

452 - 462 Willoughby Road and 1 - 31 Walter Street, Willoughby

Proposed Site Specific DCP Provisions

To further guide the design of new development within the site, and to provide greater certainty regarding the future design outcome for 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.



General Provisions

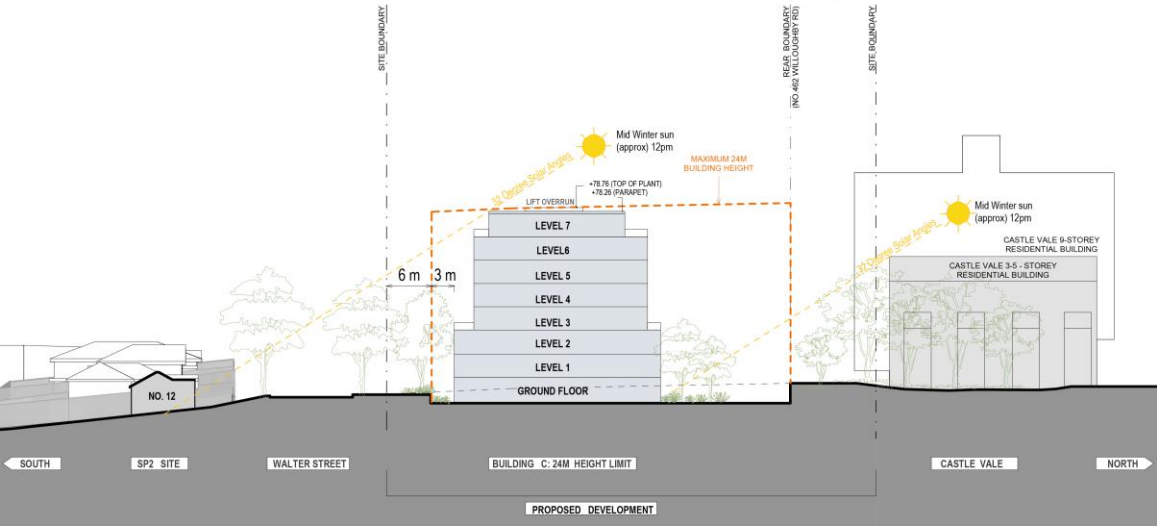
The aims and objectives of the DCP site specific provisions are to:

- a) Ensure that the site is amalgamated, so as to enable the substantial redevelopment of the site for high density residential development;
- b) Ensure that the development is complementary to the scale and character of development in the area;
- c) Encourage energy efficient design and development;
- d) To encourage high quality, built form outcomes and achieve design excellence;
- e) Indicate the location of vehicle access points to the site and the general location of parking areas; and
- f) Mitigate impact of traffic generation from the development on the surrounding road networks;
- g) Control adverse environmental impacts such as wind and shadows from any development of the site;

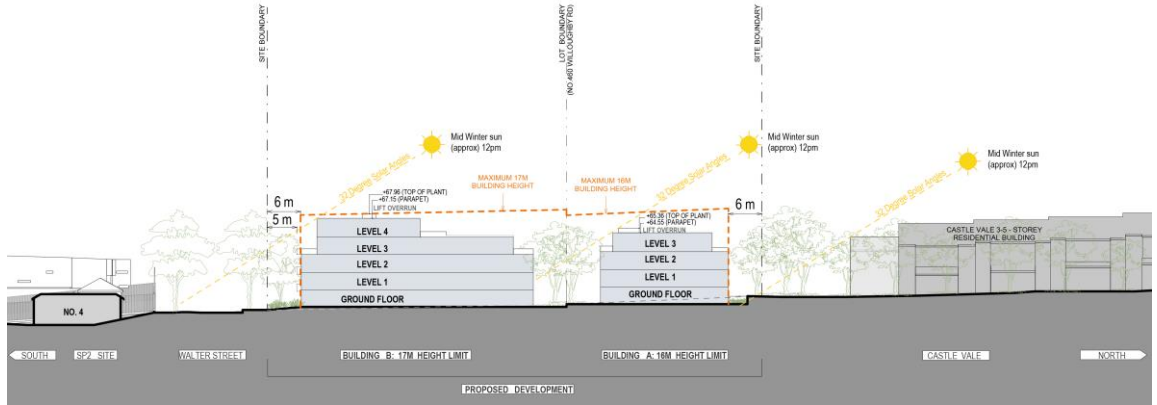
Specific Provisions



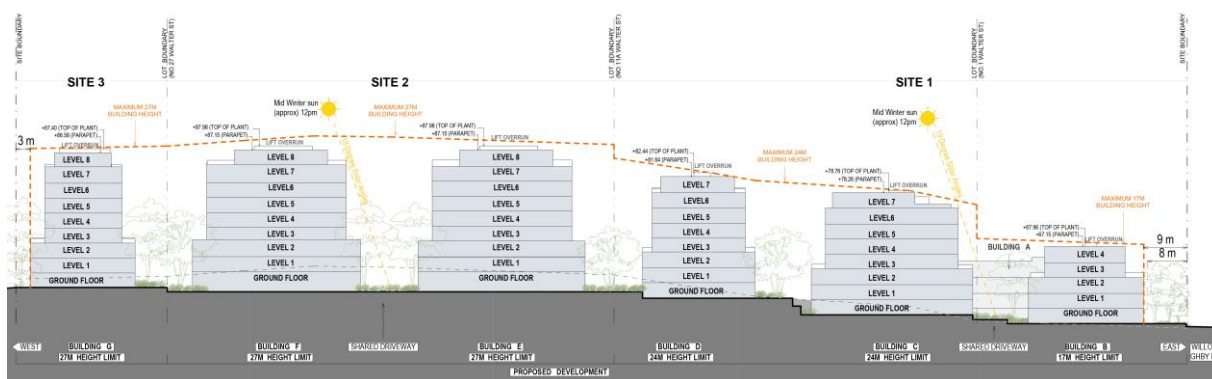
Figure 1 Building Envelope Plan



SECTION A



SECTION B



SECTION C

Figure 2 Indicative Building Envelope Sections

A – Height

Objectives

- To achieve an appropriate height transition across the site responding to the existing and future desired context; and
- To provide various height controls that maintain reasonable solar access to the private open space of nearby residential development and enhance solar access through the site.

Controls

- The height of buildings in storeys are to be in accordance with the Building Envelope Plan.
- The development is to provide a three-storey podium to Walter Street with a 3m setback above to reduce impacts on the public domain and surrounding residential buildings and provide a transition in scale.

B – Design Excellence

Objectives

- To encourage innovative, high quality architectural design; and
- To achieve long term durability of design and finish.

Controls

- Before granting development consent for the erection of a new building development, the Council must consider the quality of the architectural design and the achievement of design excellence.
- In considering the quality of the architectural design, the Council must consider feedback received from a Design Review Panel for developments of up to 35m high.
- Achievement of design excellence will include achievement of higher building sustainability standards.
- Any amelioration measures for environmental impacts such as architectural elements and landscaping are integrated into the design to achieve an overall high standard of design quality.

C – Allotment Size and Consolidation



Figure 3 Site Amalgamation Plan-

Objectives

- Allotments should be amalgamated to ensure that sufficient site area is available to achieve the stated development potential, adequate provision for landscaping and to avoid isolating any allotments subject to this section of the DCP from future development;
- Ensure that the site is amalgamated, so as to enable the substantial redevelopment of the site for high density residential development;
- Ensure that the development is complementary to the scale and character of development in the area;
- To encourage high quality, built form outcomes and achieve design excellence;

Controls

- New development on the site will be required to consolidate all affected allotments;
- The sites should be amalgamated in accordance with Figure 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;
- Any basement car parking proposed on the site is to make provision for shared access where appropriate, with necessary easements on title in accordance with Section 88B of the NSW Conveyancing Act 1919, appropriate circulation paths, and siting of breakthrough walls to allow shared/integrated basements with access from Walter Street only.

D – Setbacks and Streetscape

Objectives

- a) To ensure future development appropriately recognizes the streetscape and contributes to the public domain; and
- b) To ensure residential development proposed on the site is consistent with the design criteria contained within the Apartment Design Guide.

Controls

- 1. A minimum 9m building setback to Willoughby Road but allowing an articulation zone of up to 2m within 10m from the corner of Walter Street and Willoughby Road;
- 2. A varied building setback alternating between 6m and 9m to Walter Street;
- 3. The below ground, basement parking to Willoughby Road to be setback a minimum of 7.5m;
- 4. The below ground basement parking to the northern boundary of 462 Willoughby Road to be setback a minimum of 6m;
- 5. The below ground, basement parking to Walter Street setback must follow that of the building above;
- 6. The upper level of the Willoughby Road buildings should be setback a minimum of 3m from the level below on all sides;
- 7. A further 3m setback to both street frontages is required above residential level 3 to create a podium;
- 8. The design of the development is not to be read as a single mass from Willoughby Road or Walter Street but should be broken into a rhythm of buildings of varying width.
- 9. The design of the development facades is to create a visually interesting form incorporating recessed and projecting elements.
- c) Separation between building forms is to be consistent with the criteria contained within the Apartment Design Guide.
- d) The rear setback is to be consistent with the criteria contained within the Apartment Design Guide at a minimum but must on average demonstrate the provision of greater rear setbacks to maximize northern exposure for ground level communal open space.

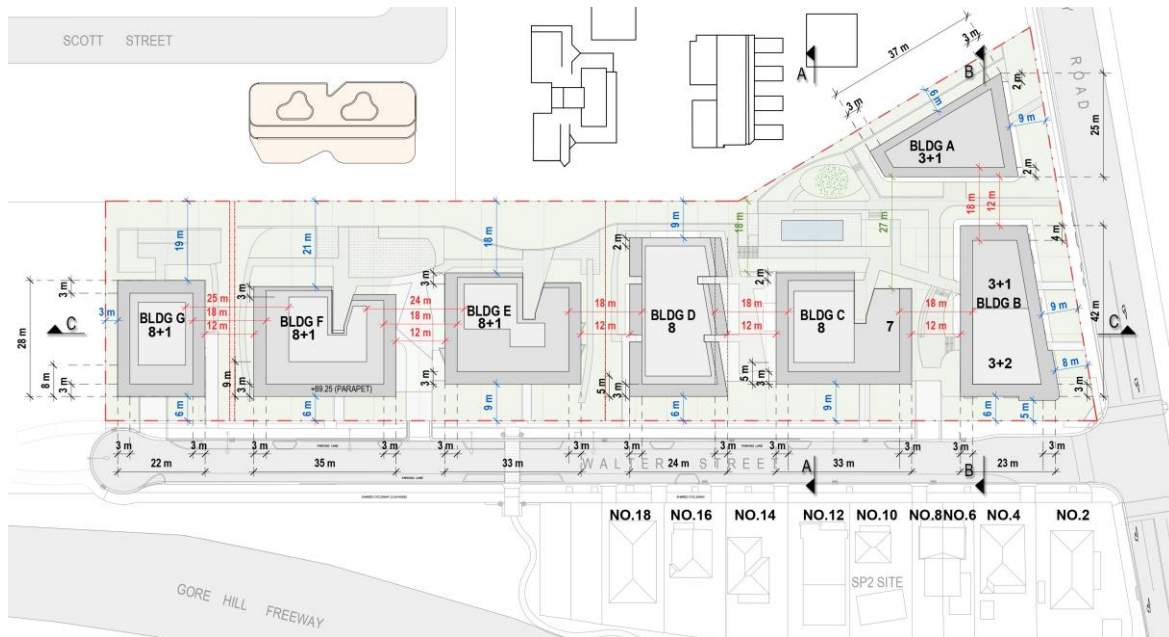


Figure 4 Building Envelope Plan and Setbacks

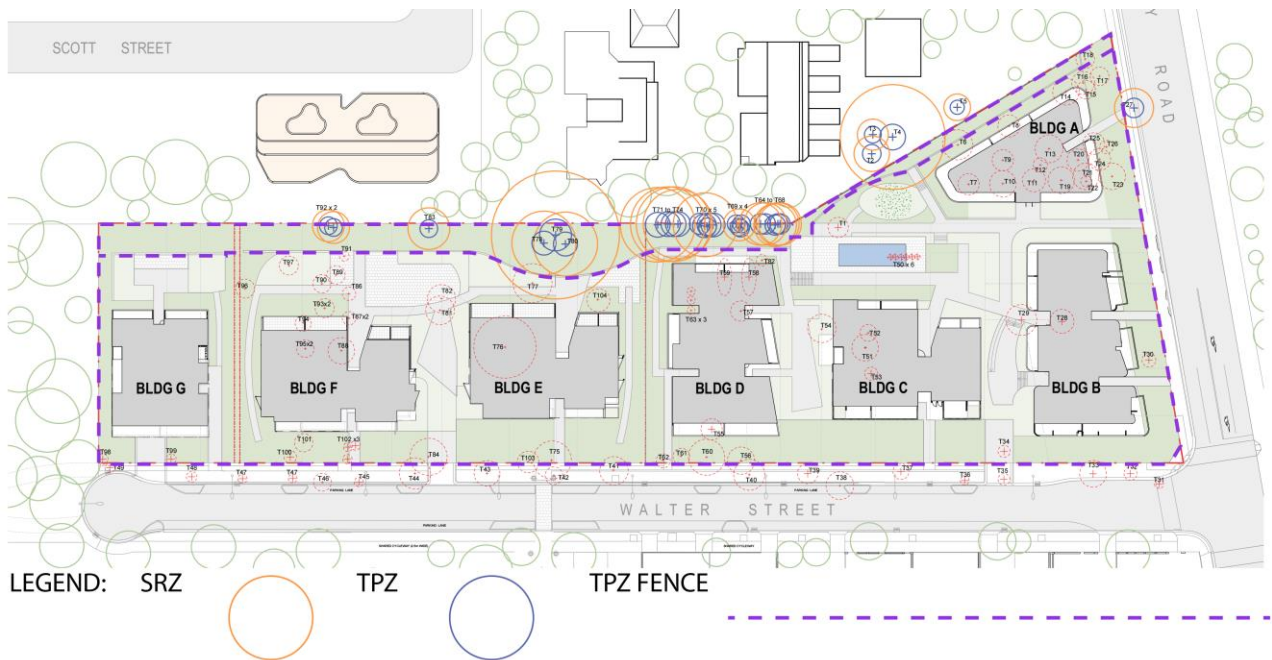
E – Open Space and Landscaping

Objectives

- a) Landscaping is to soften and complement the development;
- b) Landscaping is to retain and complement the existing mature tree plantings along the northern boundary of the site; and
- c) Landscaping at street level shall improve the amenity and appearance of the pedestrian environment and public domain.

Controls

1. The trees nominated in Figure 5; the significant tree diagram below are to be retained.
2. The planting to the setback areas is to maintain clear sight lines between the entrances and the street and within planted areas;
3. Open spaces within the front setback area are to present useable and accessible open space that improves the public domain;
4. Additional street tree planting will be required for new development. The location and species of the new planting will be nominated by Council as part of any development consent;
5. Landscaped areas are to be adequately irrigated and drained;
6. The redevelopment of the site is to provide the inclusion of soft landscaping;
7. The maximum site coverage for each of the amalgamated sites is 30%.
8. The minimum communal open space is 25% of the site area and a minimum deep soil of 15% of the site area is to be maintained across each of the amalgamated sites.
9. Private open space is to be consistent with the criteria contained within the Apartment Design Guide;
10. The minimum recreational open space is 55% of the site area across each of the amalgamated sites.
11. The minimum soft landscaping is 35% of the site area across each of the amalgamated sites.



Significant Tree Diagram-

1. Redgum Tree No. / Redgum Stand No.	2. Structural Root Zone SRZ (DARB) From centre of trunk (COT) Diameter Above Root Buttress A54970 2009 Section 3, 3.3.5 (see Appendix D) where applicable (Minimum 1.5 metres)	3. Trunk Diameter at Breast Height DBH 1.4m above ground, A54970 2009, or mm or m above ground where indicated. # = average. g = ground	4. Tree Protection Zone (TPZ) = 12 x DBH From centre of trunk (COT) in metres A54970 2009 Section 3 (see Appendix D) (Minimum 2.0 metres)	5. Proposed distance of tree protection fence/works on the side closest to building construction ² , in metres by Redgum Horticultural.
2	2.1	330 est	4.0	4.0 ^{1,2}
3	1.9	290	3.5	>8.0 ^{1,2}
4	2.9 (720)	980	11.8	>7.5 (basement) 6.0 (Children's play area) ^{1,2}
5	1.6	190	3.0 x 2.5 E/W ²⁴	3.0 ^{1,2}
27	2.2	370	4.4	4.4 ^{1,2}
64	2.3	400#	4.8	4.8
65	2.3	400#	4.8	4.8
66	2.3	400#	4.8	4.8
67	2.3	400#	4.8	4.8
68	2.3	400#	4.8	4.8
69/6	2.0	300#	3.6	3.6
70/7	2.7	600#	7.2	5.0 (9.7% retaining wall)
71	2.8	650	7.8	5.0 (12.2% retaining wall)
72	2.8	700	8.4	5.0 (14.5% retaining wall)
73	2.8	700	8.4	5.0 (14.5% retaining wall)
74	2.8	700	8.4	5.0 (14.5% retaining wall)
78	2.7	600	7.2	7.0
79	3.6	1200	14.4	7.0 (18.8% retaining wall)
80	2.7	600	7.2	7.0
83	2.2	390	4.7	4.5
92/9	2.0	300#	3.6	3.6

TREE INVENTORY (Table 2.0, P 57, Report: Arboriculture Impact Assessment; 1-31 Walter Street & 452-462 Willoughby Road, Willoughby NSW, Redgum Horticultural 2019)

Figure 5 Significant Tree Diagram with Tree Inventory

F – Access, Parking and Transport

Objectives

- a) The development shall meet Council's car parking requirements for sites located on Major Public Transport Corridors;
- b) The number of vehicle access points are to be 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 is to be limited to the Walter Street frontage, no vehicular access is permitted from Willoughby Road;
- 2. The number of vehicle access points are not to exceed one per amalgamated site;
- 3. 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;
- 4. Active transport facilities including resident and visitor bicycle parking are to be provided; and
- 5. Electric car charge points are to be provided within any basement car park.

G – Environmental Considerations

Objectives

- a) The design of the new development shall minimise the overshadowing impact on adjoining development;
- b) The shape, location and height of buildings should be designed to satisfy wind criteria for public safety and comfort at ground level;

Controls

- 1. New development is to minimise additional overshadowing of main private open space or living rooms of residential properties during the mid-winter period where the shadows would reduce sunlight access to below 3 hours per day between 9am and 3pm on June 22;
- 2. Any wind amelioration measures shall be integrated into the overall architectural or landscape design of the site;
- 3. Development is encouraged to exceed the minimum requirements of SEPP (Building Sustainability Index: BASIX) 2004;

H- Geotechnical Requirements

Objectives

- a) Ensure the suitability of the site for high density housing
- b) Existing topography should be retained where possible

Controls

1. Future development is to be accompanied by provisions that examine all aspects of the geotechnical environment and suitability of the site for high density housing in accordance with the recommendations of the geotechnical assessment report prepared by JK Geotechnics dated 23 August 2019.