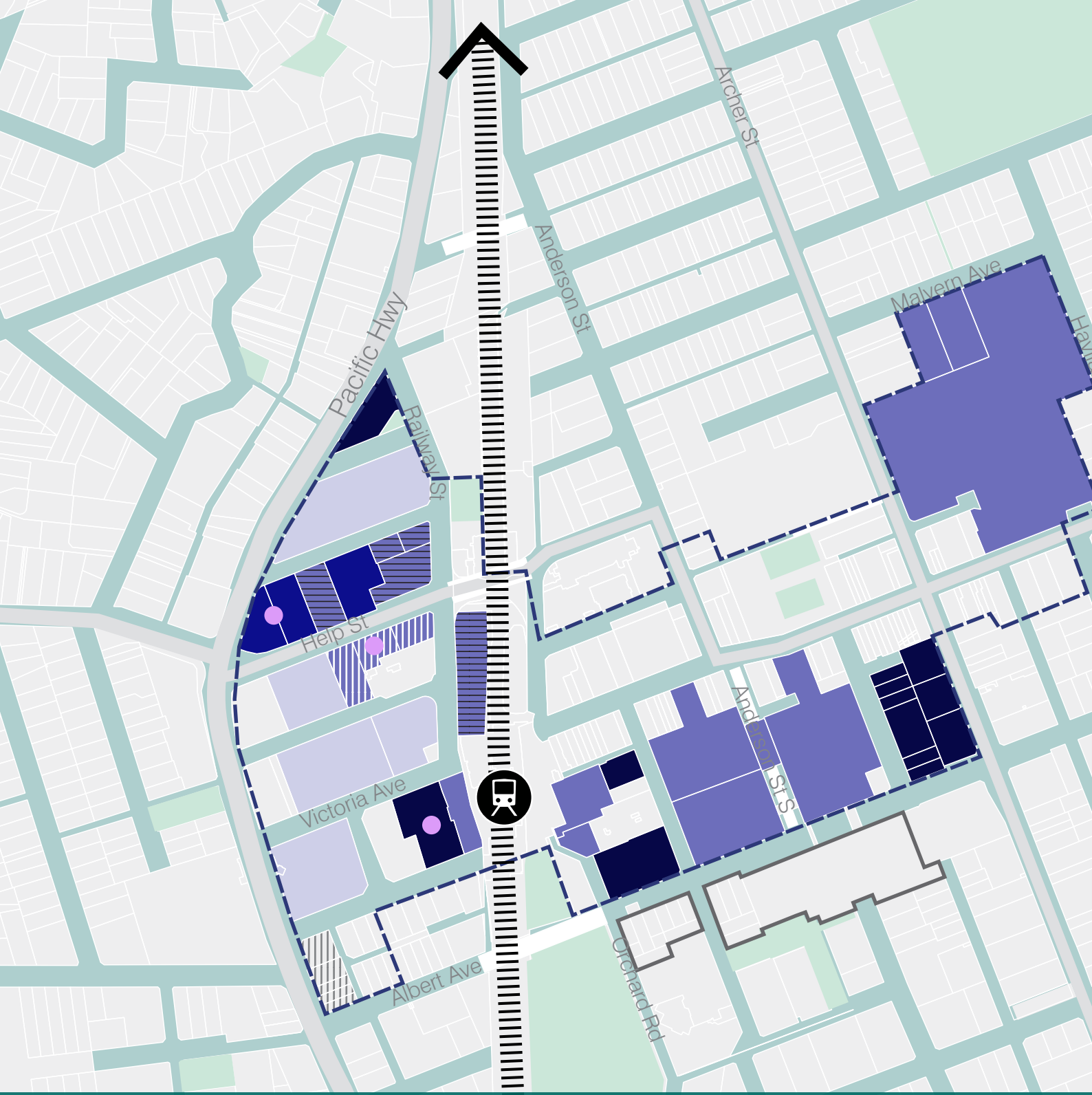


PART L
Place Based Plans

Part L: Place Based Plans

Contents

1 Introduction

This part of Willoughby Development Control Plan (Willoughby DCP*)* includes guidelines and further controls for developments in Chatswood Central Business District (CBD) and the local centres in the City of Willoughby local government area.

The performance criteria and controls in Part B (Residential Development) and Part D (Commercial Development) of Willoughby DCP apply to Chatswood CBD and the local commercial/retail centres. If there are inconsistencies between those parts and this part, the controls under this part prevail.

Section 13 of this Part includes controls for any future development of specific sites and areas. There have been a number of planning proposals approved by Council which are supported by site specific DCPs. These are also included in Section 13. Any inconsistencies between any other Part of the DCP, including this Part, the provisions of the site specific DCPs prevail.

1.1 Aim

The aim of this part is to ensure commercial and residential development takes place in line with strategic planning for these localities. Development is to take place in a way that sustains and enhances the economic and environmental qualities of the Willoughby area, and the health and wellbeing of those local communities.

1.2 Objectives

The objectives of this part are to:

- establish a strong framework to guide development in Chatswood CBD and the local retail/commercial centres
- provide capacity for growth by increasing residential densities and create job opportunities by making provision for more commercial floor space
- achieve exceptional design, and distinctive, resilient and vibrant centres
- create attractive and thriving local retail/commercial centres
- protect the heritage values of heritage listed items and ensure any new development integrates with the character of heritage conservation areas
- provide greening on and around buildings, and improve pedestrian and cycle links

2 Strategies and plans

A number of studies, strategies and plans have been adopted to set the direction for commercial and residential development in key locations in the area.

2.1 Chatswood CBD Planning and Urban Design Strategy 2036

This strategy guides private and public development over the next 20 years. It includes expansions to the north and south of the existing CBD and provides growth prospects for

commercial development in the E2 Commercial Core zone. It also creates further residential opportunities as part of the MU1 Mixed Use zone.

Chatswood CBD Planning and Urban Design Strategy 2036 is at willoughby.nsw.gov.au.

2.2 Willoughby Local Centres Strategy 2036

This strategy aims to revitalise the local economy and provides the framework for future planning controls. Those centres are:

a. Artarmon: the east and west side of Artarmon railway station.

b. Castlecrag: on Edinburgh Road between Eastern Valley Way and Rutland Avenue/The Postern.

c. North Willoughby: around the intersection of Penshurst Street and Victoria Avenue, extending south to Patrick Street.

d. High Street: bounded by McClelland Street and Glover Street.

e. Naremburn: on the western side of Willoughby Road and bounded by Quiamong Street, Bongalong Street and Glenmore Street.

f. Northbridge: along the major arterial roads of Sailors Bay Road, Eastern Valley Way and Strathallen Avenue.

g. Penshurst Street: along and north of Mowbray Road.

h. Willoughby South: along Willoughby Road and branching off Frenchs Road.

The strategy provides an indicative master plan for each local centre. It identifies key features to promote growth and shows how development can be achieved alongside opportunities to improve the public domain.

It also includes controls with a diagram to show how the desired scale of development can be achieved for each local centre.

Any variations from the adopted master plans and/or the layout and building envelopes identified in the scale of development diagrams must be justified. These must consider the performance criteria and controls under this and other relevant parts of Willoughby DCP.

Willoughby Local Centres Strategy 2036 is at willoughby.nsw.gov.au.

2.3 Willoughby Local Environmental Plan

Willoughby Local Environmental Plan (Willoughby LEP) ensures we meet the objectives, vision and guidelines in Willoughby City Council's adopted strategies. It includes controls for active street frontages and increased height limits and floor space for commercial buildings and mixed use developments.

It provides minimum lot sizes for commercial and mixed use developments and minimum non-residential floor space for mixed use developments in the outer parts of Chatswood CBD.

The plan supports design excellence. It has clauses to provide sun access to public spaces, maintain solar access to important areas in Chatswood, and address urban heat impacts.

3 Public art and prominent corner sites

To enhance the visual appearance of buildings in gateway or highly visible locations such as prominent street corner sites, major developments such as retail centres or shop top housing should make provision to integrate public art and/or unique façade treatment.

A major development proposal may need to include an art plan that identifies opportunities to integrate public art in line with Willoughby City Council's public art policy.

Prominent corner sites often define the main entry points into a commercial/business centre. Buildings on prominent corner sites should incorporate subtle changes in height or façade treatment by including measures such as:

- partial additional storey or parapet extension
- splayed setbacks
- public art
- landscape treatment
- other elements such as clock towers or spires

A change in colours or materials can also help to differentiate or accentuate a building on a prominent corner site.

4 Chatswood CBD

4.1 Character statement

Chatswood is a strategic centre in the Sydney metropolitan area. The CBD includes a vibrant mix of offices, major retail facilities, health facilities, educational establishments, cultural facilities, and high density residential accommodation.

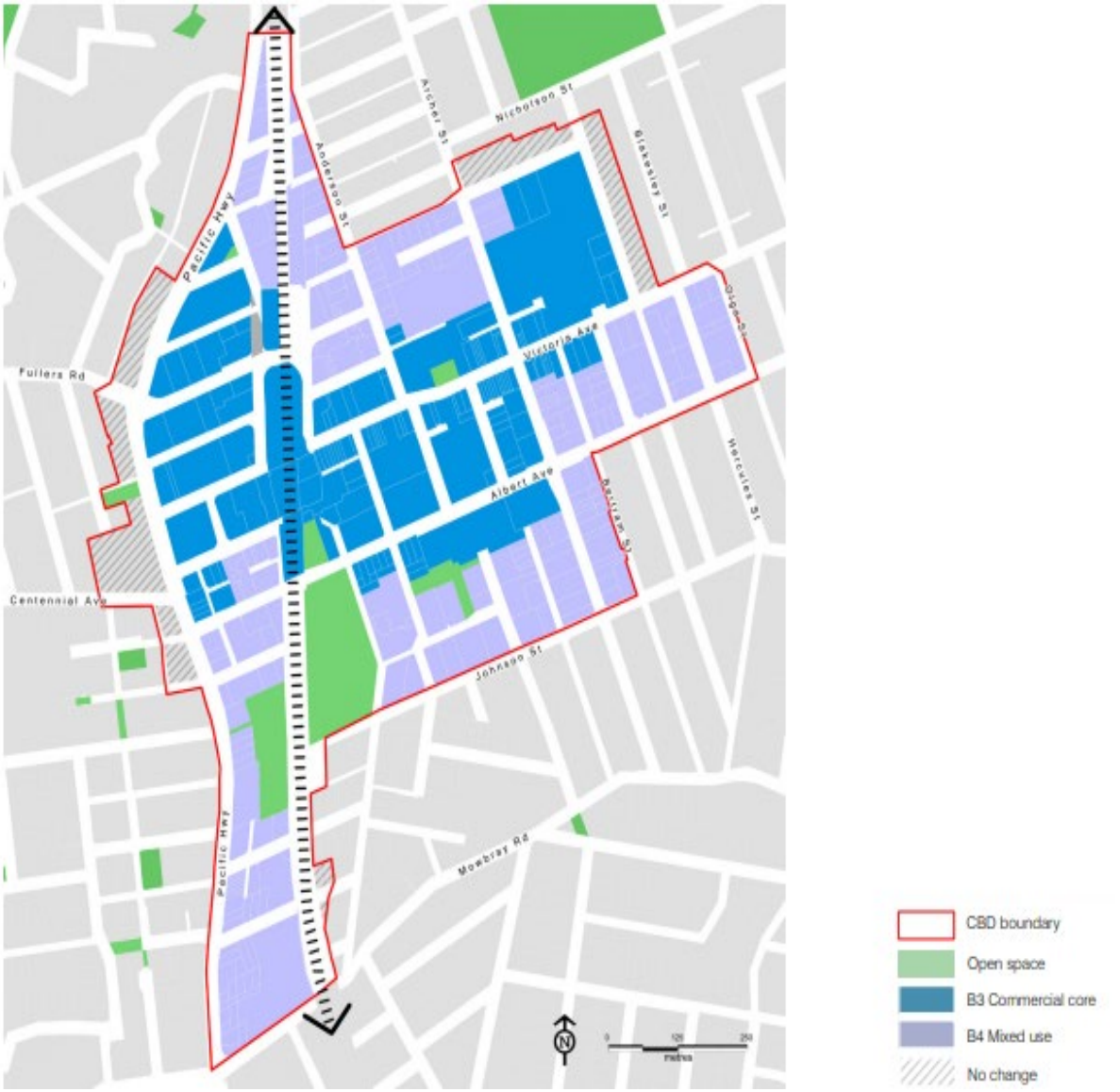
At its centre is a rail and bus interchange that provides direct connections to the Sydney CBD, other strategic centres, and residential areas across Sydney. Transport connections have been heightened by the opening of the metro northwest in 2019 with a new platform at Chatswood Station. Connections will be further improved by the opening of the metro city and southwest lines in 2024.

The controls in this plan relating to the E2 Commercial Core zone are designed to increase investment confidence in office development and protect these employment hubs from residential incursions.

The MU1 Mixed Use zone provides a mix of commercial and residential around the E2 Commercial Core in line with Map 1 (Chatswood CBD Strategy Land Use Map). This is to help maximise returns on existing and planned investment in public infrastructure and ensure Chatswood remains a major employment centre in metropolitan Sydney.

The controls aim to maintain a compact, walkable city centre, and create exceptional urban design. They support easy pedestrian and bicycle linkages, a quality public domain that embraces the local character and heritage, and the greening of the centre.

Map 1: Land use map from Chatswood CBD Planning and Urban Design Strategy 2036



4.2 Performance criteria

Proposed development in Chatswood CBD should:

a. be in line with permitted development within the E2 Commercial Core zone, which prioritises non-residential land uses

b. allow residential growth as part of mixed use development surrounding the E2 Commercial Core within the CBD

c. maintain a diverse mix of uses, including retail, medical, educational, health, cultural and recreational activities

d. involve amalgamated sites for optimum development outcomes

e. create new publicly accessible spaces with links to existing public places

f. embellish and/or add to existing public spaces

g. adopt travel demand management to support active and sustainable transport

h. provide excellence in urban design

i. provide greening of the streetscape as well as green areas on and around new buildings to improve the visual quality, amenity for workers and visitors, and reduce the impacts of urban heat island effects

j. ensure sun access is provided to public places

k. reinforce Victoria Avenue as the primary pedestrian spine

l. increase activation of side streets from Victoria Avenue

m. create a pattern of mid-block links

n. ensure podium and roof top communal open spaces are designed to address issues of quality, safety and usability

4.3 Controls for Chatswood CBD

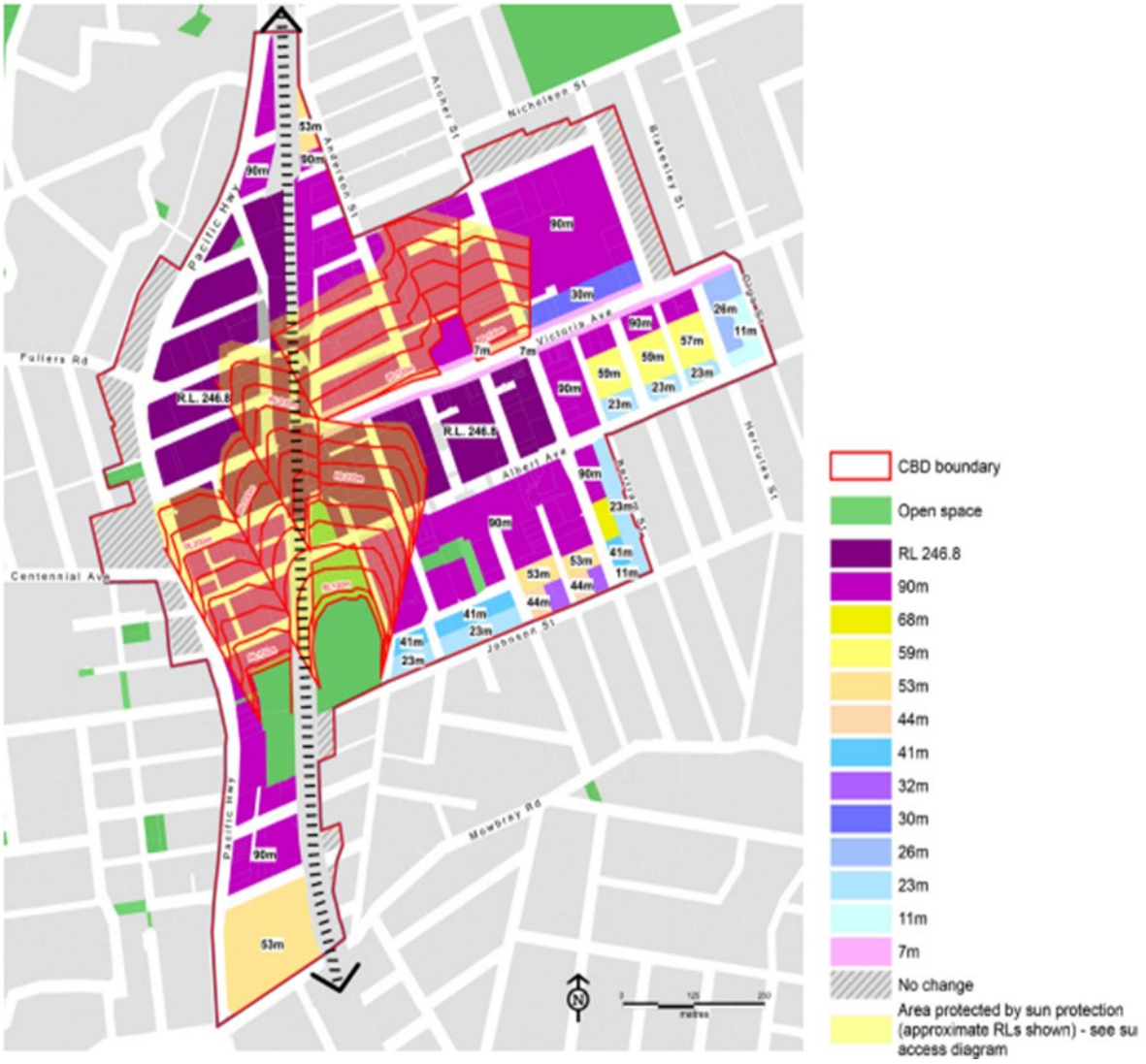
4.3.1 Built form

a. Height of buildings

The Height of Buildings Map in Willoughby LEP shows the maximum building heights.

Map 2 below shows the height of buildings and maximum reduced levels to ensure certain public spaces in Chatswood CBD are not impacted by excessive overshadowing.

Map 2: Height map from Chatswood CBD Planning and Urban Design Strategy 2036



b. Sun access protection to key public spaces and the South Chatswood Conservation Area

Willoughby LEP includes provisions to protect certain public spaces in Chatswood CBD and South Chatswood Heritage Conservation Area from excessive overshadowing. The diagram below shows the areas that need to be protected from excessive overshadowing.

Map 3: Sun access protection map from Chatswood CBD Planning and Urban Design Strategy 2036

c. Minimum site area

The controls for minimum site areas for the E2 Commercial Core and MU1 Mixed Use zones are in Willoughby LEP.

This plan encourages site amalgamation to meet the minimum site requirements and ensure sites are not left isolated.

The objective of the minimum site area is to enable a development to achieve best outcomes by:

- providing the required setbacks to achieve slender towers and building separation whether onsite or on neighbouring sites
- providing ground level public realm or areas accessible by the public on private land
- limiting and rationalising the number of vehicle entry/exit points
- providing parking and loading facilities in the basement with adequate area for onsite manoeuvrability to enter and leave the site in a forward direction
- maximising commercial floor space and street activation at ground level
- maximising landscaping and deep soil planting

d. Slender towers

To achieve slender towers and adequate building separation, the maximum gross floor area at each level of a development should be no more than:

- 2000m^2 for office developments
- 700m^2 for residential towers above the podium level in the mixed use zone

Note:

- The maximum gross floor areas is to be read in conjunction with other controls for Chatswood CBD (such as maximum floor space, height and minimum setbacks), as well as the site size and shape.
- These maximum floor plates, together with maximum floor space and height, and minimum setbacks, require an unusually large site to be achieved. Lesser floor plates than the maximum would be expected on standard size lots.
- If there is more than one tower on the same site, towers are not to be linked above the podium. Towers are to operate independently regarding lifts and services.
- The width is to be minimised on all sides to achieve a slender tower.
- Design elements are to be included that minimise the width, in particular on any wider tower side.

e. Lot pattern

Traditional building widths fronting the street of between 6m and 12m are to be retained along Victoria Avenue east.

f. Vehicular access

Only one entry area into and exiting a site is permitted. This is to minimise streetscape impacts, ensure vehicle entry points are rationalised and maximise ground level commercial floor space.

g. Loading/unloading facilities

All development is expected to provide loading/unloading facilities on site.

All loading docks, including provision for garbage trucks and residential removal trucks are to be within basement areas with adequate onsite manoeuvrability. This is to ensure vehicles can enter and leave the site in a forward direction.

Note:

- Willoughby City Council does not generally support mechanical systems, such as turntables to facilitate vehicles entering and leaving the site in a forward direction. Non-mechanical solutions are sought.

h. Site isolation

- If site isolation is unavoidable or inadequate area are available in the basement level, buildings are to provide for joined basements areas with 'break through' walls to provide vehicle access to adjoining sites.
- Also where site isolation is unavoidable, zero setback podiums are to provide 'break through' walls to encourage future efficient sharing of infrastructure.

i. Substations

Substations are to be integrated within buildings, not located in a street, open space, setback or area subject to a public right of way.

4.3.2 Greening Chatswood CBD

A range of approaches apply on a site-specific basis to provide permeability, publicly accessible open space and a 'green' ground plane.

These are designed to develop a comprehensive network for the centre of landscape and open space to create a green, well-connected CBD.

These controls apply to all high rise buildings:

a. all roofs up to 30m from the ground are to be green roofs (in particular podium roofs); these are to provide a green contribution visible to the street and a balance of passive and active green spaces that maximise solar access

b. a minimum of 20% of the site is to be soft landscaping, which may be on the ground, podium, and roof top levels of buildings; soft landscaping must be a minimum depth of 600mm

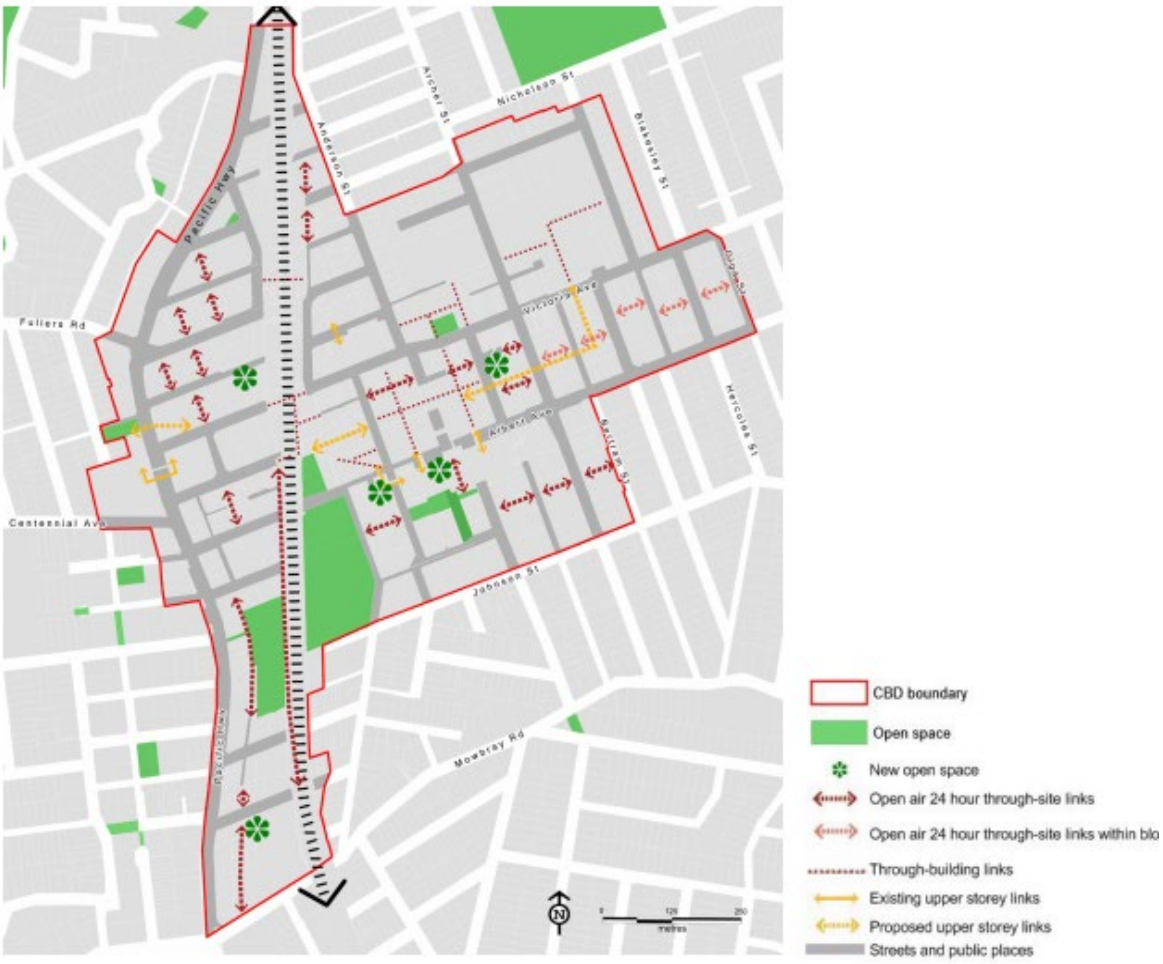
c. 'green' walls are encouraged

4.3.3 Links and public realm

a. All proposals must consider the potential for through links to public places. Pedestrian and cycling links are sought to improve existing access within and through the CBD (see Map 4). New linkages are sought where these are considered to be of public benefit. All such links must be:
    - a minimum of 3m wide
    - provided with public rights of access and designed with adequate width, sympathetic landscaping and passive surveillance

b. Public realm or areas accessible by the public on private land is required to be included in all E2 and MU1 redeveloped sites. These must be:
    - designed to respond to context and nearby public domain
    - visible from the street and easily accessible
    - accompanied by public rights of way or similar to achieve a permanent public benefit

Map 4: Through Site Links and open Space Map Chatswood CBD Planning and Urban Design Strategy 2036



4.3.4 Setbacks and street frontage heights

a. The minimum setbacks and maximum street frontage heights below apply to certain areas within Chatswood CBD. These areas are shown in Map 5.

1. Victoria Avenue retail frontage:
   - maximum 7m street wall height at front boundary
   - minimum 6m setback above street wall to tower
2. Urban core:
   - maximum 24m street wall height at front boundary
   - minimum 6m setback above street wall to tower
3. Office core frontage:
   - 4m–12m maximum street wall height at front boundary
   - minimum 6m setback above street wall to tower
4. Mixed use frontage with commercial ground floor:

- 6m–14m maximum street wall height at front boundary
- minimum 3m setback above street wall to tower

5. Pacific Highway frontage:
   - minimum 4m setback at ground level from front boundary (with exception of heritage sites)
   - maximum 7m street wall height
   - minimum 6m setback above street wall to tower
6. Southern precinct:
   - maximum 6m setback at ground level from front boundary
   - no setback from podium to tower
7. Albert Avenue south:
   - minimum 3m setback at ground level from front boundary, with intermitted wider open space
   - maximum 24m street wall height
   - 3m setback above street wall to tower
8. Anderson Street interface:
   - minimum 3m setback at ground level from front boundary
   - 6m – 14m maximum street wall height
   - minimum 1m setback above street wall to tower
9. Bertram Street interface:
   - minimum 6m setback at ground level from front boundary
   - maximum 7m street wall height
   - minimum 3m setback above street wall to tower
10. Albert Avenue north and Olga Street interface:
    - minimum 3m setback at ground level from front boundary
    - 6m – 14m maximum street wall height
    - minimum 1m setback above street wall to tower
11. Johnson Street interface:
    - minimum 12m setback at ground level from front boundary
    - no setback from podium to tower

Notes:

- On corner sites where different setbacks and street frontage height precincts meet, the greater setback and lower street wall height required on the primary frontage is to continue around the corner for a minimum distance of 6m. This is to provide a satisfactory transition between the setbacks and wall heights.

- With setbacks of 3m or more, including the Pacific Highway, deep soil planting for street trees is to be provided.
- Setbacks greater than the minimum are encouraged, particularly at the interface with low density residential conservation areas.
- Street wall heights lower than the maximum are encouraged at the interface with low density residential conservation areas.
- Where adjacent links or pathways involve public rights of way (not streets unless appropriate), stepped podiums are sought.
- Where a site adjoins a laneway and no footpath exists, a minimum ground level setback is to be provided to facilitate construction of a footpath.

b. All towers above podiums in the E2 Commercial Core and MU1 Mixed Use zone are to be setback from all boundaries with a minimum 1:20 ratio of the setback to building height. This means if a building is:
    - a total height of 30m, a minimum setback from the side boundary of 1.5m is required for the entire tower on any side
    - a total height of 60m, a minimum setback from the side boundary of 3m is required for the entire tower on any side
    - a total height of 90m, a minimum setback from the side boundary of 4.5m is required for the entire tower on any side
    - a total height of 120m, a minimum setback from the side boundary of 6m is required for the entire tower on any side
    - a total height of 150m, a minimum setback from the side boundary of 7.5m is required for the entire tower on any side

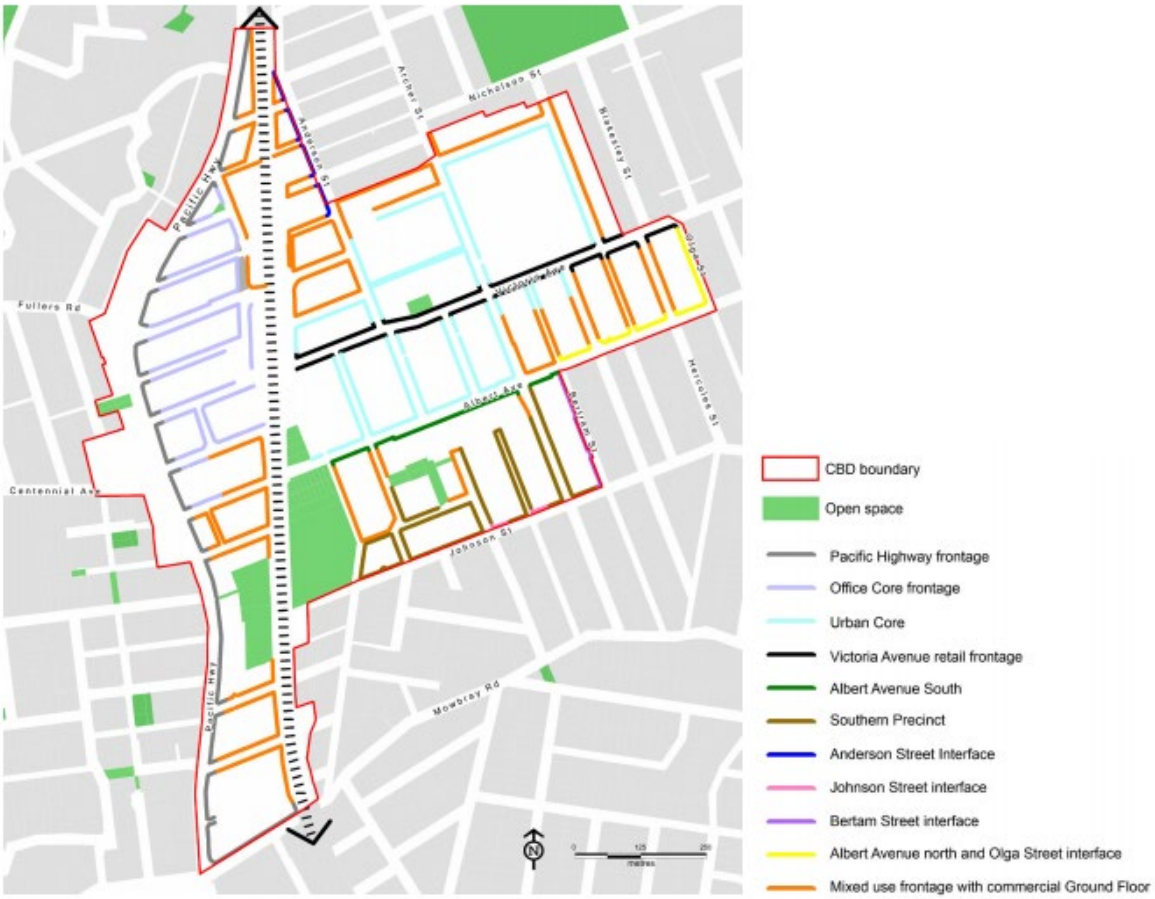
Notes:

- The required setback of a tower will vary depend on the total height. It is not to be based on setback averages, or a stepped approach, but the full setback.
- Setbacks greater than the minimum are encouraged, particularly in locations at the interface with low density residential conservation area.
- Minimum setbacks and going beyond with additional setbacks where appropriate is considered an important way of achieving the desired outcome of slender towers.

c. Separation of buildings must be provided in line with the Apartment Design Guide (NSW Department of Planning and Environment, July 2015) for residential apartments within a mixed use development.

d. Commercial uses must have a minimum 6m setback from all boundaries above the street level wall height.

Map 5: Setbacks and street frontage heights map from Chatswood CBD Planning and Urban Design Strategy 2036



4.4 Additional controls for specific locations

4.4.1 Victoria Avenue east retail frontage

Victoria Avenue is the heart of Chatswood's retail activity and its shops contribute to the enduring quality of the centre. To maintain the great public spaces and the urban design quality of developments fronting Victoria Avenue, these principles apply:

a. clear and accessible vertical circulation

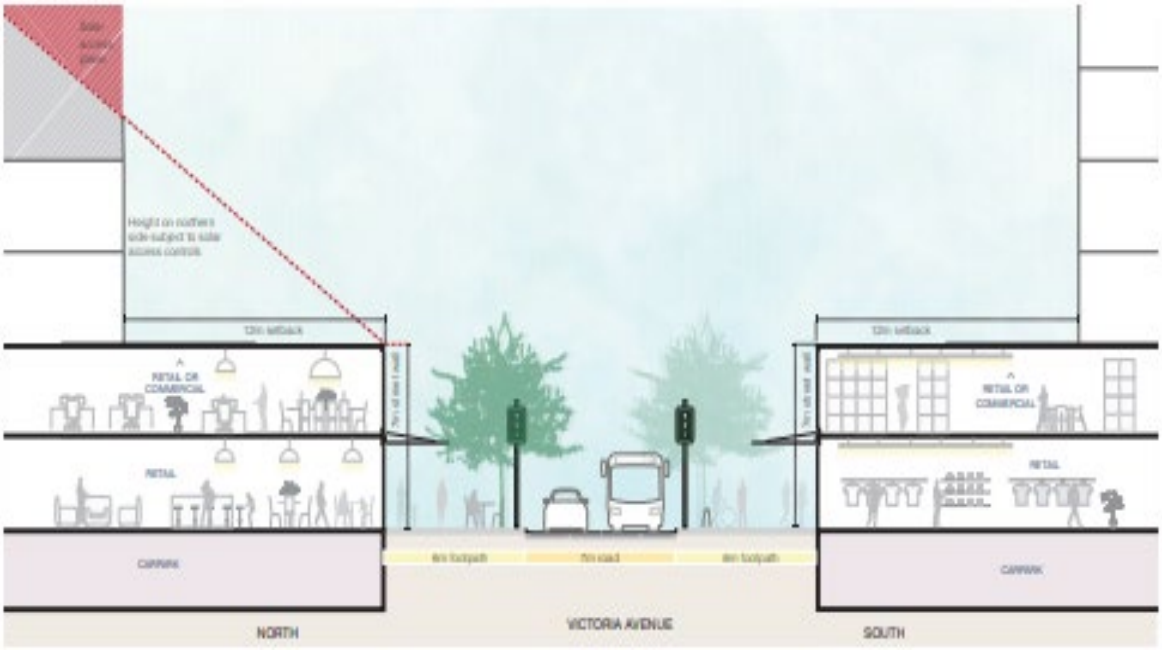
b. public use of rooftop spaces

c. provision of links to neighbouring sites

d. provision of car parking access from neighbouring sites

Figure 1 below shows an example of future development along the Victoria Avenue retail frontages.

Figure 1: Section of Victoria Avenue frontage



4.4.2 Pacific Highway – green setback

The eastern side of the Pacific Highway must provide a 4m wide deep soil zone setback and the western side must provide a 6m wide deep soil zone setback.

Willoughby City Council is seeking an unobstructed shared pedestrian and cycle path along the eastern side of the Pacific Highway (within Chatswood CBD). This must be factored into redevelopment of any site fronting the Pacific Highway.

Dimensions for the path are to be based on a 1.5m wide landscape verge and 3m wide shared path. The shared path may encroach on the 4m wide deep soil zone setback on a site, but if this is the case, a public right of way will be required.

4.4.3 Interface with low density residential conservation areas

Designs for developments at the interface with low density residential conservation areas must consider the surrounding low density heritage context. The objective is to minimise impacts by:

a. maximising setbacks and minimising street wall heights to provide separation and reduce bulk and scale (setbacks above minimum requirements may be sought in these locations)

b. providing deep soil planting at ground, landscaping on podium levels, and wherever possible, the upper levels

c. using design, façade treatment and high quality materials and finishes

5 Artarmon local centre

5.1 Character statement

The main part of Artarmon local centre is along the western side of Hampden Road, next to Artarmon railway station. A large portion is within Artarmon Heritage Conservation Area.

Shops on the western side of Hampden Road currently provide a range of local needs and services such as post office, banking, health services, takeaway food, cafes and restaurants. There are high rise residential units behind the main Artarmon shopping area to the west.

Wilkes Plaza, within Artarmon Heritage Conservation Area, is on the eastern side of the railway station. It provides a pleasant, popular open space area enclosed by cafes, restaurants and shops as well as being a well-used pedestrian thoroughfare.

The centre is in a valley, with the land climbing to the west of the railway line and the Wilkes Avenue plaza at a low point. Hampden Lane, to the rear of Hampden Road, is approximately level with the retail rooftops (two levels above Hampden Road). This slope results in around a 2-metre difference in some parts of the centre from the retail and the street.

Key attributes of the centre include the train station and a good level of pedestrian traffic. Artarmon has a strong village atmosphere and an active resident and business community concerned to retain and enhance its heritage character and sense of place. The built form generally presents two storey commercial street frontages, with many of the retail facades demonstrating the heritage character of the precinct with architectural features and detailing. A narrow landscaped strip runs north–south between the railway line and Hampden Road, known as Artarmon Village Green.

5.2 Performance criteria

Proposed development in Artarmon local centre should:

a. maintain the two storey commercial built form as shown in Figure 3 to provide a significant proportion of non-residential floor space for shop top housing developments

b. retain and refurbish the existing fine grain heritage frontages on Hampden Road, while allowing for site amalgamation to provide further shop top residential apartments

c. provide articulation to break up the length of walls to reduce the bulk and visual impacts of shop top housing above the second level

d. encourage green roofs, and roof top gardens in appropriate locations

e. maintain existing small-scale village character east of the railway line

f. maintain active street frontages

g. provide deep soil zones in appropriate locations to support existing and additional mature trees with wide tree canopies to improve the streetscape and reduce urban heat impacts

5.3 Master plan for Artarmon local centre

Any future development in Artarmon local centre must have regard to the following key features of the adopted master plan. The numbers below refer to actions to be carried out by Willoughby City Council and/or developers to achieve the outcomes of the adopted master plan.

1. Improvements to the public domain and pedestrian access around the station entry on Hampden Road and Broughton Road.
2. Construction of new toilets, small café pavilion and cycle storage.

3. Provision of new plaza and play space next to the pavilion.
4. Improvements to pedestrian crossings with new kerb blisters and thresholds to slow traffic.
5. Public domain improvements to Wilkes Avenue.
6. Retention of fine grain shop fronts.
7. New developments to provide upper level setbacks to minimise visual impact on Hampden Road.
8. Opportunity for lot amalgamation to provide a supermarket close to the station.
9. New developments to provide landscaping and good design elements along the Hampden Lane frontage.
10. New developments to provide roof gardens/green roofs.
11. New developments to make provision for at grade parallel car parking, interspersed with landscaped areas.
12. Any redevelopment of the library site should include a new community centre on the ground floor level.

Figure 2: Master plan for Artarmon from Willoughby Local Centres Strategy 2036

5.4 Controls for Artarmon local centre

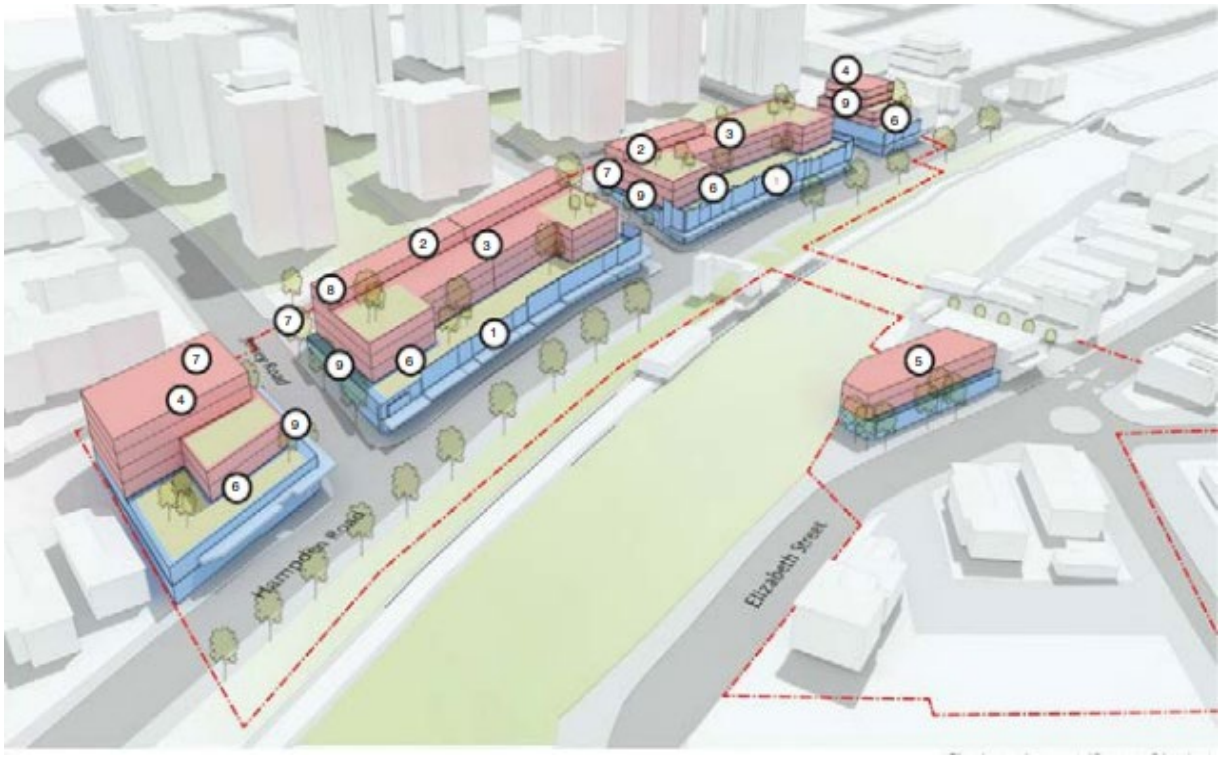
These controls are shown in Figure 3 and apply to any proposed new development in Artarmon local centre:

1. Retain the fine grain heritage frontage on Hampden Road.
2. Use the slope of the terrain to achieve 4 to 5 storey shop top housing developments between Francis Road and Jersey Road.
3. Amalgamate sites fronting Hampden Road, between Francis Road and Jersey Road to achieve a floor space ratio of up to 3:1.
4. Amalgamate sites fronting the eastern side of Jersey Road and the western side of Francis Road to achieve a floor space ratio of 3:1 and up to 6 storeys.
5. Maintain height of 3 storeys and floor space ratio of 1.3:1 on the library site.
6. Minimum 8m upper level setback (above the 2nd storey) to Hampden Road.
7. At grade vehicle access to car parking and loading/unloading area to be provided off Hampden Lane or side streets.
8. No upper level setback required to Hampden Lane.
9. Minimum 3m upper level setback (above the 2nd storey) from side streets.

Note:

- The roof top of shop top housing developments should provide communal (green) roof gardens.

Figure 1: Scale of development for Artarmon local centre



6 Castlecrag local centre

6.1 Character statement

The Castlecrag local centre is on Edinburgh Road between Eastern Valley Way and Rutland Avenue/The Postern.

The subdivision and layout of Castlecrag were designed by Walter Burley Griffin and the south eastern side of the centre is within the Griffin Conservation Area. The centre sits on a ridgeline with wide views across the district.

The centre has a mainly one to two storey built form character with a fine grain street frontage. The built form within the conservation area has a strong heritage character, referencing the original vision for Castlecrag.

The centre offers north-facing cafes and associated outdoor dining, complemented by retractable awnings on the southern side of the street and consistent fixed awnings on the north side.

The centre has been improved with new large unit UrbanStone paving, planting and street furniture. This includes more street trees and planting on the south side of Edinburgh Road. There is a strong desire within the community to retain the integrity of the design philosophy of Walter Burley Griffin for Castlecrag.

6.2 Performance criteria

Proposed development in Castlecrag local centre should:

a. reinforce the Griffin philosophy that the built form is subordinate to the surrounding natural environment

b. design buildings which are highly articulated with strong horizontal elements

c. encourage green roofs, and roof top gardens in appropriate locations

d. retain the fine grain built form of existing shopfronts on Edinburgh Road

e. ensure any redevelopment of the Quadrangle site provides new publicly accessible open space with good solar access

f. ensure any redevelopment of the Quadrangle provides a significant proportion of non-residential floor space as shown on Figure 11, with a pattern of fine grain shops along the Edinburgh Road frontage

g. maintain active street frontages

h. minimise vehicular access from Edinburgh Road

i. provide deep soil zones in appropriate locations to support existing and additional mature trees with wide tree canopies to improve the streetscape and reduce urban heat impacts

6.3 Master plan for Castlecrag local centre

Any future development in Castlecrag local centre must have regard to the following key features of the adopted master plan. The numbers below refer to actions to be carried out by

Willoughby City Council and/or developers to achieve the outcomes of the adopted master plan.

1. Retention of the Griffin Centre and ground floor façade, roof line and active street frontage.
2. Provide for a new park/green space.
3. Extend the curved façade of the Griffin Centre to reinforce The Postern.
4. Provide pedestrian links through to the Quadrangle site.
5. Retain mature boundary trees.
6. For any new development of the Quadrangle site, include a plaza with good solar access.
7. Provide roof top gardens and communal open space for any shop top housing.
8. Provide roof top gardens and communal open space for any shop top housing.
9. Retain at-grade car parking area.
10. Provide kerb blisters to improve mid-block crossing amenity.
11. Provide threshold and kerb blister treatments to improve pedestrian amenity.
12. For new developments, provide open space between shop top housing buildings.
13. Provide new vehicle access to the Quadrangle basement.
14. Provide a new left out vehicle access from the Quadrangle.
15. Create a green entry point at the intersection of Eastern Valley Way and Edinburgh Road.

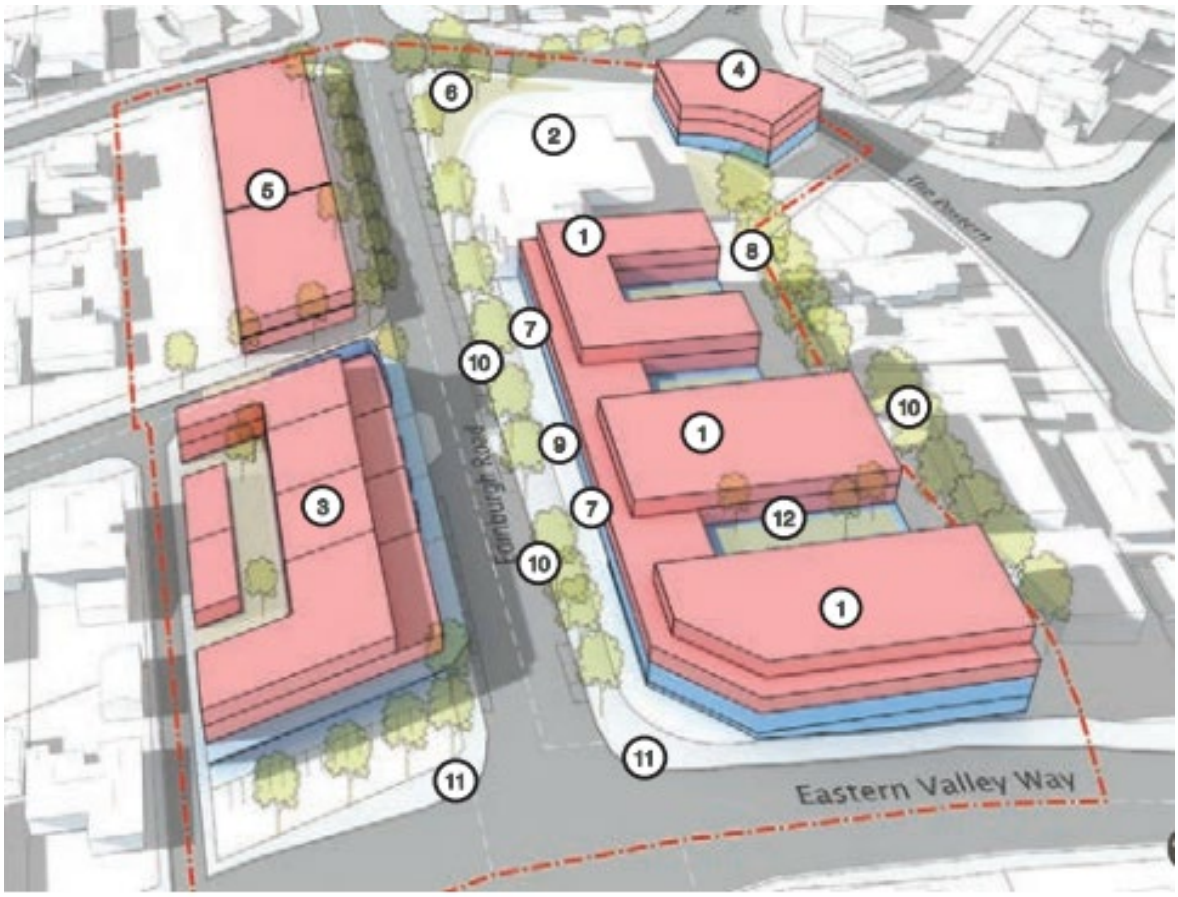
Figure 2: Master plan for Castlecrag from Willoughby Local Centres Strategy 2036

6.4 Controls for Castlecrag local centre

These controls are shown in Figure 5 and apply to any proposed new development in Castlecrag local centre:

1. Ensure a maximum of 4 storeys above the level at the Eastern Valley Way frontage and up to 3 storeys along Edinburgh Road (the additional storey below the Edinburgh Road frontage would use the topography of the site).
2. Retain the Griffin Centre which is identified as a heritage item.
3. Ensure a maximum of 3 storeys and 6m setback above the second level on the northern side of Edinburgh Road.
4. Ensure a maximum of 3 storeys for The Postern.
5. Require amalgamation for two development sites at 95–103 Edinburgh Road with vehicular access from the rear lane or side street.
6. Create public open space on the council-owned car park next to the Griffin Centre.
7. Provide a minimum 3m upper level setback (2nd storey) for shop top housing.
8. Maintain direct pedestrian links from the Quadrangle site to The Postern.
9. Ensure the built form does not restrict solar access along the footpath and adjoining public open space on the southern side of Edinburgh Road from 9am to 3pm on 21 June.
10. Retain the mature trees at the front and rear of the Quadrangle site.
11. Provide a ‘green’ landscaped entry point.
12. Provide a rooftop garden over the development with car parking area below.

Figure 3: Scale of development for Castlecrag local centre



7 North Willoughby local centre

7.1 Character statement

The North Willoughby local centre is at the intersection of Penshurst Street and Victoria Avenue. It is bounded by Patrick Street to the south, Terminus Lane to the north west and Power Lane to the north east.

North Willoughby, sometimes called East Chatswood, is on the fringe of Chatswood CBD, within a reasonable walking distance of around 1.5km from Chatswood railway station.

The existing built form character of the centre is a traditional streetscape defined by two-storey street frontages with a setback third storey. Buildings define key corners, such as the heritage listed Willoughby Hotel at the corner of Penshurst Street and MacMahon Street, and the mixed use building at the junction of Victoria Avenue and Penshurst Street. There is a range of businesses including medical suites, real estate agents, bakery, café and restaurants.

The centre offers excellent established street tree planting, particularly on Victoria Avenue and in the south of the centre. These trees provide shade on footpaths in the summer and a green leafy context. Generally, footpaths comprise a mix of tan herringbone brick pavers and more recent asphalt infill treatment. There have been recent improvements with street trees and low-level planting along Victoria Avenue.

7.2 Performance criteria

Proposed development in North Willoughby local centre should:

a. retain the fine grain built form of existing shopfronts

b. ensure any new development respects the heritage value of the Willoughby Hotel on the corner of Penshurst Street and MacMahon Street

c. create high amenity retail connections to rear lanes

d. maintain active street frontages

e. encourage green roofs, and roof top gardens in appropriate locations

f. provide deep soil zones in appropriate locations to support existing and additional mature trees with wide tree canopies to improve the streetscape and reduce urban heat impacts

7.3 Master plan for North Willoughby local centre

Any future development in North Willoughby local centre must have regard to the following key features of the adopted master plan. The numbers below refer to actions to be carried out by Willoughby City Council and/or developers to achieve the outcomes of the adopted master plan.

1. Provide new high quality public open space (pedestrianised or traffic calmed) at the corner of Penshurst Street and Sydney Street.
2. Provide ground floor active street frontages to public open space.
3. Provide new through site pedestrian links to laneway networks.
4. Improve pedestrian amenity/crossings and public domain at the intersection of MacMahon Street and Penshurst Street.
5. Provide ‘gateway’ corner elements for any new developments at the intersection of Victoria Avenue and Penshurst Street.
6. Provide kerb blisters to improve pedestrian amenity.
7. Create new public open space at the corner of Royal Street and Victoria Avenue and relocate at grade parking into a basement car parking area.
8. New shop top housing developments to create open space connectivity and separation between buildings.
9. The increase in height and density of this site to facilitate the open space and basement parking identified in Item 7.
10. The height of any new development next to the Willoughby Hotel shall not exceed the eaves height of the heritage item.

Figure 4: Master plan for North Willoughby from Willoughby Local Centres Strategy 2036

7.4 Controls for North Willoughby local centre

These controls are shown in Figure 7 and apply to any proposed new development in North Willoughby local centre:

1. Ensure a maximum of 5 storeys and floor space ratio of 2:1 for amalgamated lots directly fronting a new public open space.
2. Ensure a maximum of 5 storeys for amalgamated lots fronting Sydney Street within the local centre.
3. Ensure a maximum of 6 storeys and floor space ratio of 2.8:1 for amalgamated lots at the corners of the intersection of Victoria and Penshurst Streets.
4. Ensure development on sites immediately adjacent to the Willoughby Hotel does not exceed the current eaves height of the heritage item.
5. Ensure a maximum of 8 storeys and floor space ratio of 2.1:1 for amalgamated lots and provision of new public open space/plaza.
6. Ensure a minimum 3m upper level setback above two storeys along Penshurst Street and Victoria Avenue.
7. Provide public domain/open space improvements at the intersection of Sydney and Penshurst Streets.
8. Provide public domain and pedestrian improvements at the intersection of MacMahon and Penshurst Streets.

9. Provide minimum 4m wide through site pedestrian links to laneways.
10. Improve laneway access from Penshurst Street and Victoria Avenue.
11. For any new development identified in Item 5, provide for new public open space at the corner of Royal Street and Victoria Avenue with a minimum dimension of 15m by 30m.

Figure 5: Scale of development for North Willoughby local centre

8 High Street local centre

8.1 Character statement

High Street local centre is located along High Street and bounded by McClelland Street and Glover Street. The centre is a small strip of retail shops among one and two storey residential dwellings. It is a high amenity local centre, with a range of grocery and convenience offerings that serve the local neighbourhood.

The centre has convenient car parking provided at grade behind the shops on the northern side of Alexander Avenue. The church and associated school on the opposite side of the street have a key role in defining the character of the centre. The church adds civic and cultural elements and variety to the skyline.

8.2 Performance criteria

Proposed development in High Street local centre should:

a. retain and strengthen the good pedestrian access and through site connections from the retail shops

b. maintain and increase opportunities for active street frontages

c. increase fine grain shopfronts and maintain the active street frontages and outdoor dining areas

d. improve landscaped street frontages

e. encourage green roofs, and roof top gardens in appropriate locations

f. provide deep soil zones in appropriate locations to support existing and additional mature trees with wide tree canopies to improve the streetscape and reduce urban heat impacts

8.3 Master plan for High Street local centre

Any future development in High Street local centre must have regard to the following key features of the adopted master plan. The numbers below refer to actions to be carried out by Willoughby City Council and/or developers to achieve the outcomes of the adopted master plan.

1. Roof top gardens and communal open space to be provided for shop top housing.
2. Maintain and upgrade access and rear car parking area, north of Alexander Avenue; and maintain and upgrade rear lane car parking, south of Alexander Avenue.
3. Maintain through site/plaza links.
4. Relocate pedestrian crossings to better align with the through site/arcade links.
5. Improve pedestrian treatment and traffic calming measures at the intersection of High Street and Alexander Avenue.
6. Improve pedestrian treatment and traffic calming measures at the intersection of High Street and McClelland Street.

Figure 6: Master plan for High Street from Willoughby Local Centres Strategy 2036

8.4 Controls for High Street local centre

These controls are shown in Figure 9 and apply to any proposed new development in High Street local centre:

1. Maintain rear parking and laneway access.
2. Ensure a minimum 3m setback above 2 storeys along the High Street frontage.

Figure 7: Scale of development for High Street local centre

9 Naremburn local centre

9.1 Character statement

The Naremburn local centre is along Willoughby Road. It is bounded by Quiamong Street to the north, Willoughby Road to the east, Bongalong Street to the south and Glenmore Street to the east.

The centre is close to the Gore Hill Freeway. It is around 750m from St Leonards strategic centre and 3.3km from Chatswood CBD.

Naremburn has a series of two-storey, mid-century brick shop fronts with awnings and small unit paving that contributes to the village feel. Despite this, the centre is dominated by its relationship to Willoughby Road and the intersection with the Gore Hill Freeway.

Most of the built form along Willoughby Road has awnings that span the width of the footpath and provide pedestrians protection from the weather. The wide footpaths can accommodate multiple users, which encourages foot traffic as the predominant mode of transport in the area.

There are good trees around the northern end of the centre, providing a buffer between the street and the outdoor dining area. However, the landscape aesthetic is not continued to the southern portion of the centre. The centre includes two heritage items, at 284/284A Willoughby Road and 272–276 Willoughby Road. Retail in the centre is focused around food and beverage and some other services such as health and beauty and laundry. The centre lacks convenience stores such as grocery or banking.

9.2 Performance criteria

Proposed development in Naremburn local centre should:

a. retain the fine grain built form with heritage character

b. maintain active street frontages

c. encourage restaurants and cafes to provide outdoor dining areas

d. create through site activated arcade links

e. encourage green roofs, and roof top gardens in appropriate locations

f. provide deep soil zones in appropriate locations to support existing and additional mature trees with wide tree canopies to improve the streetscape and reduce urban heat impacts

9.3 Master plan for Naremburn local centre

Any future development in Naremburn local centre must have regard to the following key features of the adopted master plan. The numbers below refer to actions to be carried out by Willoughby City Council and/or developers to achieve the outcomes of the adopted master plan.

1. Retain the fine grain shop fronts/facades fronting Willoughby Road.
2. Provide through site/arcade links.
3. Retain heritage buildings/facades.
4. Provide public car parking and service access to the rear of lots fronting Willoughby Road.
5. Create additional high quality public space fronting Willoughby Road.
6. Provide pedestrian access for the public.
7. Provide roof top gardens and communal open space for shop top housing.
8. Provide an opportunity for a new public plaza.
9. Provide an opportunity for a small supermarket with basement car parking.

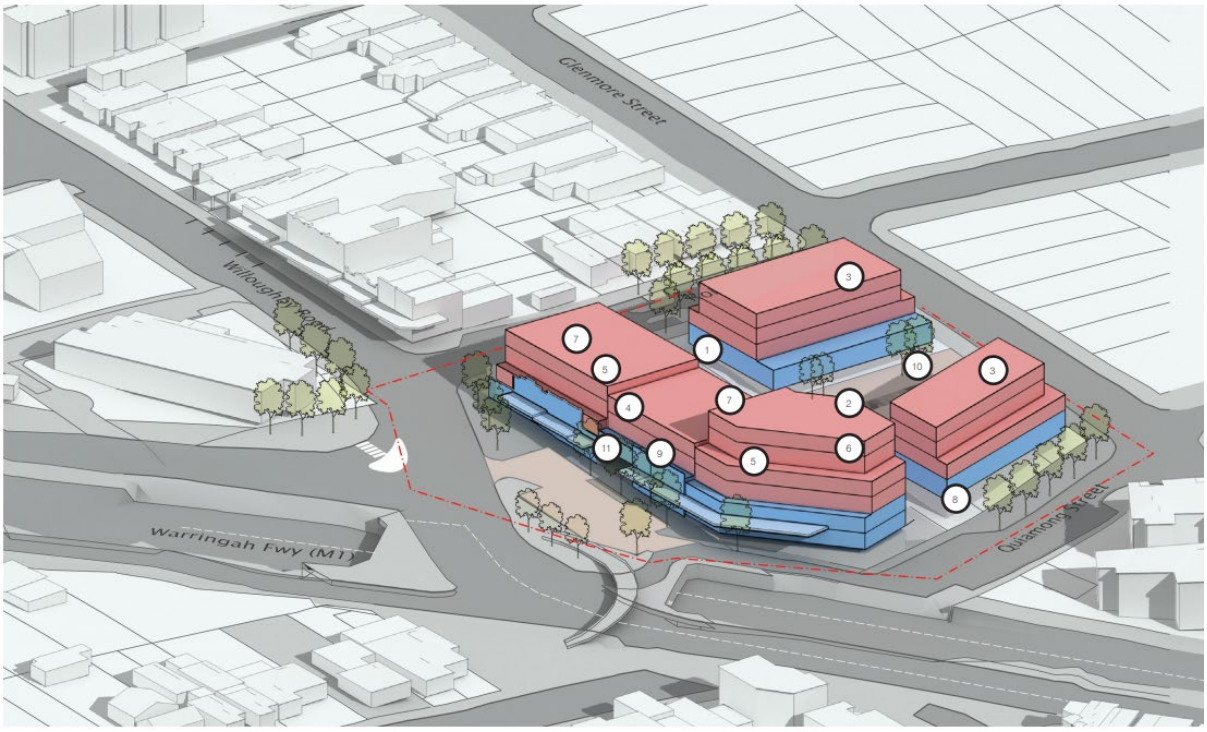
Figure 8: Master plan for Naremburn from Willoughby Local Centres Strategy 2036

9.4 Controls for Naremburn local centre

These controls are shown in Figure 11 and apply to any proposed new development in Naremburn local centre:

1. Ensure a maximum of 4 storeys.
2. Ensure a maximum of 6 storeys and floor space ratio of 1.9:1 for amalgamated lots on the north-east corner site.
3. Ensure a maximum of 4 storeys and floor space ratio of 1:1 for amalgamated lots with 3m setback above 2 storeys fronting Glenmore Street and Rohan Street.
4. Maintain fine grain shop fronts along Willoughby Road.
5. Provide a minimum 3m upper level setback above 2 storeys fronting Willoughby Road.
6. Additional 3m setback above 4 storeys fronting Willoughby Road.
7. Ensure the built form (including height and setbacks) of new development does not detract from the heritage values of adjacent heritage listed buildings.
8. Provide a minimum rear setback of 18m for lots fronting Willoughby Road to allow for future public parking and service areas.
9. Make provision for ground floor arcade/public through site link.
10. Make provision for new public space with active ground floor frontage.
11. Delete car parking spaces in front of shops and relocate car parking spaces within new developments to create improved public plaza on Willoughby Road.

Figure 9: Scale of development for Naremburn local centre



10 Northbridge local centre

10.1 Character Statement

Northbridge is at an entry point to the Willoughby local government area from the south. The business precinct is focused on a major arterial route along Sailors Bay Road, Eastern Valley Way and Strathallen Avenue.

Eastern Valley Way is a freight corridor and regular bus routes service the centre travelling north and south, and to and from the Sydney CBD.

Northbridge Plaza is on the northeast corner of Eastern Valley Way and Sailors Bay Road. It includes a major supermarket as well as 23 specialty shops. There is a large council car park at the rear of the plaza.

The Northbridge local centre lacks any significant outdoor open space area for community recreation and gatherings.

The topography of the centre is generally flat, with Sailors Bay Road running along the ridgeline. The built form character of the centre is generally a two to four storey street frontage. While the eastern side of the centre has a smaller lot pattern, the western side of the centre is characterised by larger lots and a bulkier built form. Some recent examples of shop top housing exist in the centre.

The eastern side of the centre benefits from increased street tree planting and landscaping, a pedestrian crossing at Bellambi Street, a generally consistent zero building setback to the street, and a higher level of fine grain street presentation. The majority of the centre is paved in a tan herringbone brick paver.

10.2 Performance criteria

Proposed development in Northbridge local centre should:

a. retain the fine grain built form along Sailors Bay Road, east of Strathallen Avenue

b. maintain and increase opportunities for active street frontages

c. encourage restaurants and cafes to provide outdoor dining areas east of Strathallen Avenue

d. create high quality design elements for buildings on prominent corner sites to identify the gateways entrances to the town centre

e. make provision for public open space and underground car parking at the rear of Northbridge plaza

f. encourage green roofs, and roof top gardens in appropriate locations

g. provide deep soil zones in appropriate locations to support existing and additional mature trees with wide tree canopies to improve the streetscape and reduce urban heat impacts

10.3 Master plan for Northbridge local centre

Any future development in Northbridge local centre must have regard to the following key features of the adopted master plan. The numbers below refer to actions to be carried out by Willoughby City Council and/or developers to achieve the outcomes of the adopted master plan.

1. Only commercial floor space allowed for any new development on the northern side of Sailors Bay Road between Eastern Valley Way and Harden Avenue.
2. Provide new public open space above basement public car parking area.
3. Create a pedestrian laneway link.
4. Provide a range and mix of dwelling typologies, including opportunities for affordable housing and build-to-rent housing.
5. New residential development to provide basement car parking areas with vehicular access from Baringa Road only.
6. Provide streetscape improvements to Sailors Bay Road and Strathallen Avenue.
7. Provide a public domain with pedestrian access at the southern end of Bellambi Street.
8. Roof top gardens and communal open space to be provided for shop top housing.
9. Maintain and improve laneway network for servicing and deliveries.
10. Investigate opportunities for additional pedestrian crossing at existing intersections.
11. Provide blisters or central refuge for safer pedestrian crossing.

Figure 10: Master plan for Northbridge from Willoughby Local Centres Strategy 2036

10.4 Controls for Northbridge local centre

These controls are shown in Figure 13 and apply to any proposed new development in Northbridge local centre.

1. Ensure a maximum of 6 storeys with provision for a roof top garden between two 6 storey building components for any new development on 83–113 Sailors Bay Road as shown on Figure 13.
2. Ensure a maximum of 3–5 storeys for a mix of residential apartment and townhouse developments with provision for large areas of open space as shown on Figure 13.
3. Ensure a maximum of 3 storeys along the northern side of Baringa Road and up to 4 storeys along Sailors Bay Road (new development sites must be amalgamated to achieve the minimum lot size of 1,100m^2 and a minimum frontage of 27m).
4. Ensure a maximum of 4 storeys for amalgamated lots on the north-west corner of Eastern Valley Way and Sailors Bay Road.
5. Ensure a maximum of 5 storeys for amalgamated lots in the E1 zone with a 1m setback on east and western side of Strathallen Avenue and a 3m setback on Baringa Road above the third level.
6. Ensure a maximum 4 storeys; or a maximum of 5 storeys if a second storey of commercial floor space is provided.
7. Provide for new public open space with a minimum area of 2,000m^2 immediately behind any commercial development along Sailors Bay Road.

8. Ensure a minimum upper level setback of 3m above 2nd storey and additional 6m setback above 4th storey for commercial buildings along Sailors Bay Road.
9. Provide a minimum 6m deep soil landscaped setback area along the southern side of Sailors Bay Road, west of Strathallen Avenue.
10. Provide for a shared vehicle and pedestrian laneway from Eastern Valley Way to Harden Avenue.
11. Provide for a laneway and service access from Sailors Bay Road.

Figure 11: Scale of development for Northbridge local centre

11 Penshurst Street local centre

11.1 Character statement

The built form character of the centre is generally two-storey in the E1 Local Centre zone with a consistent build to boundary street address and awnings.

In the E3 zone running along the west of Penshurst Street, built form is generally two to three storeys, with inconsistent setbacks, landscaping, and awnings. Some buildings are substantially setback with at grade parking at the front. The lack of rear or side access has led to several access driveways interrupting the street footpath.

The E3 zone at the intersection of Mowbray Road and Penshurst Street is characterised by a taller built form of three to five storeys.

Despite the R3 medium density residential zoning south of Oakville Road, the residential character of built form facing the eastern side of Penshurst Street is low density with single storey detached dwellings and small garden setbacks to the street. This side of the street

has ornamental pear trees and some landscaping along the footpath. There is minimal street tree planting elsewhere in the centre.

The area located south of Mowbray Road comprises shop top housing style premises including a recent development known as ‘The Mint’.

11.2 Performance criteria

Proposed development in Penshurst Street local centre should:

a. make provision to improve the pedestrian and cycling environment

b. improve service access to minimise impacts on the public domain along Penshurst Street

c. ensure active frontages are provided in the E1 and E3 zones

d. encourage green roofs, and roof top gardens in appropriate locations

e. provide deep soil zones in appropriate locations to support existing and additional mature trees with wide tree canopies to improve the streetscape and reduce urban heat impacts

11.3 Master plan for Penshurst Street local centre

Any future development in Penshurst Street local centre must have regard to the following key features of the adopted master plan. The numbers below refer to actions to be carried out by Willoughby City Council and/or developers to achieve the outcomes of the adopted master plan.

1. Roof top gardens and communal open space to be provided for shop top housing.
2. Provide shared vehicular access to reduce the number of driveways off Penshurst Street.
3. Investigate provision for safe pedestrian crossings at the intersection of Penshurst Street and Oakville Road.
4. Provide streetscape improvements and additional street trees along Penshurst Street.
5. Roof top gardens and communal open space to be provided for shop top housing.
6. Extend Medway Lane to Penshurst Street.
7. Retain at grade car parking area.
8. New development to incorporate enhanced visual features such as public art and/or unique façade treatment on the prominent corner site.
9. New development to incorporate enhanced visual features such as public art and/or unique façade treatment on the prominent corner site.

Figure 12: Master plan for Penshurst Street from Willoughby Local Centres Strategy 2036

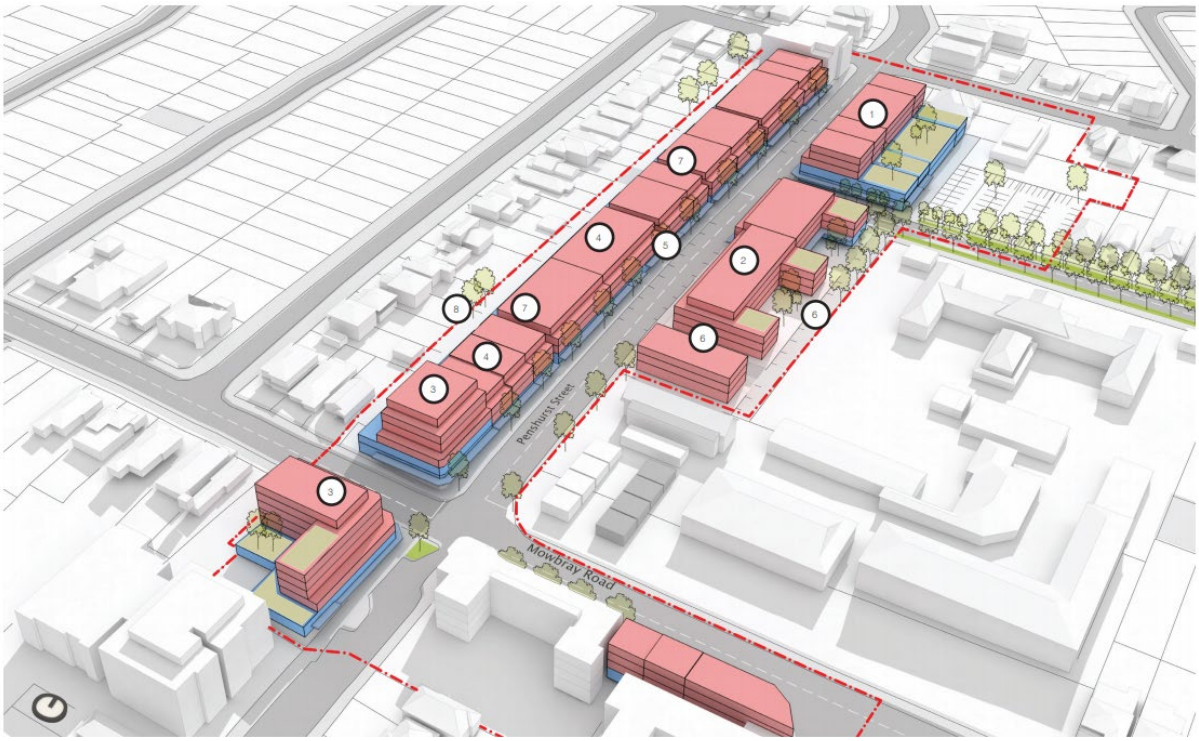
11.4 Controls for Penshurst Street local centre

These controls are shown in Figure 15 and apply to any proposed new development in Penshurst Street local centre.

1. Ensure a maximum of 5 storeys and floor space ratio of 2.8:1 for amalgamated lots fronting Penshurst Street with a roof top garden above the second level comprising approximately 50% of the width of the site as shown on Figure 15.
2. Ensure a maximum of 4 storeys and floor space ratio of 2.1:1 on amalgamated lots in the R3 zone with roof top gardens at the rear above the third floor levels.
3. Ensure a maximum of 6 storeys and floor space ratio of 2.8:1 on amalgamated lots; with a minimum 3m setback from the rear boundary and a further minimum 3m setback above the second floor level for any new development on the north western corner of Penshurst Street and Mowbray Road; and roof top gardens for any new development on the south western corner as shown on Figure 15.
4. Ensure a maximum of 4 storeys and floor space ratio of 2:1 on amalgamated lots fronting Penshurst Street.
5. Ensure a minimum 3m setback above 3 storeys.
6. For new development, make provision to extend Medway Lane to join Penshurst Street.
7. Provide shared vehicle access between amalgamated sites to minimise the number of driveways on Penshurst Street.

8. Ensure a minimum 3m rear setbacks and a further minimum 3m setback above the first floor level for all new developments adjoining the rear yard area of properties along Ward Street.

Figure 13: Scale of development for Penshurst Street local centre



12 Willoughby South local centre

12.1 Character statement

The Willoughby South local centre is bounded by Penkivil Street and Harris Street to the north and Borlaise Street to the south. The commercial area mainly fronts Willoughby Road with some commercial areas branching off Willoughby Road in Frenchs Road. The centre has direct access to the Gore Hill freeway from Willoughby Road and is around 7.2km from the Sydney CBD.

The topography of the area slopes from north to south and there is a substantial east/west change in level between the area bounded by Frenchs Road, Tulloh Lane and Prentice Lane.

The existing buildings are generally one and two storeys with shop fronts to Willoughby Road. There have been some more recent mixed use developments which are three-storey in height. The Bridge View Hotel is a prominent building in this locality and is identified as a local heritage Item. The facades of the buildings at 549–553 Willoughby Road are also heritage listed.

There are two council car parks off Borlaise Street. However, they are not well sign-posted and have poor connection to the retail strip.

Sanders Park located to the west of the centre in Julian Street provides neighbourhood open space. There is also significant tree canopy creating a green network at the rear of properties on the western side of Willoughby Road.

12.2 Performance criteria

Proposed development in Willoughby South local centre should:

a. make provision for new and/or improved laneway connections

b. maintain and increase opportunities for active street frontages

c. encourage first floor commercial uses

d. ensure active frontages are provided at the corners of local side streets off Willoughby Road and Frenchs Road, and to any internal plaza spaces

e. encourage green roofs, and roof top gardens in appropriate locations

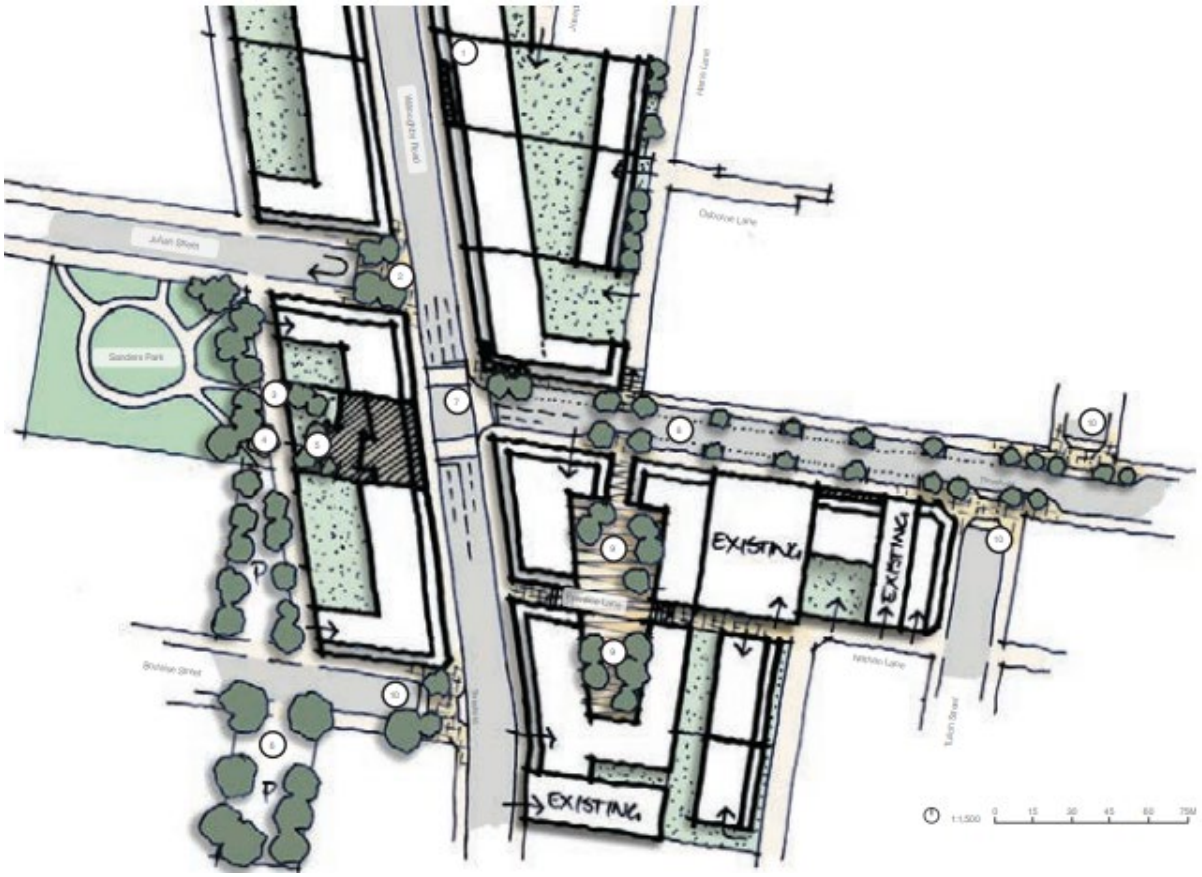
f. provide deep soil zones in appropriate locations to support existing and additional mature trees with wide tree canopies to improve the streetscape and reduce urban heat impacts

12.3 Master plan for Willoughby South local centre

Any future development in Willoughby South local centre must have regard to the following key features of the adopted master plan. The numbers below refer to actions to be carried out by Willoughby City Council and/or developers to achieve the outcomes of the adopted master plan.

1. Retain the fine grain shop fronts/facades fronting Willoughby Road.
2. Provide a public domain with pedestrian access at the eastern end of Julian Street.
3. Connect laneway between Julian Street and Borlaise Street.
4. Improve landscaping of Sanders Park along the frontage of the new laneway.
5. Upgrade outdoor space at the rear of the Bridgeview Hotel.
6. Retain car parking area off Borlaise Street.
7. Provide kerb extension on the northern side of Frenchs Road at the corner of Willoughby Road.
8. Provide streetscape improvements and additional street trees along Frenchs Road.
9. New developments to create a public plaza around Prentice Lane.
10. Improve pedestrian treatment and traffic calming measures at the intersections of Frenchs Road with Tulloh Street and Chiltern Road.

Figure 14: Master plan for Willoughby South from Willoughby Local Centres Strategy 2036



12.4 Controls for Willoughby South local centre

These controls are shown in Figure 17 and apply to any proposed new development in Willoughby South local centre.

1. Ensure a maximum of 5 storeys for amalgamated lots in the E1 zone on the eastern side of Willoughby Road.
2. Ensure a maximum of 2:1 floor space ratio for amalgamated lots east of Willoughby Road.
3. Ensure a maximum of 2:1 floor space ratio for amalgamated lots west of Willoughby Road.
4. Ensure a maximum of 3:1 floor space ratio for amalgamated lots with a frontage on the eastern side of Willoughby Road with a minimum non-residential floor space ratio of 1.5:1 (amalgamated sites must ensure there is an equitable distribution of public open space/plaza areas within the development).
5. Provide fine grain shop fronts that are consistent with existing development along Willoughby Road.
6. Ensure a minimum 3m upper level setback above 2 storeys fronting Willoughby Road.
7. For development on lots adjacent to the Bridgeview Hotel, between Julian Street and Borlaise Street, provide a consistent street setback to the heritage item above the first storey, and a 3m setback to the heritage item.

8. For developments to the west of Willoughby Road with access off Borlaise Street, consider vehicle/conflict and create activation for new developments next to Sanders Park.
9. For new developments west of Willoughby Road and north of Julian Street make provision for a 7m wide rear lane for vehicular access and servicing.

Figure 15: Scale of development for the Willoughby South local centre

13 Controls for specific sites

This section provides controls for any future development for specific sites and areas, and the site specific DCPs that support approved planning proposals in the Chatswood CBD and the Local Centres.

13.1 Chatswood CBD

The following specific sites and areas, and the site specific DCPs apply to the Chatswood CBD.

13.1.1 767 Pacific Highway, Chatswood

The existing façade of the heritage listed Chatswood Fire Station is to be incorporated within any future development on the site if it is required to be demolished for road widening.

These special controls apply to the development of amusement centres within the Mandarin Centre, Chatswood. All applications for amusement centres require development consent from the Council. When development applications for amusement centres are being assessed, local schools, Police and Council's Community Services Division will be consulted.

13.1.2 61A Albert Avenue Chatswood (Mandarin Centre)

13.1.3.1 General

The controls contained in this site specific Development Control Plan apply to 65 Albert Avenue Chatswood. This land is bounded by Albert Avenue, Victor Street and Orchard Road as shown in Figure 18 below.

Figure 18: Site Aerial Map

1 Objectives of the Plan

The Objectives of the Plan are to:

1. Support the provision of commercial development in the Chatswood CBD.
2. Enable the development of the site without impacting the viability of adjoining land.
3. Provide a building exhibiting design excellence in architectural form and materials.
4. Minimise traffic impacts on the surrounding road network.
5. Maximise street level activation.

2. Built Form

Performance Criteria

The built form of new development shall:

1. Achieve a slender tower/s on the site.
2. Achieve a site layout that provides a pleasant environment for the occupants and minimises impact on surrounding properties and streetscape.
3. Ensure visual and acoustic privacy and sun access.
4. Provide suitable areas for communal open spaces, deep soil zones and landscaping.
5. Minimise view loss for surrounding properties.

Controls

1. The width of each side of any tower, and design elements that contribute to building bulk, are to be minimised.
2. If there is more than one tower on a site, sufficient separation is to be provided in accordance with required setbacks to ensure slender tower forms are achieved.
3. Two towers must not visually read as one large tower. Towers are not to be linked above Podium and should operate independently regarding lifts and services.
4. The site layout, including any tower/s within the site, is to be in accordance with Figure 19.

Figure 19: Site Layout

3.0 Height of Building

Performance Criteria

The height of the new development shall:

1. Be consistent with the permitted Height of Buildings development standard applicable to the site.
2. Minimise overshadowing of surrounding properties and the nearby key public spaces and public domain.

Controls

1. The maximum building height is to include all structures located at roof level, including lift over runs and any other architectural features.

2. All roof top lift over runs or exposed structures are to be integrated with the building.
3. Flat roof areas shall incorporate useable outdoor recreation space where suitable.

4.0 Setbacks and street frontage heights

Performance Criteria

Setbacks shall:

1. Ensure the positioning of new buildings are consistent with the proposed streetscape envisioned for Chatswood CBD and contained in the Chatswood CBD Planning and Urban Design Strategy 2036.
2. Be provided at Ground level to contribute to public realm.
3. Contribute to slender tower forms.
4. Minimise the effects of adverse wind conditions at street level.

Street wall heights shall:

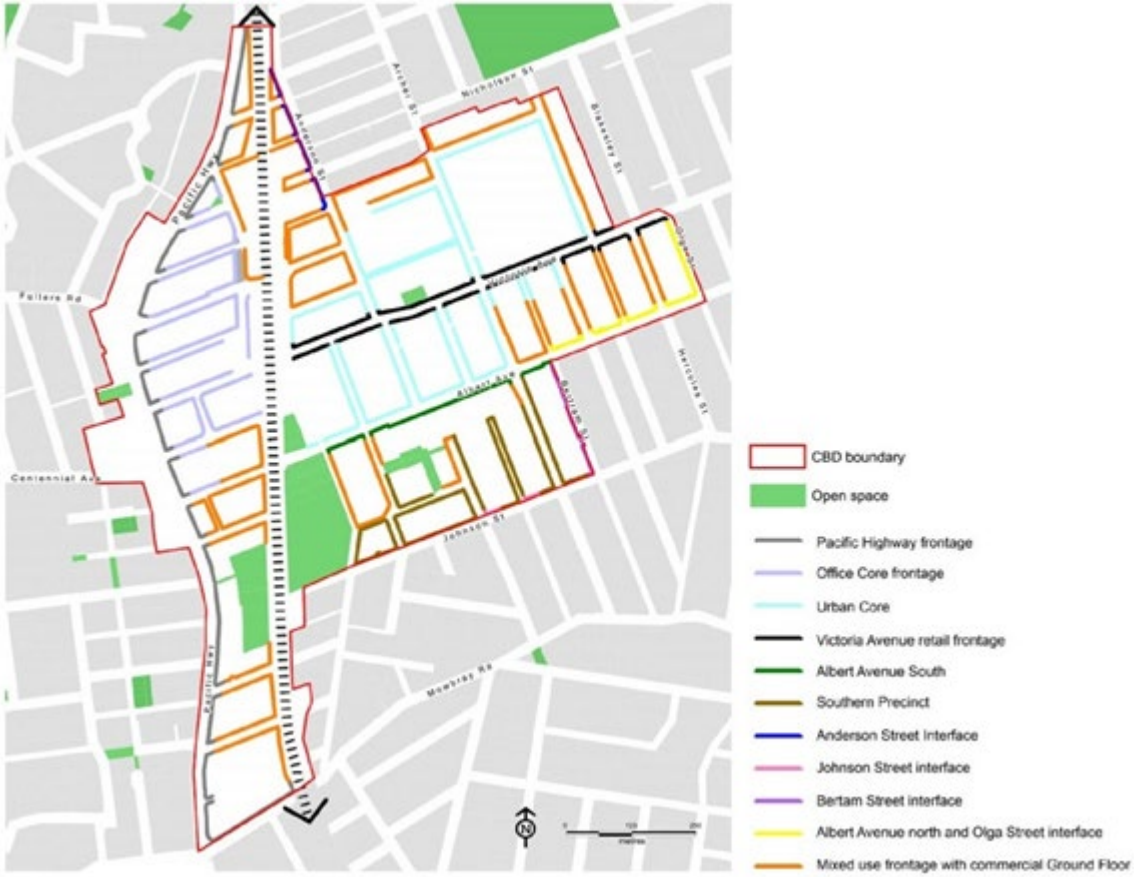
5. Ensure the street wall heights are consistent with the street wall heights envisioned for Chatswood CBD and contained in the Chatswood CBD Planning and Urban Design Strategy 2036.

Controls

The development is to have a maximum street wall height of 24m at any point.

1. Building setbacks and street wall heights are to be in accordance with Map 5 Setbacks and Street Frontage Heights. The setbacks are summarised as follows:
    a) Albert Avenue
        i. Maximum 24 metre street wall height at front boundary
        ii. Minimum 6 metre setback above street wall to tower.
    b) Victor Street
        i. Maximum 24 metre street wall height at front boundary.
        ii. Minimum 6 metre setback above street wall to tower.

Map 5: Setbacks and Street Frontage Heights



1. In addition to Controls 1 and 2:

   a) Setbacks may be greater and street wall heights may be lower.
   b) Additional ground level setbacks are sought that contribute to public realm.

5.0 Building Exterior

Performance Criteria

1. Buildings are to demonstrate a high design quality when viewed from the public domain and the surrounding area.
2. Facade treatment and design is to be used to break down the mass and bulk of buildings.
3. High quality façade materials and finishes are to be used which contribute positively to the built environment and mitigate urban heat.

Controls

1. Facades are to be articulated and should incorporate recesses and projecting elements.
2. Extensive blank walls shall be avoided at street level.

6.0 Amenity

Performance Criteria

1. Improve pedestrian amenity surrounding the site.

Controls

1. A Wind Assessment shall be submitted at Development Application stage.
2. A detailed Acoustic Assessment shall be submitted at Development Application stage.
3. The development shall be designed to maximise solar access, cross ventilation, visual and acoustic privacy.

7.0 Open Space and Landscaping

Performance Criteria

1. Greening at the podium roof level is to be provided, with planting visible to the surrounding area – with particular regard to Albert Avenue and Victor Street.
2. Podium and roof tops are to be a combination of green and recreation spaces.
3. Street tree planting is to be provided.

Controls

1. Public domain improvements shall be provided to all street frontages to Council requirement
2. 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. A Landscape Plan is to be provided at Development Application stage detailing all public domain at ground level, street tree planting, planting and space allocation at podium and roof top levels. This is to include species, container size at planting, spacing and approximate size at maturity.
4. Street tree planting is at the cost of the proponent, with location and species to be determined in consultation with Council at Development Application stage.
5. 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.

8.0 Links

Performance Criteria

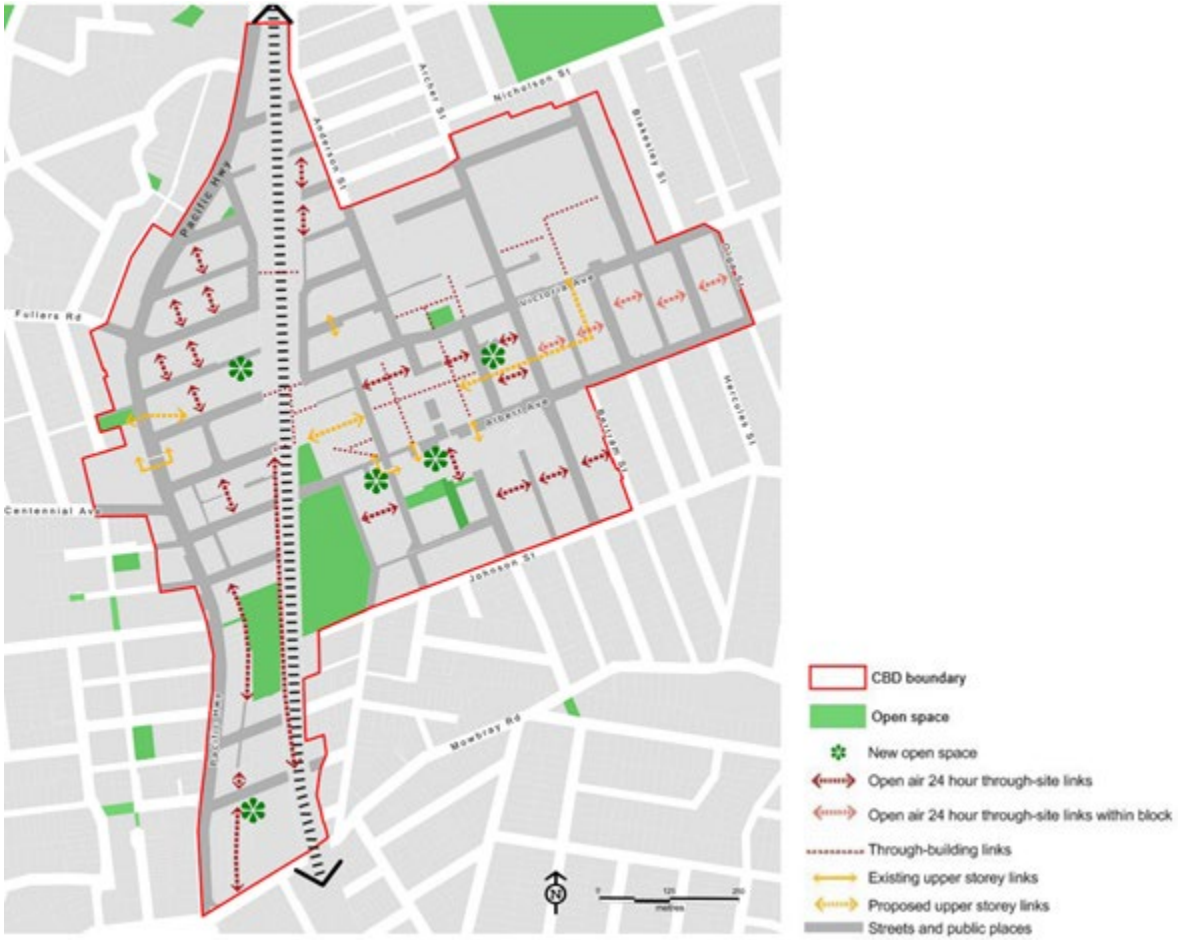
1. The development shall provide publicly accessible through site links and open space.
2. Publicly accessible open space is to include green landscaping.

Controls

1. The development is to incorporate public accessible through site links at:
    a) the Albert Avenue / Victor Street corner
    b) near the northern site boundary as it connects with Victor Street in accordance with Map 4.

2. 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.

Map 4: Through Site Links and Open Space



9.0 Active Street Frontages

Performance Criteria

1. To ensure that uses on the ground level contribute to the activation of the public domain.
2. To ensure that design and location of ground floor uses maximise surveillance of the public domain.

Controls

1. At ground level buildings are to maximise active frontages to Albert Avenue and Victor Street.
2. A building has an active street frontage if all premises on the ground floor of the building facing the street(s) are used for the purpose of commercial premises or non-residential purposes and provide elements of visual interest when viewed from the street.

10.0 Traffic and Transport

Performance Criteria

1. Development must be designed to provide adequate and safe access to the site.

2. Development on the site is not the cause of adverse traffic impacts on the surrounding road system.
3. Minimise the number of vehicular access points to the development.
4. All vehicles are to enter and exit the site in a forward direction.
5. Traffic and transport solutions are to be physical (rather than mechanical) on this site.
6. Minimise car parking and encourage alternative transport options.

Controls

1. Vehicle access to the development is to be from one access point in Victor Street.
2. Vehicle egress from the development is to be from one access point in Orchard Road.
3. Vehicle access and egress is to be designed and located to achieve safety, minimise conflicts between pedestrians and vehicles and create a high quality streetscape.
4. All car parking and loading facilities are to be located below ground level.
5. Other strategies for car parking reduction, such as reciprocal arrangements for sharing parking and car share, is to be included in any future Development Application.

11.0 Waste Management, Loading and Services

Performance Criteria

1. All loading, unloading and servicing is required to occur on-site.
2. To ensure that adequate provision is made for waste storage and disposal.
3. Floor space at Ground level is to be maximised.

Controls

1. All loading and unloading services are required to occur at basement level on-site.
2. Other supporting functions such as garbage rooms, plant and other services are to be located in Basement levels.
3. A Waste Management Plan shall be submitted at the Development Application stage.
4. Substations are to be provided within buildings, not within the streets, open spaces or setbacks and not facing key active street frontages.

12.0 Design Excellence

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. All developments that have a height of 35m or more are subject to a competitive design process.
2. The competitive design process must be undertaken in accordance with the Willoughby Design Excellence Policy and Willoughby Design Excellence Guidelines.

13.0 Public Art

Performance Criteria

1. All redevelopments in the Chatswood CBD should contribute to public art in accordance with Council's Public Art Policy.

Controls

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

14.0 Building Sustainability

Performance Criteria

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

Controls

1. A minimum of 5 stars GBCA building rating is expected. A higher rating is encouraged. An assessment report is to be submitted at Development Application stage

15.0 Amusement Centres

General

1. These special controls apply to the development of amusement centres within the Mandarin Centre, Chatswood. All applications for amusement centres require development consent from the Council. When development applications for amusement centres are being assessed, local schools, Police and Council's Community Services Division will be consulted.

Objectives

1. Accommodate the establishment of a quality amusement centre within the Mandarin Centre;
2. Ensure that the operation of the amusement centre does not cause problems for schools within the area;
3. Ensure that the amusement centre is a functional and well supervised facility;
4. Achieve an open, pleasant and safe environment for all those wishing to play amusement devices; and
5. Ensure that the use does not cause any form of nuisance or social disturbance.

Location

1. Amusement centres must only be located within the managed centre.
2. Amusement centres shall not be located at natural ground level if the premises has direct access to a street, lane, mall or public place.
3. The entrance to the amusement centre shall not be located within 20m of the entrance of the managed centre.

Additional Considerations

1. In respect of any development application for an amusement centre, Council will take into consideration the following matters:

a) any representations made by a statutory body or other interested persons in relation to the application;

b) the necessity and desirability of making provision on site for the parking of cars and bicycles;

c) the existing and future amenity of the neighbourhood;

d) whether the proposed development is likely to cause a nuisance due to the emission of noise, vibration, congregations in public places, or otherwise adversely affect the environment;

e) the social effect of the use in the locality and the public interest;

f) access for people with disabilities; and

g) the location of premises in relation to residential areas and schools.

Operational Requirements

1. Hours of operation

   a) Amusement centres shall not operate outside the approved hours of the Mandarin Centre.

2. Building Code of Australia

   a) Buildings will be required to comply with the requirements of the Building Code of Australia for a class 9(b) building and a “place of public entertainment”. The number of persons on the premises at any one time shall be limited to one (1) person per 1.2m^2 of gross floor area.

3. Management of Patrons

   a) No person who is in effective control of an amusement centre shall permit to enter or remain thereon any person under the age of eighteen (18) years except:

      i. at an hour or on a day when primary or secondary schools are not open; or
      ii. where the person submits satisfactory evidence to those in management that they are either not enrolled as a student at a primary or secondary school, or absent from school with the approval of the school.

   b) An amusement centre shall be attended during all hours of operation by at least one person, or if Council so decides depending on the size of the facility, two or more persons, and any such person(s) shall be recognisable as an attendant. The attendant(s) is to be responsible for the effective control of the centre and to ensure that the conditions of any consent applying to the centre are complied with so as to achieve the objectives of Part E3.3.3 of this plan.

   c) No alcohol or drugs are to be permitted on the premises at any time.

4. Amusement Devices

   a) An amusement centre shall not contain any amusement device which is or can be operated for profit or reward by the player(s) where such profit or reward is in the form of money.

5. Generation of Crowds
    a) The operation of the premises is not to adversely affect the amenity of the surrounding area, by allowing people to congregate in a public place.
    b) An applicant will need to submit details of appropriate management measures to satisfy this requirement.
6. Noise Transmission
    a) Materials of construction shall be such that the noise transmission rating shall achieve a sound level not exceeding 5dB/A above the ambient level of any adjoining building or public place. This does not include other occupancies within the managed centre.

13.1.3 58 Anderson Street Chatswood

General

These controls apply to land bounded by 58 Anderson Street, Wilson Street, and the North Shore Railway Line, as shown in Figure 20.

Figure 20: Site Aerial Map

------The site

Objectives of the Plan

The aims and objectives of this plan are to:

1. Provide guidelines for a mixed use development on the site.
2. Provide a development that ensures the viability of future development of surrounding properties.
3. Minimise traffic impacts on the surrounding road network.
4. Ensure development on the site minimises impacts to the amenity of neighbouring residential properties.

5. Provide landscaping in and surrounding the site that enhances the presentation of the site as well as the amenity of the development.
6. Achieves architectural and urban design excellence.
7. Maximises activation to Anderson and Wilson Streets.

2. Built Form

Performance Criteria

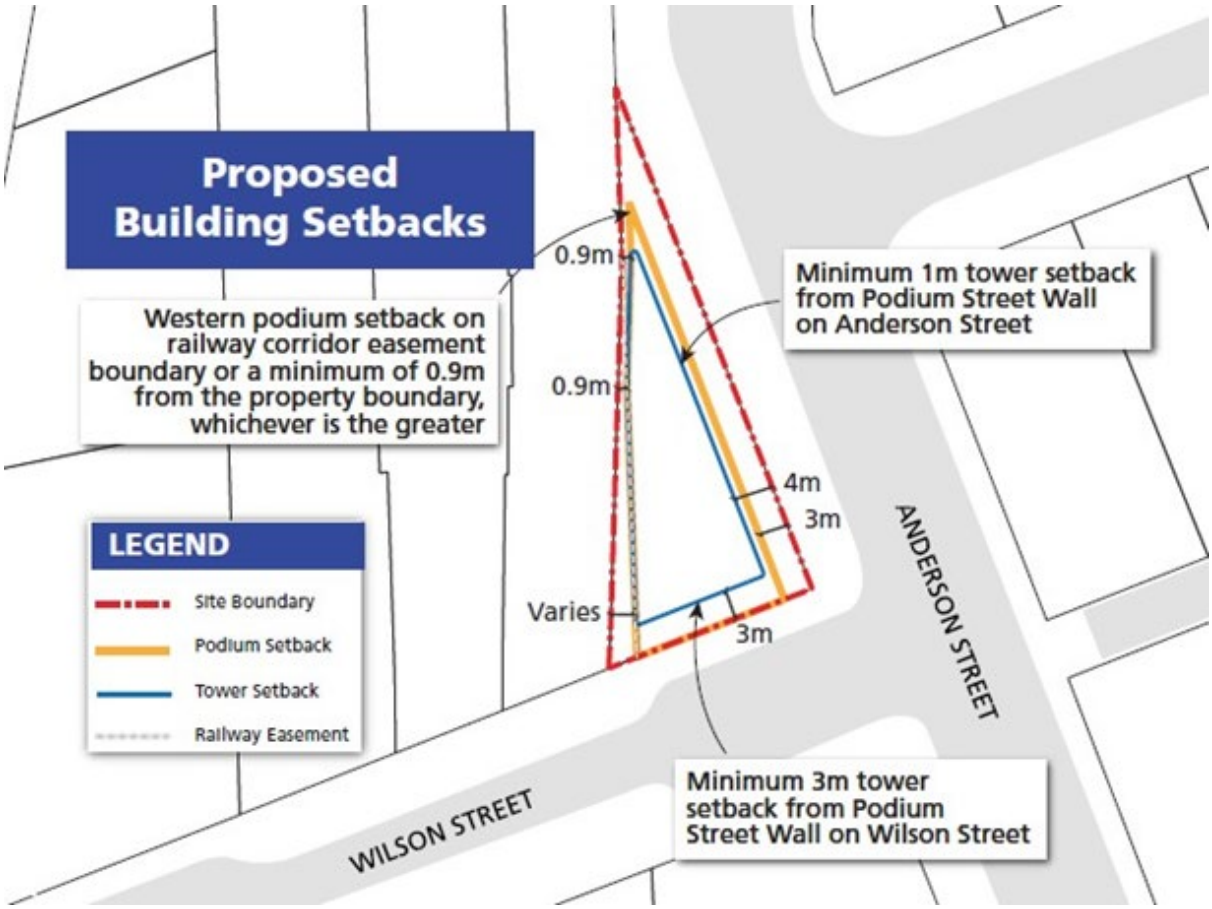
The built form of the new development shall:

1. Achieve a slender tower form on the site.
2. Achieve a site layout that provides a pleasant environment for the occupants and minimises impact on surrounding properties.
3. Ensure visual and acoustic privacy, natural ventilation, sun access and views.
4. Provide suitable areas for communal open spaces, deep soil zones and landscaping.
5. Minimise view loss for surrounding properties.

Controls

1. The tower floor plate above podium is to be consistent with Figure 21.
2. The width of each side of any tower, and design elements that contribute to building bulk, are to be minimised.
3. The site layout is to be in accordance with Figure 21.

Figure 21: Site Layout



3 Height of Building

Performance Criteria

The height of the new development shall:

1. Be consistent with the permitted Height of Buildings development standard applicable to the site.
2. Minimise overshadowing of surrounding properties and the nearby key public spaces and public domain.

Controls

1. The maximum building height is to include all structures located at roof level, including lift over runs and any other architectural features.
2. All roof top lift over runs or exposed structures are to be integrated with the building.
3. Flat roof areas shall incorporate useable outdoor recreation space where suitable.
4. Setbacks and street frontage heights.

Performance Criteria

Setbacks shall:

1. Ensure the positioning of new buildings are consistent with the proposed streetscape envisioned for Chatswood CBD and contained in the Chatswood CBD Planning and Urban Design Strategy 2036.

2. Be provided at Ground level to contribute to public realm.
3. Contribute to slender tower forms.
4. Minimise the effects of adverse wind conditions at street level.

Street wall heights shall:

5. Ensure the street wall heights are consistent with the street wall heights envisioned for Chatswood CBD and contained in the Chatswood CBD Planning and Urban Design Strategy 2036.

Controls

1. The building setbacks are to be in accordance with Map 5 “Street Frontage Heights and Building Setbacks”. The required setbacks are:
    a. Anderson Street frontage
        i. Minimum 3 metre setback at ground level from boundary.
        ii. 6-14 metre street wall height.
        iii. Minimum 1 metre setback above street wall.
    b. Wilson Street frontage
        i. 6-14m street wall height at boundary.
        ii. Minimum 3 metre setback above street wall.

Map 5: Street Frontage Heights and Building Setbacks

2. In addition to Control 1:
    a) Setbacks may be greater and street wall heights may be lower.
    b) Additional ground level setbacks are sought that contribute to public realm.

5. Building Exterior

Performance Criteria

1. Buildings are to demonstrate a high design quality when viewed from the public domain and the surrounding area.

2. Facade treatment and design is to be used to break down the mass and bulk of buildings.
3. High quality façade materials and finishes are to be used which contribute positively to the built environment and mitigate urban heat.

Controls

1. Facades are to be articulated and should incorporate recesses and projecting elements.
2. Extensive blank walls shall be avoided at street level.

6. Amenity

Performance Criteria

1. To maximise solar access and ventilation to residential units.
2. Ensure visual and acoustic privacy of residential units within the development and developments on adjoining properties.
3. Improve pedestrian amenity surrounding the site.

Controls

1. A Wind Assessment shall be submitted at Development Application Stage.
2. A detailed Acoustic Assessment shall be submitted at Development Application Stage.
3. The development shall be designed to maximise solar access, cross ventilation, visual and acoustic privacy.

7. Open Space and Landscaping

Performance Criteria

1. Landscaping is to soften and complement the development.
2. Landscaping at street level shall improve the amenity and appearance of the pedestrian environment.
3. The development shall provide publicly accessible links and open space.
4. Publicly accessible open space is to include green landscaping.
5. Podium and roof tops are to be a combination of green and recreation spaces.
6. Street tree planting is to be provided.

Controls

1. All roofs up to 30 metres from ground level are to be green roofs. These are to provide a balance of passive and active green spaces that maximise solar access.
2. A minimum of 2 hours of direct solar access is to be provided to the public open space on the site.
3. Publicly accessible open space and green landscaping such as street trees will be required by all developments.
4. Communal open space for residents of the building is to be incorporated within/on the building, and include seating, recreational areas (e.g. barbeque area) and landscaping.

5. Any communal open space, with particular regard to roof top level on towers, shall be designed to address issues of quality, safety, and usability.
6. 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 as green walls of buildings.
7. Deep soil planting is to be provided within the setback to Anderson Street. Deep soil plantings include trees, shrubs, and grasses, and are to be unimpeded by buildings or structures below ground.
8. All publicly accessible open space is to be the responsibility of the relevant ownership entity, with formal public access to be created over these areas.

8. Links

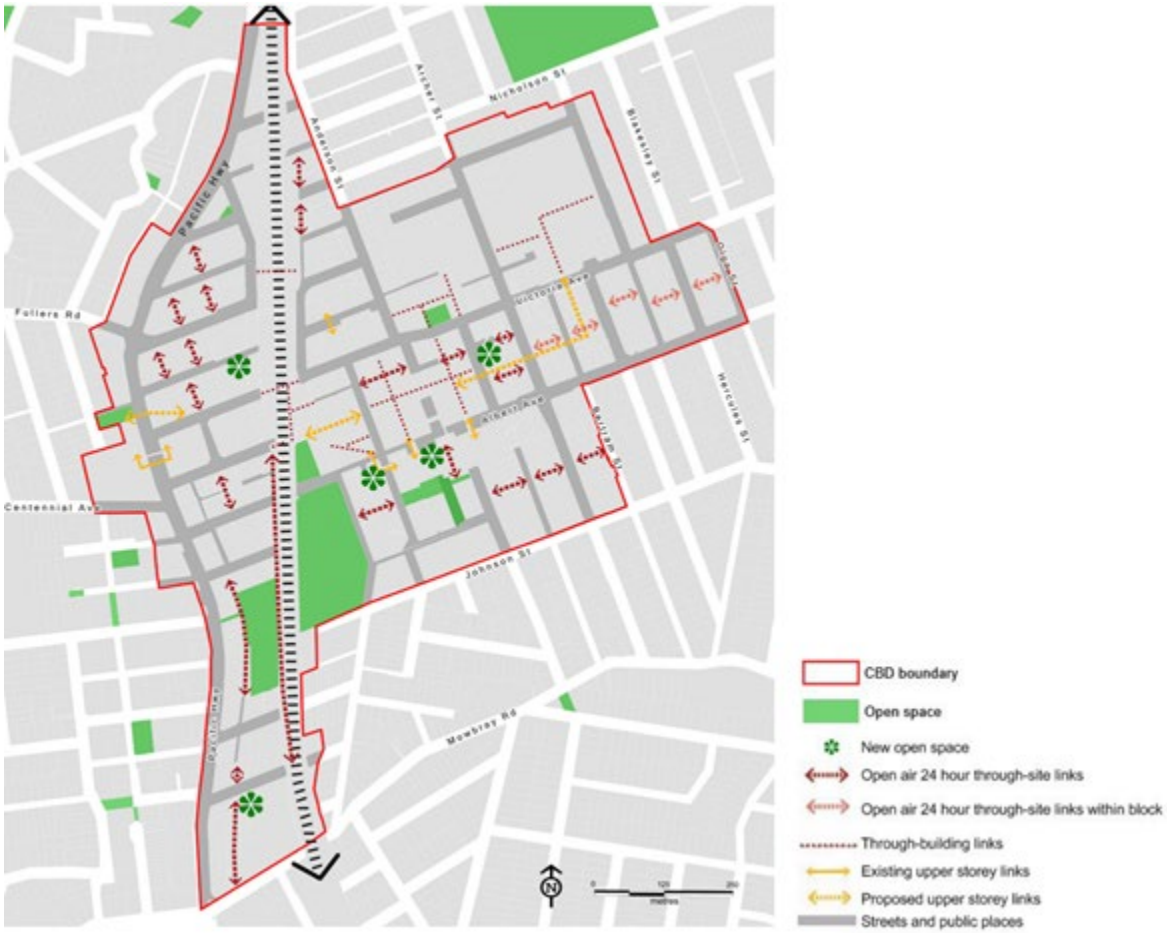
Performance Criteria

1. The development shall provide publicly accessible through site links and open space.
2. Publicly accessible open space is to include green landscaping.

Controls

1. The development is to incorporate public accessible through site links in accordance with Map 4 below.
2. 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.

Map 4: **Through Site Links and Open Space**



9. Active Street Frontages

Performance Criteria

1. To ensure that uses on the ground level contribute to the activation of the public domain.
2. To ensure that design and location of ground floor uses maximise surveillance of the public.

Controls

1. At ground level buildings are to achieve some active frontages to Anderson Street and Wilson Street.
2. A building has an active street frontage if all premises on the ground floor of the building facing the street(s) are used for the purpose of commercial premises or non-residential purposes and provide elements of visual interest when viewed from the street.

10. Traffic and Transport

Performance Criteria

1. Development must be designed to provide adequate and safe access to the site.
2. Development on the site is not to cause adverse traffic impacts on the surrounding road system.
3. Minimise the number of vehicular access points to the development.

4. All vehicles are to enter and exit the site in a forward direction.
5. Minimise car parking and encourage alternative transport options.

Controls

1. All vehicles are to enter and exit a site in a forward direction. Vehicle manoeuvring technologies such as turntables should only be provided where demonstrated to be necessary.
2. Vehicle access points are located and designed to achieve safety, minimise conflicts between pedestrians and vehicles, and create a high quality streetscape.
3. Traffic shall be restricted to left in/left out on the Anderson Street entrance, to be facilitated by the introduction of a median strip and constructed at the cost of the proponent and designed in consultation with Council.
4. Bicycle access/facilities and circulation along Anderson and Wilson Streets is required, including “filling the gaps” in the existing bicycle network across intersections.
5. Safe and secure on-site bicycle parking capacity including lockers and racks and end-of-trip facilities to meet the expected site demands are to be provided and designed to meet the relevant design standards.

11. Waste Management, Loading and Services

Performance Criteria

1. All loading, unloading and servicing is required to occur on-site.
2. To ensure that adequate provision is made for waste storage and disposal.
3. Floor space at Ground level is to be maximised.

Controls

1. Any loading docks, including garbage, deliveries, and residential removal trucks are to be located in the basement or at the rear of ground floor areas. Loading docks may be permitted on the ground floor where it can be demonstrated that it is not practical to provide within basement levels.
2. Vehicular access to the site is to be via Wilson Street for commercial deliveries and garbage collection and via Anderson Street for residential entries and exits.
3. A Waste Management Plan shall be submitted at Development Application Stage.
4. Substations are to be provided within buildings, not within the streets, open spaces or setbacks and not facing key active street frontages.

12. Design Excellence

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. All developments that have a height of 35m or more are subject to a competitive design process.

2. The competitive design process must be undertaken in accordance with the Willoughby Design Excellence Policy and Willoughby Design Excellence Guidelines.

13. Public Art

Performance Criteria

1. All redevelopments in the Chatswood CBD should contribute to public art in accordance with Council's Public Art Policy.

Controls

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

14. Building Sustainability

Performance Criteria

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

Control

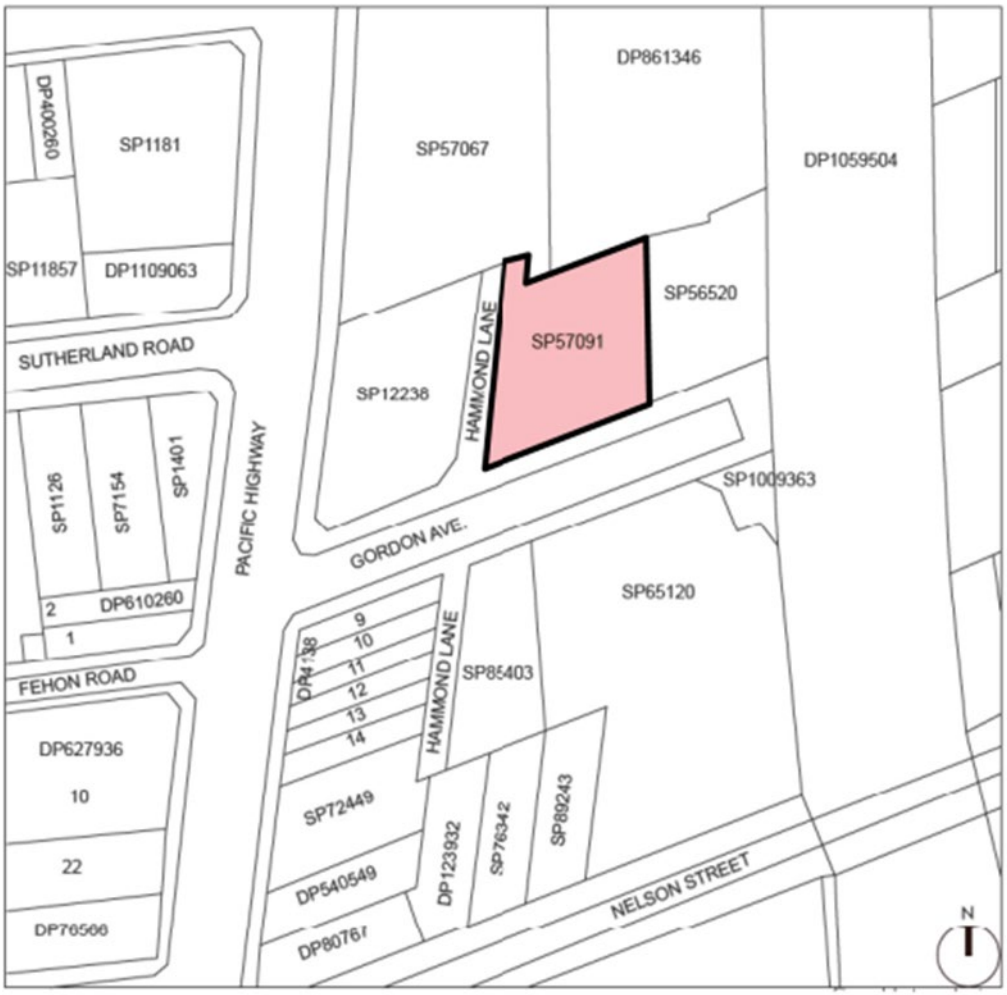
1. A minimum of 5 stars GBCA building rating is expected. A higher rating is encouraged. An assessment report is to be submitted at Development Application stage.

13.1.4 5 - 9 Gordon Avenue Chatswood

1. General

The controls contained in this Site Specific Development Control Plan apply to land at 5-9 Gordon Avenue, Chatswood. The land is bounded by Gordon Avenue to the south, 655A and 655 Pacific Highway to the north, Hammond Lane to the west, and 1-3 Gordon Avenue to the east as shown on the Figure 22 below.

Figure 22: **Site Aerial Map**



Objectives of the Plan

The aims and objectives of this Plan are to:

1. Provide guidelines for a mixed use development on the site.
2. Provide a development that ensures the viability of adjoining and surrounding sites for future development.
3. Minimise traffic impacts on the surrounding road network
4. Ensure development on the site minimises impacts to the amenity of neighbouring residential properties.

5. Provide landscaping in and surrounding the site that enhances the presentation of the site as well as the amenity of the development.
6. Achieves architectural and urban design excellence.
7. Maximise activation to Gordon Avenue and Hammond Lane.

2. Built Form

Performance Criteria

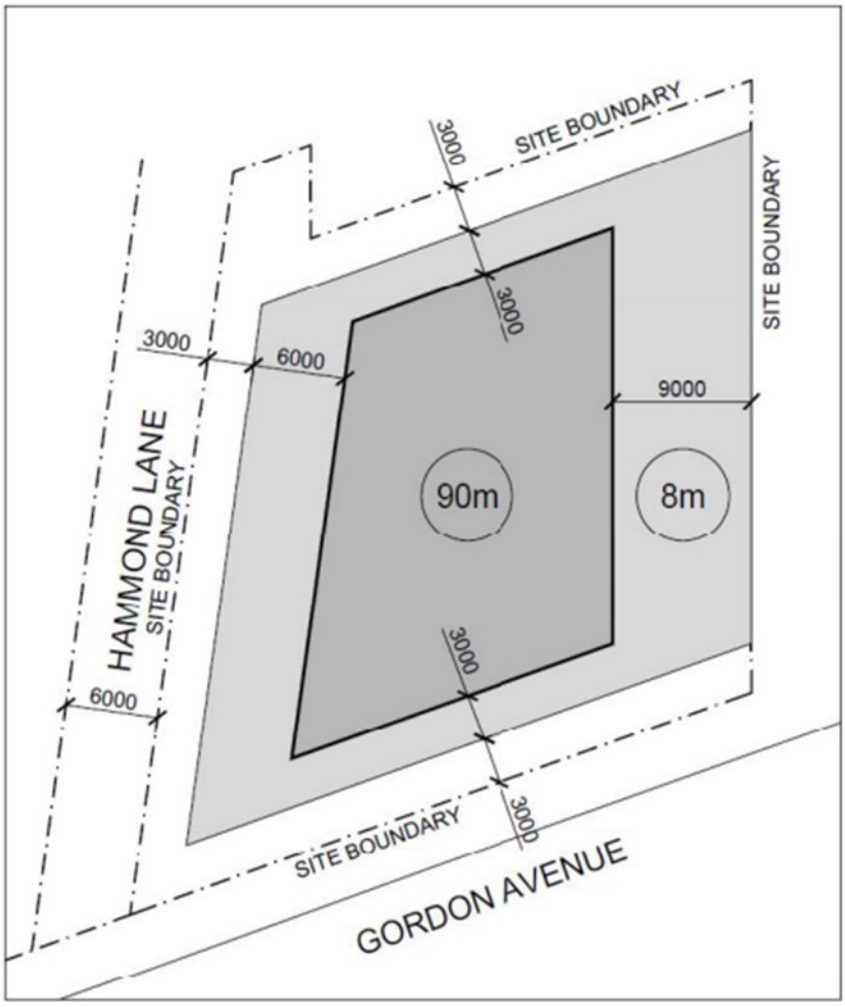
The built form of the new development shall:

1. Achieve a slender tower form on the site.
2. Achieve a site layout that provides a pleasant environment for the occupants and minimises impact on surrounding properties.
3. Ensure visual and acoustic privacy, natural ventilation, sun access, and views.
4. Provide suitable areas for communal open spaces, deep soil zones, and landscaping.

Controls

1. The maximum tower floor plate that applies to this site for residential towers above a podium is 700m^2.
2. The width of each side of any tower should be minimised and design elements that contribute to building bulk should be minimised.
3. The building layout is to be in accordance with Figure 23.

Figure 23: Site Layout



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.
2. Minimise overshadowing of surrounding properties, key public spaces and public domain.

Controls

1. The maximum building height is to include all structures located at roof level, including lift over runs and any other architectural features.
2. All roof top lift over runs or exposed structures are to be integrated with the building.
3. Flat roof areas shall incorporate useable outdoor recreation space where suitable, within the maximum building height.

4. Setbacks and Street Frontage Heights

Performance Criteria

Setbacks shall:

1. Ensure the positioning of new buildings is consistent with the proposed streetscape envisioned for Chatswood CBD and contained in the Chatswood CBD Planning and Urban Design Strategy 2036.
2. Be provided at Ground level to contribute to public realm.
3. Contribute at Ground level deep soil areas, landscaping, and open space.
4. Contribute to slender tower forms.
5. Minimise the effects of adverse wind conditions at street level.

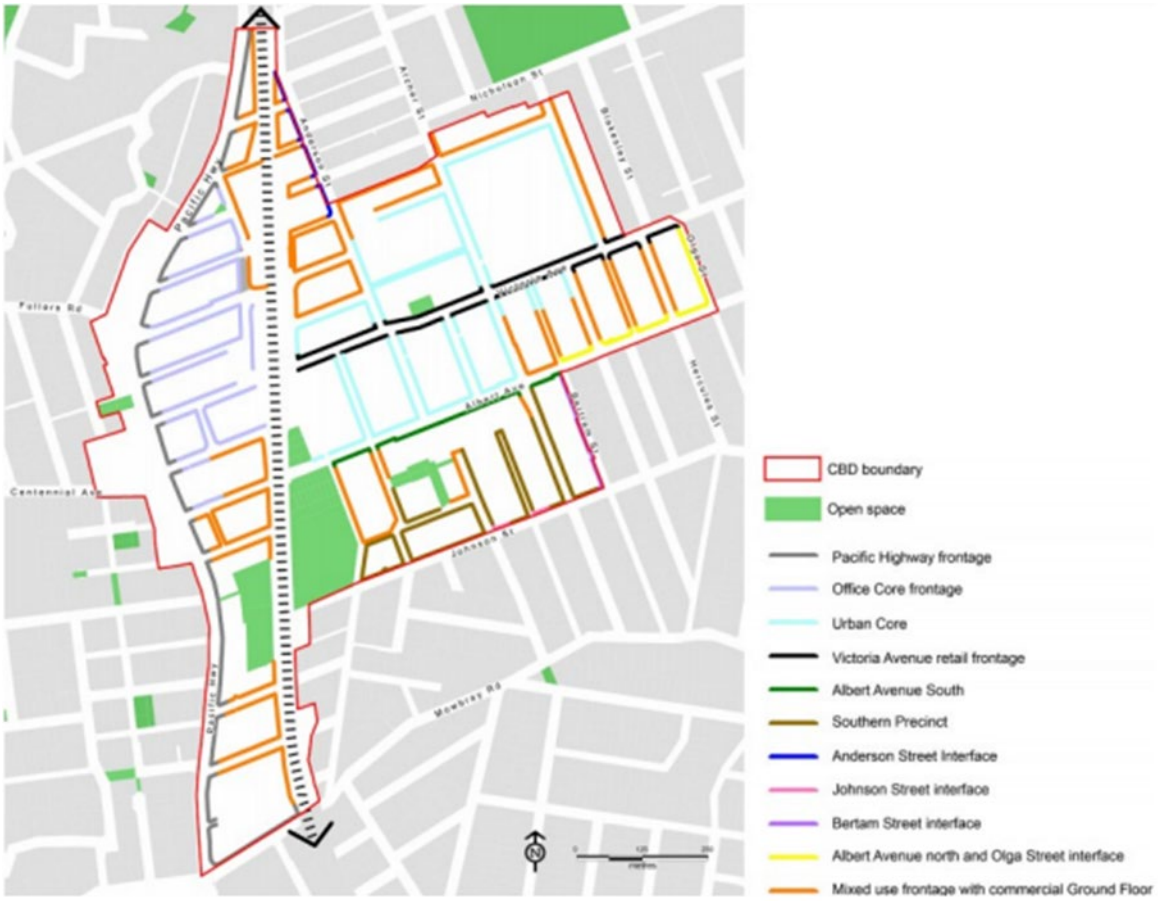
Street wall heights shall:

1. Ensure such heights are consistent with the street wall heights envisioned for Chatswood CBD and contained in the Chatswood CBD Planning and Urban Design Strategy 2036.

Controls

1. The building setbacks are to be in accordance with Map 5 (Setbacks and street frontage heights). Setbacks are as follows:
    a) Gordon Avenue and Hammond Lane Frontage:
        i) 6-14 metre street wall height at front boundary (maximum two to four storeys).
        ii) Minimum 3 metre setback above street wall.
    b) In regards the tower, a minimum of 1:20 ratio of the setback to building height above the podium (eg. tower to be setback 3 metre above podium for a 60 metre building, 4.5 metre setback for a 90 metre building).

Map 5: Setbacks and Street Frontage Heights



2. In addition to Control 1:
    a) Setbacks may be greater and street wall heights may be lower.
    b) Additional ground level setbacks are sought that contribute to public realm.

5. Building Exterior

Performance Criteria

1. Buildings are to demonstrate a high design quality when viewed from the public domain and the surrounding area.
2. Facade treatment and design is to be used to break down the mass and bulk of buildings.
3. High quality façade materials and finishes are to be used which contribute positively to the built environment and mitigate urban heat.

Controls

1. Facades are to be articulated and should incorporate recesses and projecting elements that do not encroach into required setbacks.
2. Extensive blank walls shall be avoided at street level.

6. Amenity

Performance Criteria

1. Maximise solar access and ventilation to residential units.
2. Ensure visual and acoustic privacy of residential units in the development and adjoining properties.
3. Improve pedestrian amenity surrounding the site.

Controls

1. A Wind Assessment shall be submitted at Development Application Stage.
2. A detailed Acoustic Assessment shall be submitted at Development Application Stage.
3. Residential units shall be designed to maximise solar access, cross ventilation, visual and acoustic privacy.

7. Open Space and Landscaping

Performance Criteria

1. Landscaping is to soften and complement the development.
2. Landscaping at street level shall improve the amenity and appearance of the pedestrian environment.
3. The development shall provide publicly accessible links and open space.
4. Publicly accessible open space is to include meaningful green landscaping.
5. Greening at the podium roof level is to be provided, with planting visible to the surrounding area – in particular to Gordon Avenue, Hammond Lane and the neighbouring properties.
6. Podium and roof tops are to be a combination of green and recreation spaces.
7. Street tree planting is to be provided.

Controls

1. Open space at ground level shall be utilised as publicly accessible open space.
2. All roofs up to 30 metres from ground are to be green roofs. These are to provide a balance of passive and active green spaces that maximise solar access.
3. A minimum of 2 hours of sun access is to be provided to the public open space on the site.
4. Public domain improvements shall be provided to all street frontages to Council requirements.
5. 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.
6. Deep soil planting is to be provided within the setback to Gordon Avenue, Hammond Lane and setback to the northern (rear) boundary. Deep soil plantings include trees and shrubs, and are to be unimpeded by buildings or structures below ground.

7. A Landscape Plan is to be provided at Development Application stage detailing all public domain at ground level, street tree planting, planting and space allocation at podium and roof top levels. This is to include species, container size at planting, spacing and approximate size at maturity.
8. Street tree planting is at the cost of the proponent, with location and species to be determined in consultation with Council at Development Application stage.
9. 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.

8. Links

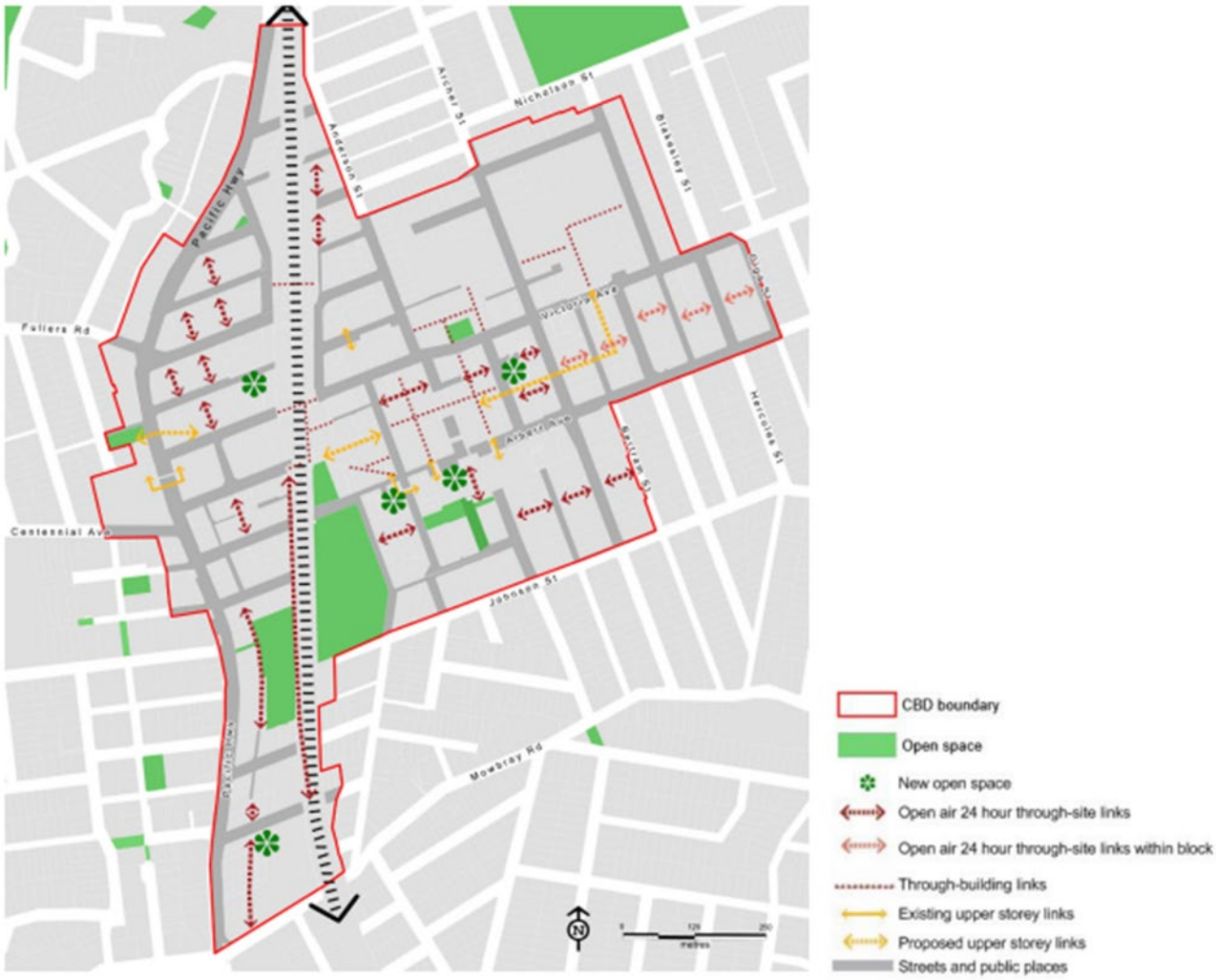
Performance Criteria

1. The development shall provide publicly accessible through site links and open space.
2. Publicly accessible open space is to include green landscaping.

Controls

1. The development is to incorporate publicly accessible through site links and open space in accordance with Map 4 below.
2. Through site links and open space in addition to Map 4 is required on a site by site basis.
3. 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.

Map 4: Through Site Links and Open Space



9. Active Street Frontages

Performance Criteria

1. To ensure that uses on the ground level contribute to the activation of the public domain.
2. To ensure that design and location of ground floor uses maximise surveillance of the public domain.

Controls

1. At ground level buildings are to maximise active frontages to Gordon Avenue and Hammond Lane.
2. A building has an active street frontage if all premises on the ground floor of the building facing the street(s) are used for the purpose of commercial premises or non-residential purposes and provide elements of visual interest when viewed from the street.

10. Traffic and Transport

Performance Criteria

1. Development must be designed to provide adequate and safe access to the site.

2. Development on the site should not cause adverse traffic impacts on the surrounding road system.
3. Minimise the number of vehicular access points to the development.
4. All vehicles are to enter and exit the site in a forward direction.
5. Traffic and transport solutions are to be physical (rather than mechanical) on this site.
6. Minimise car parking and encourage alternative transport options.

Controls

1. Vehicle access to / egress from the development is to be from one access point in Hammond Lane.
2. Vehicle access and egress is to be designed and located to achieve safety, minimise conflicts between pedestrians and vehicles and create a high quality streetscape.
3. All car parking and loading facilities are to be located below ground level.
4. Other strategies for car parking reduction, such as reciprocal arrangements for sharing parking and car share, are to be included in any future Development Application.

11. Waste Management, Loading and Services

Performance Criteria

1. All loading, unloading and servicing is required to occur on-site.
2. To ensure that adequate provision is made for waste storage and disposal.
3. Floor space at Ground level is to be maximised, with services located in Basement.

Controls

1. All loading and unloading services are required to occur at basement level on-site.
2. Other supporting functions such as garbage rooms, plant and other services are to be located in Basement levels.
3. A Waste Management Plan shall be submitted at the Development Application stage.
4. 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 residents from Electro Magnetic Radiation (EMR) emissions.

12. Design Excellence

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. All developments that have a height of 35m or more are subject to a competitive design process.
2. The competitive design process must be undertaken in accordance with the Willoughby Design Excellence Policy and Willoughby Design Excellence Guidelines.

13. Public Art

Performance Criteria

1. All redevelopments in the Chatswood CBD should contribute to public art in accordance with Council's Public Art Policy.

Controls

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

14. Building Sustainability

Performance Criteria

1. Design excellence shall include achievement of higher building sustainability standards.

Controls

1. A minimum of 5 stars GBCA building rating is expected. A higher rating is encouraged. An assessment report is to be submitted at Development Application stage.

13.1.5 753 Pacific Highway and 15 Ellis Street Chatswood

1. General

The controls contained in this Site Specific Development Control Plan applies to 753 Pacific Highway and 15 Ellis Street, Chatswood. The land is bounded by Pacific Highway to the west, Ellis Street to the south, Crispe Lane to the east and 755-759 Pacific Highway to the north as shown on Figure 24 below.

Figure 24: Site Aerial Map

Objectives of the Plan

The aims and objectives of this Plan are to:

1. Provide guidelines for a mixed use development on the site.
2. Provide a development that ensures the viability of adjoining and surrounding sites for future development.
3. Minimise traffic impacts on the surrounding road network
4. Ensure development on the site minimises impacts to the amenity of neighbouring residential properties.
5. Provide landscaping in and surrounding the site that enhances the presentation of the site as well as the amenity of the development.
6. Achieves architectural and urban design excellence.

2. Built Form

Performance Criteria

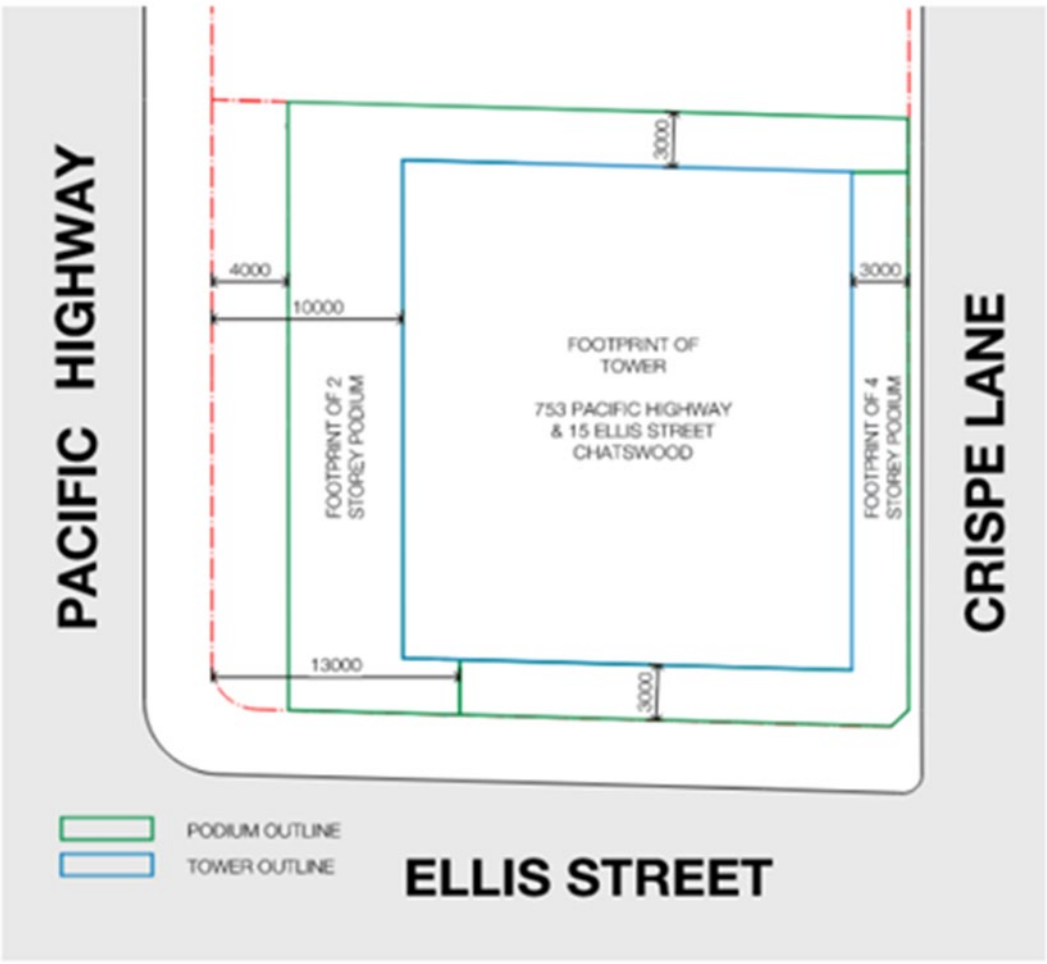
The built form of the new development shall:

1. Achieve a slender tower form on the site.
2. Achieve a site layout that provides a pleasant environment for the occupants and minimises impact on surrounding properties.
3. Ensure visual and acoustic privacy, natural ventilation, sun access, and views.
4. Provide suitable areas for communal open spaces, deep soil zones, and landscaping.

Controls

1. The maximum tower floor plate that applies to this site for residential towers above a podium is 700m^2.
2. The width of each side of any tower should be minimised and design elements that contribute to building bulk should be minimised.
3. The building layout is to be in accordance with Figure 25.

Figure 25: Site Layout



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.
2. Minimise overshadowing of surrounding properties, key public spaces and public domain.

Controls

1. The maximum building height is to include all structures located at roof level, including lift over runs and any other architectural features.
2. All roof top lift over runs or exposed structures are to be integrated with the building.
3. Flat roof areas shall incorporate useable outdoor recreation space where suitable, within the maximum building height.

4. Setbacks and Street Frontage Heights

Performance Criteria

Setbacks shall:

1. Ensure the positioning of new buildings is consistent with the proposed streetscape envisioned for Chatswood CBD and contained in the Chatswood CBD Planning and Urban Design Strategy 2036.
2. Be provided at Ground level to contribute to public realm.
3. Contribute at Ground level deep soil areas, landscaping, and open space.
4. Contribute to slender tower forms.
5. Minimise the effects of adverse wind conditions at street level.

Street wall heights shall:

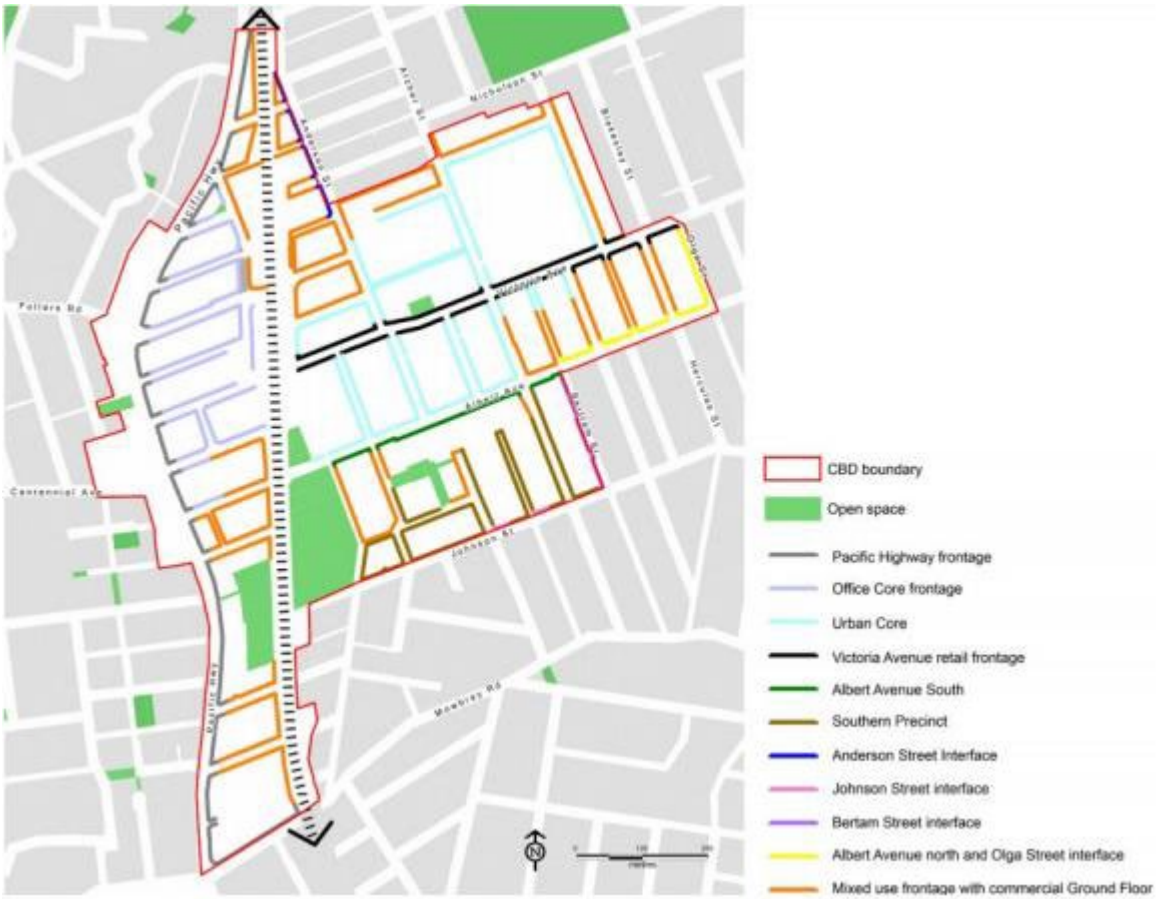
1. Ensure such heights are consistent with the street wall heights envisioned for Chatswood CBD and contained in the Chatswood CBD Planning and Urban Design Strategy 2036.

Controls

1. The building setbacks are to be in accordance with Map 5 (Setbacks and street frontage heights). Setbacks are as follows:
    a) Pacific Highway (western) Frontage:
        i) Minimum 4 metre setback at ground level from front boundary.
        ii) Maximum 7 metre street wall height (maximum two storeys).
        iii) Minimum 6 metre setback above street wall.
    b) Ellis Street and Crispe Lane Frontage:
        i) 6-14 metre street wall height at front boundary (maximum two to four storeys).
        ii) Minimum 3 metre setback above street wall.

c) In regards the tower, a minimum of 1:20 ratio of the setback to building height above the podium (eg. tower to be setback 3 metre above podium for a 60 metre building, 4.5 metre setback for a 90 metre building).

Map 5: **Setbacks and street frontage heights**



2. In addition to Control 1:

a) Setbacks may be greater and street wall heights may be lower.

b) Additional ground level setbacks are sought that contribute to public realm.

5. Building Exterior

Performance Criteria

1. Buildings are to demonstrate a high design quality when viewed from the public domain and the surrounding area.
2. Facade treatment and design is to be used to break down the mass and bulk of buildings.
3. High quality façade materials and finishes are to be used which contribute positively to the built environment and mitigate urban heat.

Controls

1. Facades are to be articulated and should incorporate recesses and projecting elements that do not encroach into required setbacks.

2. Extensive blank walls shall be avoided at street level.

6. Amenity

Performance Criteria

1. Maximise solar access and ventilation to residential units.
2. Ensure visual and acoustic privacy of residential units in the development and adjoining properties.
3. Improve pedestrian amenity surrounding the site.

Controls

1. A Wind Assessment shall be submitted at Development Application Stage.
2. A detailed Acoustic Assessment shall be submitted at Development Application Stage.
3. Residential units shall be designed to maximize solar access, cross ventilation, visual and acoustic privacy.

7. Open Space and Landscaping

Performance Criteria

1. Landscaping is to soften and complement the development.
2. Landscaping at street level shall improve the amenity and appearance of the pedestrian environment.
3. The development shall provide publicly accessible links and open space.
4. Publicly accessible open space is to include meaningful green landscaping.
5. Greening at the podium roof level is to be provided, with planting visible to the surrounding area – with particular regard to Pacific Highway, Ellis Street, Crispe Lane and neighbouring properties.
6. Podium and roof tops are to be a combination of green and recreation spaces.
7. Street tree planting is to be provided.

Controls

1. Open space at ground level shall be utilised as publicly accessible open space.
2. All roofs up to 30 metres from ground are to be green roofs. These are to provide a balance of passive and active green spaces that maximize solar access.
3. A minimum of 2 hours of sun access is to be provided to the public open space on the site.
4. Public domain improvements shall be provided to all street frontages to Council requirements.
5. 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.
6. Deep soil planting is to be provided within the 4m setback to Pacific Highway. Deep soil plantings include trees and shrubs, and are to be unimpeded by buildings or structures below ground.

7. A Landscape Plan is to be provided at Development Application stage detailing all public domain at ground level, street tree planting, planting and space allocation at podium and roof top levels. This is to include species, container size at planting, spacing and approximate size at maturity.
8. Street tree planting is at the cost of the proponent, with location and species to be determined in consultation with Council at Development Application stage.
9. 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.

8. Links

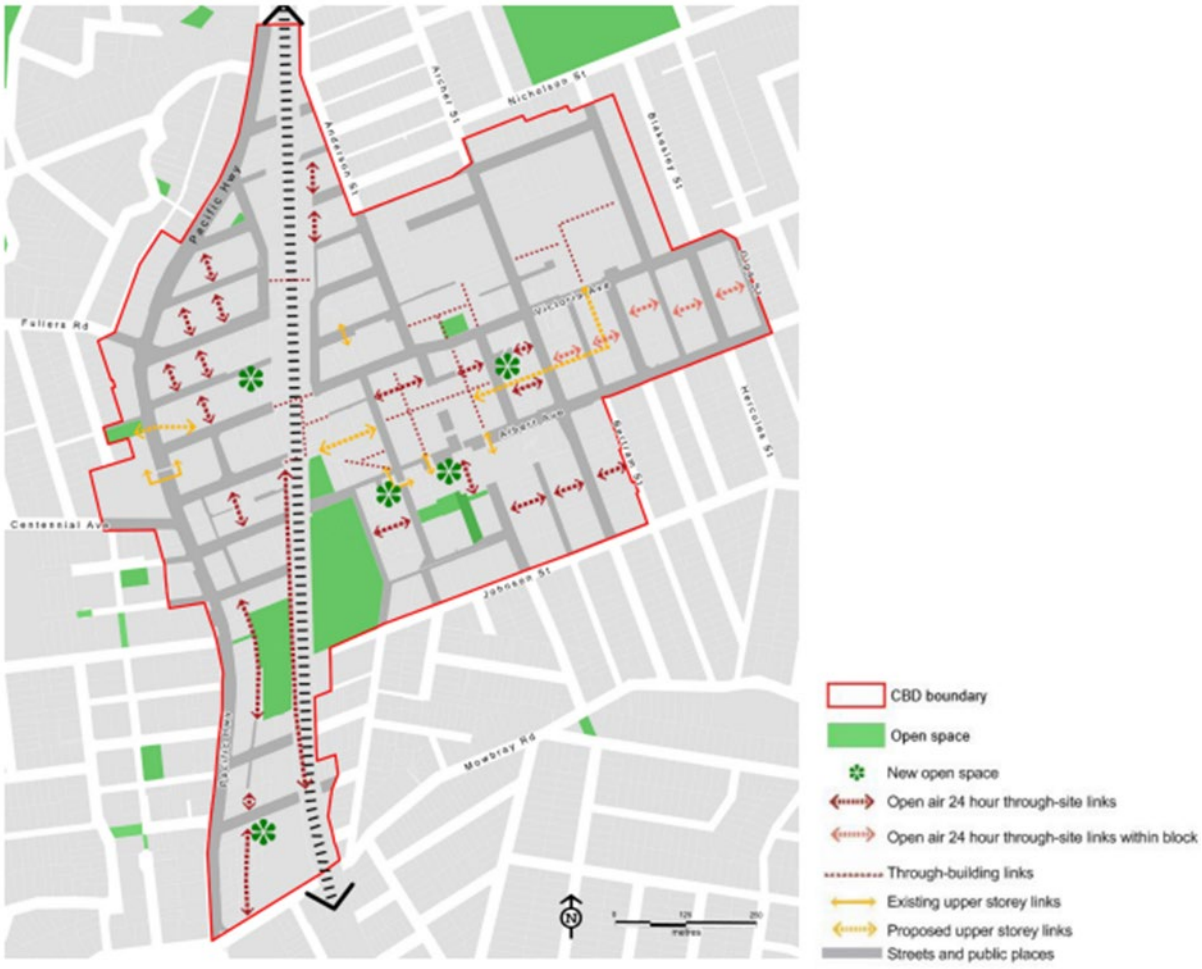
Performance Criteria

1. The development shall provide publicly accessible through site links and open space.
2. Publicly accessible open space is to include green landscaping.

Controls

1. The development is to incorporate publicly accessible through site links and open space in accordance with Map 4 below.
2. Through site links and open space in addition to Map 4 is required on a site by site basis.
3. 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.

Map 4: Through Site Links and Open Space



9. Active Street Frontages

Performance Criteria

1. To ensure that uses on the ground level contribute to the activation of the public domain.
2. To ensure that design and location of ground floor uses maximize surveillance of the public domain.

Controls

1. At ground level buildings are to maximise active frontages to Pacific Highway, Ellis Street and Crispe Lane.
2. A building has an active street frontage if all premises on the ground floor of the building facing the street(s) are used for the purpose of commercial premises or non-residential purposes and provide elements of visual interest when viewed from the street.

10. Traffic and Transport

Performance Criteria

1. Development must be designed to provide adequate and safe access to the site.
2. Development on the site should not cause adverse traffic impacts on the surrounding road system.

3. Minimise the number of vehicular access points to the development.
4. All vehicles are to enter and exit the site in a forward direction.
5. Traffic and transport solutions are to be physical (rather than mechanical) on this site.
6. Minimise car parking and encourage alternative transport options.

Controls

1. Vehicle access to / egress from the development is to be from one access point in Crispe Lane.
2. Vehicle access and egress is to be designed and located to achieve safety, minimise conflicts between pedestrians and vehicles and create a high quality streetscape.
3. All car parking and loading facilities are to be located below ground level.
4. Other strategies for car parking reduction, such as reciprocal arrangements for sharing parking and car share, is to be included in any future Development Application.

11. Waste Management, Loading and Services

Performance Criteria

1. All loading, unloading and servicing is required to occur on-site.
2. To ensure that adequate provision is made for waste storage and disposal.
3. Floor space at Ground level is to be maximised, with services located in Basement.

Controls

1. All loading and unloading services are required to occur at basement level on-site.
2. Other supporting functions such as garbage rooms, plant and other services are to be located in Basement levels.
3. A Waste Management Plan shall be submitted at the Development Application stage.
4. 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 residents from Electro Magnetic Radiation (EMR) emissions.

12. Design Excellence

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. All developments that have a height of 35m or more are subject to a competitive design process.
2. The competitive design process must be undertaken in accordance with the Willoughby Design Excellence Policy and Willoughby Design Excellence Guidelines.

13. Public Art

Performance Criteria

1. All redevelopments in the Chatswood CBD should contribute to public art in accordance with Council's Public Art Policy.

Controls

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

14. Building Sustainability

Performance Criteria

1. Design excellence shall include achievement of higher building sustainability standards.

Controls

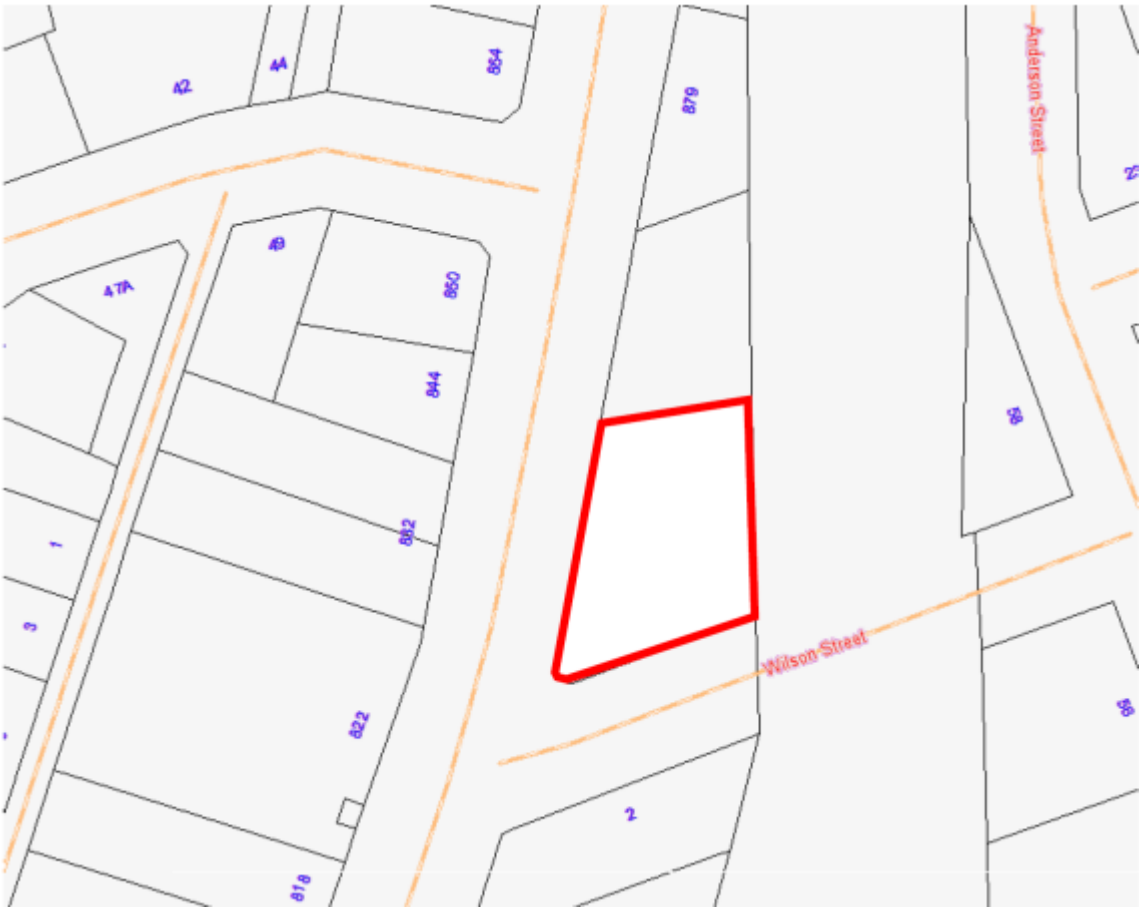
1. A minimum of 5 stars GBCA building rating is expected. A higher rating is encouraged. An assessment report is to be submitted at Development Application stage.

13.1.6 871 – 877 Pacific Highway Chatswood

1. General

The controls contained in this Site Specific Development Control Plan apply to land at 871-877 Pacific Highway, Chatswood. The land is bounded by Pacific Highway to the west, 879 Pacific Highway to the north, the North Shore railway line to the east, and Wilson Street as shown on Figure 26 below.

Figure 26: Site Aerial Map



Objectives of the Plan

The aims and objectives of this Plan are to:

1. Provide guidelines for a mixed use development on the site.
2. Provide a development that ensures the viability of adjoining and surrounding sites for future development.
3. Minimise traffic impacts on the surrounding road network
4. Ensure development on the site minimises impacts to the amenity of neighbouring residential properties.
5. Provide landscaping in and surrounding the site that enhances the presentation of the site as well as the amenity of the development.
6. Achieves architectural and urban design excellence.

7. Maximise activation to the Pacific Highway and Wilson Street.

2. Built Form

Performance Criteria

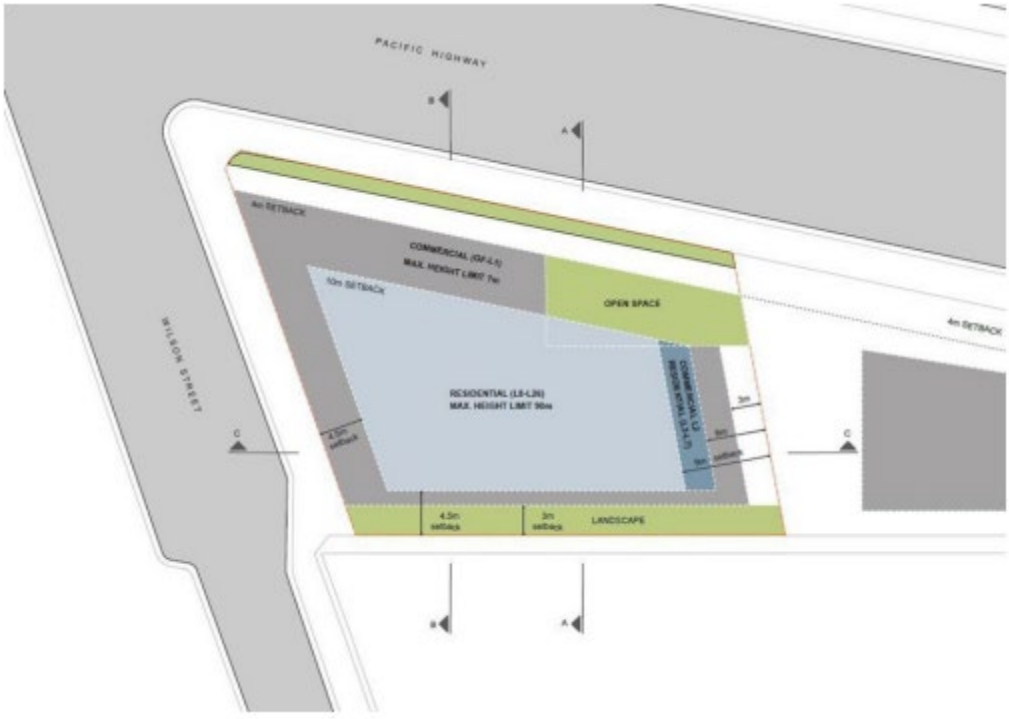
The built form of the new development shall:

1. Achieve a slender tower form on the site.
2. Achieve a site layout that provides a pleasant environment for the occupants and minimises impact on surrounding properties.
3. Ensure visual and acoustic privacy, natural ventilation, sun access, and views.
4. Provide suitable areas for communal open spaces, deep soil zones, and landscaping.

Controls

1. The maximum tower floor plate that applies to this site for residential towers above a podium is 700m^2.
2. The width of each side of any tower should be minimised and design elements that contribute to building bulk should be minimised.
3. The building layout is to be in accordance with Figure 27.

Figure 27: Site Layout



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.

2. Minimise overshadowing of surrounding properties, key public spaces and public domain.

Controls

1. The maximum building height is to include all structures located at roof level, including lift over runs and any other architectural features.
2. All roof top lift over runs or exposed structures are to be integrated with the building.
3. Flat roof areas shall incorporate useable outdoor recreation space where suitable, within the maximum building height.

4. Setbacks and Street Frontage Heights

Performance Criteria

Setbacks shall:

1. Ensure the positioning of new buildings is consistent with the proposed streetscape envisioned for Chatswood CBD and contained in the Chatswood CBD Planning and Urban Design Strategy 2036.
2. Be provided at Ground level to contribute to public realm.
3. Contribute at Ground level deep soil areas, landscaping, and open space.
4. Contribute to slender tower forms.
5. Minimise the effects of adverse wind conditions at street level.

Street wall heights shall:

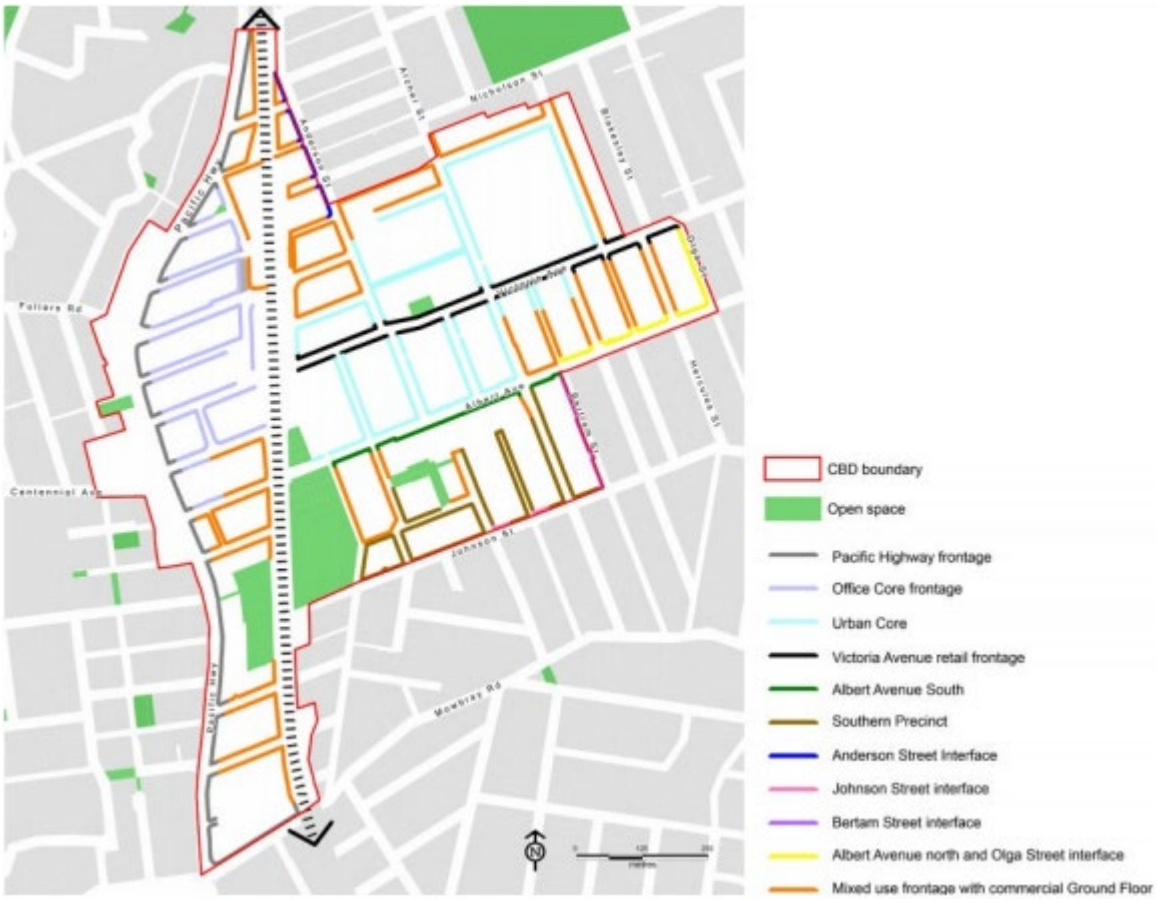
1. Ensure such heights are consistent with the street wall heights envisioned for Chatswood CBD and contained in the Chatswood CBD Planning and Urban Design Strategy 2036.

Controls

1. The building setbacks are to be in accordance with Map 5 (Setbacks and street frontage heights). Setbacks are as follows:
    a) Pacific Highway (western) Frontage:
        i) Minimum 4 metre setback at ground level from front boundary.
        ii) Maximum 7 metre street wall height (maximum two storeys).
        iii) Minimum 6 metre setback above street wall.
    b) Wilson Street (southern) Frontage:
        i) 6-14 metre street wall height at front boundary (maximum two to four storeys).
        ii) Minimum 3 metre setback above street wall.
    c) Railway Line (eastern) Frontage
        i) 6-14 metre street wall height at front boundary (maximum two to four storeys).
        ii) Minimum 3m setback at podium levels.

d) In regards the tower, a minimum of 1:20 ratio of the setback to building height above the podium (eg. tower to be setback 3 metre above podium for a 60 metre building, 4.5 metre setback for a 90 metre building).

Map 5: Setbacks and street frontage heights



2. In addition to Control 1:
   a) Setbacks may be greater and street wall heights may be lower.
   b) Additional ground level setbacks are sought that contribute to public realm.

5. Building Exterior

Performance Criteria

1. Buildings are to demonstrate a high design quality when viewed from the public domain and the surrounding area.
2. Facade treatment and design is to be used to break down the mass and bulk of buildings.
3. High quality façade materials and finishes are to be used which contribute positively to the built environment and mitigate urban heat.

Controls

1. Facades are to be articulated and should incorporate recesses and projecting elements that do not encroach into required setbacks.

2. Extensive blank walls shall be avoided at street level.

6. Amenity

Performance Criteria

1. Maximise solar access and ventilation to residential units.
2. Ensure visual and acoustic privacy of residential units in the development and adjoining properties.
3. Improve pedestrian amenity surrounding the site.

Controls

1. A Wind Assessment shall be submitted at Development Application Stage.
2. A detailed Acoustic Assessment shall be submitted at Development Application Stage.
3. Residential units shall be designed to maximize solar access, cross ventilation, visual and acoustic privacy.

7. Open Space and Landscaping

Performance Criteria

1. Landscaping is to soften and complement the development.
2. Landscaping at street level shall improve the amenity and appearance of the pedestrian environment.
3. The development shall provide publicly accessible links and open space.
4. Publicly accessible open space is to include meaningful green landscaping.
5. Greening at the podium roof level is to be provided, with planting visible to the surrounding area – with particular regard to Pacific Highway, Wilson Street and the Railway Line.
6. Podium and roof tops are to be a combination of green and recreation spaces.
7. Street tree planting is to be provided.

Controls

1. Open space at ground level shall be utilised as publicly accessible open space.
2. Large canopy tree planting must be provided along the Pacific Highway frontage within the 4m setback area.
3. All roofs up to 30 metres from ground are to be green roofs. These are to provide a balance of passive and active green spaces that maximize solar access.
4. A minimum of 2 hours of sun access is to be provided to the public open space on the site.
5. Public domain improvements shall be provided to all street frontages to Council requirements.
6. 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.

7. Deep soil planting is to be provided within the setback to the Pacific Highway and setback to the eastern boundary (Railway Line frontage). Deep soil plantings include trees and shrubs, and are to be unimpeded by buildings or structures below ground.
8. A Landscape Plan is to be provided at Development Application stage detailing all public domain at ground level, street tree planting, planting and space allocation at podium and roof top levels. This is to include species, container size at planting, spacing and approximate size at maturity.
9. Street tree planting is at the cost of the proponent, with location and species to be determined in consultation with Council at Development Application stage.
10. 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.

8. Links

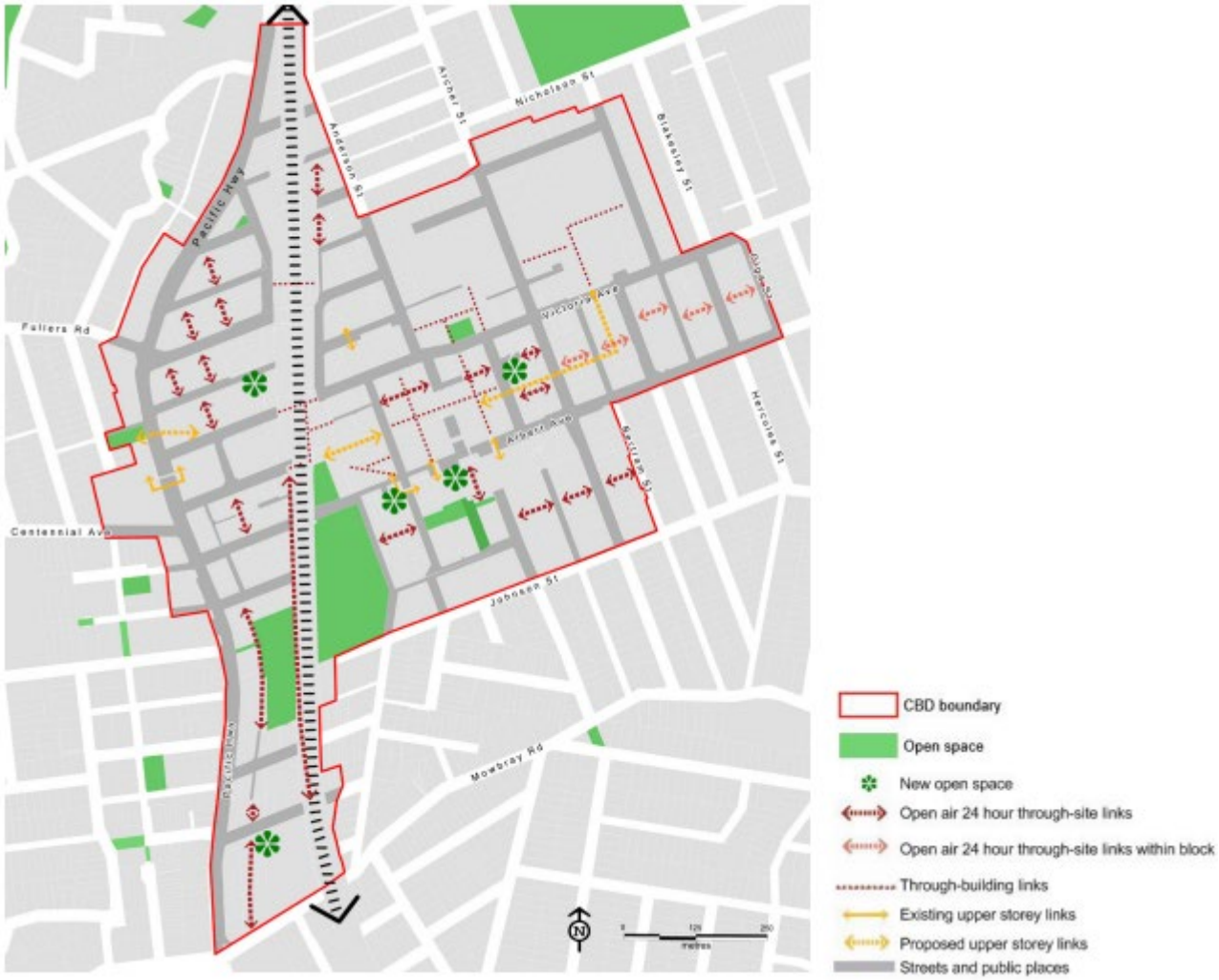
Performance Criteria

1. The development shall provide publicly accessible through site links and open space.
2. Publicly accessible open space is to include green landscaping.

Controls

1. The development is to incorporate publicly accessible through site links and open space in accordance with Map 4 below.
2. Through site links and open space in addition to Map 4 is required on a site by site basis.
3. The rear landscape setback, along the railway (eastern) boundary of the site, should be unobstructed, along the entire length of the rear of the site and provide the opportunity for linking to a future public path to the north.
4. 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.

Map 4: Through Site Links and Open Space



9. Active Street Frontages

Performance Criteria

1. To ensure that uses on the ground level contribute to the activation of the public domain.
2. To ensure that design and location of ground floor uses maximize surveillance of the public domain.

Controls

1. At ground level buildings are to maximise active frontages to Pacific Highway and Wilson Street.
2. A building has an active street frontage if all premises on the ground floor of the building facing the street(s) are used for the purpose of commercial premises or non-residential purposes and provide elements of visual interest when viewed from the street.

10. Traffic and Transport

Performance Criteria

1. Development must be designed to provide adequate and safe access to the site.

2. Development on the site should not cause adverse traffic impacts on the surrounding road system.
3. Minimise the number of vehicular access points to the development.
4. All vehicles are to enter and exit the site in a forward direction.
5. Traffic and transport solutions are to be physical (rather than mechanical) on this site.
6. Minimise car parking and encourage alternative transport options.

Controls

1. Vehicle access to / egress from the development is to be from one access point in Wilson Street.
2. Vehicle access and egress is to be designed and located to achieve safety, minimise conflicts between pedestrians and vehicles and create a high quality streetscape.
3. All car parking and loading facilities are to be located below ground level.
4. Other strategies for car parking reduction, such as reciprocal arrangements for sharing parking and car share, are to be included in any future Development Application.

11. Waste Management, Loading and Services

Performance Criteria

1. All loading, unloading and servicing is required to occur on-site.
2. To ensure that adequate provision is made for waste storage and disposal.
3. Floor space at Ground level is to be maximised, with services located in Basement.

Controls

1. All loading and unloading services are required to occur at basement level on-site.
2. Other supporting functions such as garbage rooms, plant and other services are to be located in Basement levels.
3. A Waste Management Plan shall be submitted at the Development Application stage.
4. 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 residents from Electro Magnetic Radiation (EMR) emissions.

12. Design Excellence

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. All developments that have a height of 35m or more are subject to a competitive design process
2. The competitive design process must be undertaken in accordance with the Willoughby Design Excellence Policy and Willoughby Design Excellence Guidelines.

13. Public Art

Performance Criteria

1. All redevelopments in the Chatswood CBD should contribute to public art in accordance with Council's Public Art Policy.

Controls

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

14. Building Sustainability

Performance Criteria

1. Design excellence shall include achievement of higher building sustainability standards.

Controls

1. A minimum of 5 stars GBCA building rating is expected. A higher rating is encouraged. An assessment report is to be submitted at Development Application stage.

13.1.7 3-5 Help Street Chatswood

1. General

The controls contained in this Site Specific Development Control Plan applies to 3-5 Help Street, Chatswood. The land is bounded by Help Street to the south, Cambridge Lane to the west, and McIntosh Street to the north as shown on the site map below.

Figure 28: Site Map

Objectives of the Plan

The aims and objectives of this Plan are to:

1. Provide guidelines for a mixed use development on the site.
2. Provide a development that ensures the viability of adjoining and surrounding sites for future development.
3. Minimise traffic impacts on the surrounding road network
4. Ensure development on the site minimises impacts to the amenity of neighbouring residential properties.
5. Provide landscaping in and surrounding the site that enhances the presentation of the site as well as the amenity of the deveolpment.
6. Achieves architectural and urban design excellence.
7. Maximise activation to Help Street, McIntosh Street and Cambridge Lane.

2. Built Form

Performance Criteria

The built form of the new development shall:

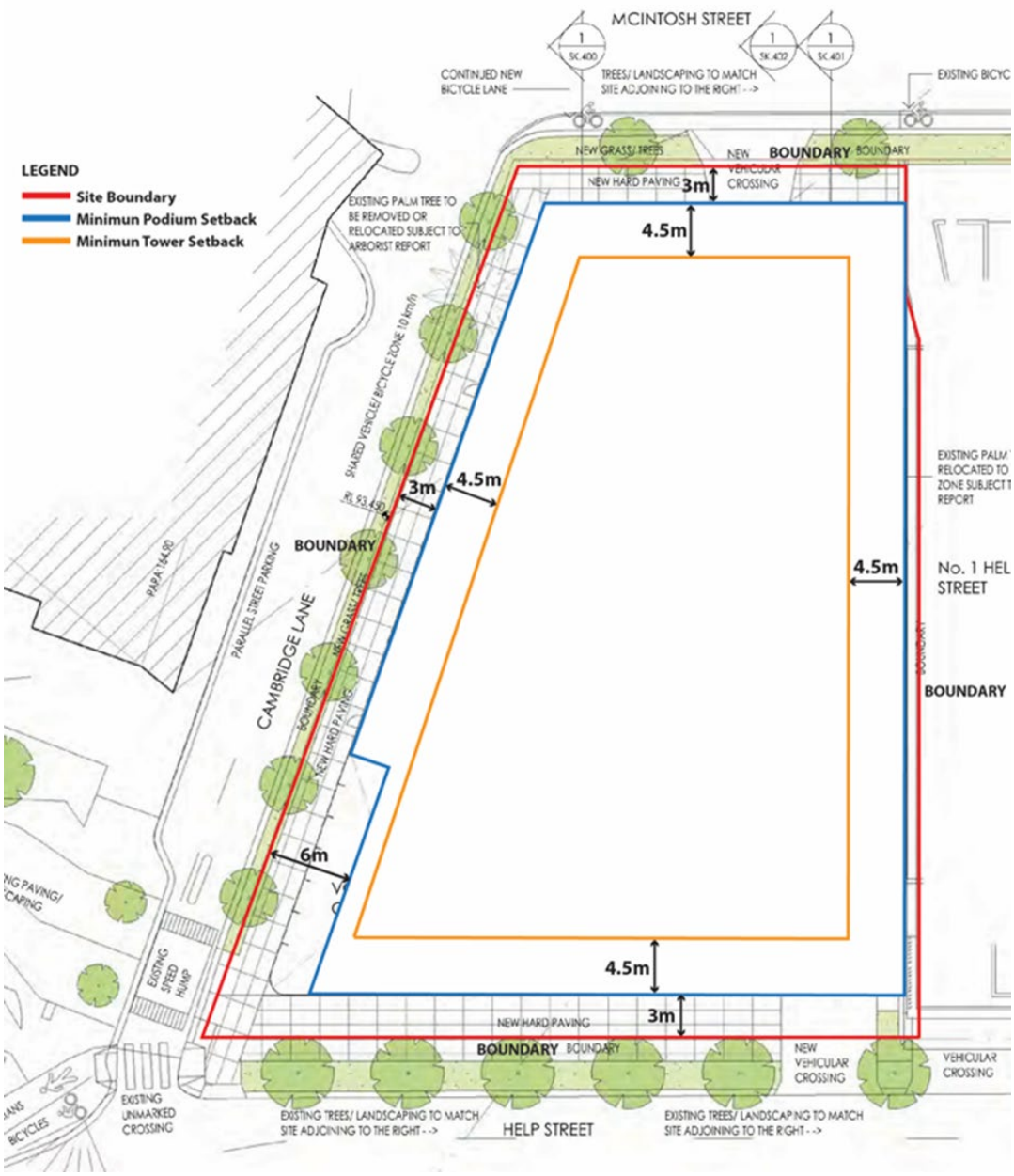
1. Achieve a slender tower form on the site.

2. Achieve a site layout that provides for a good level of amenity for the occupants and minimises impact on surrounding properties.
3. Ensure visual and acoustic privacy, natural ventilation, sun access, and views.
4. Provide suitable areas for communal open spaces, deep soil zones, and landscaping.

Controls

1. The maximum tower floor plate that applies to this site for residential towers above a podium is 700m^2.
2. The width of each side of any tower should be minimised and design elements that contribute to building bulk should be minimised.
3. The building layout is to be in accordance with Figure 29 subject to other requirements in this plan.

Figure 29: Site Layout



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.
2. Minimise overshadowing of surrounding properties, key public spaces and public domain.

Controls

1. The maximum building height is to include all structures located at roof level, including lift over runs and any other architectural features.
2. All roof top lift over runs or exposed structures are to be integrated with the building.
3. Flat roof areas shall incorporate useable outdoor recreation space where suitable, within the maximum building height.

4. Setbacks and Street Frontage Heights

Performance Criteria

Setbacks shall:

1. Ensure the positioning of new buildings is consistent with the proposed streetscape envisioned for Chatswood CBD and contained in the Chatswood CBD Planning and Urban Design Strategy 2036.
2. Be provided at Ground level to contribute to public realm.
3. Contribute at Ground level to deep soil areas, landscaping, and open space.
4. Contribute to slender tower forms.
5. Minimise the effects of adverse wind conditions at street level.

Street wall heights shall:

1. Ensure such heights are consistent with the street wall heights envisioned for Chatswood CBD and contained in the Chatswood CBD Planning and Urban Design Strategy 2036.

Controls

1. The building setbacks are to be in accordance with Map 5 (Setbacks and street frontage heights) – except where additional setback is provided. Setbacks are as follows:
    a) Help Street, Macintosh Street, and Cambridge Lane frontages
        i) Minimum 3m setback at ground level from the street boundary to the podium street wall
        ii) 6-14m podium street wall height at the required setback
        iii) Minimum 7.5m setback from the street boundary to the tower
    b) Cambridge Lane
        i) Minimum 6m setback at ground level along the Cambridge boundary of the site, opposite the publicly accessibly open space at 1 Cambridge Street, for

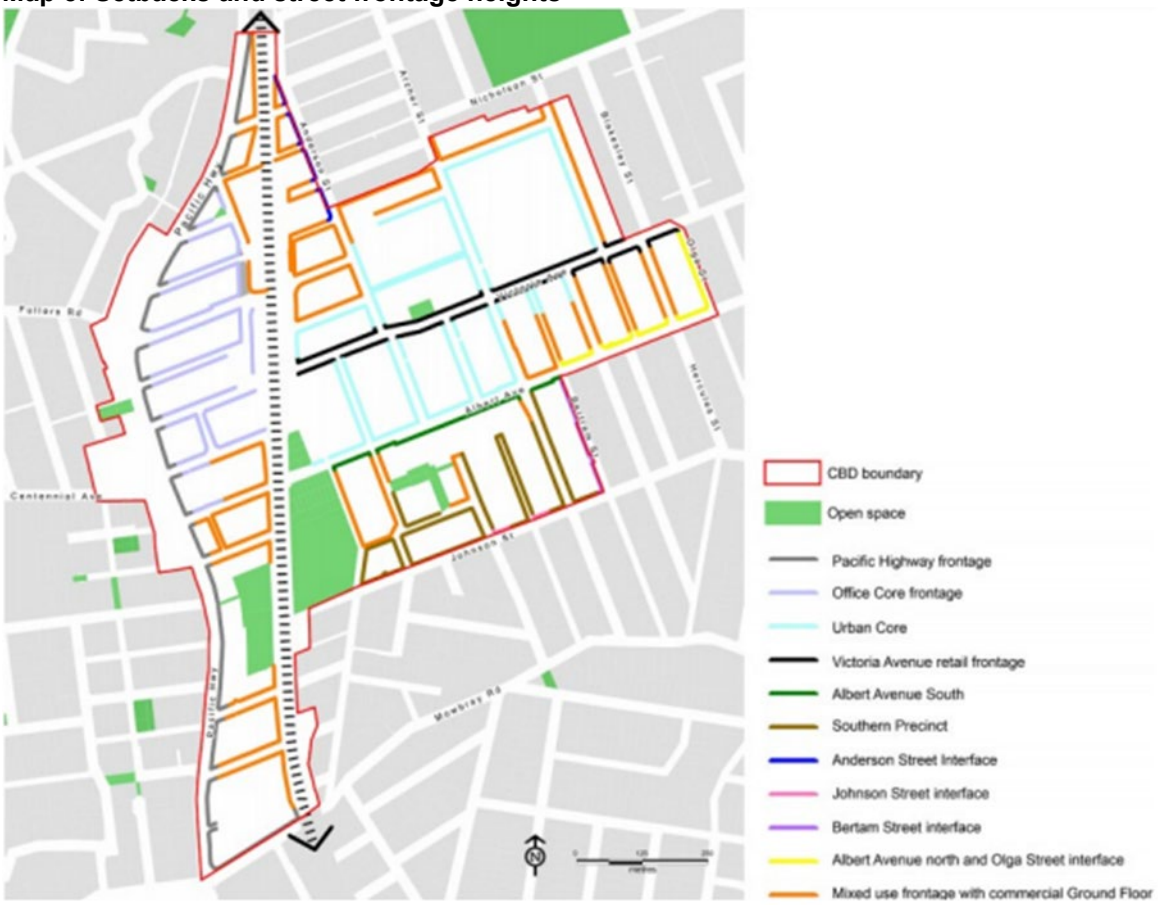
the purposes of publicly accessible open space. In this regard 3m is to comprise footpath and the remaining 3m is to comprise deep soil and landscaping planting.

c) In regards the tower,

i) Minimum 7.5m setback from the street boundary to the tower

ii) Minimum 4.5m from any side (neighbouring) boundaries to the tower

Map 5: Setbacks and street frontage heights



2. In addition to Control 1:

a) Setbacks may be greater and street wall heights may be lower.

b) Additional ground level setbacks are sought that contribute to public realm.

5. Building Exterior

Performance Criteria

1. Buildings are to demonstrate a high design quality when viewed from the public domain and the surrounding area.
2. Facade treatment and design is to be used to break down the mass and bulk of buildings.
3. High quality façade materials and finishes are to be used which contribute positively to the built environment and mitigate urban heat.

Controls

1. Facades are to be articulated and should incorporate recesses and projecting elements that do not encroach into required setbacks.
2. Extensive blank walls shall be avoided at street level.

6. Amenity

Performance Criteria

1. Maximise solar access and ventilation to residential units.
2. Ensure visual and acoustic privacy of residential units in the development, adjoining properties and properties on the other side of the street.
3. Improve pedestrian amenity surrounding the site.

Controls

1. A Wind Assessment shall be submitted at Development Application Stage.
2. A detailed Acoustic Assessment shall be submitted at Development Application Stage.
3. Residential units shall be designed to maximize solar access, cross ventilation, visual and acoustic privacy.

7. Open Space and Landscaping

Performance Criteria

1. Landscaping is to soften and complement the development.
2. Landscaping at street level shall improve the amenity and appearance of the pedestrian environment.
3. The development shall provide publicly accessible links and open space.
4. Publicly accessible open space is to include meaningful green landscaping.
5. Greening at the podium roof level is to be provided, with planting visible to the surrounding area – with particular regard to Help Street, McIntosh Street and Cambridge Lane.
6. Podium and roof tops are to be a combination of green and recreation spaces.
7. Street tree planting is to be provided.

Controls

1. Open space at ground level shall be available as publicly accessible open space.
2. Tree planting must be provided along the Cambridge Lane frontage within the 6m setback area (3m being soft landscaping).
3. All roofs up to 30 metres from ground are to be green roofs. These are to provide a balance of passive and active green spaces that maximize solar access.
4. A minimum of 2 hours of sun access is to be provided to the public open space on the site.
5. Public domain improvements shall be provided to all street frontages to Council requirements.

6. 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.
7. Deep soil planting is to be provided within the setback to Cambridge Lane. Deep soil plantings include trees and shrubs, and are to be unimpeded by buildings or structures below ground.
8. A Landscape Plan is to be provided at Development Application stage detailing all public domain at ground level, street tree planting, planting and space allocation at podium and roof top levels. This is to include species, container size at planting, spacing and approximate size at maturity.
9. Street tree planting is at the cost of the proponent, with location and species to be determined in consultation with Council at Development Application stage.
10. 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.

8. Links

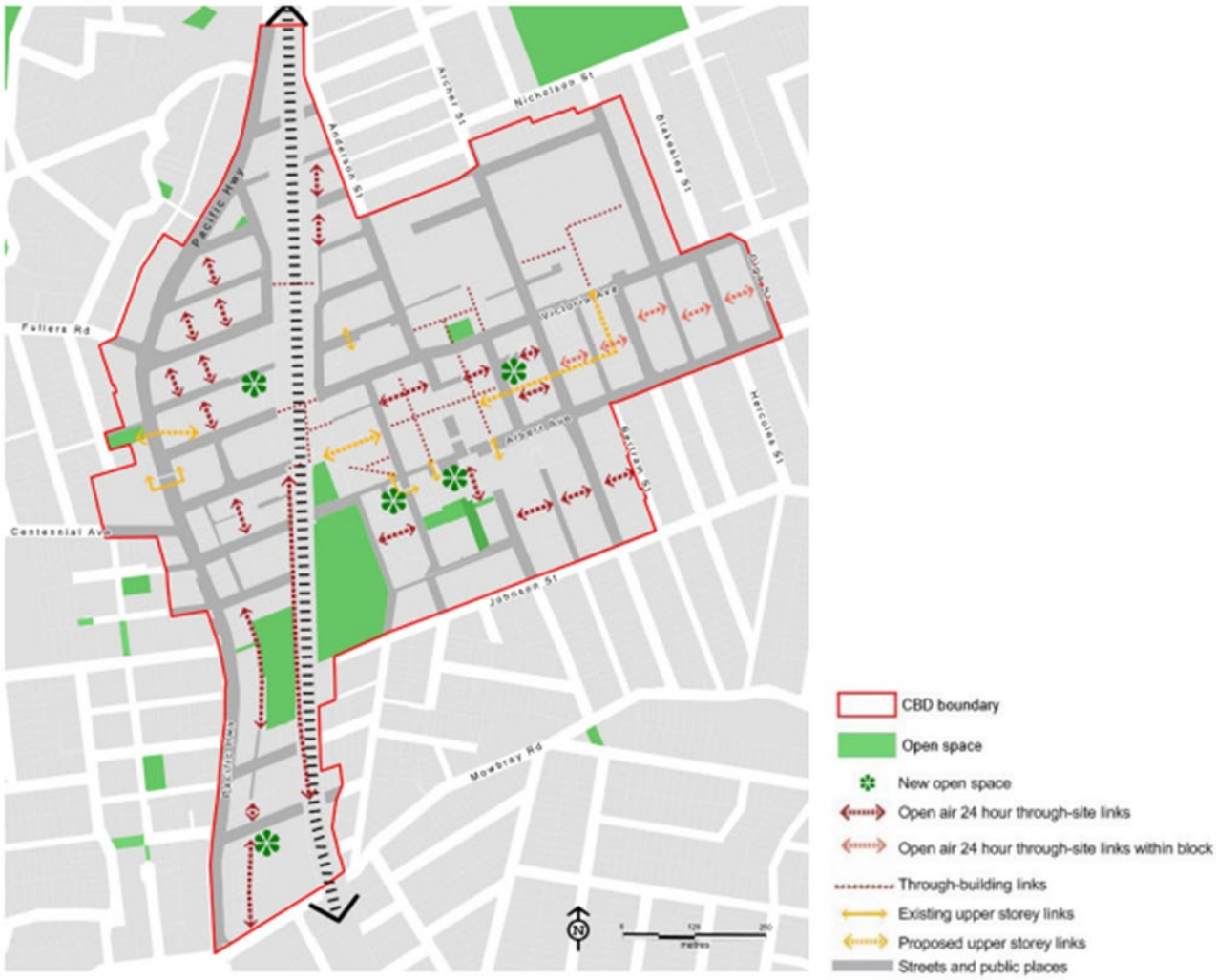
Performance Criteria

1. The development shall provide publicly accessible through site links and open space.
2. Publicly accessible open space is to include green landscaping.

Controls

1. The development is to incorporate publicly accessible through site links and open space in accordance with Map 4 below.
2. Through site links and open space in addition to Map 4 is required on a site by site basis.
3. The ground level setback on Help Street, McIntosh Street and Cambridge Lane is to be unobstructed, with the only exception being ground level landscaping.
4. All publicly accessible open space and links are to be the responsibility of the relevant ownership entity, with an easement for public access to be created over these areas.

Map 4; Through Site Links and Open Space



9. Active Street Frontages

Performance Criteria

1. To ensure that uses on the ground level contribute to the activation of the public domain.
2. To ensure that design and location of ground floor uses maximize surveillance of the public domain.

Controls

1. At ground level buildings are to maximise active frontages to Help Street, McIntosh Street and Cambridge Lane.
2. A building has an active street frontage if all premises on the ground floor of the building facing the street(s) are used for the purpose of commercial premises or non-residential purposes and provide elements of visual interest when viewed from the street.

10. Traffic and Transport

Performance Criteria

1. Development must be designed to provide adequate and safe access to the site.

2. Development on the site should not cause adverse traffic impacts on the surrounding road system.
3. Minimise the number of vehicular access points to the development.
4. All vehicles are to enter and exit the site in a forward direction.
5. Traffic and transport solutions are to be physical (rather than mechanical) on this site.
6. Minimise car parking and encourage alternative transport options.

Controls

1. Vehicle access to / egress from the development is to be minimised.
2. Vehicle access and egress is to be designed and located to achieve safety, minimise conflicts between pedestrians and vehicles and create a high quality streetscape.
3. All car parking facilities are to be located below ground level.
4. Other strategies for car parking reduction, such as reciprocal arrangements for sharing parking and car share, are to be included in any future Development Application.

11. Waste Management, Loading and Services

Performance Criteria

1. All loading, unloading and servicing is required to occur on-site.
2. Ensure that adequate provision is made for waste storage and disposal.
3. Floor space at Ground level is to be maximised, with services located in Basement.

Controls

1. All loading and unloading services are required to occur at basement level on-site.
2. Other supporting functions such as garbage rooms, plant and other services are to be located in basement levels.
3. A Waste Management Plan shall be submitted at the Development Application stage.
4. 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 residents from Electro Magnetic Radiation (EMR) emissions.

12. Design Excellence

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. All developments that have a height of 35m or more are subject to a competitive design process.
2. The competitive design process must be undertaken in accordance with the Willoughby Design Excellence Policy and Willoughby Design Excellence Guidelines.

13. Public Art

Performance Criteria

1. All redevelopments in the Chatswood CBD should contribute to public art in accordance with Council's Public Art Policy.

Controls

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

14. Building Sustainability

Performance Criteria

1. Design excellence shall include achievement of higher building sustainability standards.

Controls

1. A minimum of 5 stars GBCA building rating is expected. A higher rating is encouraged. An assessment report is to be submitted at Development Application stage.

13.1.8 54-56 Anderson Street Chatswood

1. General

The controls contained in this Site Specific Development Control Plan applies to 54-56 Anderson Street, Chatswood.

Figure 30; Site Map

Objectives of the Plan

The aims and objectives of this Plan are to:

1. Provide guidelines for a mixed use development on the site.
2. Provide a development that ensures the viability of adjoining and surrounding sites for future development.
3. Minimise traffic impacts on the surrounding road network
4. Ensure development on the site minimises impacts to the amenity of neighbouring residential properties.
5. Provide landscaping in and surrounding the site that enhances the presentation of the site as well as the amenity of the development.
6. Achieves architectural and urban design excellence.
7. Maximise activation to Anderson Street, O'Brien Street and Wilson Street.

2. Built Form

Performance Criteria

The built form of the new development shall:

1. Achieve a slender tower form on the site.
2. Achieve a site layout that provides a pleasant environment for the occupants and minimises impact on surrounding properties.
3. Ensure visual and acoustic privacy, natural ventilation, sun access, and views.
4. Provide suitable areas for communal open spaces, deep soil zones, and landscaping.

Controls

1. The maximum tower floor plate that applies to this site for residential towers above a podium is 700m^2.
2. The width of each side of any tower should be minimised and design elements that contribute to building bulk should be minimised.
3. The building layout is to be in accordance with Figure 31.

Figure 31; Site Layout

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.

2. Minimise overshadowing of surrounding properties, key public spaces and public domain.

Controls

1. The maximum building height is to include all structures located at roof level, including lift over runs and any other architectural features.
2. All roof top lift over runs or exposed structures are to be integrated with the building.
3. Flat roof areas shall incorporate useable outdoor recreation space where suitable, within the maximum building height.

4. Setbacks and Street Frontage Heights

Performance Criteria

Setbacks shall:

1. Ensure the positioning of new buildings is consistent with the proposed streetscape envisioned for Chatswood CBD and contained in the Chatswood CBD Planning and Urban Design Strategy 2036.
2. Be provided at Ground level to contribute to public realm.
3. Contribute at Ground level deep soil areas, landscaping, and open space.
4. Protect all significant on-site trees and all street trees on Anderson Street, Wilson Street and O'Brien Street.
5. Contribute to slender tower forms.
6. Minimise the effects of adverse wind conditions at street level.

Street wall heights shall:

1. Ensure such heights are consistent with the street wall heights envisioned for Chatswood CBD and contained in the Chatswood CBD Planning and Urban Design Strategy 2036.

Controls

1. The building setbacks are to be in accordance with Map 5 (Setbacks and street frontage heights). Setbacks are as follows:
    a) Anderson Street frontage
        i) Minimum 3m setback at Ground Level
        ii) Minimum 1m setback above street wall
        iii) 6-14 metre street wall height at front boundary (maximum two to four storeys).
        iv) In regards Point d) below, a minimum tower setback above street wall of 4.5m is required from the Anderson Street boundary where height is 90m.
    b) Wilson Street and O'Brien Street frontage:
        i) Minimum 3m setback at Ground Level
        ii) Minimum 3m setback above street wall
        iii) 6-14 metre street wall height at front boundary (maximum two to four storeys).

c) North Shore Rail Line boundary

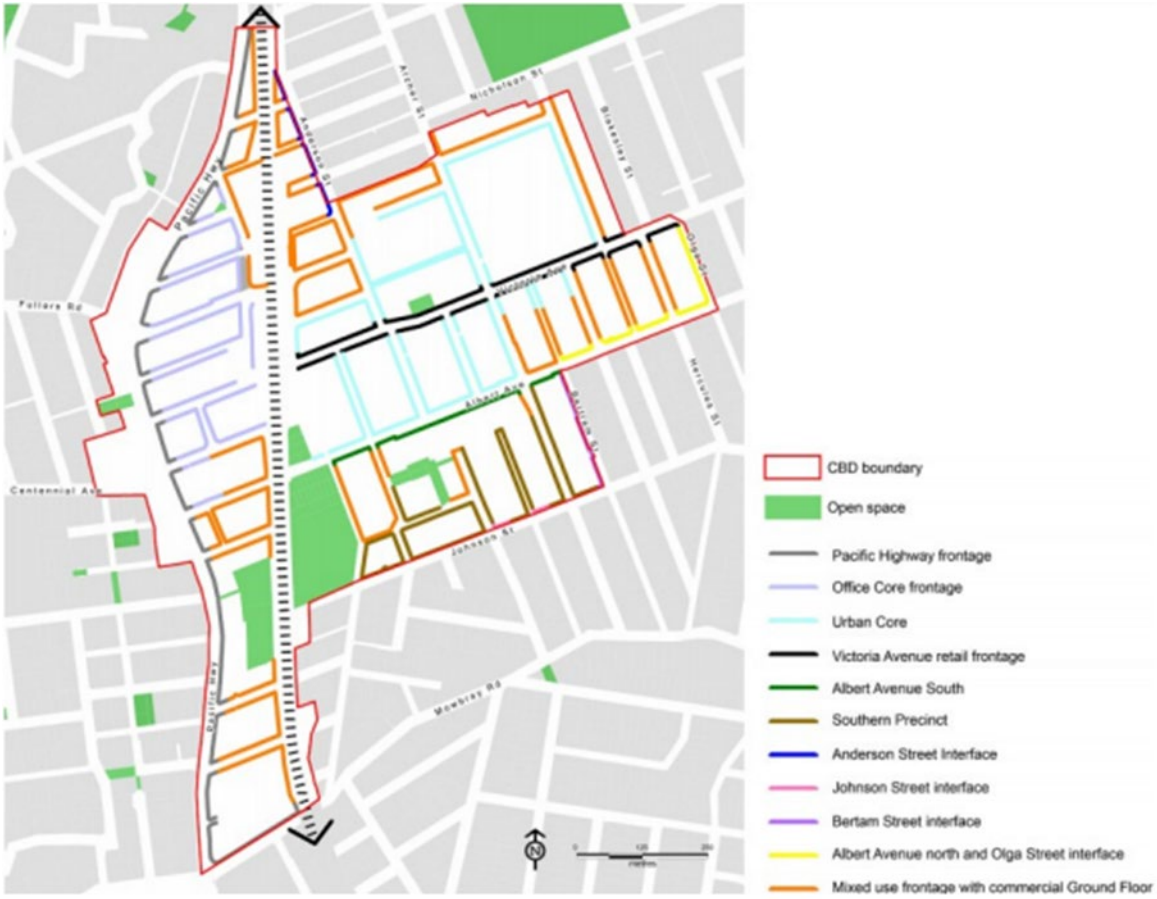
i) Minimum 3m setback at Ground Level

ii) Minimum 3m setback above street wall

iii) 6-14 metre street wall height at front boundary (maximum two to four storeys).

d) In regards the tower, a minimum of 1:20 ratio of the setback to building height above the podium from all boundaries (eg. tower to be setback a minimum of 2.65 metres above podium for a 53 metre high building, 4.5m for a 90m high building).

Map 5; Setbacks and street frontage heights



2. In addition to Control 1:

a) Setbacks may be greater and street wall heights may be lower.

b) Additional ground level setbacks are sought that contribute to public realm.

5. Building Exterior

Performance Criteria

1. Buildings are to demonstrate a high design quality when viewed from the public domain and the surrounding area, including from the western side of the North Shore Rail Line.

2. Facade treatment and design is to be used to break down the mass and bulk of buildings.
3. High quality façade materials and finishes are to be used which contribute positively to the built environment and mitigate urban heat.

Controls

1. Facades are to be articulated and should incorporate recesses and projecting elements that do not encroach into required setbacks.
2. Extensive blank walls shall be avoided at street level.

6. Amenity

Performance Criteria

1. Maximise solar access and ventilation to residential units.
2. Ensure visual and acoustic privacy of residential units in the development and adjoining properties.
3. Improve pedestrian amenity surrounding the site.

Controls

1. A Wind Assessment shall be submitted at Development Application Stage.
2. A detailed Acoustic Assessment shall be submitted at Development Application Stage.
3. Residential units shall be designed to maximize solar access, cross ventilation, visual and acoustic privacy.

7. Open Space and Landscaping

Performance Criteria

1. Landscaping is to soften and complement the development.
2. Landscaping at street level shall improve the amenity and appearance of the pedestrian environment.
3. The development shall provide publicly accessible links and open space.
4. Publicly accessible open space is to include meaningful green landscaping.
5. Greening at the podium roof level is to be provided, with planting visible to the surrounding area – with particular regard to Anderson Street, Wilson Street, O’Brien Street and the boundary with the North Shore Rail Line.
6. Podium and roof tops are to be a combination of green and recreation spaces.
7. Street tree planting is to be provided.

Controls

1. Open space at ground level shall be utilised as publicly accessible open space.
2. All roofs up to 30 metres from ground are to be green roofs. These are to provide a balance of passive and active green spaces that maximise solar access.
3. A minimum of 2 hours of sun access is to be provided to the public open space on the site.

4. Public domain improvements shall be provided to all street frontages to Council requirements.
5. 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.
6. Deep soil planting is to be provided within the 3m setbacks to Anderson Street, Wilson Street, O'Brien Street, and the North Shore Rail Line. Deep soil plantings include trees and shrubs, and are to be unimpeded by buildings or structures below ground.
7. A Landscape Plan is to be provided at Development Application stage detailing all public domain at ground level, street tree planting, planting and space allocation at podium and roof top levels. This is to include species, container size at planting, spacing and approximate size at maturity.
8. Large canopy tree planting must be provided along the Anderson Street, Wilson Street and O'Brien Street frontages within the 3m setback.
9. Street tree planting is at the cost of the proponent, with location and species to be determined in consultation with Council at Development Application stage.
10. 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.

8. Links

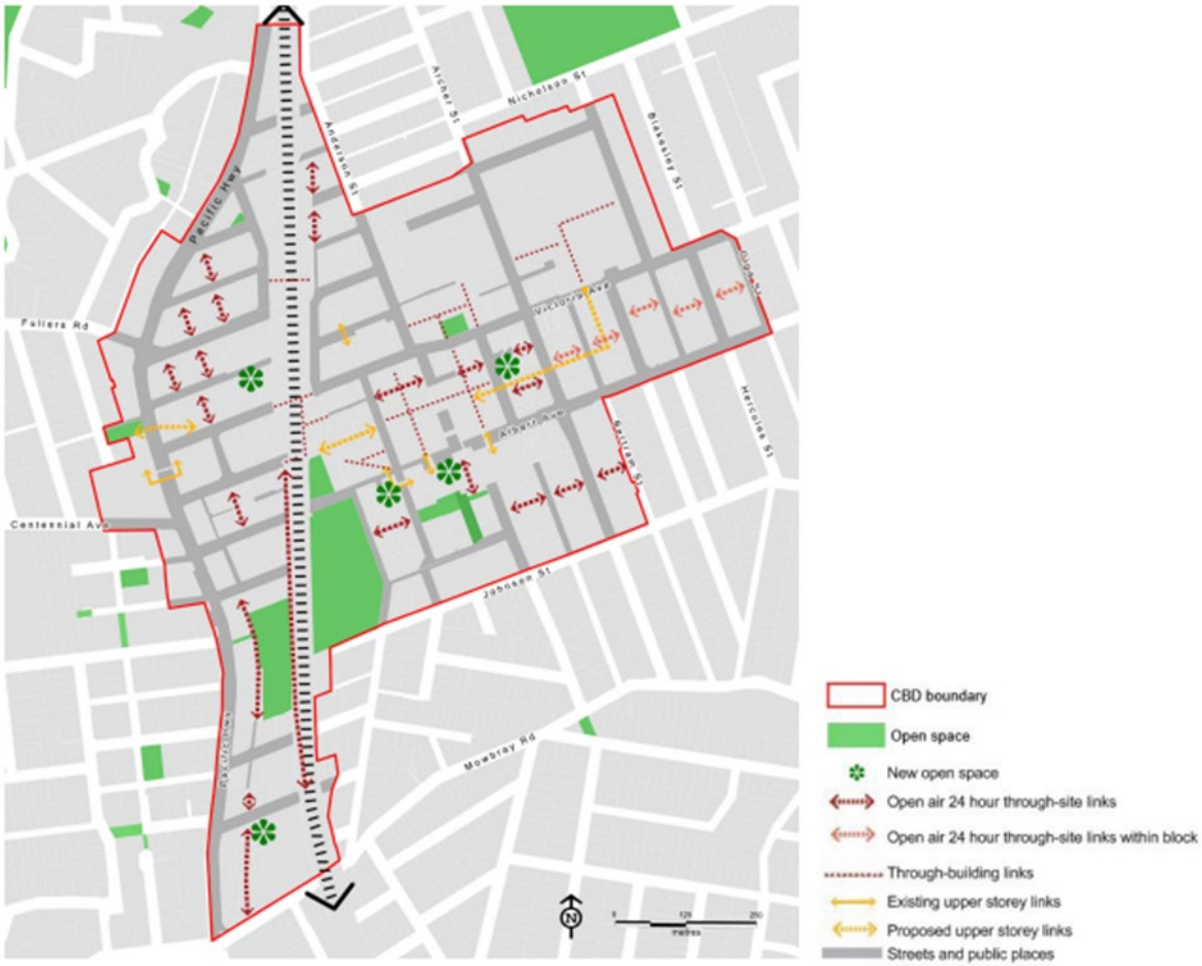
Performance Criteria

1. The development shall provide publicly accessible through site links and open space.
2. Publicly accessible open space is to include green landscaping.

Controls

1. The development is to incorporate publicly accessible through site links and open space in accordance with Map 4 below. In this regard a 3m wide publicly accessible through site link is required along the Boundary with the North Shore Rail Line, between Wilson Street and O'Brien Street.
2. Through site links and open space in addition to Map 4 is required on a site by site basis.
3. Public rights of way are to be provided on:
    - The 3m setback to Anderson Street.
    - The 3m setback to Wilson Street.
    - The 3m setback to O'Brien Street.
    - The 3m setback to the North Shore Rail Line.
4. 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.

Map 4; Through Site Links and Open Space



9. Active Street Frontages

Performance Criteria

1. To ensure that uses on the ground level contribute to the activation of the public domain.
2. To ensure that design and location of ground floor uses maximize surveillance of the public domain.

Controls

1. At ground level buildings are to maximise active frontages to Anderson Street, Wilson Street and O'Brien Street.
2. A building has an active street frontage if all premises on the ground floor of the building facing the street(s) are used for the purpose of commercial premises or non-residential purposes and provide elements of visual interest when viewed from the street.

10. Traffic and Transport

Performance Criteria

1. Development must be designed to provide adequate and safe access to the site.
2. Development on the site should not cause adverse traffic impacts on the surrounding road system.

3. Minimise the number of vehicular access points to the development.
4. All vehicles are to enter and exit the site in a forward direction.
5. Traffic and transport solutions are to be physical (rather than mechanical) on this site.
6. Minimise car parking and encourage alternative transport options.

Controls

1. Vehicle access to / egress from the development is to be from one access point in O'Brien Street.
2. Vehicle access and egress is to be designed and located to achieve safety, minimise conflicts between pedestrians and vehicles and create a high quality streetscape.
3. All car parking and loading facilities are to be located below ground level.
4. Other strategies for car parking reduction, such as reciprocal arrangements for sharing parking and car share, is to be included in any future Development Application.
5. The following is to be provided in any future development application:
    - Car parking provision is to be consistent with the requirements of SEPP 65 / constrained parking rates for new developments in the Chatswood CBD as supported by TfNSW.
    - A minimum of 1 secure bicycle parking space per apartment.
    - A minimum of 1 secure bicycle space per 100m² of commercial/retail floor space.
    - Adequate end of trip facilities including lockers, showers, etc. for use by commercial and retail tenants.
    - A bicycle rack within the site boundary for use by retail customers.
    - A minimum of three (3) freight and service vehicle spaces within the basement, in addition to the one (1) Medium Rigid Vehicle (MRV) space proposed within basement level 1 loading dock.
    - Swept path analysis for simultaneous MRV access and egress at the entry to the basement ramp to demonstrate that MRVs can safely pass each other.
    - Access arrangements and the operation of basement 1 to be amended to remove conflicts between vehicles accessing and egressing the site.
    - Evidence of consultation between the proponent and Sydney Trains, and any conclusions, to ensure that all relevant Sydney Trains matters of consideration are taken into account and are incorporated in the future design of the development.
    - Evidence of consultation with TfNSW and service providers in regards any impacts to the bus stop in front of 54 Anderson Street and the no stopping zone on Anderson Street, during construction or in end state.
    - A Traffic Management Plan for the construction phase, and future operation phase, to demonstrate that additional vehicular movements in and out of the site do not pose queuing issues along the Wilson Street overbridge, and potentially obstructing rail corridor access.
    - Updated traffic analysis and modelling.

11. Waste Management, Loading and Services

Performance Criteria

1. All loading, unloading and servicing is required to occur on-site.
2. To ensure that adequate provision is made for waste storage and disposal.
3. Floor space at Ground level is to be maximised, with services located in Basement.

Controls

1. All loading and unloading services are required to occur at basement level on-site.
2. Other supporting functions such as garbage rooms, plant and other services are to be located in Basement levels.
3. A Waste Management Plan shall be submitted at the Development Application stage.
4. 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 residents from Electro Magnetic Radiation (EMR) emissions.

12. Design Excellence

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. All developments that have a height of 35m or more are subject to a competitive design process.
2. The competitive design process must be undertaken in accordance with the Willoughby Design Excellence Policy and Willoughby Design Excellence Guidelines.

13. Public Art

Performance Criteria

1. All redevelopments in the Chatswood CBD should contribute to public art in accordance with Council's Public Art Policy.

Controls

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

14. Building Sustainability

Performance Criteria

1. Design excellence shall include achievement of higher building sustainability standards.

Controls

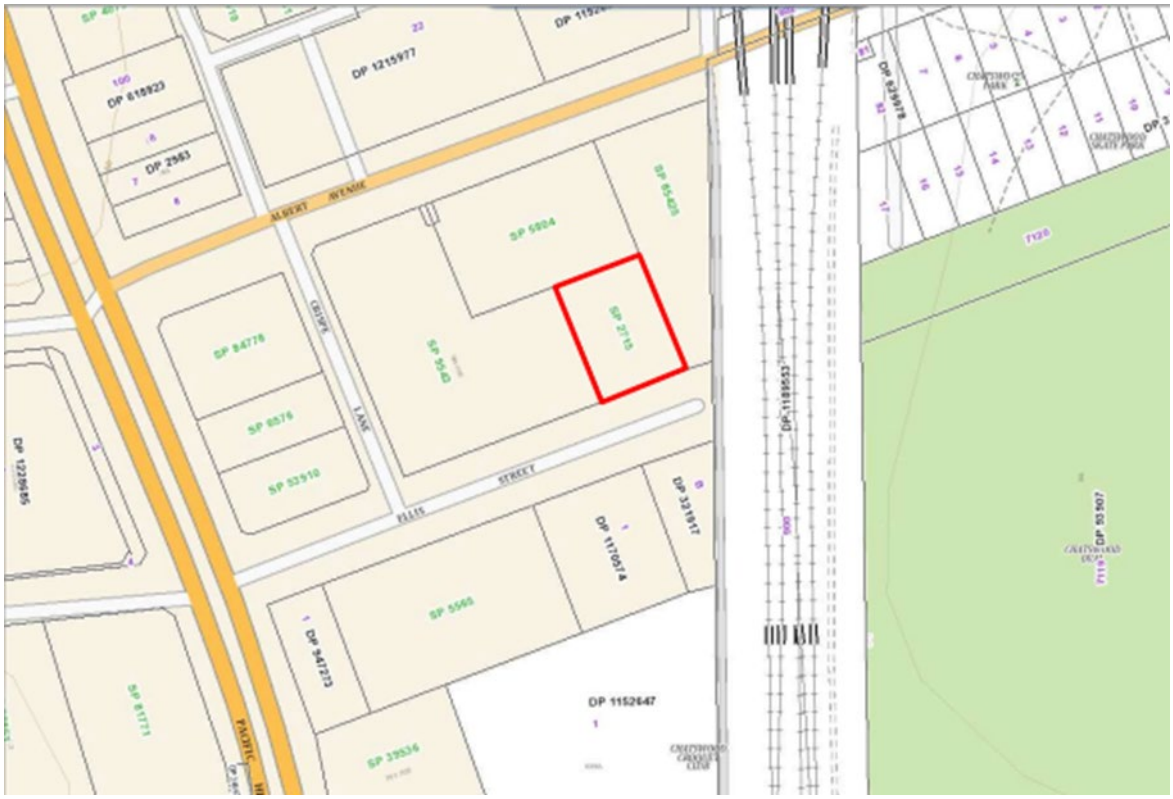
1. A minimum of 5 stars GBCA building rating is expected. A higher rating is encouraged. An assessment report is to be submitted at Development Application stage.

13.1.9 3 Ellis Street Chatswood

1. General

The controls contained in this Site Specific Development Control Plan applies to 3 Ellis Street, Chatswood.

Figure 32; Site Map



Objectives of the Plan

The aims and objectives of this Plan are to:

1. Provide guidelines for a mixed use development on the site.
2. Provide a development that ensures the viability of adjoining and surrounding sites for future development.
3. Minimise traffic impacts on the surrounding road network
4. Ensure development on the site minimises impacts to the amenity of neighbouring residential properties.
5. Provide landscaping in and surrounding the site that enhances the presentation of the site as well as the amenity of the development.
6. Achieves architectural and urban design excellence.
7. Maintains sun access to key public spaces.

2. Built Form

Performance Criteria

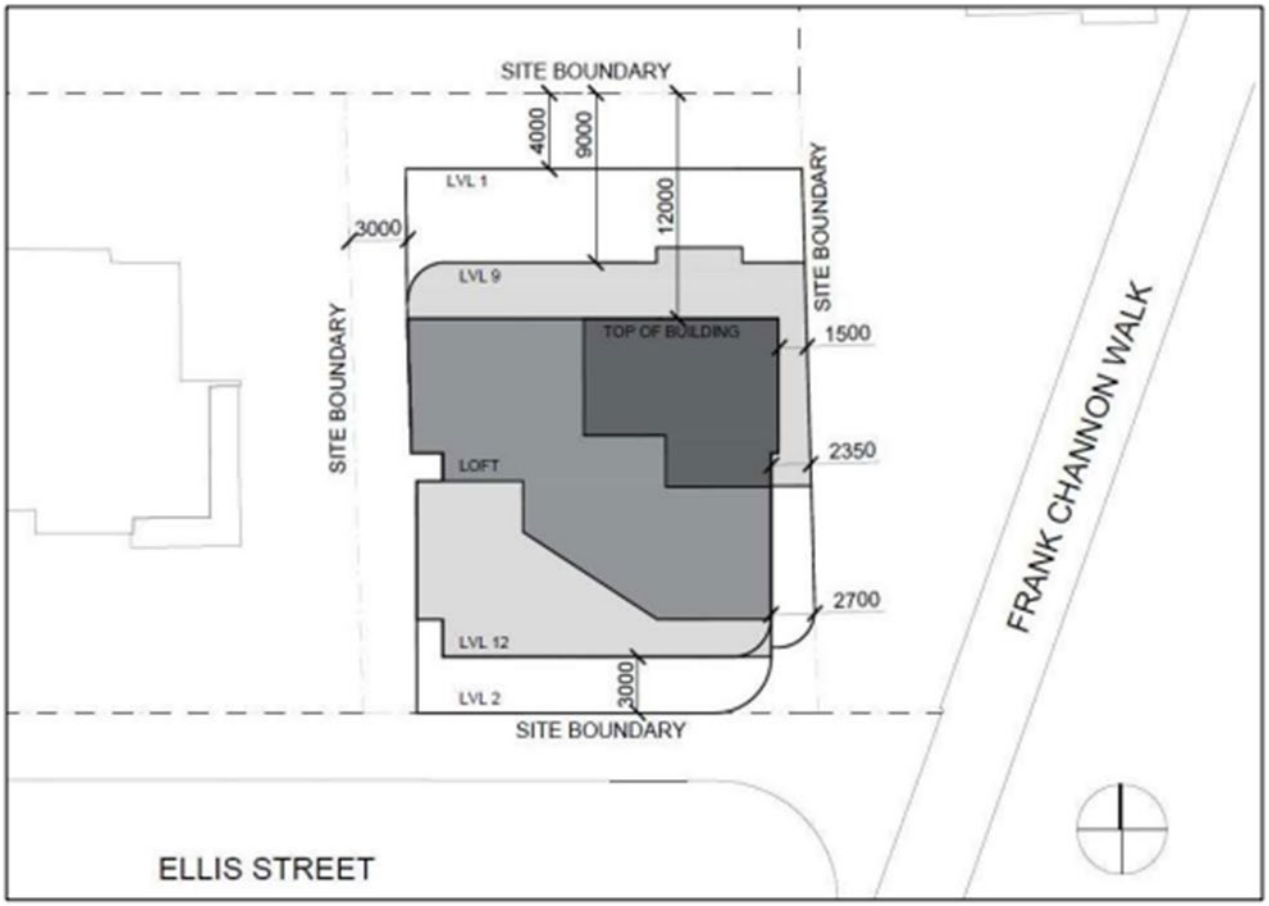
The built form of the new development shall:

1. Achieve a slender tower form on the site.
2. Achieve a site layout that provides a pleasant environment for the occupants and minimises impact on surrounding properties.
3. Ensure visual and acoustic privacy, natural ventilation, sun access, and views.
4. Provide suitable areas for communal open spaces, deep soil zones, and landscaping.

Controls

1. The maximum tower floor plate that applies to this site for residential towers above a podium is 700m^2.
2. The width of each side of any tower should be minimised and design elements that contribute to building bulk should be minimised.
3. The building layout is to be in accordance with Figure 33.

Figure 33: Site Layout



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.
2. Minimise overshadowing of surrounding properties, key public spaces and public domain.

Controls

1. The maximum building height is to include all structures located at roof level, including lift over runs and any other architectural features.
2. All roof top lift over runs or exposed structures are to be integrated with the building.
3. Flat roof areas shall incorporate useable outdoor recreation space where suitable, within the maximum building height.

4. Setbacks and Street Frontage Heights

Performance Criteria

Setbacks shall:

1. Ensure the positioning of new buildings is consistent with the proposed streetscape envisioned for Chatswood CBD and contained in the Chatswood CBD Planning and Urban Design Strategy 2036.
2. Be provided at Ground level to contribute to public realm.
3. Contribute at Ground level deep soil areas, landscaping, and open space.
4. Contribute to slender tower forms.
5. Minimise the effects of adverse wind conditions at street level.

Street wall heights shall:

1. Ensure such heights are consistent with the street wall heights envisioned for Chatswood CBD and contained in the Chatswood CBD Planning and Urban Design Strategy 2036.

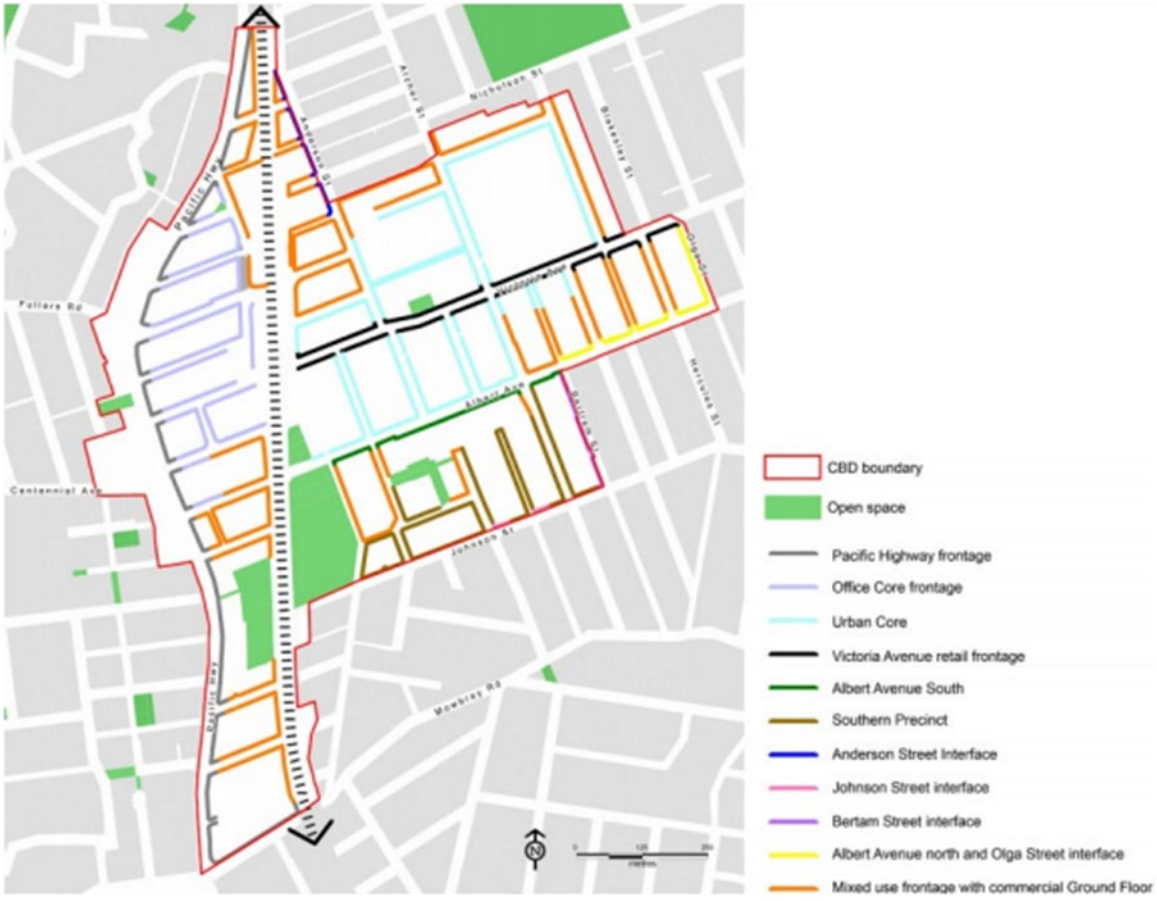
Controls

1. The building setbacks are to be in accordance with Map 5 (Setbacks and street frontage heights). Setbacks are as follows:
    a) Ellis Street Frontage:
        i) Minimum 2 metre setback at ground level to front boundary
        ii) 6-14 metre street wall height (maximum two to four storeys).
        iii) Minimum 3 metre setback above street wall.
    b) Western boundary:
        i) Minimum 3 metre setback at ground level to western boundary.

c) In regards the tower, a minimum of 1:20 ratio of the setback to building height above the podium.

(eg. tower to be setback 2.2 metres above podium for a 44 metre high building)

Map 5: Setbacks and street frontage height



2. In addition to Control 1:
   a) Setbacks may be greater and street wall heights may be lower.
   b) Additional ground level setbacks are sought that contribute to public realm.

5. Building Exterior

Performance Criteria

1. Buildings are to demonstrate a high design quality when viewed from the public domain and the surrounding area, including the Frank Channon Walk.
2. Facade treatment and design is to be used to break down the mass and bulk of buildings.
3. High quality façade materials and finishes are to be used which contribute positively to the built environment and mitigate urban heat.

Controls

1. Facades are to be articulated and should incorporate recesses and projecting elements that do not encroach into required setbacks.

2. Extensive blank walls shall be avoided at street level.

6. Amenity

Performance Criteria

1. Maximise solar access and ventilation to residential units.
2. Ensure visual and acoustic privacy of residential units in the development and adjoining properties.
3. Improve pedestrian amenity surrounding the site.

Controls

1. A Wind Assessment shall be submitted at Development Application Stage.
2. A detailed Acoustic Assessment shall be submitted at Development Application Stage.
3. Residential units shall be designed to maximize solare access, cross ventilation, visual and acoustic privacy.

7. Open Space and Landscaping

Performance Criteria

1. Landscaping is to soften and complement the development.
2. Landscaping at street level shall improve the amenity and appearance of the pedestrian environment.
3. The development shall provide publicly accessible links and open space.
4. Publicly accessible open space is to include meaningful green landscaping.
5. Greening at the podium roof level is to be provided, with planting visible to the surrounding area – with particular regard to Ellis Street, neighbouring properties and the Frank Channon Walk.
6. Podium and roof tops are to be a combination of green and recreation spaces.
7. Street tree planting is to be provided.

Controls

1. Open space at ground level shall be utilised as publicly accessible open space.
2. All roofs up to 30 metres from ground are to be green roofs. These are to provide a balance of passive and active green spaces that maximize solar access.
3. A minimum of 2 hours of sun access is to be provided to the public open space on the site.
4. Public domain improvements shall be provided to all street frontages to Council requirements.
5. 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.
6. Deep soil planting is to be provided within the 2m setback to Ellis Street and the 3m setback to the western boundary. Deep soil plantings include trees and shrubs, and are to be unimpeded by buildings or structures below ground.

7. A Landscape Plan is to be provided at Development Application stage detailing all public domain at ground level, street tree planting, planting and space allocation at podium and roof top levels. This is to include species, container size at planting, spacing and approximate size at maturity.
8. Street tree planting is at the cost of the proponent, with location and species to be determined in consultation with Council at Development Application stage.
9. 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.

8. Links

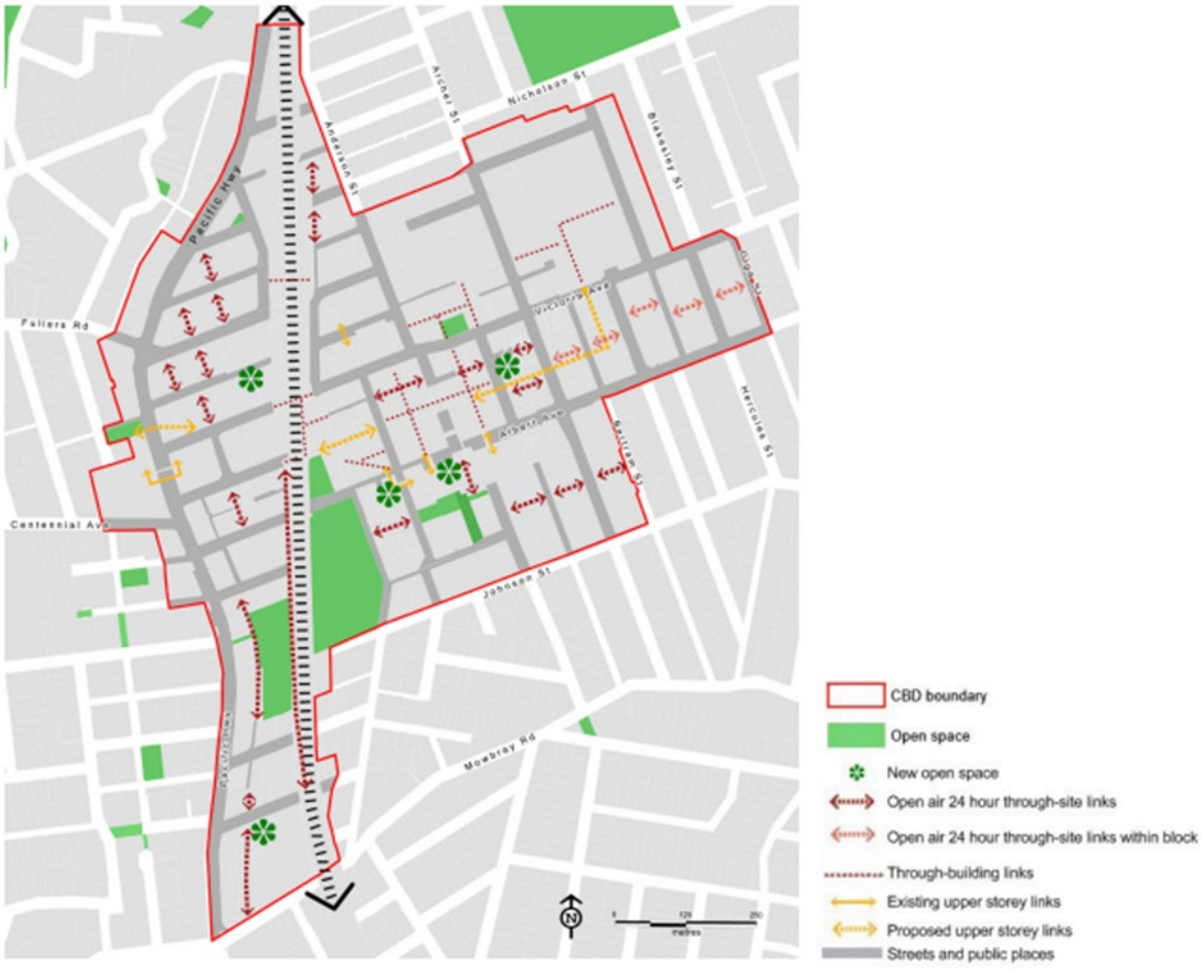
Performance Criteria

1. The developmentshall provide publicly accessible through site links and open space.
2. Publicly accessible open space is to include green landscaping.

Controls

1. The development is to incorporate publicly accessible through site links and open space in accordance with Map 4 below.
2. Through site links and open space in addition to Map 4 is required on a site by site basis.
3. A public right of way is to be provided on the 2m setback to Ellis Street and the 3m setback to the western boundary.
4. 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.

Map 4: Through Site Links and Open Space



9. Active Street Frontages

Performance Criteria

1. To ensure that uses on the ground level contribute to the activation of the public domain.
2. To ensure that design and location of ground floor uses maximize surveillance of the public domain.

Controls

1. At ground level buildings are to maximise active frontages to Ellis Street.
2. A building has an active street frontage if all premises on the ground floor of the building facing the street(s) are used for the purpose of commercial premises or non-residential purposes and provide elements of visual interest when viewed from the street.

10. Traffic and Transport

Performance Criteria

1. Development must be designed to provide adequate and safe access to the site.
2. Development on the site should not cause adverse traffic impacts on the surrounding road system.
3. Minimise the number of vehicular access points to the development.

4. All vehicles are to enter and exit the site in a forward direction.
5. Traffic and transport solutions are to be physical (rather than mechanical) on this site.
6. Minimise car parking and encourage alternative transport options.

Controls

1. Vehicle access to / egress from the development is to be from one access point in Ellis Street.
2. Vehicle access and egress is to be designed and located to achieve safety, minimise conflicts between pedestrians and vehicles and create a high quality streetscape.
3. All car parking and loading facilities are to be located below ground level.
4. Other strategies for car parking reduction, such as reciprocal arrangements for sharing parking and car share, is to be included in any future Development Application.
5. Car parking provision is to be consistent with the requirements of SEPP 65/constrained parking rates for new developments in the Chatswood CBD as supported by TfNSW.
6. A minimum of 1 secure bicycle parking space per apartment.
7. A minimum of 1 secure bicycle space per 100m² of commercial/retail floor space.
8. Adequate end of trip facilities including lockers, showers, etc. for use by commercial and retail tenants.
9. A bicycle rack within the site boundary for use by retail customers.

11. Waste Management, Loading and Services

Performance Criteria

1. All loading, unloading and servicing is required to occur on-site.
2. To ensure that adequate provision is made for waste storage and disposal.
3. Floor space at Ground level is to be maximised, with services located in Basement.

Controls

1. All loading and unloading services are required to occur at basement level on-site.
2. Other supporting functions such as garbage rooms, plant and other services are to be located in Basement levels.
3. A Waste Management Plan shall be submitted at the Development Application stage.
4. 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 residents from Electro Magnetic Radiation (EMR) emissions.

12. Design Excellence

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. All developments that have a height of 35mor more are subject to a competitive design process.
2. The competitive design process must be undertaken in accordance with the Willoughby Design Excellence Policy and Willoughby Design Excellence Guidelines.

13. Public Art

Performance Criteria

1. All redevelopments in the Chatswood CBD should contribute to public art in accordance with Council's Public Art Policy.

Controls

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

14. Building Sustainability

Performance Criteria

1. Design excellence shall include achievement of higher building sustainability standards.

Controls

1. A minimum of 5 stars GBCA building rating is expected. A higher rating is encouraged. An assessment report is to be submitted at Development Application stage.

13.1.10 44-52 Anderson Street Chatswood

1. General

The controls contained in this Site Specific Development Control Plan applies to 44-52 Anderson Street, Chatswood.

Figure 34: Site Map

Objectives of the Plan

The aims and objectives of this Plan are to:

1. Provide guidelines for a mixed use development on the site.
2. Provide a development that ensures the viability of adjoining and surrounding sites for future development.
3. Minimise traffic impacts on the surrounding road network
4. Ensure development on the site minimises impacts to the amenity of neighbouring residential properties.
5. Provide landscaping in and surrounding the site that enhances the presentation of the site as well as the amenity of the development.
6. Achieves architectural and urban design excellence.
7. Maximise activation to Anderson Street, O'Brien Street and Day Street.

2. Built Form

Performance Criteria

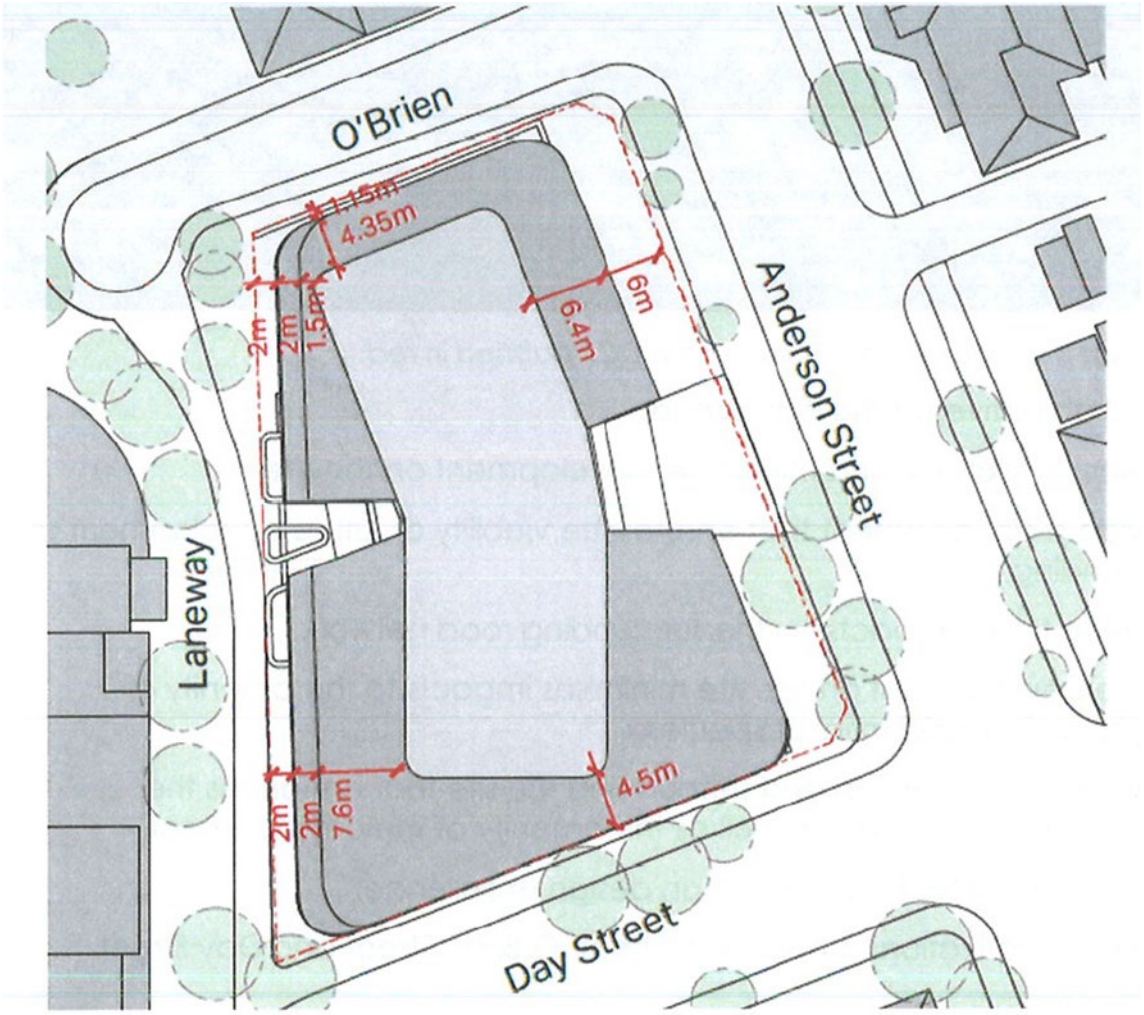
The built form of the new development shall:

1. Achieve a slender tower form on the site.
2. Achieve a site layout that provides a pleasant environment for the occupants and minimises impact on surrounding properties.
3. Ensure visual and acoustic privacy, natural ventilation, sun access, and views.
4. Provide suitable areas for communal open spaces, deep soil zones, and landscaping.

Controls

1. The maximum tower floor plate that applies to this site for residential towers above a podium is 700m^2.
2. The width of each side of any tower should be minimised and design elements that contribute to building bulk should be minimised.
3. The building layout is to be in accordance with Figure 35.

Figure 35: Site Layout



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.
2. Minimise overshadowing of surrounding properties, key public spaces and public domain.

Controls

1. The maximum building height is to include all structures located at roof level, including lift over runs and any other architectural features.
2. All roof top lift over runs or exposed structures are to be integrated with the building.
3. Flat roof areas shall incorporate useable outdoor recreation space where suitable, within the maximum building height.

4. Setbacks and Street Frontage Heights

Performance Criteria

Setbacks shall:

1. Ensure the positioning of new buildings is consistent with the proposed streetscape envisioned for Chatswood CBD and contained in the Chatswood CBD Planning and Urban Design Strategy 2036.
2. Be provided at Ground level to contribute to public realm.
3. Contribute at Ground level deep soil areas, landscaping, and open space.
4. Protect all significant on-site trees and all street trees on Anderson Street, O'Brien Street and Day Street.
5. Contribute to slender tower forms.
6. Minimise the effects of adverse wind conditions at street level.

Street wall heights shall:

1. Ensure such heights are consistent with the street wall heights envisioned for Chatswood CBD and contained in the Chatswood CBD Planning and Urban Design Strategy 2036.

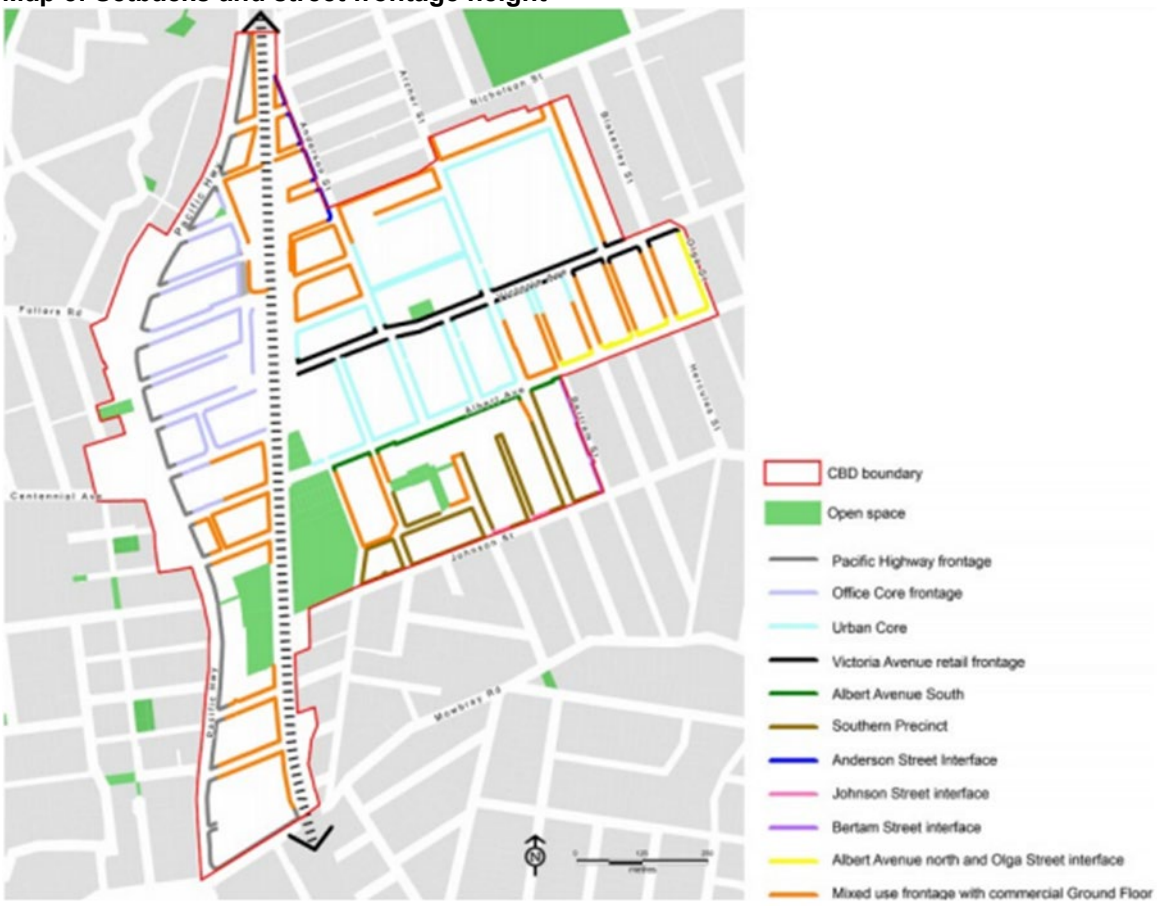
Controls

1. The building setbacks are to be in accordance with Map 5 (Setbacks and street frontage heights) and the concept plans. Setbacks are as follows:
    1. Anderson Street frontage:
        1. Minimum 6m setback at Ground Level
        2. Minimum 6.4m setback above street wall
        3. Maximum street wall height of 7m or two storeys.
    2. O'Brien Street frontage:

1. Minimum 1.15m setback at Ground Level
2. Minimum 4.35m setback above street wall
3. Maximum street wall height of 7m or two storeys.

3. Day Street frontage:
    1. Nil setback at Ground Level
    2. Minimum 4.5m above street wall
    3. Maximum street wall height of 7m or two storeys.
4. Western (rear publicly accessible pathway) boundary
    1. Minimum 2m setback at Ground Level, with additional stepped 2m setback at Podium Level
    2. Minimum 7.6m setback above street wall
    3. Maximum wall height to rear pathway of 7m or two storeys.

Map 5: Setbacks and street frontage height



2. In addition to Control 1:
    a) Setbacks may be greater and street wall heights may be lower.
    b) Additional ground level setbacks are sought that contribute to public realm.

5. Building Exterior

Performance Criteria

1. Buildings are to demonstrate a high design quality when viewed from the public domain and the surrounding area, including the eastern side of Anderson Street and the publicly accessible pathway to the western boundary.
2. Facade treatment and design is to be used to break down the mass and bulk of buildings.
3. High quality façade materials and finishes are to be used which contribute positively to the built environment and mitigate urban heat.

Controls

1. Facades are to be articulated and should incorporate recesses and projecting elements that do not encroach into required setbacks.
2. Extensive blank walls shall be avoided at street level.

6. Amenity

Performance Criteria

1. Maximise solar access and ventilation to residential units.
2. Ensure visual and acoustic privacy of residential units in the development and adjoining properties.
3. Improve pedestrian amenity surrounding the site.

Controls

1. A Wind Assessment shall be submitted at Development Application Stage.
2. A detailed Acoustic Assessment shall be submitted at Development Application Stage.
3. Residential units shall be designed to maximize solar access, cross ventilation, visual and acoustic privacy.

7. Open Space and Landscaping

Performance Criteria

1. Landscaping is to soften and complement the development.
2. Landscaping at street level shall improve the amenity and appearance of the pedestrian environment.
3. The development shall provide publicly accessible links and open space.
4. Publicly accessible open space is to include meaningful green landscaping.
5. Greening at the podium roof level is to be provided, with planting visible to the surrounding area – with particular regard to Anderson Street, O’Brien Street, Day Street and the western boundary with the publicly accessible pathway.
6. Podium and roof tops are to be a combination of green and recreation spaces.
7. Street tree planting is to be provided.

Controls

1. Open space at ground level shall be utilised as publicly accessible open space.
2. All roofs up to 30 metres from ground are to be green roofs. These are to provide a balance of passive and active green spaces that maximize solar access.
3. A minimum of 2 hours of sun access is to be provided to the public open space on the site.
4. Public domain improvements shall be provided to all street frontages to Council requirements.
5. 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.
6. Deep soil planting is to be provided within the 6m setback to Anderson Street. Deep soil plantings include trees and shrubs, and are to be unimpeded by buildings or structures below ground.
7. A Landscape Plan is to be provided at Development Application stage detailing all public domain at ground level, street tree planting, planting and space allocation at podium and roof top levels. This is to include species, container size at planting, spacing and approximate size at maturity.
8. Large canopy tree planting must be provided along the Anderson Street frontage within the 3m setback.
9. Street tree planting is at the cost of the proponent, with location and species to be determined in consultation with Council at Development Application stage.
10. 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.

8. Links

Performance Criteria

1. The development shall provide publicly accessible through site links and open space.
2. Publicly accessible open space is to include green landscaping.

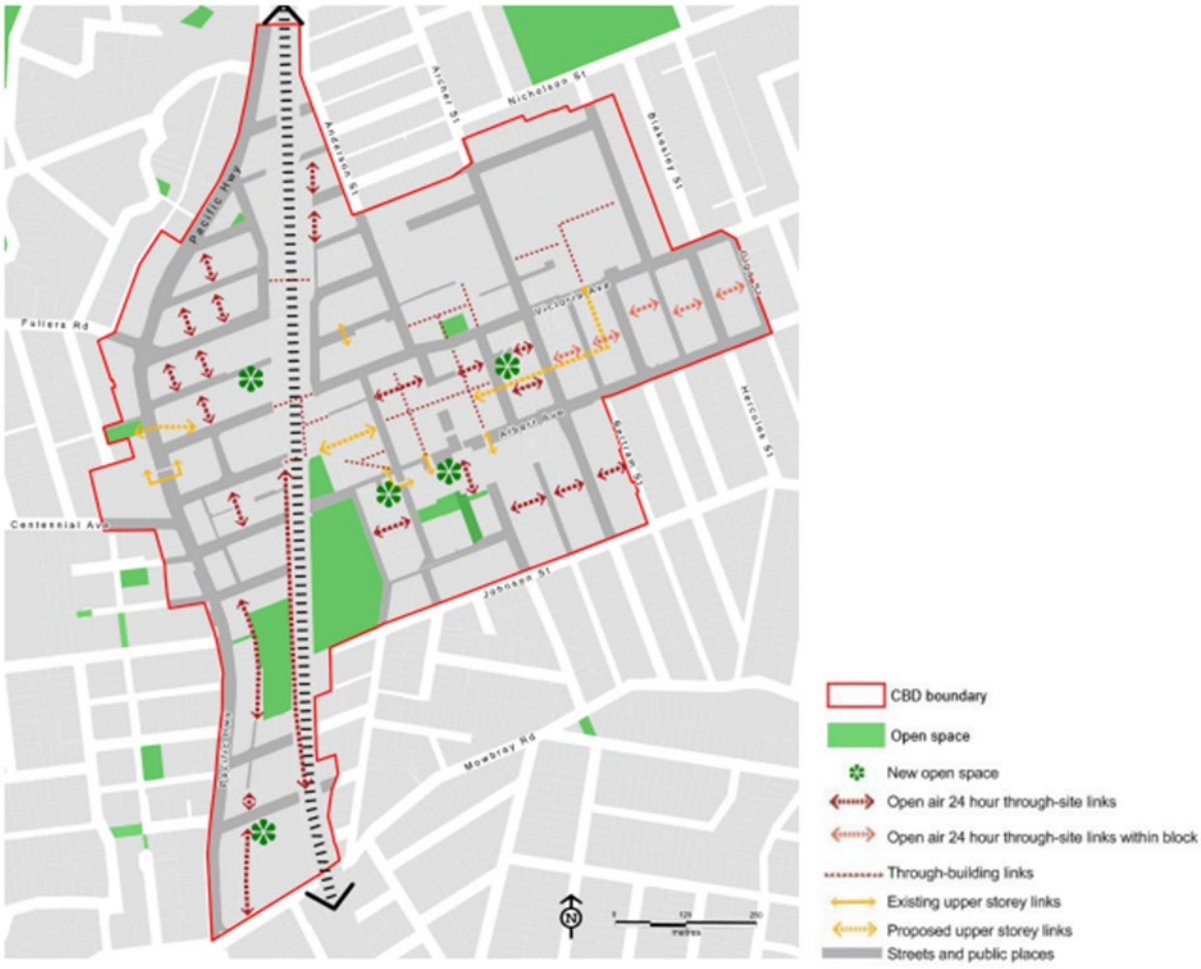
Controls

1. The development is to incorporate publicly accessible through site links and open space in accordance with Map 4 below. In this regard a 2m wide publicly accessible through site link is required along the western boundary, adjacent the existing publicly accessible pathway. This space is to function as a landscape embellishment to the existing publicly accessible pathway.
2. Through site links and open space in addition to Map 4 is required on a site by site basis.
3. Public rights of way are to be provided on:
    - The 6m setback to Anderson Street

- The 1.15m setback to O'Brien Street
- The 2m setback to the western boundary with the adjacent existing publicly accessible pathway.

4. 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.

Map 4: Through Site Links and Open Space



9. Active Street Frontages

Performance Criteria

1. To ensure that uses on the ground level contribute to the activation of the public domain.
2. To ensure that design and location of ground floor uses maximize surveillance of the public domain.

Controls

1. At ground level buildings are to maximise active frontages to Anderson Street, O'Brien Street and Day Street.
2. A building has an active street frontage if all premises on the ground floor of the building facing the street(s) are used for the purpose of commercial premises or non-residential purposes and provide elements of visual interest when viewed from the street.

10. Traffic and Transport

Performance Criteria

1. Development must be designed to provide adequate and safe access to the site.
2. Development on the site should not cause adverse traffic impacts on the surrounding road system.
3. Minimise the number of vehicular access points to the development.
4. All vehicles are to enter and exit the site in a forward direction.
5. Traffic and transport solutions are to be physical (rather than mechanical) on this site.
6. Minimise car parking and encourage alternative transport options.

Controls

1. Vehicle access to / egress from the development is to be from one access point in Day Street.
2. Vehicle access and egress is to be designed and located to achieve safety, minimise conflicts between pedestrians and vehicles and create a high quality streetscape.
3. All car parking and loading facilities are to be located below ground level.
4. Other strategies for car parking reduction, such as reciprocal arrangements for sharing parking and car share, is to be included in any future Development Application.
5. The following is to be provided in any future development application:
    1. Car parking provision based on a reduced car parking rate, consistent with the requirements of SEPP65 / constrained parking rates for new developments in the Chatswood CBD as supported by Transport for NSW (TfNSW).
    2. A minimum of 1 secure bicycle parking space per apartment.
    3. A minimum of 1 secure bicycle space per 100m² of commercial/retail floor space.
    4. Adequate end of trip facilities including lockers, showers, etc. for use by commercial and retail tenants.
    5. A bicycle rack within the site boundary for use by retail customers.
    6. A minimum of three (3) freight and service vehicle spaces within the basement, in addition to the one (1) Medium Rigid Vehicle (MRV) space proposed within basement level 1 loading dock.
    7. Evidence of consultation between the proponent and Sydney Trains, and any conclusions, to ensure that all relevant Sydney Trains matters of consideration are taken into account and are incorporated in the future design of the development.
    8. A Green Travel Plan.
    9. Updated traffic analysis and modelling.

11. Waste Management, Loading and Services

Performance Criteria

1. All loading, unloading and servicing is required to occur on-site.

2. To ensure that adequate provision is made for waste storage and disposal.
3. Floor space at Ground level is to be maximised, with services located in Basement.

Controls

1. All loading and unloading services are required to occur at basement level on-site.
2. Other supporting functions such as garbage rooms, plant and other services are to be located in Basement levels.
3. A Waste Management Plan shall be submitted at the Development Application stage.
4. 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 residents from Electro Magnetic Radiation (EMR) emissions.

12. Design Excellence

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. All developments that have a height of 35m or more are subject to a competitive design process.
2. The competitive design process must be undertaken in accordance with the Willoughby Design Excellence Policy and Willoughby Design Excellence Guidelines.

13. Public Art

Performance Criteria

1. All redevelopments in the Chatswood CBD should contribute to public art in accordance with Council’s Public Art Policy.

Controls

1. Public Art is to be provided in accordance with Council’s Public Art Policy.

14. Building Sustainability

Performance Criteria

1. Design excellence shall include achievement of higher building sustainability standards.

Controls

1. A minimum of 5 stars GBCA building rating is expected. A higher rating is encouraged. An assessment report is to be submitted at Development Application stage.

13.1.11 613-627 Pacific Highway Chatswood

1. General

The controls contained in this Site Specific Development Control Plan applies to 613, and 621-627 Pacific Highway, Chatswood.

Figure 36: Site Map

Objectives of the Plan

The aims and objectives of this Plan are to:

1. Provide guidelines for a mixed use development on the site.
2. Provide a development that ensures the viability of adjoining and surrounding sites for future development.
3. Minimise traffic impacts on the surrounding road network
4. Ensure development on the site minimises impacts to the amenity of neighbouring residential properties.
5. Provide landscaping in and surrounding the site that enhances the presentation of the site as well as the amenity of the development.
6. Achieves architectural and urban design excellence.
7. Maximise activation to Pacific Highway, Nelson Street and Hammond Lane.

2. Built Form

Performance Criteria

The built form of the new development shall:

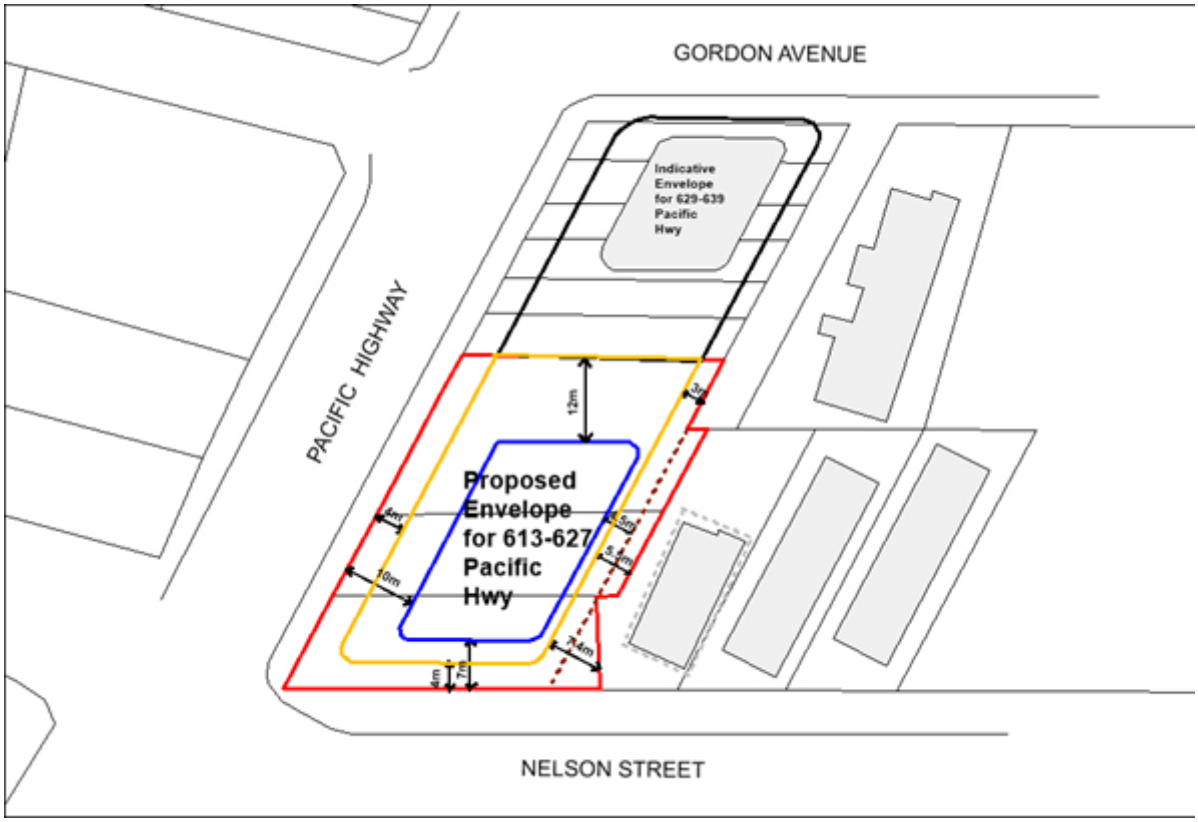
1. Achieve a slender tower form on the site.

2. Achieve a site layout that provides a pleasant environment for the occupants and minimises impact on surrounding properties.
3. Ensure visual and acoustic privacy, natural ventilation, sun access, and views.
4. Provide suitable areas for communal open spaces, deep soil zones, and landscaping.

Controls

1. The maximum tower floor plate that applies to this site for residential towers above a podium is 700m^2.
2. The width of each side of any tower should be minimised and design elements that contribute to building bulk should be minimised.
3. The building layout is to be in accordance with Figure 37.

Figure 37: Site Layout



____	Red Line	Site boundary
____	Yellow Line	Podium
____	Blue Line	Tower

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.
2. Minimise overshadowing of surrounding properties, key public spaces and public domain.

Controls

1. The maximum building height is to include all structures located at roof level, including lift over runs and any other architectural features.
2. All roof top lift over runs or exposed structures are to be integrated with the building.
3. Flat roof areas shall incorporate useable outdoor recreation space where suitable, within the maximum building height.

4. Setbacks and Street Frontage Heights

Performance Criteria

Setbacks shall:

1. Ensure the positioning of new buildings is consistent with the proposed streetscape envisioned for Chatswood CBD and contained in the Chatswood CBD Planning and Urban Design Strategy 2036.
2. Be provided at Ground level to contribute to public realm.
3. Contribute at Ground level deep soil areas, landscaping, and open space.
4. Protect all significant on-site trees and all street trees on Pacific Highway and Nelson Street.
5. Contribute to slender tower forms.
6. Minimise the effects of adverse wind conditions at street level.

Street wall heights shall:

1. Ensure such heights are consistent with the street wall heights envisioned for Chatswood CBD and contained in the Chatswood CBD Planning and Urban Design Strategy 2036.

Controls

1. The building setbacks are to be in accordance with Map 5 (Setbacks and street frontage heights) – except where additional setback is provided. Setbacks are as follows:
    a) Pacific Highway frontage
        i) Minimum 4m setback at Ground Level
        ii) Minimum 6m setback above street wall
        iii) Maximum street wall height of 7m or two storeys.

b) Nelson Street frontage:

i) Minimum 4m setback at Ground Level

ii) c) Eastern boundary (from Hammond Lane to Nelson Street)

Minimum 3m setback above street wall

iii) Maximum street wall height of 6-14m (two to four storeys).

i) Minimum 3m to 7.4m setback at Ground Level

ii) Minimum 1.5m setback above eastern podium wall

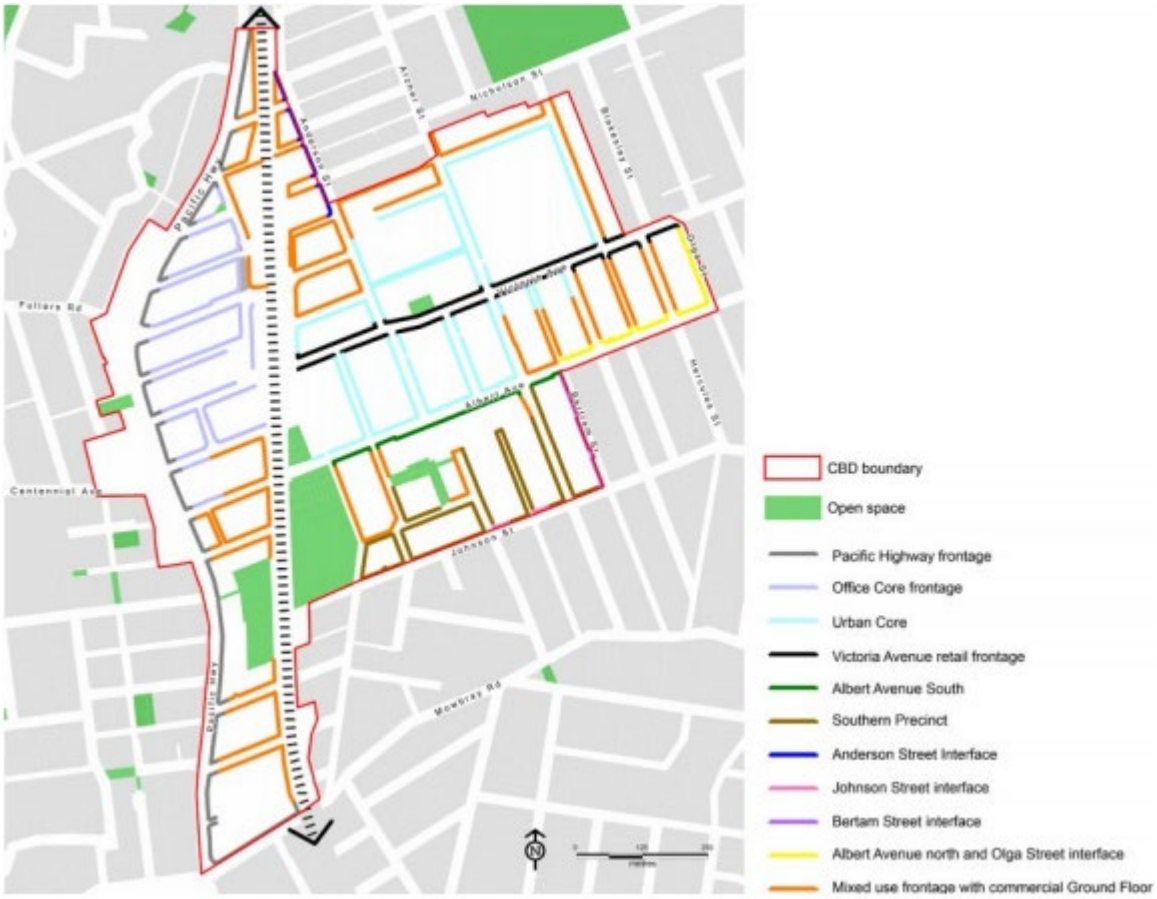
iii) Maximum street wall height of 6-14m (two to four storeys).

d) Northern boundary with adjoining property

i) Nil setback at Ground Level

ii) Minimum 12m setback to tower

Map 5: **Setbacks and street frontage heights**



2. In addition to Control 1:

a) Setbacks may be greater and street wall heights may be lower.

b) Additional ground level setbacks are sought that contribute to public realm.

5. Building Exterior

Performance Criteria

1. Buildings are to demonstrate a high design quality when viewed from the public domain and the surrounding area, including Pacific Highway, Nelson Street and Hammond Lane.
2. Facade treatment and design is to be used to break down the mass and bulk of buildings.
3. High quality façade materials and finishes are to be used which contribute positively to the built environment and mitigate urban heat.

Controls

1. Facades are to be articulated and should incorporate recesses and projecting elements that do not encroach into required setbacks.
2. Extensive blank walls shall be avoided at street level.

6. Amenity

Performance Criteria

1. Maximise solar access and ventilation to residential units.
2. Ensure visual and acoustic privacy of residential units in the development and adjoining properties.
3. Improve pedestrian amenity surrounding the site.

Controls

1. A Wind Assessment shall be submitted at Development Application Stage.
2. A detailed Acoustic Assessment shall be submitted at Development Application Stage.
3. Residential units shall be designed to maximize solar access, cross ventilation, visual and acoustic privacy.

7. Open Space and Landscaping

Performance Criteria

1. Landscaping is to soften and complement the development.
2. Landscaping at street level shall improve the amenity and appearance of the pedestrian environment.
3. The development shall provide publicly accessible links and open space.
4. Publicly accessible open space is to include meaningful green landscaping.
5. Greening at the podium roof level is to be provided, with planting visible to the surrounding area – with particular regard to Pacific Highway, Nelson Street and Hammond Lane.
6. Podium and roof tops are to be a combination of green and recreation spaces.
7. Street tree planting is to be provided.

Controls

1. Open space at ground level shall be utilised as publicly accessible open space.
2. Large canopy tree planting must be provided along the Pacific Highway frontage and Nelson Street frontage within the 4m setback area.
3. All roofs up to 30 metres from ground are to be green roofs. These are to provide a balance of passive and active green spaces that maximize solar access.
4. A minimum of 2 hours of sun access is to be provided to the public open space on the site.
5. Public domain improvements shall be provided to all street frontages to Council requirements.
6. 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.
7. Deep soil planting is to be provided within the 4m setback to Pacific Highway. Deep soil plantings include trees and shrubs, and are to be unimpeded by buildings or structures below ground.
8. A Landscape Plan is to be provided at Development Application stage detailing all public domain at ground level, street tree planting, planting and space allocation at podium and roof top levels. This is to include species, container size at planting, spacing and approximate size at maturity.
9. Street tree planting is at the cost of the proponent, with location and species to be determined in consultation with Council at Development Application stage.
10. 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.

8. Links

Performance Criteria

1. The development shall provide publicly accessible through site links and open space.
2. Publicly accessible open space is to include green landscaping.

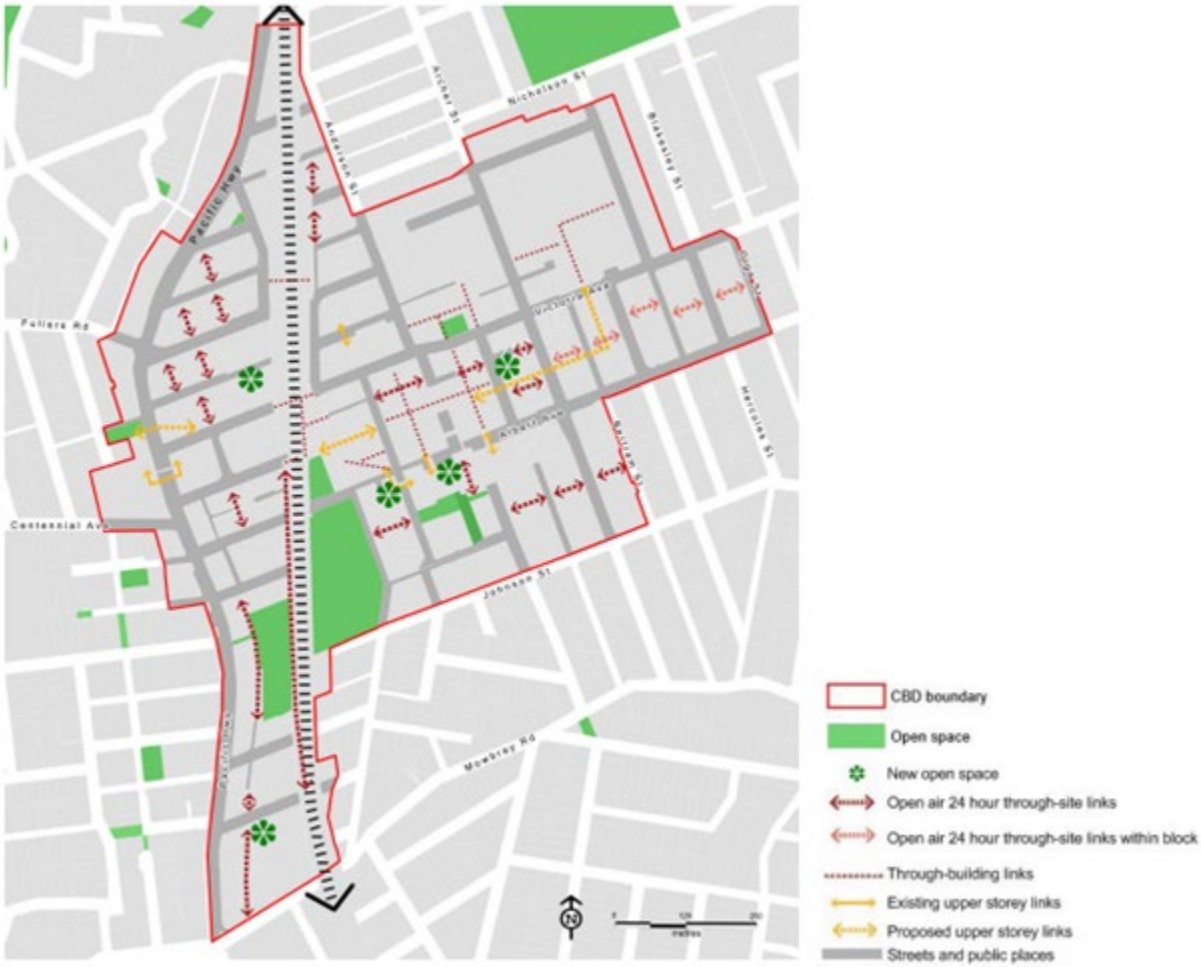
Controls

1. The development is to incorporate publicly accessible through site links and open space in accordance with Map 4 below.
2. Through site links and open space in addition to Map 4 is required on a site by site basis.
3. Public rights of way are to be provided on:
    - The 4m setback to Pacific Highway.
    - The 4m setback to Nelson Street.

- The 3m to 7.4m setback along the eastern boundary (from Hammond Lane to Nelson Street) – being the through site link.

4. 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.
5. The through site link is to be integrated with the Hammond Lane setback at 629-637 Pacific Highway, Chatswood.

Map 4: **Through Site Links and Open Space**



9. Active Street Frontages

Performance Criteria

1. To ensure that uses on the ground level contribute to the activation of the public domain.
2. To ensure that design and location of ground floor uses maximize surveillance of the public domain.

Controls

1. At ground level buildings are to maximise active frontages to Pacific Highway, Nelson Street and Hammond Lane.

2. A building has an active street frontage if all premises on the ground floor of the building facing the street(s) are used for the purpose of commercial premises or non-residential purposes and provide elements of visual interest when viewed from the street.

10. Traffic and Transport

Performance Criteria

1. Development must be designed to provide adequate and safe access to the site.
2. Development on the site should not cause adverse traffic impacts on the surrounding road system.
3. Minimise the number of vehicular access points to the development.
4. All vehicles are to enter and exit the site in a forward direction.
5. Traffic and transport solutions are to be physical (rather than mechanical) on this site.
6. Minimise car parking and encourage alternative transport options.

Controls

1. Vehicle and loading access is to be reviewed and master planned in conjunction with the adjoining site at 629-637 Pacific Highway, Chatswood. One vehicle and loading point in Hammond Lane is preferred for vehicle accessing and servicing of 613-637 Pacific Highway and 629-637 Pacific Highway, via a consolidated basement.
2. Vehicle access and egress is to be designed and located to achieve safety, minimise conflicts between pedestrians and vehicles and create a high quality streetscape.
3. All car parking and loading facilities are to be located below ground level.
4. Other strategies for car parking reduction, such as reciprocal arrangements for sharing parking and car share, is to be included in any future Development Application.
5. The following is to be provided in any future development application:
    a) Car parking provision based on reduced car parking rates, consistent with the requirements for new developments in the Chatswood CBD as supported by Transport for NSW.
    b) A minimum of 1 secure bicycle parking space per apartment.
    c) A minimum of 1 secure bicycle space per 100m² of commercial/retail floor space.
    d) Adequate end of trip facilities including lockers, showers, etc. for use by commercial and retail tenants.
    e) A bicycle rack within the site boundary for use by retail customers.
    f) A minimum of three (3) freight and service vehicle spaces within the basement, in addition to the one (1) Medium Rigid Vehicle (MRV) space proposed within the loading dock.
    g) A Green Travel Plan.
    h) Updated traffic analysis and modelling.

11. Waste Management, Loading and Services

Performance Criteria

1. All loading, unloading and servicing is required to occur on-site.
2. To ensure that adequate provision is made for waste storage and disposal.
3. Floor space at Ground level is to be maximised, with services located in Basement.

Controls

1. All loading and unloading services are required to occur at basement level on-site.
2. Other supporting functions such as garbage rooms, plant and other services are to be located in Basement levels.
3. A Waste Management Plan shall be submitted at the Development Application stage.
4. 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 residents from Electro Magnetic Radiation (EMR) emissions.

12. Design Excellence

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. All developments that have a height of 35m or more are subject to a competitive design process.
2. The competitive design process must be undertaken in accordance with the Willoughby Design Excellence Policy and Willoughby Design Excellence Guidelines.

13. Public Art

Performance Criteria

1. All redevelopments in the Chatswood CBD should contribute to public art in accordance with Council's Public Art Policy.

Controls

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

14. Building Sustainability

Performance Criteria

1. Design excellence shall include achievement of higher building sustainability standards.

Controls

1. A minimum of 5 stars GBCA building rating is expected. A higher rating is encouraged. An assessment report is to be submitted at Development Application stage.

13.1.12 629-637 Pacific Highway Chatswood

1. General

The controls contained in this Site Specific Development Control Plan applies to 627-637 Pacific Highway, Chatswood.

Figure 38: Site Map

Objectives of the Plan

The aims and objectives of this Plan are to:

1. Provide guidelines for a mixed use development on the site.
2. Provide a development that ensures the viability of adjoining and surrounding sites for future development.
3. Minimise traffic impacts on the surrounding road network
4. Ensure development on the site minimises impacts to the amenity of neighbouring residential properties.
5. Provide landscaping in and surrounding the site that enhances the presentation of the site as well as the amenity of the development.
6. Achieves architectural and urban design excellence.
7. Maximise activation to Pacific Highway, Gordon Avenue and Hammond Lane.

2. Built Form

Performance Criteria

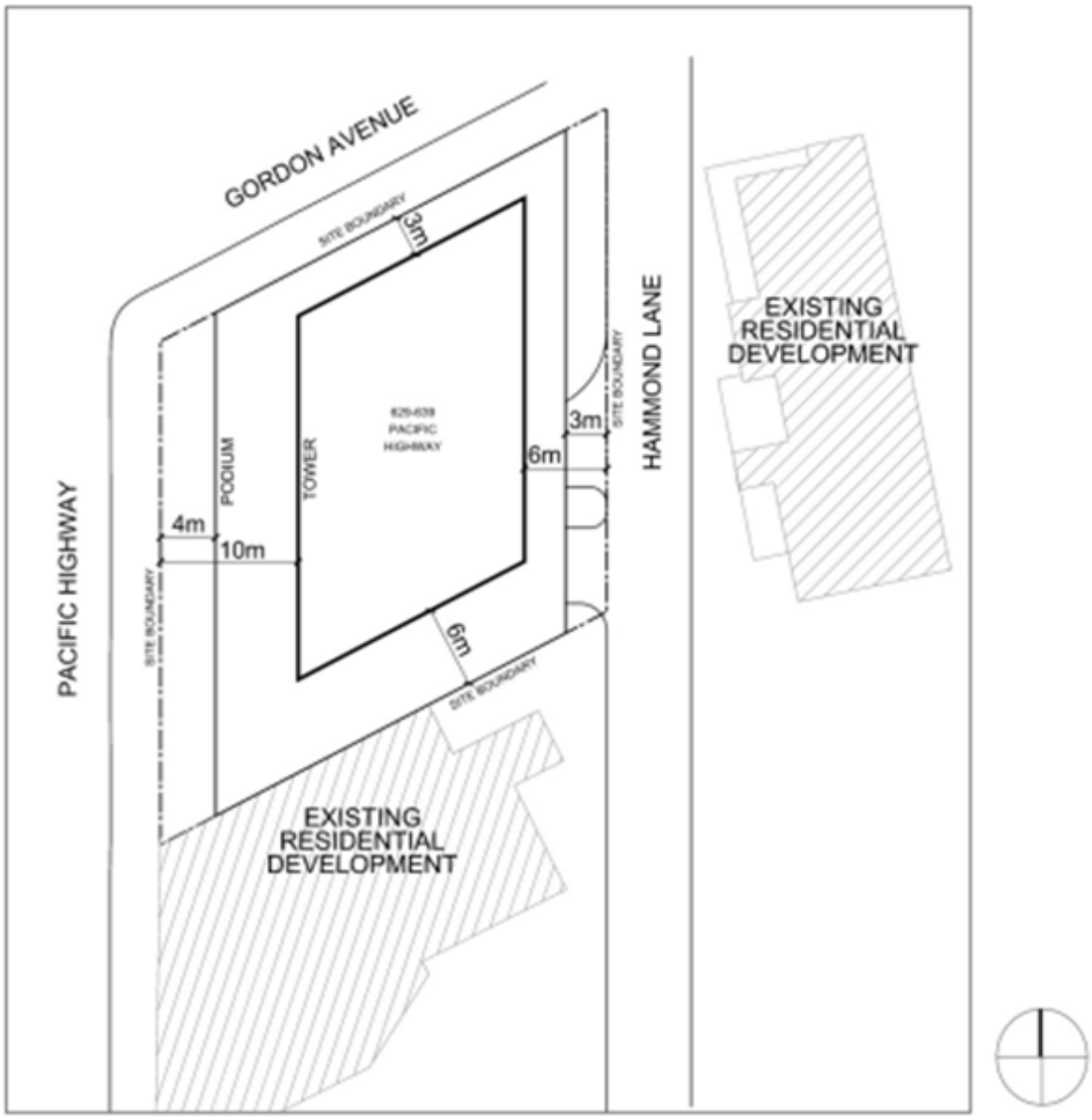
The built form of the new development shall:

1. Achieve a slender tower form on the site.
2. Achieve a site layout that provides a pleasant environment for the occupants and minimises impact on surrounding properties.
3. Ensure visual and acoustic privacy, natural ventilation, sun access, and views.
4. Provide suitable areas for communal open spaces, deep soil zones, and landscaping.

Controls

1. The maximum tower floor plate that applies to this site for residential towers above a podium is 700m^2.
2. The width of each side of any tower should be minimised and design elements that contribute to building bulk should be minimised.
3. The building layout is to be in accordance with Figure 39.

Figure 39: Site Layout



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.
2. Minimise overshadowing of surrounding properties, key public spaces and public domain.

Controls

1. The maximum building height is to include all structures located at roof level, including lift over runs and any other architectural features.
2. All roof top lift over runs or exposed structures are to be integrated with the building.
3. Flat roof areas shall incorporate useable outdoor recreation space where suitable, within the maximum building height.

4. Setbacks and Street Frontage Heights

Performance Criteria

Setbacks shall:

1. Ensure the positioning of new buildings is consistent with the proposed streetscape envisioned for Chatswood CBD and contained in the Chatswood CBD Planning and Urban Design Strategy 2036.
2. Be provided at Ground level to contribute to public realm.
3. Contribute at Ground level deep soil areas, landscaping, and open space.
4. Protect all significant on-site trees and all street trees on Pacific Highway and Gordon Avenue.
5. Contribute to slender tower forms.
6. Minimise the effects of adverse wind conditions at street level.

Street wall heights shall:

1. Ensure such heights are consistent with the street wall heights envisioned for Chatswood CBD and contained in the Chatswood CBD Planning and Urban Design Strategy 2036.

Controls

1. The building setbacks are to be in accordance with Map 5 (Setbacks and street frontage heights) – except where additional setback is provided. Setbacks are as follows:
    a) Pacific Highway frontage
        i) Minimum 4m setback at Ground Level
        ii) Minimum 6m setback above street wall
        iii) Maximum street wall height of 7m or two storeys.
    b) Gordon Avenue frontage:

i) Nil setback at Ground Level

ii) Minimum 3m setback above street wall

iii) Maximum street wall height of 6-14m (two to four storeys).

c) Hammond Lane frontage

i) Minimum 3m setback at Ground Level

ii) Minimum 6m setback above street wall

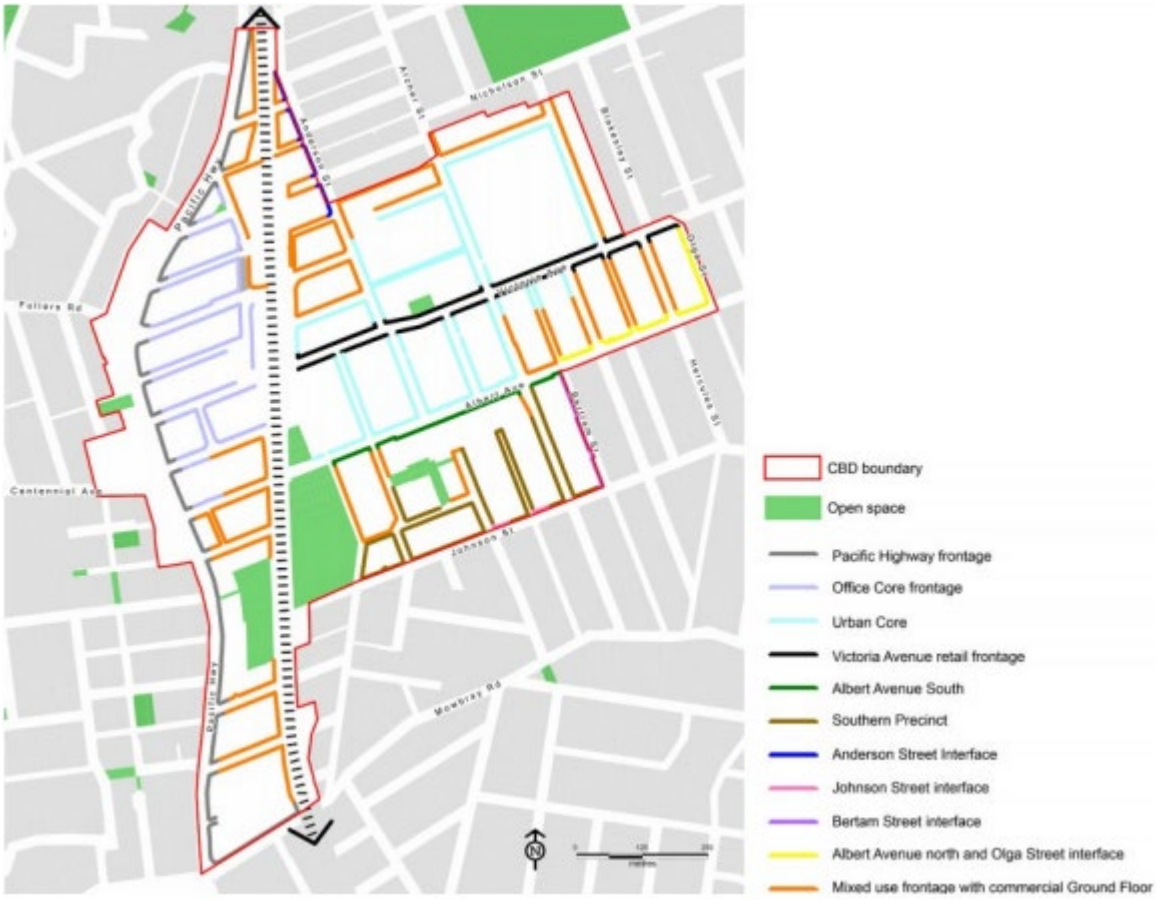
iii) Maximum street wall height of 6-14m (two to four storeys).

d) Southern boundary with adjoining property

i) Nil setback at Ground Level

ii) Minimum 6m setback above street wall

Map 5: Setbacks and street frontage heights



2. In addition to Control 1:

a) Setbacks may be greater and street wall heights may be lower.

b) Additional ground level setbacks are sought that contribute to public realm.

5. Building Exterior

Performance Criteria

1. Buildings are to demonstrate a high design quality when viewed from the public domain and the surrounding area, including Pacific Highway, Gordon Avenue and Hammond Lane.
2. Facade treatment and design is to be used to break down the mass and bulk of buildings.
3. High quality façade materials and finishes are to be used which contribute positively to the built environment and mitigate urban heat.

Controls

1. Facades are to be articulated and should incorporate recesses and projecting elements that do not encroach into required setbacks.
2. Extensive blank walls shall be avoided at street level.

6. Amenity

Performance Criteria

1. Maximise solar access and ventilation to residential units.
2. Ensure visual and acoustic privacy of residential units in the development and adjoining properties.
3. Improve pedestrian amenity surrounding the site.

Controls

1. A Wind Assessment shall be submitted at Development Application Stage.
2. A detailed Acoustic Assessment shall be submitted at Development Application Stage.
3. Residential units shall be designed to maximize solar access, cross ventilation, visual and acoustic privacy.

7. Open Space and Landscaping

Performance Criteria

1. Landscaping is to soften and complement the development.
2. Landscaping at street level shall improve the amenity and appearance of the pedestrian environment.
3. The development shall provide publicly accessible links and open space.
4. Publicly accessible open space is to include meaningful green landscaping.
5. Greening at the podium roof level is to be provided, with planting visible to the surrounding area – with particular regard to Pacific Highway, Gordon Avenue and Hammond Lane.
6. Podium and roof tops are to be a combination of green and recreation spaces.
7. Street tree planting is to be provided.

Controls

1. Open space at ground level shall be utilised as publicly accessible open space.
2. Large canopy tree planting must be provided along the Pacific Highway frontage within the 4m setback area.
3. All roofs up to 30 metres from ground are to be green roofs. These are to provide a balance of passive and active green spaces that maximize solar access.
4. A minimum of 2 hours of sun access is to be provided to the public open space on the site.
5. Public domain improvements shall be provided to all street frontages to Council requirements.
6. 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.
7. Deep soil planting is to be provided within the 4m setback to Pacific Highway. Deep soil plantings include trees and shrubs, and are to be unimpeded by buildings or structures below ground.
8. A Landscape Plan is to be provided at Development Application stage detailing all public domain at ground level, street tree planting, planting and space allocation at podium and roof top levels. This is to include species, container size at planting, spacing and approximate size at maturity.
9. Street tree planting is at the cost of the proponent, with location and species to be determined in consultation with Council at Development Application stage.
10. 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.

8. Links

Performance Criteria

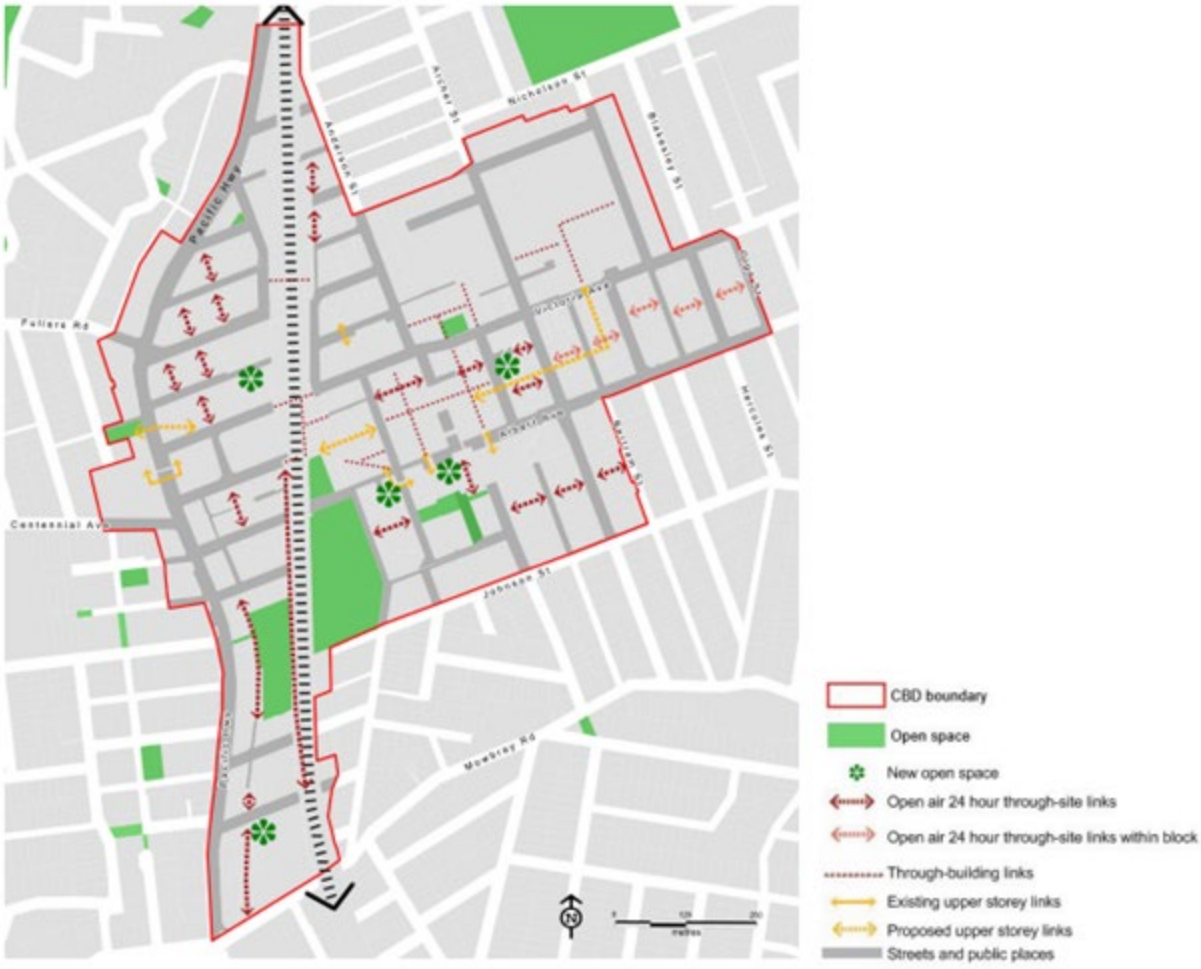
1. The development shall provide publicly accessible through site links and open space.
2. Publicly accessible open space is to include green landscaping.

Controls

1. The development is to incorporate publicly accessible through site links and open space in accordance with Map 4 below.
2. Through site links and open space in addition to Map 4 is required on a site by site basis.
3. Public rights of way are to be provided on:
    - The 4m setback to Pacific Highway.
    - The 3m setback to Hammond Lane.

4. 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.
5. The Hammond Lane setback is to be integrated with the through site link at 613-627 Pacific Highway, Chatswood.

Map 4: **Through Site Links and Open Space**



9. Active Street Frontages

Performance Criteria

1. To ensure that uses on the ground level contribute to the activation of the public domain.
2. To ensure that design and location of ground floor uses maximize surveillance of the public domain.

Controls

1. At ground level buildings are to maximise active frontages to Pacific Highway, Gordon Avenue and Hammond Lane.
2. A building has an active street frontage if all premises on the ground floor of the building facing the street(s) are used for the purpose of commercial premises or non-residential purposes and provide elements of visual interest when viewed from the street.

10. Traffic and Transport

Performance Criteria

1. Development must be designed to provide adequate and safe access to the site.
2. Development on the site should not cause adverse traffic impacts on the surrounding road system.
3. Minimise the number of vehicular access points to the development.
4. All vehicles are to enter and exit the site in a forward direction.
5. Traffic and transport solutions are to be physical (rather than mechanical) on this site.
6. Minimise car parking and encourage alternative transport options.

Controls

1. Vehicle and loading access is to be reviewed and master planned in conjunction with the adjoining site at 613-627 Pacific Highway, Chatswood. One vehicle and loading point in Hammond Lane is preferred for the accessing and servicing of 629-637 Pacific Highway and 613-627 Pacific Highway, via a consolidated bassement.
2. Vehicle access and egress is to be designed and located to achieve safety, minimise conflicts between pedestrians and vehicles and create a high quality streetscape.
3. All car parking and loading facilities are to be located below ground level.
4. Other strategies for car parking reduction, such as reciprocal arrangements for sharing parking and car share, is to be included in any future Development Application.
5. The following is to be provided in any future development application:
    a) Car parking provision based on reduced car parking rates, consistent with the requirements for new developments in the Chatswood CBD as supported by Transport for NSW.
    b) A minimum of 1 secure bicycle parking space per apartment.
    c) A minimum of 1 secure bicycle space per 100m² of commercial/retail floor space.
    d) Adequate end of trip facilities including lockers, showers, etc. for use by commercial and retail tenants.
    e) A bicycle rack within the site boundary for use by retail customers.
    f) A minimum of three (3) freight and service vehicle spaces within the basement, in addition to the one (1) Medium Rigid Vehicle (MRV) space proposed within the loading dock.
    g) A Green Travel Plan.
    h) Updated traffic analysis and modelling.

11. Waste Management, Loading and Services

Performance Criteria

1. All loading, unloading and servicing is required to occur on-site.

2. To ensure that adequate provision is made for waste storage and disposal.
3. Floor space at Ground level is to be maximised, with services located in Basement.

Controls

1. All loading and unloading services are required to occur at basement level on-site.
2. Other supporting functions such as garbage rooms, plant and other services are to be located in Basement levels.
3. A Waste Management Plan shall be submitted at the Development Application stage.
4. 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 residents from Electro Magnetic Radiation (EMR) emissions.

12. Design Excellence

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. All developments that have a height of 35m or more are subject to a competitive design process.
2. The competitive design process must be undertaken in accordance with the Willoughby Design Excellence Policy and Willoughby Design Excellence Guidelines.

13. Public Art

Performance Criteria

1. All redevelopments in the Chatswood CBD should contribute to public art in accordance with Council’s Public Art Policy.

Controls

1. Public Art is to be provided in accordance with Council’s Public Art Policy.

14. Building Sustainability

Performance Criteria

1. Design excellence shall include achievement of higher building sustainability standards.

Controls

1. A minimum of 5 stars GBCA building rating is expected. A higher rating is encouraged. An assessment report is to be submitted at Development Application stage.

13.1.13 815 Pacific Highway and 15 Help Street Chatswood

1. General

The controls contained in this Site Specific Development Control Plan applies to 815 Pacific Highway, and 15 Help Street, Chatswood.

Figure 40: Site Map

Objectives of the Plan

The aims and objectives of this Plan are to:

1. Provide guidelines for a commercial and non-residential development on the site.
2. Provide a development that ensures the viability of adjoining and surrounding sites for future development.
3. Minimise traffic impacts on the surrounding road network
4. Ensure development on the site minimises impacts to the amenity of neighbouring properties.
5. Provide landscaping in and surrounding the site that enhances the presentation of the site as well as the amenity of the development.
6. Achieves architectural and urban design excellence.
7. Maximise activation to the Pacific Highway, Help Street and McIntosh Street

2. Site Amalgamation

Performance Criteria

1. Site amalgamation shall be provided to achieve the optimum development outcomes envisioned for the Chatswood CBD under the Chatswood CBD Planning and Urban Design Strategy 2036.

Controls

1. 815 Pacific Highway and 15 Help Street are required to be amalgamated.

3. Built Form

Performance Criteria

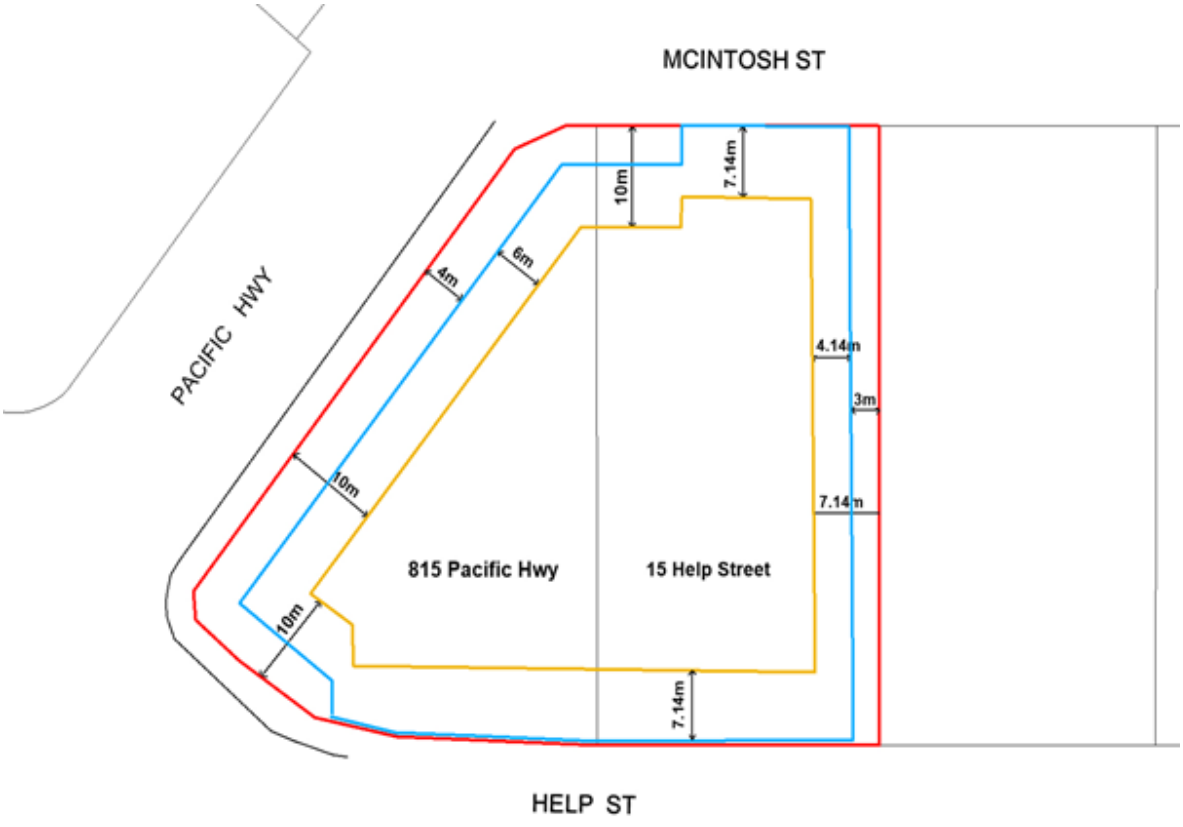
The built form of the new development shall:

1. Achieve a slender tower form on the site.
2. Achieve a site layout that provides a pleasant environment for the occupants and minimises impact on surrounding properties.
3. Ensure visual and acoustic privacy, natural ventilation, sun access, and views.
4. Provide suitable areas for communal open spaces, deep soil zones, and landscaping.

Controls

1. The width of each side of any tower should be minimised and design elements that contribute to building bulk should be minimised.
2. The building layout is to be in accordance with Figure 41.

Figure 41: Site Layout



Red line - boundary
Blue line - Podium
Yellow line - Tower

4. 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.
2. Minimise overshadowing of surrounding properties, key public spaces and public domain.

Controls

1. The maximum building height is to include all structures located at roof level, including lift over runs and any other architectural features.
2. All roof top lift over runs or exposed structures are to be integrated with the building.
3. Flat roof areas shall incorporate useable outdoor recreation space where suitable, within the maximum building height.

5. Setbacks and Street Frontage Heights

Performance Criteria

Setbacks shall:

1. Ensure the positioning of new buildings is consistent with the proposed streetscape envisioned for Chatswood CBD and contained in the Chatswood CBD Planning and Urban Design Strategy 2036.
2. Be provided at Ground level to contribute to public realm.
3. Contribute at Ground level deep soil areas, landscaping, and open space.
4. Protect all significant on-site trees and all street trees on Pacific Highway, Help Street and McIntosh Street.
5. Contribute to slender tower forms.
6. Minimise the effects of adverse wind conditions at street level.

Street wall heights shall:

1. Ensure such heights are consistent with the street wall heights envisioned for Chatswood CBD and contained in the Chatswood CBD Planning and Urban Design Strategy 2036.

Controls

1. The building setbacks are to be in accordance with Map 5 (Setbacks and street frontage heights) – except where additional setback is provided. Setbacks and street wall heights are to be as follows:
    a) Pacific Highway frontage
        i) Minimum 4m setback at Ground Level
        ii) Minimum 6m setback above street wall
        iii) Maximum street wall height of 7m (two storeys).
    b) McIntosh Street frontage:

i) Minimum between 0 and 4m setback at Ground Level

ii) Minimum between 7.14m and 10m setback to tower

iii) Maximum street wall height of 4-12m (one to three storeys)

c) Help Street frontage

i) Minimum between 0 and 4m setback at Ground Level

ii) Minimum between 7.14m and 10m setback to tower

iii) Maximum street wall height of 4-12m (one to three storeys)

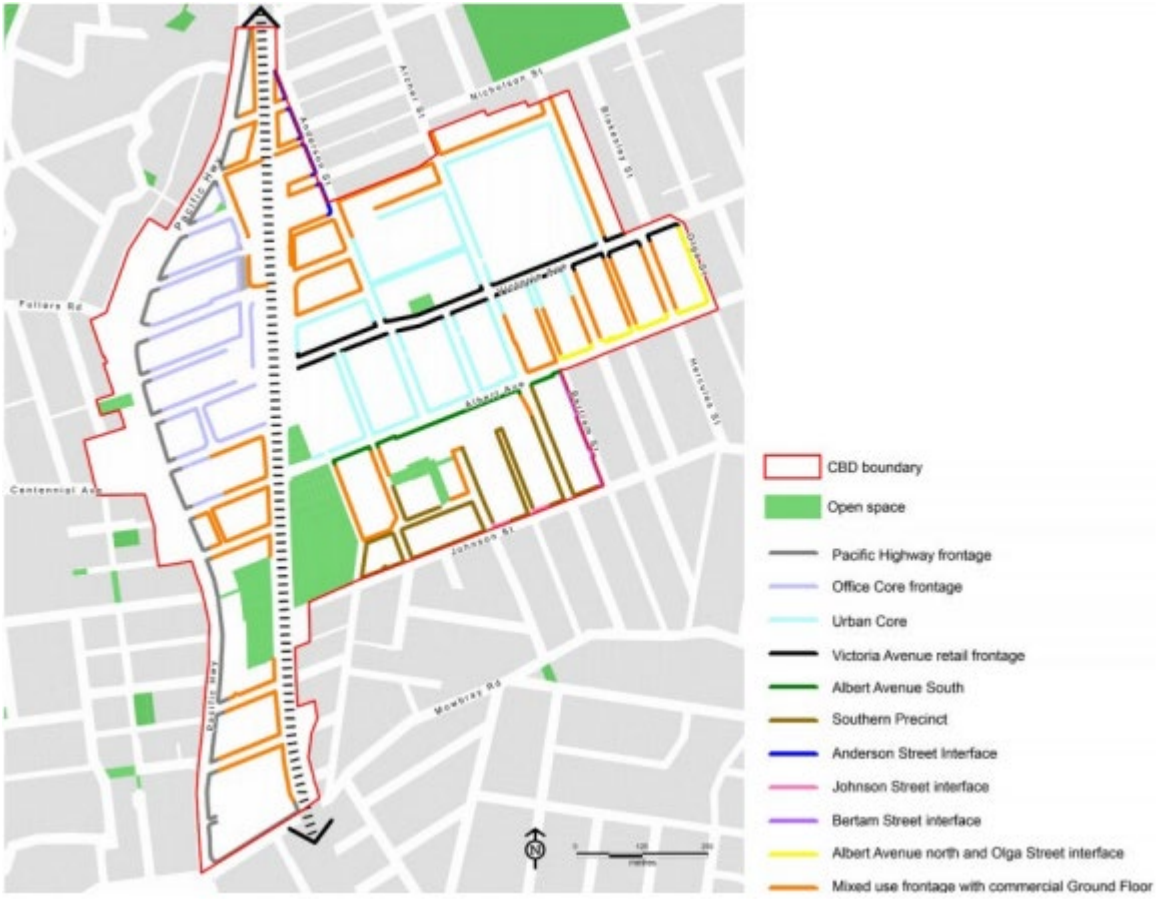
d) Eastern boundary with adjoining property

i) Minimum 3m setback at Ground Level

ii) Minimum 7.14m setback to tower

iii) Maximum street wall height of 4-12m (one to three storeys)

Map 5: Setbacks and street frontage heights



2. In addition to Control 1:

a) Setbacks may be greater and street wall heights may be lower.

b) Additional ground level setbacks are sought that contribute to public realm.

6. Building Exterior

Performance Criteria

1. Buildings are to demonstrate a high design quality when viewed from the public domain and the surrounding area, including Pacific Highway, Help Street, McIntosh Street and the through site link on the eastern boundary.
2. Facade treatment and design is to be used to break down the mass and bulk of buildings.
3. High quality façade materials and finishes are to be used which contribute positively to the built environment and mitigate urban heat.

Controls

1. Facades are to be articulated and should incorporate recesses and projecting elements that do not encroach into required setbacks.
2. Extensive blank walls shall be avoided at street level.

7. Amenity

Performance Criteria

1. Maximise solar access and ventilation.
2. Ensure visual and acoustic privacy in the development and adjoining properties.
3. Improve pedestrian amenity surrounding the site.

Controls

1. A Wind Assessment shall be submitted at Development Application Stage.
2. A detailed Acoustic Assessment shall be submitted at Development Application Stage.
3. The building shall be designed to maximize solar access, cross ventilation, visual and acoustic privacy.

8. Open Space and Landscaping

Performance Criteria

1. Landscaping is to soften and complement the development.
2. Landscaping at street level shall improve the amenity and appearance of the pedestrian environment.
3. The development shall provide publicly accessible links and open space.
4. Publicly accessible open space is to include meaningful green landscaping.
5. Greening at the podium roof level is to be provided, with planting visible to the surrounding area – with particular regard to Pacific Highway, Help Street, McIntosh Street and the through site link on the eastern boundary.
6. Podium and roof tops are to be a combination of green and paved spaces.
7. Street tree planting is to be provided.

Controls

1. Open space at ground level shall be utilised as publicly accessible open space.
2. Large canopy tree planting must be provided along the Pacific Highway frontage within the 4m setback area.
3. All roofs up to 30 metres from ground are to be green roofs.
4. Public domain improvements shall be provided to all street frontages to Council requirements.
5. A minimum of 2 hours sun access is to be provided to public open space on the site including the through site link.
6. 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.
7. Deep soil planting is to be provided within the 4m setback to Pacific Highway. Deep soil plantings include trees and shrubs, and are to be unimpeded by buildings or structures below ground.
8. A Landscape Plan is to be provided at Development Application stage detailing all public domain at ground level, street tree planting, planting and space allocation at podium and roof top levels. This is to include species, container size at planting, spacing and approximate size at maturity.
9. Street tree planting is at the cost of the proponent, with location and species to be determined in consultation with Council at Development Application stage.
10. 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.

9. Links

Performance Criteria

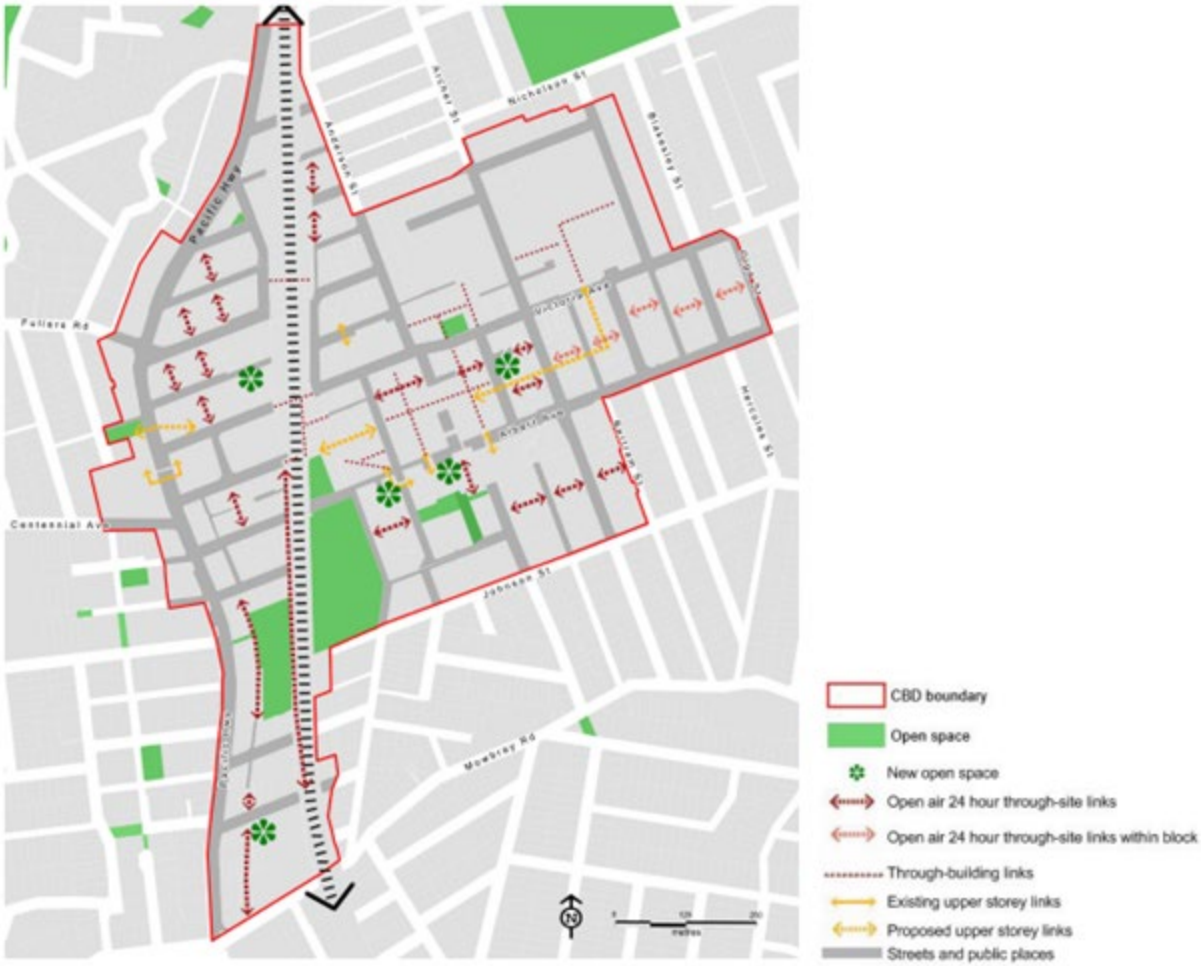
1. The development shall provide publicly accessible through site links and open space.
2. Publicly accessible open space is to include green landscaping.

Controls

1. The development is to incorporate publicly accessible through site links and open space in accordance with Map 4 below.
2. Through site links and open space in addition to Map 4 is required on a site by site basis.
3. Public rights of way are to be provided on:
    a) The 4m setback to Pacific Highway.
    b) The 3m setback along the eastern boundary (from Help Street to McIntosh Street) to provide a through site link.

4. 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.

Map 4: Through Site Links and Open Space



10. Active Street Frontages

Performance Criteria

1. To ensure that uses on the ground level contribute to the activation of the public domain.
2. To ensure that design and location of ground floor uses maximize surveillance of the public domain.

Controls

1. At ground level buildings are to maximise active frontages to Pacific Highway, Help Street, McIntosh Street and the through site link on the eastern boundary.
2. A building has an active street frontage if all premises on the ground floor of the building facing the street(s) are used for the purpose of commercial premises or non-residential purposes and provide elements of visual interest when viewed from the street.

11. Traffic and Transport

Performance Criteria

1. Development must be designed to provide adequate and safe access to the site.

2. Development on the site should not cause adverse traffic impacts on the surrounding road system.
3. Minimise the number of vehicular access points to the development.
4. All vehicles are to enter and exit the site in a forward direction.
5. Traffic and transport solutions are to be physical (rather than mechanical) on this site.
6. Minimise car parking and encourage alternative transport options.

Controls

1. Vehicle access to / egress from the development is to be from one access point in McIntosh Street.
2. Vehicle access and egress is to be designed and located to achieve safety, minimise conflicts between pedestrians and vehicles and create a high quality streetscape.
3. All car parking and loading facilities are to be located below ground level, in one consolidated basement over the site.
4. Other strategies for car parking reduction, such as reciprocal arrangements for sharing parking and car share, is to be included in any future Development Application.
5. The following is to be provided in any future development application:
    a) Car parking provision based on reduced car parking rates, consistent with the requirements for new developments in the Chatswood CBD as supported by Transport for NSW.
    b) A minimum of 1 secure bicycle space per 100m² of commercial/retail floor space for the first 10,000m^2 of floor space, and then 1 secure bicycle space per 200 m^2 of commercial/retail floor space above 10,000m^2.
    c) Adequate end of trip facilities including lockers, showers, etc. for use by commercial and retail tenants.
    d) A minimum of fifteen (15) freight and service vehicle spaces within the basement in addition to three (3) Medium Rigid Vehicle spaces.
    e) A Green Travel Plan.
    f) Updated traffic analysis and modelling.

12. Waste Management, Loading and Services

Performance Criteria

1. All loading, unloading and servicing is required to occur on-site.
2. To ensure that adequate provision is made for waste storage and disposal.
3. Floor space at Ground level is to be maximised, with services located in Basement.

Controls

1. All loading and unloading services are required to occur at basement level on-site.
2. Other supporting functions such as garbage rooms, plant and other services are to be located in Basement levels.

3. A Waste Management Plan shall be submitted at the Development Application stage.
4. 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 employees from Electro Magnetic Radiation (EMR) emissions.

13. Design Excellence

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. All developments that have a height of 35m or more are subject to a competitive design process.
2. The competitive design process must be undertaken in accordance with the Willoughby Design Excellence Policy and Willoughby Design Excellence Guidelines.

14. Public Art

Performance Criteria

1. All redevelopments in the Chatswood CBD should contribute to public art in accordance with Council's Public Art Policy.

Controls

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

15. Building Sustainability

Performance Criteria

1. Design excellence shall include achievement of higher building sustainability standards.

Controls

1. A minimum of 6 stars GBCA building rating is expected. An assessment report is to be submitted at Development Application stage.

16. Heritage

Performance Criteria

1. Respect the built history of the Chatswood CBD.

Controls

1. A historical record must be made of the existing building at 815 Pacific Highway recognising its contribution to the development of Chatswood CBD prior to any demolition.

13.1.14 9-11 Nelson Street Chatswood

1. General

The controls contained in this Site Specific Development Control Plan applies to 9-11 Nelson Street, Chatswood.

Figure 42: Site Map

Objectives of the Plan

The aims and objectives of this Plan are to:

1. Provide guidelines for a mixed use development on the site.
2. Provide a development that ensures the viability of adjoining and surrounding sites for future development.
3. Minimise traffic impacts on the surrounding road network
4. Ensure development on the site minimises impacts to the amenity of neighbouring residential properties.
5. Provide landscaping in and surrounding the site that enhances the presentation of the site as well as the amenityof the development.
6. Achieves architectural and urban design excellence.
7. Maximise activation to Gordon Avenue and Nelson Street.

2. Built Form

Performance Criteria

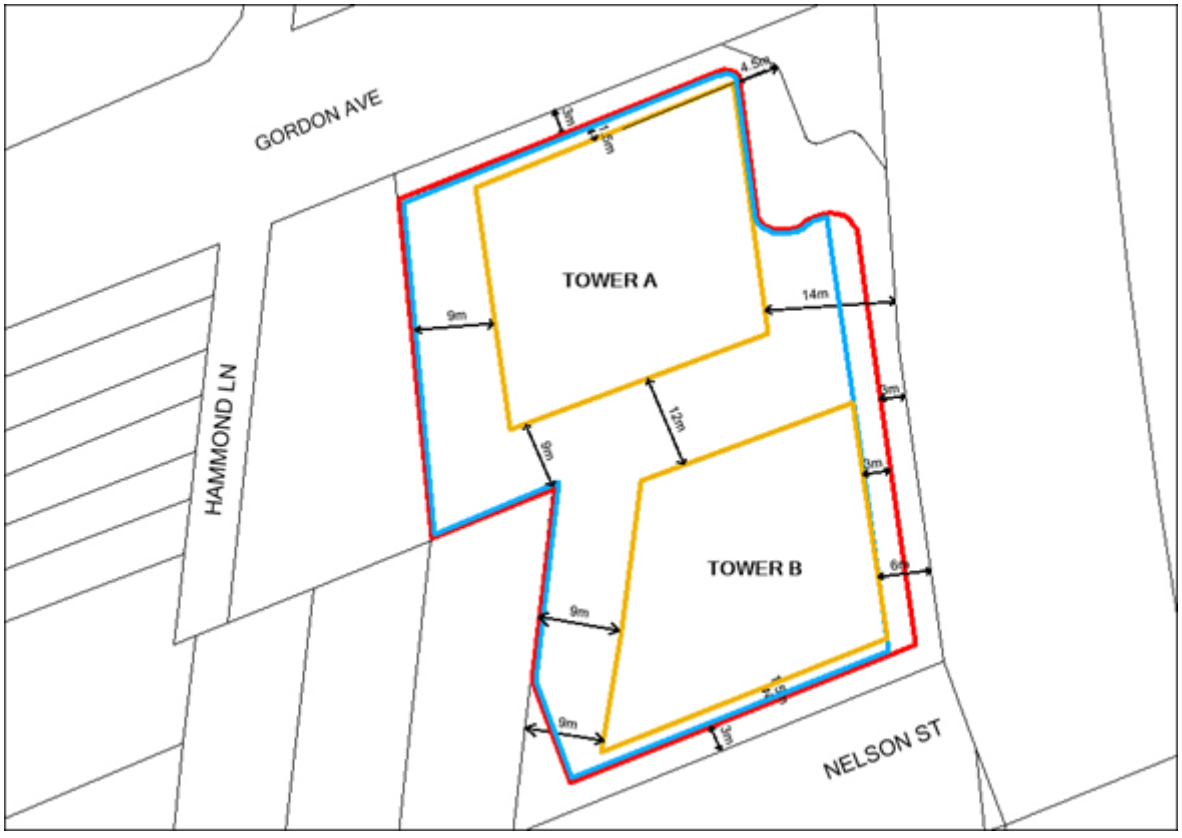
The built form of the new development shall:

1. Achieve a slender tower/s form on the site.
2. Achieve a site layout that provides a pleasant environment for the occupants and minimises impact on surrounding properties.
3. Ensure visual and acoustic privacy, natural ventilation, sun access, and views.
4. Provide suitable areas for communal open spaces, deep soil zones, and landscaping.

Controls

1. The maximum tower floor plate that applies to this site for residential towers above a podium is 700m^2.
2. The width of each side of any tower should be minimised and design elements that contribute to building bulk should be minimised.
3. The building layout is to be in accordance with Figure 43.

Figure 43: Site Layout



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.
2. Minimise overshadowing of surrounding properties, key public spaces and public domain.

Controls

1. The maximum building height is to include all structures located at roof level, including lift over runs and any other architectural features.
2. All roof top lift over runs or exposed structures are to be integrated with the building.
3. Flat roof areas shall incorporate useable outdoor recreation space where suitable, within the maximum building height.

4. Setbacks and Street Frontage Heights

Performance Criteria

Setbacks shall:

1. Ensure the positioning of new buildings is consistent with the proposed streetscape envisioned for Chatswood CBD and contained in the Chatswood CBD Planning and Urban Design Strategy 2036.
2. Be provided at Ground level to contribute to public realm.
3. Contribute at Ground level deep soil areas, landscaping, and open space.
4. Protect all significant on-site trees and all street trees on Gordon Avenue and Nelson Street, and trees in the pocket park at the end of Gordon Avenue.
5. Contribute to slender tower forms.
6. Minimise the effects of adverse wind conditions at street level.

Street wall heights shall:

1. Ensure such heights are consistent with the street wall heights envisioned for Chatswood CBD and contained in the Chatswood CBD Planning and Urban Design Strategy 2036.

Controls

1. The building setbacks are to be in accordance with Map 5 (Setbacks and street frontage heights) – except where additional setback is provided. Setbacks are as follows:
    a) Nelson Street frontage:
        i) Minimum 3m setback at Ground Level
        ii) Minimum 1.5m setback above street wall
        iii) Maximum street wall height of 8m (two storeys).
    b) Gordon Avenue frontage:

i) Minimum 3m setback at Ground Level

ii) Minimum 1.5m setback above street wall

iii) Maximum street wall height of 10m (two storeys).

c) Frank Channon Walk (eastern) boundary (from Nelson Street to Gordon Avenue)

i) Minimum 3m setback at Ground Level, with additional stepped 3m setback at Podium Level 1

ii) Nil setback above eastern podium wall

iii) Maximum street wall height of 10m (two storeys).

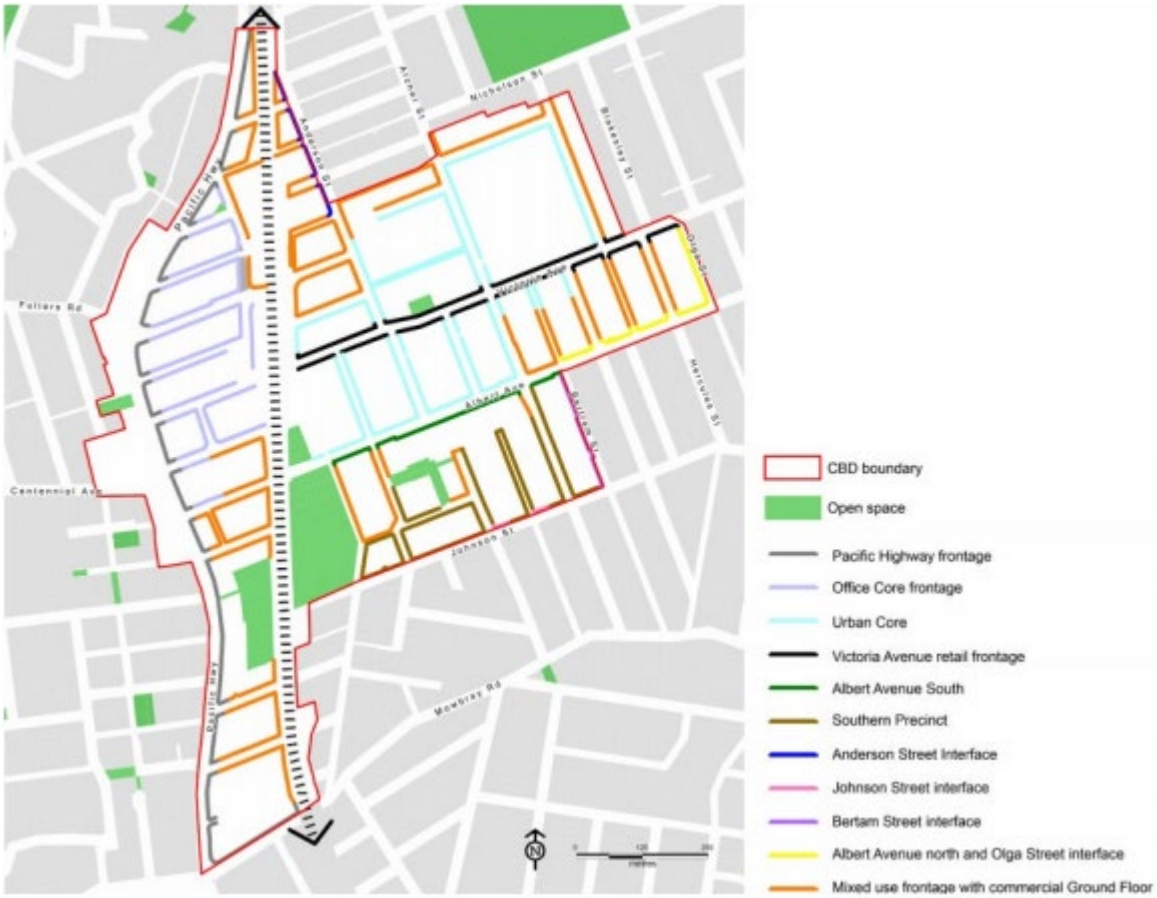
d) Western boundary with adjoining property

i) Nil setback at Ground Level

ii) Minimum 9m setback to tower

2. Balconies are not to encroach into setbacks.

Map 5: Setbacks and street frontage heights



3. In addition to Control 1:

a) Setbacks may be greater and street wall heights may be lower.

b) Additional ground level setbacks are sought that contribute to public realm.

5. Building Exterior

Performance Criteria

1. Buildings are to demonstrate a high design quality when viewed from the public domain and the surrounding area, including Gordon Avenue, Nelson Street, the Frank Channon Walk and the pocket park at the end of Gordon Avenue.
2. Facade treatment and design is to be used to break down the mass and bulk of buildings.
3. High quality façade materials and finishes are to be used which contribute positively to the built environment and mitigate urban heat.

Controls

1. Facades are to be articulated and should incorporate recesses and projecting elements that do not encroach into required setbacks.
2. Extensive blank walls shall be avoided at street level.

6. Amenity

Performance Criteria

1. Maximise solar access and ventilation to residential units.
2. Ensure visual and acoustic privacy of residential units in the development and adjoining properties.
3. Improve pedestrian amenity surrounding the site.

Controls

1. A Wind Assessment shall be submitted at Development Application Stage.
2. A detailed Acoustic Assessment shall be submitted at Development Application Stage.
3. Residential units shall be designed to maximize solar access, cross ventilation, visual and acoustic privacy.

7. Open Space and Landscaping

Performance Criteria

1. Landscaping is to soften and complement the development.
2. Landscaping at street level shall improve the amenity and appearance of the pedestrian environment.
3. The development shall provide publicly accessible links and open space.
4. Publicly accessible open space is to include meaningful green landscaping.
5. Greening at the podium roof level is to be provided, with planting visible to the surrounding area – with particular regard to Gordon Avenue, Nelson Street, the Frank Channon Walk and the pocket park at the end of Gordon Avenue.
6. Podium and roof tops are to be a combination of green and recreation spaces.
7. Street tree planting is to be provided.

Controls

1. Open space at ground level shall be utilised as publicly accessible open space.
2. Large canopy tree planting must be provided along the Gordon Avenue and Nelson Street frontages within the 3m setback area.
3. All roofs up to 30 metres from ground are to be green roofs. These are to provide a balance of passive and active green spaces that maximize solar access.
4. A minimum of 2 hours of sun access is to be provided to the public open space on the site.
5. Public domain improvements shall be provided to all street frontages, and the Frank Channon Walk and the pocket park at the end of Gordon Avenue frontages, to Council requirements.
6. 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.
7. Deep soil planting is to be provided within the 3m setbacks to Gordon Avenue, Nelson Street and the Frank Channon Walk. Deep soil plantings include trees and shrubs, and are to be unimpeded by buildings or structures below ground.
8. A Landscape Plan is to be provided at Development Application stage detailing all public domain at ground level, street tree planting, planting and space allocation at podium and roof top levels. This is to include species, container size at planting, spacing and approximate size at maturity.
9. Street tree planting is at the cost of the proponent, with location and species to be determined in consultation with Council at Development Application stage.
10. 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.

8. Links

Performance Criteria

1. The development shall provide publicly accessible through site links and open space.
2. Publicly accessible open space is to include green landscaping.

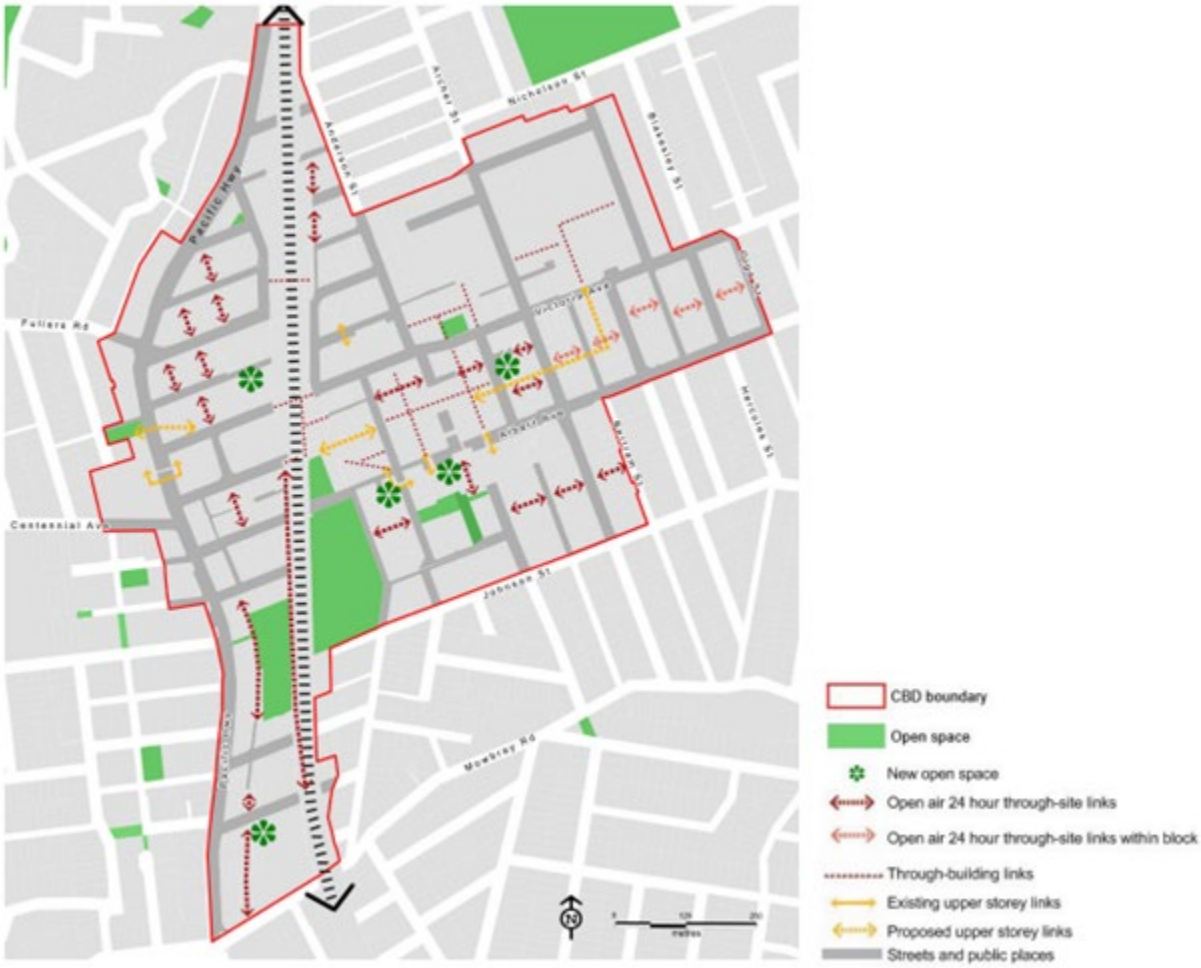
Controls

1. The development is to incorporate publicly accessible through site links and open space in accordance with Map 4 below.
2. Through site links and open space in addition to Map 4 is required on a site by site basis.
3. Public rights of way are to be provided on:
    - The 3m setback to Gordon Avenue.
    - The 3m setback to Nelson Street.

- The 3m setback along the eastern boundary (from Gordon Avenue to Nelson Street) – adjacent the Frank Channon Walk and the pocket park at the end of Gordon Avenue.

4. 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.

Map 4: Through Site Links and Open Space



9. Active Street Frontages

Performance Criteria

1. To ensure that uses on the ground level contribute to the activation of the public domain.
2. To ensure that design and location of ground floor uses maximize surveillance of the public domain.

Controls

1. At ground level buildings are to maximise active frontages to Gordon Avenue and Nelson Street.
2. A building has an active street frontage if all premises on the ground floor of the building facing the street(s) are used for the purpose of commercial premises or non-residential purposes and provide elements of visual interest when viewed from the street.

10. Traffic and Transport

Performance Criteria

1. Development must be designed to provide adequate and safe access to the site.
2. Development on the site should not cause adverse traffic impacts on the surrounding road system.
3. Minimise the number of vehicular access points to the development.
4. All vehicles are to enter and exit the site in a forward direction.
5. Traffic and transport solutions are to be physical (rather than mechanical) on this site.
6. Minimise car parking and encourage alternative transport options.

Controls

1. Vehicle and loading access is to be reviewed and master planned in conjunction with the adjoining land at 10 Gordon Avenue and 15-19 Nelson Street. One vehicle and loading point in Gordon Avenue is preferred for the block bounded by Nelson Street, Gordon Avenue, Hammond Lane and the Frank Channon Walk, via a consolidated basement.
2. Vehicle access and egress is to be designed and located to achieve safety, minimise conflicts between pedestrians and vehicles and create a high quality streetscape.
3. All car parking and loading facilities are to be located below ground level, utilizing physical solutions to ensure all vehicles (including loading vehicles) enter and leave the site in a forward direction.
4. Other strategies for car parking reduction, such as reciprocal arrangements for sharing parking and car share, is to be included in any future Development Application.
5. The following is to be provided in any future development application:
    a) Car parking provision based on reduced car parking rates, consistent with the requirements for new developments in the Chatswood CBD as supported by Transport for NSW.
    b) A minimum of 1 secure bicycle parking space per apartment.
    c) A minimum of 1 secure bicycle space per 100m² of commercial/retail floor space.
    d) Adequate end of trip facilities including lockers, showers, etc. for use by commercial and retail tenants.
    e) A bicycle rack within the site boundary for use by retail customers.
    f) A minimum of three (3) freight and service vehicle spaces within the basement, in addition to the one (1) Medium Rigid Vehicle (MRV) space proposed within the loading dock.
    g) A Green Travel Plan.
    h) Updated traffic analysis and modelling.

11. Waste Management, Loading and Services

Performance Criteria

1. All loading, unloading and servicing is required to occur on-site.
2. To ensure that adequate provision is made for waste storage and disposal.
3. Floor space at Ground level is to be maximised, with services located in Basement.

Controls

1. All loading and unloading services are required to occur at basement level on-site.
2. Other supporting functions such as garbage rooms, plant and other services are to be located in Basement levels.
3. A Waste Management Plan shall be submitted at the Development Application stage.
4. 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 residents from Electro Magnetic Radiation (EMR) emissions.

12. Design Excellence

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. All developments that have a height of 35m or more are subject to a competitive design process
2. The competitive design process must be undertaken in accordance with the Willoughby Design Excellence Policy and Willoughby Design Excellence Guidelines.

13. Public Art

Performance Criteria

1. All redevelopments in the Chatswood CBD should contribute to public art in accordance with Council's Public Art Policy.

Controls

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

14. Building Sustainability

Performance Criteria

1. Design excellence shall include achievement of higher building sustainability standards.

Controls

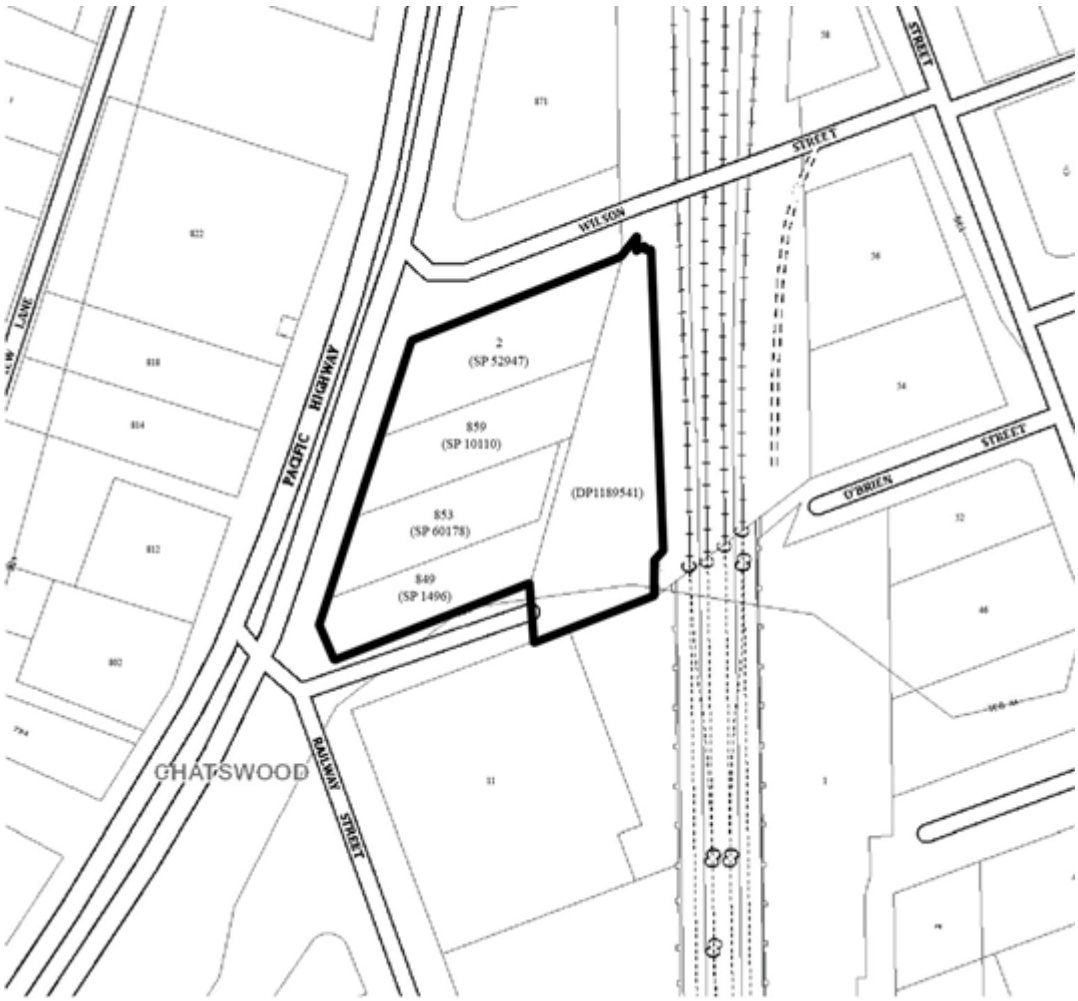
1. A minimum of 5 stars GBCA building rating is expected. A higher rating is encouraged. An assessment report is to be submitted at Development Application stage.

13.1.15 849, 853, 859 Pacific Highway 2 Wilson Street and Lot 1 DP 1189541 Chatswood

1. General

The controls contained in this Site Specific Development Control Plan applies to 849, 853, and 859 Pacific Highway, 2 Wilson Street and Lot 1 DP 1189541 Chatswood.

Figure 44: Site Map



Objectives of the Plan

The aims and objectives of this Plan are to:

1. Provide guidelines for a mixed use development on the site.
2. Provide a development that ensures the viability of adjoining and surrounding sites for future development.
3. Minimise traffic impacts on the surrounding road network
4. Ensure development on the site minimises impacts to the amenity of neighbouring residential properties.
5. Provide landscaping in and surrounding the site that enhances the presentation of the site as well as the amenity of the development.
6. Achieve architectural and urban design excellence.

7. Maximise activation to Pacific Highway, O'Brien Street and Wilson Street.

2. Built Form

Performance Criteria

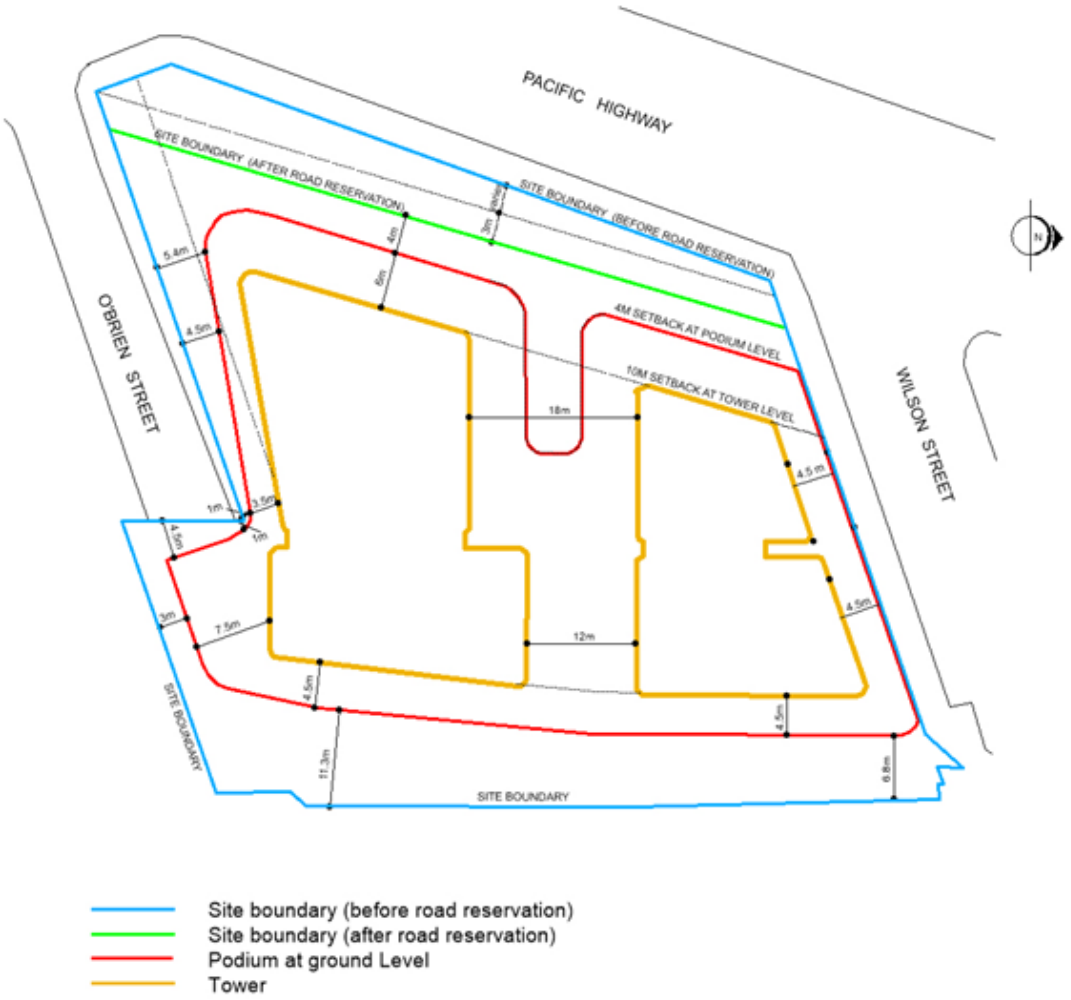
The built form of the new development shall:

1. Achieve a slender tower/s form on the site.
2. Achieve a site layout that provides a pleasant environment for the occupants and minimises impact on surrounding properties.
3. Ensure visual and acoustic privacy, natural ventilation, sun access, and views.
4. Provide suitable areas for communal open spaces, deep soil zones, and landscaping.

Controls

1. The maximum tower floor plate that applies to this site for residential towers above a podium is 700m^2.
2. The width of each side of any tower should be minimised and design elements that contribute to building bulk should be minimised.
3. The building layout is to be in accordance with Figure 45.

Figure 45: Site Layout



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.
2. Minimise overshadowing of surrounding properties, key public spaces and public domain.

Controls

1. The maximum building height is to include all structures located at roof level, including lift over runs and any other architectural features.
2. All roof top lift over runs or exposed structures are to be integrated with the building.
3. Flat roof areas shall incorporate useable outdoor recreation space where suitable, within the maximum building height.

4. Setbacks and Street Frontage Heights

Performance Criteria

Setbacks shall:

1. Ensure the positioning of new buildings is consistent with the proposed streetscape envisioned for Chatswood CBD and contained in the Chatswood CBD Planning and Urban Design Strategy 2036.
2. Be provided at Ground level to contribute to public realm.
3. Contribute at Ground level deep soil areas, landscaping, and open space.
4. Protect all significant on-site trees and all street trees on Pacific Highway, O'Brien Street and Wilson Street, and trees in the setback to the North Shore Rail Line.
5. Contribute to slender tower forms.
6. Minimise the effects of adverse wind conditions at street level.

Street wall heights shall:

1. Ensure such heights are consistent with the street wall heights envisioned for Chatswood CBD and contained in the Chatswood CBD Planning and Urban Design Strategy 2036.

Controls

1. The building setbacks are to be in accordance with Map 5 (Setbacks and street frontage heights) – except where additional setback is provided. Setbacks are as follows:
    a) Pacific Highway frontage:

        i) Minimum 4m setback at Ground Level

        ii) Minimum 6m setback above street wall

        iii) Maximum street wall height of 7m (two storeys).

    b) O'Brien Street and remaining southern boundary frontage:

        i) Minimum setback at Ground Level between 1m (where O'Brien Street meets corner of 849 Pacific Highway and Lot 1 DP 1189541) and 5.4m (where O'Brien Street meets SP2 Infrastructure (Classified Road) land adjacent Pacific Highway Note: Ground level setback at end of O'Brien Street addressed in iii) below.

        ii) Minimum 3m setback at Ground Level along remaining southern boundary

        Note: Ground level setback at end of O'Brien Street addressed in iii) below.

        iii) Minimum setback at Ground Level at end of O'Brien Street of between 1m and 4.5m

        iv) Minimum setback above street wall 3.5m (where O'Brien Street meets corner of 849 Pacific Highway and Lot 1 DP 1189541) and 3m (where O'Brien Street meets SP2 Infrastructure (Classified Road) land adjacent Pacific Highway

        Note: Tower setback at end of O'Brien Street addressed in v) below.

        v) Minimum setback above street wall 7.5m along end of O'Brien Street and remaining southern boundary

vi) Maximum street wall height of 7m (two storeys)

c) Wilson Street frontage

i) Minimum nil setback at Ground Level

ii) Minimum 4.5msetback above street wall

iii) Maximum street wall height of 7m (two storeys).

d) Eastern boundary frontage (facing North Shore Rail Line)

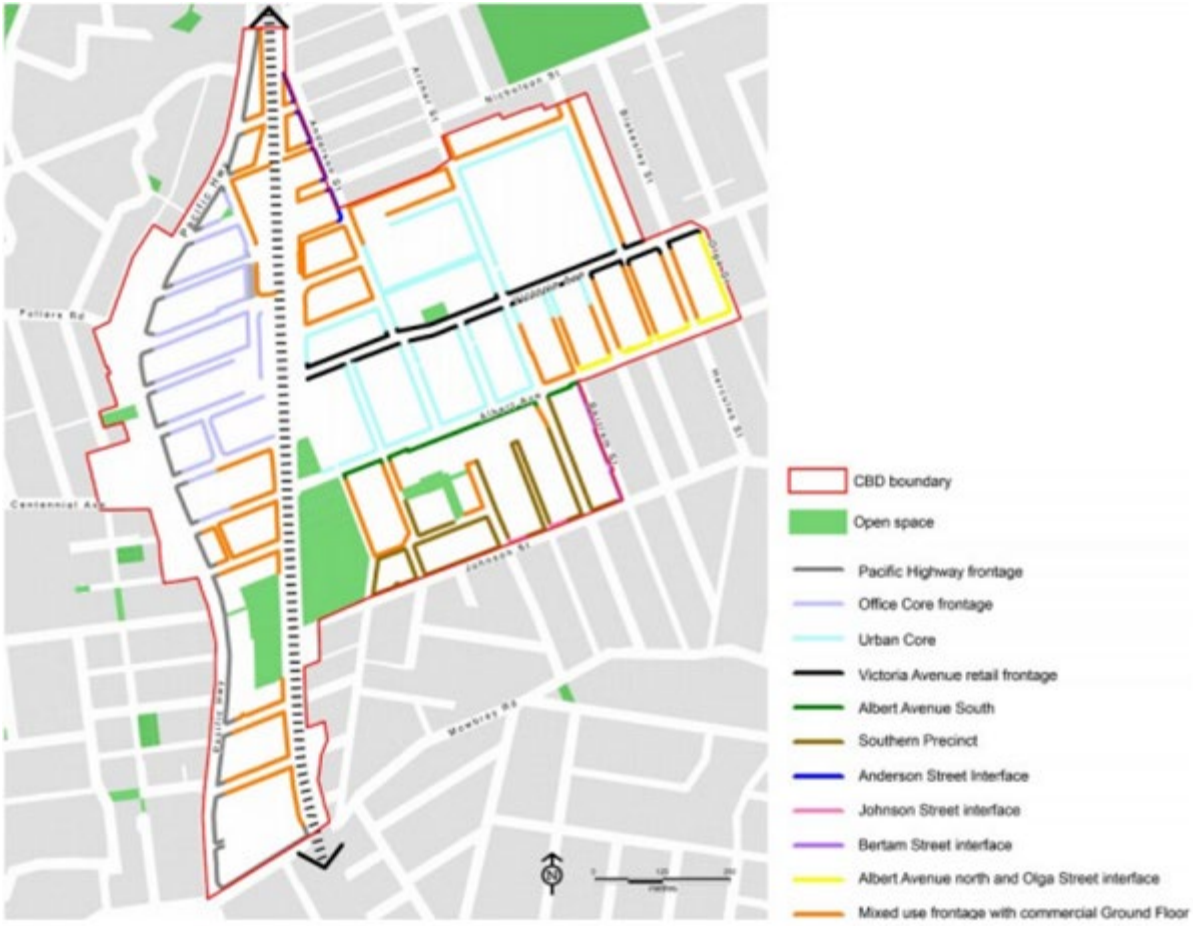
i) Minimum setback between 6.8m (Wilson Street end) and 11.3m (O'Brien Street end) at Ground Level

ii) Minimum 4.5m setback to tower

iii) Maximum podium wall height of 7m (two storeys).

2. Balconies are not to encroach into setbacks.

Map 5: Setbacks and street frontage heights



3. In addition to Control 1:

a) Setbacks may be greater and street wall heights may be lower.

b) Additional ground level setbacks are sought that contribute to public realm.

5. Building Exterior

Performance Criteria

1. Buildings are to demonstrate a high design quality when viewed from the public domain and the surrounding area, including Pacific Highway, O'Brien Street, Wilson Street and the pocket park and through site link between O'Brien and Wilson Street, adjacent the North Shore Rail Line.
2. Facade treatment and design is to be used to break down the mass and bulk of buildings.
3. High quality façade materials and finishes are to be used which contribute positively to the built environment and mitigate urban heat.

Controls

1. Facades are to be articulated and should incorporate recesses and projecting elements that do not encroach into required setbacks.
2. Extensive blank walls shall be avoided at street level.

6. Amenity

Performance Criteria

1. Maximise solar access and ventilation to residential units.
2. Ensure visual and acoustic privacy of residential units in the development and adjoining properties.
3. Improve pedestrian amenity surrounding the site.

Controls

1. A Wind Assessment shall be submitted at Development Application Stage.
2. A detailed Acoustic Assessment shall be submitted at Development Application Stage addressing noise and vibrations from both the Pacific Highway and the North Shore Rail Line.
3. Residential units shall be designed to maximize solar access, cross ventilation, visual and acoustic privacy.

7. Open Space and Landscaping

Performance Criteria

1. Landscaping is to soften and complement the development.
2. Landscaping at street level shall improve the amenity and appearance of the pedestrian environment.
3. The development shall provide publicly accessible links and open space.
4. Publicly accessible open space is to include meaningful green landscaping.
5. Greening at the podium roof level is to be provided, with planting visible to the surrounding area – with particular regard to Pacific Highway, O'Brien Street, Wilson Street and the pocket park and through site link between O'Brien and Wilson Streets, adjacent the North Shore Rail Line.

6. Podium and roof tops are to be a combination of green and recreation spaces.
7. Street tree planting is to be provided.

Controls

1. Open space at ground level shall be utilised as publicly accessible open space.
2. Large canopy tree planting must be provided along the Pacific Highway, O'Brien Street frontages, and the pocket park and through site link between O'Brien and Wilson Street, adjacent the North Shore Rail Line, where any setback area is greater than 3m.
3. All roofs up to 30 metres from ground are to be green roofs. These are to provide a balance of passive and active green spaces that maximize solar access.
4. A minimum of 2 hours of sun access is to be provided to the public open space on the site.
5. Public domain improvements shall be provided to all street frontages, and the pocket park and through site link between O'Brien and Wilson Streets, adjacent the North Shore Rail Line, to Council requirements.
6. 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.
7. Deep soil planting is to be provided along the Pacific Highway, O'Brien Street frontages, and the pocket park and through site link between O'Brien and Wilson Streets, adjacent the North Shore Rail Line, where any setback area is greater than 3m. Deep soil plantings include trees and shrubs, and are to be unimpeded by buildings or structures below ground.
8. A Landscape Plan is to be provided at Development Application stage detailing all public domain at ground level, street tree planting, planting and space allocation at podium and roof top levels. This is to include species, container size at planting, spacing and approximate size at maturity.
9. Street tree planting is at the cost of the proponent, with location and species to be determined in consultation with Council at Development Application stage.
10. 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.

8. Links

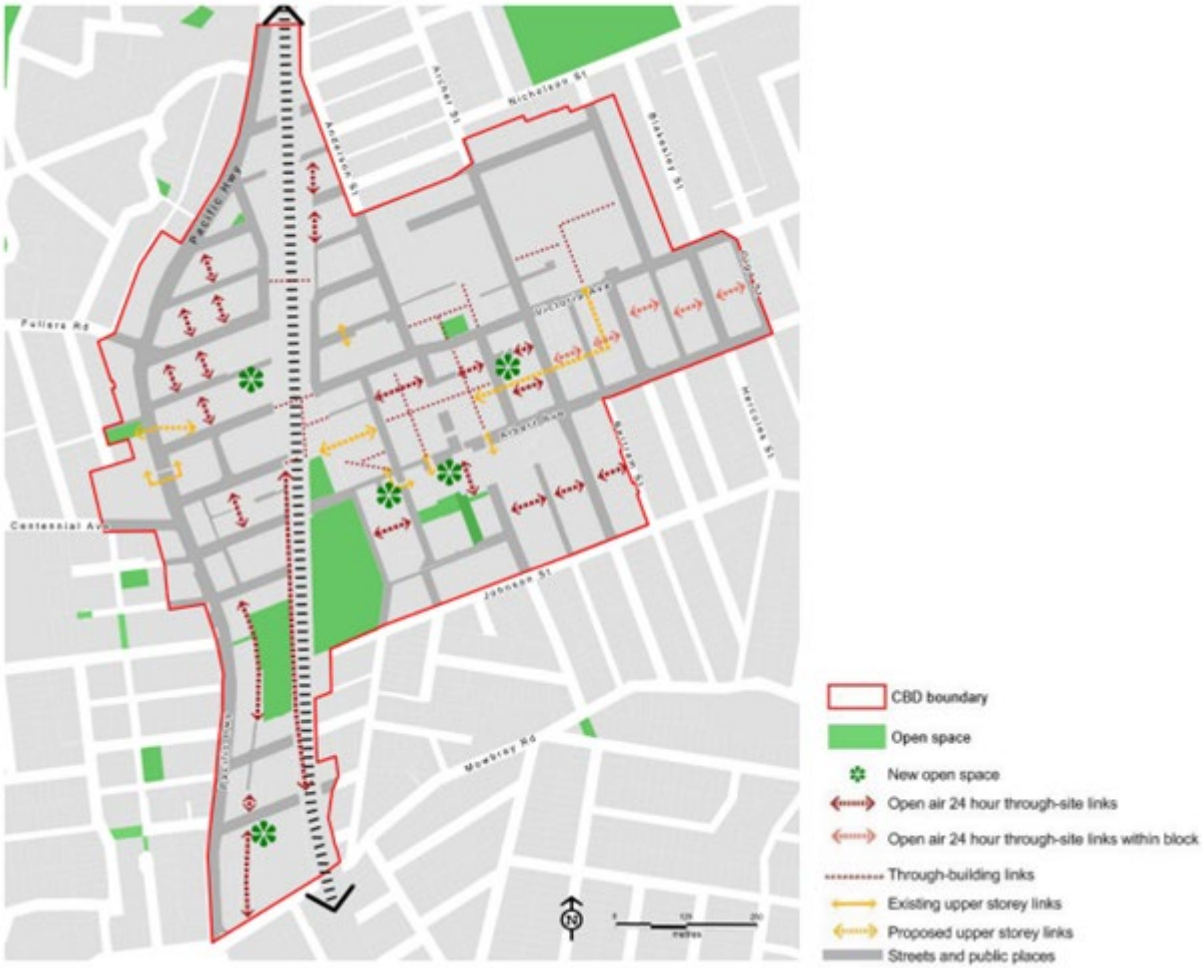
Performance Criteria

1. The development shall provide publicly accessible through site links and open space.
2. Publicly accessible open space is to include green landscaping.

Controls

1. The development is to incorporate publicly accessible through site links and open space in accordance with Map 4 below.
2. Through site links and open space in addition to Map 4 is required on a site by site basis.
3. Public rights of way are to be provided on:
    - The 4m setback to Pacific Highway.
    - The setback between 1m (where O'Brien Street meets corner of 849 Pacific Highway and Lot 1 DP 1189541) and 5.4m (where O'Brien Street meets SP2 Infrastructure (Classified Road) land adjacent Pacific Highway.
    - The setback between 1m and 4.5m at the end of O'Brien Street.
    - The 3m setback to the remaining southern boundary.
    - The setback between 6.8m (Wilson Street end) and 11.3m (O'Brien Street end), adjacent the North Shore Rail Line.
4. 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.

Map 4: Through Site Links and Open Space



9. Active Street Frontages

Performance Criteria

1. To ensure that uses on the ground level contribute to the activation of the public domain.
2. To ensure that design and location of ground floor uses maximize surveillance of the public domain.

Controls

1. At ground level buildings are to maximise active frontages to Pacific Highway, O'Brien Street and Wilson Street.
2. A building has an active street frontage if all premises on the ground floor of the building facing the street(s) are used for the purpose of commercial premises or non-residential purposes and provide elements of visual interest when viewed from the street.

10. Traffic and Transport

Performance Criteria

1. Development must be designed to provide adequate and safe access to the site.
2. Development on the site should not cause adverse traffic impacts on the surrounding road system.
3. Minimise the number of vehicular access points to the development.
4. All vehicles are to enter and exit the site in a forward direction.
5. Traffic and transport solutions are to be physical (rather than mechanical) on this site.
6. Minimise car parking and encourage alternative transport options.

Controls

1. Vehicle access to / egress from the development is to be from one access point in Wilson Street.
2. Vehicle access and egress is to be designed and located to achieve safety, minimise conflicts between pedestrians and vehicles and create a high quality streetscape.
3. All car parking and loading facilities are to be located below ground level, utilizing physical solutions to ensure all vehicles (including loading vehicles) enter and leave the site in a forward direction.
4. Other strategies for car parking reduction, such as reciprocal arrangements for sharing parking and car share, is to be included in any future Development Application.
5. The following is to be provided in any future development application:
    a) Car parking provision based on reduced car parking rates, consistent with the requirements for new developments in the Chatswood CBD as supported by Transport for NSW
    b) All servicing, including drainage, to be outside the Sydney Train corridor.

c) Measures are to be included, to the satisfaction of Sydney Trains which prevent the throwing of objects onto the rail corridor

d) A Traffic Management Plan for the construction phase, and future operation phase, to demonstrate that additional vehicular movements in and out of the site:

   i. Do not potentially obstruct access onto TAHE land and rail corridor.

   ii. Do not pose queuing issues along the Wilson Street overbridge, and potentially obstruct rail corridor access. The rail corridor access point/s must not be blocked at any stage during the construction and operation phases of future developments on the subject site. Rail bridge load restrictions must also be considered and adhered to, as related to construction-related vehicles

e) Documentation demonstrating compliance with the Sydney Metro Underground Corridor Protection Guidelines and/or Sydney Metro At Grade and Elevated Sections Corridor Protection Guidelines as applicable.

f) Infrastructure integral to redevelopment of the site not located in the existing TfNSW reservations and easements.

g) An amended Transport Impact Assessment addressing:

   i. The cumulative impact on the surrounding active transport network, the identification of active transport links to existing school travel paths, and investigation regarding how the site can connect to the Principal Bike Network to encourage active transport uptake into the future.

   ii. Consideration of the NSW Governments Movement and Place Framework (MAPF) and its Built Environment Performance Indicators

h) A Green Travel Plan.

i) Updated traffic analysis and modelling.

j) Assessment of sight lines for the vehicle ingress / egress point in Wilson Street, and amendments to design as necessary, with regard to traffic from the Pacific Highway and Wilson Street overbridge.

11. Waste Management, Loading and Services

Performance Criteria

1. All loading, unloading and servicing is required to occur on-site.
2. To ensure that adequate provision is made for waste storage and disposal.
3. Floor space at Ground level is to be maximised, with services located in Basement.

Controls

1. All loading and unloading services are required to occur at basement level on-site.
2. Other supporting functions such as garbage rooms, plant and other services are to be located in Basement levels.
3. A Waste Management Plan shall be submitted at the Development Application stage.

4. 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 residents from Electro Magnetic Radiation (EMR) emissions.

12. Design Excellence

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. All developments that have a height of 35m or more are subject to a competitive design process.
2. The competitive design process must be undertaken in accordance with the Willoughby Design Excellence Policy and Willoughby Design Excellence Guidelines.

13. Public Art

Performance Criteria

1. All redevelopments in the Chatswood CBD should contribute to public art in accordance with Council's Public Art Policy.

Controls

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

14. Building Sustainability

Performance Criteria

1. Design excellence shall include achievement of higher building sustainability standards.

Controls

1. A minimum of 5 stars GBCA building rating is expected. A higher rating is encouraged. An assessment report is to be submitted at Development Application stage.

13.1.16 10 Gordon Avenue, 15, 17 and 19 Nelson Street Chatswood

1. General

The controls contained in this Site Specific Development Control Plan applies to 10 Gordon Avenue, 15, 17 and 19 Nelson Street Chatswood.

Figure 46: Site Map

Objectives of the Plan

The aims and objectives of this Plan are to:

1. Provide guidelines for a mixed use development on the site.
2. Provide a development that ensures the viability of adjoining and surrounding sites for future development.
3. Minimise traffic impacts on the surrounding road network
4. Ensure development on the site minimises impacts to the amenity of neighbouring residential properties.
5. Provide landscaping in and surrounding the site that enhances the presentation of the site as well as the amenity of the development.
6. Achieve architectural and urban design excellence.
7. Maximise activation to Gordon Avenue, Hammond Lane Street and Nelson Street.

2. Built Form

Performance Criteria

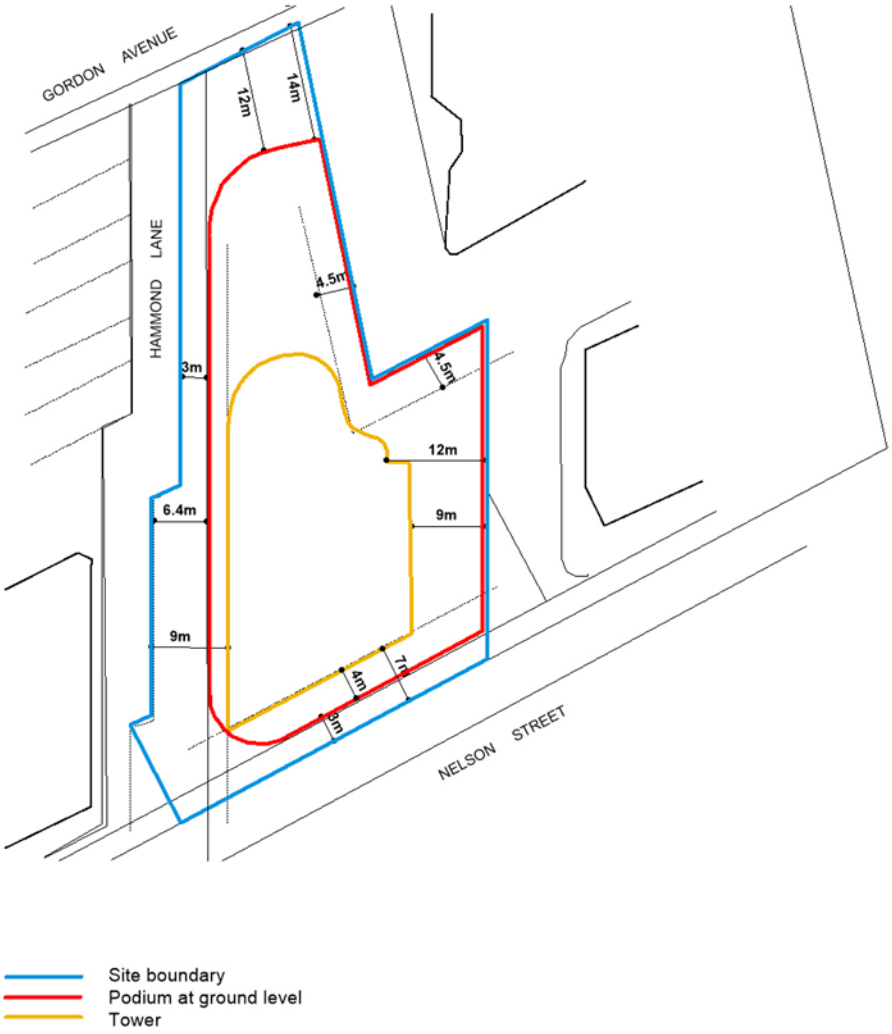
The built form of the new development shall:

1. Achieve a slender tower form on the site.
2. Achieve a site layout that provides a pleasant environment for the occupants and minimises impact on surrounding properties.
3. Ensure visual and acoustic privacy, natural ventilation, sun access, and views.
4. Provide suitable areas for communal open spaces, deep soil zones, and landscaping.

Controls

1. The maximum tower floor plate that applies to this site for residential towers above a podium is 700m^2.
2. The width of each side of any tower should be minimised and design elements that contribute to building bulk should be minimised.
3. The building layout is to be in accordance with Figure 47.

Figure 47: Site Layout



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.
2. Minimise overshadowing of surrounding properties, key public spaces and public domain.

Controls

1. The maximum building height is to include all structures located at roof level, including lift over runs and any other architectural features.
2. All roof top lift over runs or exposed structures are to be integrated with the building.
3. Flat roof areas shall incorporate useable outdoor recreation space where suitable, within the maximum building height.

4. Setbacks and Street Frontage Heights

Performance Criteria

Setbacks shall:

1. Ensure the positioning of new buildings is consistent with the proposed streetscape envisioned for Chatswood CBD and contained in the Chatswood CBD Planning and Urban Design Strategy 2036.
2. Be provided at Ground level to contribute to public realm.
3. Contribute at Ground level deep soil areas, landscaping, and open space.
4. Protect all significant on-site trees and all street trees on Gordon Avenue, Hammond Lane and Nelson Street.
5. Contribute to slender tower forms.
6. Minimise the effects of adverse wind conditions at street level.

Street wall heights shall:

7. Ensure such heights are consistent with the street wall heights envisioned for Chatswood CBD and contained in the Chatswood CBD Planning and Urban Design Strategy 2036.

Controls

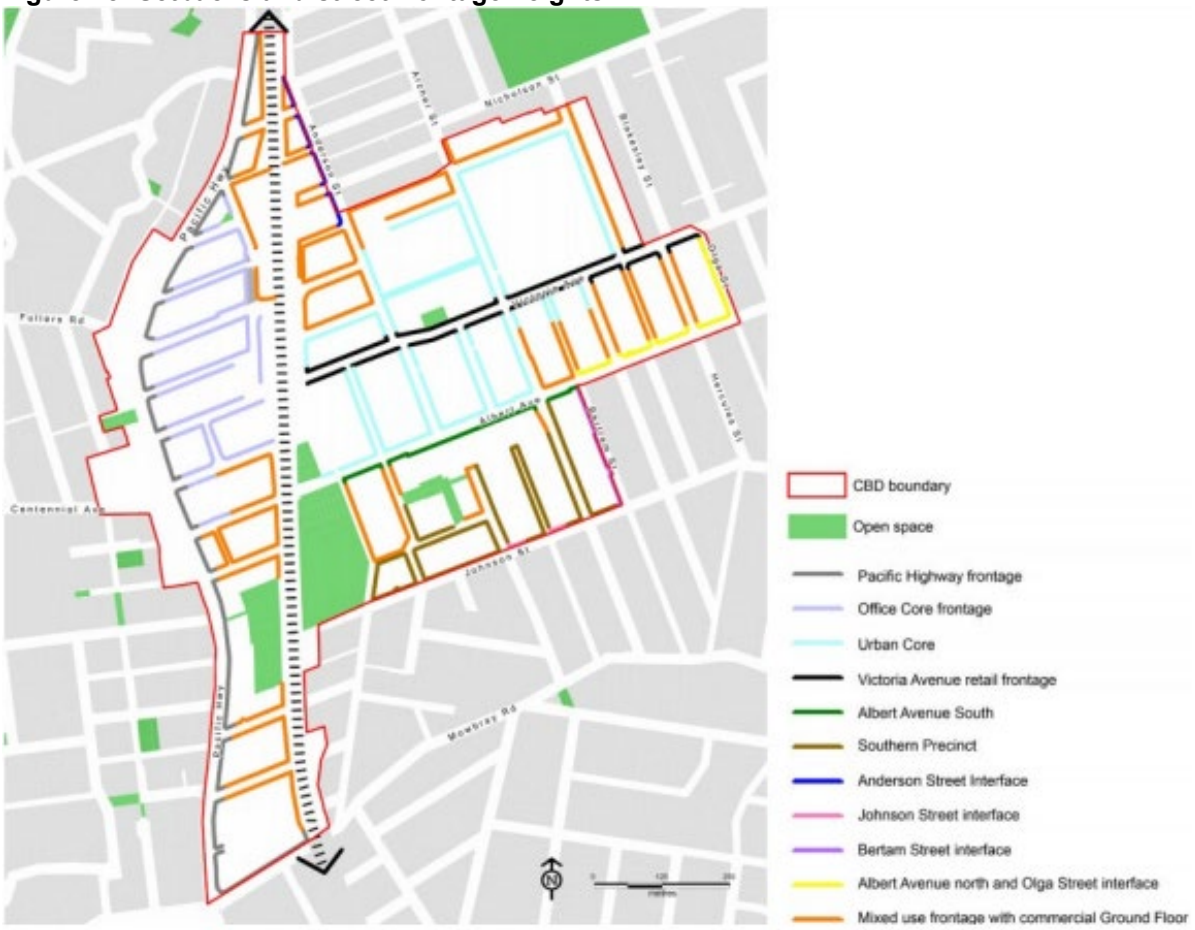
1. The building setbacks are to be in accordance with Figure 3 (Setbacks and street frontage heights) – except where additional setback is provided. Setbacks are as follows:
   a) Gordon Avenue frontage:
      i) Minimum 12 – 14m setback at Ground Level
      ii) Minimum 26m setback above street wall
      iii) Maximum street wall height of 8m (two storeys).
   b) Nelson Street frontage:
      i) Minimum 3m setback at Ground Level
      ii) Minimum 4m setback above street wall
      iii) Maximum street wall height of 8m (two storeys).

c) Western boundary frontage (to Hammond Lane and 613-627 Pacific Highway)
   i) Minimum 3m setback at Ground Level to Hammond Lane
   ii) Minimum 6.4m setback at Ground Level to 613-627 Pacific Highway
   iii) Minimum 2.6m setback above street wall to Hammond Lane and 613-627 Pacific Highway
   iv) Maximum street wall height of 8m (two storeys).

d) Eastern boundary frontage (to 9-11 Nelson Street)
   i) Nil setback at Ground Level
   ii) Minimum 9m setback to tower
   iii) Maximum podium wall height of 8m (two storeys).

2. Balconies are not to encroach into setbacks.

Figure 48: Setbacks and street frontage heights



3. In addition to Control 1:

a) Setbacks may be greater and street wall heights may be lower.

b) Additional ground level setbacks are sought that contribute to public realm.

5. Building Exterior

Performance Criteria

1. Buildings are to demonstrate a high design quality when viewed from the public domain and the surrounding area, including Gordon Avenue, Hammond Lane and Nelson Street.

2. Facade treatment and design is to be used to break down the mass and bulk of buildings.
3. High quality façade materials and finishes are to be used which contribute positively to the built environment and mitigate urban heat.

Controls

1. Facades are to be articulated and should incorporate recesses and projecting elements that do not encroach into required setbacks.
2. Extensive blank walls shall be avoided at street level.

6. Amenity

Performance Criteria

1. Maximise solar access and ventilation to residential units.
2. Ensure visual and acoustic privacy of residential units in the development and adjoining properties.
3. Improve pedestrian amenity surrounding the site.

Controls

1. A Wind Assessment shall be submitted at Development Application Stage.
2. A detailed Acoustic Assessment shall be submitted at Development Application Stage addressing noise and vibrations from both the Pacific Highway and the North Shore Rail Line.
3. Residential units shall be designed to maximise solar access, cross ventilation, visual and acoustic privacy.

7. Open Space and Landscaping

Performance Criteria

1. Landscaping is to soften and complement the development.
2. Landscaping at street level shall improve the amenity and appearance of the pedestrian environment.
3. The development shall provide publicly accessible links and open space.
4. Publicly accessible open space is to include meaningful green landscaping.
5. Greening at the podium roof level is to be provided, with planting visible to the surrounding area – with particular regard to Gordon Avenue, Hammond Lane and Nelson Street.
6. Podium and roof tops are to be a combination of green and recreation spaces.
7. Street tree planting is to be provided.

Controls

1. Open space at ground level shall be utilised as publicly accessible open space.
2. Large canopy tree planting must be provided along the Gordon Avenue and Nelson Street frontages, and the pocket park and through site link between Gordon Avenue and Nelson Street, where any setback area is greater than 3m.

3. All roofs up to 30 metres from ground are to be green roofs. These are to provide a balance of passive and active green spaces that maximise solar access.
4. A minimum of 2 hours of sun access is to be provided to the public open space on the site.
5. Public domain improvements shall be provided to all street frontages, and the pocket park and through site link between Gordon Avenue and Nelson Street, to Council requirements.
6. 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.
7. Deep soil planting is to be provided along the Gordon Avenue and Nelson Street frontages, including the pocket park, and the through site link between Hammond Lane and Nelson Street, adjacent the boundary with 613-627 Pacific Highway, where any setback area is greater than 3m. Deep soil plantings include trees and shrubs, and are to be unimpeded by buildings or structures below ground.
8. A Landscape Plan is to be provided at Development Application stage detailing all public domain at ground level, street tree planting, planting and space allocation at podium and roof top levels. This is to include species, container size at planting, spacing and approximate size at maturity.
9. Street tree planting is at the cost of the proponent, with location and species to be determined in consultation with Council at Development Application stage.
10. 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.

8. Links

Performance Criteria

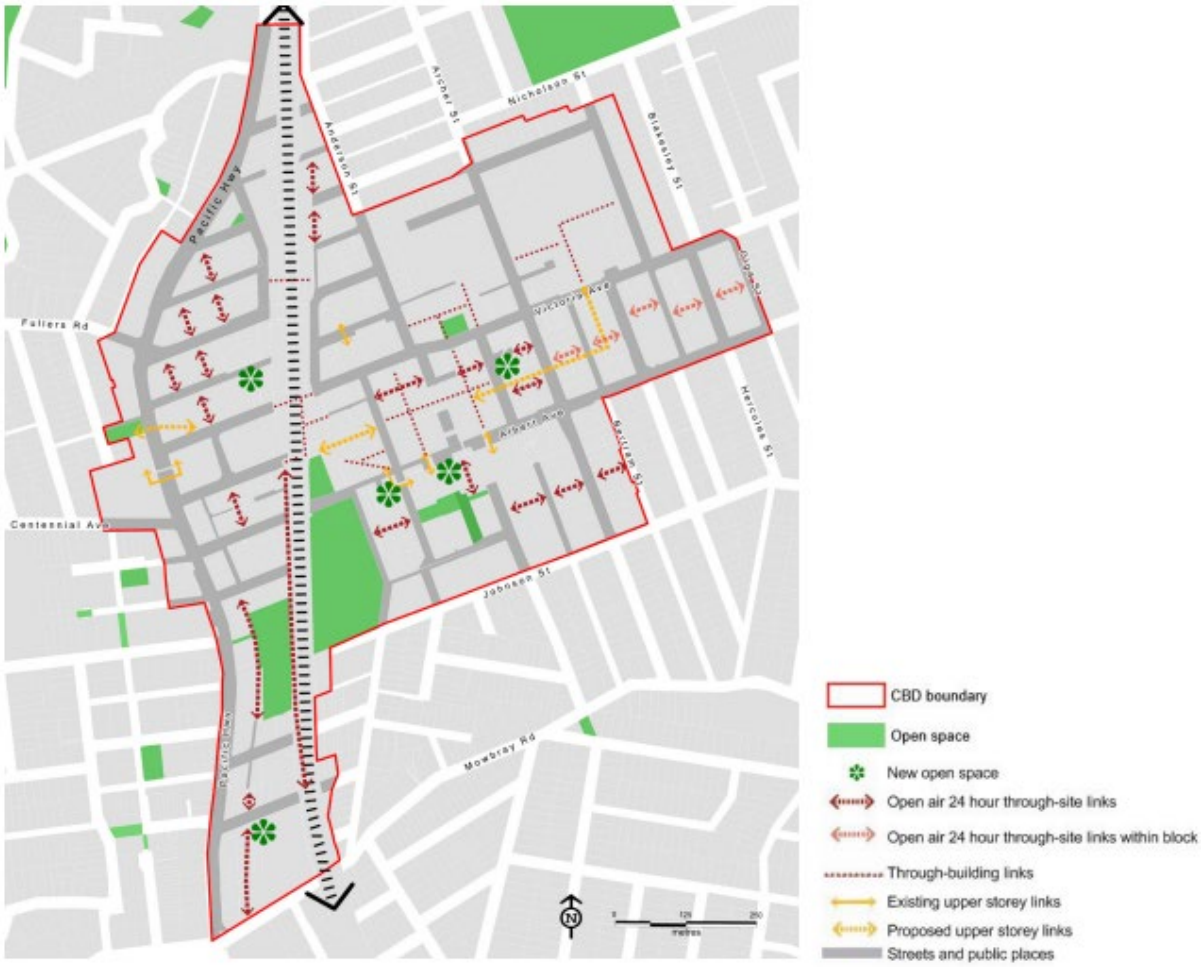
1. The development shall provide publicly accessible through site links and open space.
2. Publicly accessible open space is to include green landscaping.

Controls

1. The development is to incorporate publicly accessible through site links and open space in accordance with Figure 61 below.
2. Through site links and open space in addition to Figure 49 is required on a site by site basis.
3. Public rights of way are to be provided on:
    - The 12 – 14m setback at Ground Level to Gordon Avenue.
    - The 3m setback at Ground Level to Nelson Street.
    - The 3m setback at Ground Level to Hammond Lane.
    - The 6.4m setback at Ground Level to 613-627 Pacific Highway.

4. 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 49: Through Site Links and Open Space



9. Active Street Frontages

Performance Criteria

1. To ensure that uses on the ground level contribute to the activation of the public domain.
2. To ensure that design and location of ground floor uses maximise surveillance of the public domain.

Controls

1. At ground level buildings are to maximise active frontages to Gordon Avenue, Hammond Lane Street and Nelson Street.
2. A building has an active street frontage if all premises on the ground floor of the building facing the street(s) are used for the purpose of commercial premises or non-residential purposes and provide elements of visual interest when viewed from the street.

10. Traffic and Transport

Performance Criteria

1. Development must be designed to provide adequate and safe access to the site.

2. Development on the site should not cause adverse traffic impacts on the surrounding road system.
3. Minimise the number of vehicular access points to the development.
4. All vehicles are to enter and exit the site in a forward direction.
5. Traffic and transport solutions are to be physical (rather than mechanical) on this site.
6. Minimise car parking and encourage alternative transport options.

Controls

1. Vehicle and loading access is to be reviewed and master planned in conjunction with the adjoining land at 9-11 Nelson Street. One vehicle and loading point in Gordon Avenue is preferred for the block bounded by Nelson Street, Gordon Avenue, Hammond Lane and the Frank Channon Walk, via a consolidated basement.
2. Vehicle access and egress is to be designed and located to achieve safety, minimise conflicts between pedestrians and vehicles and create a high quality streetscape.
3. All car parking and loading facilities are to be located below ground level, utilizing physical solutions to ensure all vehicles (including loading vehicles) enter and leave the site in a forward direction.
4. Other strategies for car parking reduction, such as reciprocal arrangements for sharing parking and car share, is to be included in any future Development Application.
5. The following is to be provided in any future development application:
    a) Reduced car parking rates aligned with Council's Development Control Plan.
    b) An amended Transport report containing:
        i) Updated traffic analysis and modelling.
        ii) Analysis of the proposals cumulative impact on the surrounding transport network and impacts on active transport links to existing school travel paths.
        iii) Analysis of NSW Governments Movement and Place Framework (MAPF) and its Built Environment Performance Indicators.
    c) A report demonstrating compliance with the Sydney Metro
        i) Underground Corridor Protection Guidelines and/or Sydney Metro At Grade and Elevated Sections Corridor Protection Guidelines.
    d) A Green Travel Plan.

11. Waste Management, Loading and Services

Performance Criteria

1. All loading, unloading and servicing is required to occur on-site.
2. To ensure that adequate provision is made for waste storage and disposal.
3. Floor space at Ground level is to be maximised, with services located in Basement.

Controls

1. All loading and unloading services are required to occur at basement level on-site.
2. Other supporting functions such as garbage rooms, plant and other services are to be located in Basement levels.

3. A Waste Management Plan shall be submitted at the Development Application stage.
4. 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 residents from Electro Magnetic Radiation (EMR) emissions.

12. Design Excellence

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. All developments that have a height of 35m or more are subject to a competitive design process.
2. The competitive design process must be undertaken in accordance with the Willoughby Design Excellence Policy and Willoughby Design Excellence Guidelines.

13. Public Art

Performance Criteria

1. All redevelopments in the Chatswood CBD should contribute to public art in accordance with Council's Public Art Policy.

Controls

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

14. Building Sustainability

Performance Criteria

1. Design excellence shall include achievement of higher building sustainability standards.

Controls

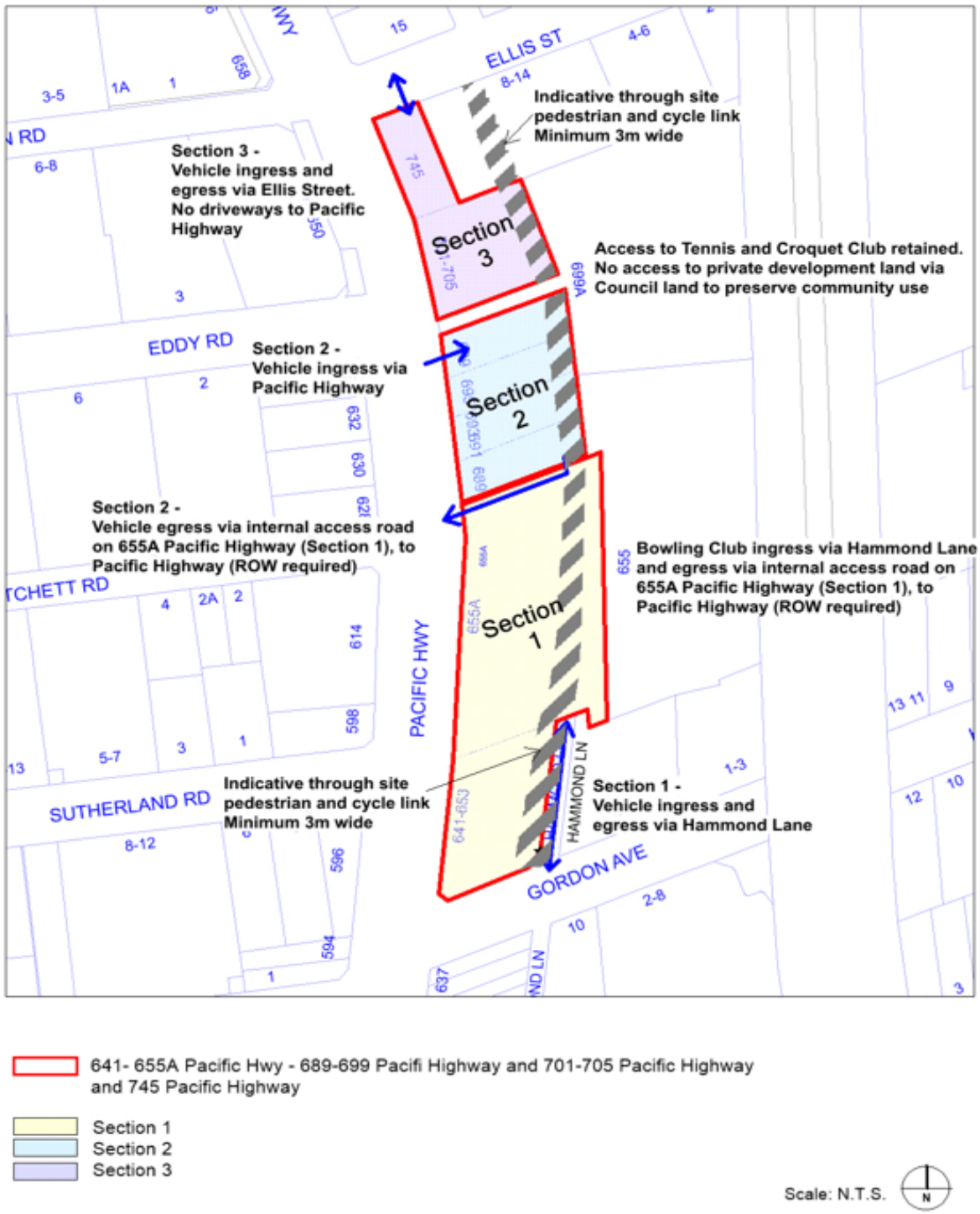
1. A minimum of 5 stars GBCA building rating is expected. A higher rating is encouraged. An assessment report is to be submitted at Development Application stage.

13.1.17 Precinct applying to the eastern side of Pacific Highway, between Gordon Avenue and Ellis Street, Chatswood (being 641-653, 655A, 689, 691-693, 695, 699, 701-705 and 745 Pacific Highway)

1. General

Inclusion of Precinct DCP applying to the eastern side of Pacific Highway, between Gordon Avenue and Ellis Street, Chatswood (being 641-653, 655A, 689, 691-693, 695, 699, 701-705 and 745 Pacific Highway)

Figure 50: Precinct Map



Objectives of the Plan

The aims and objectives of this Plan are to:

1. Provide Precinct guidelines for 641-653, 655A, 689, 691-693, 695, 699, 701-705 and 745 Pacific Highway Chatswood.
2. Facilitate provision of pedestrian and cycle through site links connecting with adjacent or envisioned future pedestrian and cycle links within the Chatswood CBD.
3. Minimise traffic impacts on the surrounding road network.

2. Precinct Amalgamation

Performance Criteria

1. Amalgamation shall be achieved to:
   a) Provide the optimum development outcomes envisioned for the Chatswood CBD under the Chatswood CBD Planning and Urban Design Strategy 2036; and
   b) Satisfy the requirements of Transport for NSW with particular regard to the Pacific Highway.

Controls

1. The Precinct is divided into three Sections, with the following sites required to be amalgamated:
   a) Section 1

      641-653 Pacific Highway and 655A Pacific Highway Chatswood.

   b) Section 2

      689 Pacific Highway. 691-693 Pacific Highway, 695 Pacific Highway and 699 Pacific Highway Chatswood.

   c) Section 3

      701-705 Pacific Highway and 745 Pacific Highway Chatswood.

Refer to Figure 1: Precinct Map

3. Links

Performance Criteria

1. Publicly accessible through site pedestrian and cycle links and open space are to contribute to the liveability of the Chatswood CBD.
2. The Precinct shall provide publicly accessible north / south and east / west through site links and open space.
3. Maximise the amenity of pedestrian and cycle through site links.
4. Encourage via design public use of through site links and public rights of way.
5. The development shall be consistent with Movement and Place principles.
6. Links are to encourage comfortable and safe movement.

Controls

1. The development is to incorporate publicly accessible through site links and open space in accordance with Figure 1 above (being north / south).
2. In Section 1, at ground level, a minimum 3m wide east / west through site link, connecting the north / south through site link with the Pacific Highway, along the northern boundary (with Section 2), separate of any vehicle egress.
3. In Section 1, at ground level, a minimum 3m wide east / west through site link, connecting the north / south through site link with the Pacific Highway, between the two towers.
4. Publicly accessible through site links are to be a minimum width of 3m (with greater width encouraged).
5. Through site links are to be the subject of public rights of way.
6. Through site pedestrian links are to:
    a) Be direct and accessible to all and have a clear line of sight between public places;
    b) Align with breaks between buildings so that views are extended;
    c) Be located and orientated to enhance the relationship between built form and open space.
    d) Be easily identified by users and include wayfinding signage;
    e) Be clearly distinguished from vehicle accessways and parking;
    f) Include materials and finishes such as paving materials, tree planting and furniture consistent with the proposed urban quality of the precinct;
    g) Be clear of both permanent and temporary obstructions or structures, including utility elements, advertising/promotional material, street furniture and outdoor dining.
    h) Include lighting to provide safety, amenity, character and night time quality appropriate to the link.
    i) Include potential for feature lighting within landscaped areas.

4. Traffic and Transport

Performance Criteria

1. Development within the Precinct must be designed to provide adequate and safe access.
2. Development within the Precinct must not cause adverse traffic impacts on the surrounding road system.
3. Minimise the number of vehicular ingress and egress points within the Precinct, with particular regard to the Pacific Highway.
4. All vehicle ingress and egress to any site is to be in a forward direction.
5. Traffic and transport solutions are to be physical (not mechanical).
6. Minimise car parking and encourage alternative active transport options.
7. Encourage a street hierarchy that supports sustainable travel behaviour.

Controls

1. For Section 1 (641-653 Pacific Highway and 655A Pacific Highway Chatswood), vehicle ingress and egress is to be via Hammond Lane.
2. Within Section 1, Chatswood Bowling Club vehicle ingress and egress is to be via Hammond Lane. To this end rights of way are to be established.
3. Within Section 1, the six croquet greens car spaces access and egress is to be via Hammond Lane. To this end rights of way are to be established.
4. For Section 2 (689 Pacific Highway. 691-693 Pacific Highway, 695 Pacific Highway and 699 Pacific Highway Chatswood), vehicle ingress is to be left in via 699 Pacific Highway and egress left out via the existing internal access road located on 655A Pacific Highway. To this end rights of way are to be established.
5. The existing internal egress from 655A Pacific Highway to the Pacific Highway is to be blocked via physical measures for the exclusive use of properties to the north (identified as Section 2 in the Precinct Plan). This is not to be achieved by gates or barriers but by cul-de-sac or a similar solution whereby pedestrians are encouraged onto the site and are able to access through site links. This egress is not in any way to serve 641-653, and 655A Pacific Highway, the Chatswood Bowling Club at 655 Pacific Highway, the croquet greens or any other vehicles from Gordon Avenue.
6. For Section 3 (701-705 Pacific Highway and 745 Pacific Highway Chatswood), vehicle ingress and egress is to be via Ellis Street.

13.2 Local Centres

The following specific sites and areas, and the site specific DCPs apply to the Local Centres.

13.2.1 100 Edinburgh Road, Castlecrag

Land to which this part applies

These special provisions apply to the land edged in yellow in Figure 51 with the legal description of lot 11 in DP 611594 and lot 1 in DP 43691.

Figure 51: Site area indicating boundaries, in yellow, of the site.

13.2.1.1 Application of this Part

This part is to be read in conjunction with:

- State Environmental Planning Policy 65 - Design Quality of Residential Apartment Development
- Willoughby Local Environmental Plan 2012

Relationship to the Apartment Design Guide

The Apartment Design Guide (ADG, 2015) is the primary document for guiding the design of the residential development at the site. Where there is an inconsistency between the ADG and controls within this part, the provisions of the ADG prevail.

Relationship to other parts of the Willoughby DCP 2023

This part is to be read in addition to the parts listed above. Where there is an inconsistency between this Part and any other Part of the DCP in force, the provisions of WDCP prevail the extent necessary to achieve a design in accordance with that lodged as a Planning Proposal for the subject site.

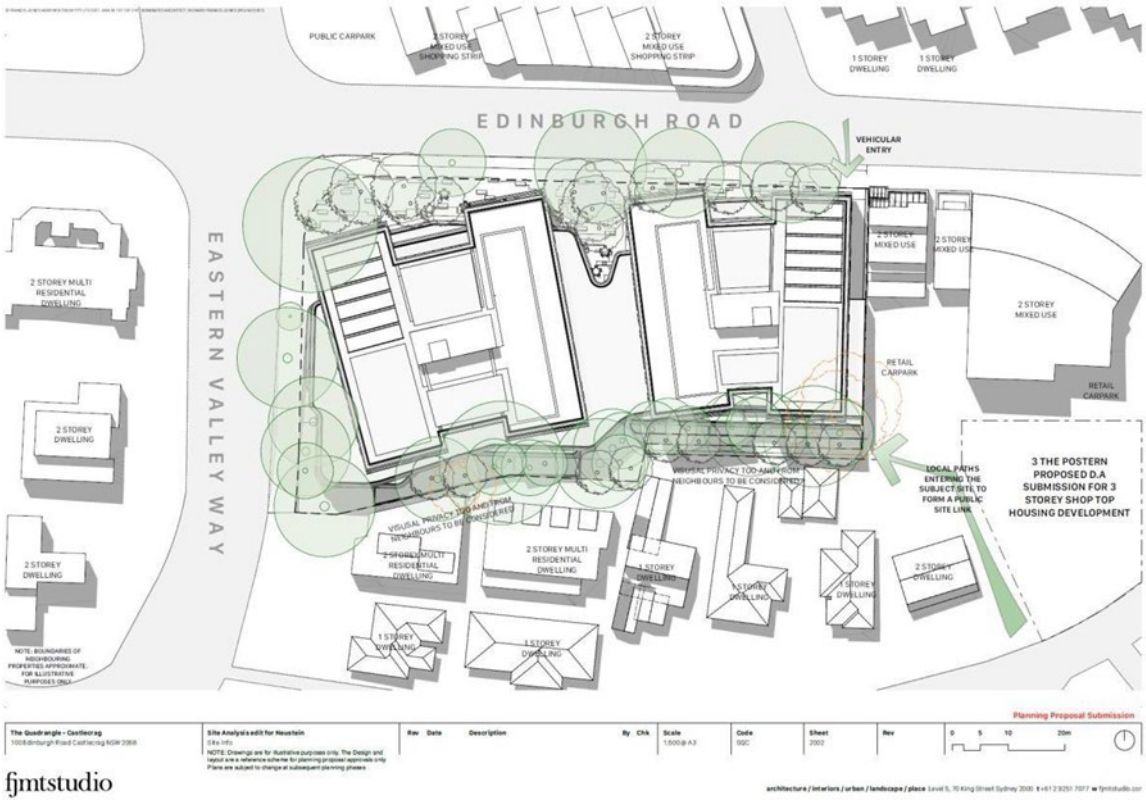
13.2.1.2 Site planning

Site master plan

Development of the site is to be carried out in accordance with the master plan scheme shown in Figure 52 and including the following siting and orientation of the buildings

- provision of site facilities
- vehicular and pedestrian access

Figure 52: Site master plan, November 2021, revision 06.



Building height

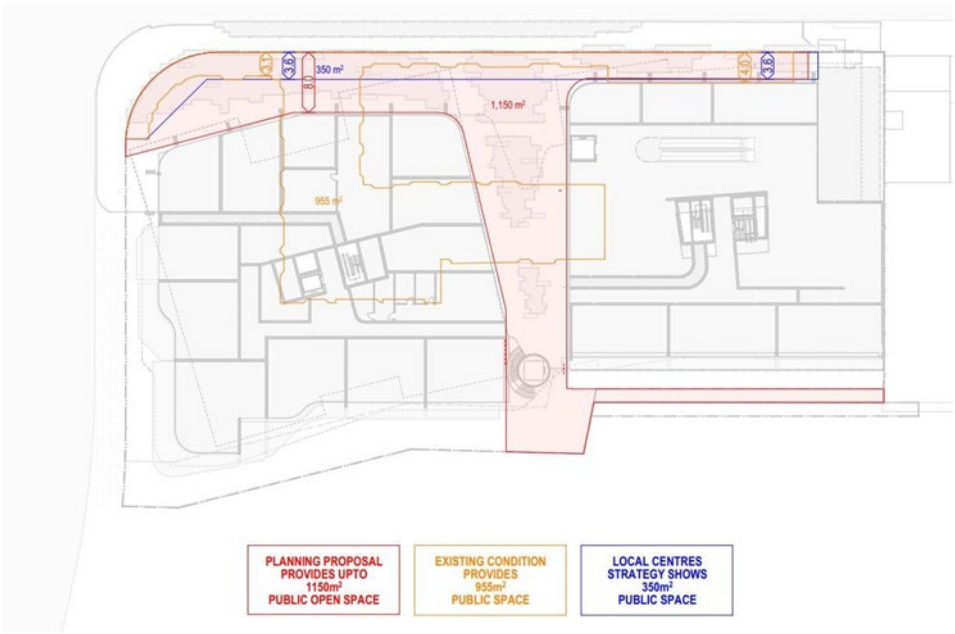
Controls

1. Development of the site is to be carried out in accordance with clause 4.3A of the Willoughby LEP.
2. Ensure a maximum of four storeys above the ground level at the Eastern Valley Way frontage and up to three storeys along Edinburgh Road.

Publicly accessible open space

Publicly accessible open space on site is to be provided as shown below in Figure 53.

Figure 53: Publicly accessible open space on site.



Setbacks

Setbacks are to comply with the building envelope plan identified by the red box outlines in Figure 54a and Figure 54b below:

Fig 54a: Setback plan at ground level

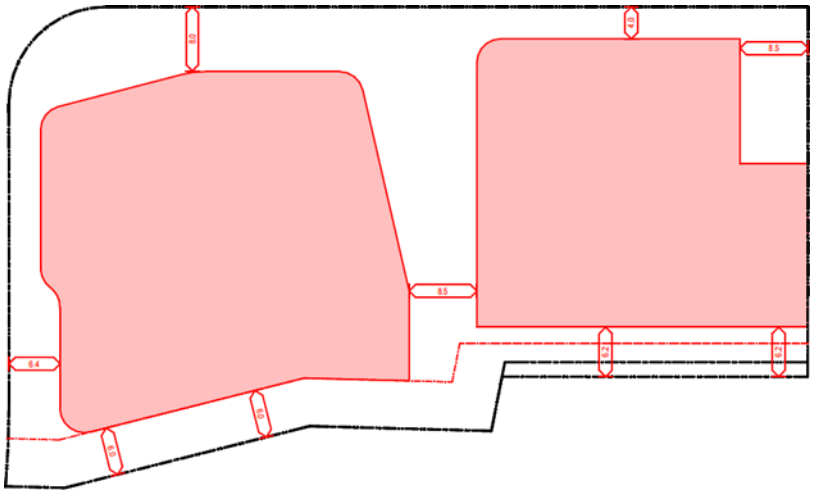
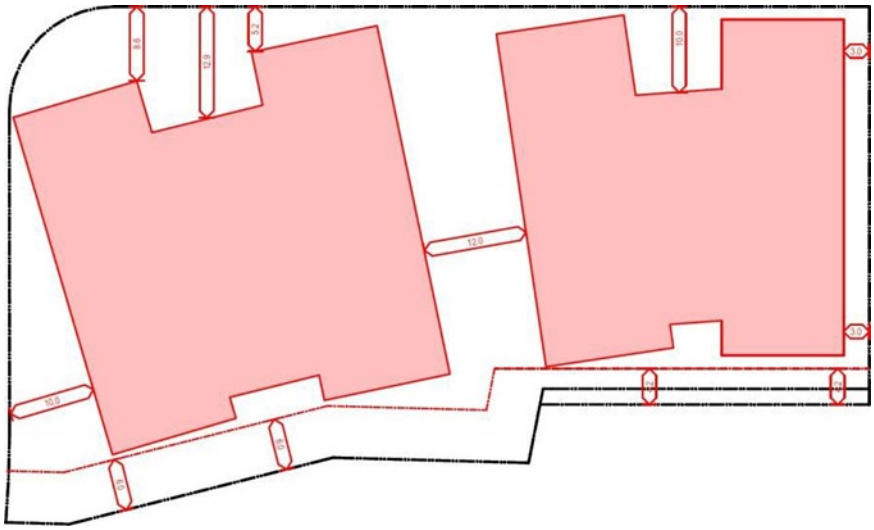


Fig 54b: Setback plan at Level 1 and 2. Note setbacks are to include balconies.



Landscaping and tree preservation

Objectives

a. To maintain the existing healthy trees on site and those adjoining the site on Edinburgh Road and Eastern Valley Way.

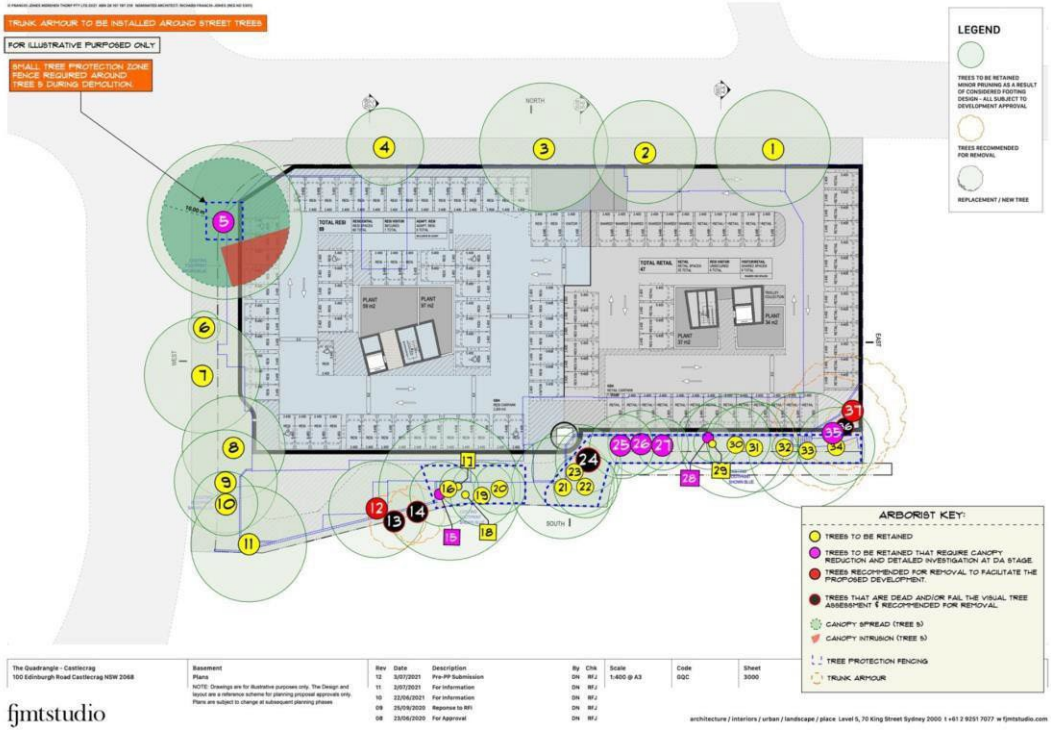
b. To maximise landscaped area on site commensurate with Height of Building and FSR controls.

c. To enhance the amenity of the site by planting additional trees where possible

Controls

1. Landscaping is to be provided as per the “Landscaping Concept” specified in “Planning Proposal Architecture and Landscape Report” by FJMT Studios (Aug. 2021).
2. Street trees adjoining the site on Eastern Valley Way and Edinburgh Road are to be retained as shown in Tree Preservation Plan (Figure 55).
3. Trees on the southern boundary, other than trees specified in the report of the arborist for removal, are to be retained as shown in Tree Preservation Plan (Figure 55). Trees subject to pruning are to be re-assessed at DA stage.
4. Additional trees are to be planted where shown on the landscape plan lodged with the Planning Proposal.

Figure 55: Tree preservation plan



Development controls Public open space

Objectives

a. Provide an open landscaped plaza, as shown on the public open space plan

b. Provide opportunities for café and public seating within the plaza

c. Allow for access to shops and cafes fronting Edinburgh Road

d. Provide a cross site through link to the walkway to The Postern

Control

1. Provide public access to the approximately 1,150 sqm of designated area defined in Figure 53.
2. Any public right of way over private land should be for the public to use but is to be maintained by the private land holder. This public right of way should be compliant for disabled access and give consideration to Safer By Design principles and guidelines.
3. A management plan for public open space areas is to be prepared by the applicant and approved by Council prior to approval of a development application on the site. The management plan is to address future management arrangements of areas in private ownership to be accessed by the public, including outdoor dining, landscaping, public access and ongoing maintenance responsibilities.
4. A footpath width on Edinburgh Road and Eastern Valley Way adjacent to the development that is 2.4m or wider as determined by the pedestrian load of the area and that generated by the development will be required. Any potential outdoor eating areas should be clear of this footway area.

Communal open space

Objectives

a. Provide outdoor recreation and relaxation opportunities for residents.

b. Maximise solar access to communal open space, both for the amenity of the residents and viability of landscaping.

c. Provide opportunities for residents to meet informally.

d. Provide landscaped communal open space on the roof of the pavilions generally as shown in Figure 56:

Figure 56: Indicative communal open space on the pavilion roofs.

Control

1. The area, extent and location of communal open space is generally as per Figure 56.
2. Application detailing how adverse wind impacts through and around the building are to be mitigated.

Colours and materials

Objectives

a. To achieve a materials, colours and architectural design sympathetic to the Griffin Legacy.

b. To use materials and colours that complement the adjoining Heritage Conservation Area.

Controls

1. The use of the materials and colours as identified in Indicative Material Palette is required to meet the stated objectives.
2. The use of coloured panels or cladding to achieve visual interest is not permitted.

Note: The following indicative but not exhaustive range of materials can be used to achieve the objectives above:

Colours and materials

Objective

a. To achieve a materials, colours and architectural design sympathetic to the Griffin Legacy.

b. To use materials and colours that complement the adjoining Heritage Conservation Area.

Controls

1. The use of the materials and colours as identified in Indicative Material Palette is required to meet the stated objectives.
2. The use of coloured panels or cladding to achieve visual interest is not permitted.

Note: The following indicative but not exhaustive range of materials can be used to achieve the objectives above:

Figure 57: Indicative Material Palette

Location	SydneySandstone – smooth faced	Textural Façade Paneling In warm Hues	Class One/ Two Australian Timbers	Split Face Sydney Sandstone	Class One/ Two Australian Hardwood
	Public Domain & Façade	Facade	Softis and shading devices	Public Domain& Facade	Soffits and Shading Devices

Access, Parking, and Transport

Objectives

a. The development shall meet Council's car parking requirements;

b. The number of vehicle access points to the development are minimised;

c. Traffic generated from the proposed development should be mitigated;

d. Vehicular access points are designed to minimise their impact on pedestrians and the flow of traffic; and

e. Vehicular access points should be unobtrusive in the streetscape but ensure visibility for motorists and approaching pedestrians.

Controls

1. Proposed vehicular access points are to be limited to no more than one ingress/egress from Edinburgh Road. Vehicular access is not permitted from Eastern Valley Way.

2. Future development of the site must ensure that measures are put in place so that development will have no significant impact on the efficiency and operation of the existing surrounding road network.
3. Active transport facilities including resident and visitor bicycle parking are to be provided.
4. Electric car charge points are to be provided within any basement car park.
5. The parking rates as specified in Figure 58 – Applicable Parking Rates are to be applied and any variation to these rates are to be agreed with Council.
6. Justification for an amended car parking rate must be accompanied by a Car Parking Demand Assessment. The Car Parking Demand Assessment must address the following matters, to the satisfaction of Council:
    i. The likelihood of multi-purpose trips within the locality which are likely to be combined with a trip to the land in connection with the proposed use
    ii. The variation of car parking demand likely to be generated by the proposed use over time
    iii. The short-stay and long-stay car parking demand likely to be generated by the proposed use
    iv. The availability of public transport in the locality of the land
    v. The convenience of pedestrian and cyclist access to the land
    vi. The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land
    vii. The anticipated car ownership rates of likely or proposed visitors to or occupants (residents or employees) of the land
    viii. Any empirical assessment or case study.
7. An additional 8 public car spaces are to be provided in addition to applicable DCP parking requirements.
8. A minimum of 4 accessible parking spaces are to be provided for use by the public on site.

Note: The space for an additional 8 public car spaces should not be deducted from the GFA of the building.

Figure 58: Applicable Parking Rates – 100 Edinburgh Road Castlecrag

Component	Parking rate (targets)
Residential	
1-bedroom unit	1 space per unit
2-bedroom unit	1 space per unit
3-bedroom unit	1.25 space per unit
Visitor spaces	1 space per 4 units
Supermarket	6 spaces per 100sqm
Retail	1 space per 25sqm
Restaurant	1 space per 75sqm

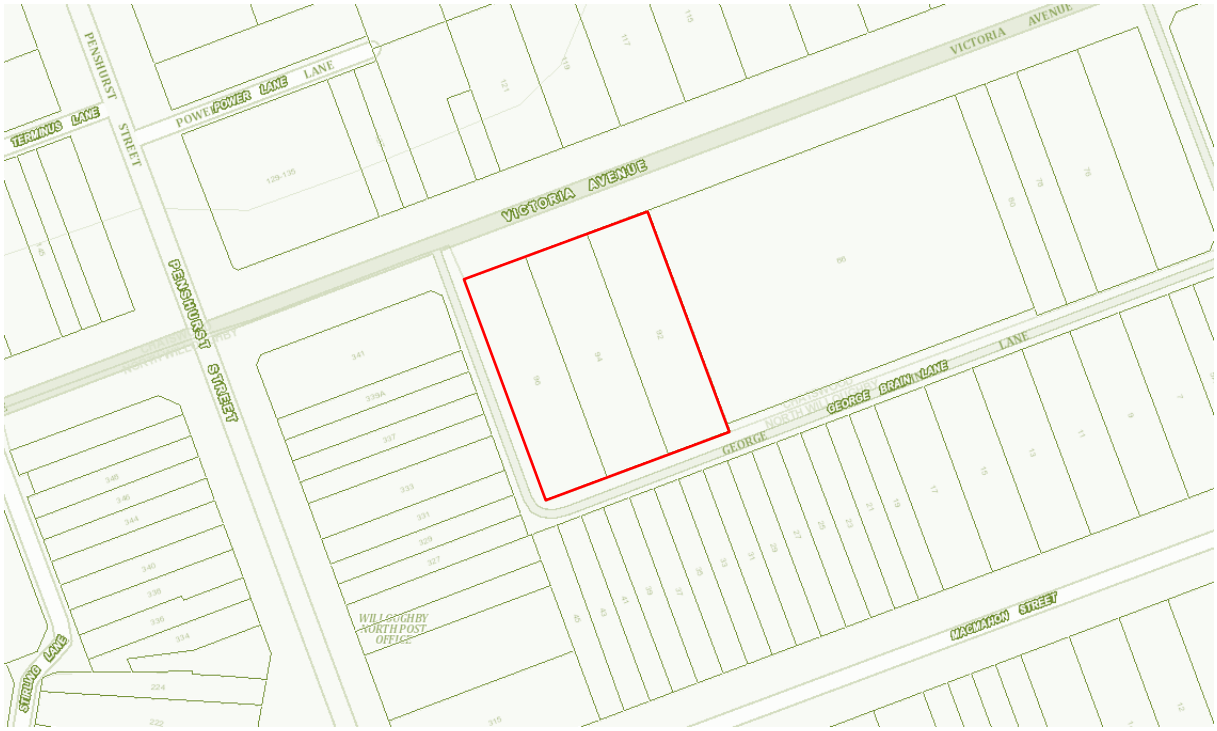
13.2.2 Site Specific DCP – 92-96 Victoria Avenue North Willoughby

To further guide the design of new development within the site, and to provide greater certainty regarding the future design outcome across the site, a site-specific development control plan (DCP) has been prepared to support the draft LEP amendment.

Proposed DCP Controls in the general accepted format of the Willoughby DCP are outlined in the following sections.

These special provisions apply to the land edged in red in Figure 59 being 92-96 Victoria Avenue North Willoughby.

Figure 59: Site Plan



13.2.2.1 General Provisions

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

1. To ensure that the site is amalgamated, so as to enable the substantial redevelopment of the site for medium density residential development;
2. To ensure that the development is complementary to the scale and character of development in the area;
3. To ensure that the development appropriately transitions in height across the site;
4. To ensure that new buildings on Victoria Avenue and George Brain Lane contribute to a quality streetscape;
5. To encourage energy efficient design and development;
6. To encourage high quality, built form outcomes and achieve design excellence;
7. To indicate the location of vehicle access points to the site enhance and improve surrounding streetscapes; and

8. To control adverse environmental impacts such as shadows from any development of the site.
    - Relationship to WDCP 2012
9. This part is to be read in addition to the parts listed above. Where there is an inconsistency between this Part and any other Part of the DCP in force, the other provisions of WDCP will apply.

13.2.2.2 Specific Provisions

A – Allotment Size and Consolidation

Figure 60: Site Amalgamation Plan

Objectives

a. Allotments should be amalgamated to ensure that sufficient site area is available to achieve the stated development potential and adequate provision for landscaping and recreational open space;

b. Ensure that the site is amalgamated, so as to enable the substantial redevelopment of the site for medium density residential development; and

c. Ensure that the development is complementary to the scale and character of development in the area.

Controls

1. New development on the site will be required to consolidate all affected allotments.
2. The sites should be amalgamated in accordance with the Site Amalgamation Plan.
3. A development application for the substantial redevelopment of fewer than all of the allotments, the subject of this section of the DCP, must be accompanied by evidence

that consolidation of all allotments has been reasonably attempted in accordance with the Land and Environment Court's Planning Principles.

B – Design Quality

Objectives

a. To encourage innovative, high quality architectural design of dwellings and their associated open space;

b. To achieve long term durability of design and finish;

c. To achieve a high standard of public and private amenity; and

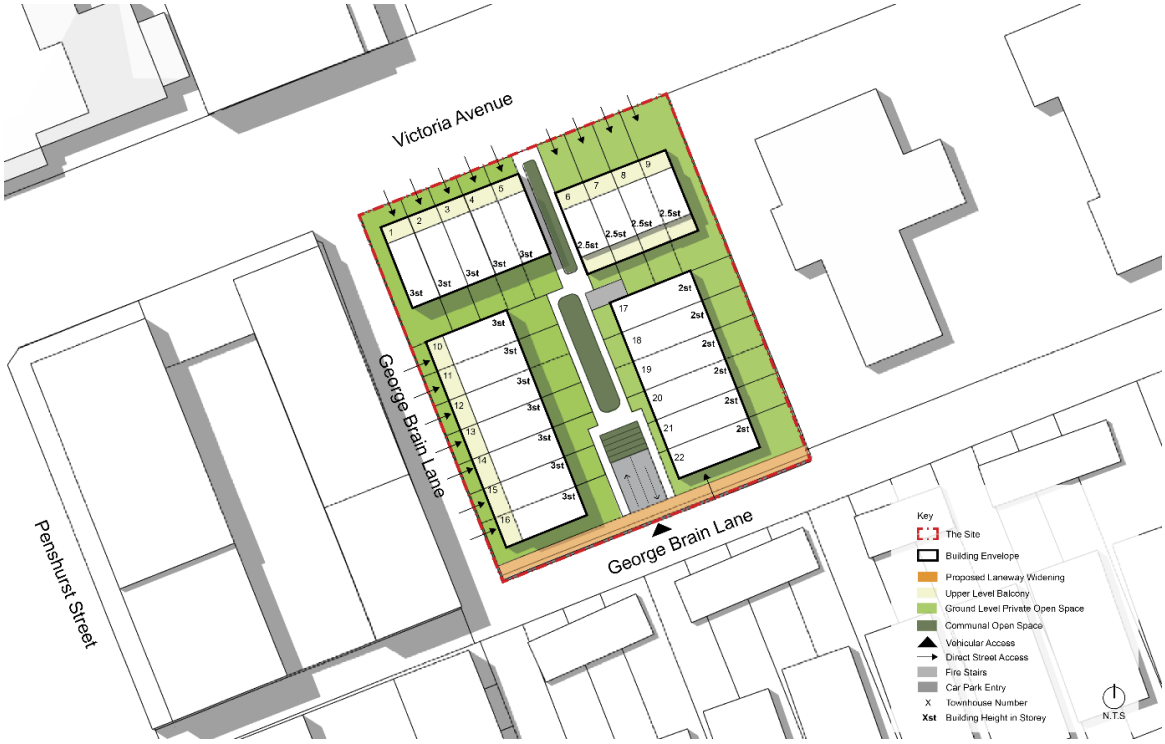
d. To encourage high quality, built form outcomes and achieve design excellence.

Controls

1. In considering the quality of the architectural design, and notwithstanding a proposed development's compliance with the other provisions of any other part of this DCP, Council must be satisfied that:
   (a) the proposed development includes a high level of connectivity to the public domain and achieves building siting that provides street frontage for dwellings to Victoria Avenue and George Brain Lane; and
   (b) a high standard of architectural design, external materials and detailing will be achieved appropriate to the building type and location; and
   (c) visual interest is achieved when viewed from the public domain including but not limited to the façade design, use of landscaping, and building profile; and
   (d) the form and external appearance of the building will improve the quality and amenity of the public domain; and
   (e) any amelioration measures for environmental impacts such as architectural elements and landscaping are to be integrated into the design to achieve an overall high standard of design quality.

C – Height

Figure 61: Building Envelope Plan



Objectives

a. To achieve an appropriate height transition across the site responding to the existing and future desired context; and

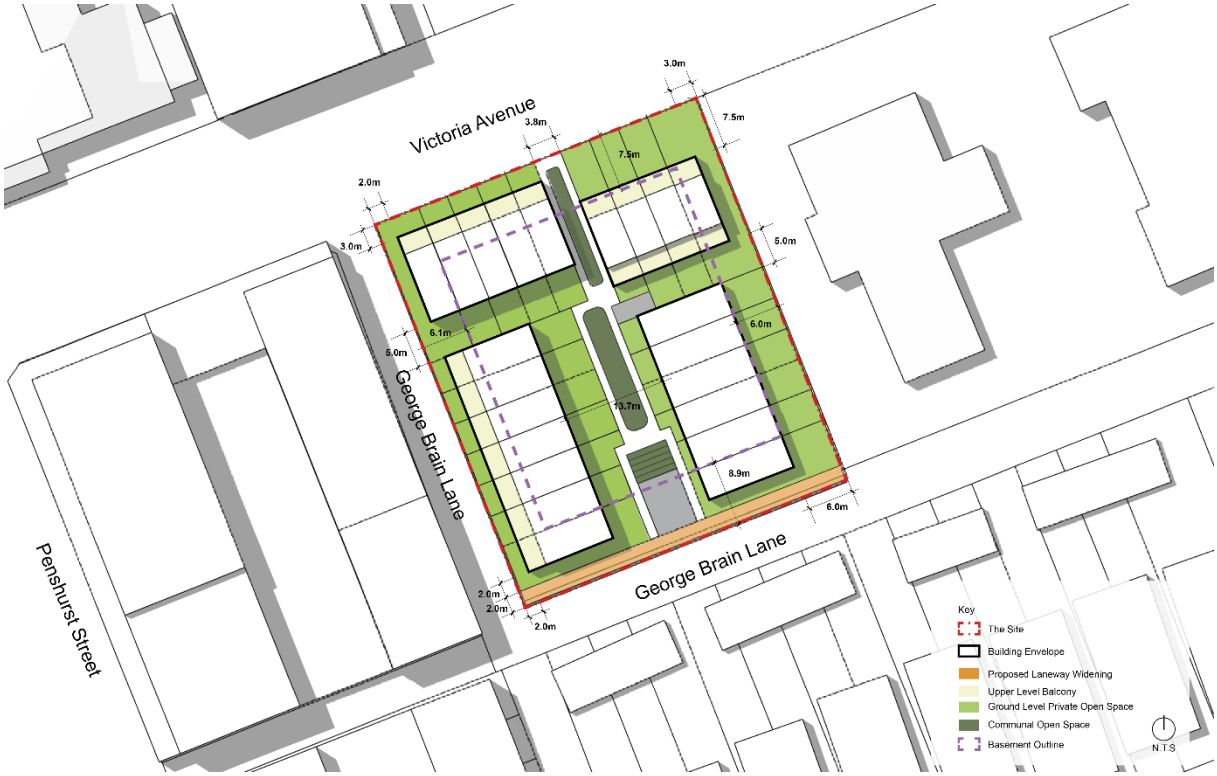
b. To provide various height controls that maintain reasonable solar access through the site and to nearby residential development.

Controls

1. The height of buildings in storeys are to be in accordance with the Building Envelope Plan.
2. The development is to provide a three-storey scale to the western edge of the site along George Brain Lane Street, transitioning to two storeys at the south east corner of the site.
3. The maximum wall height of buildings across the site is 9.5m.
4. Detailed design of roofs is to present as a terrace housing form. A variation of flat and pitched rooftops is encouraged to assist in transitioning height across the site and responding to the character of surrounding buildings.

D – Setbacks and Streetscape

Figure 62: Building Envelope and Setbacks Plan



Objectives

a. To ensure future development appropriately recognises the streetscape and contributes to the public domain.

b. To ensure residential development proposed on the site is responsive to the specific characteristics of the site and surrounding sites.

c. To ensure that the development proposed on the site is scaled to support the desired future character with appropriate massing and spaces between buildings.

d. To provide suitable areas for communal open spaces, deep soil zones and landscaping.

e. To provide for adequate privacy and amenity between dwellings.

f. To establish the desired spatial proportions of the street and define the street edge.

g. To manage a transition between sites to the east and west with different development controls such as height and land use.

h. To ensure the site can accommodate quality entries to communal areas and individual dwellings.

Controls

1. Setbacks are to be in accordance with the Building Envelope and Setbacks Plan.
2. The design of the development is not to be read as a single mass from Victoria Avenue or George Brain Lane but should be broken into separate buildings of varying scale.

3. The design of the building facades is to create a visually interesting form incorporating recessed and projecting elements.
4. Modulation of the street and courtyard elevations is required to reduce the scale and bulk of buildings and to give identity to different dwellings.
5. Setbacks must ensure sufficient separation to provide privacy, minimise overlooking, and ensure adequate solar access across the site and to adjoining properties.
6. Walls alongside boundaries and George Brain Lane should be modulated to avoid the appearance of large blank facades by articulating walls with projecting or recessed elements such as windows and doors.
7. Dwellings with frontages to Victoria Avenue and George Brain Lane are provide dwelling entries at ground level.

E – Solar and Daylight Access

Objectives

a. To optimise the number of dwellings receiving sunlight to habitable rooms, primary windows and private open space.

b. To optimise solar access to areas of communal open space.

c. To ensure impacts on solar access to adjoining dwellings are minimised.

Controls

1. Living rooms and private open spaces of at least 70% of dwellings are to receive a minimum of 2 hours direct sunlight between 9 am and 3 pm on 21 June.
2. A maximum of 15% of dwellings are to receive no direct sunlight between 9 am and 3 pm on 21 June.
3. Development is to achieve a minimum of 50% direct sunlight to the principal part of the communal open space for a minimum of 2 hours between 9 am and 3 pm on 21 June.
4. Solar access modelling for the site is to have regard to the future height and massing of buildings within the North Willoughby Town Centre, as detailed in Council's Local Centres Strategy 2036.
5. Where an adjoining property does not currently receive the required hours of solar access, the proposed building ensures solar access to neighbouring properties is not reduced by more than 20%.
6. Note: The principal part of communal open space may include recreation and landscaping areas such as the communal gardens that afford residents privacy and amenity, as well as allowing them to relax and connect to the natural environment.

F – Open Space and Landscaping

Figure 63: Significant Tree Diagram

Table 1: Tree Inventory*

Tree No.	Botanical Name	Common Name	Spread (m)	Diameter at Breast Height (DBH) (mm)	Diameter at Base (DAB) (mm)	Tree Protection Zone (m)	Structural Root Zone (m)
1	Quercus robur	English Oak	25	1200	1500	14.4	3.9
2	Platanus x acerifolia	London Plane Tree	2	50	80	2.0	1.5
3	Liquidambar styraciflua	Sweet Gum	20	1100	1200	13.2	3.6
4	Platanus x acerifolia	London Plane Tree	12	400	500	4.8	2.5

** Tree Inventory (Table 1, P 7, Report: Preliminary Tree Assessment; 92-96 Victoria Ave, Chatswood 2020)*

Objectives

a. Landscaping is to soften and complement the development.

b. Landscaping is to retain and complement the existing mature tree plantings along Victoria Avenue.

c. Landscaping at street level shall improve the amenity and appearance of the pedestrian environment and public domain, as well as identify dwelling entrances.

d. Communal open space, where provided, is to be responsive to the pattern of development and surrounding street network.

e. Communal open space is designed to maximise safety.

Controls

1. The trees nominated on the Significant Tree Diagram and Tree Inventory are to be retained.
2. Planting within setback areas is to ensure clear sight lines between building entrances and the street, as well as throughout common property areas.
3. Significant tree and shrub planting is required in the front setback along Victoria Avenue, along the eastern side boundary and within the within the centrally located communal open space. Trees must reach a minimum height of 4m to provide adequate screening and privacy to dwellings and their private open space.
4. The redevelopment of the site is to provide the inclusion of soft landscaping. The applicant must be able to:
   (a) Provide high quality and attractive landscaping which enhances the setting of the buildings in the streetscape;
   (b) Provide landscaping which enhances the amenity of a development by allowing adequate open space, sunlight and shade; and
   (c) Maximise opportunities for deep soil and absorptive landscaped areas.
5. The maximum site coverage across the amalgamated site is 45%.
6. A minimum communal open space of 6% of the site area, and a minimum deep soil of 30% of the site area is to be provided across the amalgamated site.
7. Private open space should be located adjacent to the living room, dining room or kitchen to extend the living space.
8. Visual impacts of services should be minimised, including location of ventilation duct outlets from basement car parks, electrical substations and detention tanks
9. Communal open space should be readily visible from habitable rooms and private open space areas while maintaining visual privacy.
10. Communal open space should be well lit.
11. Boundaries should be clearly defined between communal open space, public open space, and private areas.
12. The minimum recreational open space is 55% of the site area.

G – Access and Parking

Objectives

a. The number of vehicle access points are to be minimised;

b. Traffic generated from the proposed development should be mitigated;

c. Vehicular access points are designed to minimise their impact on pedestrians and the flow of traffic; and

d. Vehicular access points should be unobtrusive in the streetscape but ensure visibility for motorists and approaching pedestrians.

Controls

1. Proposed vehicular access is to be limited to a single access point along George Brain Lane in accordance with the Building Envelope Plan. No vehicular access is permitted from Victoria Avenue.
2. The vehicle entrance should be designed to minimise impact on footpaths and pedestrians.
3. Vehicular access driveways and crossings shall be designed for simultaneous 2-way movements. All access driveway, circulation areas and car parking shall comply with AS 2890.1, 2890.2 and 2890.6. The grade of the access driveway shall be a maximum of 5% for the first 6 metres within the property and comply with AS 2890.
4. Fence / building splays in accordance with the requirements in AS 2890.1 are required on both sides of the vehicular access driveway.
5. All vehicles shall be able to enter and leave the site in a forward direction.
6. Electric car charge points are to be provided within any basement car park.