



# Our Future Willoughby



## DRAFT WILLOUGHBY LOCAL CENTRES STRATEGY TO 2036

February 2019



# Acknowledgement of Country

We acknowledge the traditional inhabitants of the land on which we stand, the Aboriginal People, their spirits and ancestors. We acknowledge the vital contribution that indigenous people and cultures have made and still make to the nation that we share, Australia.

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*Disclaimer: This Strategy does not amend or change the zoning or planning controls of any land or property in Willoughby Council. It provides the strategic vision for the long term growth of the Willoughby area in line with the Sydney Region Plan and North District Plan of the Greater Sydney Commission. The Strategy is intended to be used to inform the assessment of Planning Proposals; however if such proposals are supported to proceed, they will need to go through a statutory amendment process in accordance with the EP&A Act 1979.*

*Acknowledgements: Cover image and other images in document by Architectus.*

## EXECUTIVE SUMMARY

The health and vitality of the local centres of Willoughby are critical for the local economy and the amenity of residents. As well as providing accessible local shops and services, local centres create opportunities for housing choice and local jobs close to public transport with easy access for residents. Local centres are important in sustaining a strong sense of community.

The draft Willoughby Local Centres Strategy aims to promote a network of thriving, attractive and distinctive village centres throughout the Council area. When finalised it will provide the framework for future planning controls and public domain improvements for 8 local centres, including Willoughby South. This was, added to the original 7 centres as a result of community feedback. It will prepare them for growth and renewal over the next 20 years. The draft Strategy also explores the possibility of creating a new centre in West Chatswood.

### **It is informed by:**

- The Directions and Objectives set out in the Greater Sydney Region Plan, North District Plan, the Willoughby Community Strategic Plan and Willoughby Local Centres and Housing Position Statements;
- The Government Architect NSW “Better Placed” design policy for the built environment;
- A detailed review of the outcomes and recommendations in a Planning and Urban Design Study prepared by consultants; and
- Community feedback from an initial interim public exhibition in December 2017 – January 2018 of three possible scenarios prepared for Council by consultants for each of the centres.

The consultants’ final study report includes a fourth ‘preferred’ scenario that accommodates additional non-residential and residential floor space for each centre having regard to the principles identified by the Willoughby Local Centres Position Statement, community feedback and testing for economic feasibility.

These fourth scenarios offered by the consultants for each centre have been considered by Council and are now the subject of further public discussion with the community in this draft Strategy to reach a final Strategy, being referred to as ‘Scenarios for Discussion’. The final Strategy will also be informed by additional technical studies such as traffic and parking, infrastructure and heritage as required.

The opportunity to establish new local centres has also been considered at this stage. One suggestion has emerged through consultation being Mowbray Rd West in Lane Cove North and Council has also resolved to examine the role of two existing neighbourhood centres in West Chatswood. They are located at Greville St /Fullers Rd and Mowbray Rd West/ Hinkler Crescent and have been included in the draft Strategy for community comment.

A number of other smaller centres in the Willoughby Local Government Area have not been included in this current draft Strategy (for example Deepwater Rd Castle Cove however they could be the focus of a future investigation should that be desired).

# SECTION 1

# SECTION 1

## 1.1 Background

*The Greater Sydney Region Plan, A Metropolis of Three Cities, (the Region Plan)* was released by the Greater Sydney Commission In March 2018. It provides a 40 year vision and actions for managing Greater Sydney's growth and advocates a 30 minute city where jobs, services and public spaces are within easy reach of people's homes. To meet the needs of the growing population, the vision seeks to transform Greater Sydney into a metropolis of three cities:

- The Western Parkland City
- The Central River City
- The Eastern Harbour City

Willoughby is located in the Eastern Harbour City. The population of the Eastern Harbour City is projected to grow from 2.4 million people in 2016 to 3.3 million people by 2036.

### **As well as providing a 40 year vision, the Plan also:**

- Establishes a 20-year plan to manage growth and change for Greater Sydney in the context of social, economic and environmental matters
- Informs district and local plans and the assessment of planning proposals
- Assists infrastructure agencies to plan and deliver for growth and change and to align their infrastructure plans to place-based outcomes
- Informs the private sector and the wider community of the growth management and infrastructure investment intentions of government.

### **The Region Plan provides 10 Directions and 40 Objectives to deliver the Plan. The Directions relate to the following themes, all of which are relevant to planning the future of our local centres:**

- Infrastructure and collaboration
- Liveability
- Productivity
- Sustainability
- Implementation

### **Regarding Infrastructure and Collaboration, there are two Directions:**

1. Infrastructure supporting new developments
2. Working together to grow a Greater Sydney

### **Regarding Liveability, there are three Directions:**

1. A City for people – Celebrating diversity and putting people at the heart of planning
2. Housing the city – Giving people housing choices
3. A City of great places – Designing places for people

### **Regarding Productivity there are two Directions:**

1. A well-connected City
2. Jobs and skills for the City

### **Regarding Sustainability there are three Directions:**

1. Valuing green spaces and landscapes
2. Using resources wisely
3. Adapting to a changing world

### **Regarding Implementation there are two Directions:**

1. A collaborative approach to City planning

## 2. Plans refined by monitoring and reporting

The *North District Plan* was released concurrently with *the Region Plan* in March 2018. Its purpose is to provide a guide for implementing *the Region Plan* at the local level. The District Plan informs the preparation of local strategic planning statements (LSPs) which will set out the intended objectives of local environmental plans (LEPs), the assessment of planning proposals as well as community strategic plans and policies. The District Plan provides planning priorities consistent with the objectives of the Region Plan.

*The Region Plan* prescribes that local councils work with the Greater Sydney Commission to establish agreed 6-10 year housing targets and is being concurrently addressed by Council in a draft Housing Strategy. The District Plan provides a 5 year Housing Supply target 2016-2021 of 1,250 for Willoughby Council.

In 2017 the NSW government introduced a state wide policy for promoting high quality urban design known as *The Government Architect NSW "Better Placed"* design policy for the built environment. It outlines principles, objectives and directions for creating well-designed built environments. The policy defines well-designed built environments as healthy, responsive, integrated, equitable and resilient. It identifies seven considerations to ensure that cities, towns, public spaces, landscapes and buildings are well designed. These include context; sustainability; inclusiveness; safety and liveability; functionality, "value adding"; and attractiveness. The seven objectives in the policy establish the framework for assessing new projects as part of the design review process. The principles advocated in the "*Better Placed*" policy underpin the recommendations of the draft Local Centres Strategy.

### 1.1.2 Council's Community Strategic Plan

Willoughby City Council's Community Strategic Plan *Our Future Willoughby 2028* identifies five key outcomes as priority areas for the next 10 years in order to achieve the community's vision of a diverse, liveable and prosperous City. The five key outcomes are: A City that is green; a City that is connected and inclusive; a City that is liveable; a City that is prosperous and vibrant; and a City that is effective and accountable.

Additionally, community priorities, relevant facts, and trends have been identified, which will assist in guiding these key outcomes. These outcomes and priorities have been established as a result of extensive consultation and engagement with the community, in addition to consideration of key issues and challenges identified for the Willoughby area.

*Our Future Willoughby 2028* is supplemented and directed by *The Delivery Program 2017-2021*, *The Operational Plan 2018-2019*, and *The Resourcing Strategy*. *The Delivery Program* sets out the activities that Council will deliver to the community during the Council term. *The Operational Plan* identifies the details from the Delivery Program that will be delivered in the current year. *The Resourcing Strategy* includes the long-term Financial Plan, Asset Management Strategy and Workforce Strategy.

### 1.1.3. Council Position Statements

**In March 2017, Council exhibited a series of documents for community and stakeholder feedback including:**

- **Willoughby Local Centres Position Statement**, which examined the importance of Willoughby's local centres to provide future local jobs and housing.
- **Willoughby Housing Position Statement**, which established principles and introduced planning options for the provision of housing in Willoughby over the next 20 years in response to a growing population and changing demographics.
- **Willoughby Industrial Lands Position Statement**, which identified the important role played by industrially-zoned land for future city growth.





**The results of the exhibition of the above documents were reported back to Council on 26 June 2017 indicating the following community responses:**

- Local centres are important for providing local employment and new housing opportunities particularly shop top housing.
- Protection of heritage values is important.
- Improved accessibility to public areas especially better footpaths and cycling opportunities is supported.
- Establishment of new centres in the LGA where local services and amenities are currently scarce is supported.
- Opinion is divided regarding increased density and height of development in local centres.
- Better management of parking and local traffic is needed.
- Additional green / open spaces are needed.
- Improved public transport to local centres is required.
- Reinvigoration of local centres is supported with a focus on community and opportunities for social recreation at all ages.

It was resolved to continue work on each of these planning streams and proceed towards the preparation of draft **Housing, Local Centres** and **Industrial Lands Strategies**.

**The Local Centres Position Statement** established a set of Principles, and examined the function and character of each of the local centres in the Willoughby Local Government Area. This had regard to metropolitan and local planning objectives and opened the discussion around opportunities for growth in housing, jobs and creating healthy communities.

**The Principles proposed in the Position Statement were:**

- To reinforce the important community role played by our local centres, as meeting places, a focus for local shopping, and social cohesion;
- To enhance the distinctive character of local centres and improve the public domain;
- To promote their importance for local employment opportunities and services for the community;
- To promote pedestrian and cycle links in association with improved public domain;
- To respect existing conservation areas and embrace heritage with growth;
- To explore opportunities to stimulate economic investment using Local Approval Policies under the Local Government Act to improve retail and business operations.

## 1.2 Process so far

### 1.2.1 Draft Local Centres Strategy and Scenario Testing

The draft Willoughby Local Centres Strategy examines the function and character of 8 specific local centres in Willoughby having regard to opportunities for growth in housing and jobs. The main function of the draft Willoughby Local Centres Strategy is to focus on sustaining local centres' viability through revitalisation. The economic success of a local centre is assisted by the surrounding residential population and how they use the centre. The Willoughby Housing Strategy supports the Local Centres Strategy by focusing new housing growth within the walking catchment of a local centre. The Willoughby draft Local Centres and Housing Strategies are documents which are ideally read in conjunction with one another.

#### **The seven (7) Local Centres that were originally investigated for their future employment and dwelling potential were:**

Pictured top row from the left: 1. Artarmon, 2. Northbridge, 3. East Chatswood

Pictured bottom row from the left: 4. Penshurst Street, 5. High Street, 6. Castlecrag, 7. Naremburn



**The seven Centres were subject to an initial public exhibition November 2017 – January 2018. For that exhibition, consultants were engaged to provide design and planning advice in relation to the potential for future growth in each centre. The consultants produced a draft analysis for each of the above centres incorporating:**

- Local context
- Current planning controls and development
- Strengths of the centre
- Challenges of the centre
- Key ideas
- Possible development scenarios
- Commentary on potential future character

The studies included 3 possible scenarios for each centre to be tested through community consultation.

The scenario testing included:

- A complying scenario (under the current / existing planning controls)
- A mid-range scenario with some growth in density and height
- A more ambitious scenario showing more growth whilst retaining centre scale and character

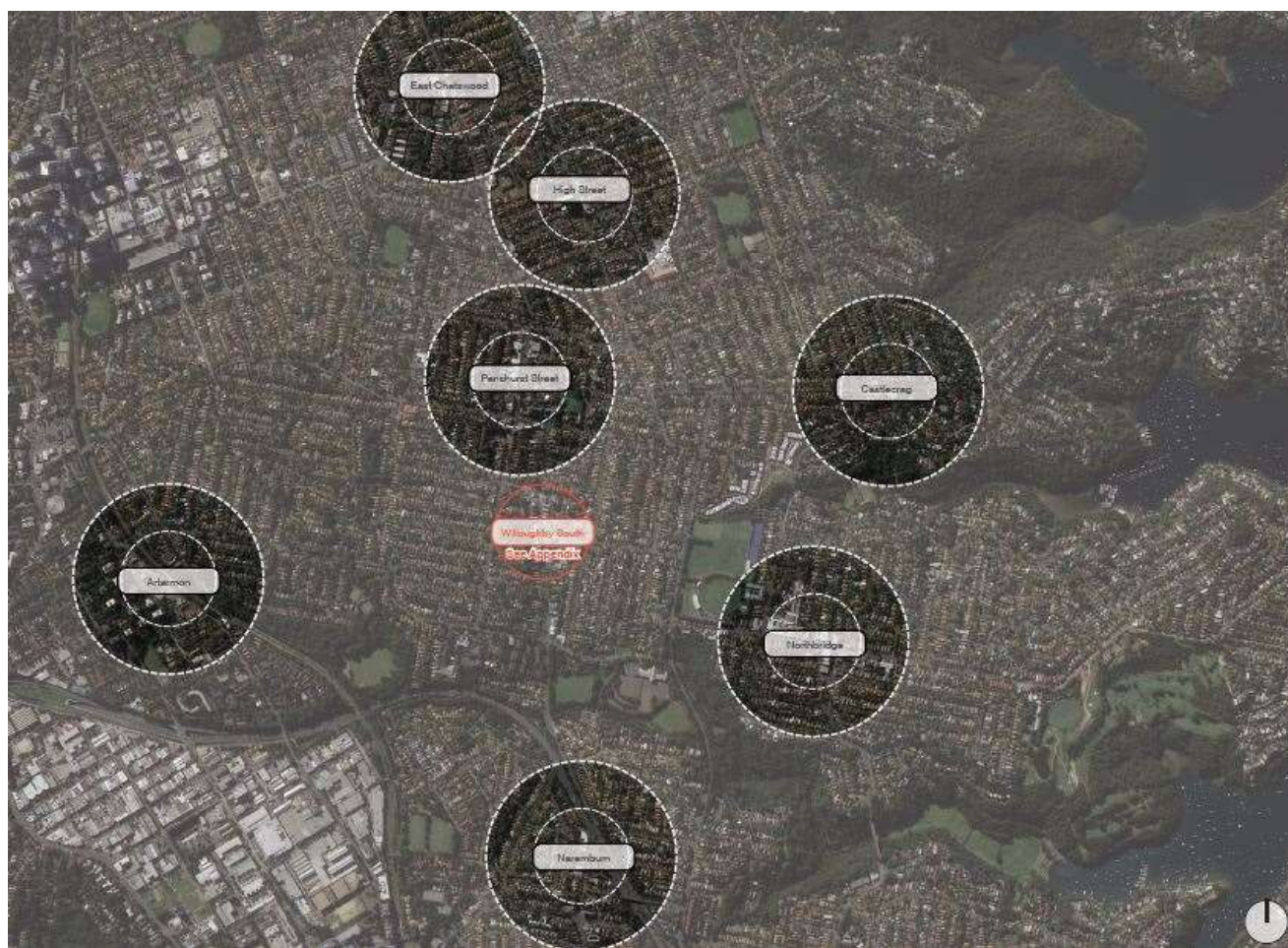
### 1.2.2 General Feedback Received

There were 192 submissions received, (e-mailed and on Council's website in Have Your Say), on this interim consultation phase regarding Local Centres. Of these submissions, the following were common issues that were raised regardless of the specific centre.

- General consensus that there is a need for revitalisation of local centres
- Resistance to loss of character and scale of centres
- Retention of the unique village feel and character
- Current parking and traffic issues must be addressed
- Specific retail uses suggested – usually a small anchor supermarket – to boost jobs
- The scale and character of local centres – including heritage is important, (especially shop facades)

Willoughby South was added as an eighth centre following a request through public feedback, as well as consideration for the inclusion of a new centre in West Chatswood.

### Location of the Centres



## SECTION 2

## SECTION 2: THE LOCAL CENTRES

### 2.1 Artarmon

#### Character and Place

The Artarmon local centre is situated close to the Artarmon railway station on the busy North Shore Line and part of it sits within the Artarmon Heritage Conservation Area. The majority of the Conservation Area lies to the east of the rail line and extends up to South Chatswood Conservation Area. There are high rise residential units behind the main Artarmon shopping area to the west.



The study area is approximately 1.8km from both the Chatswood CBD and St Leonards CBD and 10km from the Sydney CBD. The Centre sits in a valley, with the land climbing to the west of the railway line and the Wilkes Avenue plaza at a low point. Hampden Lane, to the rear of the high street, is approximately level with the retail rooftops (two levels above Hampden Rd). This slope results in an approximately 2 metre difference in some parts of the Centre from the retail and the street.

Shops on the western side of Hampden Rd currently provide a range of local needs and services such as post office, banking, health services, takeaway food, cafes and restaurants. Wilkes Plaza on the eastern side of the station provides pleasant, popular open space enclosed by cafes, restaurants and shops as well as being a well-used pedestrian thoroughfare. Key attributes of the centre include the train station and a good level of pedestrian traffic.

The centre would benefit from a wider range of food choices that could be provided by a small supermarket so that residents can minimise trips to the Chatswood CBD for their day to day needs.

Artarmon has a strong village atmosphere and an active resident and business community concerned to retain and enhance its heritage character and sense of place. The built form character of the Centre generally presents a two storey street frontage with many of the retail facades demonstrating the heritage character of the precinct with architectural features and detailing.

A narrow landscaped strip runs north-south through the Centre between the railway line and Hampden Road, known as the Artarmon Village Green. The public domain along the western side of Hampden Road could benefit from increased amenity for pedestrians (increased width, planting, outdoor dining and crossing points).

## Existing Planning Controls



**Current Zoning:** B1 Neighbourhood Centre, B2 Local Centre, R3 Medium Density Residential.



**Current FSR:** The Wilkes Ave plaza is partially subject to an FSR of 1.3:1 (Q), with buildings fronting the plaza subject to an FSR of 1:1 (N). Land to the west in the B2 Local Centre zone (T1) is subject to an FSR of 2:1 (T1). Nearby R3 medium density land is subject to an FSR of 0.9:1(L).



**Current height of buildings:** The Wilkes Ave plaza and adjoining medium density residential zones allow heights of 11m (L) and 12(M). Land fronting the plaza is partially subject to an 8m maximum height (I1). Land to the west, in the B2 Local Centre zone along Hampden Rd has a maximum height of 14m (N2).

## Strengths

- Proximity to public transport
- Mature Landscape along the rail corridor and in local streets
- Retail amenity of the shopping centre
- Pedestrian connections to the train station and local shops
- Wide selection of dining venues including outdoor areas
- Topography allowing unobstructed views from roof tops of local shops
- Neighbouring high rise residential properties have wide landscaped setbacks and mature street trees
- Service lane at the rear of shops provide car parking and loading convenience
- There is currently on street as well as service lane parking in the centre

## Feedback on Scenarios

### The main issues identified from community feedback are summarised as follows:

- concern about the current viability of Artarmon as a centre and what height would be required to make re-development viable
- support for encouraging a mix of uses – supermarket, bakers, butchers etc
- management of limited parking is required
- need for good design
- concern regarding overdevelopment / high rise

### *Snapshots from submissions...*

*"We need Hampden Road to be rejuvenated with cafes, restaurants and other shops - to make it a destination people want to go to. An urgent upgrade is needed as the place is currently rundown and very unattractive"*

*"Avoid monolithic structures across the length of the street block. Varying building heights and open sight lines between buildings more in keeping with existing residential blocks and green spaces behind retail strip."*

*"Conservation of existing heritage, and especially Hampden Rd streetscape, should be a priority. Demolition of existing shops with replacement by masonry / glass new construction should not be permitted, as it is contrary to the heritage conservation area principles."*

## Directions

### Key Suggestions

The following ideas for the future have been developed by consultants in relation to built form, open space, public domain, and movement. These ideas establish strategic principles for how the centre could grow.

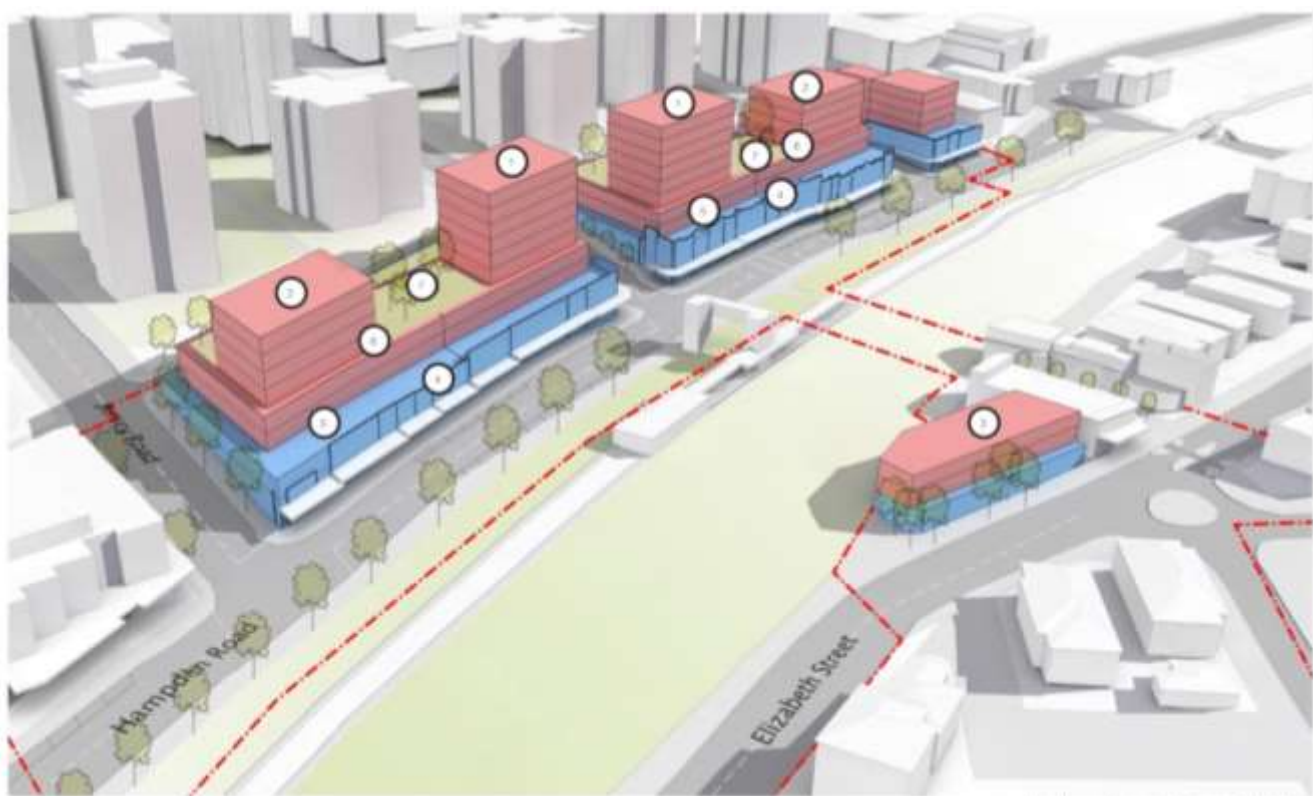
- Improve public domain amenity along the western side of Hampden Rd
- Maintain existing fine grain shop fronts
- Investigate opportunities to provide additional 'shop-top' residential apartments along Hampden Rd
- Investigate potential sites for a small supermarket / grocery store
- Investigate pedestrian crossings and cycle access
- Maintain existing small - scale village character east of the railway line

### *A Vision for Artarmon*

*The village of Artarmon is attractive and well-connected providing convenience shopping and services for residents, workers and commuters. The built form and character of Hampden Rd and Wilkes Place fosters a sense of community with inviting landscaped private and public areas and open spaces. New development has retained the fine grain scale of the existing heritage frontages whilst allowing for well-designed additional residential and commercial floor space above and improved pedestrian links and cycling facilities.*



## Scenario for Discussion



Building Use	Existing GFA (sqm)	Scenario 4 GFA (sqm)	Increase GFA (sqm)	Increase GFA (%)
Residential	2,108	19,607	17,499	830%
Non-Residential	11,453	18,054	6,601	58%
Total	13,561	37,661	24,100	178%

**This fourth scenario has been developed based on public, stakeholder and Council feedback on three earlier scenarios recently exhibited (see page 9), and is now offered for further discussion. General recommendations include the following:**

- Retain existing B1 neighbourhood Centre and B2 Local Centre zoning for the Centre.
- Introduce a minimum non-residential FSR control in the B1 and B2 zones.
- Introduce an active ground floor frontage control in the B1 and B2 zones.
- Introduce a height incentive provision for lot amalgamation along Hampden Rd to deliver a new supermarket.
- Retain the existing fine grain heritage frontage on Hampden Rd while allowing for site amalgamations to deliver development above.

### Key Recommendations (LEP)

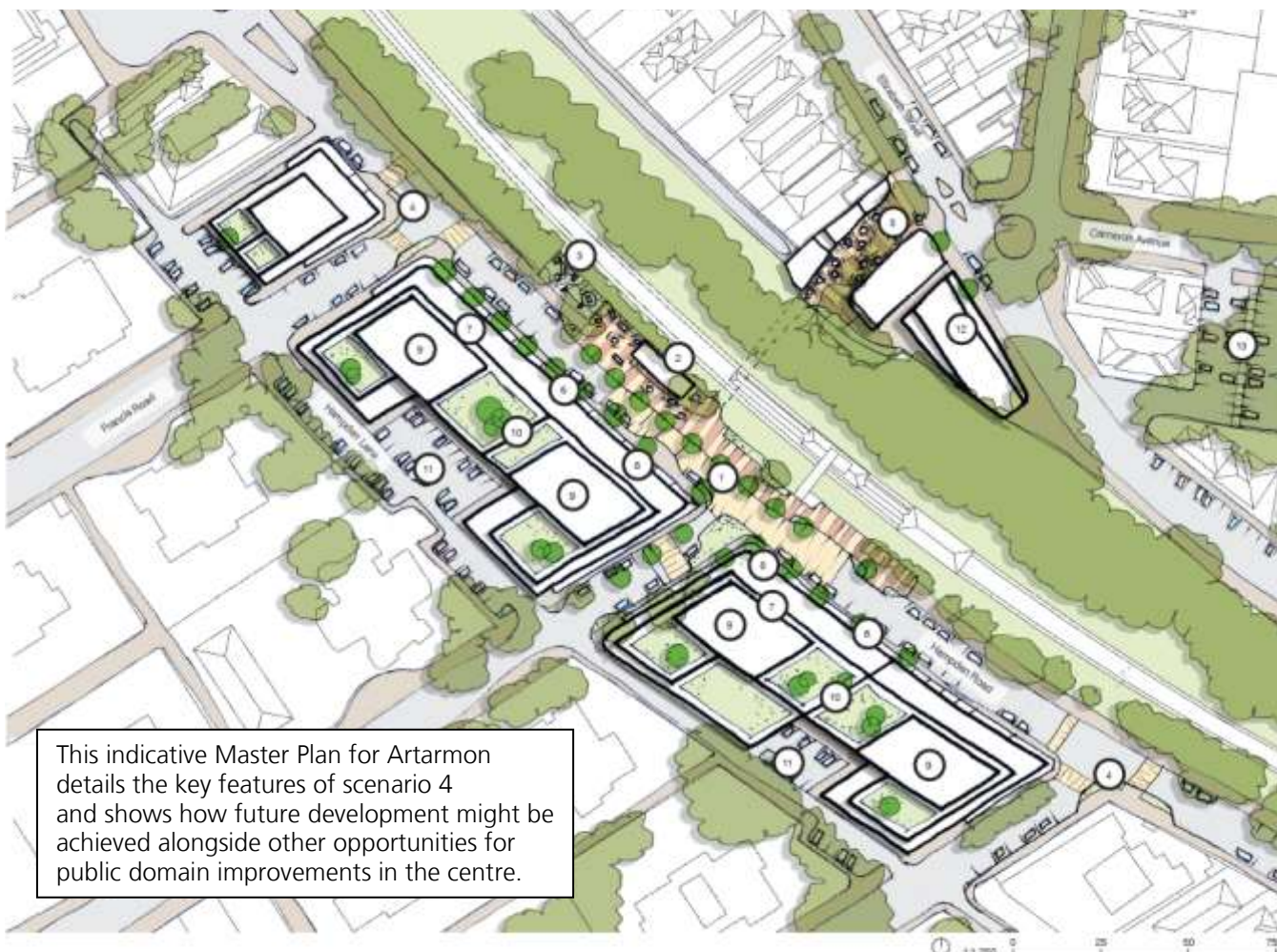
*(Numbering below refers to the above scenario diagram)*

1. Increase heights up to 10 storeys and FSRs up to 3.6:1 on amalgamated sites fronting Hampden Rd and Broughton Rd, close to the train station.
2. Increase heights up to 8 storeys and FSRs up to 3.2:1 on amalgamated sites fronting Hampden Rd, between Francis Rd and Jersey Rd.  
Include a clause clarifying that there must be the amalgamation of lots in order to achieve the bonus height and FSR otherwise current WLEP 2012 controls apply.
3. Maintain heights of up to 3 storeys and an FSR of 1.3:1 on the library site. Ground floor uses to be community uses.

### Key Recommendations (DCP)

4. Retain and enhance the fine grain shopfronts and character along Hampden Rd.
5. Require a minimum 8m podium setback (above 2<sup>nd</sup> storey) to residential apartments fronting Hampden Rd
6. Additional 3m upper level setback to towers fronting Hampden Rd and side streets.
7. Ensure that building separation between towers is consistent with the separation between blocks to the west to maximise solar access, district views and open space opportunities.

### Indicative Master Plan for Artarmon



#### Key features

1. Public domain and pedestrian improvements around the station entry on Hampden Road and Broughton Road.
2. Toilet, small cafe pavilion and cycle storage.
3. Small plaza and play space next to pavilion.
4. Improved pedestrian desire lines with kerb blisters and thresholds to slow traffic.
5. Public domain improvements to Wilkes Avenue.
6. Retention of fine grain shop fronts.
7. 2nd floor set back (8m) to minimise visual impact on Hampden Road
8. Lot amalgamation to allow for a supermarket close to the train station.
9. Residential towers 8-10 storeys with generous separation to maintain views and solar access.
10. Communal roof gardens/green roofs.
11. Additional at-grade parking and access to basement parking from Hampden Lane.
12. Redevelopment of the library site could include new community space/centre at ground floor.
13. Retention of at grade car parking.

## Artarmon Sketch Perspective



*Artist impression looking south from Artarmon Station to the intersection of Hampden Rd and Broughton Rd.*

### Potential Yield

SGS Economics and Planning assessed the Artarmon local centre as requiring an additional 3,958sqm of non-residential floor space by 2041 with an existing surplus retail capacity of 1,111sqm in the centre. The scenario for discussion could yield around an additional 6,601sqm of non-residential floor space in the Artarmon local centre and an additional 17,499 sqm of residential floor space (194 residential dwellings).

## 2.2 Castlecrag

### Character and Place

The subdivision and layout of Castlecrag was designed by Walter Burley Griffin and the south eastern side of the centre is within the Griffin Conservation Area. The centre sits on a ridgeline with views to the south.

Castlecrag has a predominantly one to two storey built form character with a fine grain street frontage. The built form has a strong heritage character, referencing the original vision for Castlecrag and the existing Griffin Conservation area. The centre offers north-facing cafes and associated outdoor dining, complemented by retractable awnings on the southern side of the street and consistent fixed awnings to the north.

The centre has been recently improved with new large unit Urban Stone paving, planting and street furniture. Generally, improvements include additional street trees and planting on the southern side of Edinburgh Rd.

There is a strong desire within the community to retain the integrity of the design philosophy of Walter Burley Griffin for Castlecrag.



## Existing Planning Controls



**Current Zoning:** B1 Neighbourhood Centre, R3 Medium Density Residential.



**Current height of buildings:** The B1 Neighbourhood centre zone is subject to an 11m maximum height (L) to the north of Edinburgh Rd and 9m (J) to the south. The R3 Medium Density to the north of Edinburgh Rd is also 9m (J).



**Current FSR:** The Quadrangle Plaza to the south has a maximum FSR of 1:1(N). The block to the north of Edinburgh Rd in the B1 zone is 1.3:1(Q) while the R3 Medium Density block to the east is permitted an FSR of up to 0.7:1(H).

### Strengths

- Distinct heritage character
- Range of dining venues
- Undercover protection through street awnings
- Amenity provided by the small supermarket located within the Quadrangle
- Streetscape is attractive with a landscape character
- Retail amenity
- Fine grain built form of existing shopfronts on Edinburgh Rd
- Mature trees within and around the centre contribute to the visual aesthetics of the centre
- Parking both on street and off street supports the activity of the centre
- Potential views to the south of the centre

### Feedback on scenarios

**The main issues identified from community feedback are summarised as follows:**

- Griffin shops subdivision and the retention of the fabric of Griffin Centre is important
- There are traffic constraints into and out of the Castlecrag peninsula

- Concern regarding a proposal by the owner of Quadrangle Shopping Centre
- Concern that growth could destroy the unique “feel” of the centre
- More public open space is needed
- Careful traffic management is required

### *Snapshots from submissions...*

*“Castlecrag has a unique history and charm. The proposed changes will modernise the area in a way that is not in line with its current heritage character.”*

*“I think that Walter Burley Griffith would be appalled at a proposed height of up to 5 stories.”*

*“I have looked at the proposals and strongly object to any high-rise development of this area under review because it is out of character with a local community and is not in keeping with Walter Burley Griffin’s desires for the area.”*

*“We hold strongly that the Griffin Centre is a structure of great historical and cultural significance to Castlecrag having been built in 1924 to plans approved by Griffin in accordance with his express wish that his new suburb should be able to provide basic services locally. It must be preserved.”*

*“I do not want the commercial part of Castlecrag to go the way of many other suburbs and become anonymous.”*

*“For many years Willoughby Council and The Castlecrag Progress Association have worked tirelessly to maintain the integrity of our unique and beautiful suburb. Please apply this same level of scrutiny and dedication to any changes to density and zoning to this concept study.”*

## **Directions**

### **Key suggestions**

The following ideas have been developed by the consultants in relation to built form, open space, public domain, and movement. These ideas establish strategic principles for how the Centre could grow.

- Consider the redevelopment of the Quadrangle
- Retain existing mature tree canopy
- Investigate potential to redevelop residential properties on Chandler Lane
- Improve pedestrian and cycling conditions
- Consider the redevelopment potential of the Griffin Centre and the office block at 3 The Postern
- Consider future development of adjacent residential properties on Edinburgh Rd

#### *A Vision for Castlecrag*

*The Castlecrag local centre is a thriving historic shopping village in an attractive landscaped setting and offers a range of outdoor spaces for dining and gathering along Edinburgh Rd. New development has enhanced the existing scale and pleasant public domain and has reinforced the character of the Conservation Area and strengthened the Walter Burley Griffin legacy.*

## Scenario for Discussion

This fourth scenario has been developed based on public, stakeholder and Council feedback on three earlier scenarios recently exhibited (see page 9), and is now offered for further discussion. General recommendations include the following:

- Retain existing B1 neighbourhood Centre and R3 Medium Density residential for the centre.
- Introduce a minimum non-residential FSR control in the B1 zone.
- Introduce an active ground floor frontage control in the B1 zone.
- Concentrate increased height to the south of Edinburgh Rd to minimise solar access and amenity impacts.



Building Use	Existing GFA (sqm)	Scenario 4 GFA (sqm)	Increase GFA (sqm)	Increase GFA (%)
Residential	3,593	11,714	8,120	226%
Non-Residential	4,760	6,899	2,139	45%
Total	8,353	18,613	10,260	123%

### Key Recommendations (LEP)

(Numbering below refers to the above preferred scenario diagram)

1. Increase heights up to 5 storeys with an FSR up to 1.6:1 on the Quadrangle site  
An FSR of 1.8:1 could be considered if more economically feasible and allow a future development to utilise the topography of the Quadrangle site without adversely impacting the streetscape and scale of the centre.
2. Retain heights of up to 3 storeys and increase FSR up to 1.8:1 on the Griffin Centre Site.
3. Increase heights up to 3 storeys with an FSR ranging from 1.4-1.6:1 in the B1 zone north of Edinburgh Rd.
4. Rezone 3 The Postern to R3 Medium Density Residential with a height limit of up to 4 storeys and FSR up to 1.1:1.
5. Retain R3 zoning and FSR of 0.7:1 to the north at 95-103 Edinburgh Rd
6. Rezone the Council car park adjacent to the Griffin Centre to RE1 Public Open Space.

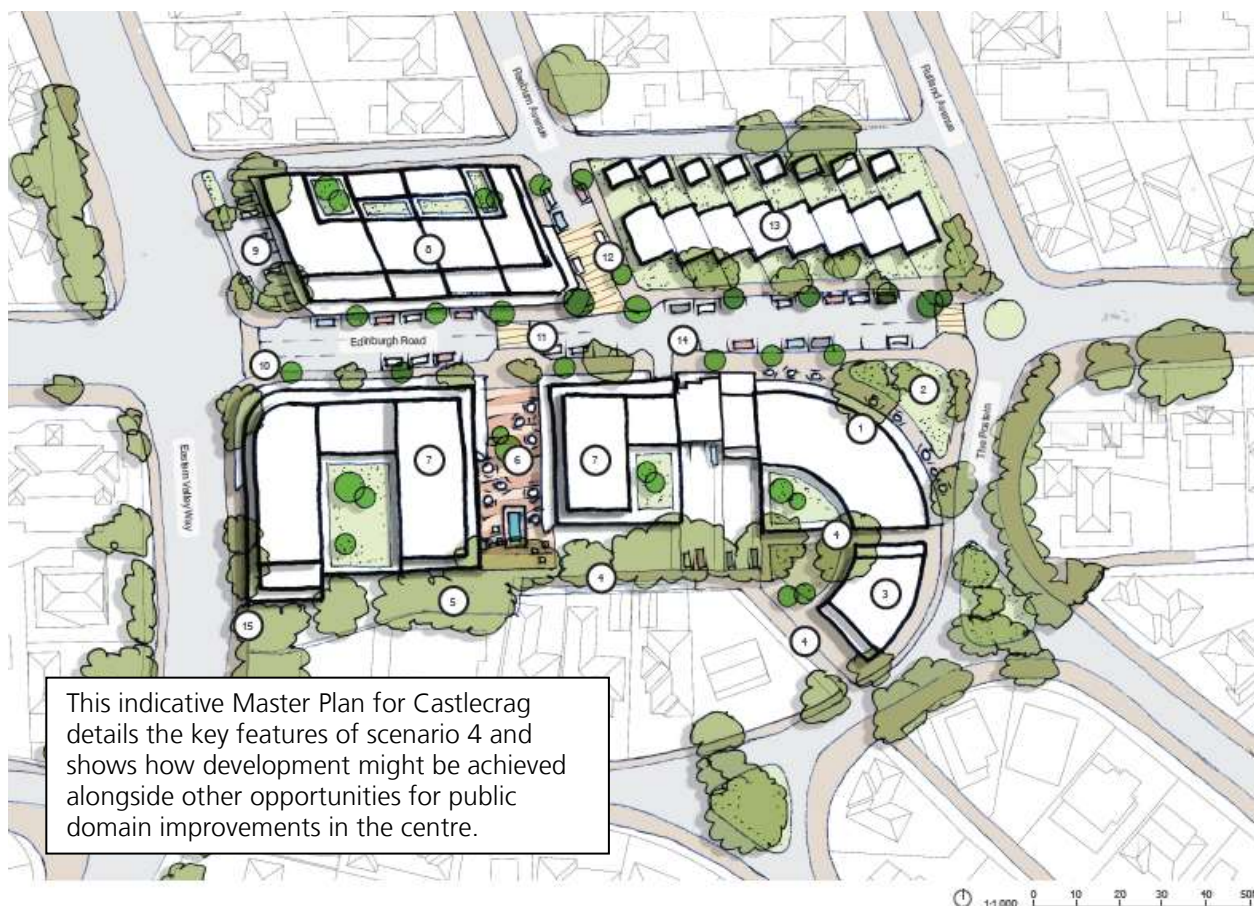
### Key Recommendations (DCP)

7. Minimum 3m upper level setback (2<sup>nd</sup> storey) for shop top housing.



8. Provide a new publicly accessible plaza within the Quadrangle site with a minimum width of 18m and clear views to the south.
9. Maintain direct pedestrian through site links from the Quadrangle site to The Postern.
10. Maintain full sun access along the length of the footpath on the southern side of Edinburgh Rd between 9am and 3pm during the winter solstice.
11. Any redevelopment of the Quadrangle site is to retain the mature trees at the rear of the site.

### Indicative Master Plan for Castlecrag



#### Key features

1. Retention of the Griffin Centre and ground floor facade, roof line and active frontage. Additional shop top housing above.
2. A new park/green space
3. Extension of the curved facade of the Griffin Centre to reinforce The Postern.
4. Pedestrian links through to the Quadrangle site.
5. Mature boundary trees retained
6. A new plaza as part of the Quadrangle development with good solar access and views south through the tree tops.
7. Up to 5 storeys with shop top housing at the Quadrangle site
8. Up to 3 storeys with shop top housing whilst maintaining small scale shop fronts to Edinburgh Road.
9. Retain surface car parking
10. Accommodate RMS intersection improvements
11. Opportunity for kerb blisters to improve mid-block crossing amenity
12. Threshold and kerb blister treatments to improve pedestrian amenity
13. Potential for terrace/row housing with laneway access
14. Potential access to Quadrangle basement
15. Potential for a new left-out (or service) access from the Quadrangle.

## Castlecrag Sketch Perspective



*Artist impression looking east along Edinburgh Rd from Eastern Valley Way.*

### **Yield Analysis**

The study by SGS projected that the Castlecrag centre would require an additional 1,973sqm of employment space by 2041. The scenario for discussion could yield an additional 2,139sqm of non-residential floor space and 8,120sqm of residential floor space or approximately 90 dwellings.

## 2.3 East Chatswood

### Character and Place

The East Chatswood local centre is located at the intersection of Penshurst St and Victoria Ave. It is bounded by Patrick St to the south, Terminus Lane to the north west and Power Lane to the north east. East Chatswood, which is also known as North Willoughby, is situated on the fringe of the Chatswood CBD approximately 1.5km walking distance from the station. The existing built form character of the centre is a traditional streetscape defined by two-storey street frontages with a setback third storey. Buildings define key corners, such as the heritage listed Willoughby Hotel at the corner of Penshurst Street and MacMahon Street, and the mixed-use building at the junction of Victoria Avenue and Penshurst Street.

There is a range of businesses including medical suites, real estate agents, bakery, café and restaurants.



The centre offers excellent established street tree planting, particularly on Victoria Avenue and in the south of the centre. These trees provide excellent shade on footpaths in the summer and a green leafy context. Generally, footpaths comprise a mix of tan herringbone brick pavers and more recent asphalt infill treatment. There have been recent improvements with street trees and low-level planting along Victoria Avenue.

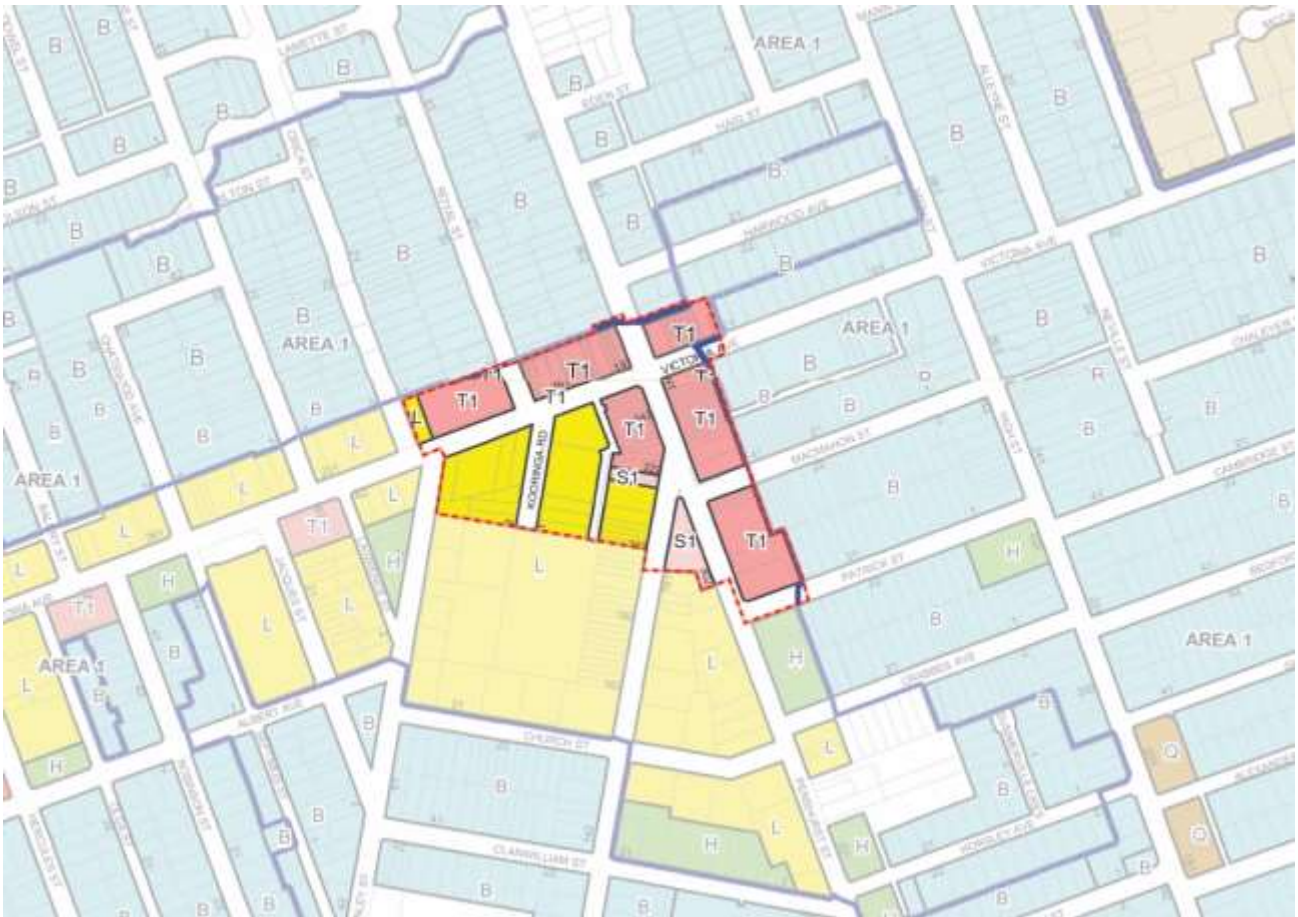
## Existing Planning Controls



**Current Zoning:** B2 Local centre, R3 Medium Density Residential, R2 Low Density Residential



**Current height of buildings:** Most of the centre is subject to a maximum height of 14m (N2). Buildings at the intersection of Victoria Ave and Penshurst St are allowed a maximum height of 15.5m (O2) while the convergence of Penshurst St and Sydney St is subject to a height of 11m (L). R3 zoned land allows a height of 12m (M).



**Current FSR:** Most of the centre is subject to a maximum FSR of 2:1 (T1). Land at the convergence of Penhurst St and Sydney St is subject to an FSR of 1.5:1 (S1). Land zoned R3 is subject to an FSR of 0.9:1 (L)

### Strengths

- Strong streetscape fine grain, consistent awnings that are stepped and visually diverse
- Heritage buildings and traditional character
- Surrounding local streets are landscaped and characterised by low scale residential dwellings
- Street planting provides shade in summer and light in winter
- There are potential views north
- Emerging green lungs in side streets and spaces
- Connections to Chatswood CBD

### Feedback on Scenarios

The main issues identified from community feedback are summarised as follows:

- Support for open space and tree scape improvements.
- Problems with existing parking / traffic congestion.
- Support for increase in FSR.

### *Snapshots from submissions...*

*"There are opportunities to mix the old with the new and create interesting spaces for customers and residents."*

*"The public parking at these shops is a very big issue."*

*"Having the corner of Sydney St & Penshurst St triangle, would be a great focus for a central community public open space."*

*"Remove power lines along Victoria Avenue & Penshurst Street south of Victoria Avenue."*

## **Directions**

### **Key Suggestions**

The following ideas for the future have been developed by the consultants in relation to built form, open space, public domain, and movement. These ideas establish strategic principles for how the Centre could grow.

- Investigate opportunities to provide additional 'shop-top' residential apartments along Penshurst Street and Victoria Avenue.
- Create high amenity retail connections to rear lanes.
- Investigate the provision of a local plaza or open space.
- Improve pedestrian crossings and walkability.
- Introduce landscaping for defensible footpaths.

### *A Vision for East Chatswood*

*East Chatswood village is a thriving, pleasant, accessible place. It has a leafy streetscape and attractive communal open spaces. It remains a distinct local centre separate from the Chatswood CBD, with a lower scale of development compared to the major commercial and shopping buildings of the CBD.*

## **Scenario for Discussion**

**This fourth scenario has been developed based on public, stakeholder and Council feedback on three earlier scenarios recently exhibited (see page 9), and is now offered for further discussion. General recommendations include the following:**

- Retain existing B2 Local Centre zoning for the centre.
- Introduce a minimum non-residential FSR control in B2 zone.
- Introduce an active ground floor frontage control in the B2 zone.
- Introduce incentive height and FSR provisions to encourage lot amalgamation and the delivery of improved public domain outcomes and / or additional commercial floorspace.



Building Use	Existing GFA (sqm)	Scenario 4 GFA (sqm)	Increase GFA (sqm)	Increase GFA (%)
Residential	15,729	43,966	28,237	180%
Non-Residential	22,046	27,428	5,381	24%
Total	37,775	71,394	33,619	89%

### Key Recommendations (LEP)

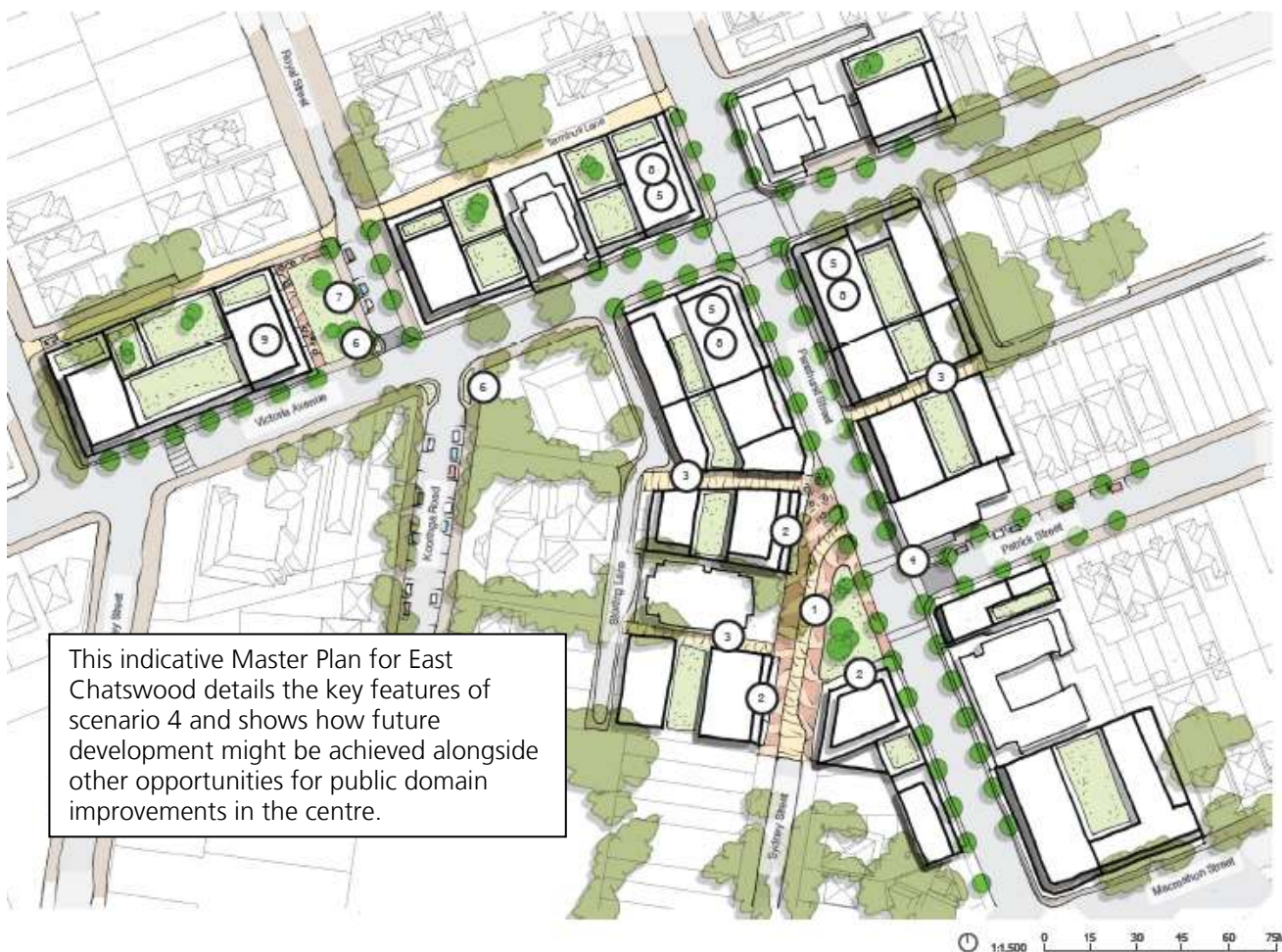
(Numbering below refers to the above preferred scenario diagram)

1. Increase heights up to 5 storeys and increase FSR up to 2:1 for amalgamated lots directly incorporating a new public open space.
2. Rezone land fronting Sydney St (within the study area) to B2 local centre with a maximum height limit of 5 storey.
3. Increase heights up to 6 storeys and FSR up to 2.8:1 for amalgamated sites at the intersection of Victoria and Penshurst Streets.
4. Increase heights up to 8 storeys and an FSR up to 2.1:1 to facilitate lot amalgamation and delivery of new public open space/plaza.

### Key Recommendations (DCP)

5. Minimum 3m upper level setback above 2 storeys.
6. Public domain improvements at the intersection of Sydney and Penshurst Streets.
7. Public domain and pedestrian improvements at the intersection of McMahon and Penshurst Streets.
8. Provide through site pedestrian links to laneways.
9. Maintain and improve laneway access from Victoria Ave.
10. New public open space to be provided at the corner of Royal St and Victoria Ave (minimum dimensions of 15m x 30m)

## Indicative Master Plan for East Chatswood



This indicative Master Plan for East Chatswood details the key features of scenario 4 and shows how future development might be achieved alongside other opportunities for public domain improvements in the centre.

### Key features

1. A new high quality public space (pedestrianised or traffic calmed) at the corner of Peshurst and Sydney Streets.
2. Increased density and heights up to 5 storeys with active ground floor frontages.
3. New through site pedestrian links to laneway network.
4. Improved pedestrian amenity/crossings and public domain at the intersection of Patrick and Peshurst Streets.
5. Increased building heights around intersection up to 6 storeys.
6. Kerb blisters to improve pedestrian amenity.
7. A new public open space at the corner of Royal St and Victoria Avenue. Existing parking to be relocated to the basement.
8. Up to 6 storeys with shop top housing.
9. Up to 8 storeys with shop top housing.



## East Chatswood Sketch Perspective



*Artist impression looking from Sydney St to Penshurst St.*

### **Potential Yield**

The SGS study forecast that East Chatswood would require an additional 5,538sqm of additional floor space including 1,800sqm of retail floor space by 2041. The scenario for discussion could provide for an increase of 5,381sqm of non-residential floor space and 28,237sqm of residential (approximately 314 dwellings).

## 2.4 High Street

### Character and Place

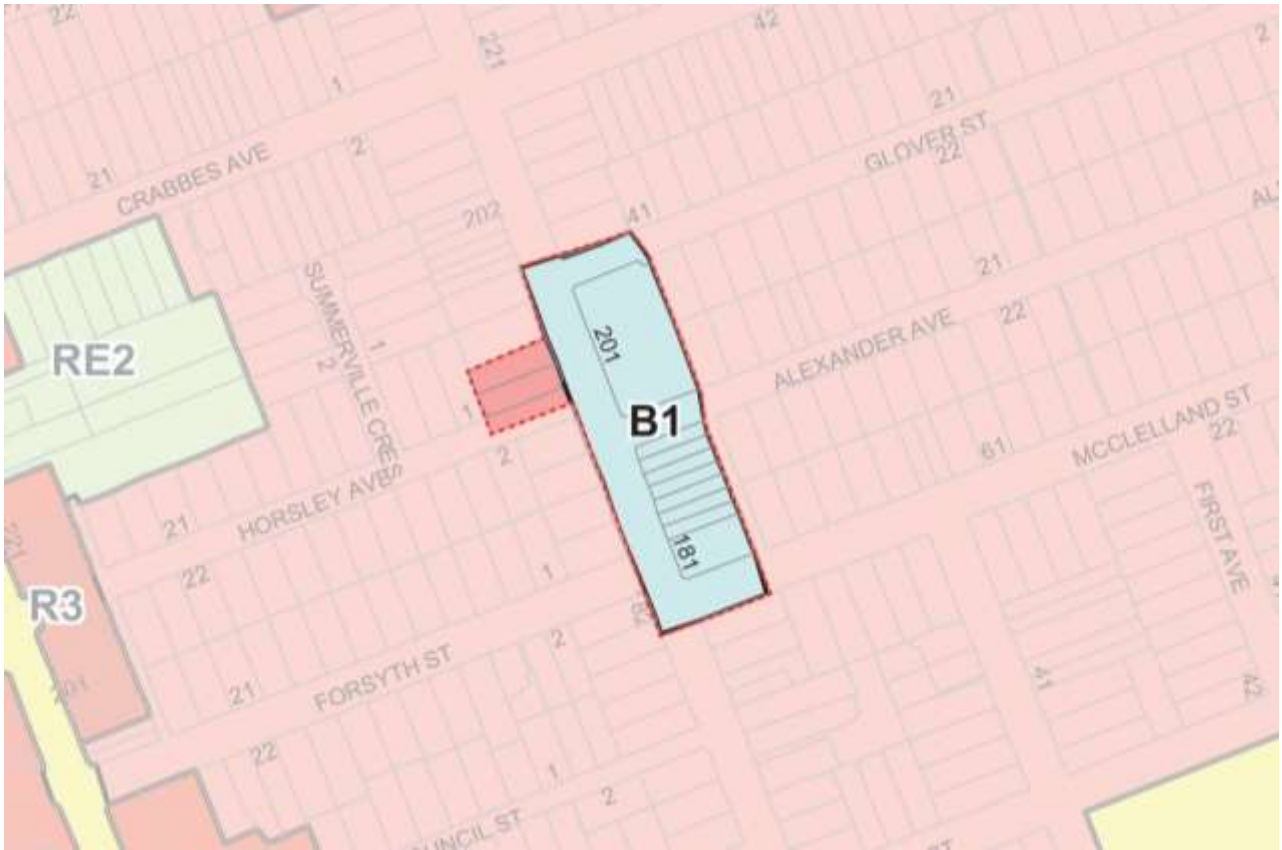
The High St local centre is located along High St and is bounded by McClelland St and Glover St. The centre is a small strip of retail shops amongst one and two storey residential dwellings. High St local centre is 3.3km drive from the Chatswood shopping core.

High Street is a high amenity local centre, with a range of grocery and convenience offerings provided to serve the local neighbourhood. The Church and associated school have a key role in defining the character of the centre. The Church adds civic and cultural elements and variety to the skyline.

The centre has convenient car parking provided at grade with excellent solar access and high amenity landscaping. It is noted that the space provided for parking is somewhat tight and when the centre is busy, can feel crowded and there is potential for conflict between pedestrians and vehicles. The space needs to be well managed to ensure safety and ongoing amenity.



## Existing Planning Controls



**Current Zoning:** B1 Neighbourhood Business and R2 Low Density Residential



**Current FSR:** The centre is subject to a maximum FSR of 1.3:1 (Q)



**Current height of buildings:** The centre has a maximum building height of 11m (L) for the two blocks zoned B1 Neighbourhood Centre while the surrounding residential neighbourhoods have a maximum height limit of 8m (I1) to 8.5m (I2).

### Strengths

- Walkability- there is good pedestrian access with flat grid topography and pleasant tree lined streets
- Parking is well located at the rear of 201 High St
- Through-site connections from the retail shops to the school
- Active frontages provide character and outdoor seating
- Mature trees particularly the fig trees in the school yard provide a pleasant vista on High St
- Courtyard on Iceworks Lane provides a vibrant retail environment away from traffic
- Built form of the Church and spire provide interest and identity

### Feedback on scenarios

**The main issues identified from community feedback are summarised as follows:**

- Resistance to increased density above shops.
- Support for improving pedestrian links and cycleways.
- Current parking and traffic flow issues.

## *Snapshots from submissions...*

*"Like to see more tree scape especially around apartments that needs more greenery especially in hot weather."*

*"High St shops - the strip is working very well and has a strong community feel. Is at its capacity already and can't cope with any additional traffic and more density"*

*"The biggest problem for residents now is parking and traffic flow."*

*"Timed parking must be introduced."*

*"No high rise, more restaurants".*

*"We are against any upgrade / proposals to High St shops, we would prefer to leave them as they are as they are always busy, we have everything we need."*

*"What is needed is a basement carpark...it needs more parking spaces"*

## **Directions**

### **Key suggestions**

The following ideas for the future have been developed by consultants in relation to built form, open space, public domain, and movement. These ideas establish strategic principles for how the centre could grow.

- Gateway corners in terms of built form and architecture could provide a sense of arrival
- Pedestrian circulation and connections could be strengthened between High St and the existing laneways and plaza
- Investigate enhanced open space provision and "green lungs" in the centre
- Active edge and corners could be improved by increased fine grain and active street frontages
- Potential development scenario for shop top housing retaining fine grain frontage and rear lane surface parking with landscaped streetscape

### *A Vision for High St*

*The High St neighbourhood centre is a vibrant community hub providing food and convenience shopping within an accessible, safe and pleasant environment. New development has been of a low scale enhancing the shopping and community experience.*

## Scenario for Discussion



This fourth scenario has been developed based on public, stakeholder and Council feedback on three earlier scenarios recently exhibited (see page 9), and is now offered for further discussion.

General recommendations include the following:

- Retain existing planning controls as per Willoughby LEP 2012.

### Key Recommendations (LEP)

(N/A Refer to Council LEP)

### Key Recommendations (DCP)

1. Maintain rear parking and laneway access.
2. 3m setback above 2 storeys.

## Indicative Master Plan for High Street



### Key features

1. Up to 3 storeys with shop top housing.
2. Maintain rear lane car parking.
3. Maintain through site/arcade links.
4. Consider new relocated crossings to improve pedestrian amenity and align with through site links/arcades in both blocks.
5. Threshold treatment at intersections to improve pedestrian and visual amenity.
6. Threshold treatments to road to mark entry into the centre and assist with calming traffic speed.

## High Street Sketch Perspective



*Artist impression looking north along High St.*

## Yield Analysis

The SGS study found a nominal gap between existing provision and forecast requirements for employment /retail space to 2031. The preferred scenario for High St (current controls) could yield an additional 1,354sqm of employment floor space and 1,862sq of residential (approximately 21 additional dwellings).



## 2.5 Naremburn

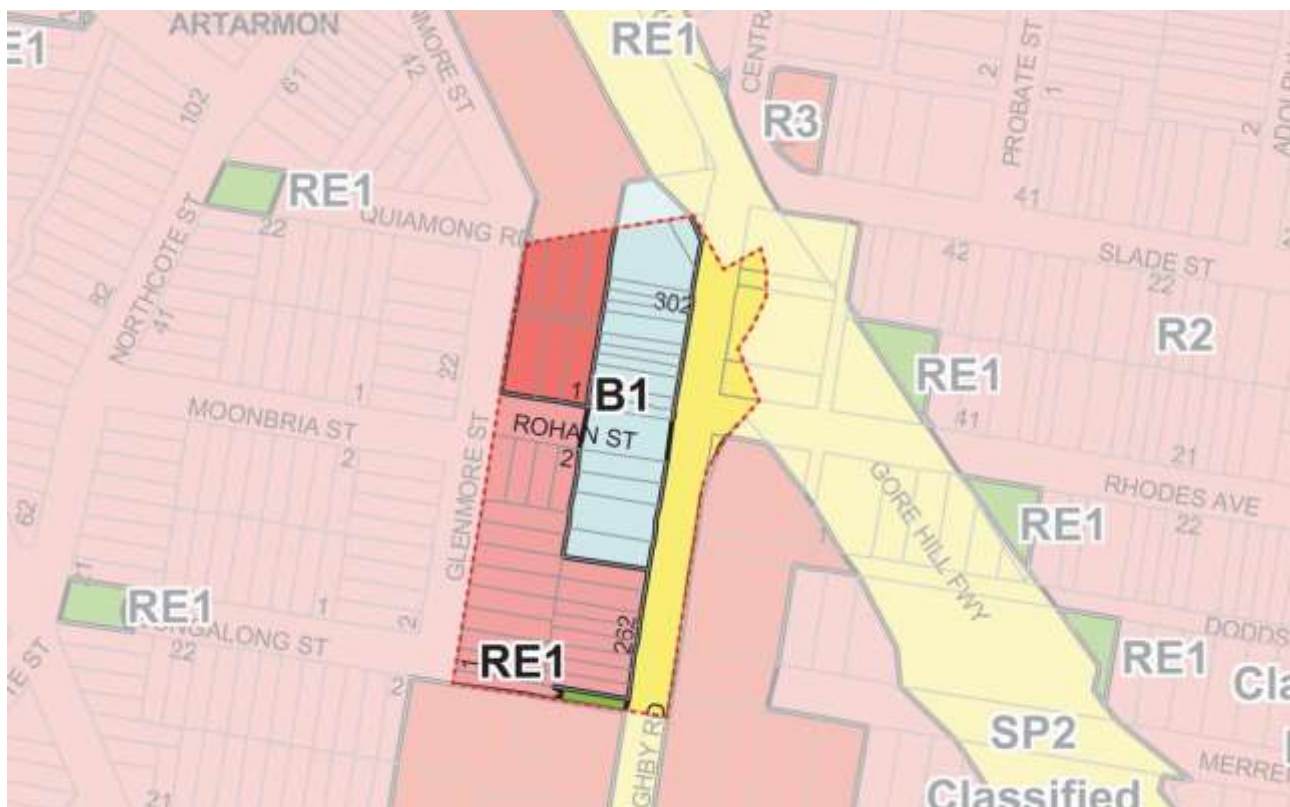
### Character and Place

The Naremburn local centre is located along Willoughby Rd and is bounded by Quiamong St to the north, Willoughby Rd to the east, Bongalong St to the south and Glenmore St to the east. It is in close proximity to the Gore Hill Freeway, 750 m from St Leonards and 3.3km from Chatswood CBD. Naremburn has a series of two storey, mid-century brick shop fronts with awnings and small unit paving that contributes to the village feel. Despite this, the centre is dominated by its relationship to Willoughby Road and the intersection with the Gore Hill Freeway.

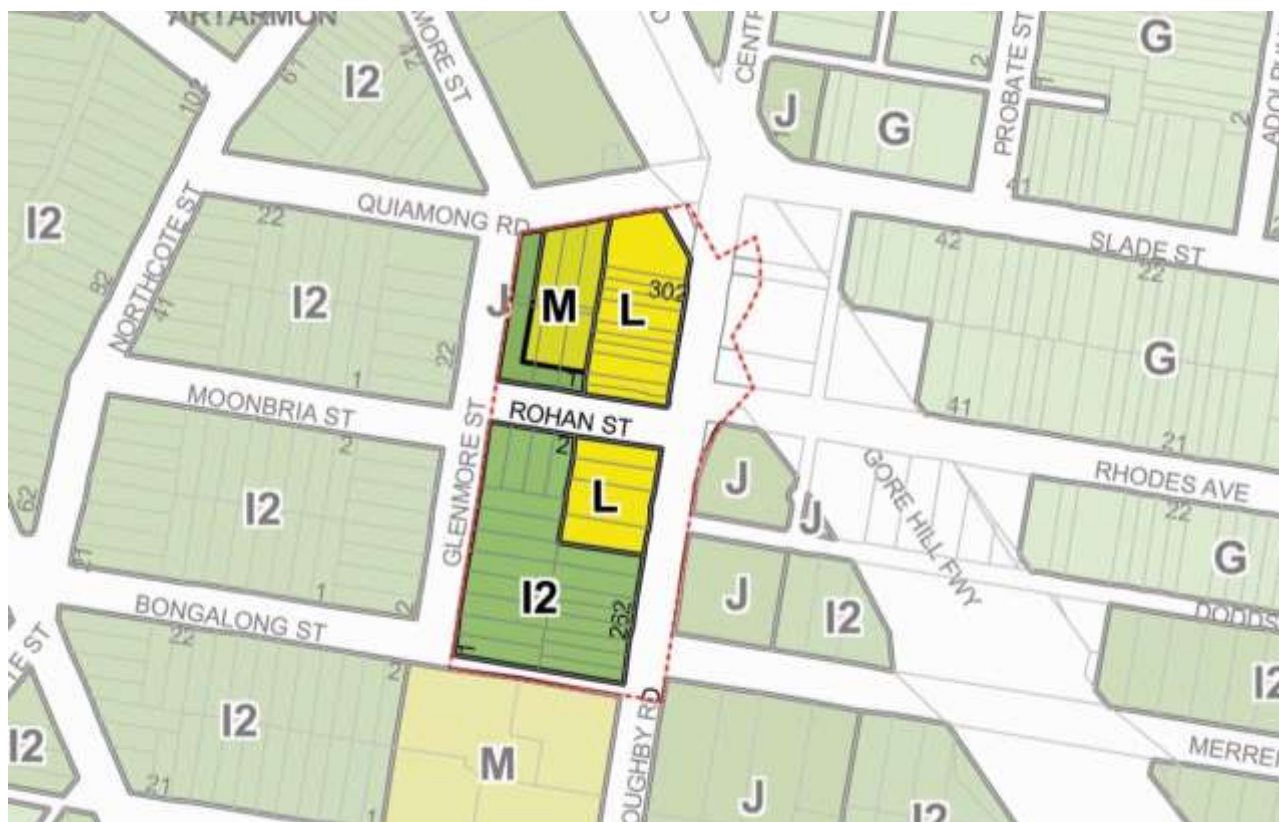
The majority of the built form along Willoughby Road has awnings that span the width of the footpath and provide pedestrians protection from the weather. The wide footpaths can accommodate multiple users which encourages foot traffic as the predominant mode of transport in the area. There are good trees around the northern end of the centre, providing a buffer between the street and the outdoor dining area, however the landscape aesthetic is not continued to the southern portion of the centre. The centre includes two heritage items, located at 284/284A Willoughby Road and 272-276 Willoughby Road. Retail in the centre is focused around food and beverage with some other services such as health and beauty and laundry. The centre lacks convenience stores such as grocery or banking.



## Existing Planning Controls



**Current zoning:** B1 Neighbourhood centre, R3 Medium Density Residential, R2 Low Density Residential.



**Current height of buildings:** The centre is zoned B1 and has a maximum height of 11m (L) Residential R3 land in Quiamong Rd and Glenmore St is designated part 12m (M) and part 9m (J) while the Residential R2 in Glenmore St has a maximum height of 8.5m (I2).



**Current FSR:** The maximum FSR in the centre is 1.5:1 (S1). Residential R3 land in Quiamong Rd and Glenmore St is designated 0.9:1 (L) while the Residential R2 in Glenmore St has a maximum FSR of 0.45:1 with some smaller lots granted a higher FSR.

### Strengths

- The fine-grain built form with heritage character
- Dining areas including outdoor eating venues
- Wide footpaths accommodate a range of users and are functional for outdoor seating
- Landscape – street trees provide attractive outlook and protection against intrusive road environment
- Cycle ways link the centre to the principle bike network
- The pedestrian bridge over the M1 freeway provides a good connection for residents north of the local centre
- Off street parking is well located to the north of the centre with additional angled parking in surrounding side streets
- Regular public transport operates through the centre with connections to Chatswood in the north, and Kingsford and Balmoral via the Sydney CBD

## Feedback on Scenarios

The main issues identified from community feedback are summarised as follows:

- Retain existing village atmosphere.
- Protect existing shopfronts and heritage.
- Parking issues and resultant viability of businesses.
- Increase the diversity of shops and services.
- Need for supporting infrastructure for growth across whole area.

*Snapshots from submissions...*

*"Most would wish for the area to retain its neighbourhood centre"*

*"Strongly against any change to the current character"*

*"Naremburn is on a regional cycling route which connects Chatswood and Lane Cove through to North Sydney and the City. It is highly popular and any future plans must take this into consideration"*

*"The apparent focus on retail, grocery, banking and post strikes us as out-dated thinking, not in keeping with latest trends in community living. We wonder if there may be more creative alternatives that would make better use of the space and contribute more meaningfully to the community"*

*"The proposals do not expand the residential facilities enough"*

## Directions

### Key Suggestions

The following ideas for the future have been developed by consultants in relation to built form, open space, public domain, and movement. These ideas establish strategic principles for how the Centre could grow.

- Maintain and improve service access and parking
- Create through-site activated arcade links
- Public domain and open space improvements
- Additional commercial and residential shop-top apartments
- Residential apartments to the rear of the retail strip

### *A Vision for Naremburn*

*Naremburn neighbourhood centre is an accessible and attractive centre providing "day to day" goods and services as well as cafes, restaurants and outdoor spaces. New development reinforces and contributes to retaining a pleasant village atmosphere while providing additional housing options.*

## Scenario for Discussion

This fourth scenario has been developed based on public, stakeholder and Council feedback on three earlier scenarios recently exhibited (see page 9), and is now offered for further discussion. General recommendations include the following.



Building Use	Existing GFA (sqm)	Scenario 4 GFA (sqm)	Increase GFA (sqm)	Increase GFA (%)
Residential	3,586	15,073	11,488	320%
Non-Residential	3,603	7,261	3,658	102%
Total	7,188	22,335	15,146	211%

### Key Recommendations (LEP)

(Numbering below refers to the above preferred scenario)

1. Increase heights to 4-5 storeys and an FSR of up to 1.6:1 for amalgamated lots to deliver additional commercial floor space and rear lane public parking.
2. Increase heights up to 6 storeys and FSR 1.9:1 on the north-east corner site.
3. Rezone R3 land fronting Glenmore Street to B1 Neighbourhood Centre with heights up to 4 storeys and an FSR up to 1:1 for amalgamated lots.
4. Rezone R2 land fronting Glenmore St to R3 Medium Density Residential with heights up to 4 storeys and an FSR up to 1.4:1 for amalgamated sites.

Rezoning in Glenmore St and at the southern end of the centre is suggested to be a longer term proposition more appropriate for a later stage beyond 20 years. This area is represented as shaded in the scenario above.

### Key Recommendations (DCP)

5. Maintain fine grain existing shop fronts along Willoughby Rd.
6. Minimum 3m upper level setback above 2 storeys fronting Willoughby Rd.
7. Additional 3m setback above 4 storeys fronting Willoughby Rd.

### Key Recommendations (DCP)

8. New public space and through site link to be provided to the south of heritage listed building (272 Willoughby Rd).
9. Maintain appropriate height and setbacks adjacent to heritage listed buildings.
10. Minimum rear setback of 18m for lots fronting Willoughby Rd to allow for future public parking and service access.
11. Public through- site link to be provided.
12. Potential ground floor arcade/public through-site link to be provided.
13. Provide new public space with active ground floor frontage.
14. Relocate car parking to create improved public plaza on Willoughby Rd.

### Indicative Master Plan for Naremburn



#### Key features

1. Retention of fine grain shop fronts/façades fronting Willoughby Road.
2. Up to 4-5 storeys with shop top housing on amalgamated lots fronting Willoughby Road.
3. Retention of heritage buildings/façades
4. Public parking and services access to the rear of lots fronting Willoughby Road.
5. A new public plaza and through site link.
6. Relocate some parking to rear laneway to create additional high quality public space fronting Willoughby Road.
7. Pedestrian arcade/through-site link
8. Residential apartments on amalgamated sites up to 4 storeys with ground floor retail fronting a new public space.
9. Residential apartments on amalgamated sites up to 4 storeys.
10. Through-site pedestrian link.
11. Potential small supermarket on larger site (could include basement parking)

## Naremburn Sketch Perspective



*Artist impression looking north along Willoughby Rd.*

### **Yield Analysis**

The SGS study found a retail gap to 2031 but a surplus in overall employment potential floor space. The scenario over the longer term, could yield an increase of 3,659sqm of commercial floor space and 11,488sqm of residential floor space (128 dwellings) in Naremburn.

## 2.6 Northbridge

### Character and Place

Northbridge is at the entry point to the Willoughby Local Government Area from the south. The business precinct is focused on a major arterial route along Sailors Bay Rd, Eastern Valley Way and Strathallen Ave. Eastern Valley Way is a freight corridor and regular bus routes service the centre travelling to the north and south to the Sydney CBD.

Northbridge Plaza includes a major supermarket as well as 23 specialty shops and is the heart of the retail centre. There is a large Council car park located at the rear. However, Northbridge lacks any significant outdoor open space area for community recreation and gatherings.

The topography of the centre is generally flat, with Sailors Bay Road running along the ridge-line. The built form character of the centre is generally a two to four storey street frontage. While the eastern side of the centre has a smaller lot pattern, the western side of the centre is characterised by larger lots and a bulkier built form. Some recent examples of shop top housing exist in the centre.

The eastern side of the centre benefits from increased street tree planting and landscaping, a pedestrian crossing at Bellambi Street, a generally consistent zero building setback to the street, and a higher level of fine grain street presentation. The majority of the centre is paved in a tan herringbone brick paver.





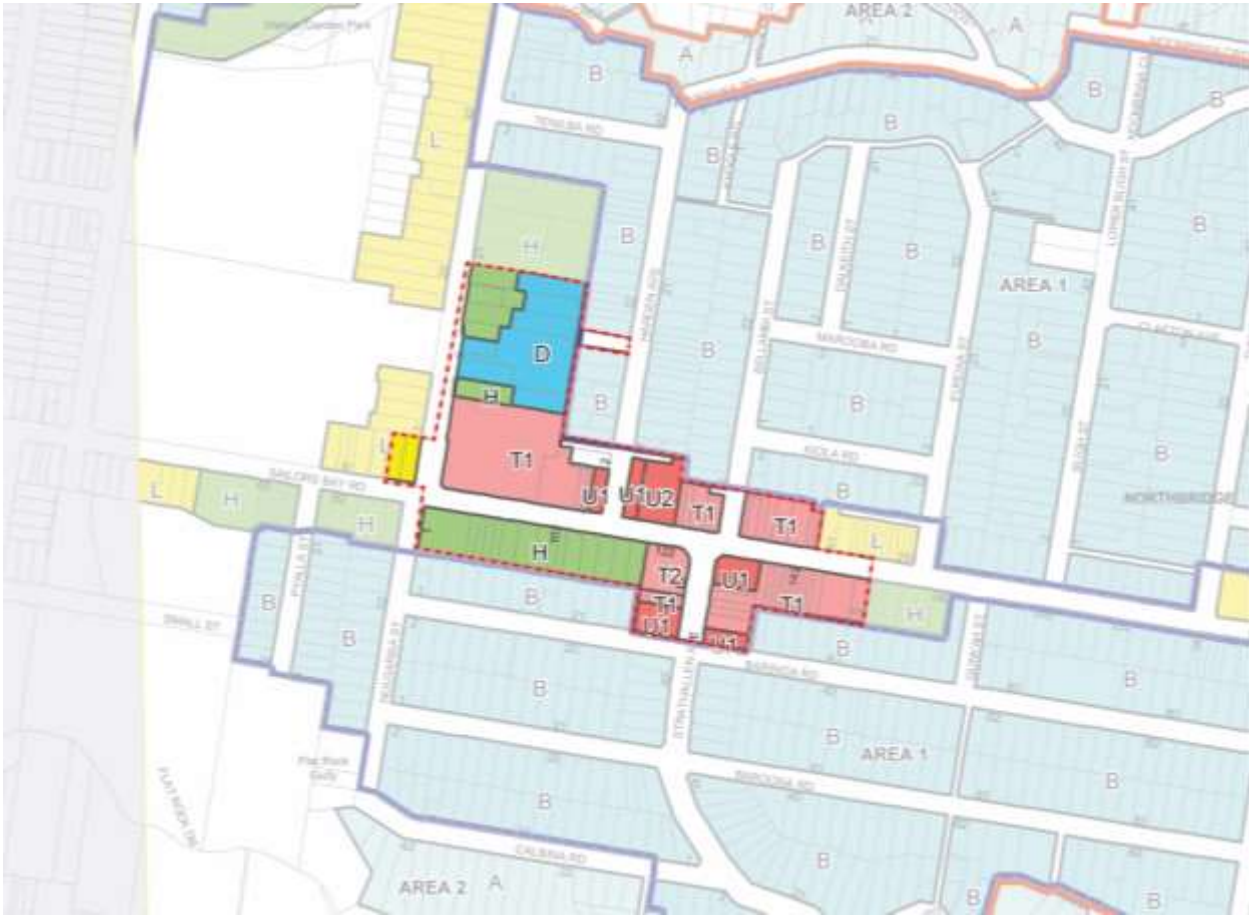
## Existing Planning Controls



**Current zoning:** B2 Local Centre, R3 Medium Density Residential.



**Current height of buildings:** The centre is subject to a maximum height of 14m (N2). The Council owned car park and Medium Density R3 zones in Eastern Valley Way and southern side of Sailors Bay Rd are designated 9m (J) and 12m(M).



**Current FSR:** Buildings fronting Sailors Bay Rd and Strathallen Ave are subject to a maximum FSR ranging from 0.7:1 (H) to 2.6:1 (U2). The Northbridge Plaza is subject to an FSR of 2:1 (T1) and the Council car park to the north is subject to an FSR of 0.5:1 (D). Properties on the eastern side of Eastern Valley Way are subject to an FSR of 0.7:1(H) and those on the western side are subject to 0.9:1(L).

### Strengths

- The fine grain local retail and dining services along the eastern edge of Sailors Bay Rd are enhanced through the use of wide footpaths, awnings and street parking.
- Street parking is generally available in side streets
- Public transport (buses) available to the City, North Sydney and Chatswood
- Emerging 'green lungs' in side streets and spaces with the potential to provide relief from busy streets
- Outdoor dining and retail activity located on the eastern side of Sailors Bay Rd enhances the vibrancy and life of the centre and is supported by a lane of off street parking

## Feedback on Scenarios

### The main issues identified from community feedback are summarised as follows:

- Commercial viability of ground floor businesses in shop top developments queried.
- Long history of issues associated with the Council car park at rear of Northbridge plaza.
- Merits recognised for a town square / green space provision.
- Improved traffic management and additional parking required.
- Critical coordination of height limits and floor space ratio is required.
- More open space and improved bike paths and pedestrian links would be beneficial.
- Query how existing infrastructure will support further growth with roads already congested during peak times.

### *Snapshots from submissions...*

*"Northbridge is a "Pinch Point" for peak hour traffic. Increasing density will exacerbate this issue"*

*"Where is the mix of vibrant shops and cafes attracting locals? Some thought needs to be put to keeping the mix diverse"*

*"Putting the Council car park underground. This has been talked about for way too long with no action"*

*"Extension of the zoning on the South side of Sailors Bay Rd to include Baringa Rd between Strathallen Avenue and Nulgarra St (needed) for development of Sailors Bay Rd to work"*

*"More open space as community meeting places"*

*"A 'hybrid solution' will bring the best result for Northbridge"*

*"All buildings should be of absolutely first class design and construction"*

*"Support a dedicated left hand turn from Sailors Bay Rd into Strathallen Avenue"*

## Directions

### Key Suggestions

The following ideas for the future have been developed by consultants in relation to built form, open space, public domain, and movement. These ideas establish strategic principles for how the centre could grow.

- Increase shop-top housing within the centre
- Encourage high quality architectural 'Marker buildings' at key locations to provide gateways to the town centre
- Improve public open space provision by undergrounding Council car park and providing a plaza, create pocket parks and streetscape improvements
- Improve pedestrian connections
- Development potential for new medium density residential, new retail and community uses and additional mixed use development.

### A Vision for Northbridge

Northbridge Town Centre is a successful commercial hub providing a mix of local and destination shopping as well as offices and services in an attractive and accessible setting. Its built form and character and range of extensive public open spaces has ensured its role as a much valued community hub. New commercial floor space has created local business opportunities and new medium density housing has responded to the needs of residents at all stages of life.

### Scenario for Discussion

This fourth scenario has been developed based on public, stakeholder and Council feedback on three earlier scenarios recently exhibited (see page 9), and is now offered for further discussion. General recommendations include the following:

- Retain existing B2 Local Centre zoning for most of the centre.
- Introduce a minimum non-residential FSR control in B2 zone.
- Introduce an active ground floor frontage control in the B2 zone.
- Include the north side of Baringa Road



Floor space summary

Shadows shown at 12pm on 21st June

Building Use	Existing GFA (sqm)	Scenario 4 GFA (sqm)	Increase GFA (sqm)	Increase GFA (%)
Residential	21,341	65,943	44,603	209%
Non-Residential	33,295	42,584	9,290	28%
Total	54,635	108,527	53,892	99%

### Key Recommendations (LEP)

(Numbering below refers to the above scenario diagram)

1. Increase heights of up to 6 storeys for commercial development along Sailors Bay Rd equating to 2.5:1 floor space ratio.
2. Increase heights up to 5 storeys to allow residential apartment development on certain sites and deliver new open space at the rear of Northbridge Plaza on the Council car park. Consider partial rezoning to R3 medium density.
3. Increase heights up to 3-4 storeys and rezone to R3 Medium density Residential along the northern side of Baringa Road. Consider a minimum lot width to ensure lot amalgamation and improved access from Baringa Road, equating to 1:1 floor space ratio.
4. Increase heights up to 5 storeys as an incentive for an additional storey of commercial floor space on certain sites in Sailors Bay Rd east and Strathallen Ave.

### Key Recommendations (DCP)

5. Deliver a new public open space, with a minimum area of 2,000sqm.
6. Minimum upper level setback of 3m above 2<sup>nd</sup> storey, and additional 6m setback above 4<sup>th</sup> storey for commercial buildings along Sailors Bay Rd.
7. Minimum 6m landscaped setback to be provided along the southern side of Sailors Bay Rd.
8. Shared laneway to be provided from Eastern Valley Way to Harden Ave.
9. Laneway and service access to be provided from Sailors Bay Rd.

### Northbridge Sketch Perspective



*Artist impression looking south over a new public open space towards Northbridge Plaza.*

## Indicative Master Plan for Northbridge



### Key features

1. Significant new commercial floorspace fronting Sailors Bay Road up to 6 storeys.
2. New public open space surrounded by ground floor active frontage and above basement public parking (with improved capacity).
3. Activated pedestrian laneway link.
4. Mix of residential apartment blocks (3-5 storey) and medium density terrace housing.
5. Encourage amalgamation of lots between Sailors Bay Road and Baringa Road to facilitate improved vehicle and basement access from Baringa Road only (3-4 storeys).
6. Streetscape improvement to Sailors Bay Road and Strathallen Avenue.
7. Improved public domain and pedestrian amenity at the southern end of Belambi Street.
8. Encourage additional first floor commercial floorspace fronting the eastern end of Sailors Bay Road (4-5 storeys).
9. Improved laneway network for servicing and deliveries.
10. Investigate opportunities for additional pedestrian crossing arms at existing intersections.
11. Investigate opportunity for blisters or central refuge to provide a safer crossing location.

### Potential Yield

SGS Economics and Planning assessed the Northbridge local centre as requiring an additional 11,152sqm of commercial floor space by 2041. The scenario for discussion could possibly yield around an additional 9,280sqm of commercial floor space in the centre and an additional 44603sqm (485 residential dwellings).

## 2.7 Penshurst Street

### Character and Place

The built form character of the centre is generally two storey in the B2 Local Centre zone with a consistent build to boundary street address and awnings. On Oakville Road, facing the Willoughby Girls High School, the built form steps back to provide outdoor dining off the footpath.

In the B5 zone running along the west of Penshurst Street, built form is generally two to three storeys, with inconsistent setbacks, landscaping, and awnings. Some buildings are substantially setback with at grade parking at the front. The lack of rear or side access has resulted in a number of access driveways interrupting the street footpath. The B5 zone at the intersection of Mowbray Road and Penshurst Street is characterised by a taller built form of three to five storeys.

Despite its R3 Medium Density Residential zoning, the residential character of built form facing the eastern side of Penshurst Street is low density with single storey detached dwellings and small garden setbacks to the street. This side of the street has ornamental pear trees and some landscaping along the footpath. There is minimal street tree planting elsewhere in the centre.

The area located south of Mowbray Rd comprises shop top housing style premises including a recent development known as “The Mint”.



## Existing Planning Controls



**Current zoning:** B2 Local Centre, B5 Business Development, R3 Medium Density Residential and R2 Low Density Residential.



**Current FSR:** The centre is subject to a maximum FSR of 1.5:1 (S1) and 1.7:1 (S2) Adjoining land to the south is subject to a FSR of 0.9:1 (L), with small parcels of land to the south east and north of the centre subject to 0.7:1 (H). Surrounding R2 Low Density Residential zoned land is subject to an FSR of 0.4:1.



**Current height of buildings:** Buildings fronting Penshurst St are primarily subject to heights of 11m (L) and 12m (M) "The Mint" building at 150 Mowbray Rd is 18m (P).



## Strengths

- Retail amenity- there is a small shopping centre near Oakville Rd that provides a good range of local shops such as grocery store, pharmacy and small cafe
- Parking is provided on street and in the public car park in Oakville Rd
- Pedestrian crossings are well located
- Public transport provides regular services to Chatswood to the north and to the Sydney CBD and Bondi Junction to the south
- Landscape verges and street trees in Oakville Rd and surrounding side streets off Penshurst St and Willoughby Rd contribute to the visual character and outlook of the centre

## Feedback on Scenarios

The main issues identified from community feedback are summarised as follows:

- Capacity issues at Willoughby Public School.
- Need for improved infrastructure.
- Traffic congestion issues.

*Snapshots from submissions...*

*"There will be need for further expansion of Willoughby Public school to accommodate more children."*

*"No more new dwellings in Peshurst Street until suitable infrastructure is provided, including additional buses in peak hour."*

*"Scenario 3 would be a good concept plan as long as the design is not too big and is not overdevelopment for this area! It is about getting the balance right."*

## Directions

### Key Suggestions

The following ideas for improvements for the future have been developed by consultants in relation to built form, open space, public domain, and movement. These ideas establish strategic principles for how the Centre will grow.

- Potential to redevelop sites along Peshurst Street.
- Upgrade and improve pedestrian and cycling environment.
- Build on the strength of the existing B2 local centre.
- Improve service access to minimise impacts to public domain along Peshurst Street.
- There is a potential key site for open space next to the old post office.

### *A Vision for Peshurst St*

*The Peshurst St local centre is a diverse commercial centre providing a safe, accessible and landscaped neighbourhood for residents and visitors. The centre is well connected for cyclists and pedestrians and has attractive open space and a pleasant public domain.*

## Scenario for Discussion

**This fourth scenario has been developed based on public, stakeholder and Council feedback on three earlier scenarios recently exhibited (see page 9), and is now offered for further discussion.**

**General recommendations include the following:**

- Retain existing B2 Local Centre and B5 Business Development zonings for the centre.
- Introduce a minimum non-residential FSR control in B2 and B5 zones.
- Introduce an active ground floor frontage control in the B2 and B5 zones.
- Additional height and FSR permitted as an incentive for amalgamated sites offering improved access. outcomes and/or additional 1st floor commercial floor space.



Floor space summary

Building Use	Existing GFA (sqm)	Scenario 4 GFA (sqm)	Increase GFA (sqm)	Increase GFA (%)
Residential	12,806	42,317	29,512	230%
Non-Residential	13,095	15,303	2,208	17%
Total	25,901	57,620	31,719	122%

**Key recommendations (LEP)**

*(Numbering below refers to the above scenario diagram)*

1. Heights up to 5 storeys and FSRs up to 3:1 fronting Penshurst St on amalgamated sites are recommended by consultants; however, a density of 2:1 may be more appropriate in this location to minimise traffic impacts on Penshurst St and maximise privacy to Ward St properties.
2. Retain R3 zoning with increased heights up to 5 storeys and FSRs up to 2.7:1 on amalgamated sites.
3. Increased heights up to 6 storeys and FSRs up to 2.8:1 on amalgamated corner lots fronting Penshurst St and Mowbray Rd.

**Key Recommendations (DCP)**

4. 3m setback above 3 storeys and a further 3m setback above 5 storeys along Penshurst St.
5. Maintain and extend Medway Lane to join Penshurst St.
6. Encourage shared site access on amalgamated lot boundaries to minimise the number of driveways on Penshurst St.
7. Maintain rear setback and solar access to adjoining properties on Ward St.

## Indicative Master Plan for Peshurst Street



### Key features

1. Up to 5 storeys with shop top housing on amalgamated lots fronting the western side of Willoughby Road.
2. Encourage shared access on lot boundaries to reduce driveways onto Peshurst Street.
3. Consider additional crossing arm at the intersection of Peshurst Street and Oakville Road.
4. Streetscape improvements and additional street tree planting to Peshurst Street.
5. Residential apartments up to 5 storeys accessible from Medway Lane.
6. Extension of Medway Lane to Peshurst Street.
7. Retain at grade public parking.
8. Future expansion of the Willoughby Girls High School

## Penshurst Street Sketch Perspective



*Artist impression looking from Willoughby Public School across Oakville Rd to the local centre.*

## Potential Yield

The SGS study forecast that Penshurst Street local centre would require an additional 4,711sqm of additional floor space by 2041. The scenario for discussion could yield an increase of 2,208 of non-residential floor space and 29,512sqm of residential floor space (approximately 327 dwellings).

## 2.8 Willoughby South

The Willoughby South centre has been added to the draft Strategy in response to submissions received in relation to the Scenario testing of the 7 original centres. The consultants undertook a preliminary analysis outlined below which will be subject to community feedback.

### Character and Place

The Willoughby South local centre is bounded by Penkivil Street and Harris Street to the north and Borlaise St to the south. The commercial area predominantly fronts Willoughby Road with additional commercial areas branching off Willoughby Road in Frenchs Road. The centre has direct access to the Gore Hill freeway from Willoughby Rd and is approximately 7.2km from the Sydney CBD.

The topography of the area slopes from north to south and there is a substantial change in level between the area bounded by Frenchs Road, Tulloh Lane and Prentice Lane.

The existing buildings are generally one and two storeys with shop fronts to Willoughby Road. There have been some more recent mixed use developments which are three storey in height. The Bridge View Hotel is a prominent building in this locality and is identified as a Local Heritage Item. The facades of the buildings at 549-553 Willoughby Rd are also Heritage listed.

There are two Council car parks off Borlaise Street however they are not well sign-posted and have poor connection to the retail strip.

Sanders Park located to the west of the centre in Julian St provides neighbourhood open space. There is also significant tree canopy creating a green network at the rear of properties on the western side of Willoughby Rd.



### There are a number of constraints in this centre such as:

- Traffic and parking- the heavy volumes of traffic result in noise and air pollution. Clearway restrictions at peak hours impact on car parking availability.
- Small, narrow allotments particularly on the eastern side of Willoughby Rd which interface with the adjoining residential area.
- Convenience shops such as a small grocery and newsagency have recently closed and the centre does not have a small supermarket.

### Strengths

- Public car parking at the rear of properties on the western side of Willoughby Rd
- Convenient pedestrian crossings
- Public Transport and access to the city
- There are a number of buildings with attractive Heritage facades
- Green network particularly to the west of the centre
- There are opportunity sites for redevelopment

### Yield analysis

The SGS study of 2016 indicated that there is a small (293sqm) surplus of employment space in the Willoughby South local centre.

### Directions

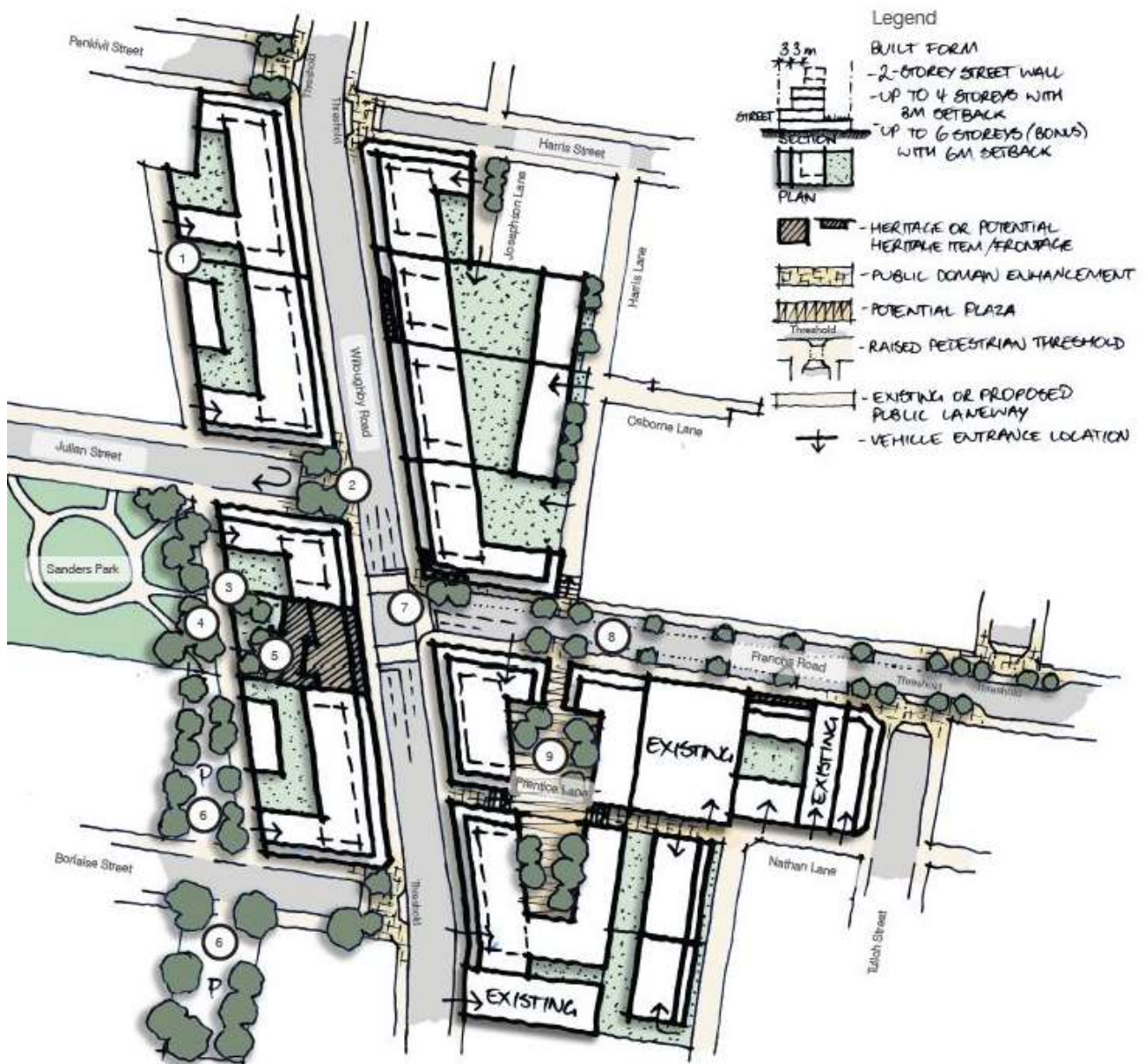
#### Key Suggestions

The following ideas for improvements for the future have been developed based on consultants' recommendations in relation to built form, open space, public domain, and movement. These ideas establish strategic principles for how the Centre will grow.

- Retain existing B2 Local Centre zoning for the centre.
- Introduce a minimum non-residential FSR control in B2 zone.
- Introduce an active ground floor frontage control in the B2 zone.
- Additional height and FSR permitted as an incentive for amalgamated sites offering improved public domain outcomes.

### General Built Form Recommendations

- **A 2-storey street wall**, with Heritage or potential Heritage facades retained where possible.
- **Up to 4 storeys set back 3m** (assuming ground floor commercial or retail uses, with residential floors above).
- **5th and 6th storeys set back 6m** as bonuses for contributions to positive public domain outcomes, such as:
  - Amalgamation of multiple properties.
  - Provision of new and / or improved laneway connections.
  - Provision of first-floor commercial uses.
  - Contribution to the amenity of the local centre streetscape.
  - Active street frontages to Willoughby Road, Frenchs Road, at the corners of local side streets, and to any internal plaza spaces.



### Site-Specific Recommendations

1. **New laneway** to the north of Julian Street.
2. **New street plaza** – there is an opportunity to close Julian Street at Willoughby Road to create a new furnished and landscaped public space. An alternative option would be to provide a shared left-out only lane from Julian Street, and a smaller public space.
3. **New laneway** between Julian Street and Borlaise Street.
4. **Sanders park landscape improvements** along the frontage to the new lane can facilitate pedestrian access into the park.
5. **Bridgeview Hotel improvements to outdoor spaces** at the rear of the hotel can improve activity along the park edge. The Avalon Beach RSL Club’s interface with Dunbar Park offers a potential precedent.
6. **Retain parking** off Borlaise Street.
7. **Kerb extension** on the north side of Franchs Road at the corner of Willoughby Road, to provide a furnished and landscaped ‘pocket park’, and to reduce the distance for pedestrians to cross Franchs Road.
8. **Streetscape enhancements along Franchs Road**, including regular street tree plantings, can encourage more activity in this area.



## Site-Specific Recommendations

9. **Plaza redevelopment** of the properties around Prentice Lane. This development can feature a supermarket at Willoughby Road level, a public landscaped plaza at Frenchs Road level, and a stair connection to Nathan Lane. The western side of the plaza can feature a row of commercial spaces, as the level change up to Nathan Lane may limit the viability of residential uses along this edge. Prentice Lane can be re-aligned to provide a connection north to Harris Lane. The Stockland Cammeray Shopping Centre may be considered as a precedent.

## Willoughby South Sketch Perspective

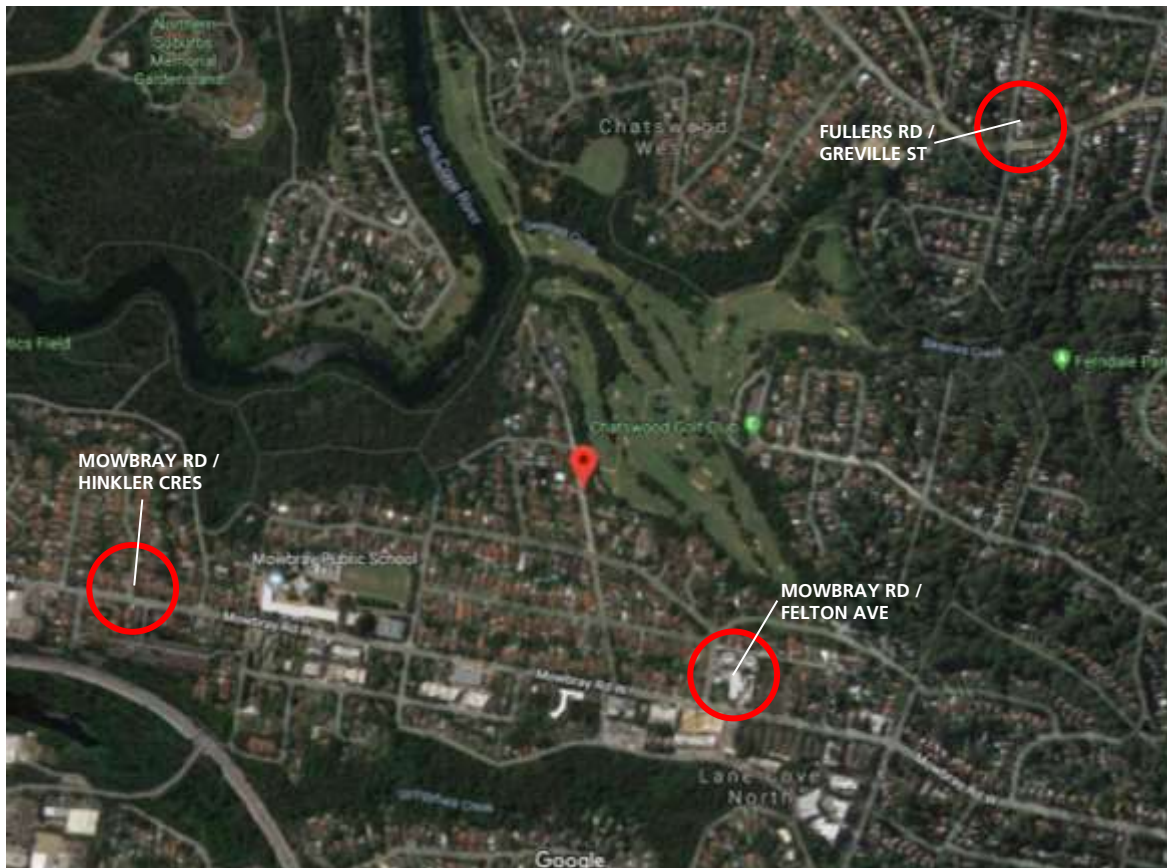


*Artist impression looking south along Willoughby Rd at Julian St.*

## SECTION 3

## SECTION 3: POSSIBLE NEW CENTRE FOR WEST CHATSWOOD

As a result of earlier feedback and further consideration of the distribution of local centres across the Willoughby Local Government Area, it has been agreed to examine a possible new centre and include in that the review of the role of two existing neighbourhood centres in West Chatswood. The three locations that are being examined are located at Mowbray Rd / Felton Ave; Fullers Rd / Greville St; and Mowbray Rd / Hinkler Crescent as outlined below:

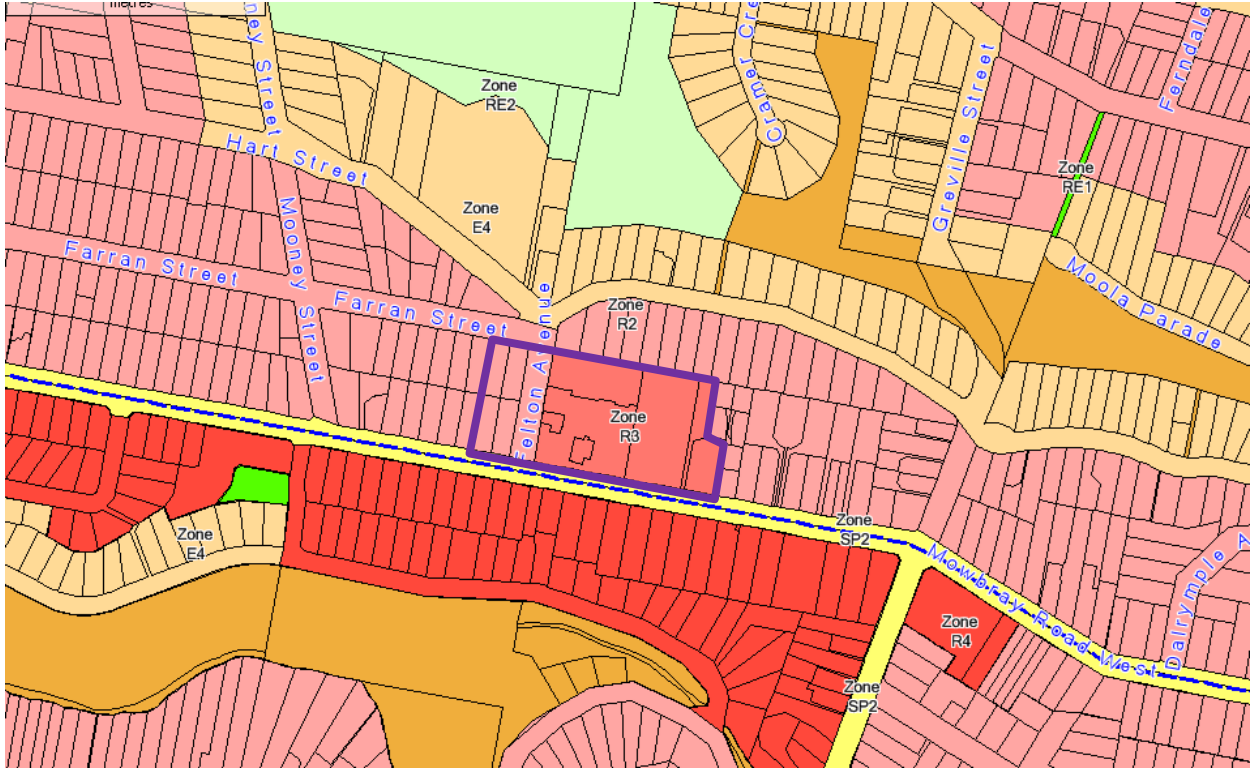


### 1. MOWBRAY ROAD WEST / FELTON AVENUE

Feedback during the initial local centres consultation in November 2017- January 2018 proposed the merits of a new local centre at Lane Cove North referred to as “Mowbray”. The area that was referred to was the entire block bounded by Mowbray Rd west, Felton Ave, Farran St and Mooney St.

The subject block is adjacent to the small community hub comprising West Chatswood library and the St Peter’s Green aged housing complex which includes a small café and outdoor seating area. Since its construction, this development has been well patronised and has provided a community focus particularly as there are currently limited places for residents to gather in West Chatswood.

There could be merit in exploring the potential for a new small neighbourhood centre covering two blocks to the west of the existing St Peter’s Green complex (as identified in Map 1) which would involve rezoning from Residential to Neighbourhood Business in the future. Further technical studies such as economic feasibility and traffic and transport analysis would be required if this location were to proceed.

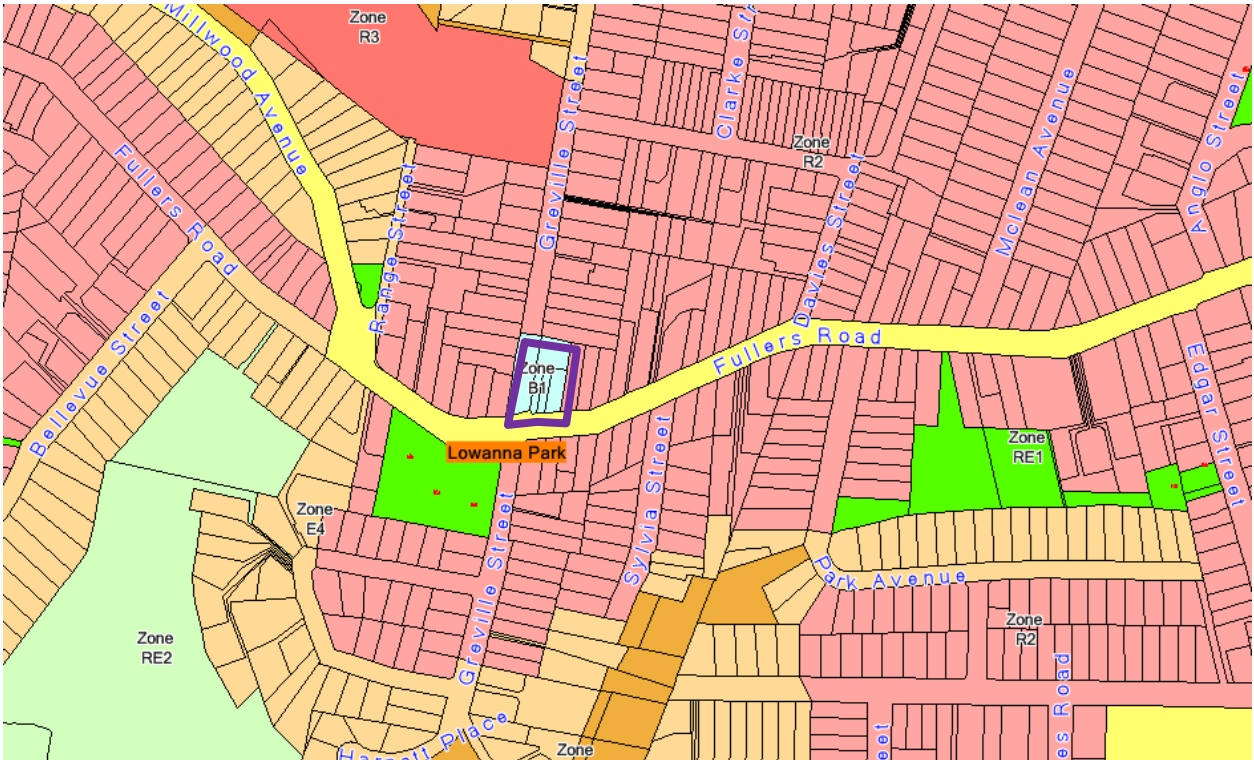


 Indicates Location

**Map 1: Mowbray Rd West / Felton Ave.**

## 2. FULLERS ROAD / GREVILLE STREET

The existing neighbourhood centre at the corner of Fullers Rd and Greville St is a small centre adjoining a low density residential area. This location will be examined for potential to perform a greater role as a local centre.

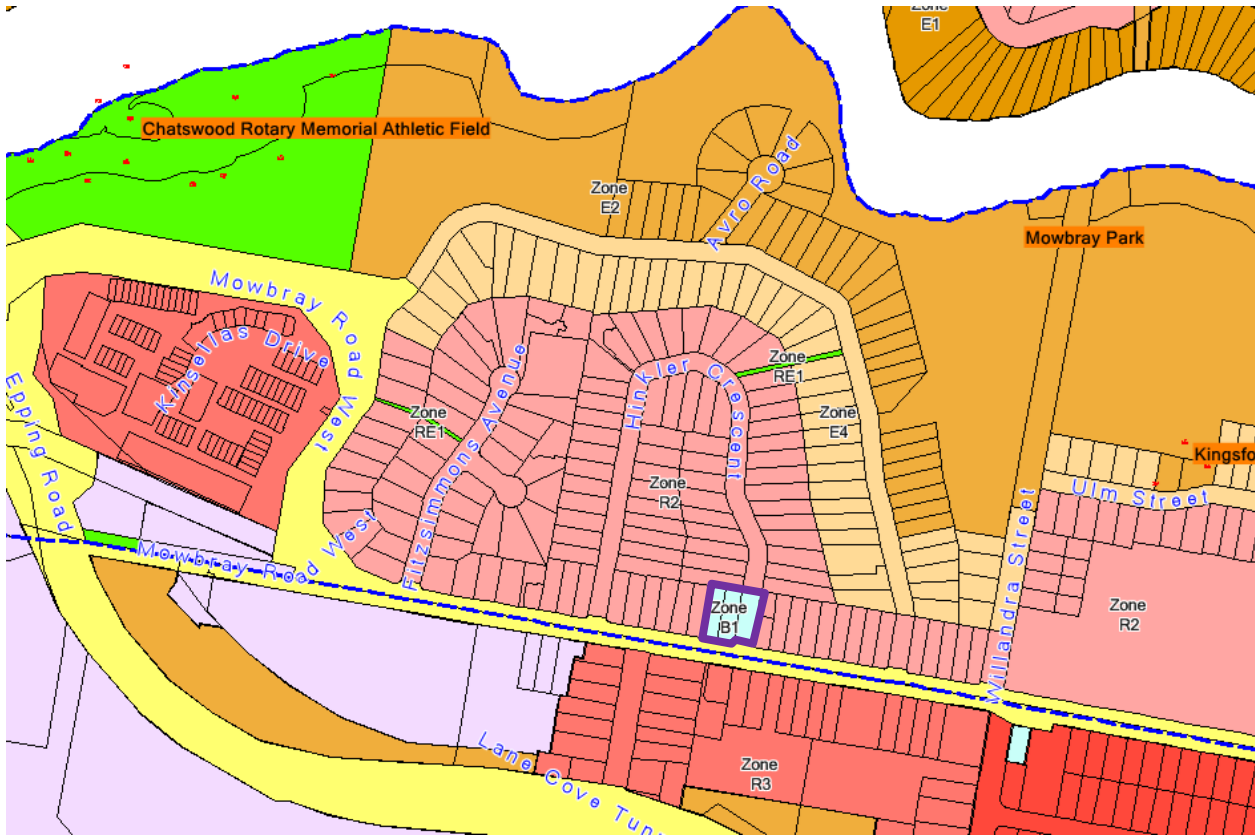


 Indicates Location

**Map 2: Fullers Rd / Greville St.**

### 3. MOWBRAY ROAD WEST / HINKLER CRESCENT

The neighbourhood centre located at the corner of Hinkler Crescent and Mowbray Rd is a small group of shops with residential at the rear. This location will be examined for potential to perform a greater role as a local centre.



 Indicates Location

**Map 3: Mowbray Rd West / Hinkler Crescent**

## SECTION 4

## SECTION 4: NEXT STEPS

The draft Willoughby Local Centres Strategy continues the dialogue between residents, businesses and Council to develop feasible planning outcomes that can improve the vitality, health and amenity of the local centres. In response to the analysis undertaken to date and to the community feedback received, a final Strategy will be prepared which will be informed by subsequent technical studies such as traffic and parking, infrastructure and heritage.

All of the scenarios recommend public domain and open space improvements which require further consideration of funding methods such as local infrastructure contributions or Planning Agreements.

During public exhibition the opportunity will be created to hold design roundtables with interested community members and stakeholder groups to ensure local voices and opinions inform and influence the Final Strategy.

Following consideration of all feedback, a final Local Centres Strategy will be published before a Planning Proposal is prepared to amend Willoughby Local Environmental Plan 2012 and Willoughby Development Control Plan to give legal effect to changes where required.

## SECTION 5



## SECTION 5: REFERENCES

SGS Economics and Planning (2016). *Willoughby Economic Development Study*. SGS Economics and Planning.

Willoughby City Council (2017). *Willoughby Housing Position Statement*. Sydney: Willoughby City Council.

Willoughby City Council (2017). *Willoughby Local Centres Position Statement*. Sydney: Willoughby City Council.

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