



WALTER STREET MASTER PLAN



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EXECUTIVE SUMMARY

This report has been prepared By Architecture Urbaneia P/L on Behalf of Walter Street Developments ATF/Walter Developments Trust for the sites at 3-31 Walter street.

The Report aims to address issues which relate to the proposed increase in density of the site from the current R3 Medium Density zone with .9:1 FSR and height limit of 12 m to R4 High density with an overall maximum FSR of 1.5:1 with maximum of height limits of 7-8 storey.

We have undertaken Built Form comparison analysis of the existing neighbouring developments at no 2 Artarmon road known as the Mirvac Development as well as the recent Channel 9 court approved and recently exhibited scheme increasing the height limits to maximum of 12 storey with FSR to 1.5:1.

The proposed Draft Master plan establishes the existing and future built forms around the local to establish a conforming built form which is the direct result of sound environmental analysis. The proposed Master plan with Higher density will deliver a better Residential Amenity than the existing R3 built forms which will generally run north south along the long axis facing east and west. The Master plan proposes upgrade of Walter street for best traffic outcome for the community at large in form of a VPA to be agreed upon.

The proposal seeks to widen Walter Street; improve the public domain areas through footpath regrade as well as a possible traffic light at Walter Street and Willoughby road T intersection. A Draft Traffic study of Walter street has been undertaken by The Transport Planning Partnership incorporating the current R3; channel 9 site with increase in density from 400-510 units as well as the proposed Childcare center for 225 children which is under assessment at present by council as well as the potential future increase in Density for Walter Street. The traffic assessment finds ‘that growth in the background traffic alone would result in the Walter Street intersection with Willoughby Road operating poorly. Additional development traffic arising from the redevelopment of Walter Street in accordance with the current R3 zoning for Walter Street as well as traffic from the Channel 9 site and the proposed Walter Street childcare center would trigger the need to upgrade of Walter Street intersection.’
The Draft Traffic Study/report forms part of this Draft Master Plan submission.

We have placed significant emphasis on analysing both the current built forms on the neighbouring Mirvac site which has 3;5 and 9 storey buildings as well as channel 9’s proposed amended master plan, and their current and future impacts on Walter Street to establish the best location for the proposed built forms. The solar study informs the presented Master plan with comparative built forms increasing the density whilst seeking to improve the environmental impact to the locality and the surrounding context. The Draft Master plan outlines different ways density can be increased along Walter street and proposes to forward fund and solve the present and future traffic congestion within Walter street and the T junction to Willoughby road.





1.0

THE SITE

1.1 THE SITE

METROPOLITAN CONTEXT PLAN

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

It is a majority residential area, with 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 in close proximity 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

CONTEXT
PUBLIC TRANSPORT & PARKING PLAN

TRAINS

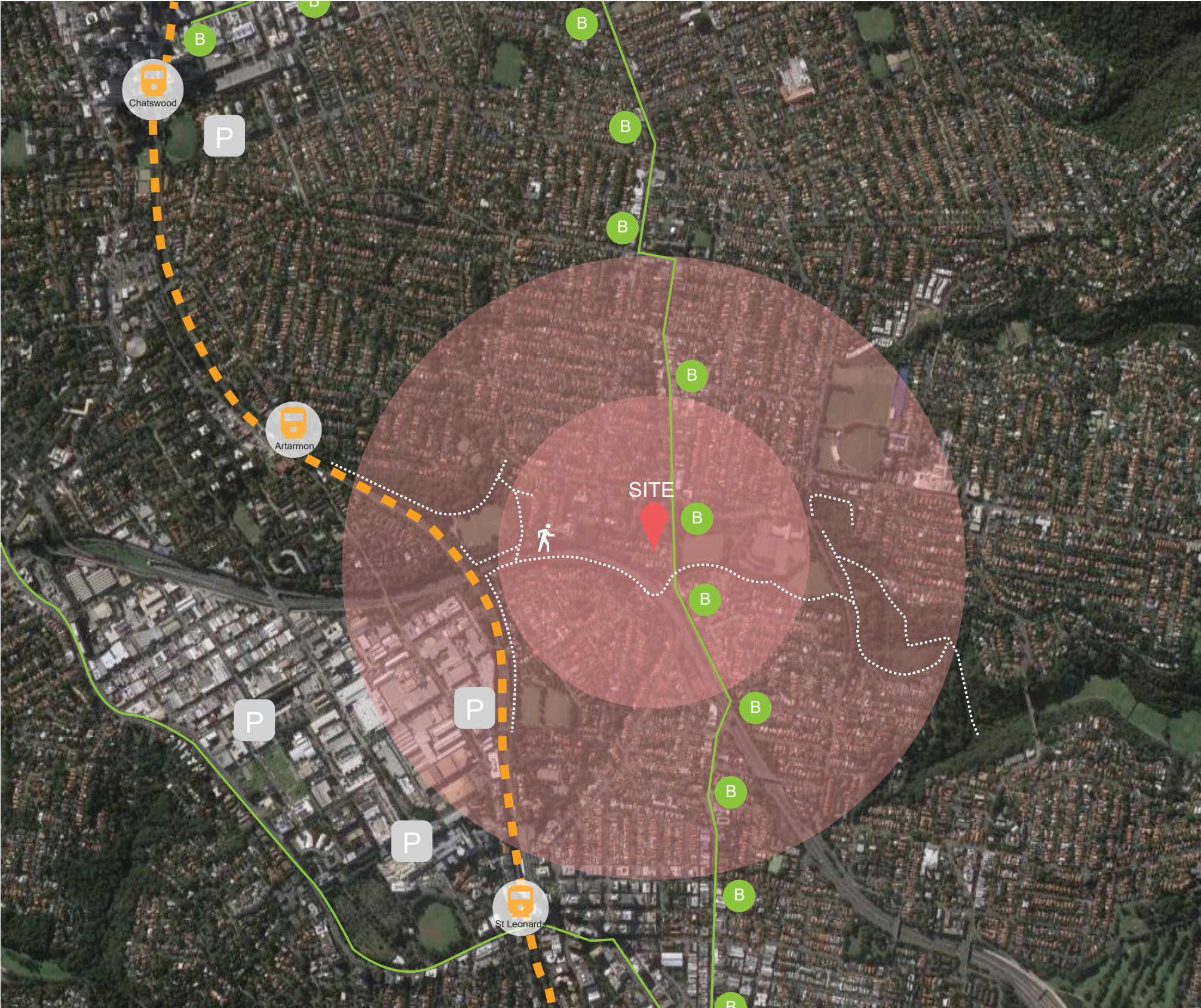
The site is located an approximately equal distance from St Leonards and Artarmon train stations, with St Leonards 1.7km away. Both stations are serviced by the T1 North Shore, Northern and Western Line.

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.

Key

-  Site
-  Bus
-  Train



1.1 THE SITE


CONTEXT
GREEN SPACE PLAN


Walter St and Willoughby Rd are directly connected to considerable green space, which is a focal point of the locality. Bicentennial Reserve Oval and Hallstrom Park are adjacent to Willoughby Rd and a few moment’s walk. The grounds are home to Incinerator Art Space and The Incinerator Cafe.

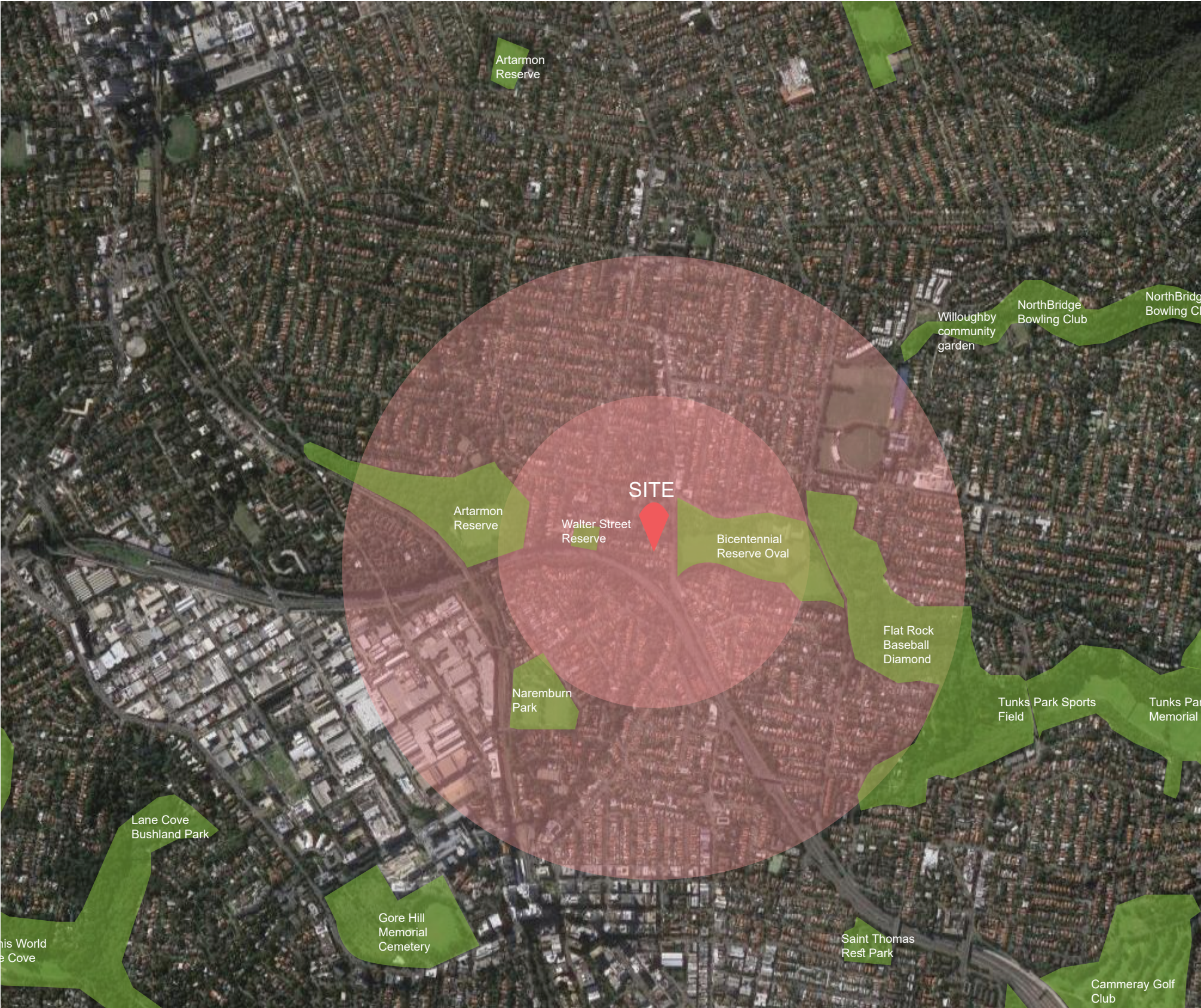
Further along the park is Willoughby Leisure Centre, North Sydney Netball Club and Flat Rock Baseball Diamond, providing considerable opportunities for sports and physical activities. Flat Rock Creek flows alongside this entire green zone.

Artarmon Reserve is located 1.6km away from Walter St. Naremburn Park is 1.4km away/

Key

 Site

 Open Space



1.1 THE SITE

CONTEXT CULTURAL PRECINCTS PLAN

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

CHATSWOOD CBD

Chatswood CBD is arguably North Sydney’s premier civic location, due to its combination of business and commercial opportunities, cultural areas and entertainment facilities. Victoria Ave begins at the Chatswood Interchange and is a pedestrianised avenue for culture and cuisine. It leads to The Concourse, Chatswood’s entertainment centre, and continues past Westfield Chatswood.

ARTARMON

Artarmon boasts a commercial district larger than Chatswood’s, offering a variety of large and small shopping opportunities.

LANE COVE & LANE COVE WEST

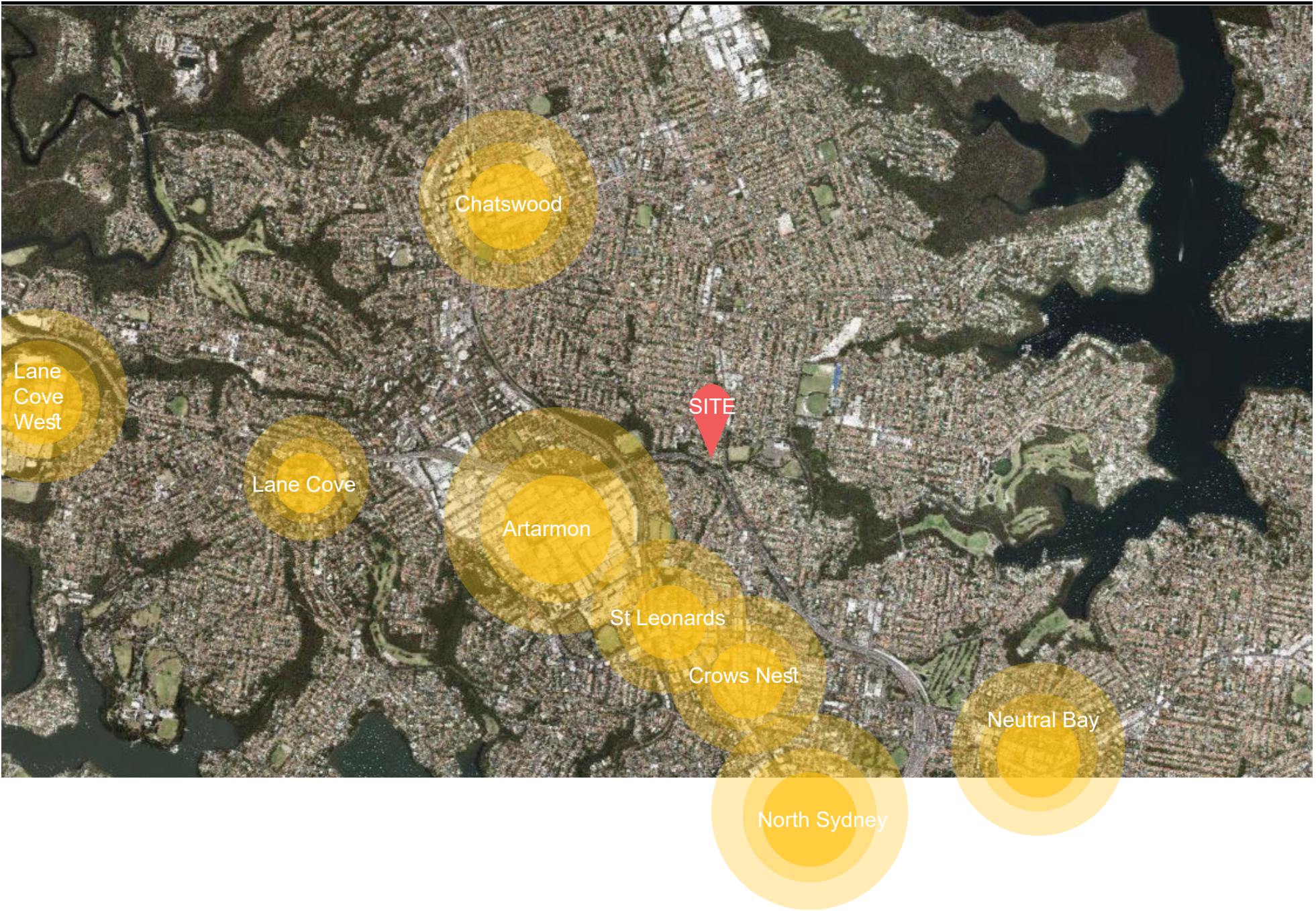
Lane Cove features an aquatic leisure centre and oval alongside its commercial district. Lane Cove West has a business park a short distance away.

CROWS NEST

A busy restaurant strip on Willoughby Rd sits behind the business CBD of Crows Nest and St Leonards.

NEUTRAL BAY

The green suburb of Neutral Bay winds down to the harbour past small streets and parks.



Key



Site



Precincts



Sydney
CBD

1.1 THE SITE

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 St Leonards, providing vehicular traffic and visitors. This intersection connects Willoughby to the greater roadways in and out of Sydney.

WARRINGAH FREE WAY

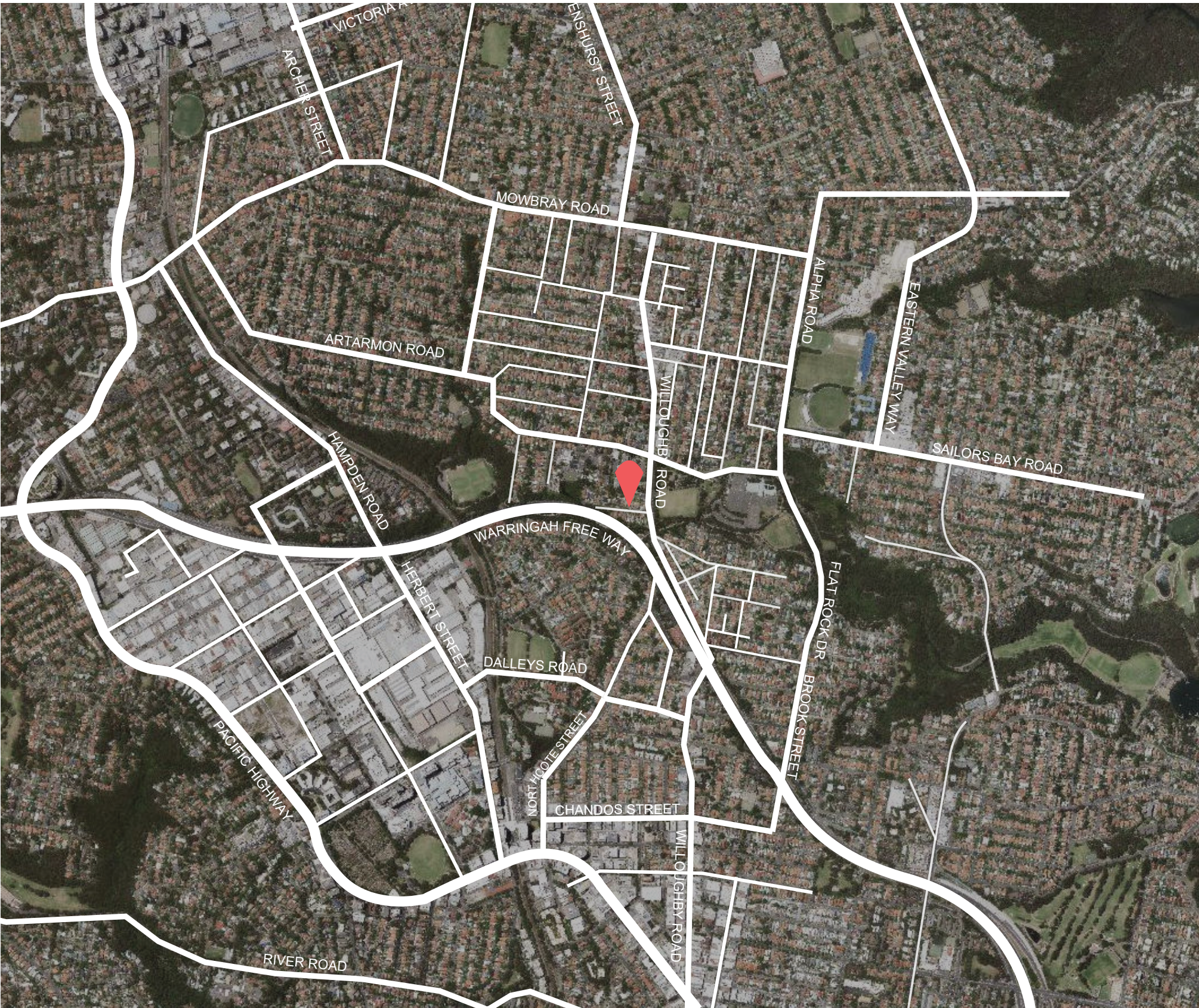
This major free way branches off the Pacific Highway after the Sydney Harbour Bridge and bends West, connecting North Sydney to the suburbs of Sydney’s North-West and passing right by Walter St.

WILLOUGHBY ROAD

Willoughby’s central North-South arterial road.

ARTARMON ROAD & CHANDOS STREET

Smaller roads but similarly important in the area.



1.1 THE SITE

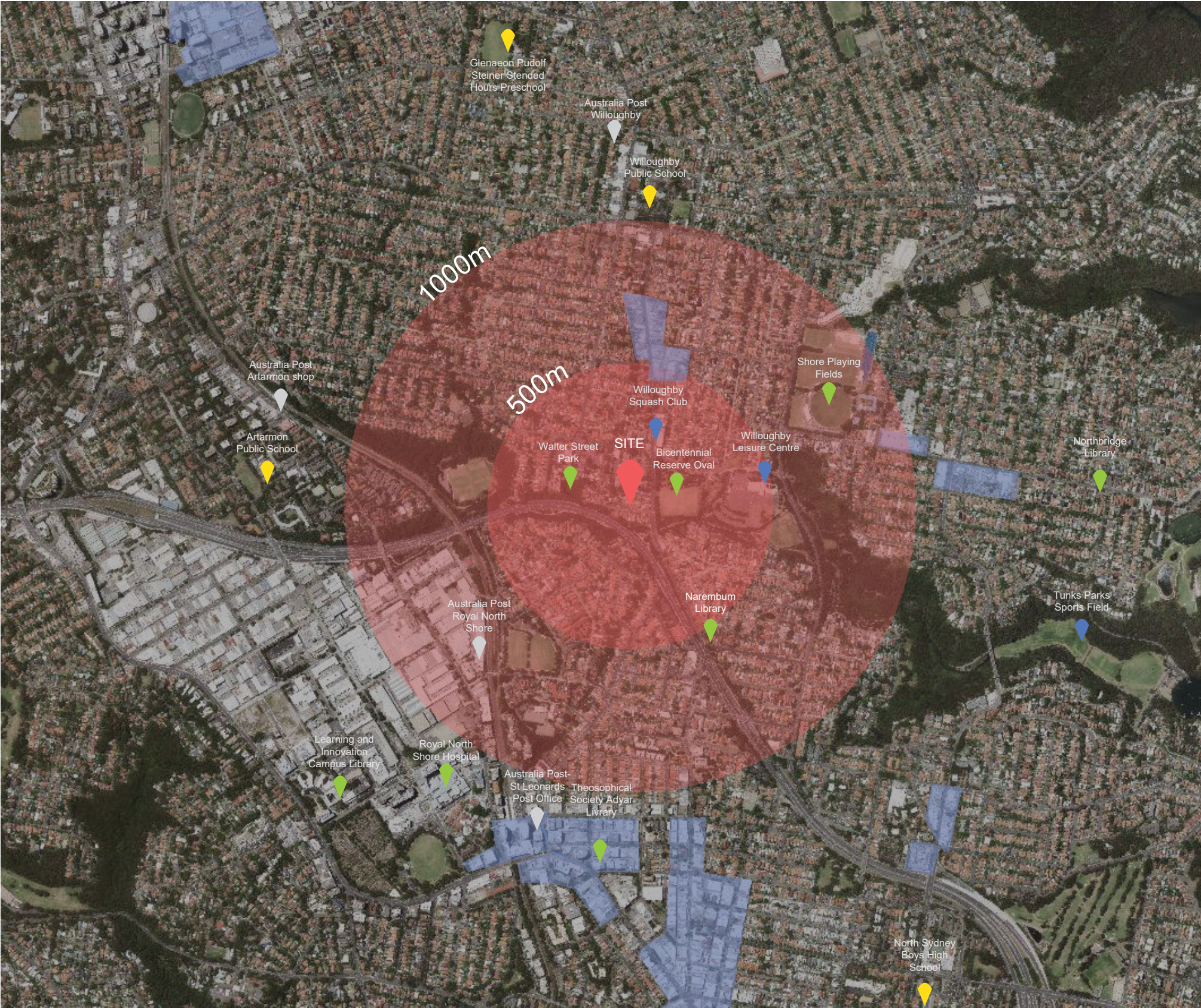
CONTEXT
LOCAL AMENITY PLAN

The site is located right in the centre of Willoughby and greater North 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 close.

Key

- Site
- Sports and Recreation Facilities
- Community Facilities
- Schools
- Post Office
- Retail Centres



1.1 THE SITE

DEVELOPMENT PRECEDENTS IN WILLOUGHBY LOCALITY

A number of developments in the Willoughby locality have been proposed recently. They provide a context for development and will be referenced in regard to 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

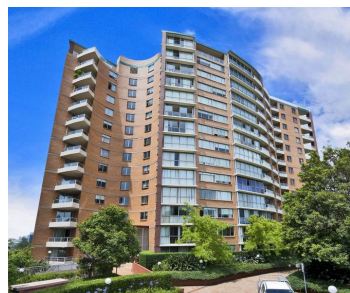


C. ALBERT AVE, ARCHER ST, JOHNSON ST & ORCHARD RD, CHATSWOOD

Land Use Zone: Varies. B4 & R4

LEP height: Varies. 34m

LEP Floor Space Ratio: 1.7:1

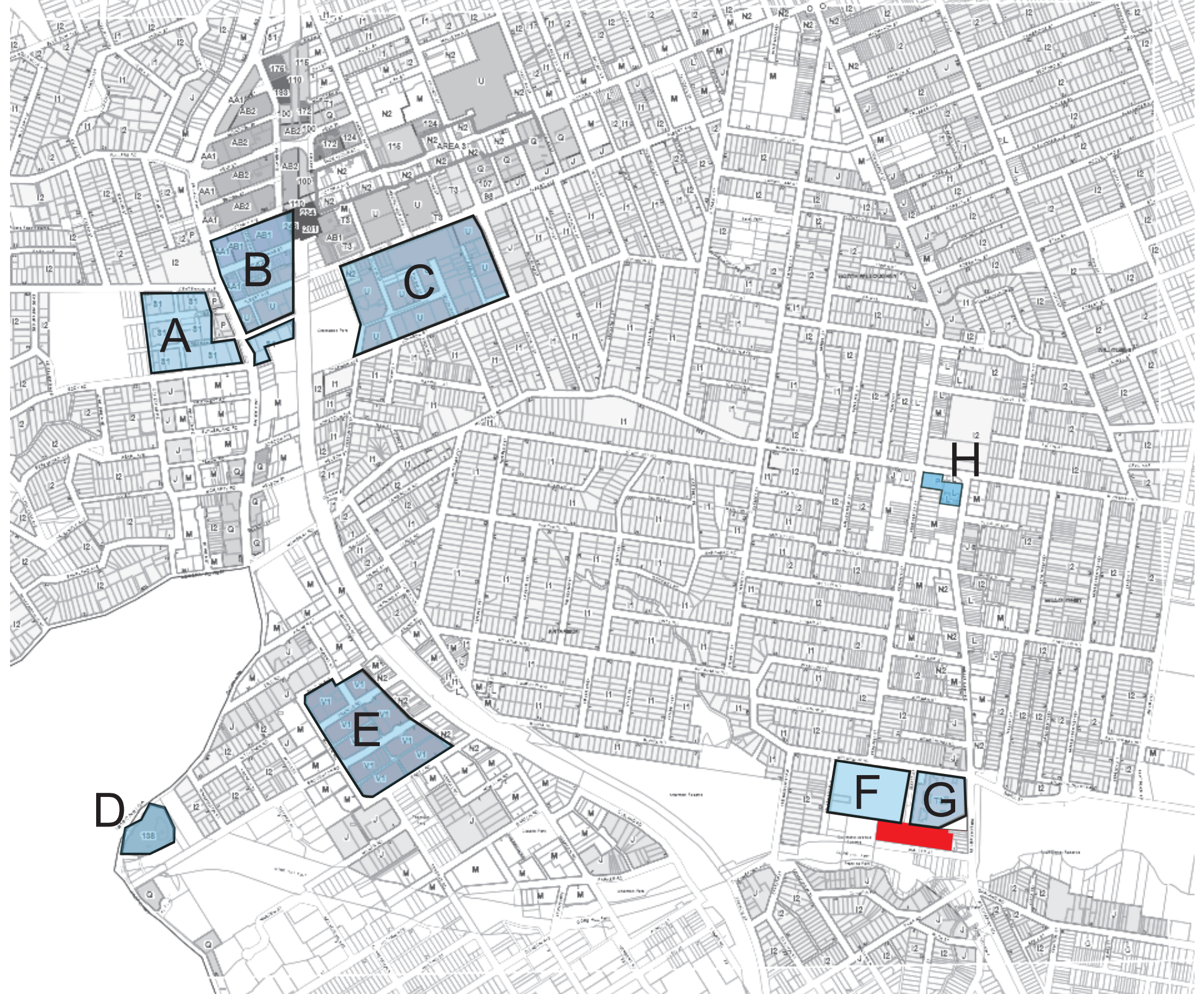


D. 421-473 PACIFIC HWY, ARTARMON

Land Use Zone: R4

LEP height: 138m

LEP Floor Space Ratio: 1.7:1



1.1 THE SITE

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

Approval:

Dwellings :400

Gross Floor Area: 35,886m²

FSR: 1.2:1

Height: Between 2 and 8 Storeys

Proposed:

Dwelling: 510

Gross Floor Area: 45,876m²

FSR: 1.5:1

Height: Between 4 and 12 storeys



G. CORNER OF WILLOUGHBY RD & ARTARMON ROAD, WILLOUGHBY

Land Use Zone: R4

LEP height: 27m

LEP Floor Space Ratio: 1:1

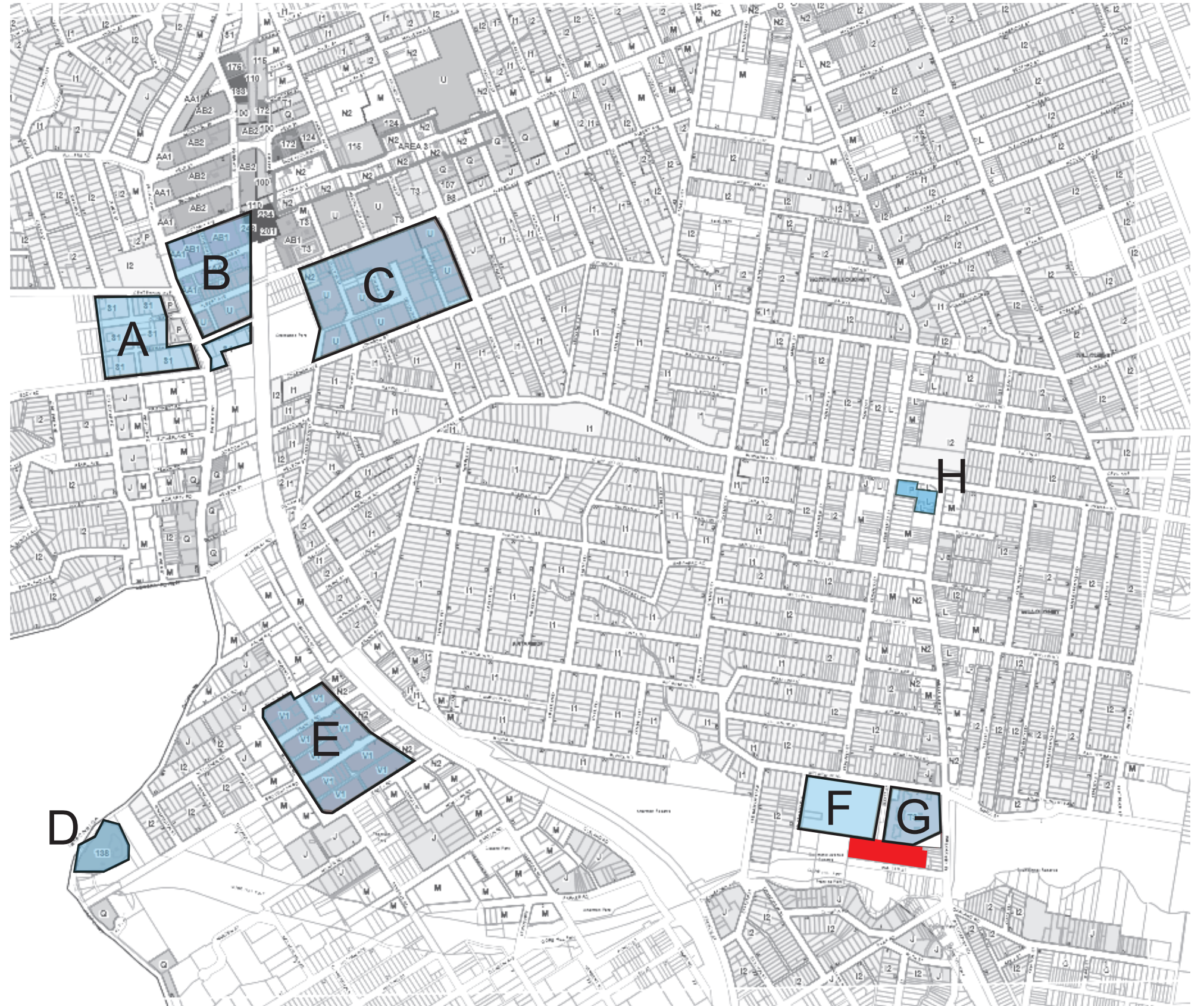


H. MOWBRAY ROAD & WILLOUGHBY ROAD, WILLOUGHBY

Land Use Zone: B5

LEP height: 18m

LEP Floor Space Ratio: 2:1



1.1 THE SITE

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

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

The proposed development will amalgamate the residential properties of Walter Street, from No. 3 to No. 31.

No. 1 Walter St is the only Walter St lot not included in the proposal, as it is part of a separate development application for a proposed child-care centre.

The residential lots of No. 450 to 460 Willoughby Road, seen here to the South of No. 462 and on the corner of Walter St and Willoughby Road, are subject to the same childcare centre development application as 1A Walter St. They are not included in the proposal.

The proposal seeks to have the included lots rezoned as R4 High Density Residential.



1.3 THE SITE

The area of the site is 12,265.3 m².

STREET FRONTAGES

The site has two street frontages. The majority of the included lots all front Walter Street, and both the site and the street are proposed to be redesigned. No. 462 Willoughby Road provides a link to the Walter Street sites at its rear, but has a considerable street frontage to the busy Willoughby Road.

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 siting proposed buildings.

NEIGHBOURING BUILDINGS

Upon redevelopment, the majority of Walter Street's remaining existing buildings will be on the South side of the street, these being No. 2 to 18 in the SP2 zone. The corner properties of No. 450-462 Willoughby Road will be neighbours to the newly developed No. 3-13 Walter Street will remain part of this corner zone.

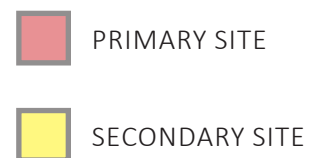
GREEN ZONES

Walter St has many densely vegetated zones. These are at the end of the cul-de-sac, the rear Northern boundary and the opposite South side. The proposed development aims to respect these zones and retain existing trees on the site, while introducing substantial new green zones.



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



1.4 SITE DESCRIPTION

CONTEXT



1.4 SITE DESCRIPTION

EXISTING SITE



1.4 SITE DESCRIPTION

EXISTING SITE



1.4 SITE DESCRIPTION

EXISTING SITE



Walter St opposite frontage, view West



Walter St opposite frontage, view East



450-454 Willoughby Rd



456-460 Willoughby Rd

1.5 SITE ANALYSIS

SITE CONSTRAINTS

EXISTING SITE

The existing site is entirely comprised of residential lots and houses. The corner block of lots are not included in this development as they are part of the recent application for a childcare centre.

TRAFFIC ALONG WALTER STREET

A development of higher density will increase vehicular movements along Walter Street.

EXISTING TREES

Dense collections of trees are generally located along the Northern boundary.

SIGNIFICANT SLOPE

The fall from the North-West corner to the South-West corner of the Walter Street lots is significant and will determine much of the siting.

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.

SUN DIAGRAM

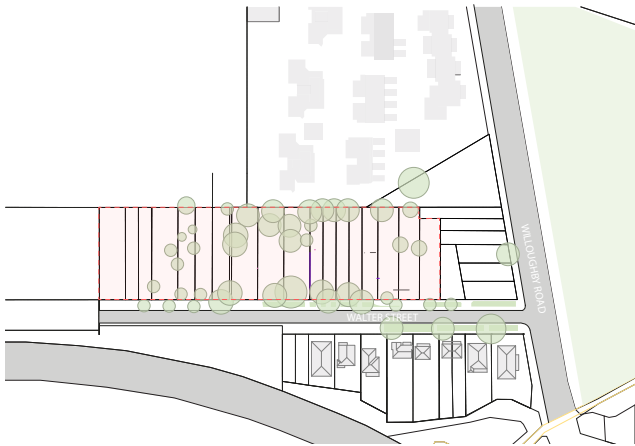
Walter street's Northerly aspect informs the best locations of any built forms, to maximize the solar access to any future development.



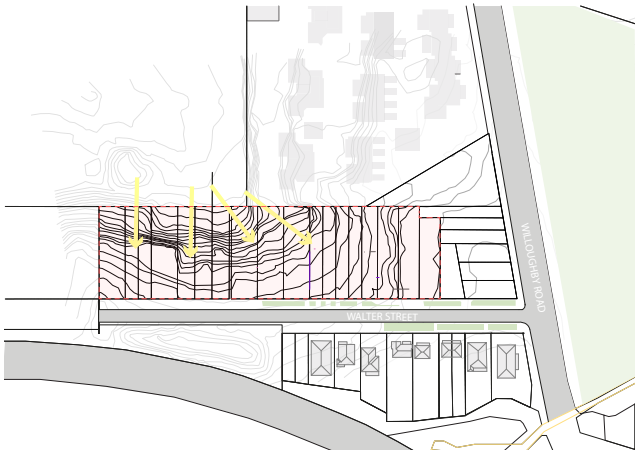
EXISTING SITE



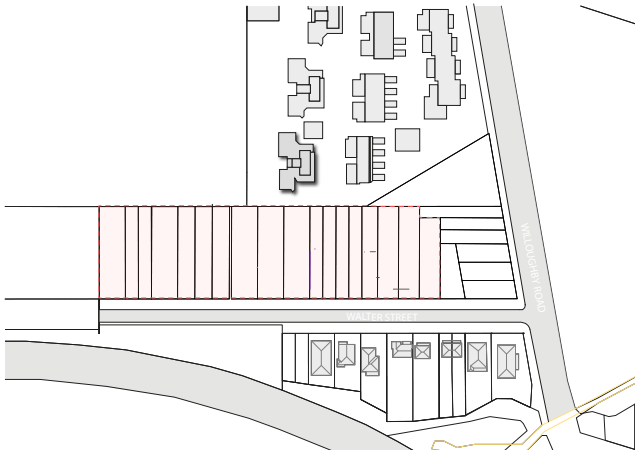
TRAFFIC ALONG WALTER STREET



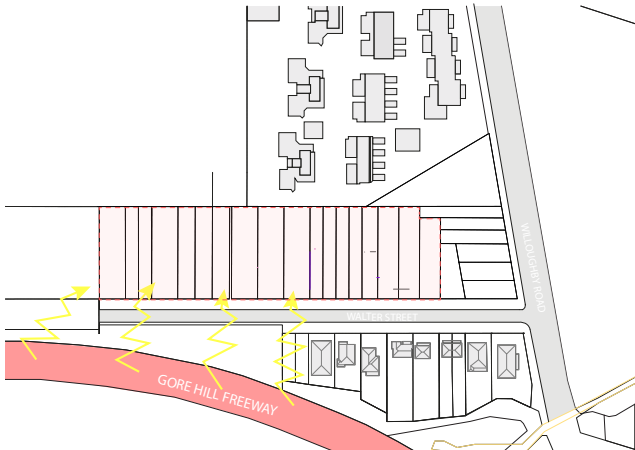
EXISTING TREES



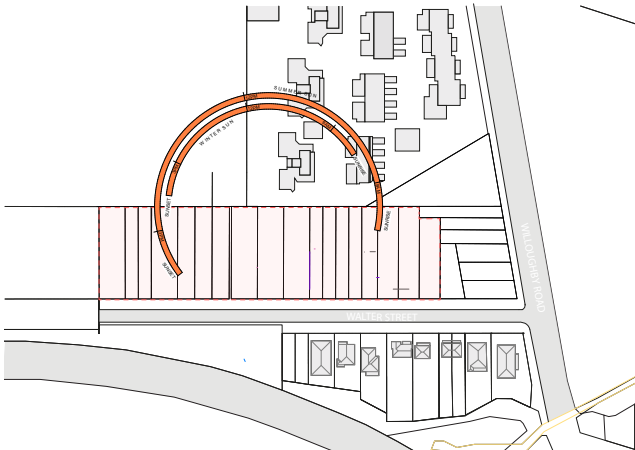
SIGNIFICANT SLOPE



SHADED BY SOME EXISTING BUILDINGS



VEHICULAR NOISE



SUN DIAGRAM

1.5 SITE ANALYSIS

SITE OPPORTUNITIES

ACCESS

Walter Street and public domain improvements will create a pedestrian-friendly roadway. A secondary connection to Willoughby Rd will be opened up via a new connection to the pedestrian and existing cycle ways.

COMMUNITY BENEFIT

A new bike track is proposed to connect Richmond Road to the west and existing bike track.

ROAD UPGRADE

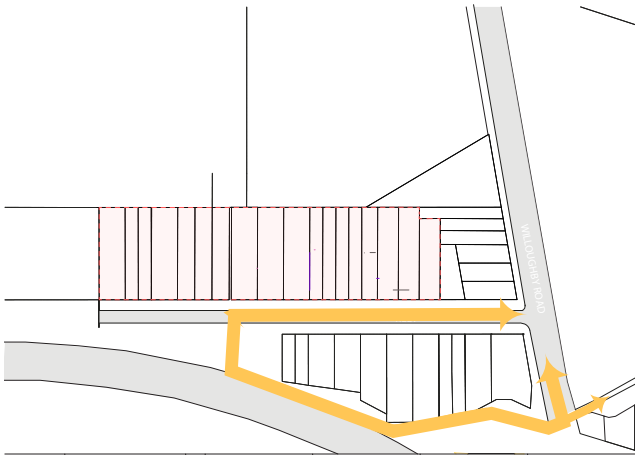
The proposed upgrades to Walter street and public domain areas will contribute directly to existing over-crowded single lane congested road way. The upgrade will provide a safe pedestrian zone by way of footpath upgrades and realignment. It is also proposed that a set of traffic lights be constructed for the Walter and Willoughby Road junction. The Draft Traffic Report is submitted. The traffic study forms part of the Proposed Master plan and Walter street upgrade.

VIEWS

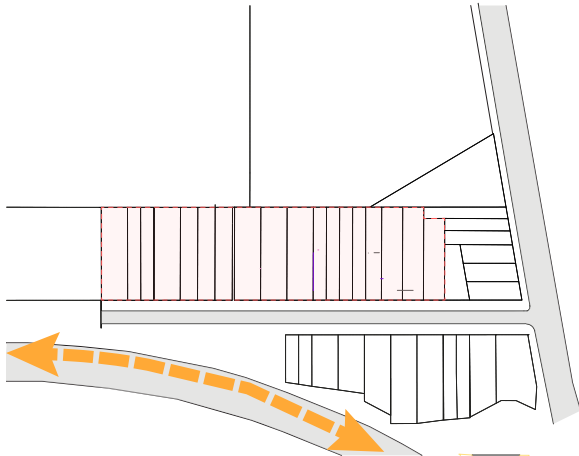
The site enjoys a Northerly aspect and views South towards Naremburn. It is considered that view-sharing principles will be maintained by the proposed Walter Street Master-plan.

SITE PERMEABILITY

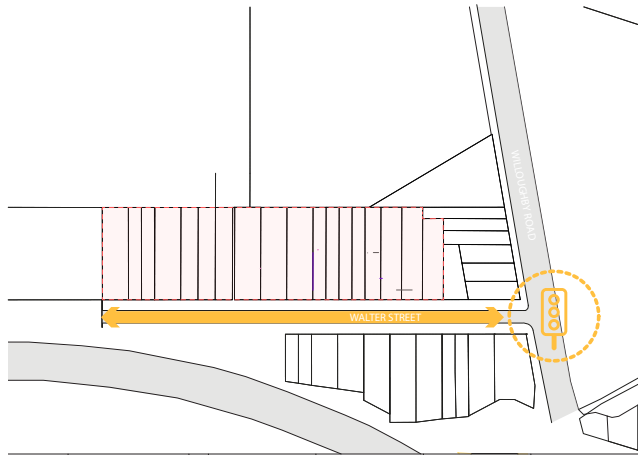
Opportunity to propose new buildings and landscape that makes the site permeable and walkable. Better site permeability also allows common areas to be shared by the residents across the site.



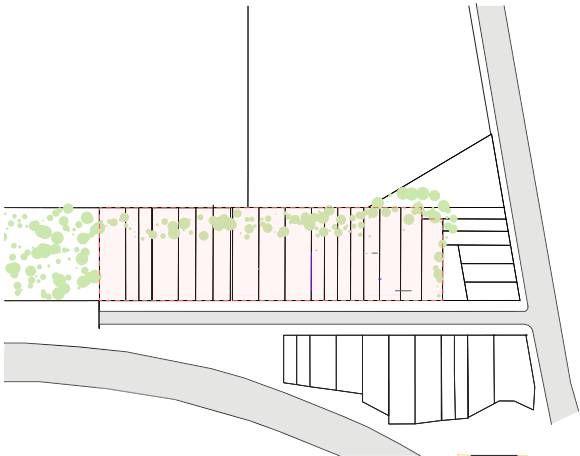
PEDESTRAIN & BIKE ACCESS



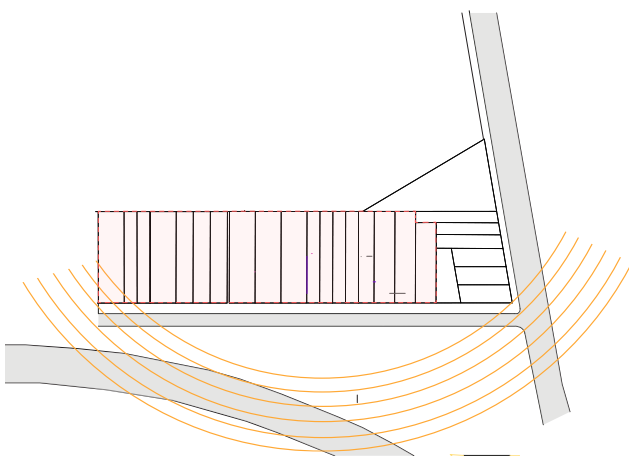
COMMUNITY BENEFIT - NEW BIKE TRACK



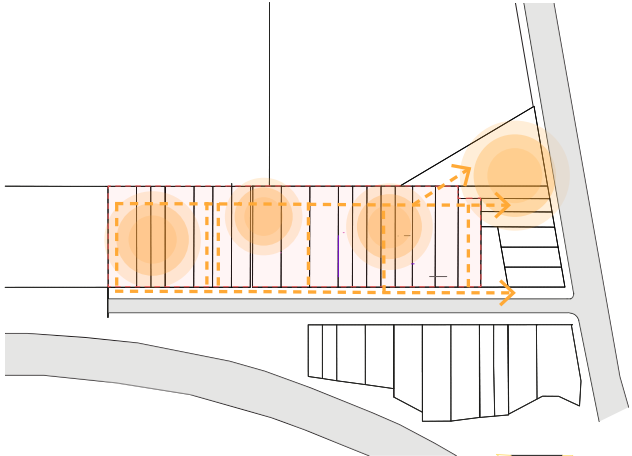
ROAD UPGRADE AND NEW TRAFFIC LIGHT



LANDSCAPE



VIEWS



SITE PERMEABILITY