

# HERITAGE STRATEGY



## Chatswood CBD Precinct

January 2020 | J3914

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## Executive Summary

This Heritage Strategy for the Chatswood CBD has been prepared for Willoughby City Council in association with GM Urban Design and Architecture (GMU). This strategy supplements the January 2018 *Chatswood CBD Planning and Urban Design Strategy* prepared by Architectus.

A request for a more detailed heritage analysis of the boundary conditions of the CBD was made by the NSW Department of Planning Industry and Environment in an endorsement letter dated 09/08/2019.

This report analyses the existing and proposed built form controls suggested by the *Chatswood CBD Planning and Urban Design Strategy* and delivers recommendations regarding the most appropriate response for planning controls for the peripheries of the Chatswood CBD fronting HCAs. The recommendations have been informed by the massing and view studies produced in the *Chatswood Precinct Study* by GMU.

The proposed controls in the Architectus *Chatswood CBD Planning and Urban Design Strategy* provides a strong basis for increasing commercial development in the Chatswood CBD. The additional modelling by GMU provides a clear picture of the edge conditions on the transitional areas on the CBD. This modelling indicates that significant uplift can still be achieved within the vicinity of HCAs without a substantial compromise to their heritage significance.

From extensive site inspections along the transitional areas, it was apparent the existing CBD forms a visible but neutral backdrop to the HCAs. Increasing the uplift within the vicinity of the HCA, as viewed in the 3D modelling, did not present a substantial visual imposition on the significance of the conservation areas.

GMU's modelling revealed areas where some modification could occur to provide a more sympathetic transition to the HCA. The modifications suggested included:

- A relocation of height at key transitional areas to mitigate the instances of both visual impact and overshadowing.
- Reconfiguration of individual site layouts to move higher forms away from HCA boundaries.
- Introduction of podiums with lower street wall heights and greater on street setbacks to increase the separation and perceived massing of development directly adjacent to HCAs.
- Introduction of tree planting to assist in screening the impact of development adjacent to HCAs at street level and when viewed from within the HCA.
- Adoption of Small Office/Home Office (SOHO) as land use as passive frontage to the boundary of the HCA.

With the proposed modifications taken into consideration, the proposed commercial uplift in the Chatswood CBD is compatible with the adjoining HCAs. These changes will achieve a more consistent and harmonious skyline, while providing for a more sympathetic transition to the adjoining HCAs.

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## 1 INTRODUCTION

### 1.1 Background

This Heritage Strategy for the Chatswood CBD has been prepared for Willoughby City Council in association with GMU. This strategy supplements the January 2018 *Chatswood CBD Planning and Urban Design Strategy* prepared by Architectus.

A request for a more detailed heritage analysis of the boundary conditions of the CBD was made by the NSW Department of Planning Industry and Environment in an endorsement letter dated 09/08/2019. The relevant section is quoted below:

*3. Council is to undertake a detailed built form analysis and assessment of proposed building heights and FSRs for the land in the mixed-use areas identified by the strategy area. This analysis to review impacts to adjacent HCAs and/or retained low density development and is to determine what appropriate built form transitions in terms of FSR and buildings are appropriate in mixed use areas to ensure that future development is compatible with adjacent existing and retained development outside of the strategy area.*

*This analysis work is to expressly include:*

- *visual impact analysis to illustrate how future built development in the strategy area will look along road and laneway streetscapes that will form the edge to the strategy area; and*
- *an analysis of potential amenity impacts to the neighbouring low-density sites and/or existing development in HCAs by using accurate block modelling of potential future development to show extent of shadowing impacts, particularly during mid-winter.*

The purpose of this strategy is to ameliorate the heritage impact of future private and public development in the Chatswood CBD for the next twenty years. This will inform the proposed framework to achieve exceptional design and a distinctive, resilient and vibrant centre for Chatswood.

The Chatswood CBD location is highly strategic and significant in regard to employment and residential centre. The *draft North District Plan 2016* identifies the Chatswood CBD as being under increased pressure to provide both commercial and residential uplift following the opening of the Sydney Metro in May 2019. The current *Willoughby Local Environmental Plan (LEP) 2012* and *Willoughby Development Control Plan (DCP) 2012* provide a complex array of controls without a clear strategic basis. The endorsed *Chatswood CBD Planning and Urban Design Strategy* prepared by Architectus provides strategies on the following planning and urban design matters:

- Commercial use in the CBD Core including:
  - Ensuring adequate capacity for the future.
  - Providing larger commercial floorplates for new development.
  - Delivering high environmental performance for new development.

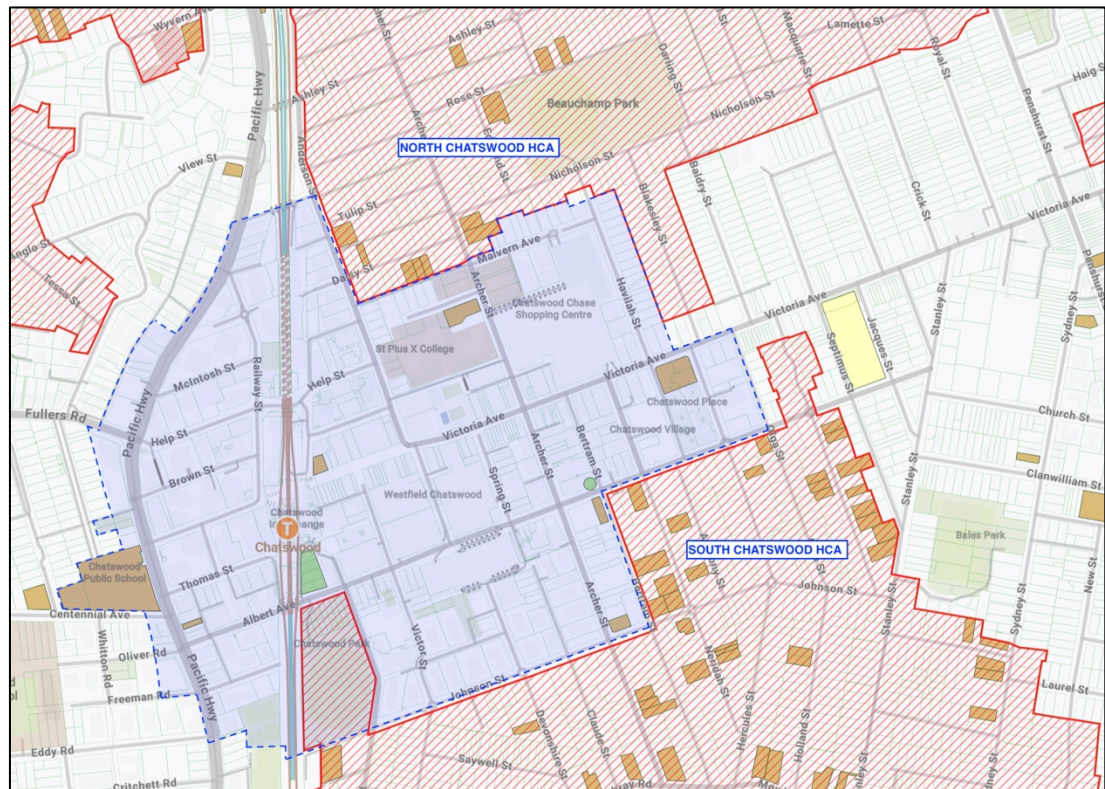
This report analyses the existing and proposed built form controls and delivers recommendations regarding the most appropriate response for planning controls for the peripheries of the Chatswood CBD fronting HCAs. It has been informed by the massing studies produced in the *Chatswood Precinct Study* by GMU.

## 1.2 Study Location

The Chatswood CBD is located approximately 10km north of the Sydney CBD. It is on the northern side of Sydney Harbour within the Willoughby Local Government Area.

Topographically, the Pacific Highway is on a ridge. To the east there is fall across the CBD away from the Pacific Highway. To the west there is a steep fall towards the Lane Cove River.

Figure 1 below, outlines the extent of the study area which is outlined in blue. Heritage conservation areas adjoining the study area are hatched red, while individual heritage items are shaded brown.



**Figure 1: The location of the Chatswood CBD Study area shaded in blue. The heritage conservation areas are shown shaded red and labelled.**

Mecone; annotations by WPH

## 1.3 Methodology

A site inspection of the Chatswood CBD and periphery fronting the Heritage Conservation Areas was carried out in October 2019. All photographs of the site were taken at this time unless otherwise noted.

## 1.4 Limitations

A detailed history of the site and a full assessment of significance to NSW Heritage Division standards were not provided with regards to the Chatswood CBD and Heritage Conservation Areas.

An assessment of archaeological potential and archaeological significance, Aboriginal or historical, is outside the scope of this Heritage Strategy. A brief Aboriginal history of the surrounding area is provided.

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Community consultation has not been undertaken as part of this Heritage Strategy.

## **1.5 Author Identification**

This report has been prepared by Anna McLaurin B.Envs. (Arch.), M.Herit.Cons., Patricia Sims B.Arts, B.Appl.Sc. (Env.Des.), B.Arch., M.Herit.Cons.(candidate), and James Phillips B.Sc. (Arch.), B.Arch., M.Herit.Cons.(Hons) of Weir Phillips Heritage and Planning.

The historical information and assessments of significance contained in this report partly rely on existing studies (refer to Section 1.6 below). Acknowledgment of the authors of these studies is duly given.

## **1.6 Documentary Evidence**

### **1.6.1 General References**

- Attenbrow, V. *Sydney's Aboriginal Past: Investigating the Archaeological and Historical Records* (New South Wales: University of New South Wales Press, 2002).
- Booker, Nancy, and Bennett, Ida, *The West Ward, Chatswood*, Willoughby Municipal Council, 1988, pp 91-92; *Willoughby History Chatters*, 37:3, May 2010, p 2; 39:3 June 2010, p 5.
- City of Sydney, 'The first Sydneysiders', <http://www.cityofsydney.nsw.gov.au/learn/sydneys-history/aboriginal-history>, accessed 2 August, 2018.
- McLean, Lachlan C, 'The Origin of the Chatswood District Centre', in Valerie Philips, as above, 1983, pp 26-29.
- Willoughby District Historical Society, *Chatswood CBD* (2016) <https://abc17603.wordpress.com/history/suburbs/chatswoodcbd/> [Accessed 29 Oct. 2019].
- Valmai Phillips (editor), *The good old days: Reminiscences of early Chatswood and Willoughby*, Chatswood, Willoughby Municipal Library, 1983, pp 18, 35, 37-38.

### **1.6.2 Heritage Inventory Sheets**

- Willoughby DCP 2012 *North Chatswood CBD*, Heritage Inventory Sheet.
- Willoughby DCP 2012 *South Chatswood CBD*, Heritage Inventory Sheet.

### **1.6.3 Planning Documents**

- Draft North District Plan 2016
- *Environmental Planning and Assessment Act 1979 (EP&A Act)*
- NSW Government Architect (2009) *Design Guide for Heritage*
- *NSW Heritage Act 1977*
- *NSW State Government, A Plan for Growing Sydney 2014*
- *Willoughby Development Control Plan (DCP) 2012*
- *Willoughby Local Environmental Plan (LEP) 2012*

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## 2 HISTORICAL ANALYSIS

### 2.1 Original Occupation

It is difficult to determine precisely how long Aboriginal peoples have lived in the Sydney region. Scientific measurement systems such as radiocarbon and thermoluminescence indicate that people have lived in Sydney for upwards of 10,000 years, although evidence from archaeological sites in other parts of Australia show evidence of habitation possibly extending back as long as 60,000 years ago. Evidence of their occupation includes rock carvings, shell and animal bones, stone artefacts, etc. In the greater Sydney Region there are at least 4,000 such sites registered.<sup>1</sup> These are protected by State and Federal law.

It is similarly difficult to establish how many people lived on the Cumberland Plain prior to European settlement in 1788. Recent research indicates that it may have been between 2,000 and 3,000 people. The decrease in population following European arrival is well-documented. In April 1789 an epidemic struck the local Aboriginals. The British thought it was probably smallpox, but the Aboriginal peoples called it *gal-galla*. Over half of the Indigenous Australians of the Sydney Region died.<sup>2</sup>

The first written description of the Aboriginal peoples of the Sydney region dates to 1770, when Lieutenant James Cook made his first voyage of exploration and visited what is now known as Botany Bay. These descriptions principally regarded their physical appearance, material culture and the foods they ate, but little else.

The Gadigal people of the Eora nation inhabited the land that covers the present site of Sydney's Central Business District and Eastern Suburbs as well as parts of the Inner West through to Petersham and down to the Cooks River, which served as a natural boundary. In all, there were probably about 30 individual bands living within the greater Sydney area. Governor Phillip King and Watkin Tench described some of these groups, including the Cadigal:

*From the entrance of the harbour, along the south shore, to the cove adjoining this settlement, the district is called Cadi, and the tribe Cadigal; the women Cadigalleon... the tribes derive their appellations from the places they inhabit... [thus] Cadigal, those who reside in the bay of Cadi.*<sup>3</sup>

As the Gadigal people lived by the coast, they would have mostly lived on a diet of shellfish and fish which was supplemented by terrestrial food sources such as game, figs, berries and tubers. In contrast to today, the harbour was described by early settlers as well-stocked with fish: such as 'Jewfish, Snapper, Mullet, Mackrel [sic], Whiting, Dory, Rock Cod, leather jackets and various others'.<sup>4</sup>

During the late 1780s and into the 1790s, the population in Sydney grew rapidly due to the successive arrival of British convict transports, starting with the First Fleet in 1788. The colonists quickly came into contact with the Aboriginal peoples who inhabited the land. There were killings on both sides but ultimately, as trees were felled, raw materials exploited

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<sup>1</sup> Val Attenbrow, *Sydney's Aboriginal Past: Investigating the Archaeological and Historical Records* (New South Wales: University of New South Wales Press, 2002), pp. 1-4.

<sup>2</sup> Attenbrow, *Sydney's Aboriginal Past*, p. 21.

<sup>3</sup> Attenbrow, *Sydney's Aboriginal Past*, p. 22.

<sup>4</sup> Attenbrow, *Sydney's Aboriginal Past*, p. 63.

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and farmlands established, the various Aboriginal peoples were dispossessed of their land.

There were attempts to establish friendly relations with the Aboriginals albeit via capturing individual members, in order to learn their languages and exchange information. It was through activities such as these that names of places and tribes and so forth came to be known, such as 'Gadigal'. Among the captives was Bennelong who formed a close association with Phillip and helped the colonists to better understand his own people. David Collins, for example, recorded a conversation with Bennelong about belief systems:

*... Conversing with Bennillong [sic] after his return from England where he had obtained much knowledge of our customs and manners, I wished to learn what were his ideas of the place from which his countrymen came, and led him to the subject by observing, that all the white men here came from England. I then asked him where the black men (or Eora) came from? He hesitated; did they come from any island? His answer was, that he knew of none: they came from the clouds... and when they died, they return to the clouds.<sup>5</sup>*

The colonists also tried to exchange material items with the Aboriginals. The first gifts were combs, beads, looking-glasses and ribbons. These were typically met with indifference. Instead, what was sought after were functional objects like hatchets and small axes. Fishing lines and spears were eagerly received in return by the British. Traditional life was disrupted in this way, although hunting and fishing practices continued to be described by the colonists at least until the 1840s.<sup>6</sup>

The intensive development of the Sydney region has erased much evidence of Indigenous occupation; their pre-colonial way of life was disrupted, never to return. Despite these impacts, the Cadigal people as well as other Aboriginal Peoples stayed in Sydney to work and live and continue as a strong community to this day.<sup>7</sup>

## 2.2 Early Chatswood

In the 1860s, the intersection of Lane Cove Road and Mowbray Road was the site of the first commercial establishments in Chatswood. The Great Northern Hotel was opened by Henry Russell on the north-western corner of the intersection in 1870 (It was briefly named the Artarmon Hotel at the time of the Figure 2 below). A handful of general stores commenced trading here and Chatswood's first police station was erected immediately south of the church in 1884.

Chatswood Railway Station was constructed on part of Richard Harnett's Railway Station Estate in 1890, approximately 1km to the north of the Great Northern Hotel, and the focus shifted from the area to the current Chatswood CBD. The opening of the railway occurred in the midst of a severe economic depression, however, so land sales and commercial development languished until economic conditions improved from the mid-1890s. The extension of the tramway from Penshurst Street to the railway station on 24 July 1908 provided a new impetus for expansion of commerce at Chatswood.<sup>8</sup>

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<sup>5</sup> Attenbrow, Sydney's Aboriginal Past, p. 35.

<sup>6</sup> Attenbrow, Sydney's Aboriginal Past, p. 103.

<sup>7</sup> City of Sydney, 'The first Sydneysiders', <http://www.cityofsydney.nsw.gov.au/learn/sydneys-history/aboriginal-history>, accessed 2 August, 2018.

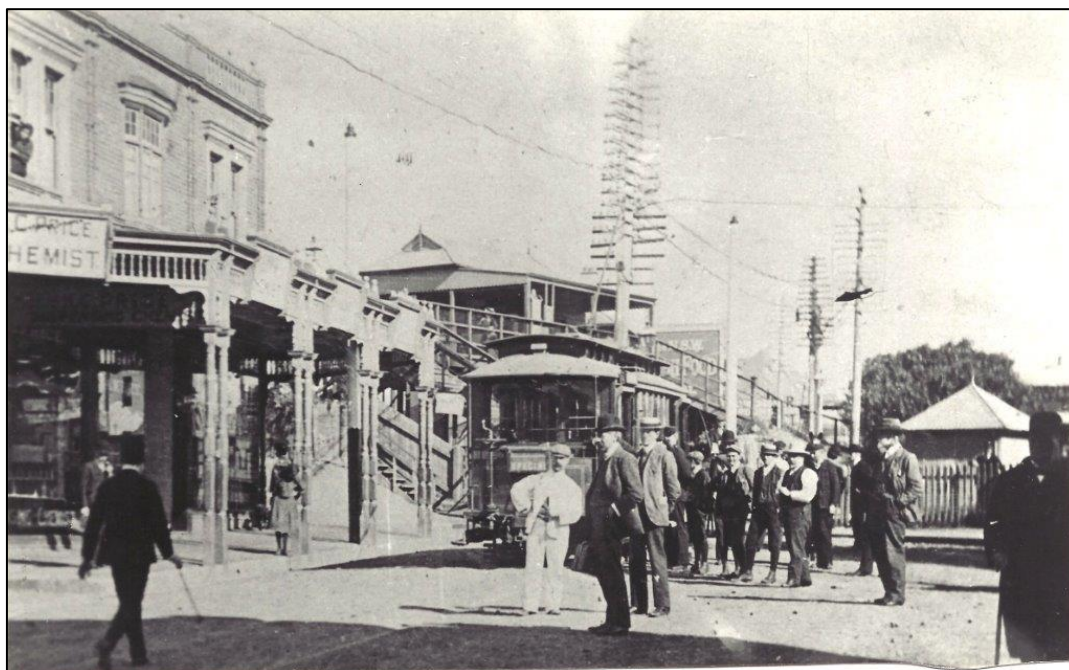
<sup>8</sup> Willoughby District Historical Society, *Chatswood CBD* (2016) <https://abc17603.wordpress.com/history/suburbs/chatswoodcbd/> [Accessed 29 Oct. 2019].





**Figure 2: The Great Northern Hotel in the early 1900s.**

Photo: Willoughby Museum collection, courtesy John RE Brown.



**Figure 3: The arrival of the first tram at Chatswood railway station on 24 July 1908.**

Postcard, Willoughby Museum collection.

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## 2.3 Chatswood CBD

The Country of Cumberland District Planning Scheme identified Chatswood as one of 19 District Centres for the Great Sydney area in July 1951. Following this, Council commenced acquiring land within today's City Centre for a business and commercial centre.

In early 1974 an Interim Development Order for the Chatswood District Centre was adopted by Council. The order indicated that major retail shopping complexes were not permitted in Victoria Avenue West, while the eastern side would become the retail precinct. In initiating further development in the Chatswood CBD the Sydney Regional Environmental Plan No 5 (SPREP 5) was gazetted on 26 August 1983 as the statutory planning document for the centre. In the mid-1980s Castlecrag-based developer Pripro Pty Ltd constructed the 90m Zenith Centre.<sup>9</sup>



**Figure 4: Chatswood in 1943**

SIX Maps 2019

Due to a declining demand in office space within the Chatswood CBD in the mid-1990s, Willoughby Council developed a new residential strategy to encourage high rise apartment buildings close to public transportation nodes.

In 2005, the Chatswood to Epping railway was constructed. The new train station saw the demolition of the old Chatswood Station with the replacement station constructed with two raised island platforms and commuter concourses. The Chatswood to Epping line, formally opened on 22 February 2009, brought an increased frequency of train services and a

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<sup>9</sup> Willoughby District Historical Society, *Chatswood CBD* (2016)  
<https://abc17603.wordpress.com/history/suburbs/chatswoodcbd/> [Accessed 29 Oct. 2019].



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significant increase in travel to Chatswood from the north-western region of the city.<sup>10</sup>



**Figure 5: Chatswood in 2000.**

Willoughby City Council

The Sydney Metro began operation from Tallawong to Chatswood on May 2019. The Sydney Metro is a fully automated rapid transit system that will connect via the Sydney CBD to Bankstown. The metro is schedule for completion in 2024.

The Metro will have 66 km of twin tracks and 31 stations in total. With the opening of the new Metro Station, the NSW State Government is prioritizing jobs and population growth in the Chatswood CBD and other Metro Stations. This is likely to result in a significant change to the built form and skyline in the next twenty years.<sup>11</sup>

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<sup>10</sup> Willoughby District Historical Society, *Chatswood CBD* (2016) <https://abc17603.wordpress.com/history/suburbs/chatswoodcbd/> [Accessed 29 Oct. 2019].

<sup>11</sup> Transport for NSW (2019). Sydney Metro. [online] Available at: <https://transportnsw.info/travel-info/ways-to-get-around/metro#/> [Accessed 7 Jan. 2020].

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### 3 Chatswood CBD Strategy

Architectus was engaged by Willoughby City Council to prepare a Planning and Urban Design Study of the Chatswood CBD, supported by transport and traffic advice from Arup and economic advice from BIS Shrapnel.

The purpose of the strategy is to establish a strong framework to guide all future private and public development in the Centre over the next 20 years and to achieve exceptional design and a distinctive, resilient and vibrant centre for Chatswood.

Specifically, this study:

- *Reviews the current planning framework (statutory and non-statutory) that controls the development of the Chatswood CBD.*
- *Identifies the opportunities and constraints that are impacting on development in the Chatswood CBD.*
- *Develops and recommends a planning framework that Council can implement to ensure Chatswood sustainably grows as a competitive strategic centre of Sydney.*

In response to Council's brief, the study is designed to provide recommendations that are based on:

- *World best practice in the planning and design of cities.*
- *Achieving a sustainable balance between commercial, retail, residential, education, cultural and other uses in the Centre to ensure on-going vibrancy.*
- *Maintaining a compact, walkable and economically buoyant Centre.*
- *Exploring city form and scale aimed at accommodating future growth and change.*
- *Architectural principles to distinguish Chatswood as a centre that expects exceptional urban design, pedestrian linkages and public domain, embracing key elements of local character and heritage.*
- *Funding of public domain improvements through S94A levies.*

### 4 Heritage Response

The proposed controls to facilitate future development in Chatswood, as prepared by Architectus, provide the basis of a strong framework to guide all future private and public development in the Centre. While the controls facilitate significant uplift in the Chatswood CBD, further consideration and refinement of the boundary conditions adjoining both the North and South Chatswood HCAs are required.

Analysis of the proposed controls is provided street by street on the boundaries of the HCAs. e.g. Anderson Street, Johnson Street and Olga Street. Generally, the controls do not provide enough detail at the transition of the HCA boundary or have designated uses inappropriate to the low density dwellings of the HCAs. It is recognized that providing for a low scale transition to the commercial core is not pragmatic or appropriate for the proposed scale in the Chatswood CBD. The 3D massing studies undertaken by GMU indicate that high density development is achievable in the immediate vicinity of the HCA without adversely affecting the heritage significance of the area, provided certain mitigation measures are implemented (outlined below). Each transition street has been analysed with regard to the proposed future controls.

From extensive site inspections throughout the transitional areas, it was apparent the existing CBD forms a neutral backdrop to the HCAs. From a heritage perspective, increasing the uplift within the vicinity of the HCA, as viewed in the 3D modelling, did not present a substantial visual imposition on the significance of the conservation areas.

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The suggested modifications to the proposed controls have been undertaken in consultation with the 3D modelling produced by GMU. This modelling revealed areas where some modification could occur to provide a more sympathetic transition to the HCA. The modifications suggested include:

- A relocation of height at key transitional areas and reduction of height in limited number of specific sites to reduce the instances of overshadowing or visual impact.
- Introduction of podiums with lower street wall heights and greater on street setbacks to increase the separation and perceived massing of adjacent development.
- Introduction of vegetation and traffic calming measures to assist in screening the impact of the development at street level.

#### **4.1 Guiding Principles**

The following guiding principles provide an overview of mitigation measures that can be taken to reduce the impact of future development within, adjacent or in the vicinity to heritage items or heritage conservation areas.

1. Heritage items and conservation areas should be maintained and conserved so they can demonstrate the heritage narrative of the area in view of the considerable change the area is undergoing.
2. New development may render some current Development Controls untenable. Where this occurs, new development should take a cautionary approach to conservation of heritage items and of the character of Conservation Areas.
3. The interface between areas of high density and those maintained as Conservation Areas with a far lower density should be carefully considered. Mitigation measures such as tree planning on both sides of streets or where there is a lane of narrower street on the side that is of higher density.
4. Mitigation measures such as planting of trees on either side of streets should be prioritized on the land proposed for higher density, over those maintaining lower density.
5. Where a heritage item exists in an area of increased density, surrounding building envelopes should use devices such as podiums and fine detailing to compliment the scale of the item and surround it with elements of appropriate scale.

#### **Height**

Buildings of greater massing and scale without adequate mitigation measures will have an impact upon the smaller adjacent heritage items. Areas where sites of poor transition occur are generally where high-rise developments are clustered next to low-rise buildings without interstitial areas such as streets, open spaces or intermediate heights.

In providing controls that encourage increased density and uplift, it is important to introduce mitigation measures that reduce the impact on heritage items and conservation areas that are adjacent or in the vicinity to areas of proposed uplift. This can be achieved through the following:

- At park or open space edges reduce heights to prevent overshadowing and provide visual relief.
- Provide a recognizable transition in height from areas of high density to areas of low density. This can be achieved by producing cross-sections of the CBD.

- 
- Produce a CBD skyline with a 'bell curve' appearance which has a cluster of taller buildings are concentrated along a central spine and lower scale buildings radiating outwards towards areas of lower scale.
  - Where there is limited space for a transition, the introduction building podium creates a transition between the building and adjacent Heritage Conservation Areas. The podium height typically is sympathetic to the height of bulk and proportions of the adjacent low scale area. This is discussed further below.

### Podiums

Although there are no set rules for podium height. It generally lies in the 2-5 storey height range, allowing for a transition by creating a lower street wall, thereby drawing attention away from the building mass above.

The incorporation of a podium reduces the visual impact of a tower, by giving greater emphasis to the proposal in the immediate streetscape context.

### Street Wall Heights

In a larger streetscape context of podiums, it is important to retain a consistent street wall height in areas which adjoin heritage conservation areas. This allows for visual consistency and limits the sense of enclosure of the surrounding streetscape. While a number of street wall heights are specified within the CBD generally, the height and detailed design of a street wall should respond to the built form character of the area which can include heritage fabric.

Typically, street wall heights of low scale buildings range from the 2-3 storeys, this allows for a 3-5 storey podium of a new development to fit comfortably into the streetscape.

### Vegetation

Utilising tree planting helps to mitigate the scale of change and also to partially screen adjacent large-scale development. It can also act as a line of demarcation. This can reduce the perception of the CBD in the background of many dwellings in the adjoining HCA, which preserves the residential feel of the HCAs.

The planting of trees in 'blisters' in between car parking spaces, can act as a traffic calming measure and increase the tree cover in the street, while also acting to screen the adjacent large-scale development.

### Overshadowing

Built form controls have considered overshadowing of critical open spaces and surrounding low density residential areas, ensuring future building envelopes do not create additional impact on Heritage Conservation Areas through overshadowing. New development should ensure HCA dwellings to receive a minimum of three [3] hours solar access mid-winter to their principal living and outdoor areas.

It is critical that the amenity of dwellings located within Heritage Conservation Areas and heritage listed buildings is protected. If amenity is substantially reduced the desirability of properties will be eroded and thus the long-term protection of the significant items and areas may be threatened.



#### 4.2 Heritage Items and Listings in Chatswood CBD

The Chatswood CBD contains a number of heritage items listed by Schedule 5 Part 1 of the *Willoughby LEP 2012* within the CBD boundaries. It is noted that there are no heritage items listed on the NSW State Heritage Register under the auspices of the *NSW Heritage Act 1977* in the Chatswood CBD boundaries.

Heritage items within the Chatswood CBD include:

Local Heritage items				
Place ID		Name and Description	Address	Listing
LEP no.	SHR no.			
I57	-	Our Lady of Dolours Church (including original interiors),	94A Archer Street	Local
I133	-	Community Hospital	256 Victoria Avenue	Local
I52		House (including original interior)	34 Albert Avenue	Local
I237		<i>Angophora costata</i> (tree)	63 Archer Street	Local (landscape)
I56		House (including original interior)	27 Archer Street	Local
I236		Garden of Remembrance	69 Albert Street	Local (landscape)
I239		Orchard Tavern (including original interiors)	455 Victoria Ave	Local
I5	01321	Two reservoirs (structures only, known as "Chatswood Reservoirs")	366 Mowbray Rd (corner Pacific Hwy), Artarmon	State
I107		Great Northern Hotel (including Original interiors)	522 Pacific Highway	Local
I96		Mowbray House and 10m Curtilage	339 Mowbray Road	Local





**Figure 9: Our Lady of Dolours Church, No. 94 Archer Street, Chatswood. Item No. 57.**



**Figure 10: Chatswood Community Hospital, No. 265 Victoria Ave Chatswood. Item No. 133.**



**Figure 11: *Angophora costata* (tree), No. 64 Archer Street, Chatswood. Item No. 237.**



**Figure 12: No. 34 Albert Avenue, Chatswood. Item No. 52.**





**Figure 13: The Garden of Remembrance. Item No. 236.**



**Figure 14: Chatswood Reservoirs. Item No. 5.**



**Figure 15: The Great Northern Hotel, No. 522 Pacific Highway, Chatswood. Item No. 107.**



**Figure 16: Chatswood Public School. Item No. 106.**

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#### **4.2.1.1 Proposed Controls and Heritage Recommendations**

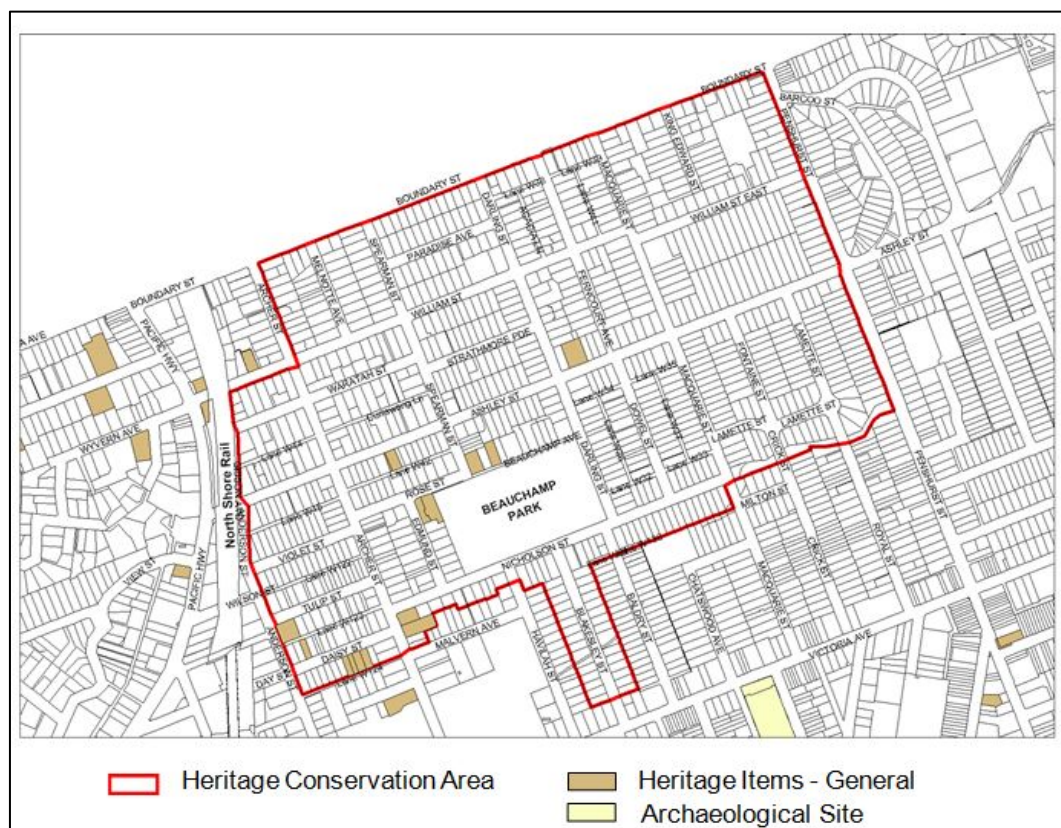
The future built form of the Chatswood CBD permitted by the proposed change in controls will have an impact on the heritage items (listed in Section 4.2 above) within the CBD and those within the surrounding HCAs.

The existing *LEP 2012* has heritage protection measures under cl. 5.10. These measures should be adopted in consultation with the existing DCP 2012 and the guiding principles outlined in Section 4.1, above, to ensure the heritage impact of the future built form is minimised.

Any proposed development in the vicinity of a heritage item will be required to take into consideration Section 5 of the *LEP 2012* with regard to the impact of such development on the significance of the heritage item with regard to the site specific conditions e.g. scale, proportions, materiality, views, and significance of the item. It should include an assessment against the recommended management provisions contained in the NSW State Heritage Inventory or Conservation Management Plan applicable to the sites.

## 5 Chatswood North Heritage Conservation Area

The Chatswood North Heritage Conservation Area borders the Chatswood CBD to the north and partially to the east. See Figure 17 below.



**Figure 17: The North Chatswood HCA.**

Willoughby DCP 2012

Heritage items within the vicinity of the HCA boundary are noted below:

Local Heritage Items				
Place ID		Name and Description	Address	Listing
LEP no.	SHR no.			
1129	-	House (including original interior)	20 Tulip Street	Local
172	-	House (including original interior)	21 Daisy Street	Local
171	-	House (including original interior)	8 Daisy Street	Local
170	-	House (including original interior)	6 Daisy Street	Local
169	-	House (including original -	4 Daisy Street	Local



		interior)		
158	-	House (including original interior)	105 Archer Street	Local
159	-	House (including original interior)	107 Archer Street	Local

The following history, statement of significance and descriptions have been sourced from the heritage inventory sheet of the North Chatswood HCA from the *Willoughby DCP 2012*.

## 5.1 History

In 1825, Richard Archbold was granted 600 acres of Crown land approximately bounded by Victoria Avenue, Boundary Street, Anderson Street and High Street. The land reverted to the Crown and lay dormant until 1850 when it was sold to John Stirling of the Bank of Australasia. William Lithgow, retired Auditor General of Colonial Accounts and a shareholder of the Bank, purchased and subdivided the land, and put 400 acres up for sale in 1854 as part of the “Township of North Sydney” plan. Sales were slow and it was not until the later decades of the nineteenth century, with news of the railway line, that development took off.

The 1880s was a decade of vigorous land subdivision in Chatswood, and with the arrival of the railway in 1890, high class building activity flourished in the area. Beauchamp Park was proclaimed in 1899, and was named after the Governor of NSW, William Lygon, the 7th Earl of Beauchamp. After World War 1, a further wave of subdivisions and building activity added to this stock of grand Federation homes set on large allotments.

In the 1950s Boundary Road was realigned and properties fronting the road were reduced. At this time the Chatswood CBD was proposed to extend east to Neridah Street and north almost to the alignment of Kirk Street. The National Trust of Australia (NSW) recognised the importance of the area by classifying it as an Urban Conservation Area in 1982.

### 5.1.1 Statement of significance

North Chatswood Heritage Conservation Area is a good example of early North Shore residential development. The housing stock describes the progressive overlays of development taking place over half a century. The essential scale, form and spacing of the original dwellings is predominant, even where original architectural detailing has been lost, though much of this is still intact in fine residential buildings and as a general townscape impression.

## 5.2 Description

North Chatswood’s original dwelling stock is predominantly single storey detached housing in Federation or Interwar bungalow styles. However, there are a few two storey Federation mansions, the occasional late Victorian house and some semidetached “bungalows”.

Lot sizes vary, although most streets have similar width frontages. Buildings are usually consistently spaced and of similar scale and bulk within each streetscape even where this is composed of varied styles. Mature landscaped gardens are an important quality of this area.

The grid pattern subdivision is laid over gentle to moderate slopes. Most streets have well-established street trees, notably brush box and canary island palms, which enhance the high

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residential amenity of the orderly streetscapes. The “square” formed by Beauchamp Park is a focus in the townscape.

The form of original development in streetscapes near Chatswood CBD is generally maintained where rear lanes accommodate separate access to off-street car parking. Otherwise, on-site parking facilities are usually unobtrusive, since the spacing of houses typically allows side access to rear parking.



**Figure 18: Looking east down Tulip Street.**



**Figure 19: The low density Federation era development.**



**Figure 20: The Daisy Street streetscape looking east.**



**Figure 21: Looking west down Tulip Street towards Anderson Street.**

### 5.3 Boundary conditions

The Chatswood North HCA adjoins the Chatswood CBD along the following boundaries:

#### 5.3.1 Anderson Street

Anderson Street is located along the western boundary of the HCA. This street runs in a north south alignment parallel to the railway line. The section of the street lining the HCA is residential in use.

The dwellings within the HCA on the eastern side of the street face inwardly towards cross streets (including Daisy Street, Tulip Street and Violet Street) with side elevations fronting Anderson Street. The only dwelling fronting Anderson Road is No. 20 Tulip Street, which is also a local heritage item (I129). Each principal street in the HCA also has a secondary service lane.

Dwellings on the western side of Anderson Street are medium density residential flat building between 3-4 stories. The buildings date from the late 1970s-present.

The CBD forms a backdrop to Anderson Street and the south of the HCA.



**Figure 22: Looking south towards the western boundary of the HCA along Anderson Street.**





**Figure 23: The medium density residential development on the western side of Anderson Street with the Chatswood CBD in the background.**



**Figure 24: No. 20 Tulip Street, a local heritage item, which fronts Anderson Streets.**



**Figure 25: Looking west down Tulip Street towards Anderson Street.**

#### **5.3.1.1 Proposed Controls and Heritage Recommendations**

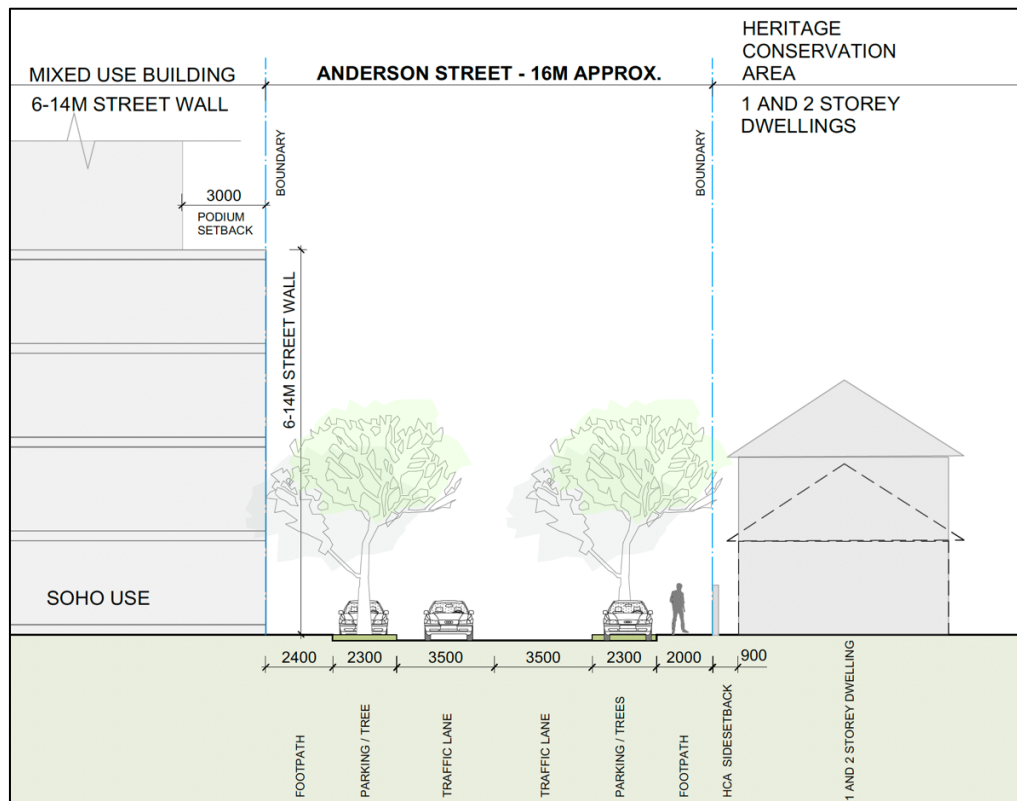
The dwellings within the HCA on the eastern side of the street face inwardly towards cross streets (including Daisy Street, Tulip Street and Violet Street) with side elevations fronting Anderson Street. The CBD is a visible component in the background of almost all dwellings in the HCA. Much of the visual impact of the CBD is mitigated by tree plantings along the streetscape. Encouraging street tree planning will have a positive effect in mitigating the visual impacts brought by high-rises through screening their presence.

Adopting a podium of appropriate scale between 3-5 stories with proposed towers set further to the west of the site towards the rail line will assist in mitigating the visual impact of the CBD skyline.

#### **Recommendations:**

Control	Proposed Control – Architectus	Heritage Response
<b>Land Use</b>	Office and retail core	No Change
<b>FSR</b>	Base 0.4:1, 1.7:1 & 4.5:1	No Change.
	Max FSR 6:1	No Change
<b>Height</b>	90m	<p>Reconfiguration of built form for better transition to urban design recommendations.</p> <p>Reduce height at 58 Anderson Street to 18-20 storeys.</p> <p>Sculpt form of No. 54-56 Anderson Street to form a transitional step of 18-20 storeys. Southern end of site to retain 90m height limit.</p>
<b>Street Frontage Heights &amp; Setbacks</b>	Mixed use frontage with commercial ground floor 6-14m street wall, min 3m setback above street wall	<p>Small Office/Home Office (SOHO) at Ground Floor would be more appropriate to passive frontage to the HCA.</p> <p>Heights &amp; Setbacks – No Change.</p>
<b>Other built form controls</b>	Plant street trees in road blisters between car spaces to mitigate the scale of change between the HCA and new development. Tree planting will also partially screen adjacent development when seen from more distant points in the HCA.	

The below sectional diagram indicates how the transition across Anderson Street to the HCA may appear.



**Figure 26: A sectional diagram of Anderson Street showing the transition between potential development to the west of the HCA.**

### 5.3.2 Wattle Lane

Wattle Lane is a rear service lane utilized by the dwellings fronting Daisy Street. The lane is characterised by the contemporary garages and sheds fronting the laneway. On the southern side of the lane is a series of contemporary low-rise apartment buildings. An extension to the Mercy Catholic College is located on the south western corner of Wattle Lane and Archer Street.



**Figure 27: Looking west along Wattle Street towards Anderson Street.**





**Figure 28: The medium density residential development on the southern side of Wattle Street.**

### 5.3.2.1 Proposed Controls and Heritage Recommendations

Wattle Lane is suitable to support a mixed use.

The proposed street wall height and setback are appropriate for the laneway as the rear facing garages have limited significance and they act as a buffer to the more significant dwellings on the northern side of the block.

The sites adjoining Wattle Lane to the south are unlikely to be developed to high density due to the solar access plane requirements for Victoria Avenue.

Control	Proposed Control – Architectus	Heritage Response
Land Use	B4 Mixed-use	No Change.
FSR	Base 1:1	No Change.
	Max FSR 6:1	No change.
Height	90m	No change.
Street Frontage Heights & Setbacks	Mixed use frontage with commercial ground floor 6-14m street wall, min 3m setback above street wall.	No change.

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### 5.3.3 Malvern Avenue

Malvern Avenue continues onwards from Wattle Lane to the west. The HCA deviates to the north after encompassing No. 21 Malvern Avenue Chatswood. The dwellings lining the northern side of Malvern Avenue back onto dwellings listed within the HCA fronting Nicholson Street. These dwellings form a buffer to the HCA from Malvern Avenue.

Chatswood Chase forms the majority of the southern side of Malvern Avenue. Chatswood Chase is characterised by largely blank precast panels and the entrance to the carpark. There are two low rise commercial buildings at the centre of the block. These buildings have a 10m+ setback from Malvern Avenue.

Mercy Catholic College is located on the south eastern corner of Malvern Avenue and Archer Street. It has a three-four story brick and aluminum building with a zero-setback from Malvern Avenue. A basketball court and play area are located at the centre of the school.



**Figure 29: Dwellings fronting Malvern Avenue with the rear fronting the HCA.**



**Figure 30: Chatswood Chase Shopping complex.**



**Figure 31: Low rise commercial buildings to on the southern side of Malvern Avenue.**



**Figure 32: Mercy Catholic College Chatswood.**

### 5.3.3.1 Proposed Controls and Heritage Recommendations

According to the study conducted by GMU, the Chatswood Chase site is unlikely to be developed into a higher density site. The sites adjoining Chatswood Chase to the west may be developed for higher density usage. This impact on the HCA to the north will be mitigated by the buffer of dwellings fronting Malvern Avenue which are not included within the HCA boundary.

Increased tree planting along Malvern Avenue is recommended to further reduce any visual impacts.

Control	Proposed Control – Architectus	Heritage Response
<b>Land Use</b>	Office and retail core	No Change.
<b>FSR</b>	Base 0.4:1, 1.7:1 & 4.5:1	No Change.
	Max FSR 6:1	No Change.
<b>Height</b>	90m	No Change.
<b>Street Frontage Heights &amp; Setbacks</b>	Mixed use frontage with commercial ground floor 6-14m street wall, min 3m setback above street wall	No Change.
<b>Other built form controls</b>	Setbacks to allow for trees will reduce the visual impact on HCA to the east. Plant street trees in road blisters between car spaces to mitigate the scale of change between the HCA and new development. Tree planting will also partially screen adjacent development when seen from more distant points in the HCA.	

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### 5.3.3.2 Havilah Street

Havilah Street runs along the eastern boundary of the North Chatswood HCA. The HCA extends behind Havilah Street along Blakesley Street frontage. Dwellings fronting Havilah Street are not listed within the HCA, they act as a buffer to the HCA behind.

Chatswood Chase extends along almost the entire extent of the western side of Havilah Street. The inward facing mall has an inactive street frontage. The approximate setback of 8m of Chatswood Chase from Havilah Street also gives a good buffer to the streetscape and increases the sense of openness in the area.

At the southern end of Halivah Street, there is a series of medium density apartment buildings ranging from 3-4 stories.



**Figure 33: The dwellings fronting Havilah Street.**



**Figure 34: The corner of Chatswood Chase at Havilah Street.**



**Figure 35: The side entrance to Chatswood Chase at the centre of the block.**





**Figure 36: Medium density residential development at the southern end of Havilah Street.**

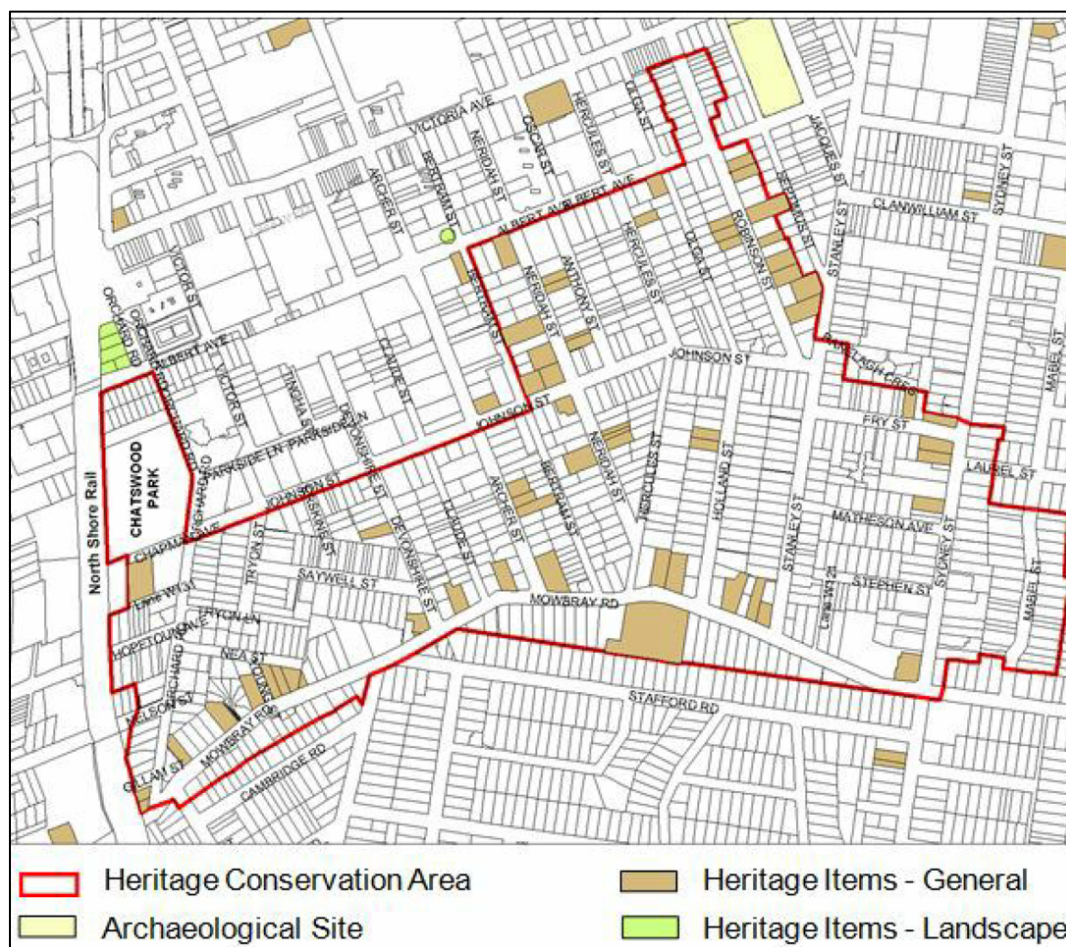
### 5.3.3.3 Proposed Controls & Heritage Recommendations

The Office Use and Retail core is an appropriate use for Havilah Street. The proposed FSR is an appropriate response for the area. The max FSR is also an appropriate response as the dwellings on the eastern side of Havilah Street to the HCA which acts as a buffer to higher density development. A mixed use frontage is appropriate for the dwellings on the northern side of Havilah Street are suited to low impact commercial uses such as offices or medical suites.

Control	Proposed Control – Architectus	Heritage Response
<b>Land Use</b>	Office and retail core	No Change.
<b>FSR</b>	Base 0.4:1, 1.7:1 & 4.5:1	No Change.
	Max FSR 6:1	No Change.
<b>Height</b>	90m	No Change.
<b>Street Frontage Heights &amp; Setbacks</b>	Mixed use frontage with commercial ground floor 6-14m street wall, min 3m setback above street wall.	No Change.

## 6 Chatswood South Heritage Conservation Area

The Chatswood South Heritage Conservation Area borders the Chatswood CBD to the south and partially to the west.



**Figure 37: The Chatswood South Heritage Conservation Area.**  
Willoughby DCP 2012

Heritage items within the vicinity of the HCA boundary are noted below:

Local Heritage items				
Place ID		Name and Description	Address	Listing
LEP no.	SHR no.			
150	-	House (including original interior)	8 Albert Street	Local
176	-	House (including original interior)	43 Hercules Street	Local
151	-	House (including original interior)	28 Albert Street	Local

1103	-	House (including original interior)	34 Neridah Street	Local
179	-	House (including original interior)	17 Johnson Street	Local

The following history, statement of significance and descriptions have been sourced from the heritage inventory sheet of the South Chatswood HCA from the *Willoughby DCP 2012*.

## 6.1 History

In 1840, Governor Sir George Gipps proclaimed a grant of 160 acres to James Blackett and Richard Read, in trust for Maria Brown. This land was bounded roughly by the Artarmon Estate to the south, Victoria Avenue to the north, Stanley Street to the east and Devonshire Street to the west. The area east of Stanley Street was part of an earlier 1825 Crown Grant to Richard Archbold. This land was bought and subdivided by William Lithgow and put up for sale in 1854 with limited success.

Urban development commenced in earnest in the 1870s. With the news of the impending arrival of the railway, the 1880s was a decade of vigorous land subdivision in Chatswood. High class building activity flourished in the area. Richard Hayes Harnett's "Willoughby Park" Estate which extended from Mowbray Road to Victoria Avenue and from Devonshire Street to Stanley Street was offered for sale in 1884. Development occurred on a succession of major streets crossing Johnson Street: Devonshire, Archer, Neridah, Hercules, and Robinson.

The allotments were divided into generous blocks, and were developed with residences in the late Victorian, Federation and California Bungalow styles. The lesser streets in between (Claude, Bertram, Anthony, Oscar, Olga, and Septimus) provided service and rear lane access. The area west of Devonshire Street included "Mackenzie's Subdivision" (Nea and Orchard Road), "Orchard Road Estate" (Orchard Road, Tryon, and Johnson Street) and Saywell's "Willoughby Heights Estate" which were all subdivided in the 1880s.

After World War 1, a further wave of building activity added to this stock of grand Federation homes set on large allotments. Bales Park, formerly Central Park, is an important focus for the South Chatswood precinct. Planned by Council in 1928 on the site of a Chinese market garden, land was resumed for the park in 1930 and in the 1950s. In the 1940s and 1950s many rear gardens were subdivided and developed. In the 1950s, the town centre was proposed to extend east to Neridah Street and south to Albert Avenue.

The National Trust of Australia (NSW) recognised the importance of the area by classifying it as an Urban Conservation Area in 1982.

## 6.2 Statement of Significance

South Chatswood Heritage Conservation Area is a good example of early North Shore residential development. Much of the dwelling stock retains its original detailing and distinctive architectural features. Most retain the original scale and basic form, which, apart from the two storey mansions, is predominantly single storey. The Mowbray Road streetscape is significant as one of Willoughby's earliest streets and most important routes, and because of this significance it displays a range of substantial and high quality residences from the early phase of development of the area, complemented by later development of the Interwar Period. The Heritage Conservation Area displays a high level of amenity and originality in its development as an early residential suburb up to the Second World War.

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### 6.3 Boundary Conditions

The South Chatswood HCA has a mixed character: styles include California and Interwar bungalows, which are interwoven among the dominant Federation and late Victorian era buildings through the progressive re-subdivision of what were often originally generous and gracious early estates.

As well as a few modest Victorian cottages, the South Chatswood HCA is remarkable for its concentration of imposing late Victorian mansions. Along Mowbray Road, their location on a prominent ridgeline and their well-established gardens (including tall, highly visible exotic species) add to the landmark qualities of the larger dwellings.

Many of the typically two storey mansions and many later Federation grand villas are listed as individual Heritage Items. They also have considerable significance in their own right in addition to the distinctive qualities they impart to the streetscapes.

There is great variety in the predominant Federation style from single storey semidetached cottages to rambling grand villas and rare two storey architect designed mansions. Some streetscapes, as in Robinson and Neridah Streets, display a highly consistent Federation character, even where the scale and siting of buildings varies.

The streetscapes of South Chatswood are unified by the generous landscaped settings of both the modest cottages and mansions. These gardens are characterised by mature exotic shrubbery and lawns, and low fencing allowing leafy vistas to and from the houses.



**Figure 38: Looking south down Olga Street.**



**Figure 39: Childcare Centre at No. 30-32 Albert Street within the HCA.**





**Figure 40: The secondary street, Bertram Street with later dwellings in the HCA.**



**Figure 41: The south eastern corner of Albert Street and Anthony Street.**

### 6.3.1 Hercules & Olga Streets

Hercules and Olga Street form a block close to the north eastern boundary of the Chatswood South HCA. The block is characterised by medium density apartment buildings dating from the post-War era. Towards the southern end of the block there are detached houses used for commercial purposes.

On the north western side of Hercules Street is the former Chatswood Community Hospital site which has recently undergone redevelopment as a mixed-use commercial and residential site. The residential development to the south of the former Chatswood community hospital is appropriately scaled and set back from the heritage item, which allows the item's prominent architectural characteristics and significance to be retained. The façade articulation and use of materiality also reduces the impact of the six storey development on the heritage item.

Olga Street is a street of mixed architectural character. Dwellings on the eastern side of the street border dwellings fronting Robinson Street within the Chatswood South HCA. These dwellings form a buffer to the medium density apartment buildings on the western side of Olga Street.



**Figure 42: Apartment building on the Hercules/Olga Street block.**



**Figure 43: The former Chatswood Community Centre with recent development behind.**



**Figure 44: The well-articulated and detailed apartment building to the south of the former Chatswood Community Centre.**



**Figure 45: The mixed architectural character of the eastern side of Olga Street.**

### 6.3.1.1 Proposed Controls & Heritage Recommendations

A mixed use land usage is appropriate at Hercules and Olga Streets. The existing mixed usage of the streetscape is suitable to support the proposed land use. The proposed FSR of 1:1 on the Olga Street and Hercules Street provides an unnecessary restriction on development. The dwellings lining the eastern side of Olga Street provide a buffer to the HCA and as such, a higher density development could be supported.

The 90m height limit will have an impact with regard to overshadowing on the HCA. The built form result in a built form with significant bulk and scale to the HCA and items to the north. A transitional height of 8-9 storeys is recommended. A development of similar scale to the recently completed development at the block adjoining Hercules Street to the west is appropriate for this block.

Control	Proposed Control – Architectus	Heritage Response
Land Use	B4 Mixed use	No Change.
FSR	Base 1:1, & 2.5:1	No Change.
	Max FSR 6:1	No change.
Height	90m	Reduce max height to 8-9 storeys. .
Street Frontage Heights & Setbacks	Victoria Ave retail frontage max 7m street wall, min 6m setback above street wall.  Mixed use frontage with commercial ground floor 6-14m street wall, min 3m setback above street wall at Olga, Hercules and Johnson Streets.	No change.  SOHO or residential use at Ground Floor.
Other built form controls	Setbacks to allow for trees will reduce the visual impact on HCA to the east.  Plant street trees in on road blisters between car spaces to create utilising tree planting helps to mitigate the scale of change and also to partially screen adjacent development.	



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### 6.3.2 Albert Avenue

Albert Avenue forms the northern boundary of the Chatswood South HCA which includes the cross streets of Olga, Hercules, Neridah and Bertram.

The northern side of Albert Avenue is characterized by medium density commercial and residential usage. There is no consistent architectural character on the northern side of Albert Avenue. At the corner of Bertram Street and Albert Avenue is a heritage listed *Angophora costata* which makes a positive contribution to the streetscape.

The southern side of Albert Avenue contains Federation era dwellings used for both residential and commercial usage (childcare centres and church services).



**Figure 46: The commercial buildings on the northern side of Albert Street.**



**Figure 47: The heritage listed *Angophora costata*.**



**Figure 48: Federation era former dwellings at No. 30-32 Albert Street now used as a Childcare Centre.**





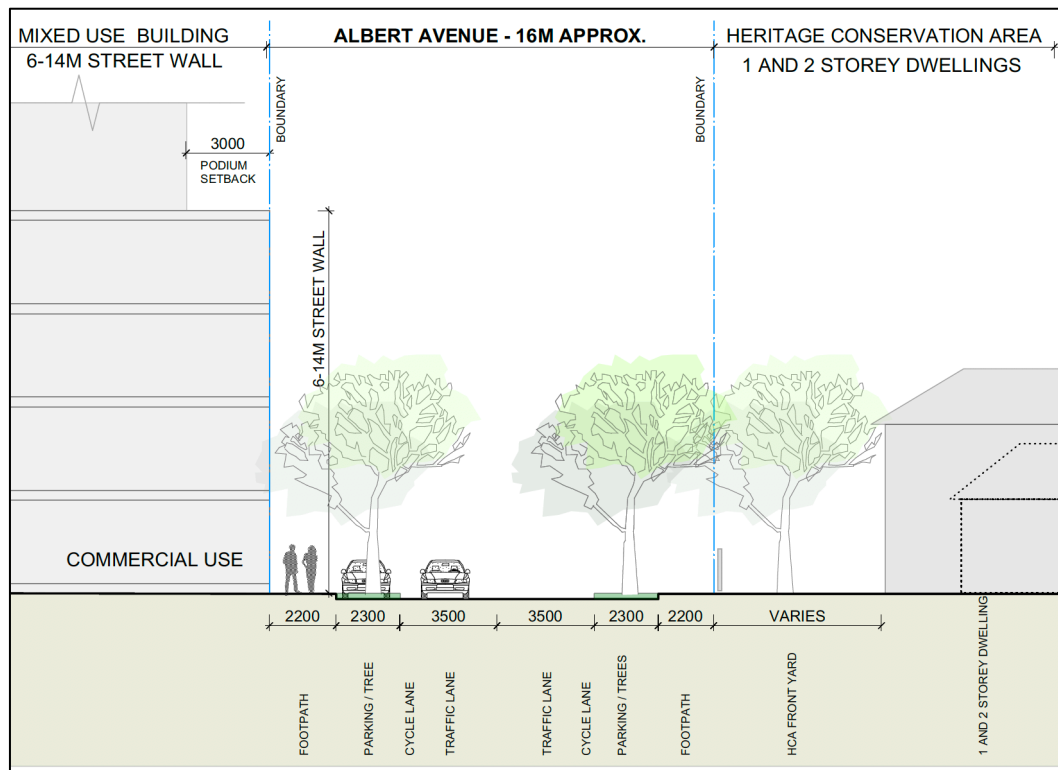
**Figure 49: Federation era dwelling on the southern side of Albert Street.**

### 6.3.2.1 Proposed Controls & Heritage Recommendations

The proposed change in controls along Albert Avenue will have an overshadowing impact on the HCA to the south. Reduce height to 7-8 storeys on the end of the block bounded by Neridah Street, Oscar Street and Albert Avenue to reduce overshadowing on HCA to the south.

Control	Proposed Control – Architectus	Heritage Response
Land Use	B4 Mixed use	No change.
FSR	Base 2.5 & 2.7:1	No change.
	Max FSR 6:1	No change.
Height	90m	Reduce height to 7-8 storeys to reduce overshadowing on HCA to the south.
Street Frontage Heights & Setbacks	Mixed use frontage with commercial ground floor 6-14m street wall, min 3m setback above street wall	No change.
Other built form controls	Street tree planting. Plant street trees in road blisters between car spaces to mitigate the scale of change between the HCA and new development. Tree planting will also partially screen adjacent development when seen from more distant points in the HCA.	

The below sectional diagram indicates how the transition across Albert Avenue to the HCA may appear.



**Figure 50: A sectional diagram of Albert Avenue showing the transition between potential development to the north of the HCA.**

### 6.3.3 Bertram Street

Bertram Street is a secondary street within the Chatswood South HCA. The majority of the dwellings fronting Bertram Street date from the later subdivisions of large Federation era through-blocks fronting Neridah Street. Towards the southern end of Bertram Street are a number of heritage-listed dwellings dating from the Federation era.

At the south western corner of Bertram Street and Albert Avenue is a heritage item which is a modest cottage scale of residential development that was constructed in Chatswood following the arrival of the railway in 1890. To the south of the item is a range of medium density townhouses and apartments.



**Figure 51: Looking south down Bertram Street.**



**Figure 52: The later dwellings as result of subdivision of Federation era allotments fronting Neridah Street.**



**Figure 53: The heritage listed dwelling at No. 34 Bertram Street.**



**Figure 54: The medium density townhouses to the south of the heritage item.**

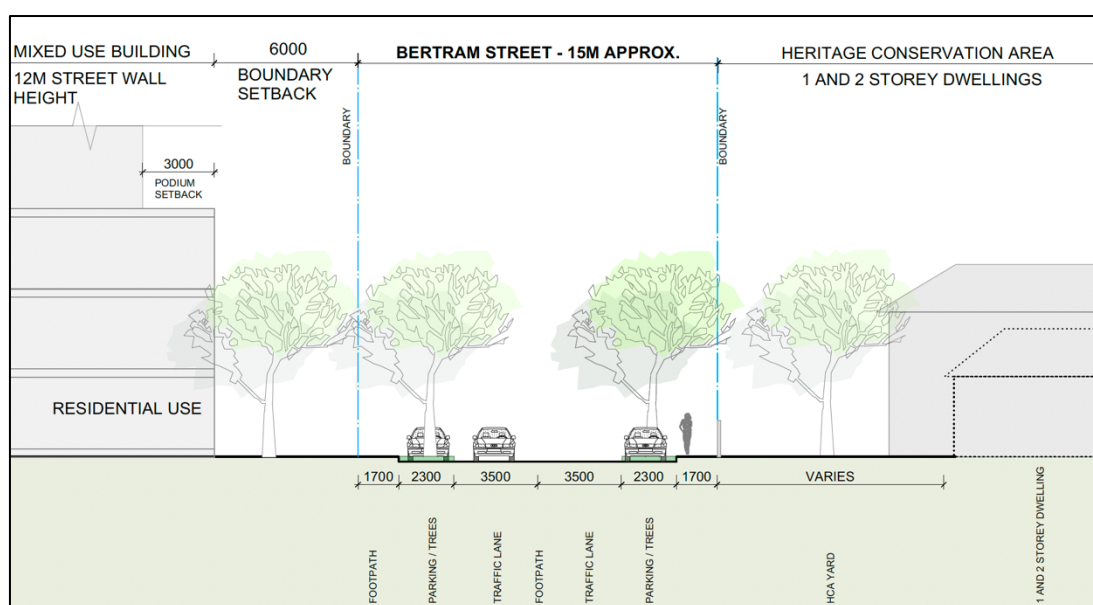
### **6.3.3.1 Proposed Controls & Heritage Recommendations**

Bertram Street sits on the boundary of the HCA with the site adjoining the to the west planned for a change in controls. A change in controls will facilitate significant uplift on the site adjoining the HCA. The current controls allow for a 6m setback from Bertram Street and do not include the incorporation of podia fronting Bertram Street. To reduce the impact of the perceived height of the development, incorporating a podium with a max 12m street wall height and 3m setback above the podium will reduce any potential for visual impacts.

Incorporating additional planting in street tree blisters will assist in mitigating the visual impact of any proposed development. Residential or SOHO use at podium level can act as a passive frontage to the HCA.

Control	Proposed Control – Architectus	Heritage Response
Land Use	B4 Mixed Use	No change
FSR	Base 0.4:1, 1.7:1 & 4.5:1	No change.
	Max FSR 6:1	No Change.
Height	90m	The height limit is appropriate, provided the built form of any proposed tower is concentrated to the western side of the allotment with transitional height buildings with podia fronting Bertram Street.  The transitional zone requires a maximum of 25-30m from Bertram Street and Johnson Street.
Street Frontage Heights & Setbacks	Southern precinct min 6m setback from street to building form, no setback from podium to tower required.	6m boundary setback with 12m Street wall height and min 3m setback above podium. (See diagram below)
Other built form controls	Plant street trees in road blisters between car spaces to mitigate the scale of change between the HCA and new development. Tree planting will also partially screen adjacent development when seen from more distant points in the HCA.  Residential or SOHO use at podia level as per Figure 55 below.	

The below sectional diagram indicates how the transition across Bertram Street to the HCA may appear.



**Figure 55: A sectional diagram of the transition along Bertram Street.**



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#### 6.3.4 Johnson Street

Johnson Street forms the northern boundary of the Chatswood South HCA following the deviation of the boundary along Bertram Street. The street is of mixed architectural character on either side of the street. There are a mixture of detached Federation era dwellings, community buildings and Residential Flat Buildings (RFB). The key characteristics of the HCA are not readily apparent from Johnson Street. The cross streets of Archer, Claude, and Devonshire Streets better represent the Federation and Inter-war era development that characterises the HCA. Towards the western end of Johnson Street on the northern side are high density apartment buildings dating from the 1970s-1980s.



**Figure 56: Looking east down Johnson Street.**



**Figure 57: The Salvation Army building on Johnson Street.**



**Figure 58: The heritage listed dwelling at No. 34 Bertram Street.**



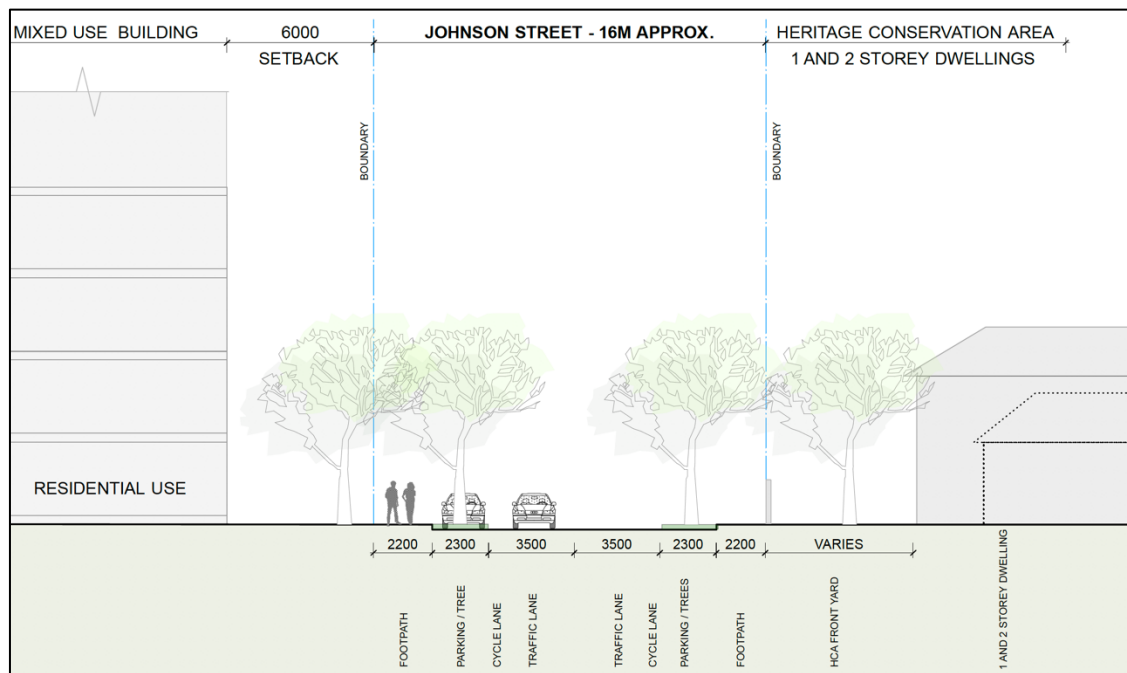
**Figure 59: The medium density RFBs to the north of the HCA.**

#### 6.3.4.1 Proposed Controls & Heritage Recommendations

The RFBs lining Johnson Street are unlikely to be developed due to the strata title on the site. However, if these sites are developed to the proposed controls, there will be overshadowing on the HCA to the south and the transition to core will be interrupted. A transitional height of 13-14 storeys is recommended for deeper lots of 60m with more limited height to narrow lots of approximately 40m.

Control	Proposed Control – Architectus	Heritage Response
<b>Land Use</b>	B4 mixed use.	No change.
<b>FSR</b>	Base 0.4:1, 1.7:1 & 4.5:1	No change.
	Max FSR 6:1	No change.
<b>Height</b>	90m	The 90m height limit will have an impact with regard to overshadowing on the HCA, if the sites are developed in the future.  A transitional height of 13-14 storeys is recommended for deep lots.
<b>Street Frontage Heights &amp; Setbacks</b>	No use suggested usage.  Min 6m setback from street to building form, no setback from podium to tower required.	No change.
<b>Other built form controls</b>	Street tree planting.  Plant street trees in road blisters between car spaces to mitigate the scale of change between the HCA and new development. Tree planting will also partially screen adjacent development when seen from more distant points in the HCA.  Residential or SOHO use at podia level, as per Figure 60 below.	

The below sectional diagram indicates how the transition across Johnson Street to the HCA may appear.



**Figure 60: A sectional diagram illustrating how the transition at Johnson Street may appear.**

## 7 CONCLUSION

The proposed controls in the *Architectus Chatswood CBD Planning and Urban Design Strategy* provides a strong basis for increasing commercial development in the Chatswood CBD.

The additional modelling by GMU provides a clear picture of the proposed edge conditions on the transitional areas of the CBD. This modelling indicates that significant uplift can still be achieved within the vicinity of HCAs without a substantial compromise to their heritage significance.

From extensive site inspections along the transitional areas, it was apparent the existing CBD forms a visible but neutral backdrop to the HCAs. From a heritage perspective, increasing the uplift within the vicinity of the HCA, as viewed in the 3D modelling, did not present a substantial visual imposition on the significance of the conservation area.

The suggested modifications to the proposed controls in the *Chatswood CBD Planning and Urban Design Strategy* have been undertaken in consultation with the 3D modelling produced by GMU. This modelling revealed areas where some modification could occur to provide a more sympathetic transition to the HCA. The modifications suggested include:

- A relocation in height at key transitional areas and reduction of height to a limited number of sites to mitigate the instances of both visual impact and overshadowing.
- Reconfiguration of individual site layouts to move higher forms away from HCA boundaries.
- Introduction of podiums with lower street wall heights and greater on street setbacks to increase the separation and perceived massing of development directly adjacent to HCAs.

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- Introduction of tree planting to assist in screening the impact of development adjacent to HCAs at street level and when viewed from within the HCA.

With the proposed modifications taken into consideration, the proposed commercial uplift in the Chatswood CBD is compatible with the adjoining HCAs. These changes will achieve a more consistent and harmonious skyline, while providing for a more sympathetic transition to the adjoining HCAs.