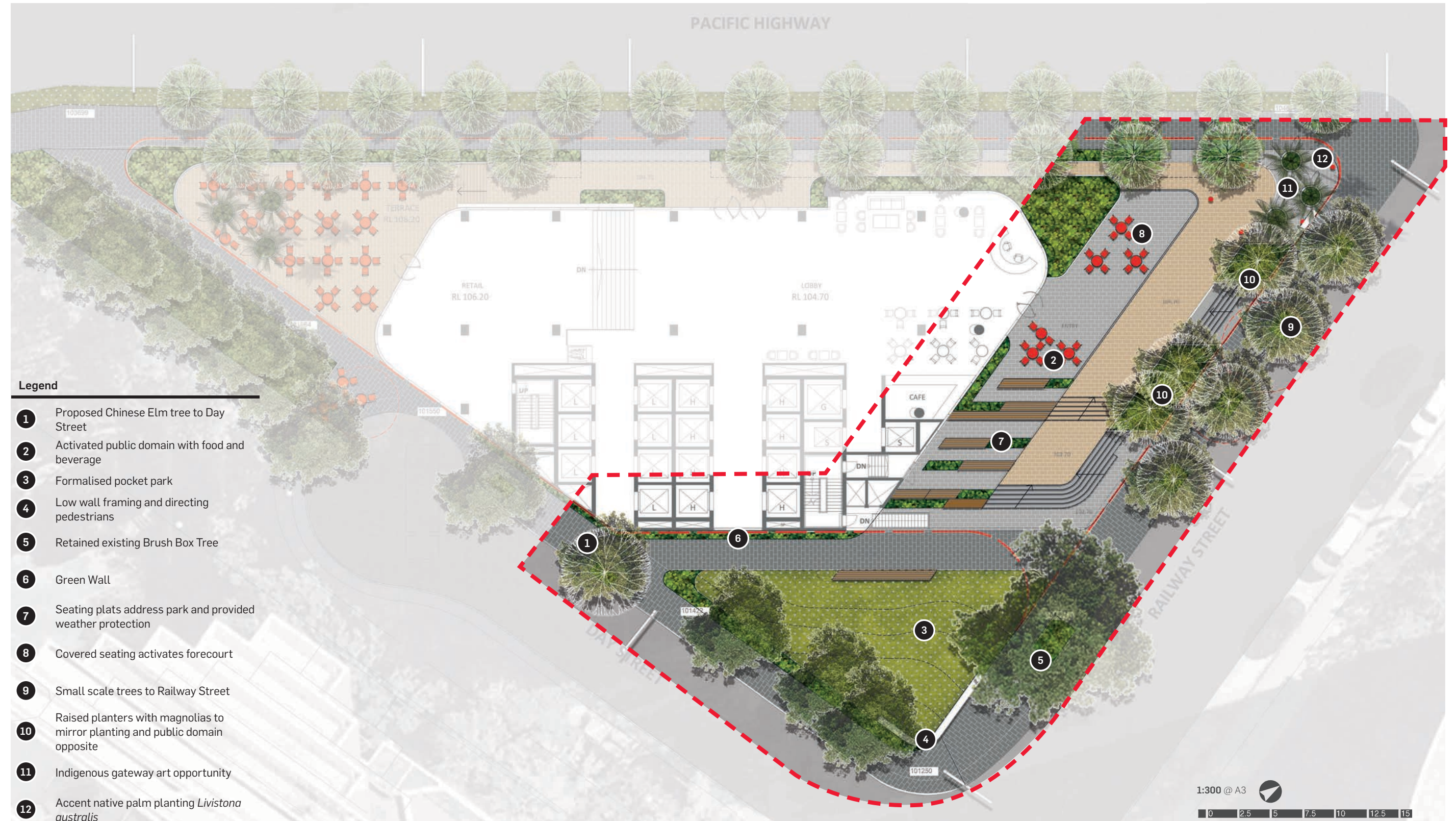


# PACIFIC HIGHWAY AND RAILWAY STREET FRONTAGE 3D VIEW





# KEY COMPONENTS - RAILWAY STREET AND DAY STREET POCKET PARK





# PRECEDENT IMAGES - DAY STREET AND POCKET PARK





# 3D VIEW





