

15 ELLIS STREET AND 753 PACIFIC HIGHWAY, CHATSWOOD

Sydney North Planning Panel
Presentation

15 June 2022



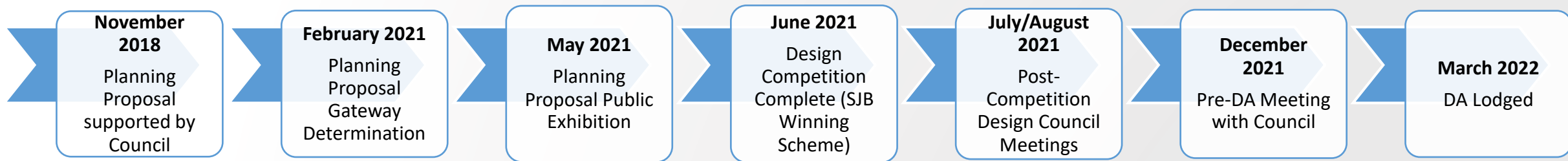


OCULUS





Project Timeline





The Proposal



Context

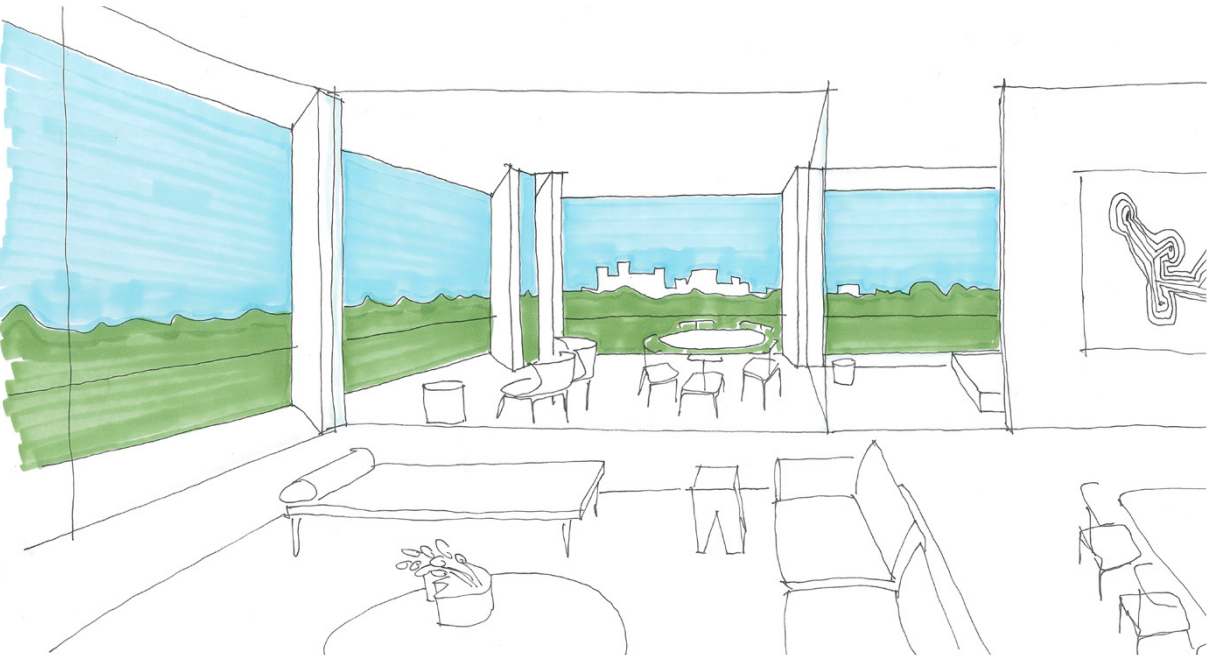
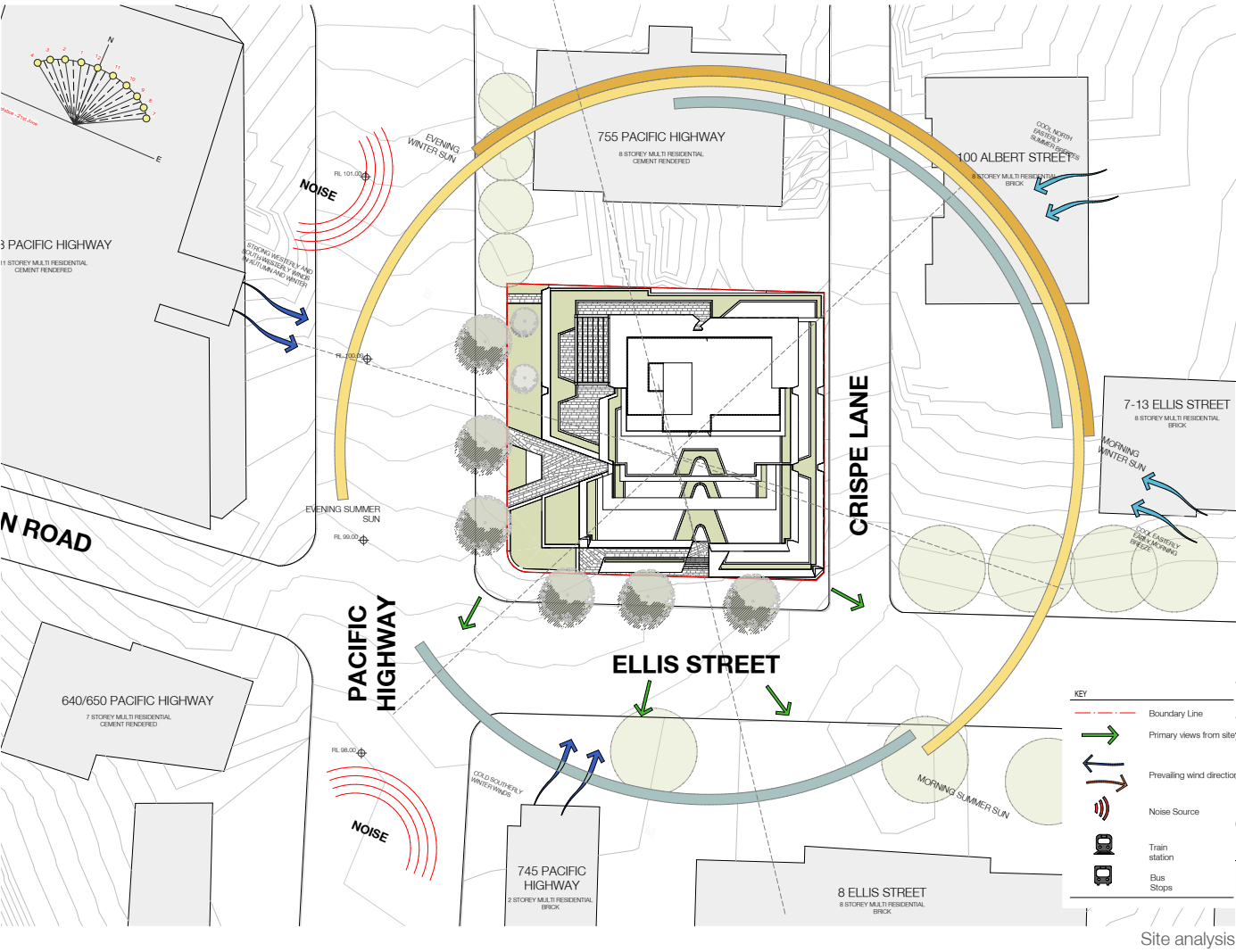
The site, situated on the Pacific Highway in Chatswood, has three public frontages. Pacific Highway to the West, Ellis Street to the South and Crispe Lane to the East.

The aggressive, car-dominated environment of Pacific Highway results in a high volume of air and acoustic pollution. Ellis Street and Crispe Lane are both tree lined and resemble a residential scale and context, with a pedestrian connection to the Chatswood CBD via Crispe Lane.

To the North, the urban condition and scale increase significantly with several high-rise residential buildings, including the Meriton Suites, that severely overshadow the site in winter.

Views start above the podium and include expansive views of the city to the South, as well as the treetops and Blue Mountains in the West.

The building plays a role in transitioning from the high density and scale of the central development core aggregated around the train station, down to the suburban periphery of low scale post-war apartments and single detached dwellings.



Development Summary

GFA

Site area	1,213sqm	
Residential	5,826sqm	FSR 4.8:1
Affordable Housing	240sqm	FSR 0.2:1
Non-Residential	1,213sqm	FSR 1:1
TOTAL	7,278sqm	FSR 6:1

Mix

1 Bed	1	2%	69sqm
2 Bed	16	33%	70-90sqm
3 Bed	32	65%	108-172sqm
TOTAL	49		

Adaptable	25	51%
Livable	10	20%

Parking

Residential	49	(25x adaptable)
Visitor	5	
Commercial	8	
TOTAL	62	

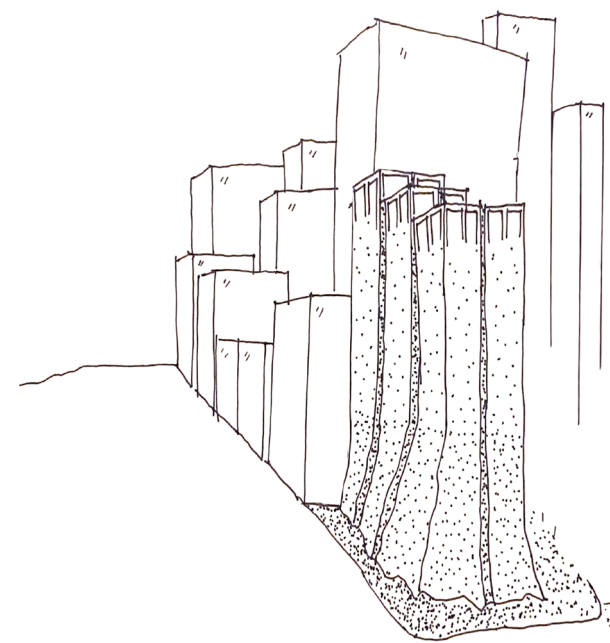
Motorcycle	3
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Principles

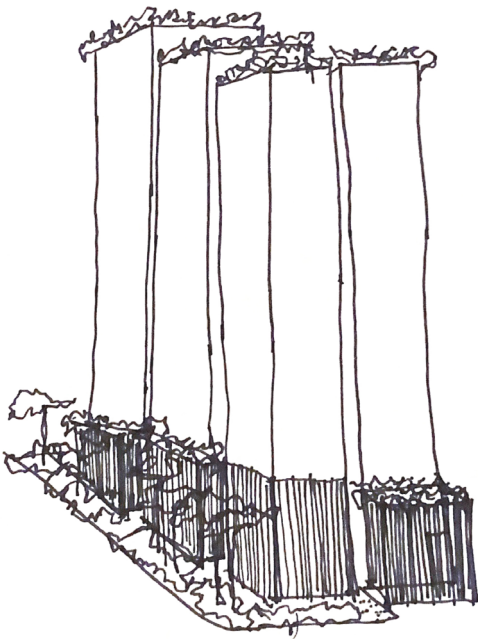
Presence

The proposal suggests a building that sits on a stone base – a reference to the former rocky ridgelines that Sydney is famous for. Stone elements at its base – suggesting a more civic, exclusive and permanent address – transitioning vertically from a polished finished stone to a rougher more hewn stone and finally to a precast concrete. Our intent is that the precast concrete of the façade is the structure – that the making of the building is in fact the building itself, the vertical and horizontal articulation of the building structure creates the necessary environment for the remarkable living spaces within.



Gardens

As observed in the Sydney landscape, rocky out crops and shelves create opportunities for plants to establish themselves on horizontal surfaces. We have manipulated the building form to create horizontal surfaces that can accommodate terraces and landscaping - occurring both at the bottom of the building where the podium transitions into the tower and at the upper levels of the building where the form steps back to accommodate the sun access plane. This strategy helps to soften the building form and reduce the impact of noise from the Pacific Highway.



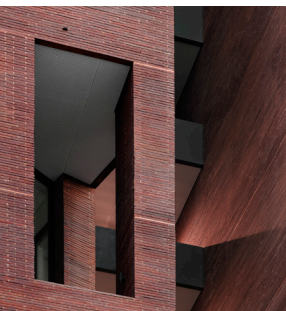
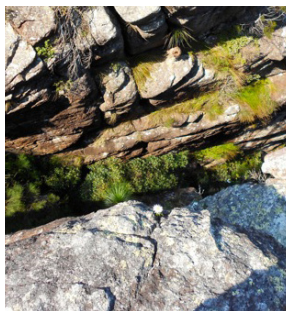
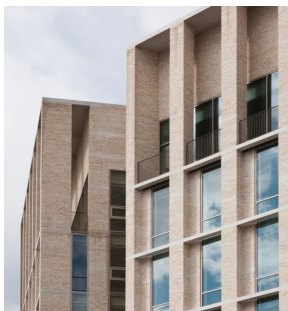
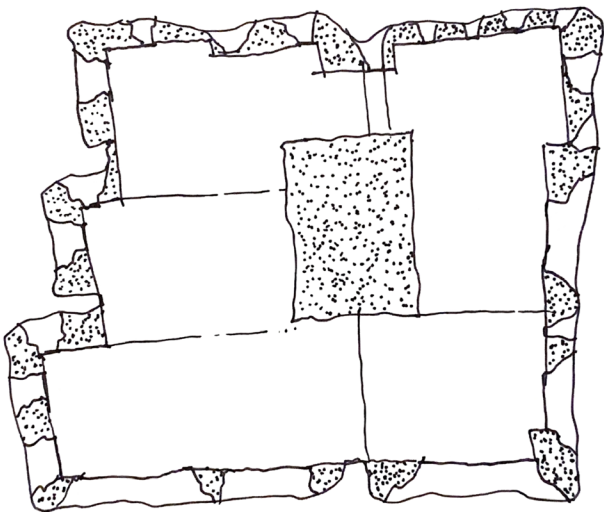
Simple Plans

We believe that the best residential apartment plans are simple. Straight forward rectilinear geometry helps to deliver spaces that are easy to furnish, are flexible over time and are easy to use. Real Estate is expensive in Sydney – we need to make every square meter count!



Protective Shell

The use of a solid material to the external envelope of the building creates a threshold between the protected interior space of the private realm and the busier, noisier environment of the outside world. This depth to the façade enables us to create shadow – articulating the building mass from the surrounding public domain, while from a resident's perspective creating a protected interior –from noise, the busyness of the Pacific Highway, unwanted solar penetration, and prying eyes from both the public domain of the street and adjoining neighbours. This threshold, this depth to the façade brings the materiality of the building into the dwellings themselves – so that the architectural expression of the building connects with the interior experience.



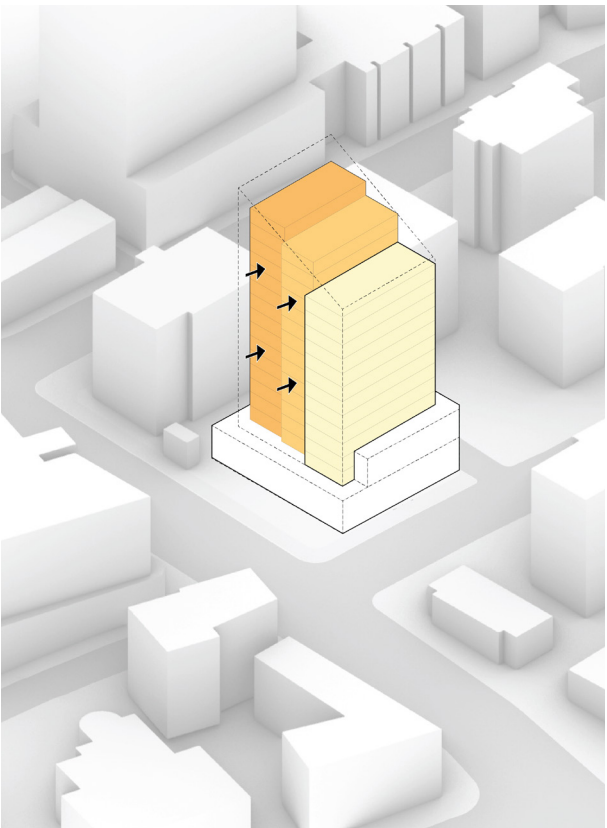
Form

Vertical Forms
Stepped plan & section

The DCP form is split into 3 forms in order to produce a series of vertically proportioned elements, articulating the larger mass.

The tops of each tower gradually step from North to South to moderate their scale towards the croquet club and create a playful form at the skyline.

The towers are stepping in plan, further articulating the form and amplifying the vertical forms.

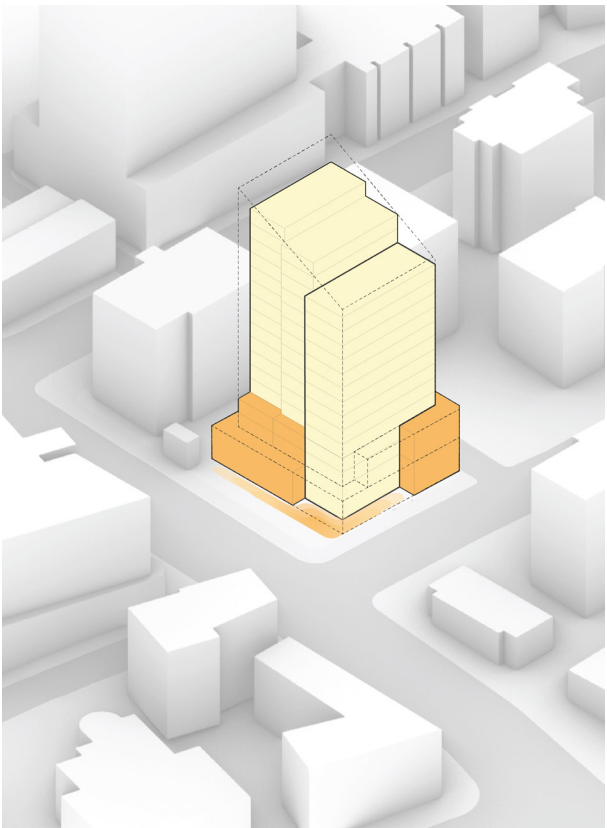


Corner Tower

The podium is removed at the corner of the site and the tower continued to the ground plane. This move helps establish the site as a gateway building into the town centre. It increases the public domain, allowing a buffer from the Pacific Highway.

The benefits of the massing strategy include:

- Opening sight lines from the Northern Neighbour;
- Increased solar access to apartments;
- Reduced overshadowing to the croquet club;
- An increased public domain at the corner of the site;
- A sculptural building form as a marker to the town centre.

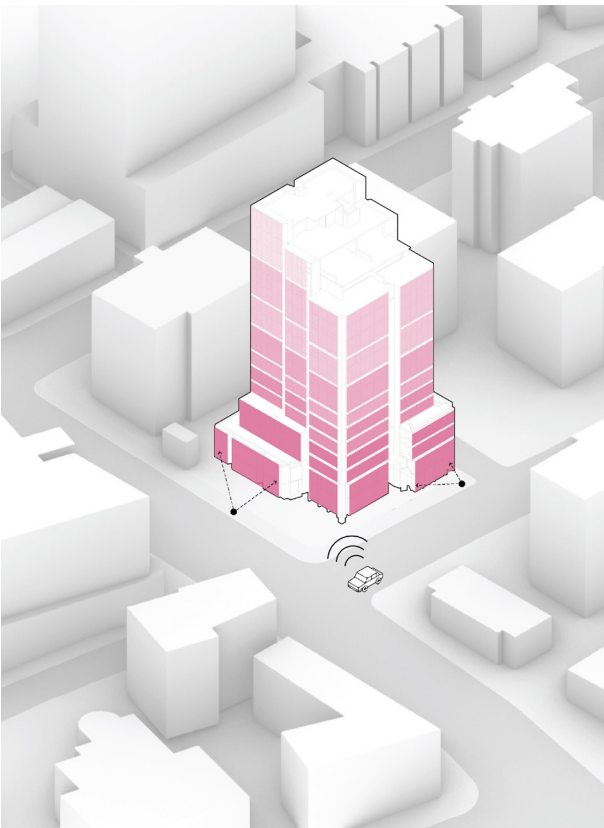


Ascending Order
Solidity

The primary vertical structure is expressed in order to further amplify the verticality already established with the massing.

The horizontal order of the building creates an ascending order from the podium to the roof. This protects the building at the lower levels, and increases transparency at the upper levels, making the building visually lighter at the upper levels.

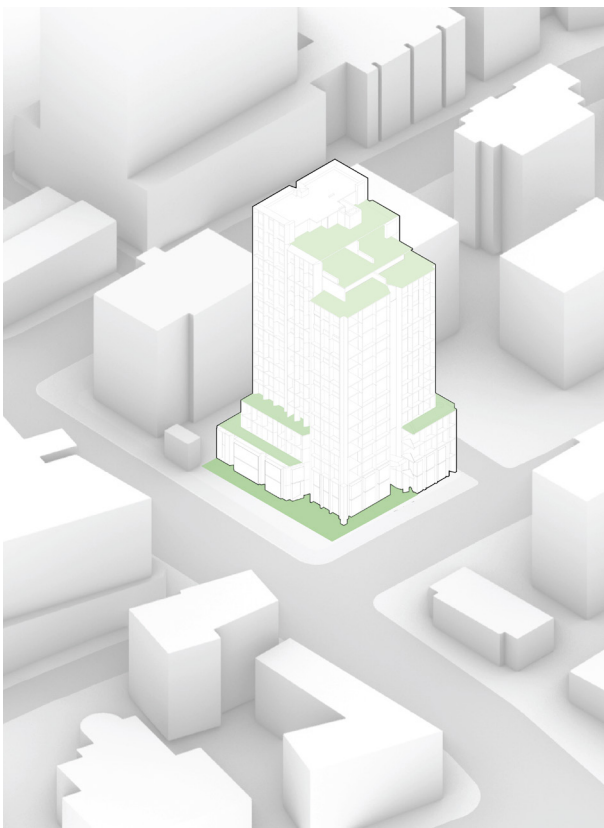
The facade responds to the site constraints and opportunities. The Lower levels of residential are more solid and enclosed to deal with the acoustic challenges of the site. The facade becomes more open at higher levels to take advantage of the views.

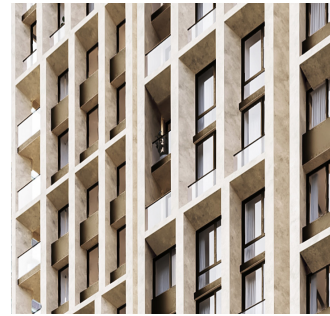


Landscaped Plateaus
Civic Openings

The stepping forms of the building create a series of exposed terraces. The design takes advantage of these, adding a series of planted plateaus.

The openings at the ground level are scaled to have a civic presence, activating the ground plane and engaged with the street.





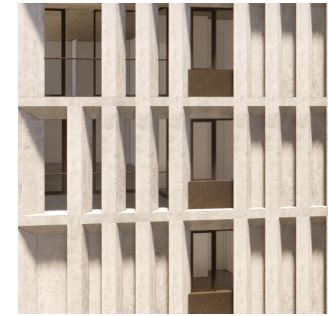
Deep facade | Vertical fins



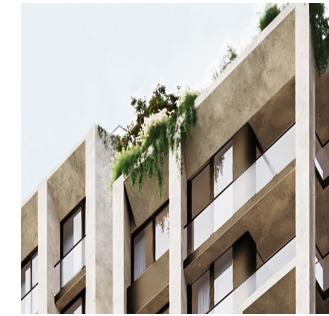
Double height bays | Juliet balconies



Solid upstands | Half height glazing



Solid screening



Glazed balustrades



Full height glazing

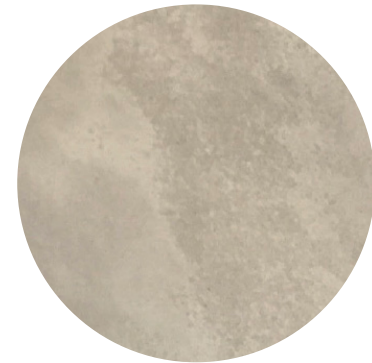
Materiality

The proposed material palette is elegant with an inherent durability and timelessness. The use of warm coloured concrete elements in a select range of textures allows the building forms to appear as though carved from one mass producing a sculptural building. The podium cladding is intended to be heavily ribbed and textured in appearance, which will transition to a smooth, honed finish for the tower levels.

A coloured stone is proposed around the base of the building for an enhanced finish in places where residents, tenants and visitors interact directly with the facade.

Expressed window boxes around the podium are proposed to define public shopfronts. This introduces a distinguished language of framing active frontages around the ground plane.

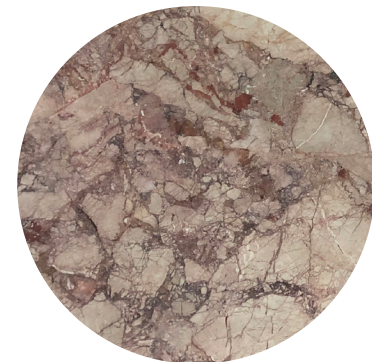
Fine bronze metalwork and glazed elements puncture the solid mass of the tower and introduce a level of detail and finesse; responding to the residential scale and experience. Openness and lightness increases where views are expansive and external conditions allow.



Honed concrete finish



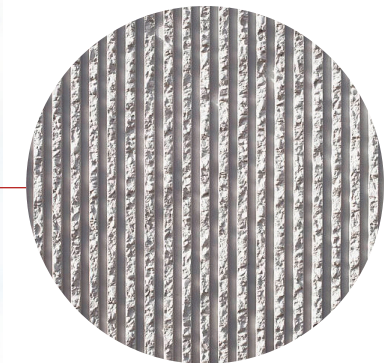
Bronze metalwork



Coloured stonework



Glass balustrade



Ribbed concrete finish



Brass window boxes

Communal Offering

A variety of dedicated communal facilities are proposed to serve the residents at Levels 2 and 9. In the current environment where people are spending more time at home, the proposal seeks to provide a unique offering to residents at their doorstep.

Level 2 - Wellness Centre

Level 2 is proposed to be a variety of flexible indoor and outdoor spaces, which could accommodate spa facilities, changerooms, gym equipment, and a yoga deck. The intention of this area is to promote wellness and a balanced lifestyle for future residents.

Due to the proximity to Pacific Highway, the proposal seeks to provide more quasi indoor/outdoor rooms with a clear focus on wellness. This allows the spaces to remain flexible to service a range of uses and adjust to suit varying site conditions including weather, noise etc. The communal open space is proposed to be a combination of external, external covered and internal area to meet ADG requirements.

A generous rooftop podium experience is available to residents at this level, with opportunity for outdoor seating integrated with landscaping to form a series of habited gardens. Dense planting is proposed as a buffer to Pacific Highway, with a pergola providing additional shelter from the Western sun.

Level 9 - Communal Lounge

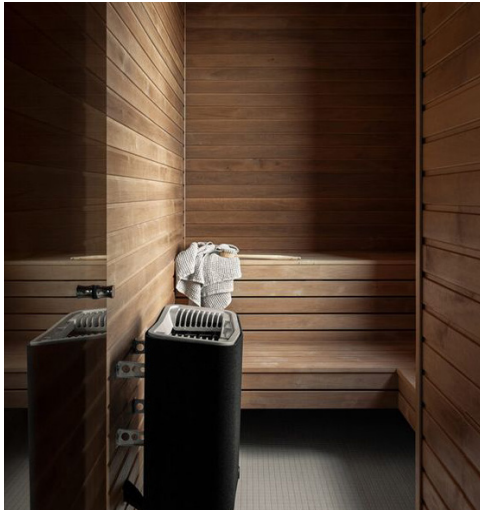
Level 9 is proposed to be a communal lounge facility providing additional amenity for residents. A generous balcony with views towards the city will also contribute to ADG communal open space requirements.

This level could be used for private dining, events or casual meeting spaces. Similar to Level 2, the space is intended to remain flexible to ensure a variety of functions can be accommodated for communal benefit.

Indoor / Outdoor room



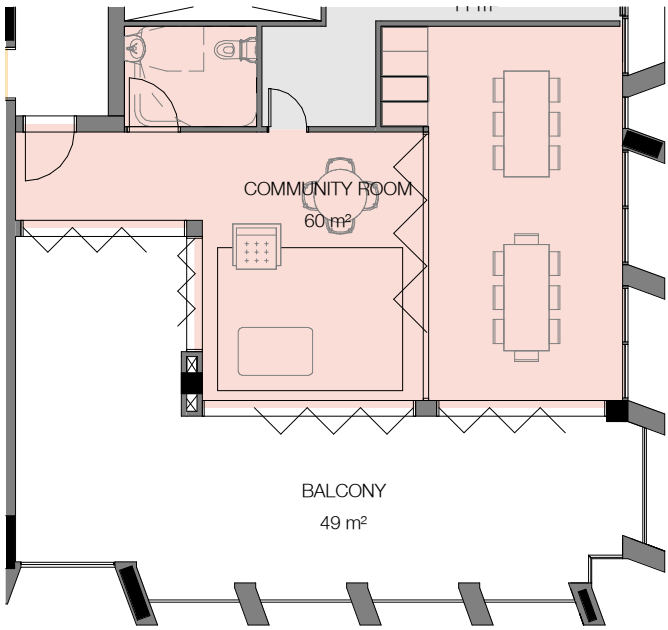
Wellness



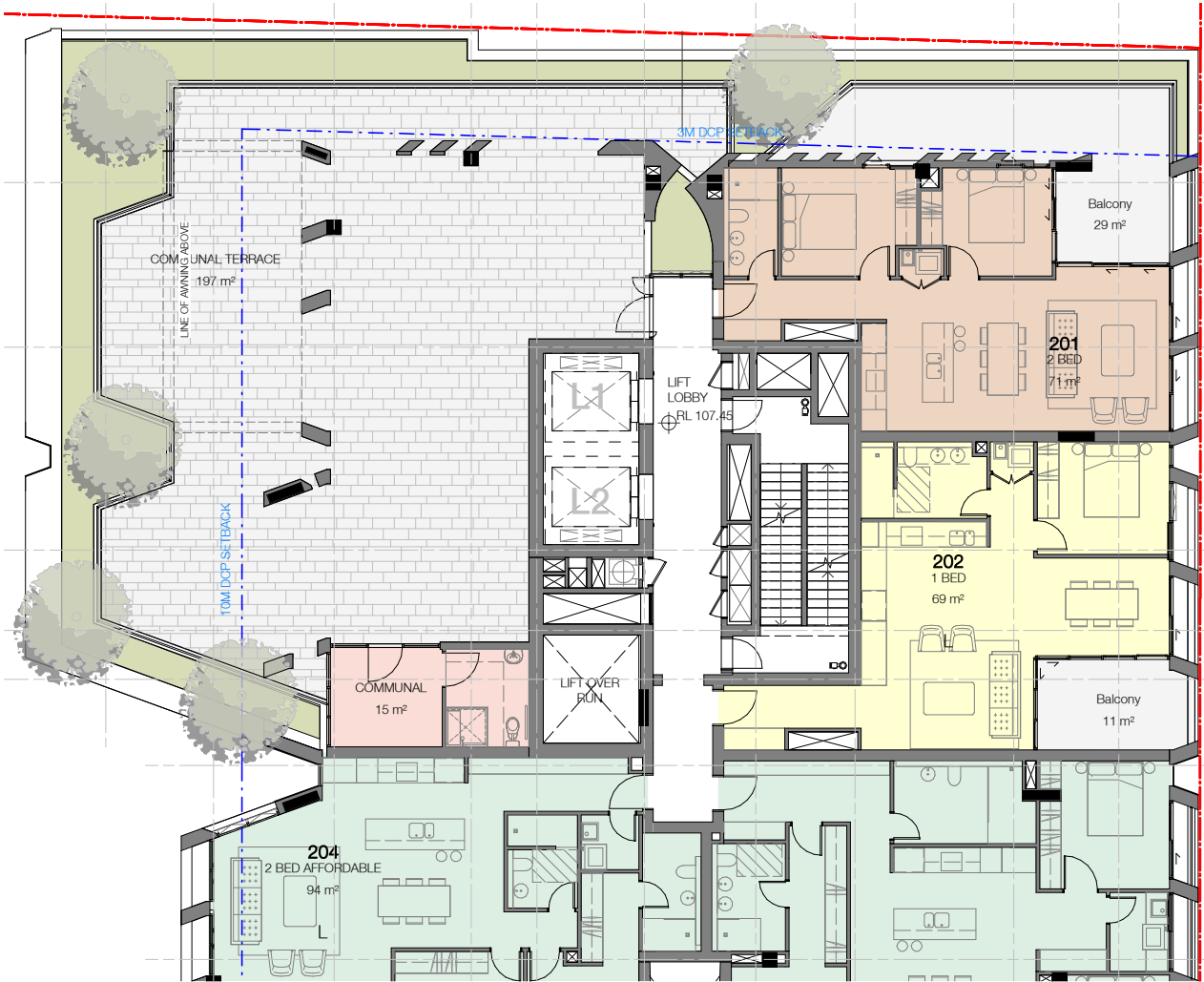
Habited gardens



Communal lounge



Level 9 Communal Lounge



Level 2 Wellness Centre

Ground Plane Activation

The site is uniquely positioned with three public street frontages and varying conditions to address. Being a laneway fronted site is one of the defining features of the ground plane.

A key item of jury feedback related to increasing opportunities for retail frontage by consolidating ground floor services. This has been a driving factor in the proposed scheme.

The site presents an opportunity to set a precedent for laneways within the Chatswood CBD. The planning needs to address the fact that Crispe Lane facilitates a multi-functional purpose for servicing and vehicles, while also providing an opportunity to encourage pedestrians and cyclists.

The key to unlocking the ground plane and maximising active frontages relies on the following strategies:

- Turning Crispe Lane into a shared zone to promote the 'pedestrianisation' of the laneway.
- Relocating small service vans and trucks into Basement 1, in lieu of a location that impacts the street frontage. This frees up the corner frontage at Ellis Street and Crispe Lane to accommodate an F&B tenancy and further encourage foot traffic through the laneway.
- Kerb side waste collection is proposed which is consistent with the use of laneways and adjoining property waste collection strategies.

The small building footprint and site constraints prevent the inclusion of an HRV vehicle. Key reasons for this include:

- Deep soil requirements between basement walls and boundaries
- Basement height clearance requirements without impacting commercial and retail space (which currently meets the FSR requirements of 1:1)
- Development footprint and environmental impact mitigation



Laneway retail



Active edges





Specialist Reports and Investigations

Height and Overshadowing



DETAIL SHADOW PLAN - 22-Jun-21-13.15



DETAIL SHADOW PLAN - 22-Jun-21-13.30



DETAIL SHADOW PLAN - 22-Jun-21-13.45



DETAIL SHADOW PLAN - 22-Jun-21-14.00

Impact

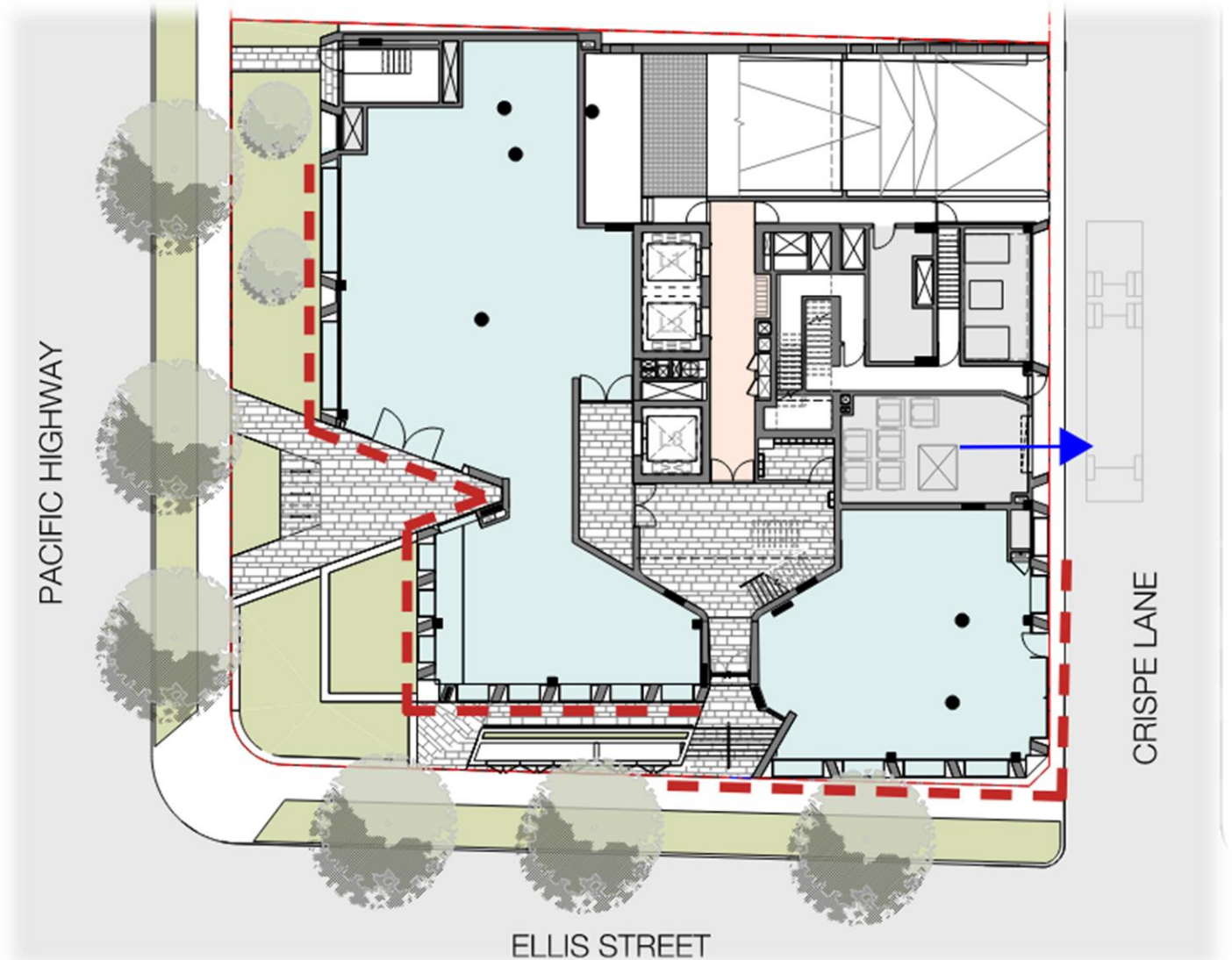
A detailed shadow analysis has been completed to demonstrate the proposed encroachments cause no additional overshadowing to the Croquet Club between 12-2pm at midwinter.

SHADOW ANALYSIS LEGEND

- DIAGONAL FILLED REGION
SHADOWS CAST BY EXISTING BUILDINGS
- BLACK DASHED LINE
PROPOSED ENCROACHING SHADOW OUTLINE
- BLUE DASHED LINE
PROPOSED BUILDING SHADOW OUTLINE
- CHATELWOOD CROQUET CLUB
- APPROXIMATE LOCATION OF
CROQUET CLUB COURTS AND GREENS
- EXISTING ESTABLISHED TREES

Waste Collection Strategy

- Site specific requirements dictate the proposed waste collection strategy
- Central waste store in basement
- Council collection of residential waste via kerbside collection at street
- Commercial waste to be collected by private contractor with Small Rigid Vehicle via Service Bay on Basement Level B1.



Waste Collection Strategy – Option Testing

Sensitivity Option - On Site Ground Waste Collection

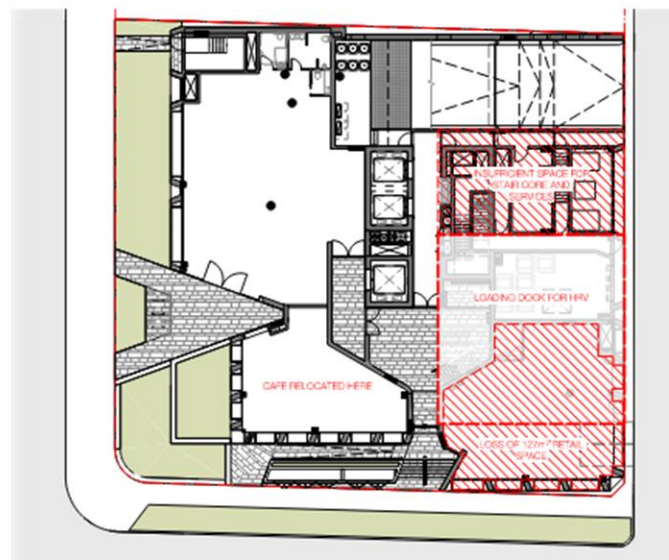
In order to accommodate an HRV waste truck on site at ground level, a 13m turntable and loading dock would be required fronting Crispe Lane.

The following issues have been identified with this option:

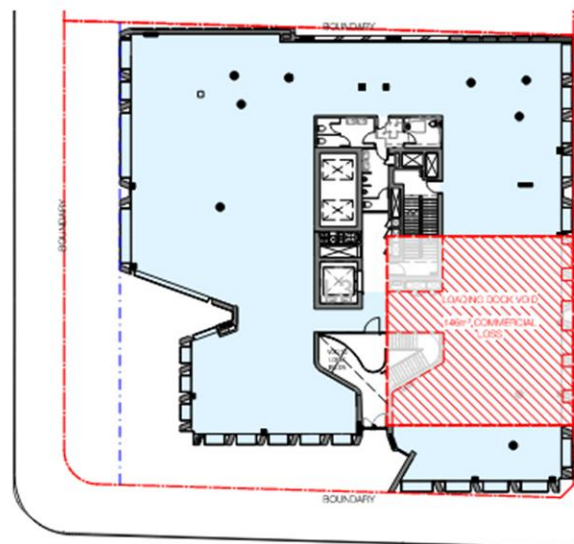
- No opportunity for laneway fronted retail or active frontages to the Crispe Lane / Ellis Street corner.
- 4.5m headroom clearance required would severely impact L01 commercial area.
- Swept path required off Ellis Street results in a loading dock location that would encroach the current core design.
- Crispe Lane frontage would become a BOH services corridor, presenting an option that goes against both jury feedback and the Chatswood CBD strategy for laneways.

GFA Impact:

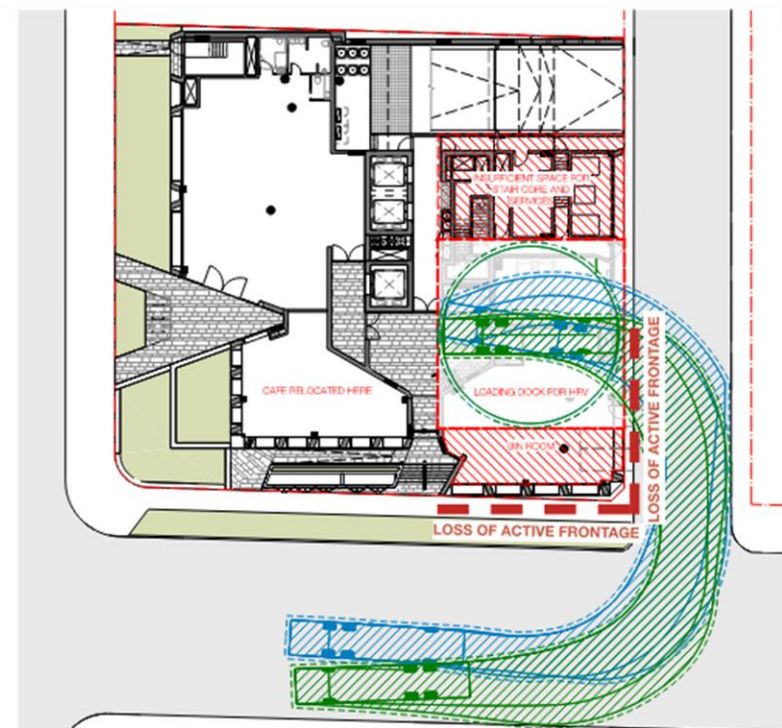
- | | |
|-------------------|--------|
| • Non-Residential | 940sqm |
| • FSR | 0.77:1 |
| • Allowable FSR | 1:1 |



HRV Impact - L00 Plan (Retail)



HRV Impact - L01 Plan (Commercial)



HRV Swept Path - L00 Plan



HRV Headroom - Section

Waste Collection Strategy – Option Testing

Sensitivity Option - On Site Basement Waste Collection

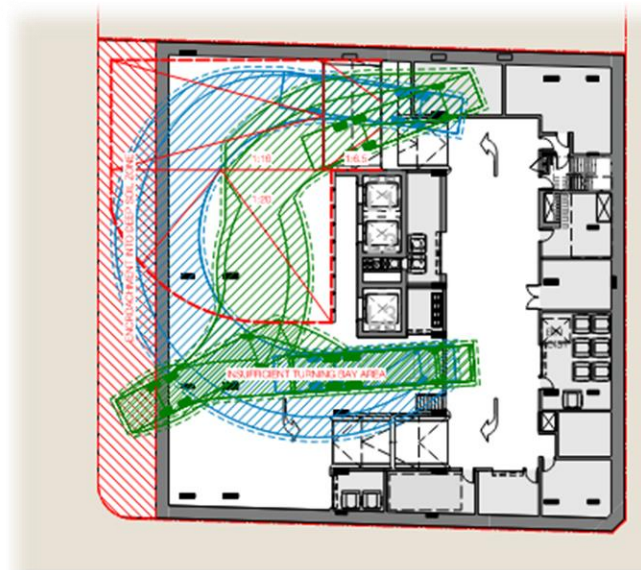
There are a number of major impacts that prohibit the inclusion of waste collection within the basement of the development.

The following issues have been identified with this option:

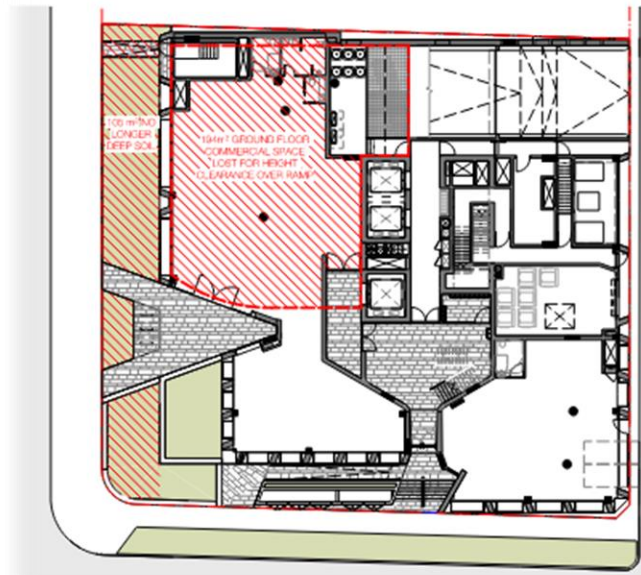
- Length of ramp required alone would take up the majority of the site, resulting in an extended basement envelope.
- No deep soil available at ground level.
- Turning circles and swept paths leave limited options for locating structure at Basement 01.
- Swept path required off Ellis Street would impact structure and core at ground level.
- 4.5m headroom clearance required would severely impact the extent of ground floor retail.
- Majority of ground floor planning would be dedicated to services and loading which is an extremely poor outcome for the development.

GFA Impact:

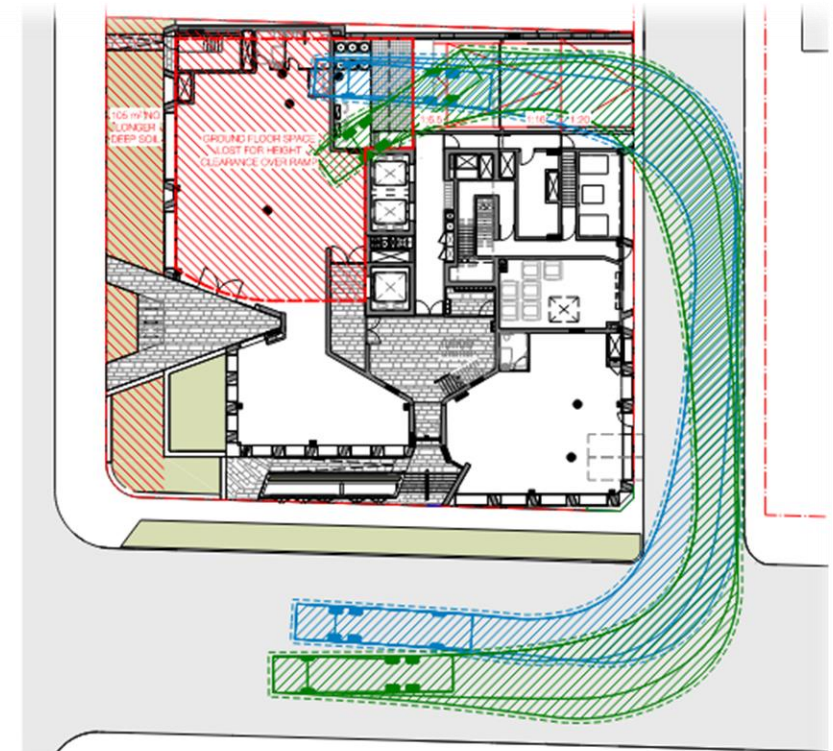
- | | |
|-------------------|--------|
| • Non-Residential | 922sqm |
| • FSR | 0.76:1 |
| • Allowable FSR | 1:1 |



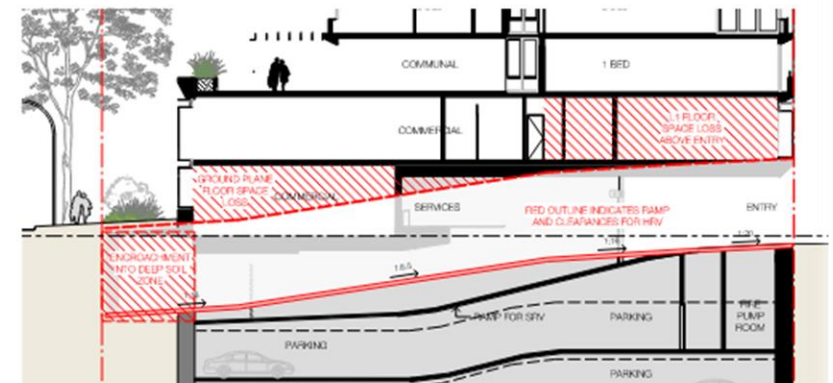
HRV Impact - B01 Plan



HRV Impact - L00 Plan (Retail)



HRV Swept Path - L00 Plan



HRV Headroom - Section

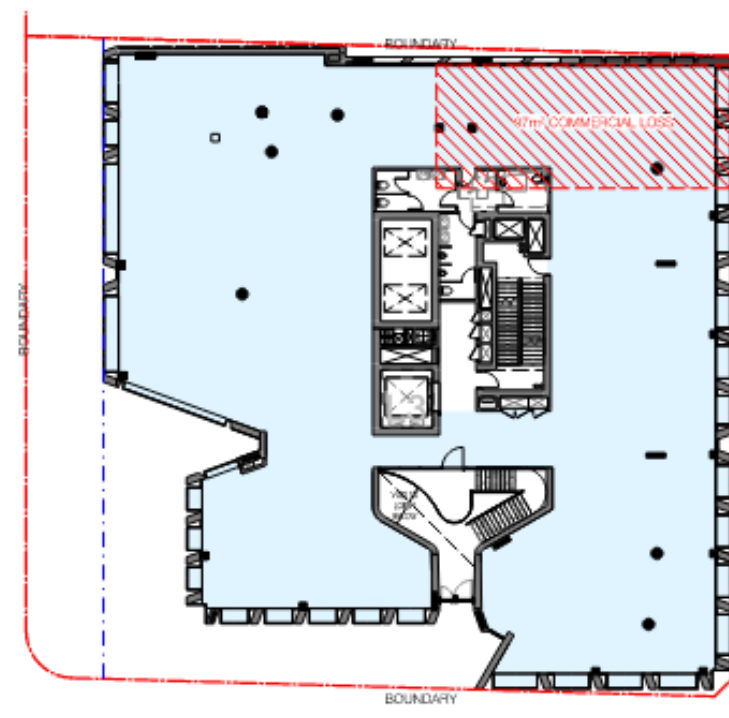
Waste Collection Strategy – Key Drivers – Streetscape and Non-Residential



Architectural impact to the streetscape

GFA Impact:

- Non-Residential 922sqm
- FSR 0.76:1
- Allowable FSR 1:1



HRV Impact - L01 Plan (Commercial)

External Traffic Implications

Parking Provisions

- The proposal will likely have a lower traffic generation rate given proximity to Chatswood CBD and rail/bus infrastructure.
- The proposed on-site car parking provisions are considered to be justified for the following reasons:
 - The site's close proximity to the Chatswood CBD and Chatswood Transport Interchange and ability of residents, visitors and employees to use public transport to access the site.
 - The reduced provision of car parking is considered to be a measure to reduce private vehicle travel (i.e. traffic generation) to and from the site.
 - The commitment to develop and implement a Green Travel Plan (GTP) for the site to further encourage public transport and active transport modes of travel to and from the site.
 - Provision of secure on-site bicycle parking spaces and communal end of trip facilities along with direct connections to existing bicycle routes.

Traffic Generation

- The site currently generates traffic movements associated with the existing residential uses
- The nett increase in site traffic generation due to the proposed development is estimated to be some + 10 to 12 vehicles / hour in peak periods
- The net increase in traffic generation by the site would not have a discernible impact on surrounding road network operation.

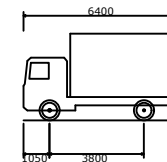
Site Access

- The proposed development will consolidate existing vehicle driveways to a single entry / exit driveway at Crispe Lane enabling improved pedestrian amenity and frontage activation.

Internal Parking Arrangements

Key Features of the Basement Parking Area

- Site Access driveway at Crispe Lane and connection to the Basement B1 parking level will accommodate simultaneous two way vehicle movements (ie. an exiting vehicle can stand on site at the property line and allow an entering vehicle to pass. This will avoid potential vehicle queues and delays to vehicles moving along Crispe Lane.
- The use of a single lane ramp between the residential car parking levels B1 to B5 provides efficiencies with parking layout and achieves the proposed car parking provisions with reduced need for excessive excavation and works within the site specific constraints.
- The proposed car parking layout has been designed to comply with Australian Standards (AS2890.1/2/6)
- Provision of an on-site service / maintenance vehicle bay at Basement Level B1 which will accommodate a Small Rigid Vehicle (6.4m long - SRV)
- Accessible car parking spaces have been provided for each of the proposed 25 x adaptable apartments
- Secure on-site bicycle parking and end of trip facilities
- Provision of compliant motorcycle parking spaces

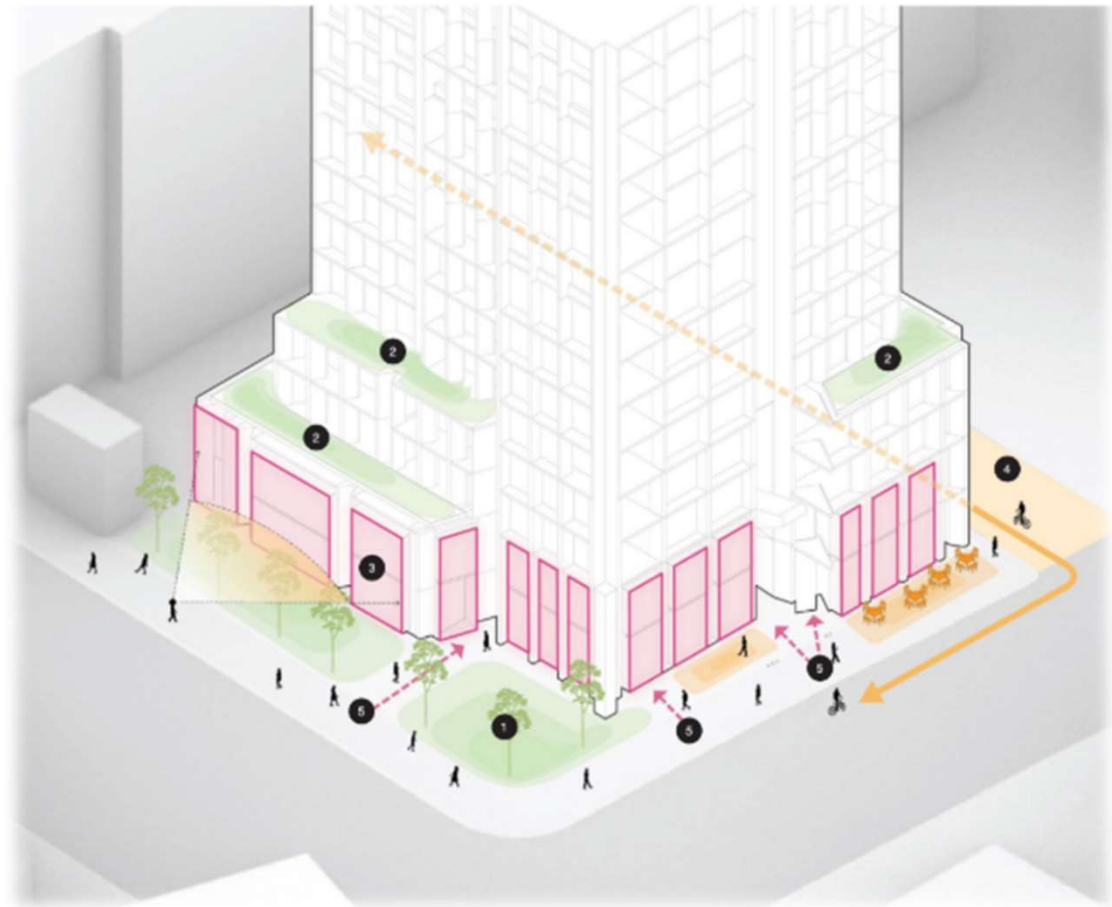


SRV - Small Rigid Vehicle
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock-to-lock time
Curb to Curb Turning Radius

6400mm
2330mm
3500mm
398mm
2330mm
4.00s
7100mm

Non-Residential FSR

- The proposal was designed to comply the exhibited 1:1 commercial FSR control of the Draft LEP which was only converted to a 17% non-residential requirement in March 2022. The change to 17% non-residential requirement was to ensure sites which have a maximum FSR of less than 6:1 where not unfairly burdened by the minimum 1:1 non-residential FSR standard and was not designed to increase the minimum non-residential FSR Standard.
- The proposed 24m² shortfall in non-residential floor space equates to only 1.96% of the standard and is essentially a 'rounding error'.
- The current executed VPA was on the basis of a 1:1 non-residential FSR. Any change to the proposal would result in a revision to the associated VPA and contributions to Council.
- The variation to the non-residential FSR standard is not unnecessary or unreasonable in the circumstances of the case, does not result in any environmental impacts and satisfies the objective of the B4 Mixed Use land use zone and the intended effect of the development standard.





Community Consultation and Exhibition

Development Application (DA):

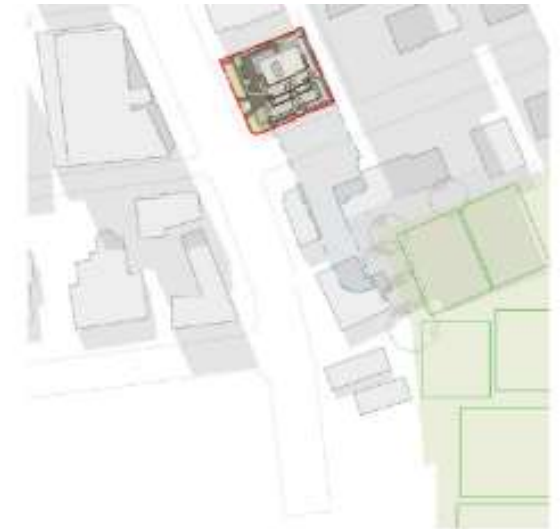
- DA on public exhibition 2nd June 2022 – 23rd June 2022.

Planning Proposal:

- Public exhibition from 21st May 2021 – 18th June 2021.
- 2 submissions received through Have Your Say and 4 submissions received by Council.
- Primary matter for consideration was the potential overshadowing of the croquet greens to the south of the site.
- To address the concerns raised, the proposal has been carefully designed to ensure there is no additional overshadowing of the greens between the specified hours.
- Council endorsed the Planning Proposal in March 2022.



22 June 1.15pm



22 June 1.30pm



22 June 1.45pm



22 June 2pm



**Items for
Further
Consideration**

THANK YOU

Any other items for discussion