



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 broad brush state wide strategies to the more immediate local planning context. The plans addressed in this section of the report are as follows:

1. Draft Sydney Metropolitan Plan
2. Sydney North Subregion Plan
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 in relation to all relevant levels of the planning hierarchy well into the future.





## 2.2 DRAFT SYDNEY METROPOLITAN 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 SYDNEY NORTH SUBREGION PLAN

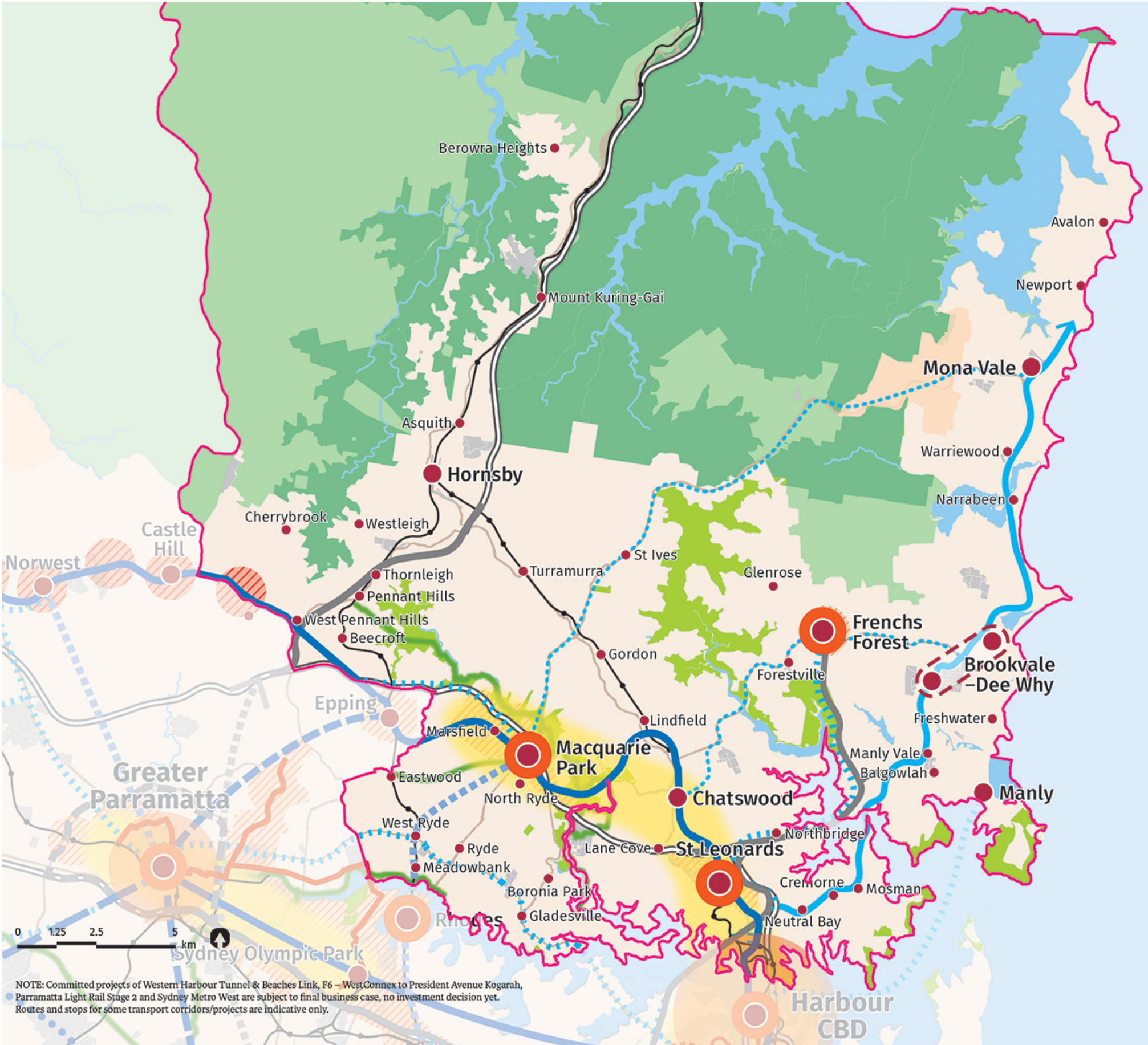
“The North District forms a large part of the Eastern Harbour City, and its economy leans to the Harbour CBD, which is the North District’s metro-politan centre. The Harbour CBD includes North Sydney and contains half a million jobs, making it the largest office market in the region.

The District’s strategic centres of Macquarie Park, Chatswood and St Leonards are part of the State’s greatest economic asset – the Eastern Economic Corridor – which contributed two-thirds of NSW’s economic growth in the 2015–16 financial year.”

Willoughby falls into the North Subregion. This subregion 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 subregion will offer a growing diversity of high amenity living and working environments.

Priorities for the North Subregion include:

- A competitive economy.
- Accelerate housing supply, choice and affordability and build great places to live.
- Protect the natural environment and promote its sustainability and resilience.





## 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 Council's affordable housing stock.

Willoughby City Council states that its Strategy is consistent with the Metropolitan Plan.



 <p><b>Town Centre</b></p> <p>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></p>	 <p><b>Investigation Areas for new Centres</b></p> <p>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></p>
 <p><b>Village</b></p> <p>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></p>	 <p><b>Enterprise Corridor</b></p> <p>Areas immediately around busy roads that connect centres, containing important commercial, retail and industrial activities. Often providing lower rent locations for start-up enterprises. <i>Parramatta Road and Princes Highway are Enterprise Corridors.</i></p>
 <p><b>Small Village</b></p> <p>Small Village centres are generally small sized concentrations of retail and other local services integrated with medium density residential, with public transport services. <i>Stannmore, Dulwich Hill Shopping Centre, Enmore Road Shops, Marrickville Station and Petersham.</i></p>	 <p><b>Green Corridor (indicative)</b></p> <p>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.</p>
 <p><b>Neighbourhood</b></p> <p>Neighbourhoods generally have local shops combined with low 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 taxis, 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></p>	 <p><b>Airport and Port Related Activities</b></p> <p>These lands contain important industries that support the major economic gateways of the Port and Airport.</p> <p><b>Heritage Items</b></p> <p>Heritage items shown are those identified in MLEP 2001 as heritage items or on the State Heritage Register.</p> <p><b>Open Space</b></p> <p>Local and regional parks, playgrounds and sportsfields.</p>
 <p><b>Stand Alone Shopping Centre</b></p> <p>Large managed retail centre, with supermarket, discount department store, specialty food and clothing. <i>Marrickville Metro.</i></p>	 <p><b>Strategic Bus Corridors</b></p> <p>New direct and frequent State Government bus services linking to Sydney CBD along Parramatta Road and along Illawarra Road, Victoria Road, Enmore Road and King Street.</p>
 <p><b>Focus for Renewal</b></p> <p>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></p>	 <p><b>Employment Lands</b></p> <p>Sites for light industry, which are generally small and isolated. These locations provide local production and services.</p>
 <p><b>Station Revitalisation Plans</b></p> <p>Draft Revitalisation Plans have been prepared for <i>Marrickville and St Peters Railway Stations</i> as Urban Strategy case studies.</p>	 <p><b>Strategic Employment Lands</b></p> <p>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.</p>
<p><b>Mixed Used Development Investigation Areas</b></p> <p>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</i></p>	<p><b>Shops, Restaurants and Services</b></p> <p>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.</p>



## 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.

