

15 November 2017

Jane Hosie
Strategic Planner
Willoughby City Council
PO Box 57
CHATSWOOD, NSW, 2057

Dear Jane,

PRELIMINARY PLANNING PROPOSAL, 3 – 31 WALTER STREET & 462 WILLOUGHBY ROAD, WILLOUGHBY

The following responds to the Urban Design Review of the above planning proposal prepared by Architectus for Willoughby City Council dated 4 August 2017. The Urban Design Review has been used to amend the preliminary planning proposal, indicative masterplan concept and landscape masterplan for consideration by Willoughby City Council.

It is noted that by letter dated 7 November 2017 Road and Maritime Services provided approval to the provision of the proposed traffic signals at the signalized intersection of Willoughby Road and Walter Street subject to the following conditions:

- *Right turn movements from Willoughby Road into Walter Street shall be prohibited in the AM (6-10AM and PM (3 — 7PM) peak periods through the provision of regulatory signage that legally prohibits this movement.*
- *Two approach lanes for a minimum distance of 20 metres (vehicle storage) from the stop line on the Walter Street approach to the proposed TCS and one departure lane on Walter Street shall be designed and constructed in accordance with AUSTROADS and RMS Supplements.*
- *An updated geometric road design plan illustrating full road design dimensions (i.e. land widths, footpath widths etc) shall be submitted to Council and referred to Roads and Maritime for In principle' endorsement of the full geometric*

footprint of the signalised intersection, prior to the gazettal of the planning proposal.

- *It is noted that a small parcel of land at the south-east corner of No. 450 Willoughby Road is required to facilitate the construction of the signalised intersection. As Council would be aware, any land components required from No. 450 Willoughby Road for the provision of the TCS and associated civil works will require land owners consent and ideally provided, prior to the gazettal of the planning proposal.*
- *All costs associated with the civil and signal hardware (including utility relocation) shall be at no cost to Roads and Maritime.*
- *The proposed traffic signals and associated civil works should be included in a Planning Agreement and executed, prior to the gazettal of the subject planning proposal.*
- *The above Planning Agreement should include a trigger point for the construction of the signalized intersection and linked to a specific residential unit yield. The nominated residential yield should be agreed between the land owners and Council (with advisory input from Roads and Maritime).*

These conditions are acceptable to the proponent.

Generally, Architectus' comments are as follows:¹ (the applicant has numbered these for ease of reference).

1. *Although the site is in an area that is characterised by low density residential in the form of single detached dwellings, the block has a medium to high density character with substantial development existing and proposed.*
2. *A development scenario which aligns with the existing ownership pattern is not demonstrated in the urban design report.*
3. *The documentation supporting the application is incomplete in several key areas, including:*
 - a. *The function of the dwelling house proposed to be retained at 3 Walter Street and its relationship to the broader master plan;*
 - b. *The demonstration of solar access testing for both the built form and*

¹ Architectus Urban Design Review 3 – 31 Walter Street and 462 Willoughby Road, Willoughby 2017 p20
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communal open space to support the analysis at Section 4.2.9 of the Walter Street Urban Report;

- c. The demonstration of cross ventilation testing for the built form to support the analysis at Section 4.2.9 of the Walter Street Design Report; and*
- d. Consideration of a potential future character of land to the south of Walter Street.*

Our key recommendations are: (the applicant has renumbered these for ease of reference).

- 4. 1A Walter St and 450-460 Willoughby Road should be removed from the proposed amended LEP mapping, given no testing has been undertaken to demonstrate the capacity of these sites to achieve the proposed height and FSR;*
- 5. The proposed townhouses are not supported given their permissibility, location, and design. It is recommended that these are removed and an alternative built form is further investigated. A U-shaped building is proposed.*
- 6. The built form in the indicative master plan requires further consideration. An alternative built form is proposed to better respond in detail to the context and character of Walter Street and Willoughby Road, particularly for Sites A and E. The built form proposal needs to respond to the predominant stepped typology of the block, with a lower street wall (three-storeys) and reduced scale to Willoughby Road and single dwellings to the south of Walter Street.*
- 7. Subject to the further testing recommended in the comments above, Architectus feel that a maximum height of buildings control in the WLEP 2012 that facilitates a built form of up to eight-storeys on Sites B – D, seven-storeys (six plus penthouse) for Site A, and four-storeys (three plus penthouse) for Site E could be appropriate for the site (refer to Figure 11).*

access and cross ventilation) and based on the onus of the applicant.

9. *Design outcomes for appropriate street wall height, upper level setbacks and treatment of the ground floor apartment typology should be addressed as part of the Stage 1 DA or implemented as additional site specific controls to Section D.2.16.17 of the WDCP 2006.*

10. *Based on the sites fragmented ownership, site amalgamation remains uncertain. Further testing should be undertaken to demonstrate the built form outcome based on existing lot pattern or a varied amalgamation pattern, and the minimum lot size requirement under the LEP and DCP should be reviewed based on the outcomes of this testing.*

Ownership

Concern was raised that the masterplan did not align with the ownership pattern (Point 2 and 9). It is noted that the proponent has extended its ownership to reflect the diagram below. The preliminary planning proposal has been amended to reflect this change.

1.3 THE SITE

- No. 1 Walter Street + No. 450-460 Willoughby road under 1 ownership (Childcare center)
- No. 462 Willoughby Road under another ownership by Aux Property Group
- No. 15, Walter Street privately owned
- No. 29+29a+31 Walter Street are Privately owned



The proponent has now acquired 3 Walter Street and incorporated that site into the Company Share: Mersonn:Projects:2016 Projects:216068 9-15 Walter Street, Willoughby PP:addinfo:LtaddinfoWC101117.docx

4

masterplan proposal addressing the issue raised in point 3(a).

Solar Access

The proponent has amended the drawing set to include solar access testing for both the built form and communal open space for the amended scheme consistent with point 3(b). These have been prepared as views from the sun which demonstrate ADG compliance for each proof of concept building and its communal open space. These diagrams have also taken into account the possible future development scenarios for the adjoining sites.

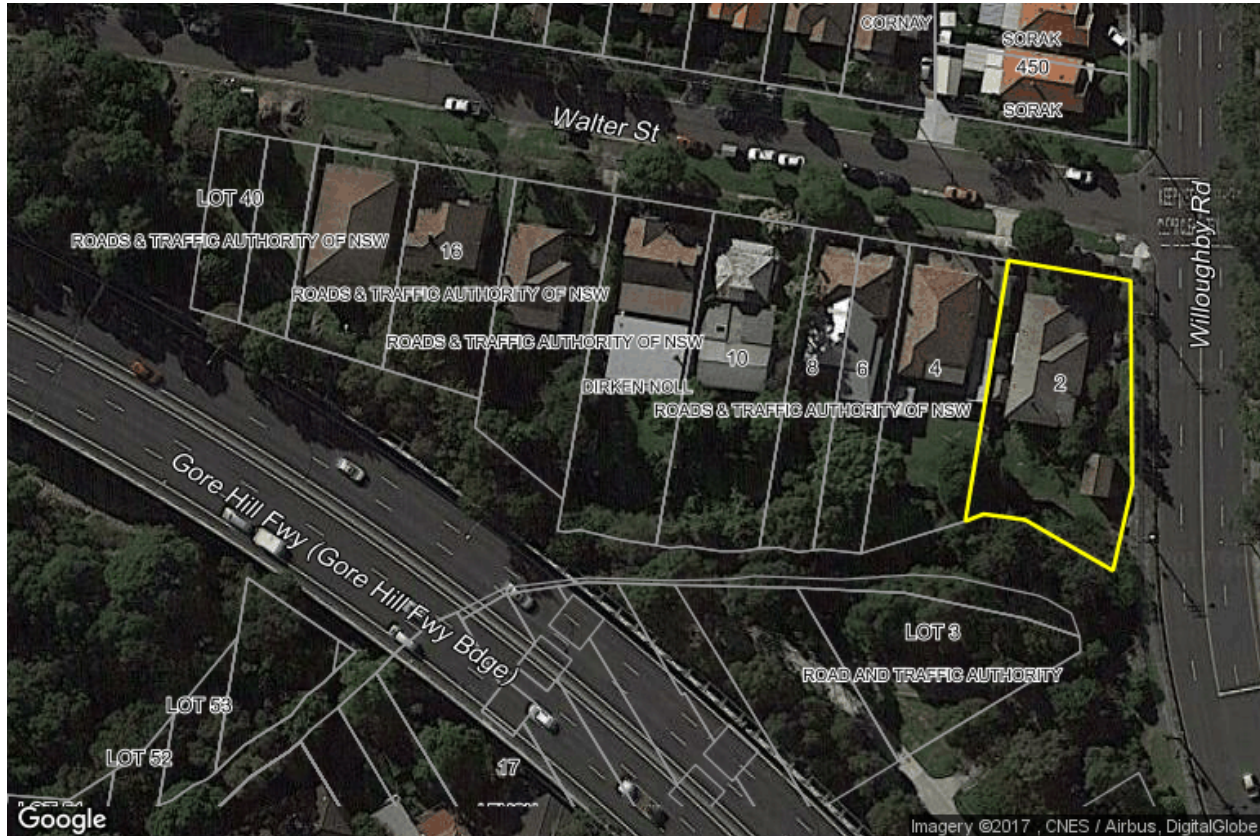
	NO.25-31			NO.21-27			NO.15-19			NO.3-13A			NO.4&2 WILLOUGHBY ROAD		
	NO. OF UNIT GET >= 2 HRS SUN	COMMON OPEN SPACE(HRS)	%	NO. OF UNIT GET >= 2 HRS SUN	COMMON OPEN SPACE(HRS)	%	NO. OF UNIT GET >= 2 HRS SUN	COMMON OPEN SPACE(HRS)	%	NO. OF UNIT GET >= 2 HRS SUN	COMMON OPEN SPACE(HRS)	%	NO. OF UNIT GET >= 2 HRS SUN	COMMON OPEN SPACE(HRS)	%
SCENARIO 1	33	4hrs	77.5%	38	6 hrs	73%	39	2 hrs	75%	68	5hrs	70%	25	6 hrs	81%
SCENARIO 2	33	5hrs	77.5%	34	6 hrs	85%	38	2 hrs	73%	68	5hrs	70%		6 hrs	

Cross Ventilation

The proponent has amended the drawing set to include cross ventilation testing for both the built form for the amended scheme consistent with point 3(c). These have been prepared as separate diagrams which demonstrate ADG compliance for each proof of concept building.

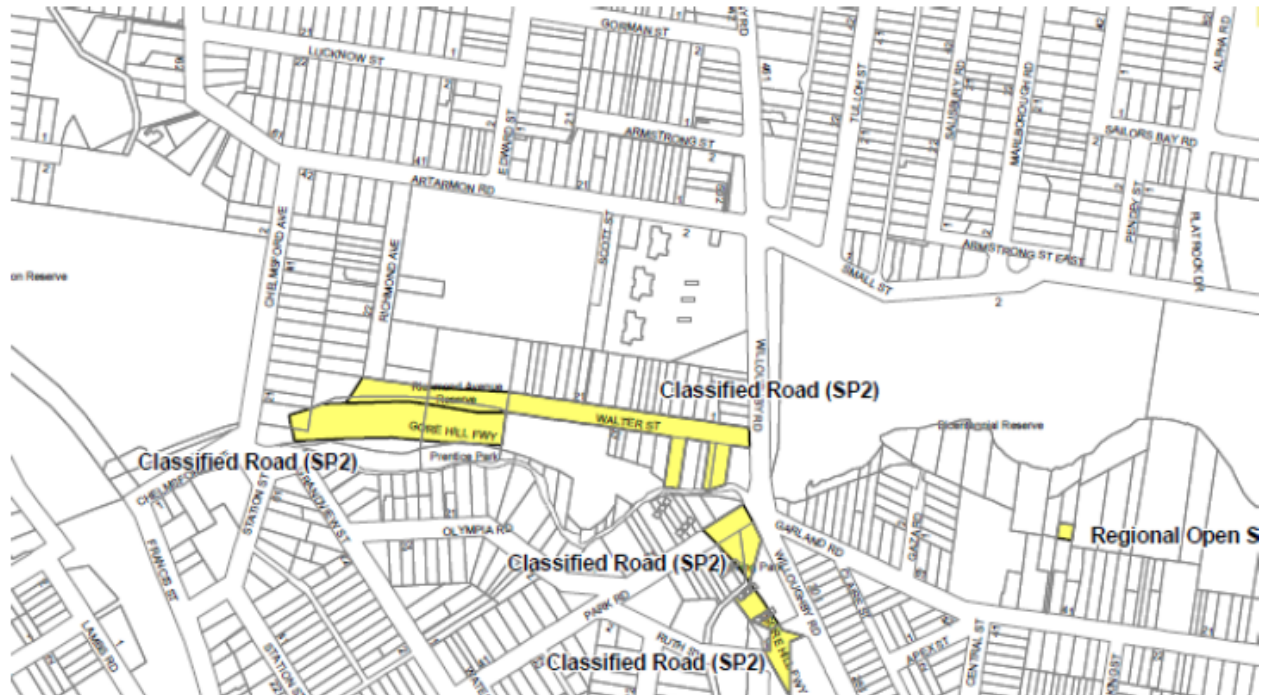
Land south of Walter Street

It is noted that the land to the south of Walter Street (Point 3(d)) is zoned SP2 in relation to the Gore Hill Freeway and the majority of the properties are in ownership of Roads and Maritime Services as reflected on the aerial photograph below. The properties which remain in private ownership are nominated under the Willoughby LEP for Land Acquisition for road purposes. It must be assumed that this land will have a future potential road related function.



South of Walter Street ownership Patterns

Source: RPData 2017

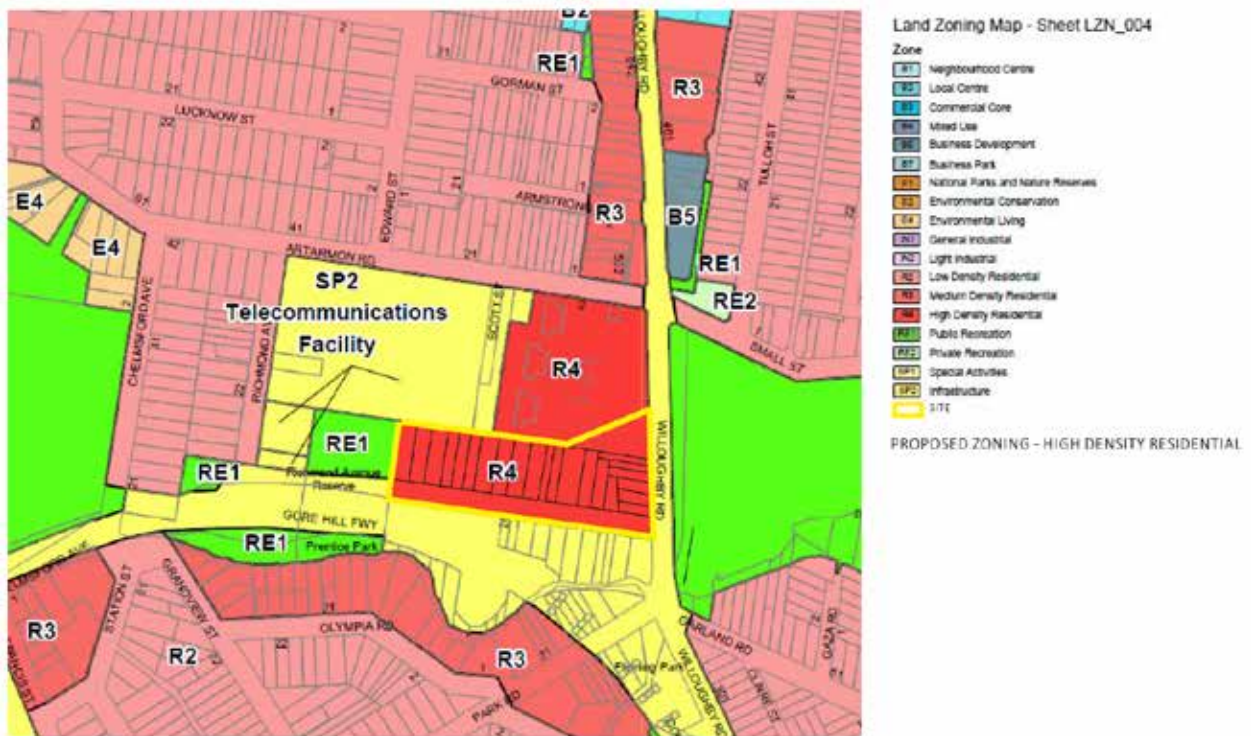


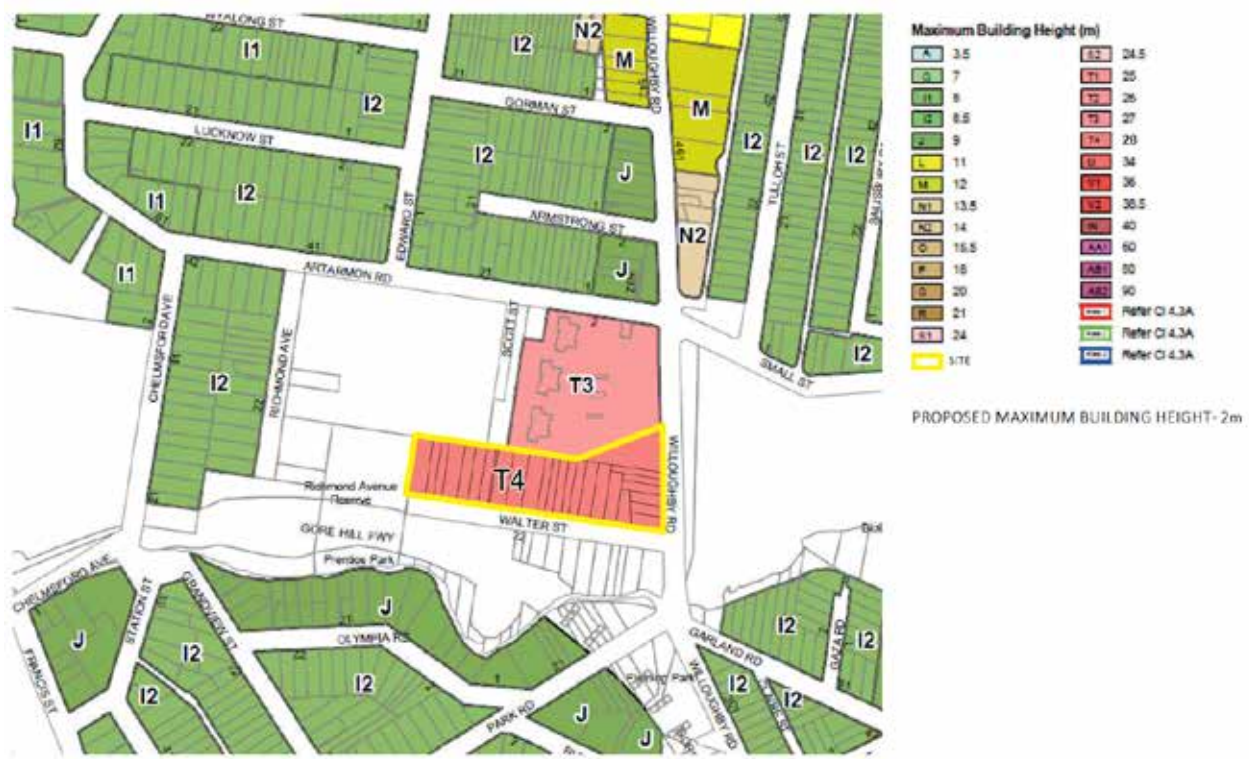
Willoughby LEP

Despite the realities of the tenure and statutory nominated use of these sites consideration has been given to the redevelopment of these site in a similar form to the proposal in the Architectus review and in the amended form of the proposed development.

Proposed Maps

The Proposed Mapping has been amended to exclude the 450 – 460 Willoughby Road and 1 Walter Street consistent with Point 4.





Town houses and U- Shaped Built Form

The proposal has been amended to remove all of the townhouses and reconfigure the built form to include the recommended u-shaped building forms consistent with Point 5.



Amended Site Plan Extract

Company Share:Mersonn:Projects:2016 Projects:216068 9-15 Walter Street, Willoughby PP:addinfo:LtaddinfoWC101117.docx 9

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The proposal has been amended to provide a stepped built form with a lower street wall height of three storeys and a reduced scale to Willoughby Road and to the single dwellings to the south of Walter Street consistent with Point 6. The amended form achieves eight storeys on sites B – D and seven storeys (six plus penthouse) on site A and four storeys (three plus penthouse) on site A consistent with Point 7.

5.2.7 STREET ELEVATION

REDUCED SOME OF BUILDING FOOTPRINTS HELD MAINTAIN STREET SCENE + RATIO WITH SOUTHERN PROPERTIES

REDUCED SOME OF BUILDING 3-13A FOLLOWS STREET BUILT FORM TO WILLOUGHBY RD. PARKING

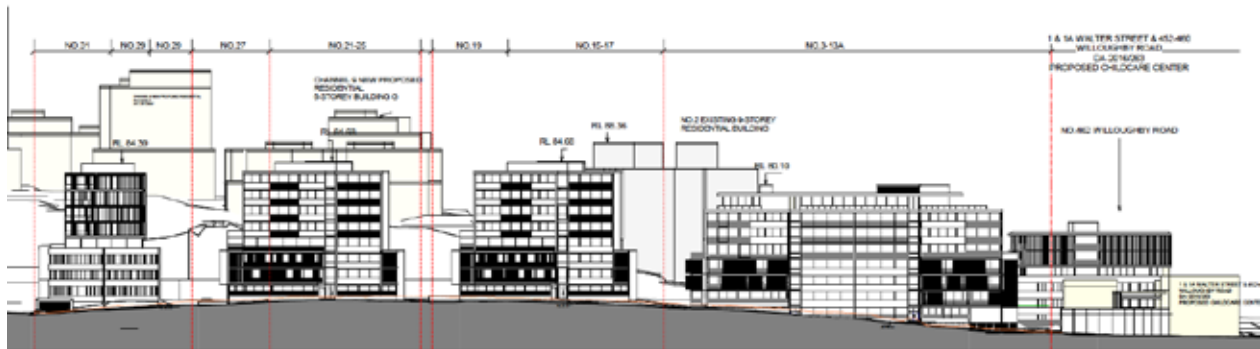
REVIEWED STREETScape SCENE (ARCHITECTS) (8/7/17)

REDUCE STREETScape EDGE SCENE

REDUCE BUILDING 3-13A TO 6 STOREYS + P.

10'0" MIN. SETBACK

² Ibid. p46



Amended Scheme Massing

Floor Space Ratio Controls

The amended building form and layout has led to amended proof of concept drawings reducing all schemes to below the proposed 2:1 FSR, to satisfy Point 8.

Design Outcomes

It is intended that the desired design outcomes for appropriate street wall height, upper level setbacks and treatment of the ground floor apartment typology will be addressed in the Stage 1 DA to be submitted with the exhibition of the planning proposal to satisfy Point 9.

In the event that any matter requires further clarification, please do not hesitate to contact the undersigned directly and we look forward to working with you on this project.

Yours sincerely

Andrew Darroch
Consultant Planner