

Draft Site Specific Development Control Plan

849, 853, 859 Pacific Highway and 2 Wilson Street, Chatswood



6 November 2020

Prepared by Sanctuary Partners on behalf of 853 Pacific Highway Pty Ltd

849, 853, 859 PACIFIC HIGHWAY & 2 WILSON STREET, CHATSWOOD

To further guide the design of any proposed future development on the site, and to provide greater clarity regarding future design outcomes, a site-specific development control plan ("DCP") will be prepared as outlined below. The provisions in this section apply to the assessment of any proposed development application and override other provisions in the Willoughby DCP where there is an inconsistency.

AIMS AND OBJECTIVES

The aims and objectives of the DCP site-specific provisions are to:

- (a) Ensure that development is complementary to the scale and character in accordance with the Chatswood CBD Strategy;
- (b) Promote redevelopment of the site comprising high quality residential buildings above a podium that comprises non-residential uses;
- (c) To encourage high quality built form outcomes that are sustainable and achieve design excellence;
- (d) Define building envelopes which will provide sufficient flexibility for various designs to be explored for future development to achieve design excellence;
- (e) Provide a high level of amenity for future residents by maximising compliance with the Apartment Design Guide and any other relevant plans, guidelines or policies;
- (f) Ensure additional residential floor space contributes to affordable housing; and
- (g) Protect and improve public domain amenity through increased street level activation along Pacific Highway and the provision of widened areas for pedestrian and cycling linkages and creating a green corridor along the Pacific Highway.

1) MINIMUM LOT SIZE AND SITE ISOLATION

- a) A minimum lot size of 1,200m² is required to accommodate a tower unless the consent authority is satisfied the proposal will not result in site isolation and will provide adequate amenity and privacy for occupants of the building and neighbouring buildings.
- b) Sufficient separation is to be provided in accordance with setbacks required in the DCP and SEPP 65 Apartment Design Guidelines, to ensure that the slender tower form objective is achieved.

2) BUILT FORM, HEIGHTS AND SETBACKS

- a) The building heights, street wall heights and setbacks are to be generally consistent with Figure 1, 2, and 3. This represents the maximum height of built form on site.
- b) Any component of a residential building that is above the podium must have a maximum floor plate size of 700 square metres of GFA.
- c) Building articulation is required to limit the overall mass and reduce the sense of scale from the public domain.
- d) The siting, massing, orientation and detailed design of residential towers is to ensure compliance with the objectives of the Chatswood Strategy, Apartment Design Guide and this site specific DCP.

- e) All structures located at roof- top level, including lift over runs and any other architectural features are to be within the tower height maximums and integrated into the overall building form.
- f) The minimum setback controls are defined in Figure 1.
- g) The design of the development facades is to create a visually interesting form incorporating recesses and projected elements.
- h) Substations are to be provided within the building footprint.

3) PODIUM DESIGN

- a) The ground level of the podium is to be designed to maximise pedestrian activation along the Pacific Highway.
- b) The ground and first floor of the podium must include non-residential uses.
- c) The street wall to Pacific Highway may extend up to 9 meters in height (as per Figure 2) where it can be demonstrated that it promotes landscaped podiums and high-quality commercial spaces with high amenity from the public domain.

4) PARKING AND VEHICULAR ACCESS

- a) Proposed vehicular access points are to be limited to no more than one ingress/egress per street frontage, excluding Pacific Highway.
- b) Vehicular access points to be designed to minimise their impact on pedestrians and the flow of traffic.
- c) Active transport facilities including resident and visitor bicycle parking are to be provided.
- d) An electric car charge point is to be provided within any basement car park.

5) LOADING DOCK

- a) Loading docks may be permitted on the ground floor where it can be demonstrated and designed to accommodate vehicles up to and including 8.8 metre long medium rigid trucks, and details of any such Council garbage truck specifications will form part of any Development Application.
- b) All commercial and residential loading and unloading is required to occur on-site and not in public streets.
- c) If a shared driveway will be required for adjoining sites, loading, and servicing of the adjacent site is to be considered as part of the development.

6) AMENITY

- a) Demonstrate that at least 60% of residential apartments within the future development are able to achieve 2 hours of direct solar access between 9am to 3pm on 21 June.
- b) A detailed Acoustic Assessment shall be required at Development Application Stage.
- c) A Wind Assessment shall be required at Development Application Stage.

7) LANDSCAPING AND COMMUNAL OPEN SPACE

- a) 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.
- b) Any communal open space, with particular regard to roof top level on towers, should be designed to address issues of wind, safety and amenity.

8) DESIGN EXCELLENCE, SUSTAINABILITY AND PUBLIC ART

- a) Design excellence is required for all developments that have a height of 35m or more, unless the consent authority is satisfied that such a process would be unreasonable or unnecessary in the circumstances or that the development.
- b) Achievement of design excellence will include higher building sustainability standards.

9) PUBLIC ART

- a) An Art Plan is to be submitted with the development application which identifies the integration of Public art into the proposal.

10) AFFORDABLE HOUSING

- a) Any future development achieving residential FSR uplift through the Chatswood CBD Strategy must contribute affordable housing at the rate of 4% of the proposed additional private residential gross floorspace.

Draft Site Specific DCP Controls - 849, 853 and 859 Pacific Highway and 2 Wilson Street, Chatswood

Front setback -	4m to Pacific Highway, up to 9m high	Rear Setback -	Nil setback, up to 14m high	Street wall height -	9m at pacific highway 14m north, east and south
Side Setback -	Nil side setback to O'Brien St, up to 14m high Nil side setback to Wilson St, up to 14m high	Upper level setback -	4.5m upper level podium setback	GFA/Floor -	Maximum 2000m ² for office Maximum 700m ² for residential tower

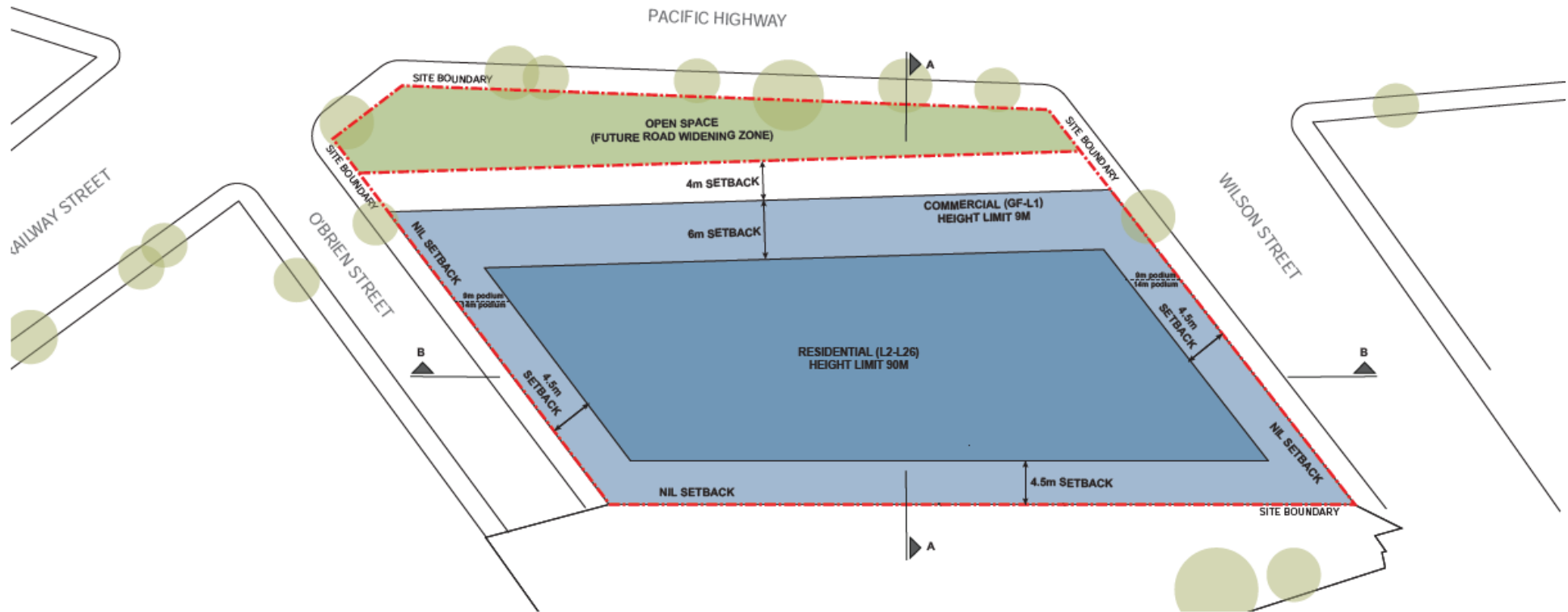


Figure 1: Building frontage, heights and setbacks

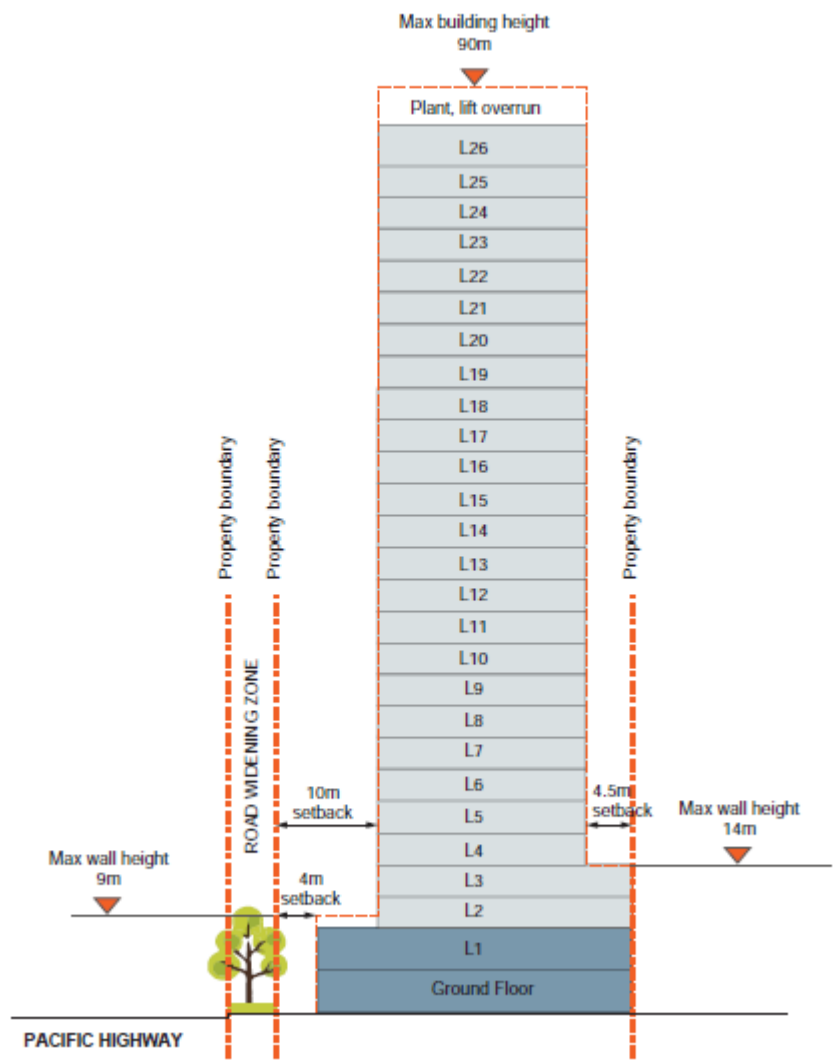


Figure 2: Pacific Highway frontage, building heights and setbacks (building envelope)

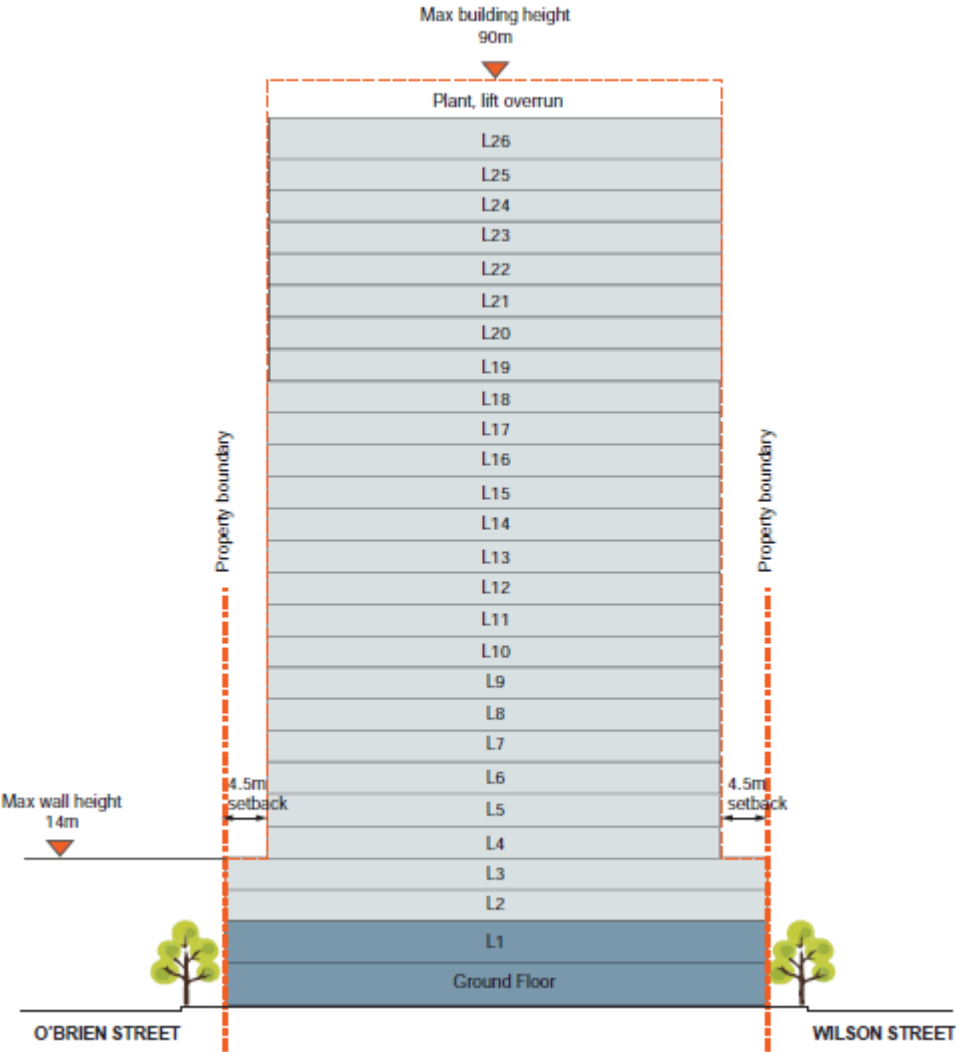


Figure 3: O'Brien Street & Wilson Street frontage, building heights and setbacks (building envelope)