



# URBAN DESIGN REPORT

## 26 CRABBES AVENUE

Dickson Rothschild | Architecture Urban Design Planning Interior Design  
July 2019 | Project No. 19-024

Project Name: 26 Crabbes Ave, Willoughby

Project Number: 19-024

Document Name: Draft Urban Design Report

Date: 19.07.2019

Revision: A

Issued: For Lodgement

Cover images by Hyecorp Design  
in collaboration with Amglen

Do not scale off this report. Use figured  
dimensions only. Resolve discrepancies with  
The Architect before proceeding. Copyright  
of this report remains vested in Dickson  
Rothschild.

**Dickson Rothschild**  
DR Design(NSW)Pty Ltd  
65-69 Kent Street  
Millers Point NSW 2000

Phone +61 2 8540 8720  
ndickson@dicksonrothschild.com.au  
www.dicksonrothschild.com.au  
Nominated Architects Robert Nigel Dickson  
(5364) & Fergus William Cumming (7233)

# CONTENTS

<b>0. Executive Summary</b>	4
<b>1. Introduction</b>	5
1.1 Application Background	5
1.2 Site Background	6
<b>2. Site Analysis</b>	7
2.1 Sub Regional Context	7
2.2 Neighbourhood Context	8
2.3 Transport	9
2.4 Streetscape Context	10
2.5 Site Parameters	11
2.6 Opportunities and Constraints	12
<b>3. Urban Design Principles</b>	13
3.1 Design Principles - Site Compatibility Stage	13
3.2 Additional Design Principles - DA Stage	15
<b>4. The Master Plan</b>	16
4.1 Master Plan Overview	16
4.2 Height	17
4.3 Setbacks	18
4.4 Public Domain	19
4.5 Shadow Diagrams	20
<b>5. Key Design Elements</b>	22
5.1 Penshurst Street Interface	22
5.2 Crabbes Avenue Interface	23
5.3 Heritage Conservation Area Interface	28
<b>6. Conclusion</b>	31



# 0 Executive Summary

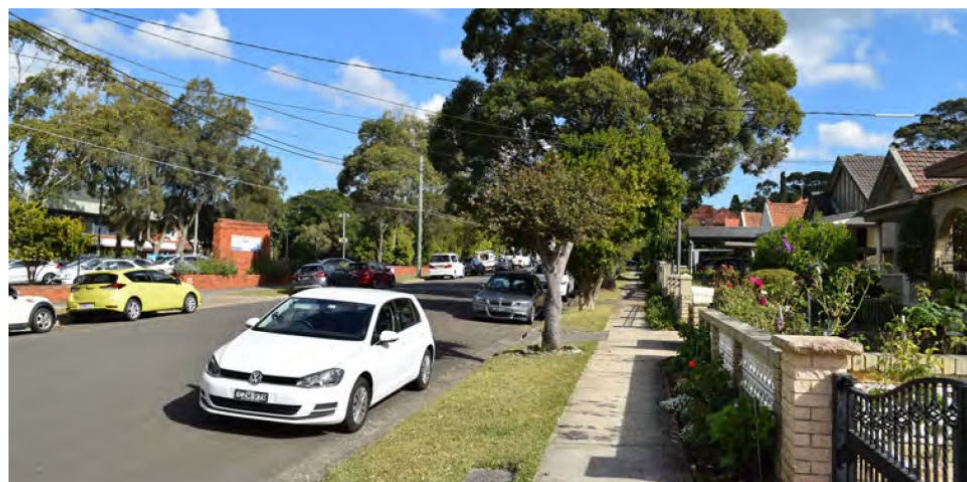
This Urban Design Report has been prepared by Dickson Rothschild on behalf of Hycorp Property Group to accompany a Development Application to be submitted to Willoughby City Council.

The proposed development is for a seniors living development comprising independent living units, a residential aged care facility and a residential flat building with ground floor shops in conjunction with the redevelopment of Club Willoughby.

The report provides an analysis of the wider and immediate context, describes the proposal and evaluates the urban design merits of the proposal. This report also addresses how the proposal achieves the key design requirements set out by the relevant Site Compatibility Statement for the site.



View of existing vehicular entry to subject site from Crabbes Avenue




View south west towards the site from Crabbes Avenue



Site Location (Source: Nearmap)

### Legend

 Subject Site



# 1 Introduction

## 1.1 Application Background

The application for a Site Compatibility Certificate for 26 Crabbes Ave, North Willoughby - State Environmental Planning Policy (Housing for Seniors or People with Disability) 2004 was approved on 30 August 2018.

The redevelopment of the Club Willoughby landholdings includes developing a new entertainment and recreational Club facility retained on the site with seniors housing and residential aged care behind.

The concept master plan set out the design principles including building height, open space location, building separations and building setbacks.

The certificate sets out a number of requirements to be achieved by the development application. The final layout, building construction and on-site facilities of the development are subject to the resolution of issues relating to:

1. Building height, bulk and scale, including:
  - a) a maximum floor space ratio of 1.35:1 over the entire site;
  - b) a transition of building heights from 5 storeys at the centre of the site, graduating down to 3 storeys and 2 storeys at the north, east and south boundaries;
  - c) supporting information to clarify how the equivalent metre notations match the proposed storeys for building heights across the site;
  - d) building height to be measured in relation to the RL of the building- the vertical distance from the Australian Height Datum to the highest point of the building; and
  - e) setbacks as indicated on GMU's concept master plan of the site compatibility certificate application
2. Traffic, parking provisions, vehicular access arrangements, accessibility of service vehicles;
3. Arborist report detailing existing trees. Trees to be removed/retained/ replaced and proposed landscaping;
4. Drainage, including a storm water plan incorporating on-site detention and water quality measures; and
5. Provision of suitable public open space with public access.



Source: 243-255 Penshurst Street, Willoughby. Concept Master Plan for Site Suitability Certificate. GMU. 20 December 2017



# 1 Introduction

## 1.2 Site Background

The subject site is located North Willoughby.

It has a dual street frontages to Crabbes Avenue and Penshurst Street.

The Club site is currently occupied by Club Willoughby including surface parking and bowling greens. There is an outdoor ANZAC memorial located on the grounds near Penshurst Street.

### Site Attributes

Locality: Willoughby LGA

Site Area: 13,789m<sup>2</sup> (Site 1) & 1,164m<sup>2</sup> (Site 2)

Lot and DP: Lots 4-11 Sec C DP. 6291; Lot 1 DP. 950651; Lots 1 & 2 DO.950652, Lots A & B DP438684 & Lot B DP. 364487

### Site 1 Planning Controls Summary - Willoughby LEP 2012

Land Use Zoning: RE2: Private Recreation; R2: Low Density Residential

Height of Buildings: 8.5m (R2 lot) N/A (RE2)

Floor Space Ratio: 0.4:1 \* (R2 lot) N/A (RE2)

Heritage Affected: Nil

Directly adjoining the Club site to the north fronting Penshurst Street is 251-255 Penshurst Street (Lot 100 DP 858335 and Lot A & B DP 23465). The site is currently occupied by two storey retail/shoptop housing buildings.

### Site 2 Planning Controls Summary - Willoughby LEP 2012

Land Use Zoning: R3: Medium Density Residential

Height of Buildings: 12m


Floor Space Ratio: 0.9:1

Heritage Affected: Nil



Site Location (Source: Nearmap)

#### Legend

 Subject Sites



## 2 Site Analysis

### 2.1 Subregional Context

The locality is characterised by a mix of low to medium density development. Building heights range from 1 to 5 storeys generally with denser, higher built forms generally located along the key corridors of Penshurst Street and Victoria Avenue.



To the east of the site is an established low scale residential area with a mix of historic and contemporary homes of one and two storeys.

To the west of the site across Penshurst Street is an area dominated by medium density and residential flat building development typically ranging in height from 1-4 storeys.

Density and height increases substantially towards Chatswood Town Centre.



#### Legend

-  Subject Site
-  500/1000/1500m Catchment Area



## 2 Site Analysis

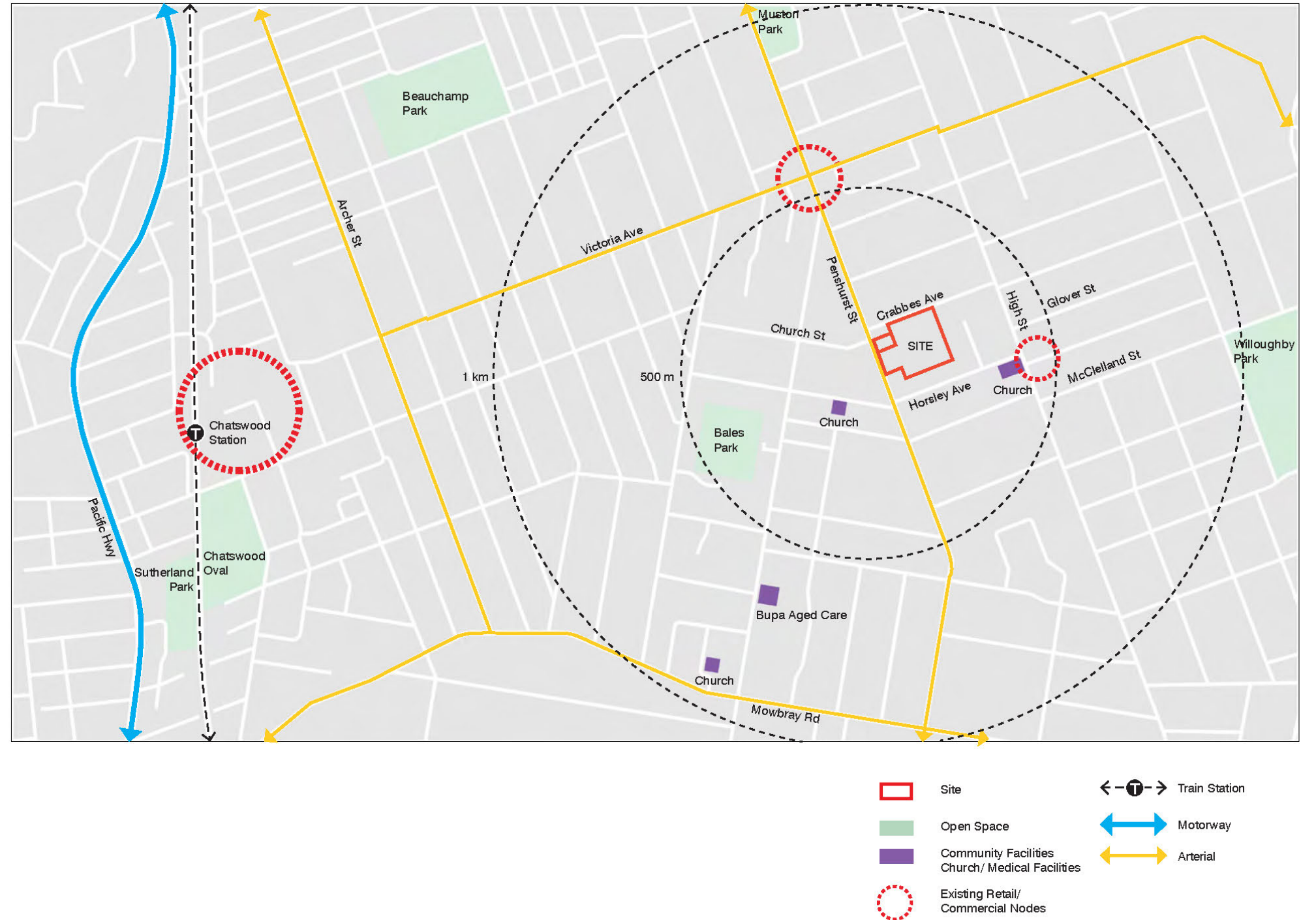
### 2.2 Neighbourhood Context

The site is located in a high amenity neighbourhood with local neighbourhood hubs at the intersection of Penshurst Street and Victoria Avenue and at High Street between Glover Street and McClelland Street.

Penshurst Street Victoria Avenue density and heights increase to 2-5 storeys with shoptop housing buildings having a substantial presence within the street. The Willoughby is a visually prominent local landmark.

The local neighbourhood centre at High Street has a lower scale of 1-2 storeys.

The site is just over 1 km bicycle or bus ride to Chatswood Town Centre.





## 2 Site Analysis

### 2.3 Transport

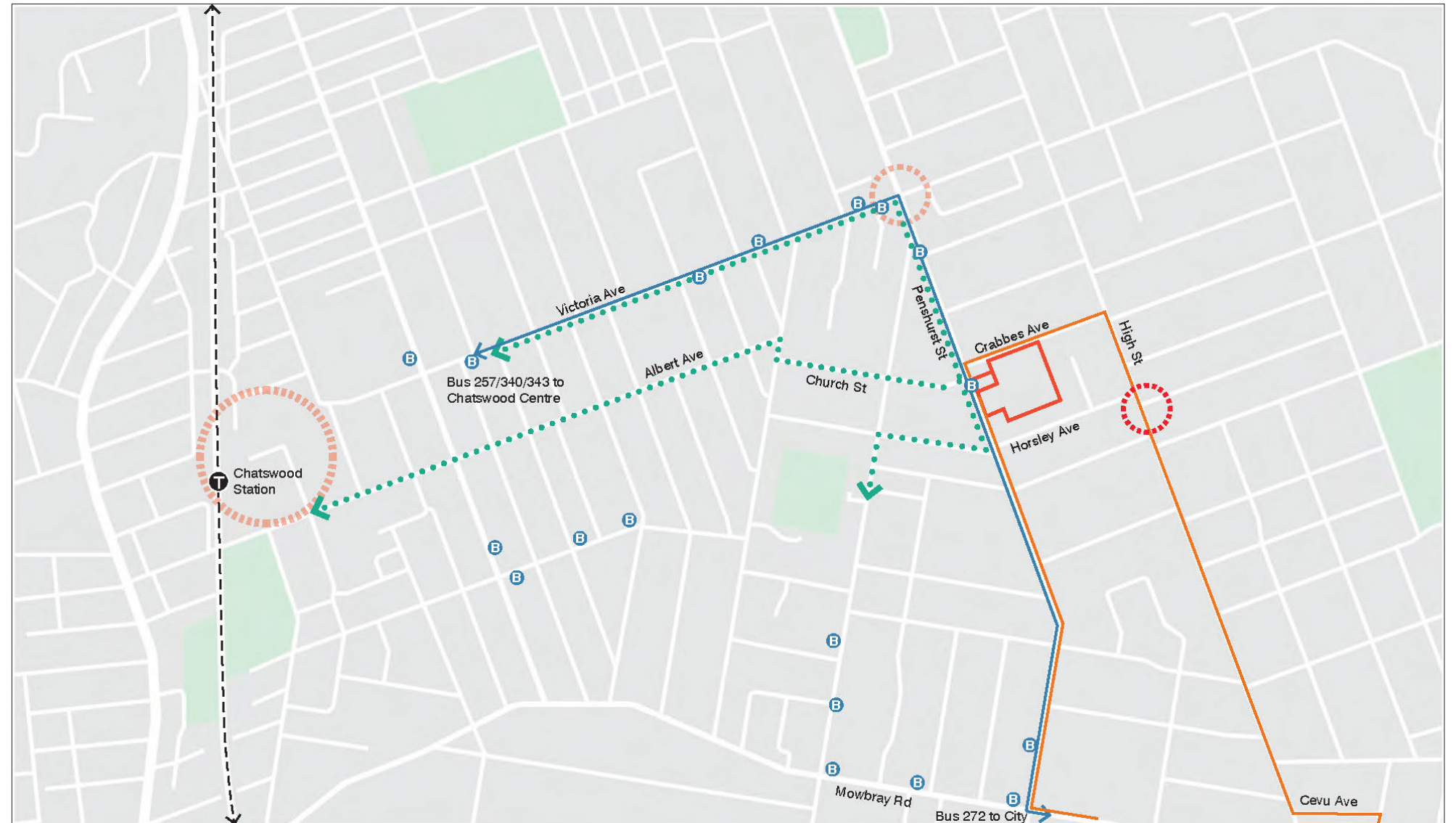
The Site is well accessed by public transport and includes amenities within walking distance.

There are several bus stops. Bus routes surrounding the Site include the 257/340/343 to Chatswood centre, the 272 to Wynyard Station and the M40 between Chatswood and Bondi Junction.

Local shops and services at Victoria Avenue and High Street are within easy walking distance.

The core of Chatswood town centre is a moderate 15-20 minute walk.

The site is also well connected to the local, subregional and regional road network. It is less than a 15 minute drive to the Sydney CBD



#### Legend

-  Subject Site
-  Bus Stop
-  Bus Routes
-  Driving Routes to CBD
-  Walking Routes to CBD



## 2 Site Analysis

### 2.4 Streetscape Context



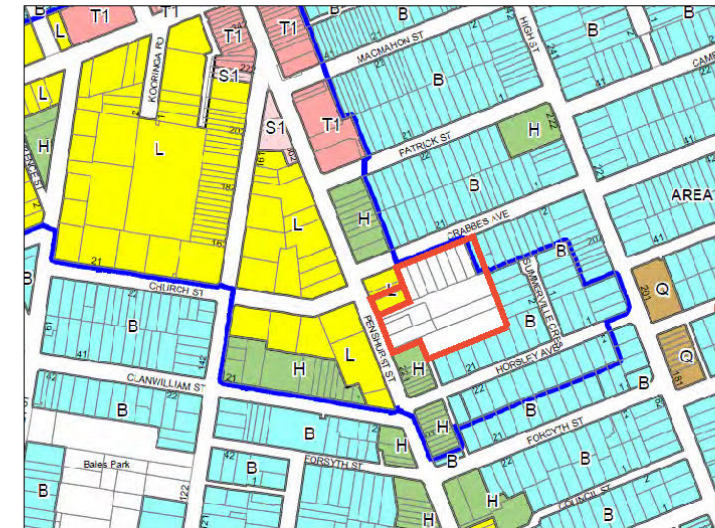
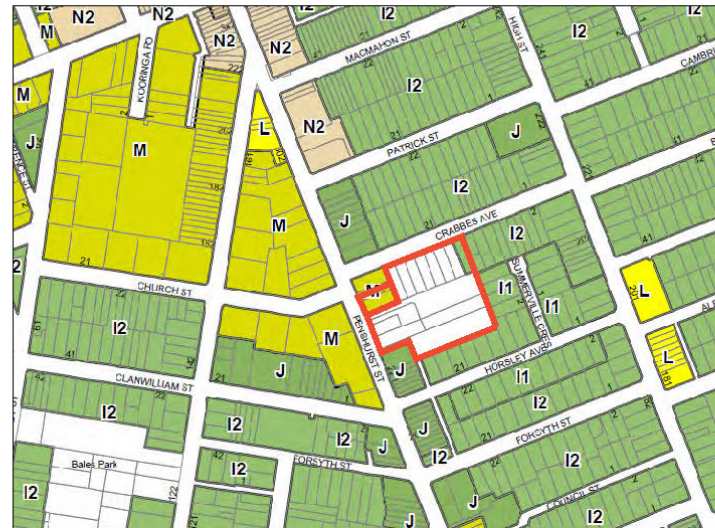
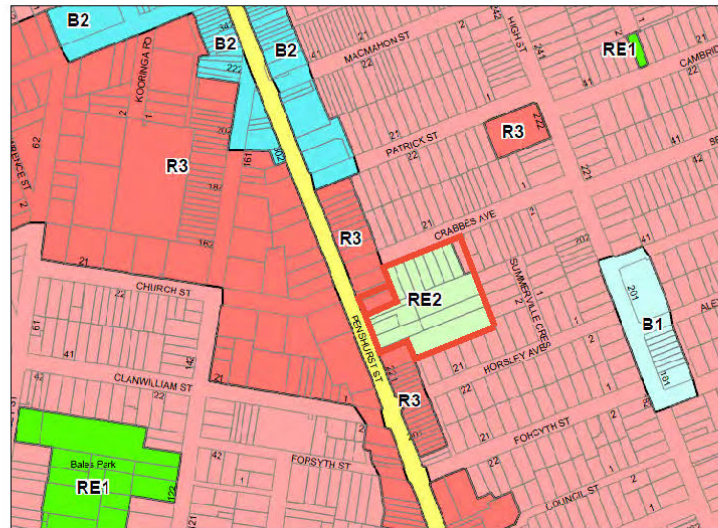


## 2 Site Analysis

### 2.5 Site Parameters

The area's zoning generally reflects the existing land use patterns and densities in the area.

To the south east of the site is the Horsley Avenue Heritage Conservation Area. To the south west of the site is a cluster of heritage listed buildings.



#### Land Zoning

B1	Neighbourhood Centre
B2	Local Centre
B3	Commercial Core
R2	Low Density Residential
R3	Medium Density Residential
R4	High Density Residential
RE1	Public Recreation
RE2	Private Recreation
SP1	Special Activities
SP2	Infrastructure

#### Height of Buildings

I1	8
I2	8.5
J	9
L	11
M	12
N1	13.5
N2	14
O1	15
O2	15.5
P	18
Q	20

#### Floor Space Ratio

A	0.25
B	0.4
C	0.45
D	0.5
F	0.6
G	0.65
H	0.7
L	0.9
N	1
O	1.1
Q	1.3
R	1.4
S1	1.5
S2	1.7
T1	2

#### Heritage

	Conservation Area - General
	Item - General
	Item - Archaeological
	Item - Landscape



## 2 Site Analysis

### 2.6 Opportunities and Constraints

A summary of the site's opportunities and constraints are listed below.

#### Opportunities

Walking distance to local centre and amenities

Access to public open space

Close proximity to Chatswood

Retention and Improvement of RSL

Landscape features

Dual street frontage

Northern aspect

Potential pedestrian links

#### Constraints

Lower scale context

Fine grain built form character

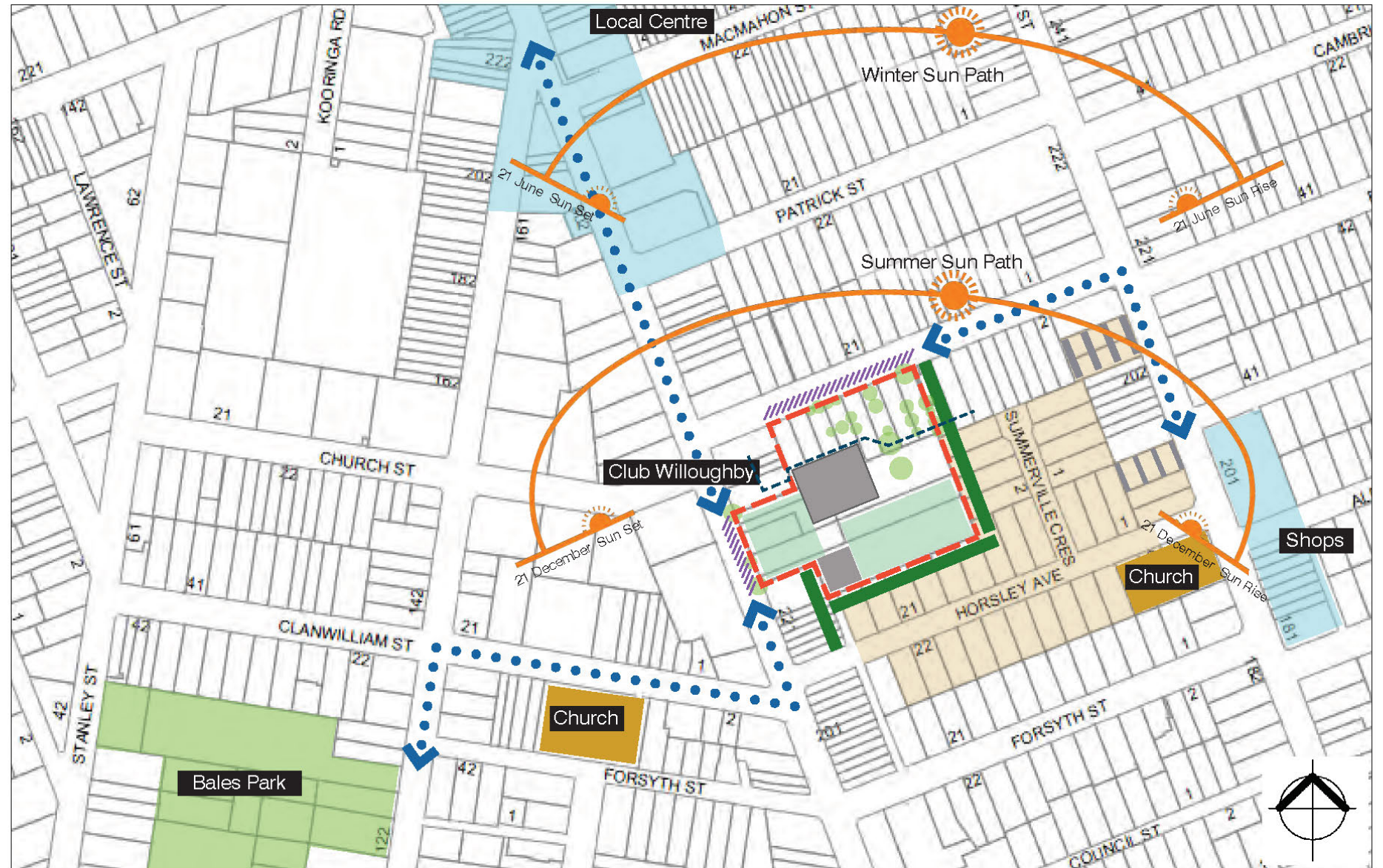
Private backyards and windows facing the site

Heritage items and conservation area

Sloping topography

Existing east-west sewer easement

Existing trees



Legend



Subject Site



RSL Building



Street Frontage



Local Centre



Local Amenity



Public Open Space



Walkability



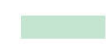
Heritage Conservation Area



Heritage Item



Private Open Space in Neighbouring Property



Existing Playing Field



Easement Sewer Line



### 3 Urban Design Principles

#### 3.1 Design Principles - Site Compatibility Stage

The following key design principles were established as part of the Concept Master Plan (GMU, 2017) undertaken for the Site Compatibility Statement for the subject sites.

These principles have been realised in the proposed concept design and any variations are then detailed at Section 3.2.



Provide 'fine-grain' built form with large landscaped setbacks to Crabbes Avenue and the eastern and southern boundaries responding to the existing lower scale residential character and conservation area.



Locate taller built form at the centre of the site, mitigating potential visual and amenity impacts on surrounding residential properties.



Provide a new local park together with new War Memorial civic space to face Crabbes Avenue.



Provide internal green landscaped open spaces and rooftop gardens to maintain the leafy residential character.



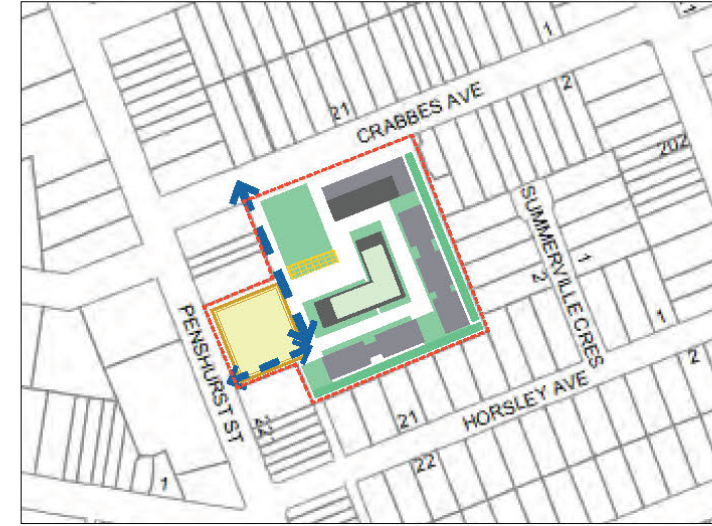
### 3 Urban Design Principles



Locate main vehicular entry from Crabbes Avenue with all parking in the basement.



Provide new Club facilities with active frontages facing Penshurst Street.



Provide a potential link through to the new War Memorial and community park, increasing the permeability through the site.



Retain existing trees on site where possible, subject to further study.

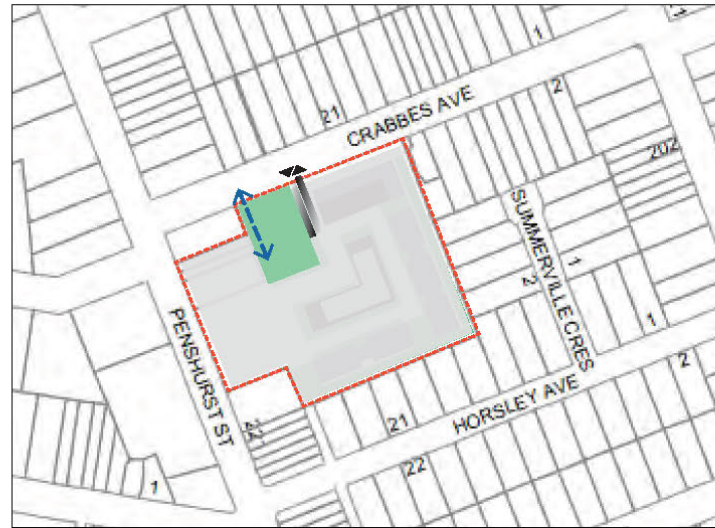


### 3 Urban Design Principles

#### 3.2 Additional Design Principles - DA Stage

Urban design principles for the proposal have been tested and refined to further improve the design quality of development. In particular the relationship of vehicles and pedestrians has been improved by consolidating the vehicular entry and exit to the site, better segregating vehicles and pedestrians, and increasing pedestrian links and pedestrian priority on the site.

These urban design principles are described below.



Consolidate driveway to one footpath interruption and locate all vehicular circulation below ground to:

- Limit visual impacts
- Minimise acoustic impacts
- Better connect new public open space to surrounds by eliminating internal road that somewhat isolated the park
- Locate main pedestrian links to site well away from the vehicular access
- Ensure no conflicts between key pedestrian links to the park/war memorial and vehicular areas
- Maximise pedestrian amenity and safety within the site



Provide an additional accessible pedestrian link connecting Legion Way with RSL, new Public Park, War Memorial and Crabbes Avenue to:

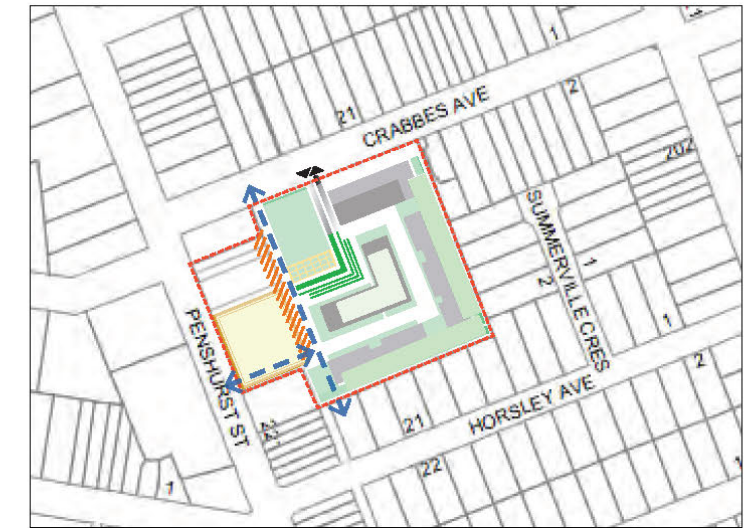
- Increase pedestrian permeability and accessibility
- Enhance connectivity from the surrounding streets to the war memorial



Ensure open spaces along the eastern and southern boundaries are passive spaces with strong landscape including large trees to mitigate potential amenity impacts on adjoining neighbours.

Provide continuous, secure pedestrian access route (residents and designated visitors) between buildings and away from the site boundaries.

Ensure new park to be landscaped, relatively passive space appropriate for quiet contemplation of the ANZAC memorial, avoiding play equipment and large open expanses suited to sport.



Encourage casual surveillance of the park and provide uses at ground level such as outdoor seating to achieve an animated village character to the park edge and pedestrian link.



## 4 The Master Plan

### 4.1 Master Plan Overview

#### 4.1.1 The Proposal

The proposal comprises the following:

- The redevelopment of the existing Club Willoughby (RSL) in a three storey building fronting Penshurst Street
- Independent Living Units (ILUs) in 3 buildings (Building A, B and C)
- A Residential Aged Care Facility (RACF)
- A residential flat building (RFB) with ground level retail/commercial spaces fronting Penshurst Street
- A new public park with a northern aspect facing Crabbes Avenue.
- Two (2) publicly accessible through site links
- Secure communal open spaces and recreational facilities for site residents
- All vehicular manoeuvring and car parking below ground accessed from Crabbes Avenue
- An underground Port-cochere servicing the ILUs, RACF RFB and RSL
- Segregated parking for each use and including visitors parking
- An FSR of 1.31:1

#### 4.1.2 Urban Design Outcomes

The urban design principles work together with the architectural design and planning priorities for the site to form an integrated development that achieves the following key qualities:

- An inclusive, connected and diverse community with different types of residential uses and complimentary uses including neighbourhood shops, the RSL and an expanded public domain including the new public park and through site links
- True pedestrian priority with a ground plane that is free of vehicles and where public, semi-public and private access is clearly defined.
- Full accessibility for the site where site levels have been carefully considered.
- Robust landscape character with the elimination of significant areas of surface car parking and new landscape throughout the site.
- A spatial relationship of proposed built forms and open spaces that responds sensitively to its immediate context.
- Privacy for adjoining neighbours through setbacks, building layout, landscape and privacy treatments.
- A scale compatible with the local context where taller forms are setback from the site boundaries.
- High quality materials and finishes which are compatible with the local character while seeking not to mimic historic forms.
- An inviting series of spaces which maintain the important cultural and historic value of the RSL and where the RSL and war memorial are given pride of place within the site.



Landscape Master Plan - Source: Site Image



## 4 The Master Plan

### 4.2 Height

The proposed building heights achieve compatibility with their immediate surrounds and a transition up in scale is managed within the site with five storey elements well setback from the edges of the site.

Club Willoughby (RSL) is proposed at three storeys. The proposed floor-to-floor heights are 4.2-4.5 m to create high amenity spaces. The overall height of the building is consistent with the four storey residential flat buildings (RFBs) within Penshurst Street including those immediately across the street. The height of the RSL is stepped down at this southern edge to transition to the lower scale 2-storey residential building adjacent.

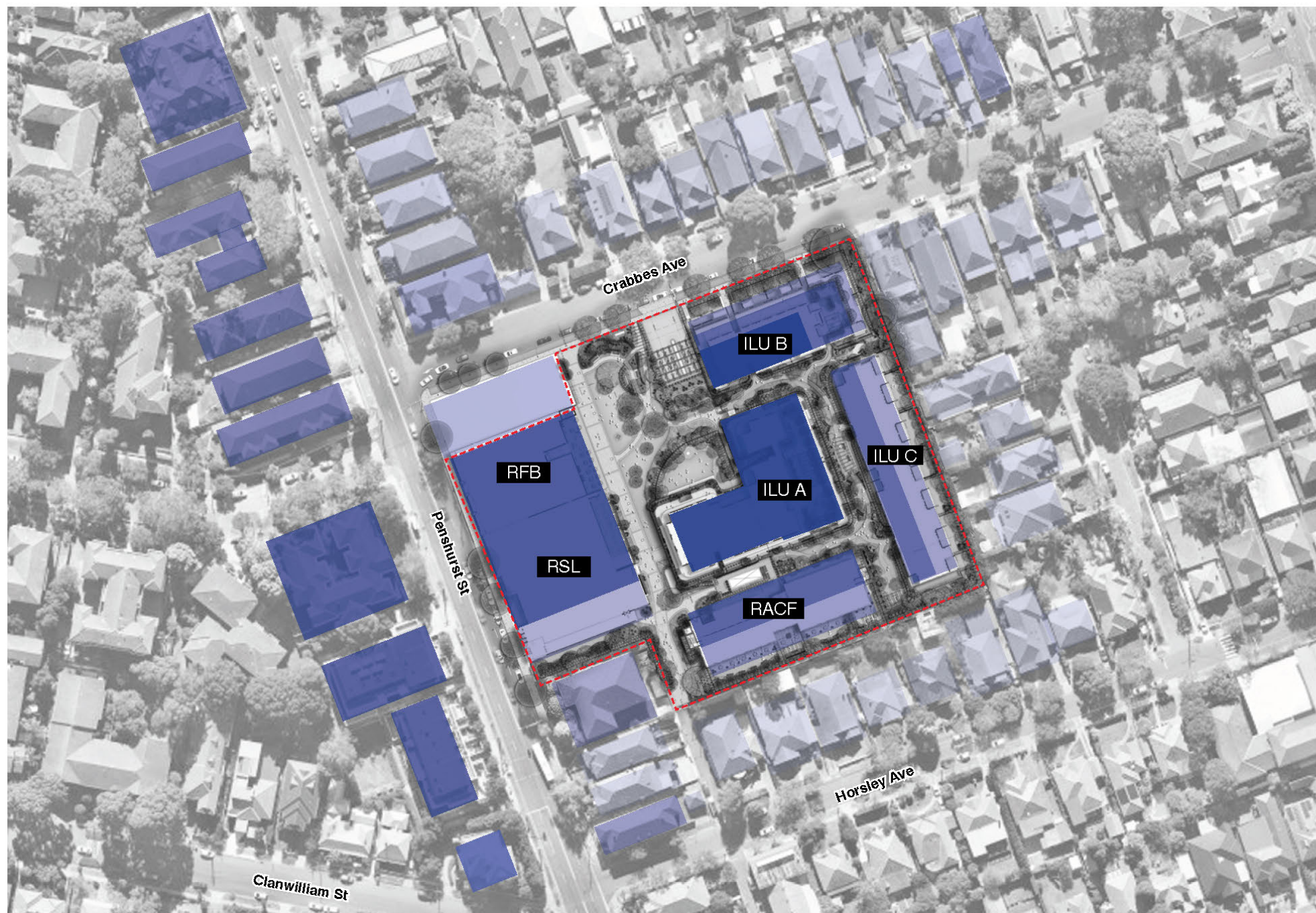
The proposed residential flat building (RFB) north of the proposed RSL is 4 storeys and fits seamlessly in with the scale of the RSL and the newer RFBs across Penshurst Street.

The proposed residential building at the centre of the site (Independent Living Units, Building A) is 5-storeys. This is a minor transition up in scale from the RSL. The 5-storey form is positioned at the centre of the site, away from site boundaries and is buffered by the lower scale buildings at the perimeter of the site. Building A forms a backdrop to the north facing public park. The scale of built form is compatible with built form in the area.

The proposed residential building at the northern boundary of the site (Independent Living Units, Building B), has a 2-storey street wall to Crabbes Avenue. The building height transitions up to 5 storeys away from the street and away from the eastern boundary of the site. It is noted there is a step in the building as the ground level steps down towards the eastern part of the site.

The proposed residential building at the eastern boundary of the site (Independent Living Units, Building C) is 2-storeys along the eastern boundary of the site. The 3rd storey is set within the roof form when viewed from the west and presents as a 3-storey building when viewed from the west. It is noted there is also a step in the building's ground plane as the site topography steps down towards the eastern part of the site. This achieves a suitable transition to the predominantly 1-storey dwellings within the heritage conservation area to the east.

The proposed residential aged care facility located along the southern boundary of the site is 2-storeys facing the southern boundary. Facing north towards Building A, the building is part 2 and part 3 storeys. This achieves a sensitive transition to the existing low density residential development to the south.



#### Legend

 1 storey building	 4 storey building
 2 storey building	 5 storey building
 3 storey building	

\* Note: While the Club building is 3 storeys, due to the commercial floor heights, the height when compared to a residential buildings is approximately 4 storeys



## 4 The Master Plan

### 4.3 Setbacks

The proposed buildings are sited to achieve compatibility with the immediate surrounds with suitable setbacks to the boundary and buildings separations within the site. The spatial relationship of built form is compatible within its existing context. This is achieved by the following:

- 6 m front setback to Crabbes Avenue:
  1. consistent with the Site Compatibility Certificate
  2. compatible with the prevailing setback line of existing dwellings to the east
  3. having a domestic landscape character with front defining fence compatible with other front setbacks in the street.
- 6 m side setback to the eastern boundary:
  1. consistent with the Site Compatibility Certificate
  2. significantly greater setback than what would be required for standard dwellings or townhouses.
  3. maintained as deep soil landscape to soften built form.
- 8 m rear southern setback:
  1. consistent with the Site Compatibility Certificate
  2. similar to the rear setbacks of the adjoining neighbours at Horsley Avenue
  3. sufficient to minimise overshadowing.
- 12 m minimum separation between residential building on the site:
  1. provide for landscape opportunities between buildings
  2. protect visual privacy between buildings.
  3. create a human scale to the spaces between buildings given their 2-5 storey heights.
- 12-18 m separation between Building A and the RSL
  1. ensure through site link has a practical width
  2. protect the visual privacy of residential dwellings
  3. maintain a human scale to the space between buildings given their 3-5 storey height.
- 6-15 m setback from RSL to southern boundary increasing from 6 at ground level to 15 m at the uppermost level:
  1. provide a visual break between the development and neighbouring RFB
  2. create soft landscape edge to site
  3. transition in bulk and scale to adjoining site
  4. project privacy of adjoining units
  5. facilitate solar access to adjoining units





## 4 The Master Plan

### 4.4 Public Domain

#### 4.4.1 The Park

The most significant contribution to the public domain is the provision of a new north facing public park. While the existing site has some private recreation facilities, the new park is public open space.

While the existing site levels are approximately 1-1.5 m below the existing footpath level, the proposed development adjusts the ground level to position the new park at footpath level making the park a seamless part of the existing public domain. Deep soil landscape is provided to the park. This is achieved by limiting the extent of basement car parking below.

The western edge of the park is defined by a north-south pedestrian link and the eastern edge of the park is defined by a strong landscape buffer. The park shall accommodate the relocated and refurbished ANZAC memorial which currently faces Peshurst Street. It is noted the design of the memorial is currently underway.

#### 4.4.2 Peshurst Street

The public domain to Peshurst Street is activated by shops at the ground level of the proposed residential flat building and the Club entry. Entries are flush with the footpath. An outdoor terrace is also proposed facing Peshurst Street creating activity and casual surveillance of the street. The Club entry also functions as a public through site link. The link is enclosed to provide weather protection and protect the acoustic amenity of adjoining residents. At the southern edge of the Club, a landscape buffer is proposed to the existing residential flat building to the south. It is expected that Council may recommend conditions to upgrade the footpath including new street trees and the like as a condition of consent.

#### 4.4.3 Pedestrian Through Site Links and Legion Way

A pedestrian link from Peshurst Street joins with the proposed north-south pedestrian link at the interface of the Club, the central ILU and the RACF. The north-south link connects Legion Way, the Club, the new public park and Crabbes Avenue. The links are accessible and they expand the public domain. Outdoor seating along the north-south link's western edge will help activate the link.

#### 4.4.4 Crabbes Avenue

The park and pedestrian link add significant amenity to the public domain at Crabbes Avenue. Further enhancements to the public domain are proposed forward of Building B with a 1.8 m deep soil setback from the boundary to proposed courtyard fences. In addition the front fence is proposed as a metal balustrade form consistent with other front fences in the area and maximising the visible landscape at Crabbes Avenue. The consolidation of driveways allows for a larger number of street trees along Crabbes Avenue and reduces the number of footpath interruptions when compared with the existing condition. It is expected that Council may recommend conditions to upgrade the footpath including new street trees and the like, as a condition of consent.



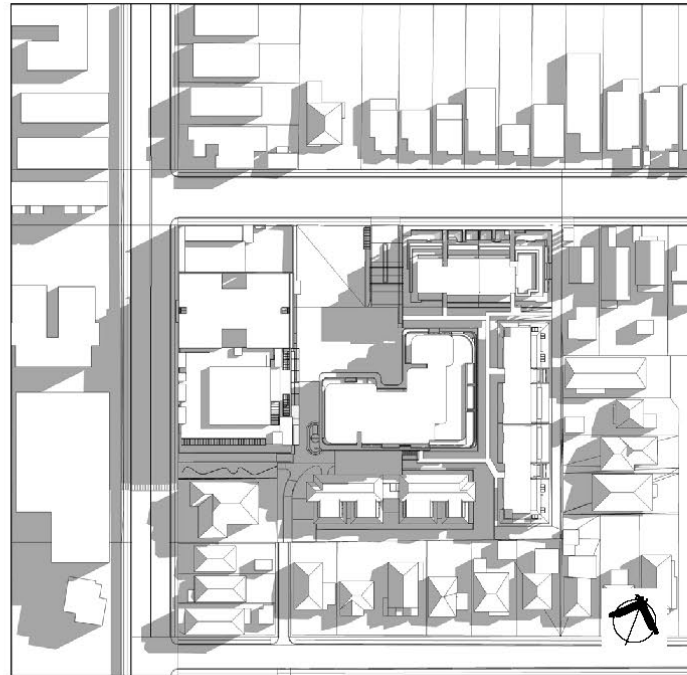


## 4 The Master Plan

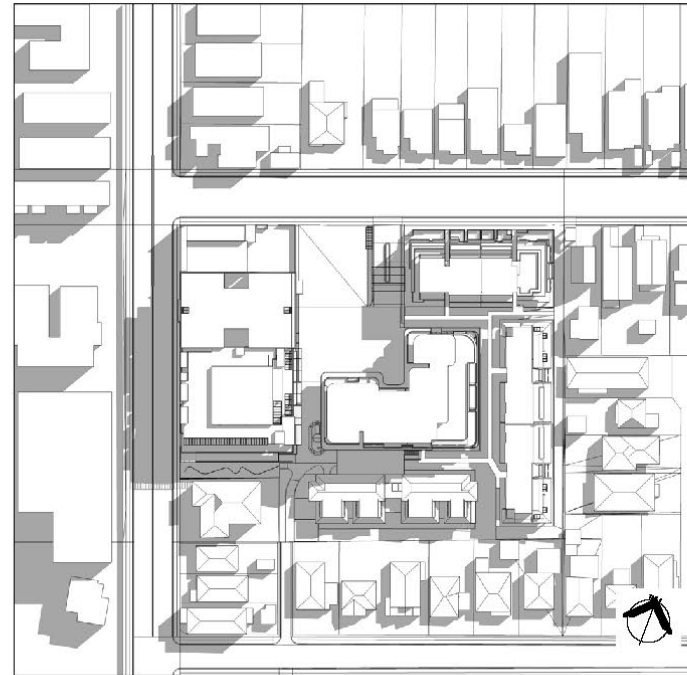
### 4.5 Shadow Diagrams

The nominated setbacks and heights result in minimal overshadowing impacts. At mid-winter all low density residential sites maintain at least 3 hours direct solar access to private open spaces and north facing windows. For instance, the proposed development does not overshadow any rear yard until about 3 p.m. At this time the shadow impact is only partial.

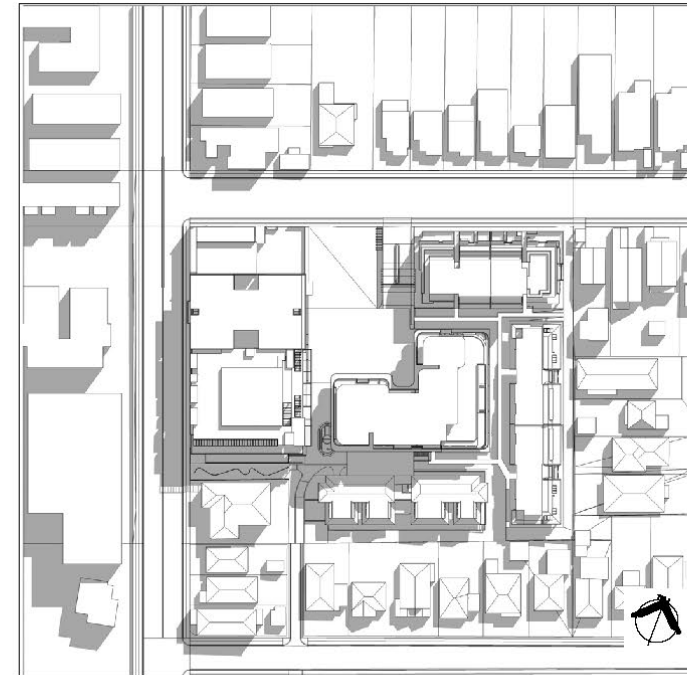
Acceptable levels of solar access are also maintained to nearby Residential Flat Buildings (RFBs) where habitable room windows and private open space (POS) maintain at least 2 hours sunlight in mid-winter (June 21).



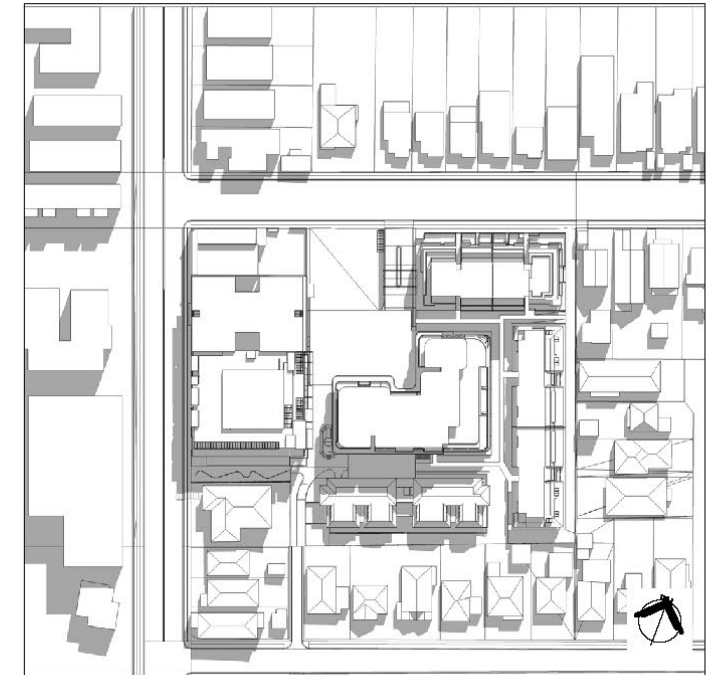
9 am June 21 (mid-winter)



10 am June 21 (mid-winter)

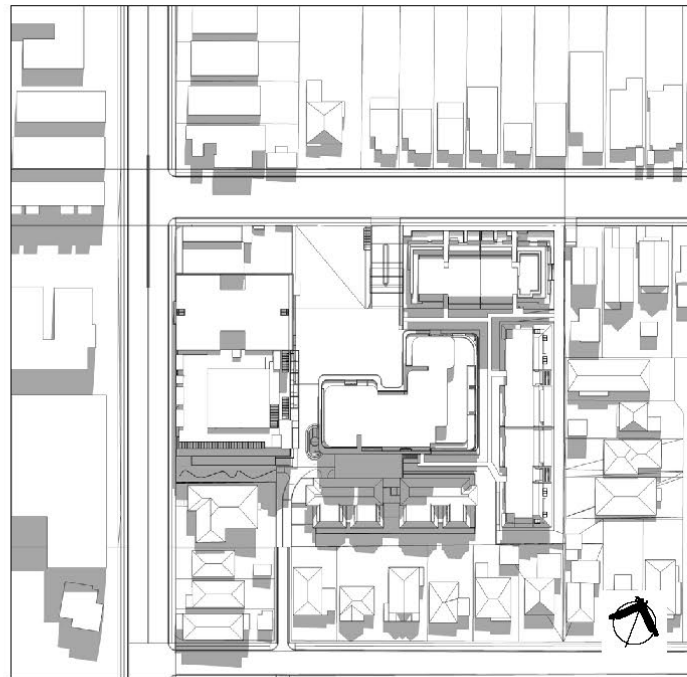


11 am June 21 (mid-winter)

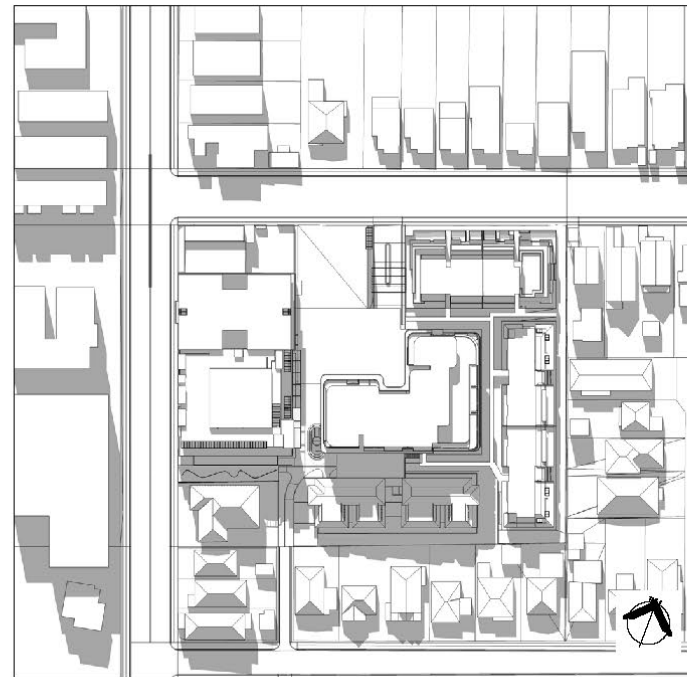


12 pm June 21 (mid-winter)

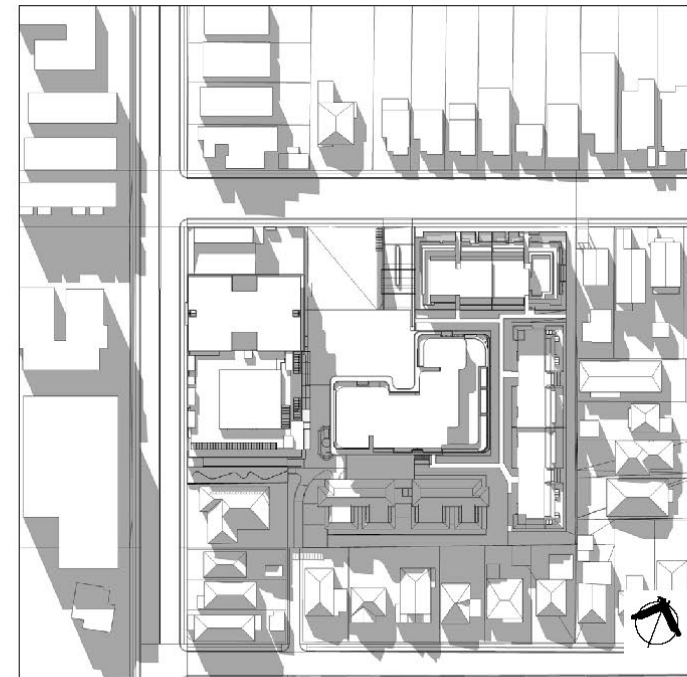




1 pm June 21 (mid-winter)



2 pm June 21 (mid-winter)



3 pm June 21 (mid-winter)



## 5 Key Design Elements

### 5.1 Penshurst Street Interface

The proposed development to Penshurst Street comprises a four-storey residential flat building with ground level retail adjoining the existing Armenian Cultural Centre and a three-storey RSL club to the south of the proposed residential flat building. The proposed setbacks and scale of built form achieve compatibility with the streetscape.

#### 5.1.1 The Residential Flat Building

The proposed residential flat building has a nil setback to the boundary aligning with the Armenian Cultural Centre. This nil setback is also consistent with the alignment of the existing shops on the subject site which are proposed to be redeveloped as well as other sites along Penshurst Street where there are local shops at ground level.

The nil setback and glazed frontage at the ground level activate the street contributing positively to the streetscape.

The residential flat building is four-storeys, consistent with the height of the residential flat buildings directly across Penshurst Street. The Penshurst facade has a clear building base and a well articulated facade. The materials and finishes of the proposal are compatible in character to the newer residential flat buildings at the western side of Penshurst Street. This achieves a consistent streetscape.

The proposed party wall configuration to the Armenian Centre maintains the Centre's future redevelopment opportunities.

#### 5.1.2 The Residential Flat Building

The proposed Club Willoughby has a nil setback to the boundary, aligning with the Armenian Club and the proposed residential flat building. This is also consistent with the alignment of the ground level of non-residential development along Penshurst Street in the area, as for example to the north near Victoria Road.

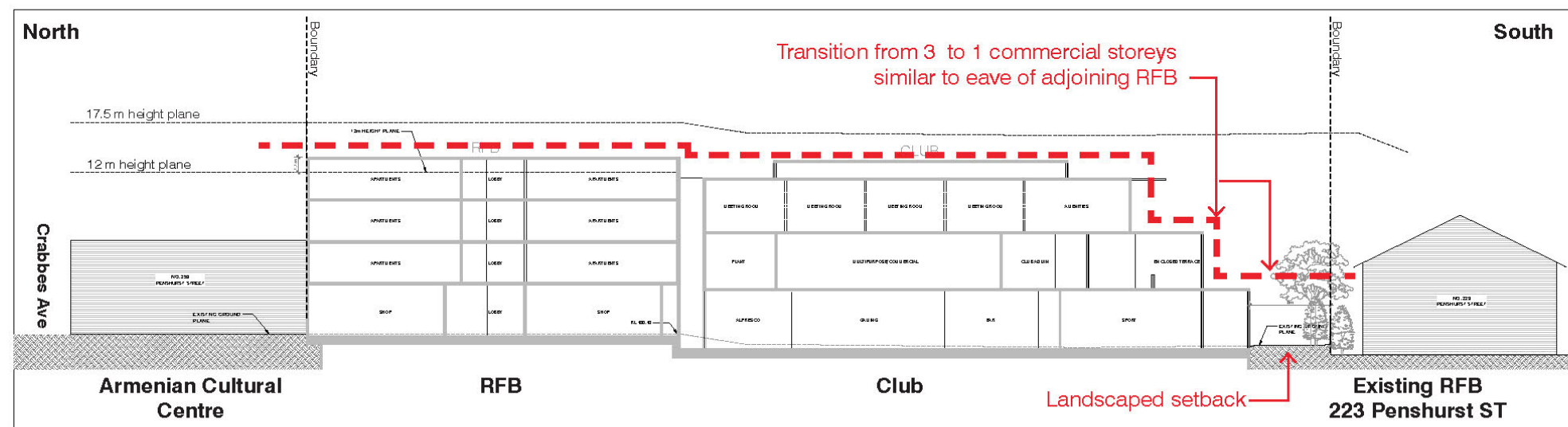
The Club is three-storeys which generally matches the height of the proposed four-storey residential flat building and is similar to the height of the four-storey buildings on the western side of Penshurst Street. This maintains a scale of built form compatible with the existing streetscape. The Club facade is designed to draw attention to the building as a community hub with large framed window elements. The facade is well articulated with a modular form. The framing elements and material palette are compatible with the other more recently constructed buildings in the area.

The southern edge of the Club is stepped down in height progressively, from three storeys to one storey. A 6 m wide landscape buffer is proposed to the adjoining residential flat building to the south. This stepping of built form and setbacks provide a suitable transition to the neighbour. The stepping height and setbacks also maintain solar access to the neighbouring site.

The design of the RSL and in particular this stepped southern edge achieves a compatible streetscape including a sensitive transition to the adjoining area.



Streetscape view Penshurst Street towards the new Club Willoughby and Residential Flat Building development (Source: Hycorp Design in collaboration with Amglen)



Excerpt Section G (Penshurst Street) (Source: Hycorp Design in collaboration with Amglen)



## 5 Key Design Elements

### 5.2 Crabbes Avenue Interface

#### 5.2.1 Driveway

The proposal has sought an alternative solution to vehicular circulation within the site when compared to the Site Compatibility Certificate plan. The Site Compatibility Certificate application's master plan created a loop driveway that functioned as an internal road at grade, bounding the proposed public park and separating it from desired pedestrian links and ground floor uses. It also created potential conflicts where the port-cochere and pedestrian through site links came together. These elements created a more ambiguous relationship between pedestrians and vehicles and set up multiple potential conflict points.

The alternative solution proposed is as follows:

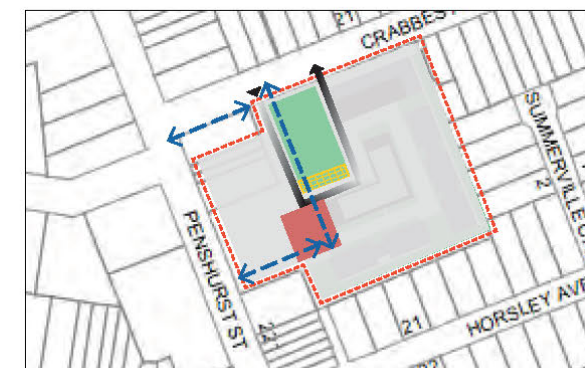
- Consolidate vehicular access to the site from two footpath interruptions to a single footpath interruption.
- Place the security door away from the street.
- Direct all vehicles including service vehicles immediately to the basement zone with an underground porte-cochere, loading dock and designated parking area.
- Basement parking and loading dock configured to maintain deep soil to the park above

This solution has significant urban design benefits as follows:

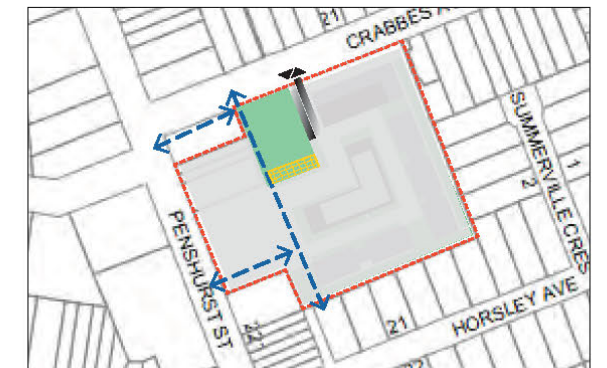
- Creation of a clear pedestrian priority ground plane
- Reduced number of footpath interruptions
- Elimination of acoustic and visual impacts on proposed residential buildings
- Mitigation of potential acoustic and visual impacts from servicing of development on neighbouring sites.
- Better casual surveillance of the park
- Achievement of a more active interface between park and development with opportunities for outdoor seating.
- Reduction of potential conflicts between vehicles and people using or trying to access the park.
- The creation of an additional, uninterrupted pedestrian link from Legion Way to the park and Crabbes Avenue.



View of new Park, Driveway and Building B from Crabbes Avenue (Source: Hyecorp Design in collaboration with Amglen)



Site Compatibility Certificate Proposal





## 5 Key Design Elements

### 5.2.2 Streetscape Transition to East and North

One of the key interfaces of the site occurs at the north east corner of the site. The site compatibility statement requires the following:

*b) a transition of building heights from 5 storeys at the centre of the site, graduating down to 3 storeys and 2 storeys at the north, east and south boundaries;*

The master plan that accompanied the site compatibility certificate application indicated a building (known as 'Building B' in this application) that was five storeys at the southern edge stepping down to 2 storeys at the Crabbes Avenue interface.

The proposal is consistent with this layout. The building steps in height to 2 storeys at both the northern and eastern facades.

The stepping down in height reduces bulk and scale within the streetscape while also transitioning the scale of built form towards the existing lower scale residential area to the north and east.

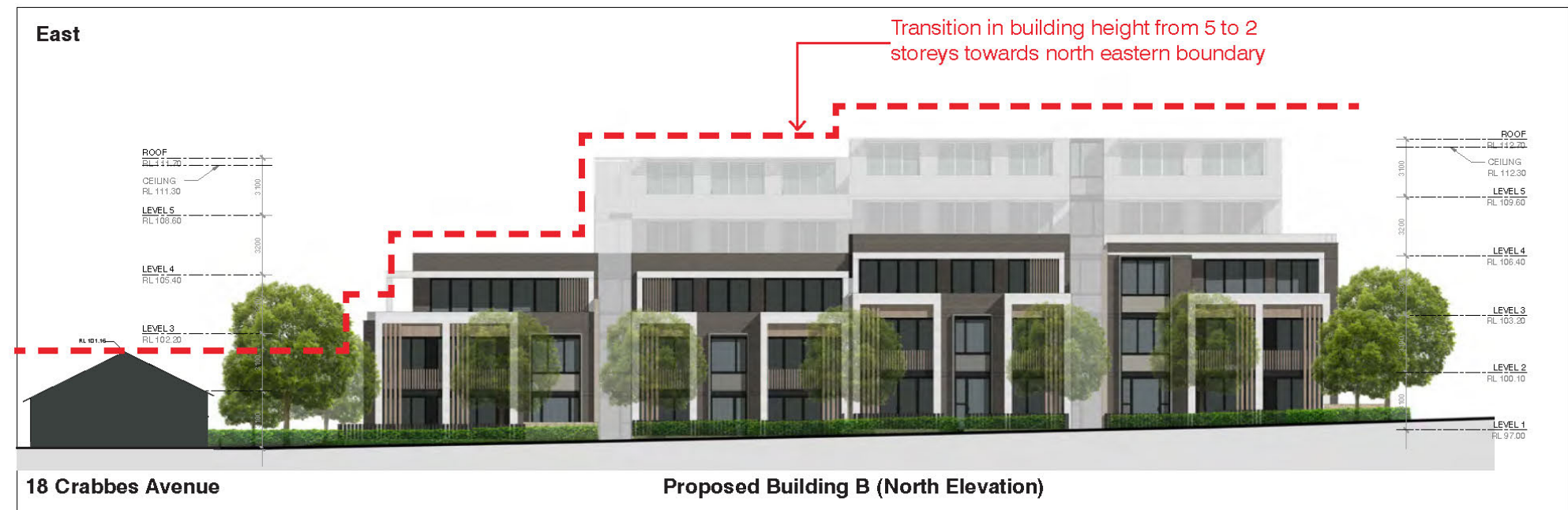
### 5.2.3 Setbacks

The site compatibility statement requires that the development be consistent with the setbacks set out in the master plan which formed part of the Site Compatibility Certificate.

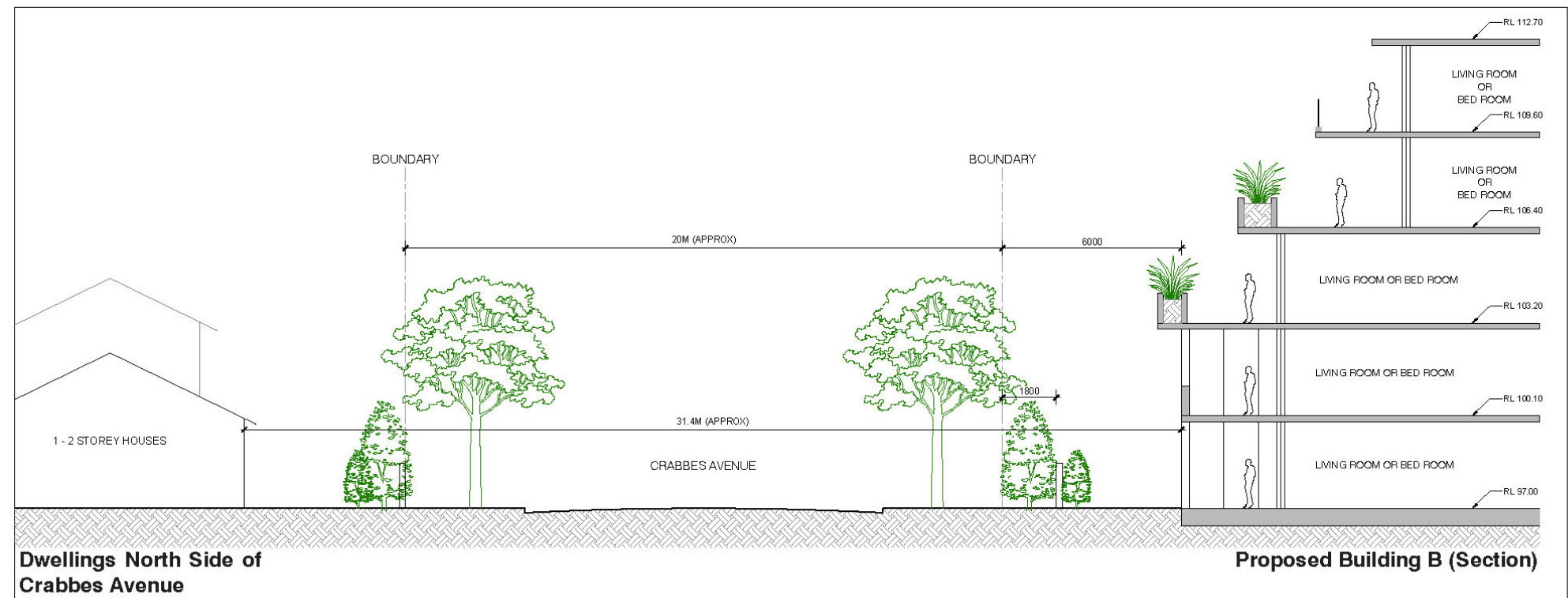
Building B is designed with a 6 m setback to Crabbes Avenue and to the eastern boundary as required by the Site Compatibility Certificate. This setback is compatible with the prevailing setback of dwellings along Crabbes Avenue.

The front setback area is used for private terraces with deep soil landscape planting. The courtyard fence is setback 1.8 m from the front boundary to provide screen planting to articulate the facade and enhance the landscape character of the street. This is compatible with the setbacks of the dwellings across the street which have a similar front setback and low walls defining the boundary between the public and private domain.

The setting back of the boundary fence by 1.8 m to allow deep soil planting forward of the fence provides a subtle enhancement to the public domain while achieving compatibility with the general pattern of front setbacks and fences along the street.



North Elevation, Building B (Source: Hycorp Design in collaboration with Amglen)



Streetscape Section, Building B (Source: Hycorp Design in collaboration with Amglen)



## 5 Key Design Elements

### 5.2.4 Visual Character

The proposed facade is designed with a strong two storey element facing Crabbes Avenue. The street wall element is predominantly in brick with a medium to dark earthy tone. Rendered framing devices and timber screens and accents enhance the articulation of built form. This material palette complements the materiality of the surrounding residential buildings which are well articulated and predominantly brick and render with timber accents.

Terraces are proposed forward of the building facade with a 1.8 m setback to the front fence. Planting is proposed within this setback to soften the courtyards. Courtyard fences are visually permeable palisade with sandstone base. This provides a good quality boundary while enhancing landscape within the public domain. The palisade fence allows for landscape views to be maximised from the street with proposed generous landscape within the private courtyards also being visible from the street. The proposed front setback fences and landscape are also compatible with the front setback character of dwellings in Crabbes Avenue which includes boundary fences, many of which are metal palisades with varying scales of domestic landscape behind.

The facade composition creates modules of approximately 12 m consistent with the historic subdivision pattern of the area. These modules are then further broken into articulated modules of approximately 4-5 m, compatible with the proportions of residential buildings in the area.

The fourth and fifth storey are clad with a more simple, modern grey cladding that references the cladding of the proposed RSL club. The simple cladding in a neutral tone also reduces the visual impact of the upper levels against the more solid sense of materiality that is achieved at the base of the building.

### 5.2.5 Streetscape View from the North West

The image adjacent shows the proposed park and Building B viewed from Crabbes Avenue at the western part of the site, adjacent to the proposed park and near Peshurst Street. From this key viewpoint, the fourth and fifth storey of Building B are partially visible. They read as a backdrop to Building B and are consistent with the height of Building A behind the proposed park. This creates a consistent scale to the edge of the park. The transition in scale from the 5-storey form at the western part of Building B to the 2-3 storey scale at the eastern edge of the site is also apparent from this vantage point.



View of new Park, Driveway and Building B from Crabbes Avenue (Source: Hycorp Design in collaboration with Amglen)



## 5 Key Design Elements

### 5.2.6 Streetscape View from the North East

When viewed from Crabbes Avenue at the eastern part of the site, the fourth storey of the proposal is not readily visible within the streetscape due to a significant setback of the glassline from the third storey and the proposed landscape planter at the balcony edge.

The fifth storey of the building is visible but appears as a backdrop to the lower portions of the building. A setback of 10.5 m is proposed to the balcony edge of the fifth storey and a setback of 13.5 m is proposed to the glassline, more than twice that of the glassline of the first and second storey. Again the neutral toned, simple cladding of the fifth storey minimises its visual impact.

A suitable transition is achieved to the eastern boundary with the four and five storey elements being setback 18 m from the eastern (side) boundary. Planters on the roof of the third storey near the eastern boundary further limit views of the fourth and fifth storey from neighbouring sites and within the streetscape.

The well-articulated built form sits within a landscape setting. New landscape and tree planting is proposed in both the northern and eastern setbacks to soften built form and achieve a balance between built form and landscape, replacing the expanse of existing surface car parking. Layered hedge planting and palisade courtyard fences maximise the impact of landscape in setback areas.

New Street trees are indicated along Crabbes Avenue to contribute to the local tree canopy and enhance the quality and character of the streetscape.

Thus, although the building is a medium density form and its overall height is greater than the existing built form to the east compatibility with the character of the area is still achieved due to the proposed transition to two storeys at the eastern end of the building, the well-articulated built form and the high quality landscape treatment.



Streetscape view Crabbes Avenue from the North East (Source: Hyecorp Design in collaboration with Amglen)



## 5 Key Design Elements

### 5.2.7 Height

The effect of the five storey element of the proposed building facing Crabbes Avenue (Building B) on the character of Crabbes Avenue has been considered.

In our opinion, Building B is designed so that the two-storey scale of the street wall is clearly defined and establishes the character of built form within the street. The upper levels of the building are setback sufficiently to mitigate the impact of bulk and scale. The fourth storey is generally not visible when viewed within the streetscape, sensitively recessed behind a deep balcony zone with an edge planter. The fifth storey is viewed only partially and appears as a backdrop to the lower levels of the building.

The photomontages to the right provide a comparison between a five storey building and a four storey building in this location. The comparison demonstrates that the fifth storey does not represent a significant increase the bulk and scale of built form within the streetscape. The difference between the two views is negligible that a 2-3 storey scale being the key visual component of the proposal.

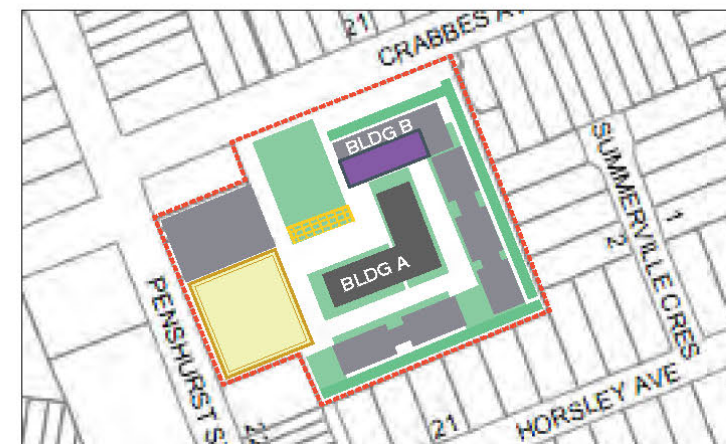
While it is our opinion that the fifth storey element is reasonable and does not have an adverse visual impact on the streetscape, if the consent authority was of a mind to seek a reduced height for Building B, the floor space from the fifth storey may be best relocated from Building B to Building A (at the centre of the site). A partial sixth storey to Building A would not give rise to an adverse impact since Building A is at the centre of the site and significantly removed from each site boundary.



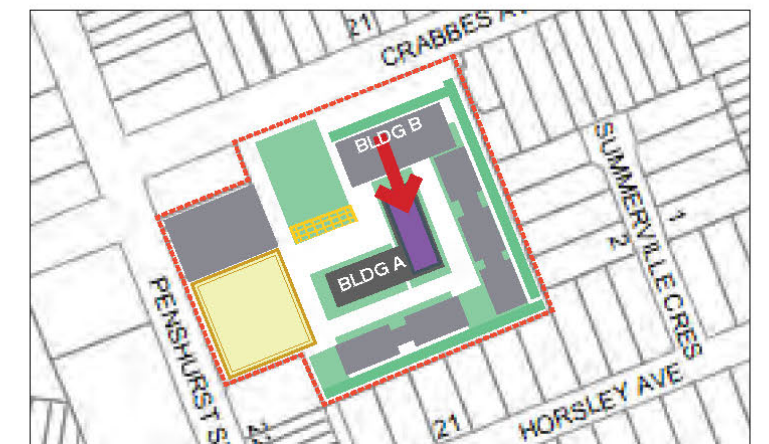
Streetscape view Crabbes Avenue from the North East (Source: Hycorp Design in collaboration with Amglen)



Streetscape view Crabbes Avenue from the North East with Level 5 relocated (Source: Hycorp Design in collaboration with Amglen)



Proposed Building A and B massing as recommended



Alternative solution



## 5 Key Design Elements

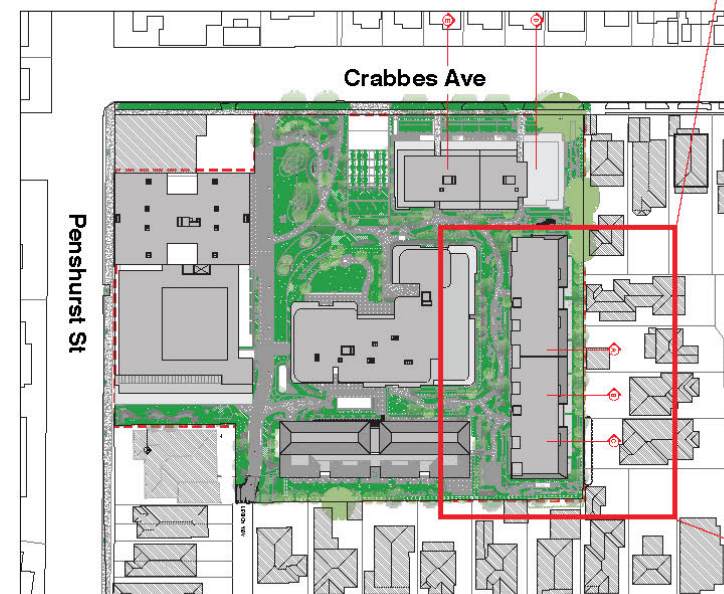
### 5.3 Heritage Conservation Area Interface

#### 5.3.1 Building C Interface

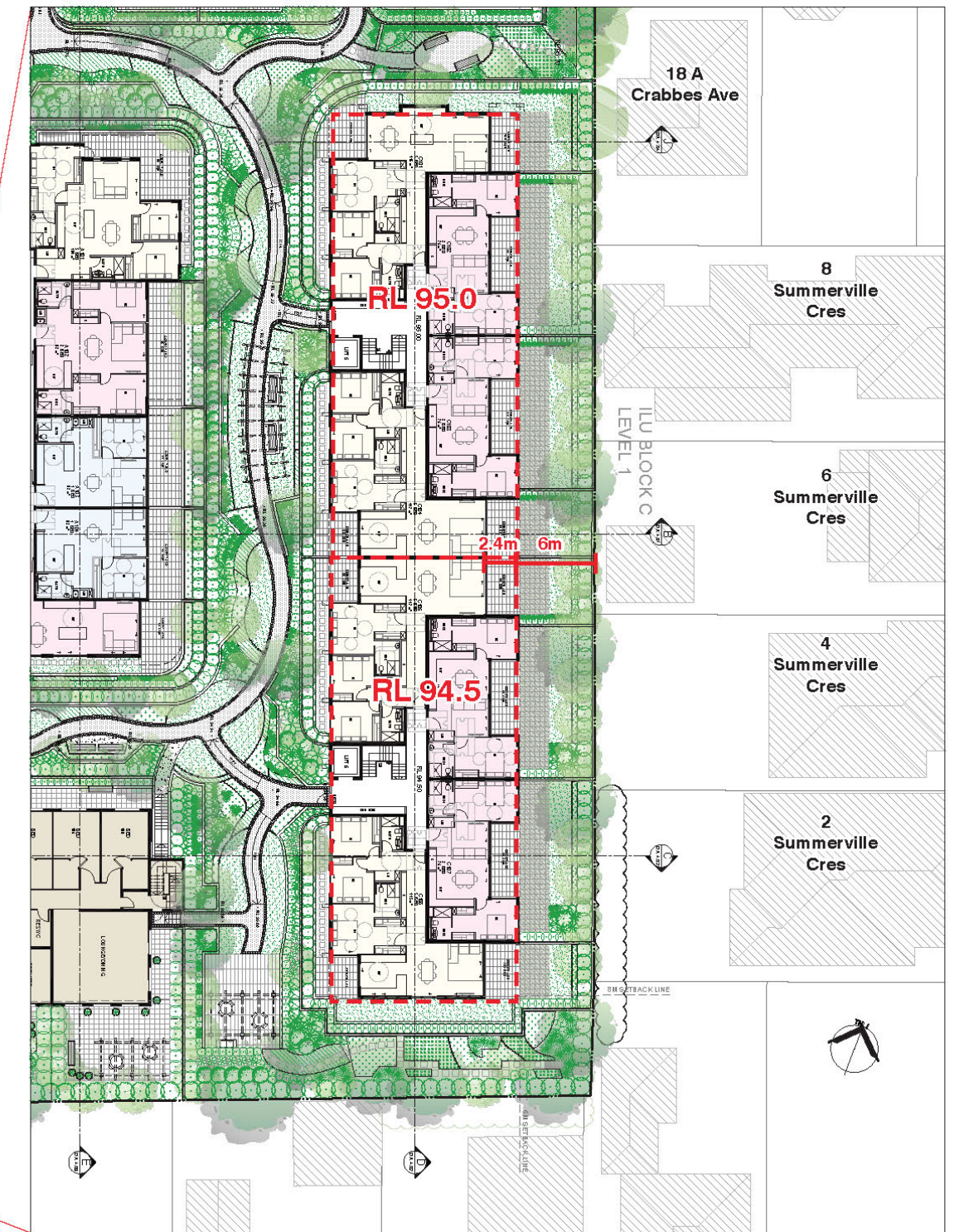
During pre-lodgement community consultation, concern was raised by neighbours regarding the potential impact of built form on the privacy and outlook from the existing dwellings, particularly between the heritage conservation area and proposed Building C at the eastern portion of the site.

In the existing condition, impacts arise on neighbouring sites due to the extent of surface car parking and the raised bowling greens. The proposed development firstly establishes new finished ground levels for the ground floor of Building C below the level of the existing bowling greens. Secondly, the building is stepped down towards the southern boundary. The ground level of the northern portion of Building C is proposed at RL 95.0. The ground floor of the southern portion Building C is proposed at RL 94.5. This makes the ground levels nearer what would have existed prior to the installation of the bowling greens.

The facade of Building C facing the heritage conservation area has a town house form with a simple, modulated facade that is well articulated. Facade materials, predominantly brick and cladding, are compatible with the materials that characterise the adjoining heritage conservation area.



Site plan



Ground Floor Plan, Building C, with annotations (Excerpt DA 2.03, Hycorp Design in collaboration with Amglen)



### 5.3.1 Building C Interface

The following design responses are proposed to protect the amenity of adjoining dwellings as follows:

- Ground Level set very near to the existing Ground Level near No. 6 and 8 Summerville Crescent and approximately 600 mm below the existing bowling green level at the south east corner of the site near No. 2 and No. 4 Summerville Crescent.
- The scale of built form kept to two storeys plus pitched roof with skylights and limited dormers.
- Maintaining a strict 6 m setback to the eastern side boundary.
- Deep soil planting including large trees are proposed near the boundary to filter views and soften built form.
- Proposed balconies at Level 1 are a minimum of 2.4 m deep, pushing the living room glassline away from the boundary.
- Proposed balustrades are opaque to limit overlooking.
- Proposed balconies are affixed with privacy screens to mitigate overlooking impacts.
- Windows that are setback 6 m are to bedrooms only.



East Elevation, Building B with annotations (Excerpt DA 3.04, Hycorp Design in collaboration with Amglen)



# 5 Key Design Elements

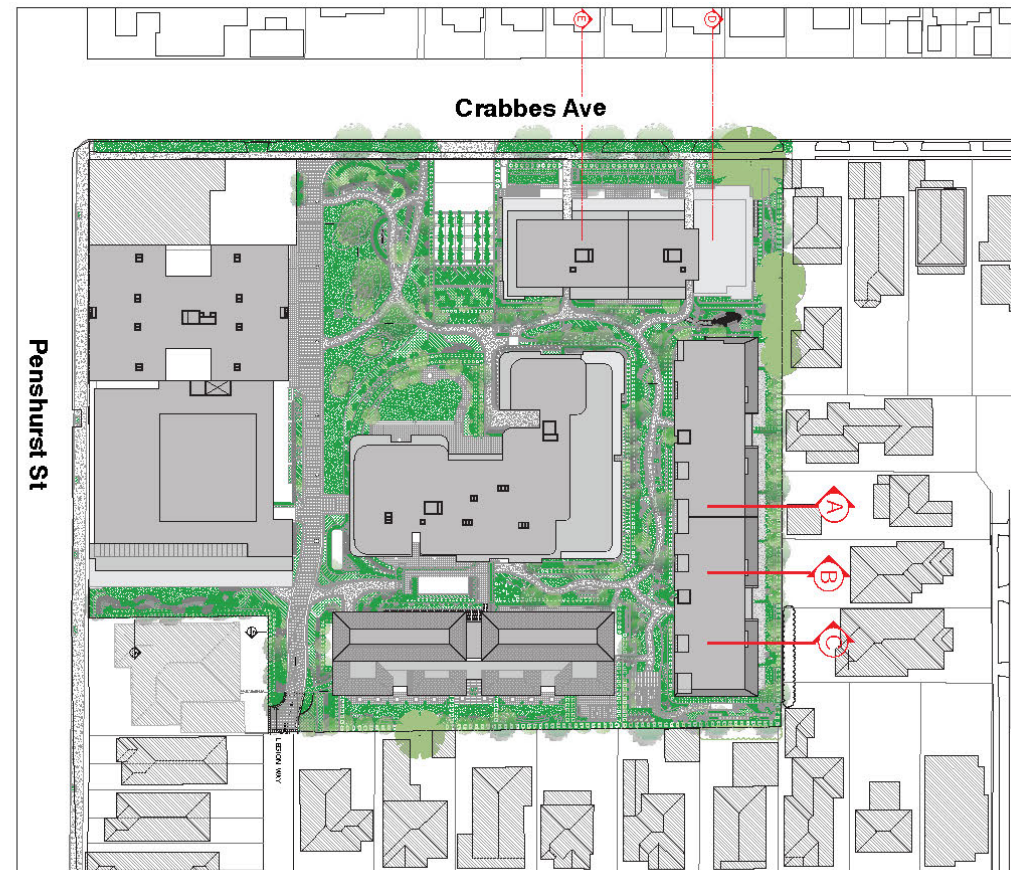
## 5.3.2 Interface with 2, 4 and 6 Summerville Crescent

Sections A, B and C have been prepared describing in detail each interface between the proposed development and No. 2, 6 And 8 Summerville Crescent.

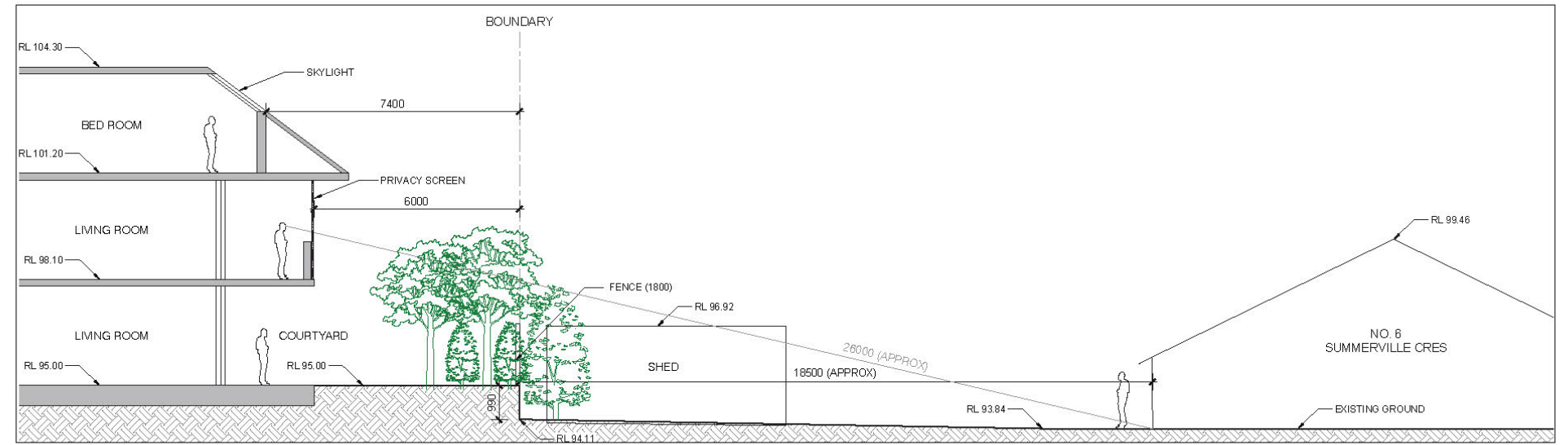
Each section illustrates that sufficient setbacks, building separation, landscape and privacy devices are proposed to ensure the neighbouring sites will not be adversely impacted.

The sections indicate the following:

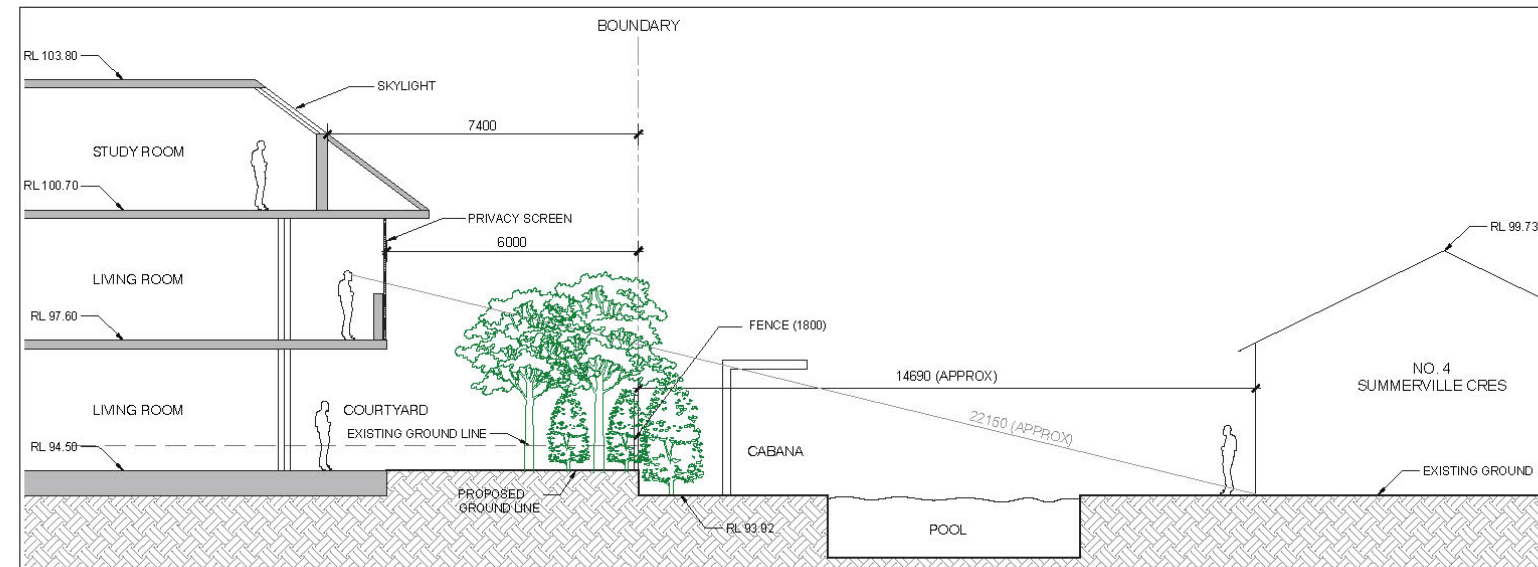
- Existing level differences between the sites are reduced.
- Generous separations are achieved.
- Views are filtered by privacy screens in the first instance and landscape as a secondary element.
- View angles are such that the majority of private open spaces are not in view.



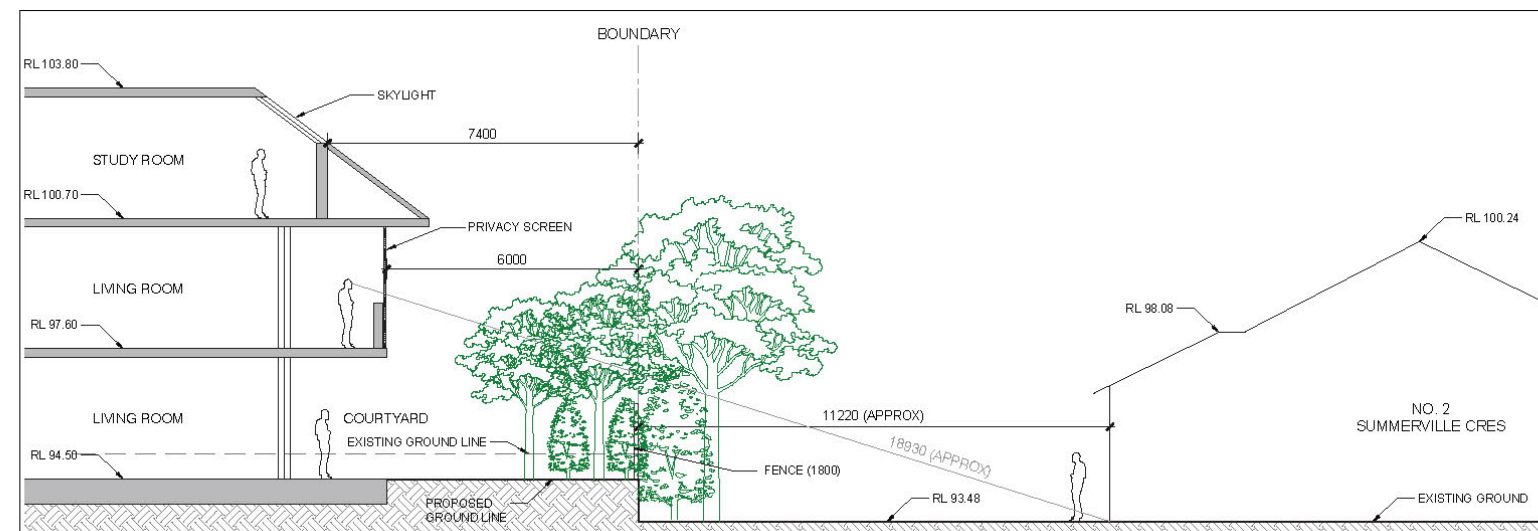
Site Plan



Section A, Interface with 6 Summerville Crescent (Source: Hycorp Design in collaboration with Amglen)



Section B, Interface with 4 Summerville Crescent (Source: Hycorp Design in collaboration with Amglen)



Section C, Interface with 2 Summerville Crescent (Source: Hycorp Design in collaboration with Amglen)



## 6 Conclusion

The proposed development is consistent with the urban design principles set out during the Site Compatibility Certificate stage. Through design development, key refinements have been made which include moving all vehicular movement below ground and facilitating an additional north-south pedestrian link connecting Legion Way, Club Willoughby, the proposed public park and Crabbes Avenue. These important urban design elements have enhanced the quality of the development and provide a clear public benefit.

The proposed development achieves compatibility with the existing character of built form and landscape in the area, greatly improves the facilities and amenity of Club Willoughby, allows for the ANZAC memorial to have pride of place within a new public park and provides a diversity of housing including independent living units and aged care complemented by standard residential apartments. Each building is connected through a clear pedestrian network enhanced by high quality landscape. Generous landscaped setbacks and the reduction of building heights near the site boundaries creates a transition in built form from the site to its surrounds. The mix of uses centred around the Club creates a community and a distinct sense of place.

The proposal represents a high quality urban design outcome and should be supported.



Streetscape view Penshurst Street towards the new Club Willoughby and Residential Flat Building development (Source: Hycorp Design in collaboration with Amglen)





**Dickson Rothschild**  
DR Design(NSW) Pty Ltd  
65-69 Kent Street  
Millers Point NSW 2000

Phone +61 2 8540 8720  
[ndickson@dicksonrothschild.com.au](mailto:ndickson@dicksonrothschild.com.au)  
[www.dicksonrothschild.com.au](http://www.dicksonrothschild.com.au)  
Nominated Architects Robert Nigel Dickson  
(5364) & Fergus William Cumming (7233)