



# PLANNING PROPOSAL DESIGN REPORT

1 - 31 WALTER STREET & 452 - 462 WILLOUGHBY ROAD, WILLOUGHBY

27 SEP 2019 - REV 1



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# EXECUTIVE SUMMARY

This report has been prepared By Architecture Urbaneia P/L on Behalf of Walter Street Develop-ments ATF/Walter Developments Trust for the sites at NO.1-31 Walter Street and NO. 452-462 Willoughby Road, Willoughby.

The report aims to support the proposed increase in density of the site from the current R3 Me-dium Density Residential with 0.9:1 FSR and height limit of 12 m to R4 High density residential with an overall maximum FSR of 1.5:1 with varying maximum height limit control from 17m along Willoughby Road to 24-27m along Walter Street to facilitate a high density residential development on the site.

We have placed significant emphasis on analysing both the current built forms on the neighbour-ing Castle Vale site which has 3;5 and 9 storey buildings as well as Channel 9’s approved master plan which has been approved with 4-9 storey built forms with 1.51:1 FSR, and their current and future impacts on Walter Street to establish the best location for the proposed built forms. The solar study informs that the proposed development can be accommodated on the site without significant adverse impacts on the amenity of adjoining properties. In particular; it is demonstrated that potential overshadowing to the adjacent properties to the south can be resolved through the proposed massing of the buildings.

The proposed amendments will enable redevelopment of the site to provide a diversity of high-density housing types, sizes with improved efficient urban forms appropriately scaled when viewed from public domain areas. This would result in clear benefits for the adjoining and sur-rounding residents with improved traffic infrastructure, pedestrian linkages, extended semi-public open spaces but more importantly providing a residential transitional scale from Willoughby road through to Walter Street and to the adjoining R4 High density residential sites which are built and designed on a more elevated sites to the north.





# 1.0

# THE SITE



## 1.1 THE SITE\_REGIONAL CONTEXT

### METROPOLITAN CONTEXT PLAN

The proposed development is located within the Northern Sydney city of Willoughby, approximately 8.5km North of the Sydney CBD. Willoughby falls under the governance of the Willoughby City Council.

The majority of the Municipality is Residential with the subject site within close proximity to the busy centres of St Leonards, Chatswood and North Sydney CBD. One of the council's immediate strategic directions is an increase in housing, to meet the growing population demand in an area close to public transport corridors and facilities and major urban centres.

The *Willoughby City Strategy 2013-2029* states that “Willoughby's natural and built environments, the cultures of its residents and the range of services and activities make it an attractive and dynamic place to live, work and visit.”

The site is in an ideal location for higher density to meet the anticipated urban strategy targets of state and Willoughby City.





1.1 THE SITE\_REGIONAL CONTEXT

PUBLIC TRANSPORT & PARKING PLAN

TRAINS

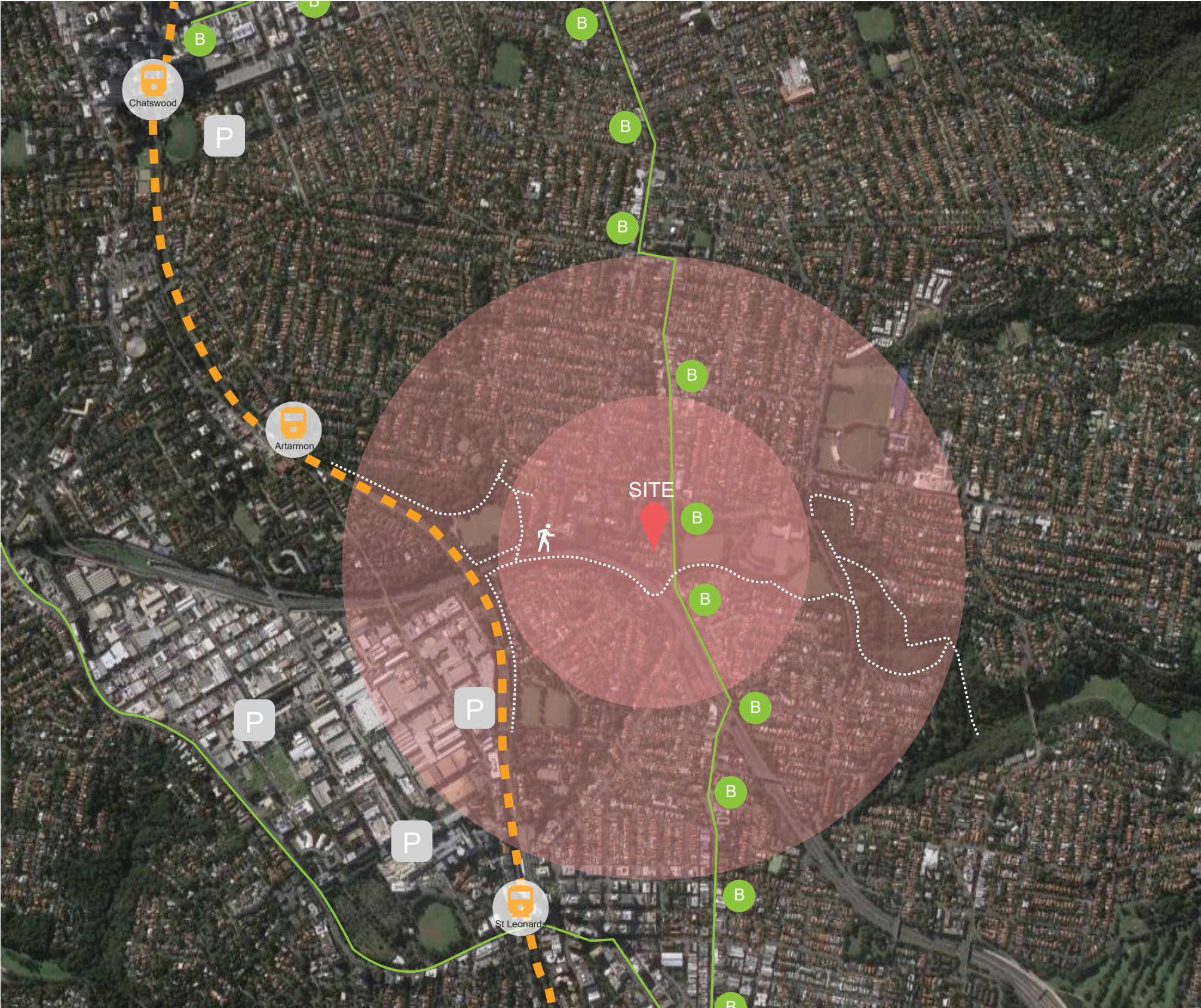
The site is located approximately equal distance from St Leonards and Artarmon train stations, with St Leonards 1.7km away. Both stations are serviced by the T1 North Shore, Northern and Western Line.

BUSES

The site is well serviced by buses running North and South on Willoughby Road. The closest bus stop is 190m away from the intersection of Walter St and Willoughby Rd, a few minutes’ walk with express buses to Sydney CBD.

Key

-  Site
-  Bus
-  Train





1.1 THE SITE\_REGIONAL CONTEXT


GREEN SPACE PLAN


Walter Street and Willoughby Road are directly connected to considerable connecting green space corridors, which is a focal point of the locality. Bicentennial Reserve Oval and Hallstrom Park are adjacent to Willoughby Road with a few moments’ walk. The grounds are home to Incinerator Art Space and The Incinerator Cafe.

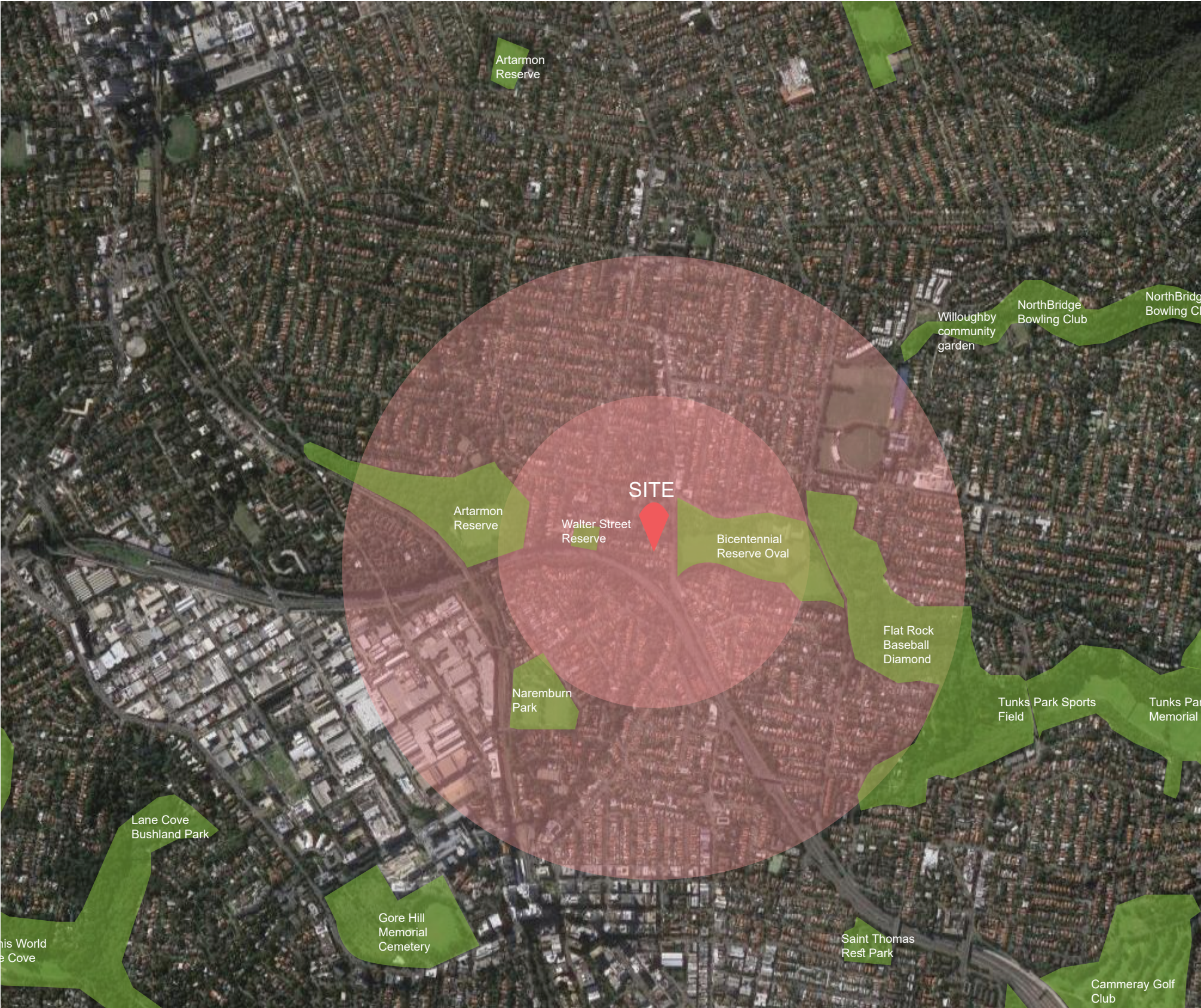
Further along the park is Willoughby Leisure Centre, North Sydney Netball Club and Flat Rock Baseball Diamond, providing considerable opportunities for sports and physical activities. Flat Rock Creek flows alongside this entire green zone which flows to Willoughby Bay.

Artarmon Reserve is located 1.6km and Naremburn Park is 1.4km away from Walter Street.

Key

 Site

 Open Space





1.1 THE SITE\_REGIONAL CONTEXT

CULTURAL PRECINCTS PLAN

A number of urban cultural centres are found in nearby suburbs in close proximity to the site.

CHATSWOOD CBD

Chatswood CBD is arguably Northern Sydney’s premier civic location, due to its combination of business and commercial opportunities, cultural areas and entertainment facilities. Victoria Avenue begins at the Chatswood Interchange and is a pedestrianised avenue for culture and cuisine for community enjoyment and interaction. It leads to The Concourse, Chatswood’s entertainment centre, and continues past Westfield Chatswood. It is connected via train, buses and future Metro Under construction.

ARTARMON

Artarmon boasts a commercial and industrial district larger than Chatswood, offering a variety of large and small shopping and work opportunities. It is also connected via train line and is connected via the pedestrian and cycle way from the subject site.

LANE COVE & LANE COVE WEST

Lane Cove features an aquatic leisure centre and oval alongside its commercial district with a large residential population. Lane Cove West has a large business park providing more work opportunities.

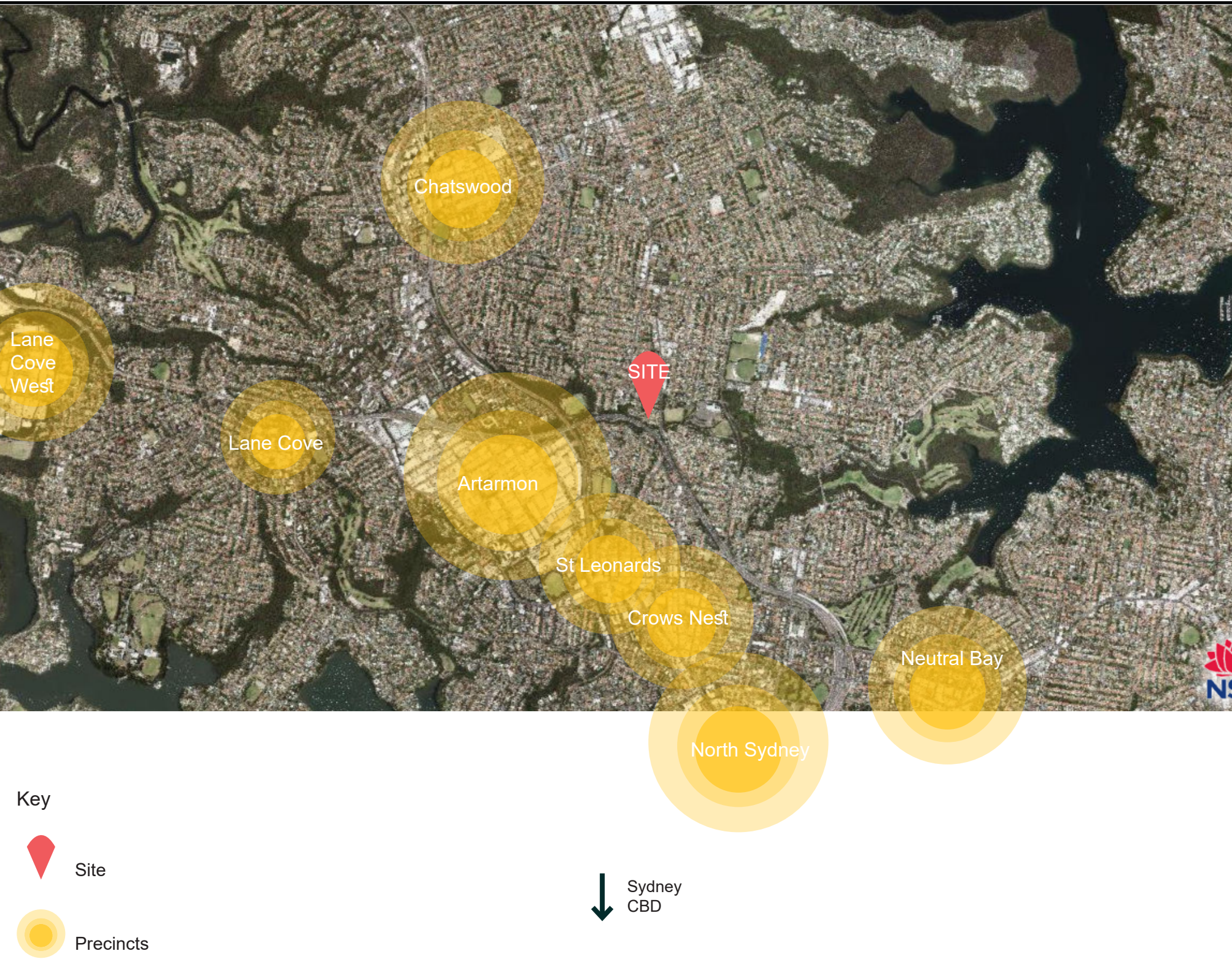
CROWS NEST

A busy restaurant strip on Willoughby Rd sits behind the business CBD of Crows Nest and St Leonards. The new Metro connection will make Crows Nest another easily connected Mixed use area within direct road, bus, pedestrian and cycle way connection to the subject site.

NEUTRAL BAY

The green suburb of Neutral Bay winds down to the harbour past small streets and parks. It has relatively small businesses compared to Crows Nest and St Leonards, however it boosts with great services and cultural activities.

Willoughby council has identified Local Centres such as Willoughby, and Naremburn as growth areas for future which are under transition and will make positive contribution to the Willoughby Municipality with Both within walking distance of the subject site.





# 1.1 THE SITE\_REGIONAL CONTEXT

## ROAD NETWORK PLAN

### PACIFIC HIGHWAY

At over 1000kms the Pacific Highway is the central route of travel along Australia’s East Coast and the Pacific, as the name suggests. It intersects North Sydney by winding through Crows Nest and St Leonards, providing a vehicular and bus connection between centres. This intersection connects Willoughby to the greater roadways in and out of Sydney.

### WARRINGAH FREEWAY

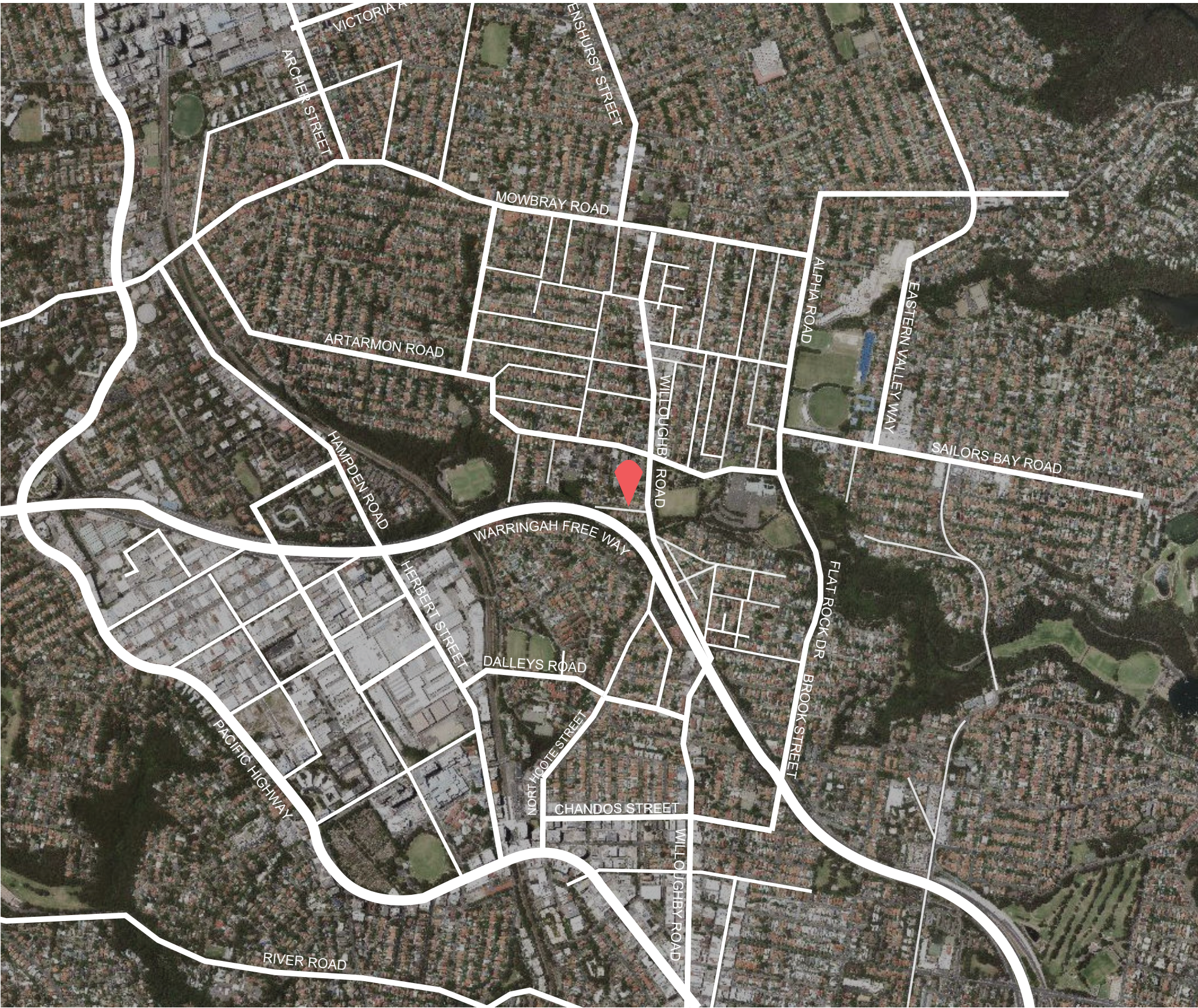
This major freeway branches off the Pacific Highway after the Sydney Harbour Bridge and bends West, connecting North Sydney to the suburbs of Sydney’s North-West and passing through Willoughby and along Walter Street and under Willoughby Road bypass.

### WILLOUGHBY ROAD

Willoughby’s central North-South local and partially arterial road connecting Crows Nest, Naremburn and Willoughby.

### ARTARMON ROAD & CHANDOS STREET

Smaller roads but similarly important in the area.






1.1 THE SITE\_REGIONAL CONTEXT

LOCAL AMENITY PLAN


The site is located right in the centre of Willoughby and greater Northern Sydney and has considerable amenity in most directions as shown.

It is directly connected to a major bus route and has many parks and leisure centres nearby. Schools, retail centres and hospitals are all in proximity of the subject site.


Key




Site




Sports and Recreation Facilities




Community Facilities



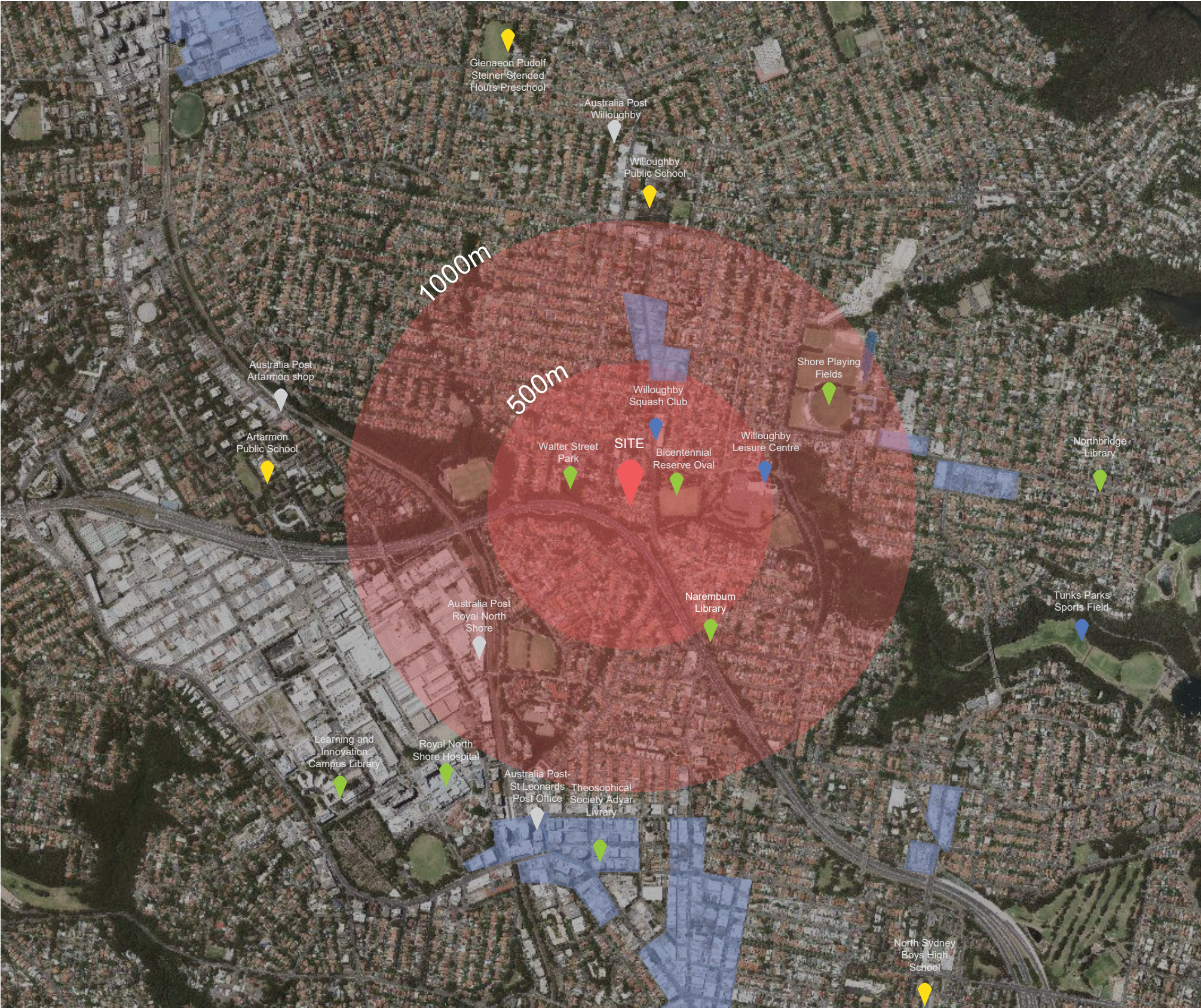
Schools



Post Office



Retail Centres





# 1.1 THE SITE\_REGIONAL CONTEXT

## DEVELOPMENT PRECEDENTS IN WILLOUGHBY LOCALITY

Several developments in the Willoughby locality have been proposed and recently constructed. They provide a context for development and will be referenced regarding their floor space ratio and height.



**A. CENTENNIAL AVE & EDDY RD, CHATSWOOD**

Land Use Zone: R4  
LEP height: 24m  
LEP FSR: 1.5:1



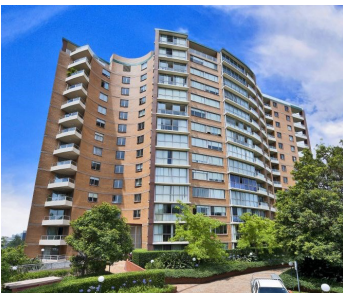
**B. PACIFIC HWY & VICTORIA AVE, CHATSWOOD**

Land Use Zone: Varies. B3, B4 & R4  
LEP height: Varies. 34m & 60m  
LEP FSR: Varies. 1.7:1 & 6:1



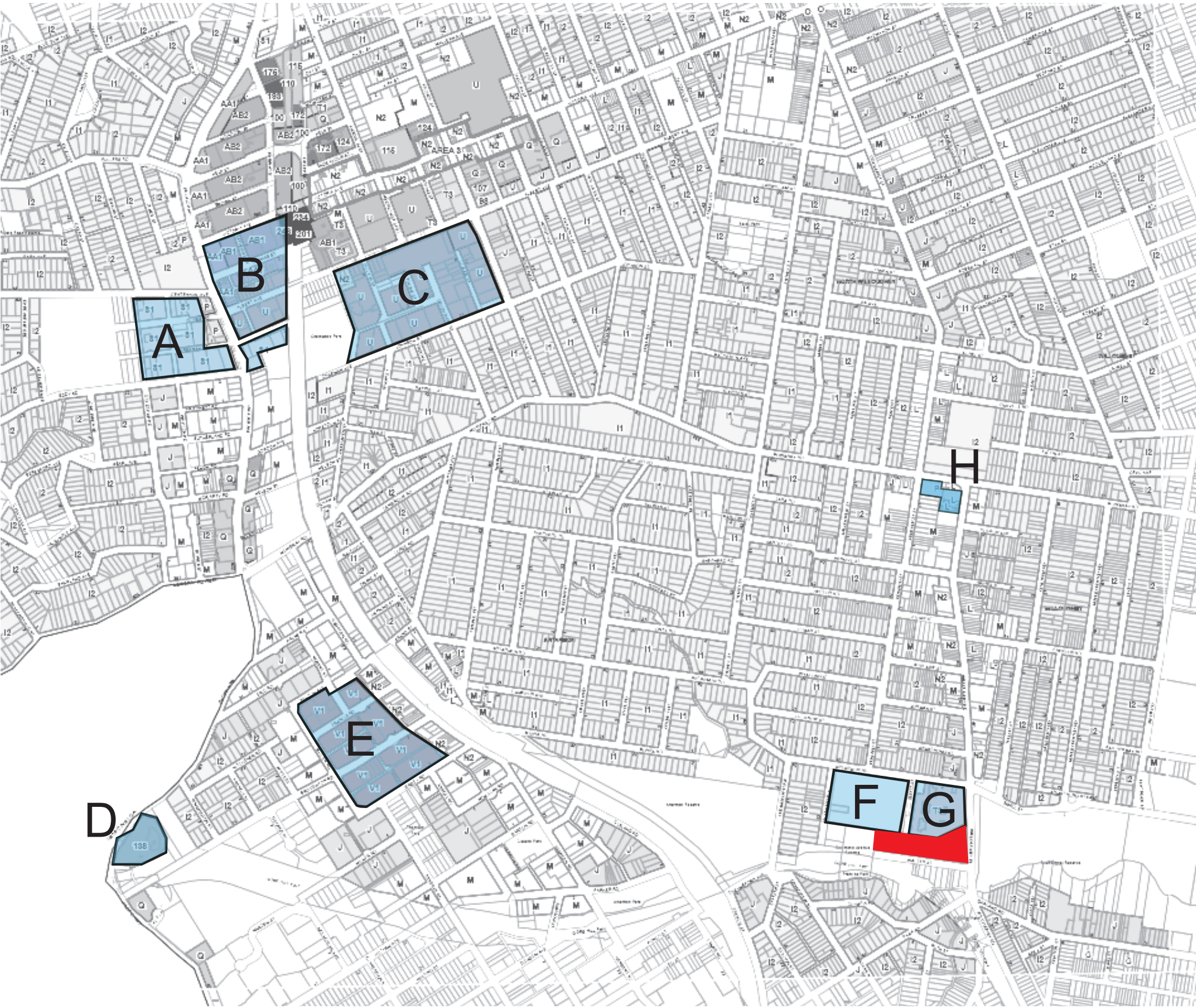
**C. ALBERT AVE, ARCHER ST, JOHNSON ST & ORCHARD RD, CHATSWOOD**

Land Use Zone: Varies. B4 & R4  
LEP height: Varies. 34m  
LEP Floor Space Ratio: 1.7:1



**D. 421-473 PACIFIC HWY, ARTARMON**

Land Use Zone: R4  
LEP height: 138m  
LEP Floor Space Ratio: 1.7:1





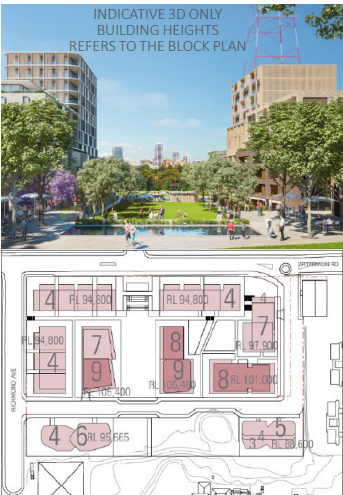
1.1 THE SITE\_REGIONAL CONTEXT

DEVELOPMENT PRECEDENTS IN WILLOUGHBY LOCALITY



**E. HAMPDEN LN, JERSEY RD, BULLER RD & BENTON AVE, ARTARMON**

Land Use Zone: R4  
LEP height: 36m  
LEP Floor Space Ratio: 2:1



**F. 6-30 ARTARMON ROAD, WILLOUGHBY**

Land Use Zone: Channel 9 (SP2)  
LEP height: Unspecified  
  
Approved Planning Proposal:  
Dwelling: 460  
Gross Floor Area: 43,907m<sup>2</sup>  
FSR: 1.51:1  
Height: Between 4 and 9 storeys



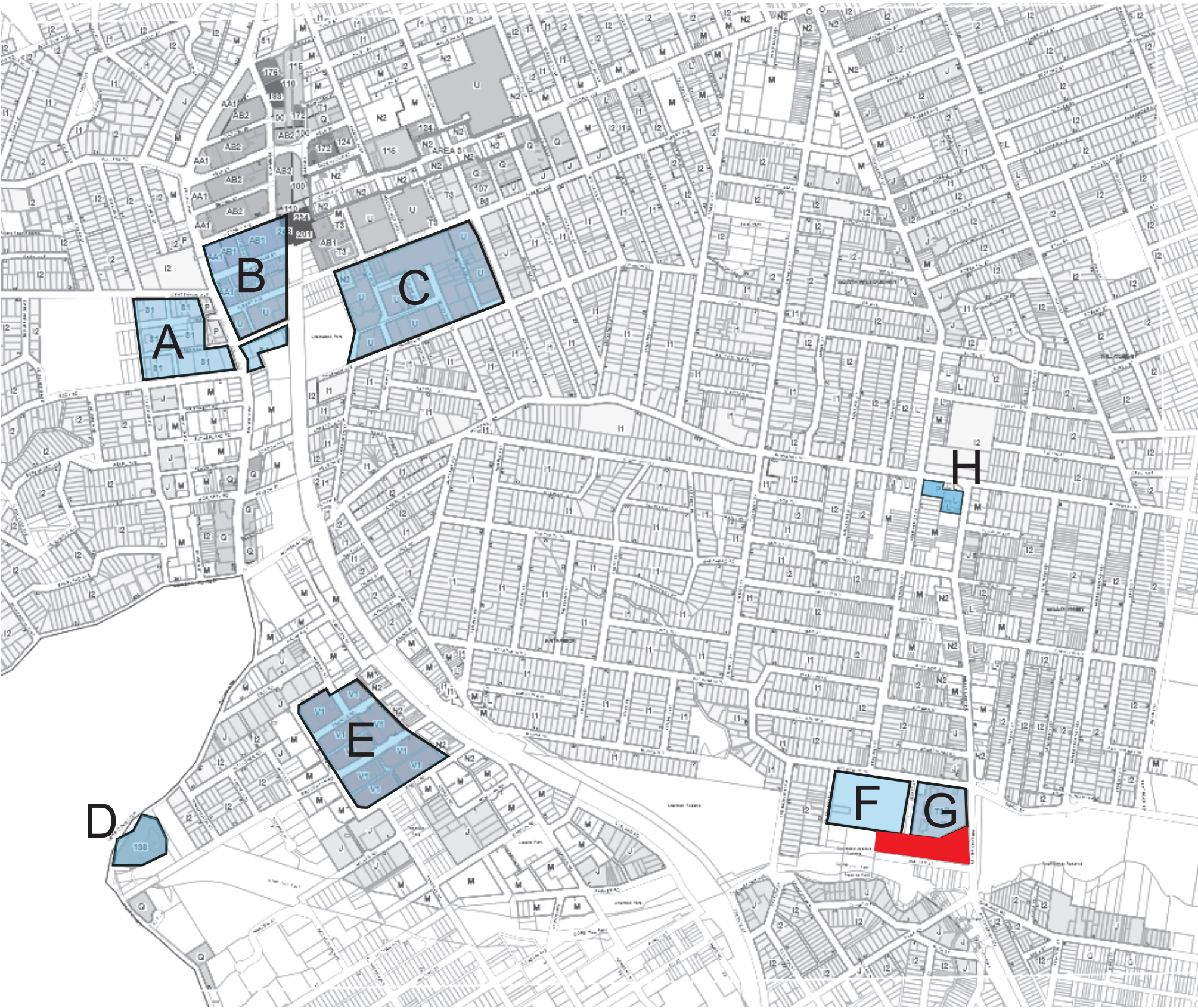
**G. CORNER OF WILLOUGHBY RD & ARTARMON ROAD, WILLOUGHBY**

Land Use Zone: R4  
LEP height: 27m  
LEP Floor Space Ratio: 1:1



**H. MOWBRAY ROAD & WILLOUGHBY ROAD, WILLOUGHBY**

Land Use Zone: B5  
LEP height: 18m  
LEP Floor Space Ratio: 2:1





1.1 THE SITE\_REGIONAL CONTEXT

DEVELOPMENT PRECEDENTS IN WILLOUGHBY LOCALITY



I. HERBERT ST & FRANCIS ST, NAREMBURN

Land Use Zone: R4  
LEP height: 40m  
LEP Floor Space Ratio: 1.5:1





1.2 EXTENT OF LAND FOR REZONING

SITE DESCRIPTION

All lots on the subject site are currently under R3 Medium Density Residential.

The proposed development will amalgamate the residential properties of Walter Street, from No. 1 to No. 31 and No.452 to No.462 Willoughby Road. The total site could be broken into three sites in terms of different driveway entries, level changes, and development control requirements.

The proposal seeks to rezone the included lots from R3 Medium density to R4 High-Density Residential.





# 1.2 EXTENT OF LAND FOR REZONING

## SITE CONDITIONS

THE TOTAL AREA OF THE SITE IS 14,579 m<sup>2</sup>.

### STREET FRONTAGES

The site has two street frontages, with the main frontage being to Walter Street comprising approximately 244 metres along the southern boundary, and a frontage of 98 metres to Willoughby Road along the eastern boundary. The common northern frontage comprises approximately 239 metres adjoining high-density residential development. The western boundary to the public open space is approximately 54 metres.

### GROUND PLANE AND TOPOGRAPHY

A significant fall exists from the North-West corner of the Walter Street site to the opposite South-East corner. The topography requires excavation below the existing ground level, presenting a significant challenge for sitting proposed buildings.

### NEIGHBOURING BUILDINGS

Upon redevelopment, Walter Street's remaining existing buildings will be on the south side of the street, these being No. 2 to 18 under the SP2 zone. The privately owned sites are:

Almost all the properties have their living and private open spaces at the rear of the sites facing the freeway.

### GREEN ZONES

Walter Street is bound by open space to the east and west with densely vegetated area to the north and south. These are the Walter Street Reserve at end of the cul-de-sac at end of Walter Street, the dense trees along northern boundary being the Castle Vale and Channel 9 and opposite at the south western end of Walter Street. The proposed development aims to respect these zones and retain existing valuable trees on the site while introducing substantial new green zones with introduction of new trees.

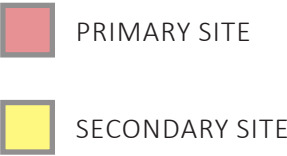




1.2 EXTENT OF LAND FOR REZONING

SITE OWNERSHIP

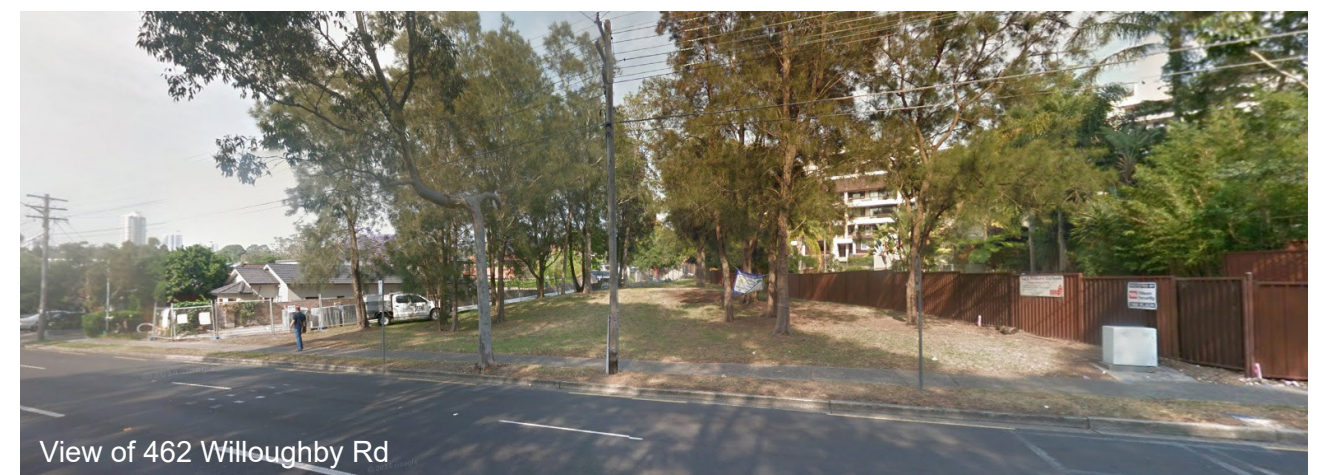
- No.1- 13, 17-27 Walter Street & No. 452-462 Willoughby road are under one ownership of the Proponent.
- No.15 Walter Street is privately owned.
- No.29, 29a & 31 Walter Street are Privately owned.





## 1.3 THE SITE\_ IMMEDIATE CONTEXT

### EXISTING STREETSCAPE





1.3 THE SITE\_ IMMEDIATE CONTEXT

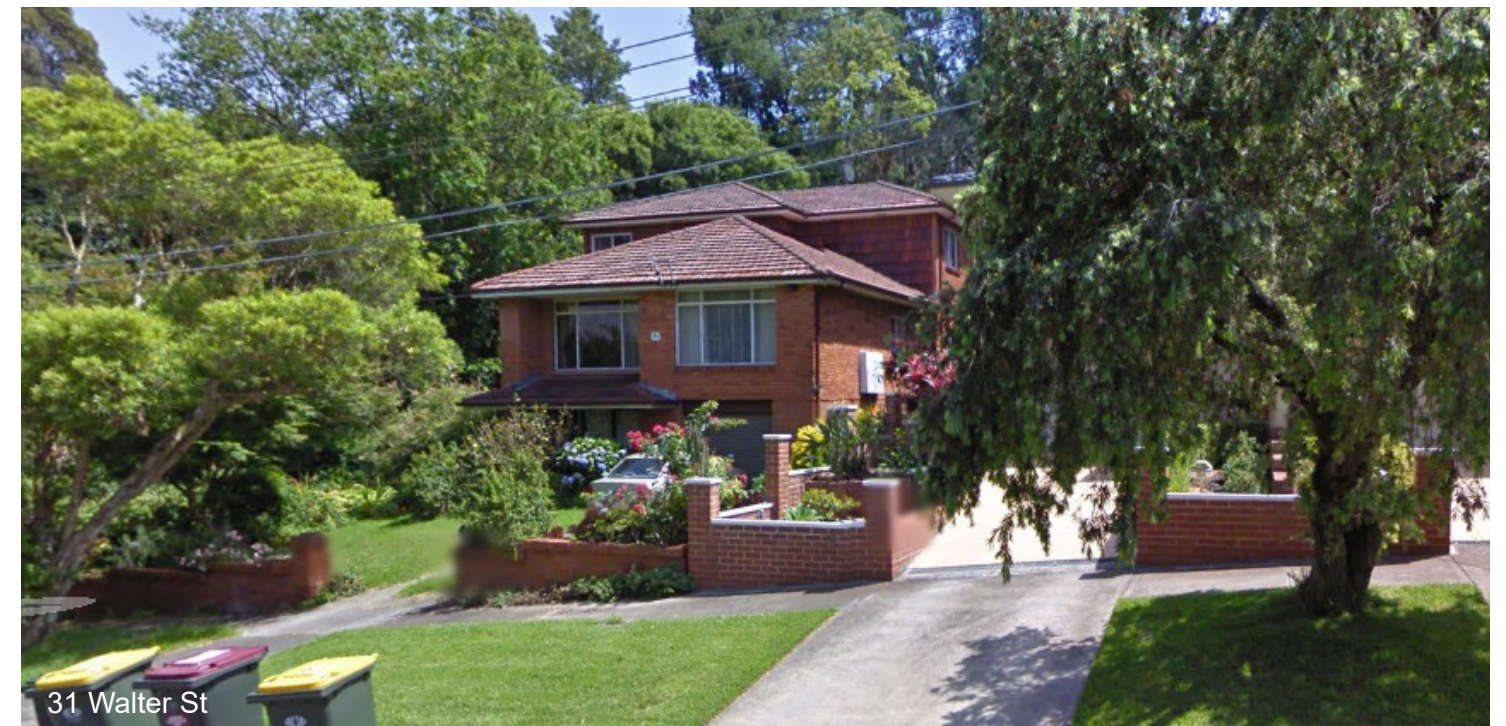
EXISTING STREETScape





### 1.3 THE SITE\_ IMMEDIATE CONTEXT

#### EXISTING STREETScape





## 1.3 THE SITE\_ IMMEDIATE CONTEXT

### EXISTING STREETScape



Walter St opposite frontage, view West



Walter St opposite frontage, view East



450-454 Willoughby Rd



456-460 Willoughby Rd



## 1.3 THE SITE\_ IMMEDIATE CONTEXT

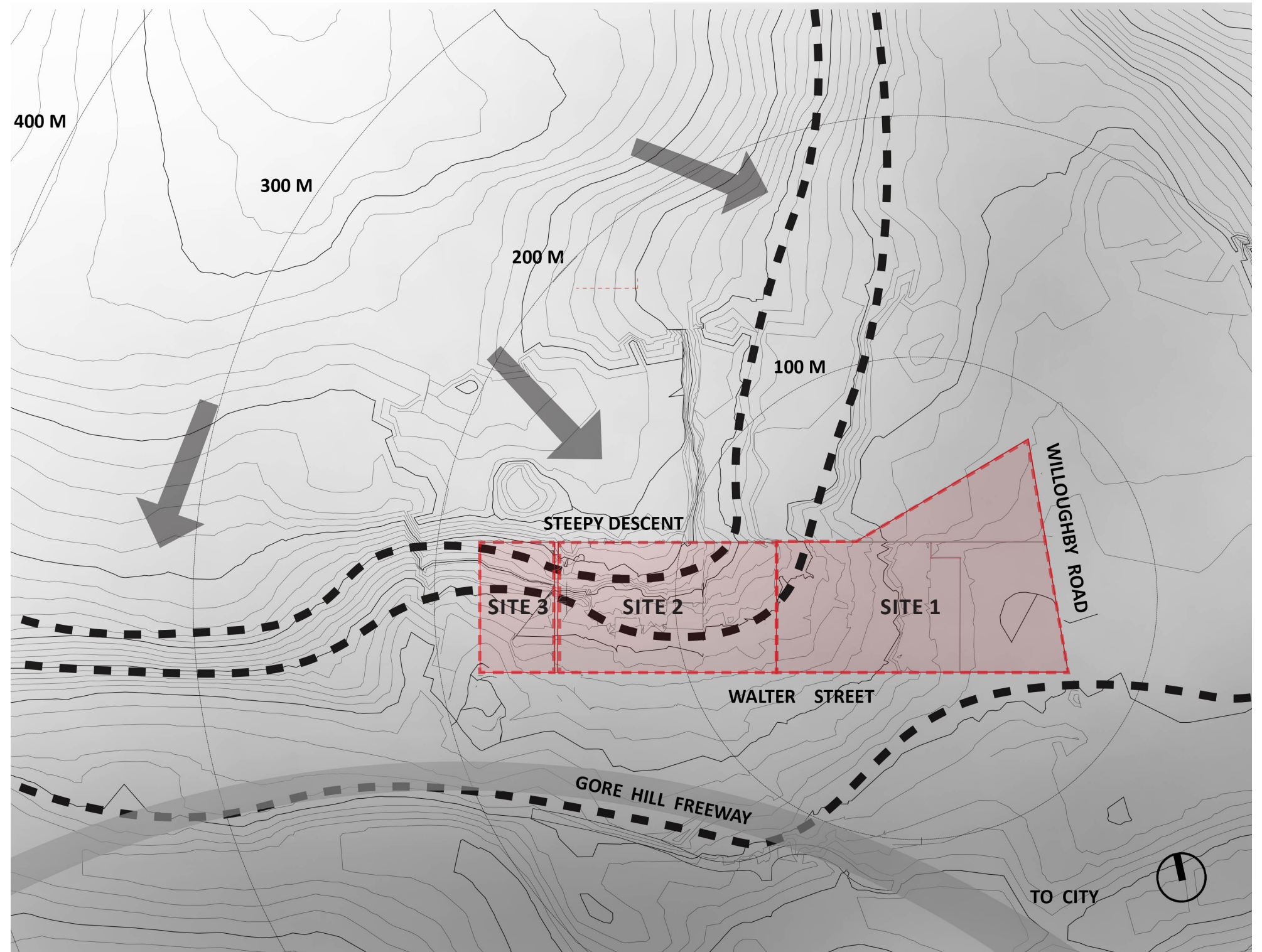
### TOPOGRAPHY

The site sits next to a ridge with a steep fall from Channel 9 site, which further slopes down to Walter Street and the Gore Hill Freeway to the south and Willoughby Road along eastern boundary. The higher part of the site and higher levels of the building will enjoy district views towards Naremburn, Crows Nest and St Leonards.

The triangular lot within Site 1, No. 462 Willoughby Road is currently an unbuilt green area with a mildly undulating ground plane, while the rest part of Site 1 gently slopes down from west to east.

Level of Site 2 is the highest among the three sites. It is located at the bottom of the steep descent, which requires excavation below the existing ground level, presenting a significant challenge for sitting proposed buildings.

Site 3 is slightly lower than Site 2 with similar condition as Site 2 with topography sloping down from north to south.





## 1.3 THE SITE\_ IMMEDIATE CONTEXT

### SOLAR & WIND ORIENTATION

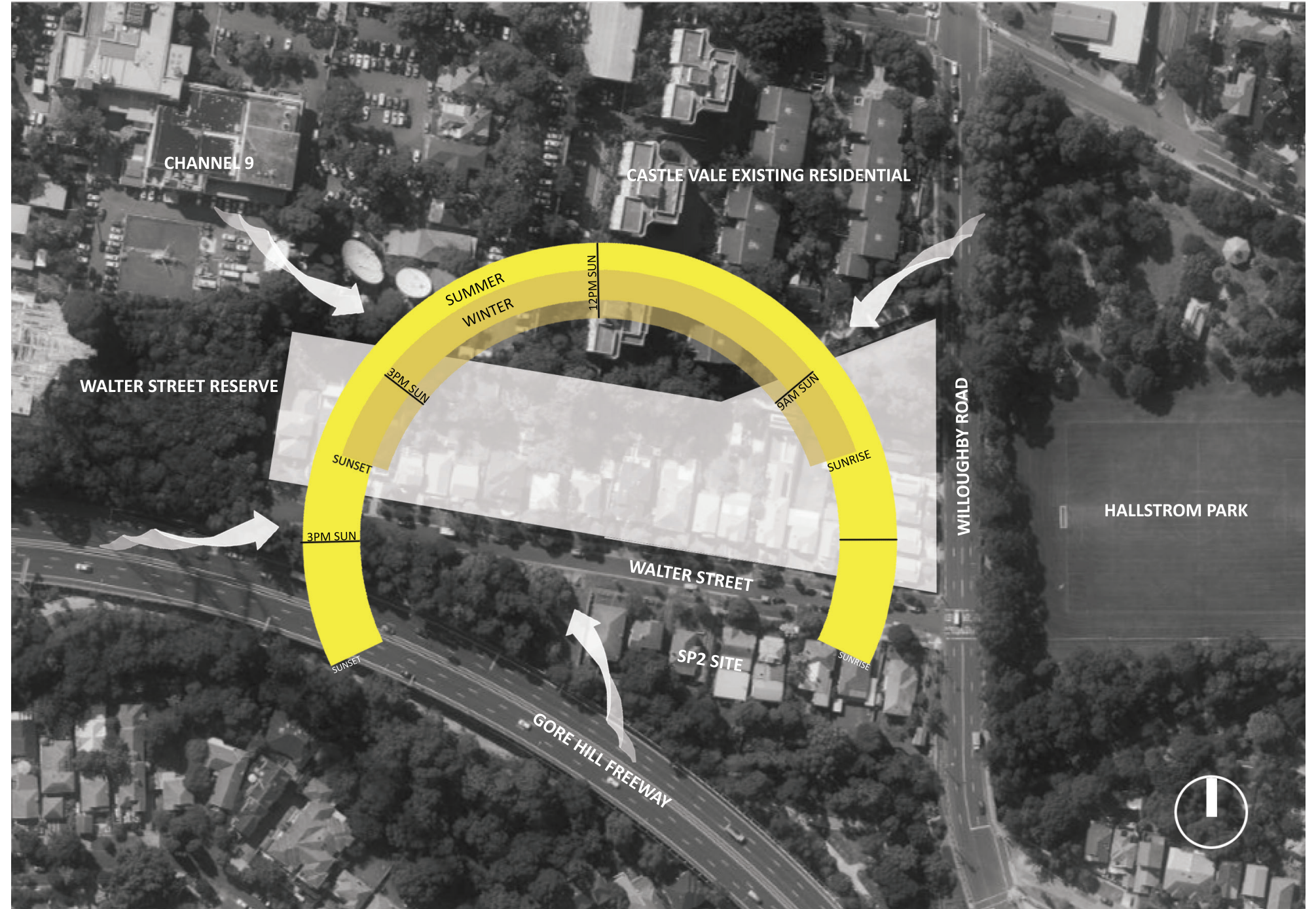
Walter street's Northerly aspect informs the best locations of any built forms, to maximize the solar access to any future development.

North part of the site is partially shaded by existing buildings and topography. However, it is partially protected from cold dry winds in winter by existing 9-storey apartments of Castle Vale R4 high density residential site.

East part of the site will have cool summer breezes with great daylight access.

South-facing apartments will be exposed to intense cold fronts without any blocks as neighbouring building at SP2 site are mostly low-rise buildings which sit on lower part of Walter Street.

North-West part of the site will also be partially shaded by existing Castle Vale buildings and recently approved Channel 9 buildings sitting above Walter Street.





## 1.3 THE SITE\_ IMMEDIATE CONTEXT

### THE GREEN BELT

Dense collections of trees are generally located along the Northern boundary. The site has the opportunity, to continue the green belt from Hallstrom Park to the east and the Walter Street Reserve to the west by retaining existing trees along the northern boundary and reinforced by the proposed Landscaping. Northern parts of the site are potential open communal spaces and deep soil zones that expand the green zone into the site.





1.3 THE SITE\_ IMMEDIATE CONTEXT

SITE CONSTRAINTS

**EXISTING SITE**  
The existing site is entirely comprised of residential lots and houses.

**TRAFFIC ALONG WALTER STREET**  
A development of higher density will increase vehicular movements along Walter Street and Willoughby Road, which currently already has heavy traffic.

**SHADED BY SOME EXISTING BUILDINGS**  
The existing apartments to the North cause shadows on Walter St at certain times of day. Future developments on the Channel 9 site will exacerbate the loss of sunlight.

**VEHICULAR NOISE**  
The Gore Hill Freeway is located to the South of Walter Street and the SP2 zone which is one of the major noise sources. East part of the site would also have a certain level of vehicular noise from Willoughby Road.



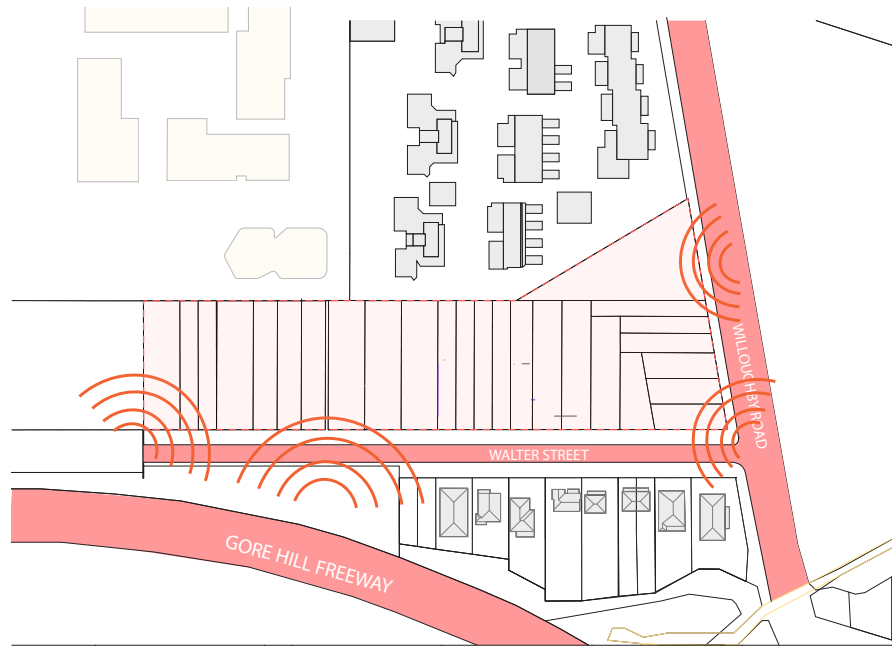
EXISTING SITE



SHADED BY SOME EXISTING BUILDINGS



TRAFFIC ALONG WALTER ST & WILLOUGHBY RD



VEHICULAR NOISE



### 1.3 THE SITE\_ IMMEDIATE CONTEXT

#### SITE OPPORTUNITIES

##### PUBLIC BENEFITS: WALTER STREET UPGRADE

A secondary Cycle way and pedestrian connection from Walter Street to Under the Freeway will provide a link to the existing pedestrian and Cycle way which connect Tunks park from east to Artarmon oval, Train station to the North west and Naremburn ,St Leonards and Crowsnest to the south of the site. The proposed upgrades and widening to Walter street and public domain areas will contribute directly to existing single lane congested street. The upgrade will provide a safe level pedestrian zones by way of footpath upgrades and realignment.

##### PUBLIC BENEFITS: NEW INTERSECTION

It is also proposed that a set of traffic lights be constructed for the Walter and Willoughby Road junction. The traffic study and report accompany and informs the planning proposal which forms part of the Proposed Master plan and Walter street upgrade.

##### PUBLIC & COMMUNAL BENEFITS: SHARED DRIVEWAY ENTRIES

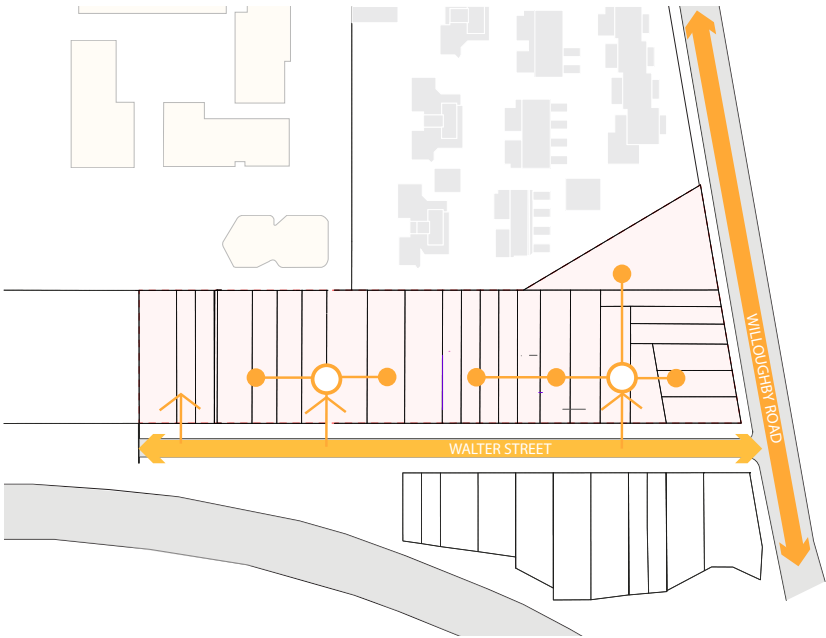
There is an opportunity to propose three driveway entries to service all apartments for the whole site without increasing extra traffic pressure on busy Willoughby Road as new proposed driveways, will create a better outcome for traffic management and safe pedestrian footpath and public domain areas on Walter Street.

##### VIEWS

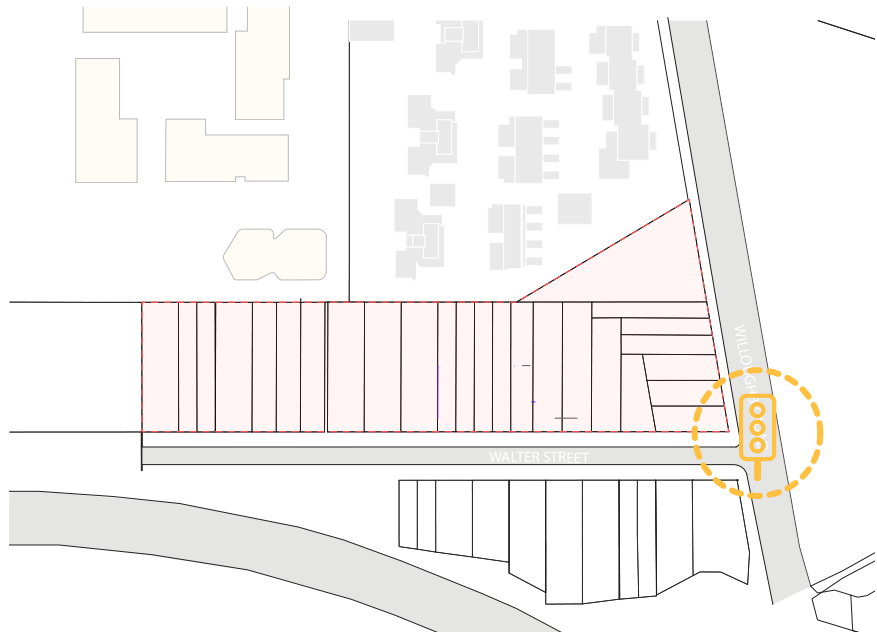
The site enjoys a Northerly aspect and views South towards Naremburn and Crows Nest. It is considered that view-sharing principles will be maintained by the proposed Walter Street Masterplan.



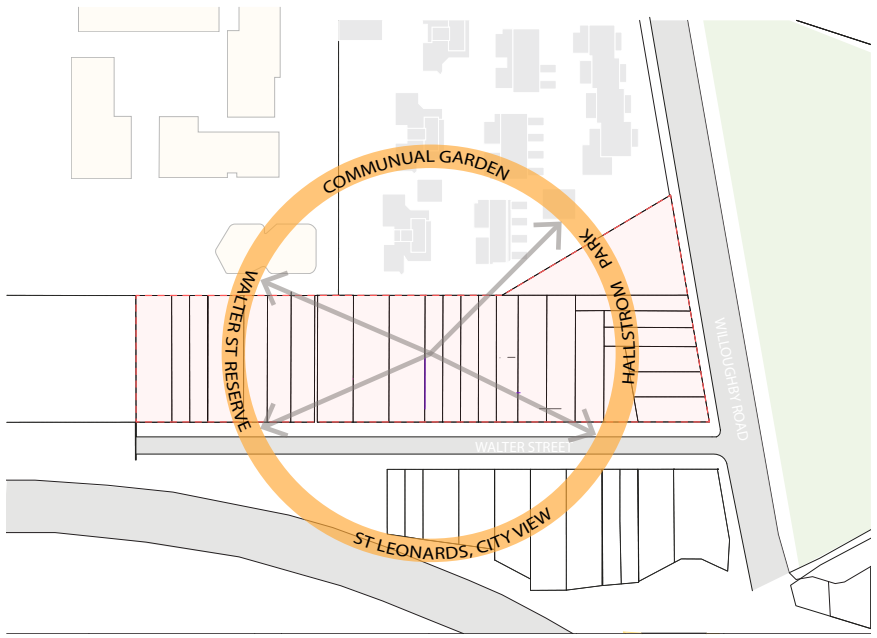
PUBLIC BENEFITS: WALTER STREET UPGRADE



PUBLIC & COMMUNAL BENEFITS: SHARED DRIVEWAY ENTRIES



PUBLIC BENEFITS: NEW INTERSECTION



VIEW CORRIDORS



**2.0**

# **PLANNING FRAMEWORK**



## 2.1 PLANNING OVERVIEW

The following section of this report outlines the planning policies relevant to this proposal. The policies assessed within the study range in scale from state wide strategies to the more immediate local planning context. The plans addressed in this section of the report are as follows:

1. The Greater Sydney Region Plan
2. Northern District Plan 2018
3. Willoughby City Strategy
4. Willoughby Local Environment Plan

By comparing the proposal to a comprehensive planning framework, the proposal intends to ensure an integrated urban design approach, which addresses the long term operation of the site concerning all relevant levels of the planning hierarchy well into the future.





## 2.2 THE GREATER SYDNEY REGION PLAN

The Greater Sydney Region Plan reveals a vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places. This is consistent with the 10 Directions in Directions for a Greater Sydney which establish the aspirations for the region over the next 40 years and are a core component of the vision and a measure of the Plan's performance.

Particularly, the plan outlines the expected demands for housing and employment in relation to population growth. And, in turn, identifies overarching development strategies to support the above projections. According to the plan, by 2056 there will be an additional 1.5 million people across Sydney metropolitan area, with a requirement for "725,00 new homes and 817,00 new jobs."





## 2.3 NORTHERN DISTRICT PLAN 2018

The NSW Government's 2018 Northern District Plan sets out Planning Priorities to achieve a liveable, productive and sustainable future for the District.

Willoughby falls into the Northern District. This district is identified in A Plan for Growing Sydney as an attractive place to live, work and visit with a thriving economy. Its Gross Regional Product is second only to the Central subregion's, with North Sydney, the second-largest office market in Sydney. Increases in the supply of housing and jobs will be focused on centres with good public transport. The district will offer a growing diversity of high amenity living and working environments.

Priorities for the Northern District Plan includes:

**1. “Infrastructure and collaboration**

N1. Planning for a city supported by infrastructure

N2. Working through collaboration

**2. Liveability**

N3. Providing services and social infrastructure to meet people's changing needs

N4. Fostering healthy, creative, culturally rich and socially connected communities

**N5. Providing housing supply, choice and affordability, with access to jobs, services and public transport**

N6. Creating and renewing great places and local centres, and respecting the District's heritage

**3. Productivity**

N7. Growing a stronger and more competitive Harbour CBD

.....

N14. Leveraging inter-regional transport connections

**4. Sustainability**

N15. Protecting and improving the health and enjoyment of Sydney Harbour and the District's waterways

N16. Protecting and enhancing bushland and biodiversity

.....

N19. Increasing urban tree canopy cover and delivering Green Grid connection

N20. Delivering high-quality open space

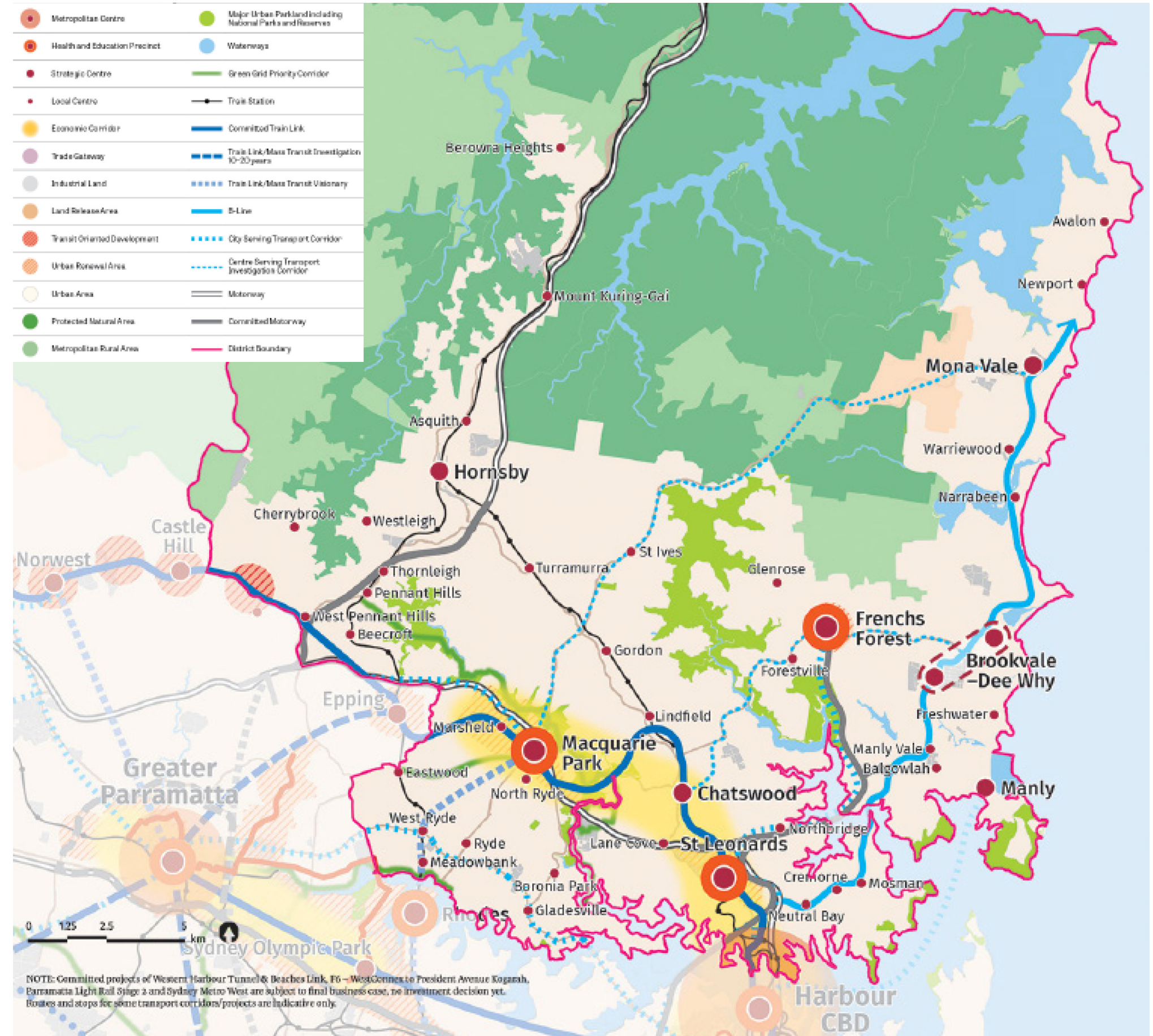
.....

N22. Adapting to the impacts of urban and natural hazards and climate change

**5. Implementation**

N23. Preparing local strategic planning statements informed by local strategic planning

N24. Monitoring and reporting on the delivery of the Plan”  
(Northern District Plan 2018)





2.4 WILLOUGHBY CITY STRATEGY

The Willoughby City Strategy is Willoughby City Council’s community strategic plan, a long term vision and plan for the future of the City to help guide decision making and planning for 2013-2029.

The Strategy features six key strategic directions: Community and Cultural Life, Natural Environment, Homes, Infrastructure, Economic Activity and Governance.

The Strategic Direction for Homes sets out targets and key performance indicators:

1. Diversity of housing stock.

Change to land-use zoning, with no decrease in E4 zones and conservation areas. Numbers of dwellings approved, to achieve the target of 6800 new dwellings by 2031.

2. Affordable Housing

Numbers of additional dwellings, to increase the Council’s affordable housing stock. Willoughby City Council states that its strategy is consistent with the Metropolitan Plan.

<div><div></div><div>Town Centre</div></div> <div>Town Centres generally have concentrations of retail, health and professional services, mixed with medium density residential in and around the centre. Town Centres also serve surrounding residential areas and provide for public transport interchange. <i>Newtown.</i></div>	<div><div></div><div>Investigation Areas for New Centres</div></div> <div>These are investigation areas for redevelopment of larger clusters of industrial land into new centres, with improved access to shops, services and transport, while maintaining or increasing total employment. These investigation areas are within or near to the Strategic Employment Lands. <i>St Peters and Carrington Road.</i></div>
<div><div></div><div>Village</div></div> <div>Village centres are generally medium sized concentrations of retail, health and other services integrated with medium density residential. Regional public transport provides connections to Town Centres. <i>Marrickville Road and St Peters (potential Village).</i></div>	<div><div></div><div>Enterprise Corridor</div></div> <div>Areas immediately around busy roads that connect centres, containing important commercial, retail and light industrial activities. Often providing lower rent locations for start-up enterprises. <i>Paramatta Road and Princes Highway are Enterprise Corridors.</i></div>
<div><div></div><div>Small Village</div></div> <div>Small Village centres are generally small sized concentrations of retail and other local services integrated with medium density residential, with public transport services. <i>Stammore, Dulwich Hill Shopping Centre, Enmore Road Shops, Marrickville Station and Petersham.</i></div>	<div><div></div><div>Green Corridor (indicative)</div></div> <div>Important biodiversity and recreational connections. The Cooks River is a priority area for improved river and ecosystem health; future improved links to the Hawthorne Canal and along the Alexandra Canal are being investigated.</div>
<div><div></div><div>Neighbourhood</div></div> <div>Neighbourhoods generally have local shops combined with lower density and medium density residential development. They service the daily needs of residents with basic services within walking distance. They generally have four to 10 shops with access to parks, primary school and child care. Local transport services operate to larger centres. <i>Lewisham, Dulwich Hill Station, Tempe Station, Tempe Shops, Sydenham, Enmore Park Shops and Petersham Station.</i></div>	<div><div></div><div>Airport and Port Related Activities</div></div> <div>These lands contain important industries that support the major economic gateways of the Port and Airport.</div>
<div><div></div><div>Stand Alone Shopping Centre</div></div> <div>Large managed retail centre, with supermarket, discount department store, specialty food and clothing. <i>Marrickville Metro.</i></div>	<div><div></div><div>Heritage Items</div></div> <div>Heritage Items shown are those identified in MLEP 2001 as heritage items or on the State Heritage Register.</div>
<div><div></div><div>Focus for Renewal</div></div> <div>Focus for new housing and local improvements to access, parks and public domain. <i>Marrickville Road, near Enmore Park, Petersham (Shops and Station), Lewisham, Dulwich Hill Shops, Dulwich Hill Station and Marrickville Station.</i></div>	<div><div></div><div>Open Space</div></div> <div>Local and regional parks, playgrounds and sportsfields.</div>
<div><div></div><div>Station Revitalisation Plans</div></div> <div>Draft Revitalisation Plans have been prepared for <i>Marrickville and St Peters Railway Stations</i> as Urban Strategy case studies.</div>	<div><div></div><div>Strategic Bus Corridors</div></div> <div>New direct and frequent State Government bus services linking to Sydney CBD along Paramatta Road and along Illawarra Road, Victoria Road, Enmore Road and King Street.</div>
<div><div></div><div>Mixed Used Development Investigation Areas</div></div> <div>Within the centres, there are opportunities to increase the level of mixed use development. This may be in select industrial sites that are redundant and/or present residential amenity conflicts. Further investigation is required to consider these sites. <i>Petersham Station, Lewisham, Australia Street, Alice Street, Marrickville Road and Meeks Road.</i></div>	<div><div></div><div>Employment Lands</div></div> <div>Sites for light industry, which are generally small and isolated. These locations provide local production and services.</div>
	<div><div></div><div>Strategic Employment Lands</div></div> <div>Contain various employment activities such as factories, warehouses, transport logistics or major storage operations with some associated offices. These places are vital to the economy and ability to service the city.</div>
	<div><div></div><div>Shops, Restaurants and Services</div></div> <div>An area zoned in council’s planning controls for commercial and business activities. The majority are located in centres and are a focal point for transport services.</div>





## 2.5 WILLOUGHBY LOCAL ENVIRONMENT PLAN

The Willoughby Local Environment Plan (LEP) is the local planning instrument providing a legal framework for all development within the Willoughby LGA. The LEP is comprised of two sections, one being written and the other a series of maps.

The following controls apply:

### Floor Space Ratio

The development site falls within category 'L' and is therefore subject to a floor space ratio of 0.9:1

### Height of Buildings

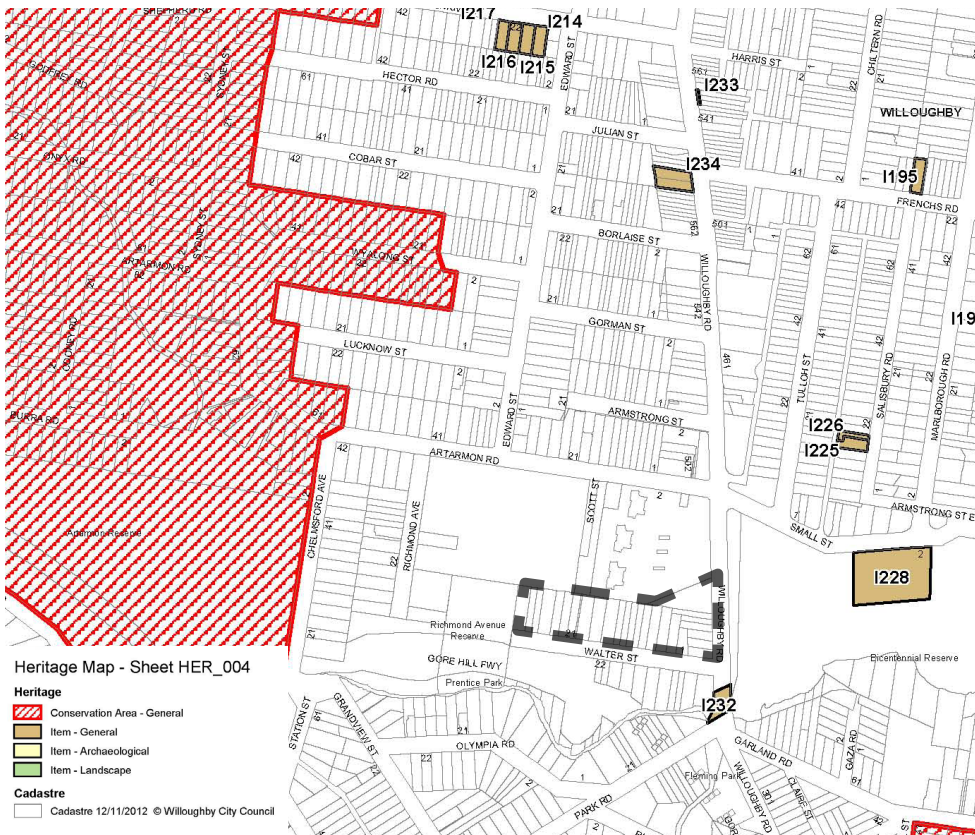
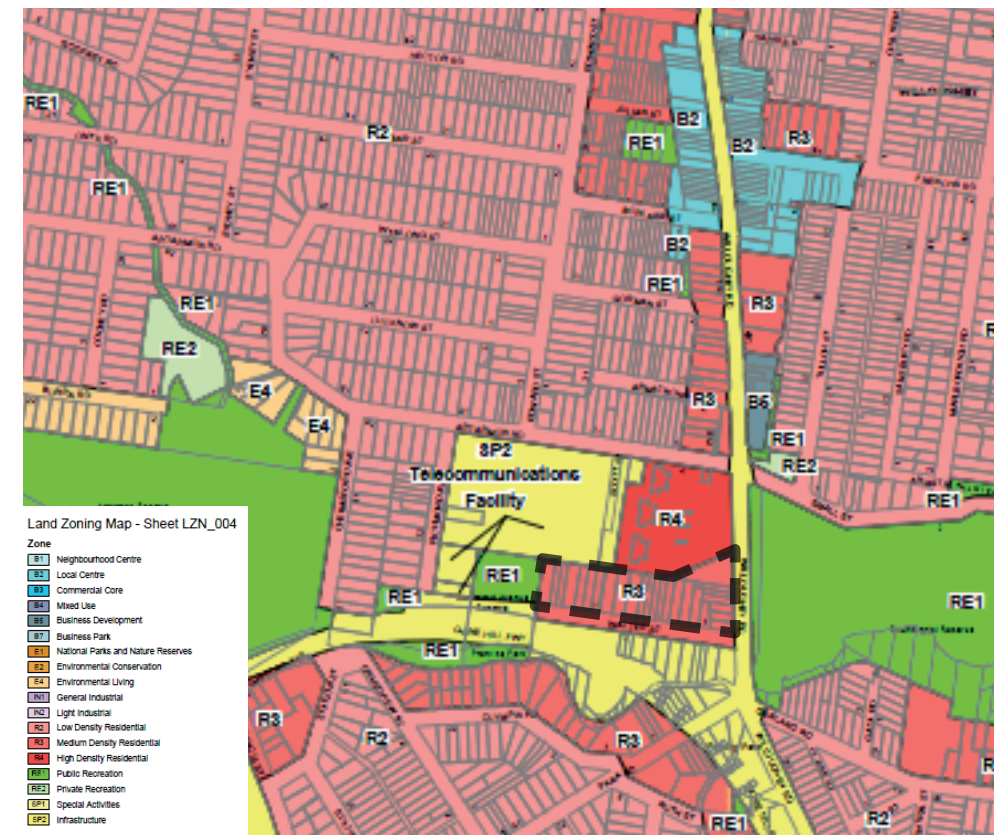
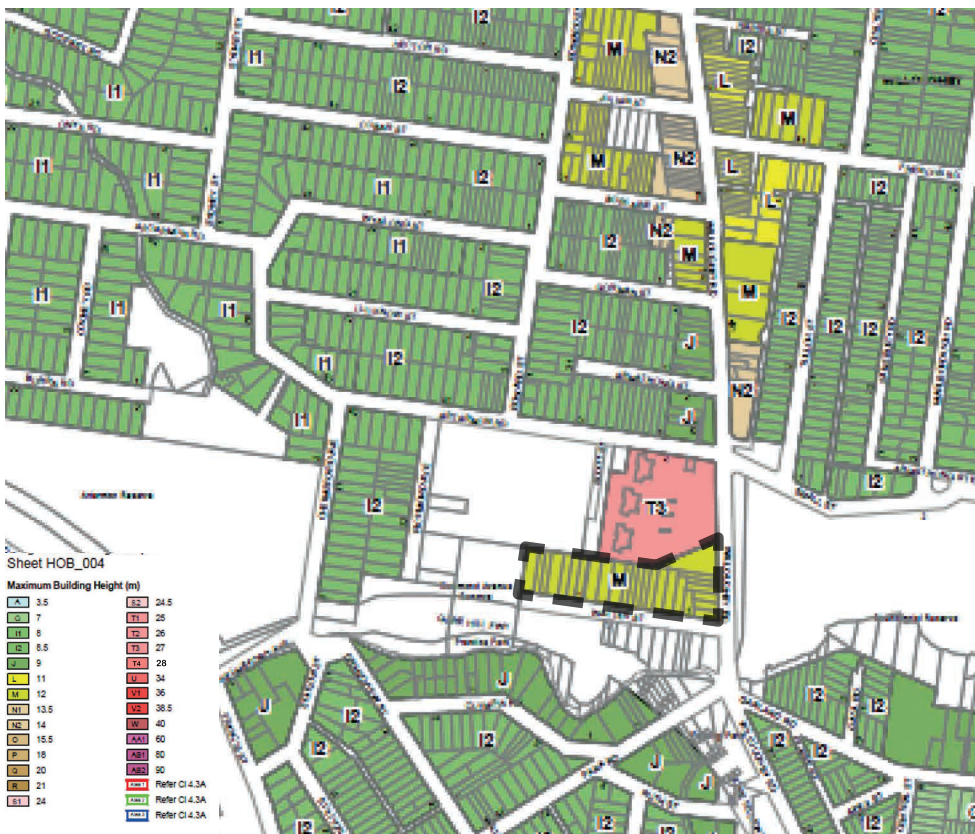
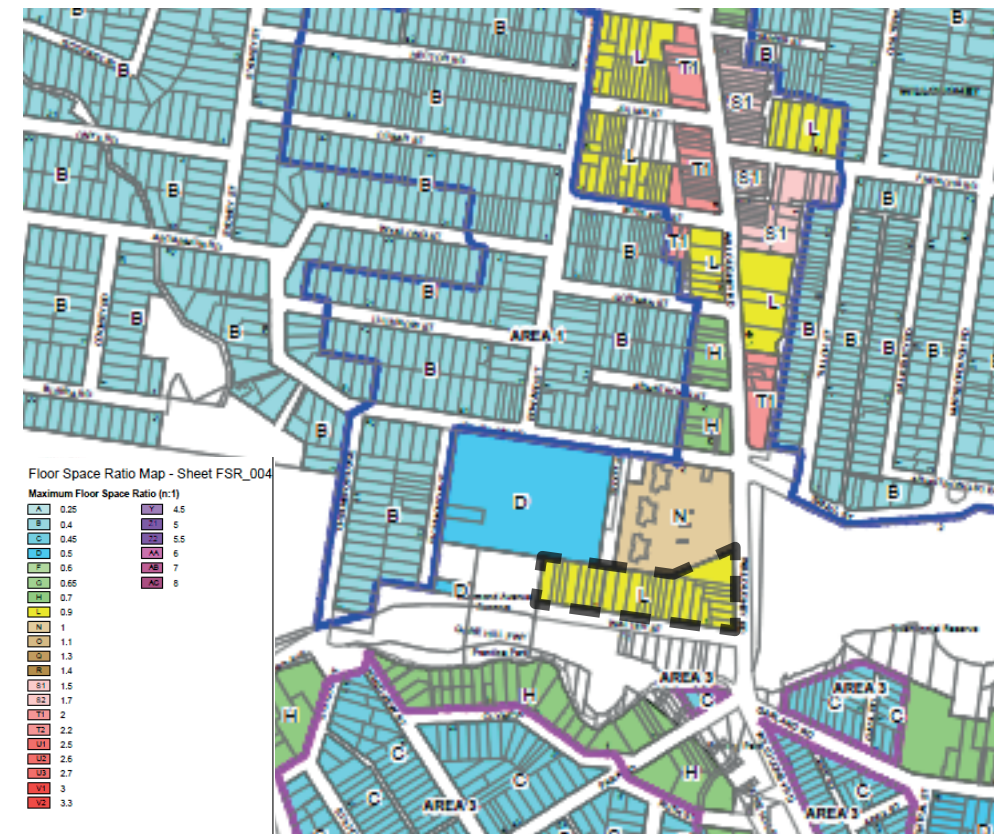
A maximum height of 12 meters applies to the development, being in category 'M.'

### Land Zoning

The site is zoned 'R3,' Medium Density Residential.

### Heritage

The site is not located within a conservation area and does not feature any significant archaeological, landscape or general items.





**3.0**

# **DESIGN RESPONSE**



### 3.1 PRELIMINARY STUDY OVERVIEW

#### AMALGAMATED MASTERPLAN

On Thursday 6th of June 2019 The Planning Panel Reviewed the 2 Previously submitted planning proposals and determined **“that the proposed Instrument should be submitted for a gateway determination because the proposal has demonstrated strategic and site-specific merit”**. The Panel suggested **“that the two sites (3 - 31 Walter, 1 – 1A Walter and 452 - 462 Willoughby Road) be considered as an amalgamated site for rezoning; that the heights and proposed floor space ratios across the integrated site be master planned to better respond to the site circumstances, including at the corner of Willoughby Road and Walter Street; That an amalgamated DCP be prepared prior to the matter going to gateway; and That any DCP ensure that all vehicular access for the amalgamated site occur from Walter St and Not Willoughby Road.”**

The amalgamation of the sites into one Masterplan and planning proposal creates the opportunity for all vehicle access to be from Walter Street and for vehicle access points to be rationalised and minimised.

The new masterplan responds to the Panels comments by amalgamating the site into one planning proposal separated into three sites in terms of different site conditions and ownership patterns. The individual sites are as follows:

SITE 1. NO.1-13A Walter St & NO.452-462 Willoughby Road.

SITE 2. 15-27 Walter Street.

SITE 3. 29-31 Walter Street.





### 3.2 EXISTING SITE



The triangular lot No. 462 Willoughby Road is currently an unbuilt green area with a mildly undulating ground plane, while the rest part of the project site are existing detached 1-storey to 3-storey houses along Walter Street and Willoughby Road.





3.3 R3 ZONE DEVELOPMENT



The site plan shows approved development applications submitted under the current R3 zoning with complying height is 12m and maximum FSR is 0.9:1.

No. 5-9 Walter St, 11-13A Walter St, 15-17 Walter St, 21-27 Walter St and No.1-1A+No.452-460 at the corner of Walter St and Willoughby Rd have been approved. The remaining sites shown as grey and potential R3 development as blue with potential built form.



SITE	NO. 29-31 WALTER ST.	NO 21-27 WALTER ST.	NO 15-17 WALTER ST.	NO 11-13A WALTER ST.	NO 5-9 WALTER ST.	NO 1-1A WALTER ST. & NO. 452-460 WILLOUGHBY ROAD	NO 462 WILLOUGHBY ROAD
SITE COVERAGE	37.6%	35.4%	38.3%	38.3%	33.2%	27.2%	26.7%
LANDSCAPE AREA	52.7%	49.7%	61.7%	59.5%	39.6%	58.7%	49.8%
DEEP SOIL	33.7%	38%	36%	37.8%	26%	30%	26.7%
R3 PROPOSED FSR	0.9 : 1 (excludes 4% Afford. Housing)						
R3 PROPOSED DENSITY	TOTAL 125 TOTAL UNITS ( 119 UNITS +6 AFFORDABLE UNITS)						
R3 PROPOSED HEIGHT	12 m (3-4 storeys)						



### 3.4 R4 ZONE PROPOSED MASTERPLAN



In response to Planning Panel's comments, the sites have been amalgamated under one Masterplan and planning proposal that responds to the various site constraints and opportunities and ownership patterns. The proposed floor space ratio is spread across the integrated sites so that all 3 sites formulated to comply with the maximum 1.5:1 FSR and comply with the various height limits. For example, for site 1, it is proposed that the Height of Building A has been reduced to 4 storeys with a 3-storey podium and 1 storey above creating a better interface with Castle vale 3 storey plus rooves facing Willoughby Road. It is proposed that Building B to also have a 3-storey podium with 2 storeys above with a lesser setback to the corner of Walter St.and Willoughby Rd. to reinforce the corner. The Proposal Restricts the maximum height limit along Willoughby road to 17m allowing gradual step up from Willoughby road to higher built forms along Walter Street. The built form gradually steps up from 4 storeys adjoining existing 3-5 storey Castle Vale Residential buildings to 5 storeys at the corner of Walter Street and Willoughby Road. The overall built forms and massing along Willoughby road into Walter Street provides a transition of bulk and scale to the high-density residential uses to the north of the site at Castle vale and Channel 9 site.

The Master plan successfully responds to the panel's comments and recommendations reducing scale along Willoughby road by providing a transitional height increase along Willoughby Road to the Corner of Willoughby Road and Walter Street and to higher built forms along Walter Street.

The proposed masterplan only allows vehicle access to be from Walter Street and vehicle access points have been rationalised and minimised to 3 locations for the 3 distinct sites.

The proposal seeks to retain majority of the major trees along the Northern boundary and interface with Castle Vale and Channel 9 and buildings have been oriented in response to the site's various conditions and compliance with ADG controls.

The buildings are sited, with varying setbacks to allow for various tree canopies and seek to maximize solar access to the neighbouring properties. The increased and varying setbacks, as well as Walter street upgrade with new street trees will reduce perceived bulk and scale when viewed from surrounding properties and public domain areas.



SITE	SITE 3		SITE 2		SITE 1			TOTAL
AREA: 14,570 sqm	NO. 29-31 WALTER ST.		NO. 15-27 WALTER ST.		NO. 452-462 WILLOUGHBY RD. + NO.1-13A WALTER ST.			
BUILDING (BLDG)	G		F	E	D	C	B	A
HEIGHT LIMITS	27M (8-9 STOREYS)		27M (8-9 STOREYS)		24M (7-8 STOREYS)		17M (5 STOREYS)	
FSR (INCL. AFFORD. HOUSING)	1.5 : 1		1.5 : 1		1.5 : 1			1.5 : 1
DENSITY	31 UNITS		87 UNITS		137 UNITS			255 UNITS
SITE COVERAGE	29.6%		24.7%		33%			29.7%
LANDSCAPE AREA	48%		50%		40.9%			44.9%
DEEP SOIL	36.3%		37.7%		28.5%			32.7%





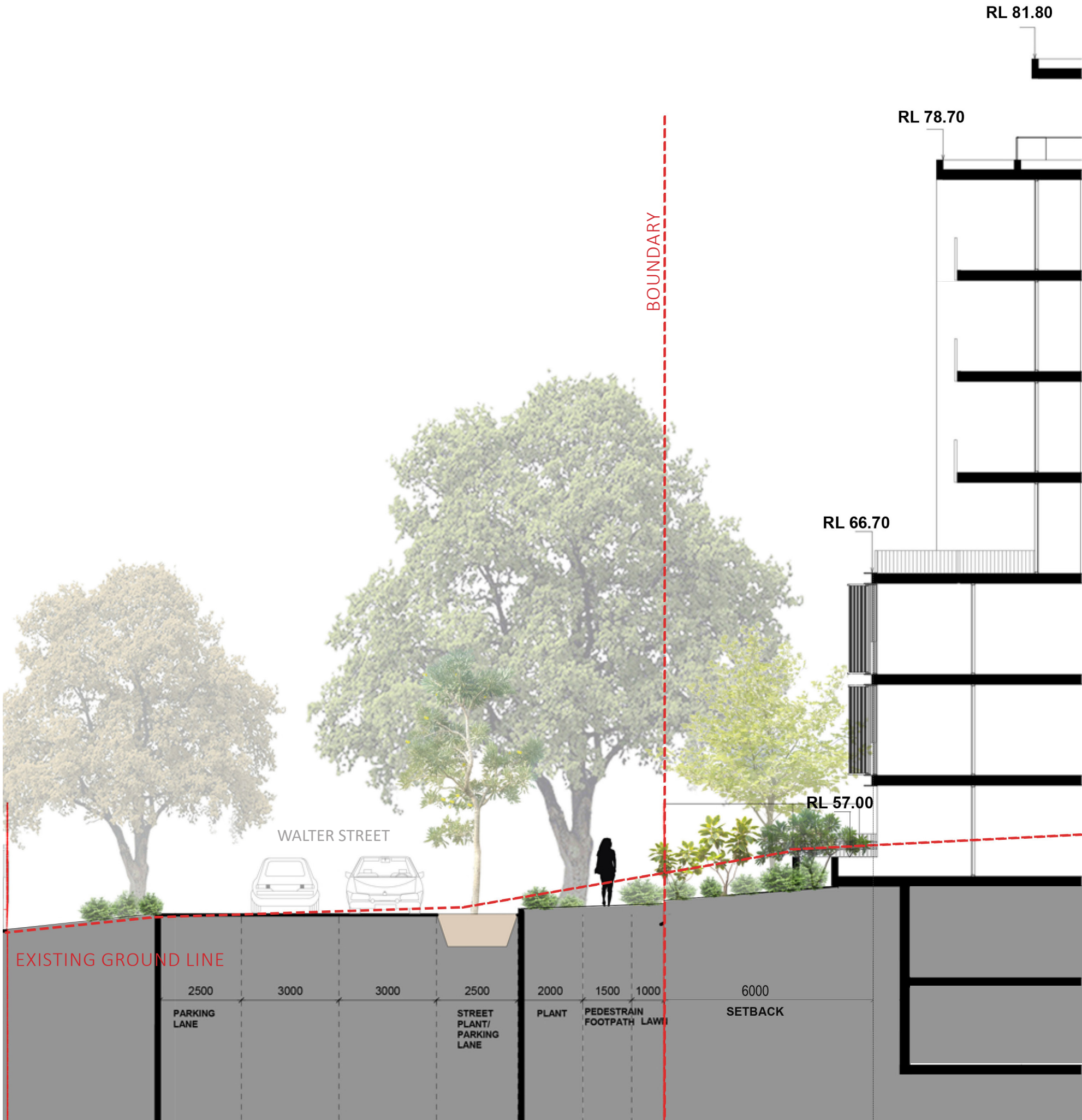


3.6 TRAFFIC MANAGEMENT

WALTER STREET SECTION

The proposal also seeks to reclaim part of the existing verge to allow for the Walter street widening. The concept also proposes to regrade the footpaths for the safety of the community, as the existing footpaths are too steep along most parts of Walter St. The public domain improvements will have a greater public benefit however are not form part of the VPA contribution for the planning proposal.

Detail drawings refer to civil drawings & Landscape drawings.





**4.0**

# **DESIGN CONCEPT**









VIEW 1 - PROPOSED VIEW CORNER OF WALTER ST & WILLOUGHBY RD  
INDICATIVE ONLY





VIEW 2 - PROPOSED VIEW WALTER ST LOOKING EAST  
INDICATIVE ONLY





VIEW 3 - PROPOSED VIEW WILLOUGHBY RD LOOKING SOUTH  
INDICATIVE ONLY





WALTER STREET SOUTH ELEVATION  
1:300@A3 INDICATIVE ONLY





WILLOUGHBY ROAD EAST ELEVATION  
1:300@A3 INDICATIVE ONLY







