



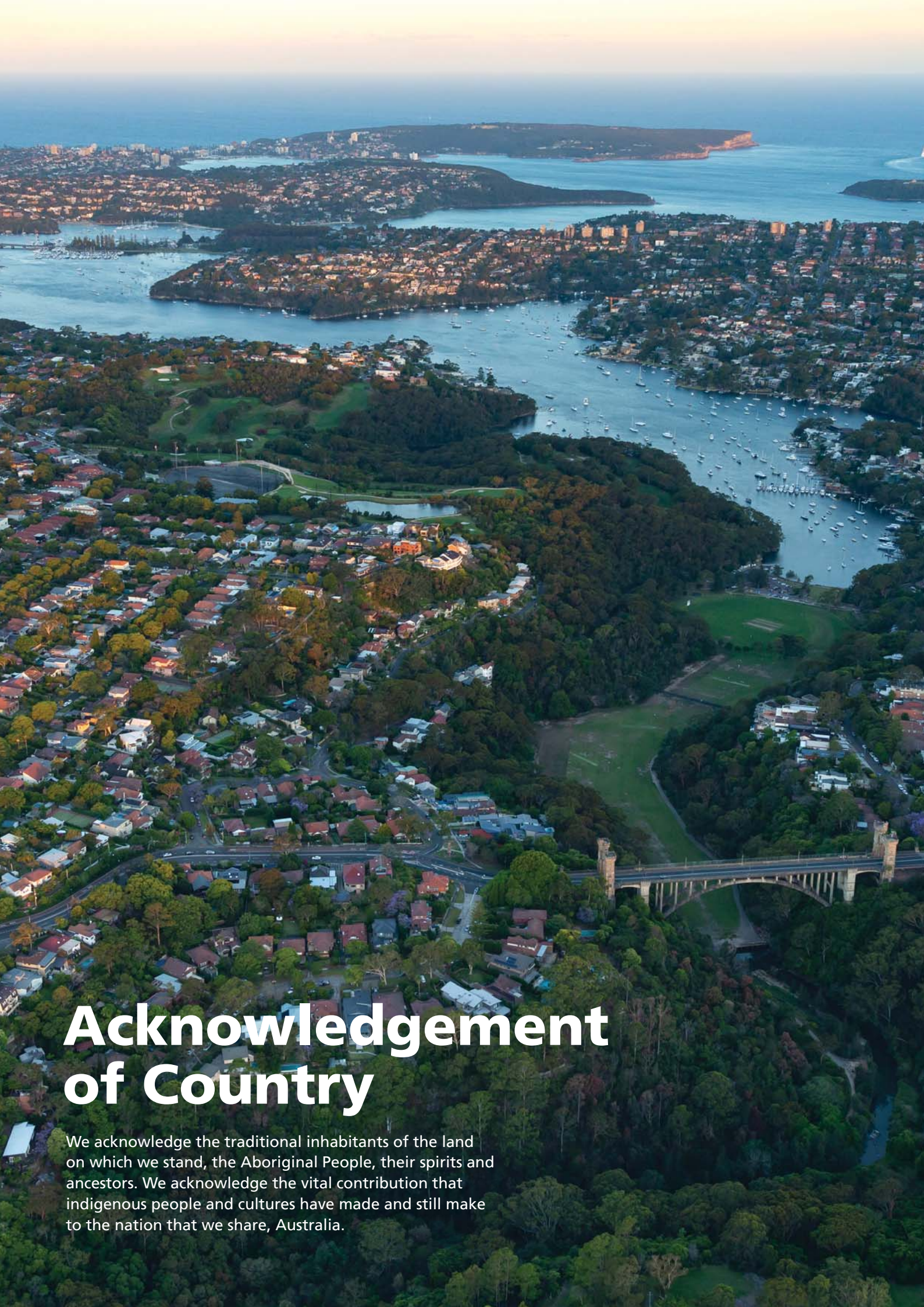
# Our Future Willoughby



# WILLOUGHBY LOCAL CENTRES STRATEGY 2036

December 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 aim of the *Willoughby Local Centres Strategy 2036* is to promote a network of thriving, attractive and distinctive village centres throughout the Council area. It provides the framework for future planning controls and public domain improvements for eight local centres. It will prepare them for growth and renewal over the next 20 years.

The *draft Local Centres Strategy to 2036* also explored the possibility of creating a new centre in West Chatswood; however it has been resolved not to proceed with West Chatswood in the final Strategy based on feedback received.

## The Local Centres Strategy 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, which includes a recommended 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;
- Community feedback from the *draft Local Centres Strategy* outlining a preferred scenario (Scenario 4) exhibited between February and May 2019;
- A traffic analysis; heritage advice regarding Castlecrag and Artarmon; and landscape advice regarding Castlecrag trees

The *Willoughby Housing Strategy 2036* supports the *Local Centres Strategy 2036* by focusing new housing growth within the walking catchment of a local centre. The Willoughby Local Centres and Housing Strategies are documents which are ideally read in conjunction with one another.





# SECTION 1

## Background



# 1 BACKGROUND

## 1.1 GREATER SYDNEY REGION PLAN

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 100 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:

- A collaborative approach to City planning
- Plans refined by monitoring and reporting

## 1.2 NORTH DISTRICT PLAN

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 (LSPSs) 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 Housing Strategy. The District Plan provides a 5 year Housing Supply target 2016-2021 of an additional 1,250 dwellings for Willoughby Council.

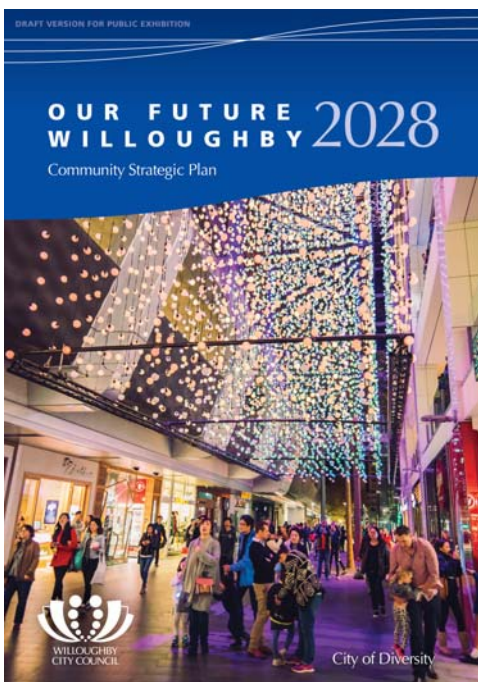


# 1 BACKGROUND

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## 1.3 BETTER PLACED

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 Local Centres Strategy.



## 1.4 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.

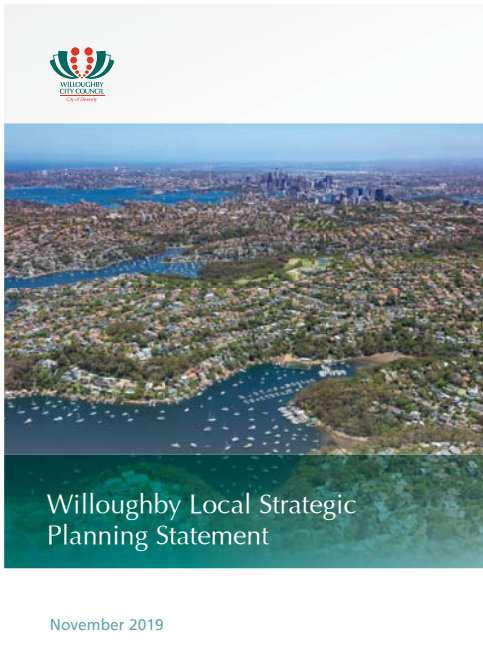
Additionally, community priorities, relevant facts, and trends have been identified, which will assist in guiding these key outcomes. These outcomes and priorities have been established as a result of extensive consultation and engagement with the community, in addition to consideration of key issues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

## 1.5 COUNCIL'S LOCAL STRATEGIC PLANNING STATEMENT (LSPS)



The *Willoughby Local Strategic Planning Statement* (LSPS) sets a 20-year vision with priorities and actions for land-use planning in the Willoughby Local Government Area (LGA). This vision considers the economic and social needs of the Willoughby community and how they will change in the future, as well as how to protect and improve Willoughby's natural environment. To achieve this, the LSPS addresses what should stay the same and what will need to change in Willoughby's housing, local centres and environment in response to local, metropolitan, national and global challenges and trends.

This LSPS brings together and builds on community feedback received over the past 2 years during the development of Willoughby Council's Strategic Planning directions including the Local Centres and Housing Strategies and the Chatswood CBD Planning and Urban Design Strategy. The LSPS also incorporates over 7,000 comments, thoughts and ideas from people across Willoughby City that were synthesised to develop the community priorities and aspirations and form a Vision for Our Future Willoughby 2028 and Draft Our Green City Plan 2028 (Sustainability Action Plan). The LSPS reflects the vision and strategies of Our Future Willoughby 2028 and actions in Council's planning strategies and delivery and operational plans.

A range of Council land-use planning strategies and instruments will be guided by the LSPS, including the Local Environmental Plan and Development Control Plan. In this way, the LSPS will establish a strategic line-of-sight between the vision for Greater Sydney in the Greater Sydney Region Plan through to local planning outcomes in Willoughby's centres and neighbourhoods. This will ensure that Council's strategic planning and the assessment of major development proposals are guided by a long-term vision for the Willoughby local government area which is driven by the local community and aligned with strategic planning for the rest of Greater Sydney. The Local Centres Strategy relates to the following Priorities in the LSPS: 6.1 Housing the City; 6.2 A City for People and 6.3 a City of Great Places. At the time of finalising the Local Centres Strategy the LSPS was in a final exhibited draft forum.

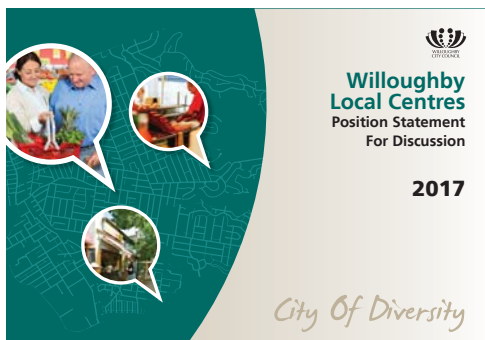
**Figure 1: The position of the Local Strategic Planning Statement within the strategic planning hierarchy.**



Source: NSW Department of Planning and Environment 2018, Local Strategic Planning Statements: Guidelines for Councils



# 1 BACKGROUND



## 1.6 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.

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.



# 1 BACKGROUND

## 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.

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 exhibition of the draft Local Centres and Housing Strategies has now concluded, and community, stakeholder and Council feedback has informed this final Local Centres Strategy.

## 1.7 SCENARIO TESTING AND THE DRAFT LOCAL CENTRES STRATEGY

The draft Willoughby Local Centres Strategy examined the function and character of 8 local centres in Willoughby having regard to opportunities for growth in housing and jobs. The main function of the draft Willoughby Local Centres Strategy was 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 seven (7) Local Centres that were originally investigated for their future employment and dwelling potential were:

ARTARMON



NORTHBRIDGE



NORTH WILLOUGHBY



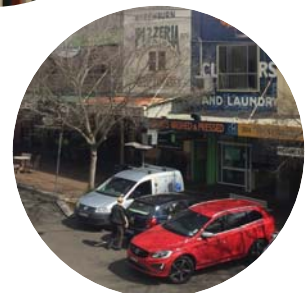
PENSHURST STREET



HIGH STREET



CASTLECRAG



NAREMBURN

Willoughby South was added as an eighth centre following a request through public feedback. Consideration for was also given for the inclusion of a new centre in West Chatswood; however, it has been resolved not to proceed with West Chatswood in this final Strategy based on feedback received.



# 1 BACKGROUND

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The seven Local 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

Following consultation on the 3 scenarios presented, further refinements were made and a single Preferred Scenario (Scenario 4) and Masterplan for each of the 7 Local Centres was presented to the community for further discussion and feedback, including Willoughby South and West Chatswood.

The Preferred Scenario and Masterplan for each Centre was presented in the draft Local Centres Strategy. The most recent consultation period took place between February and May 2019, in the form of roundtable discussions, community drop-ins, and engagement via Have Your Say and emailed submissions. There were 639 submissions received (emailed and via Council's website in Have Your Say). A total of 377 people attended a drop-in session, and 260 people participated in a round table event.

Engage2 provided an independent review of feedback received during the consultation period. Key themes were identified and discussed, and summaries of the overall sentiment of submissions was provided for each Local Centre. A copy of this independent report can be accessed via Council's website.

Common issues that were raised by the community regardless of the specific centre can be summarised as follows:

- 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)
- Overshadowing and amenity concerns



# 1 BACKGROUND

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## 1.8 FINAL LOCAL CENTRES STRATEGY

This final Local Centres Strategy takes into consideration the feedback received in the most recent consultation phase on the Preferred Scenario and Masterplan for each of the eight Local Centres, including Willoughby South, as outlined above. In light of the independent report by Engage2 and community and stakeholder feedback received during this latest phase of consultation, the Preferred Scenarios and Masterplans have been refined further and are presented in this final Local Centres Strategy.





# 1 BACKGROUND

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## LOCATION OF THE CENTRES







Artarmon  
Flower Show

Ph: 9  
Studio 116 .com.

Bakers Delight  
YOUR LOCAL BAKER

TRAVEL MANAGEMENT  
8440 8900  
A member of Travelcane Australia Group LEVEL 1

NSW Lotteries  
CURRENCY PLATFORM

Evergreen FRUIT MARKETS

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).



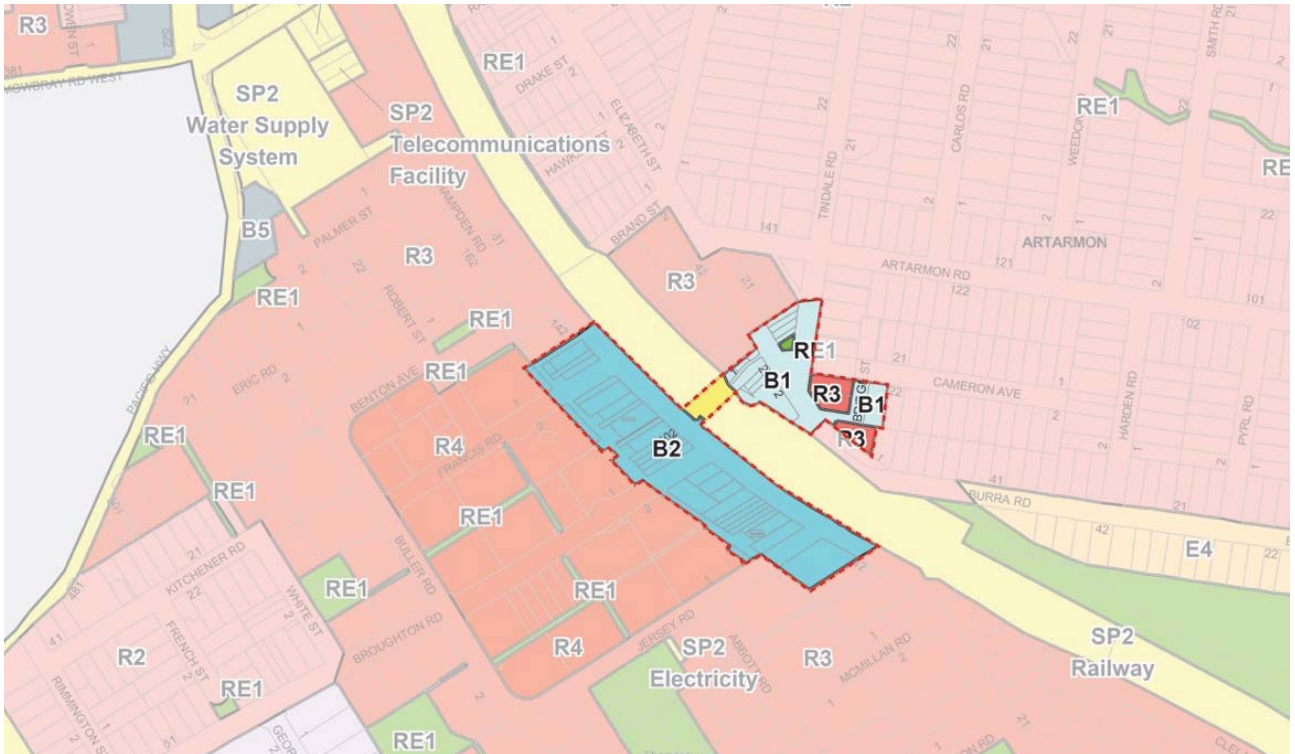
*Artarmon Sketch Perspective - Artist impression looking south from Artarmon Station to the intersection of Hampden Rd and Broughton Rd.*





## 2.1 ARTARMON

### 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).

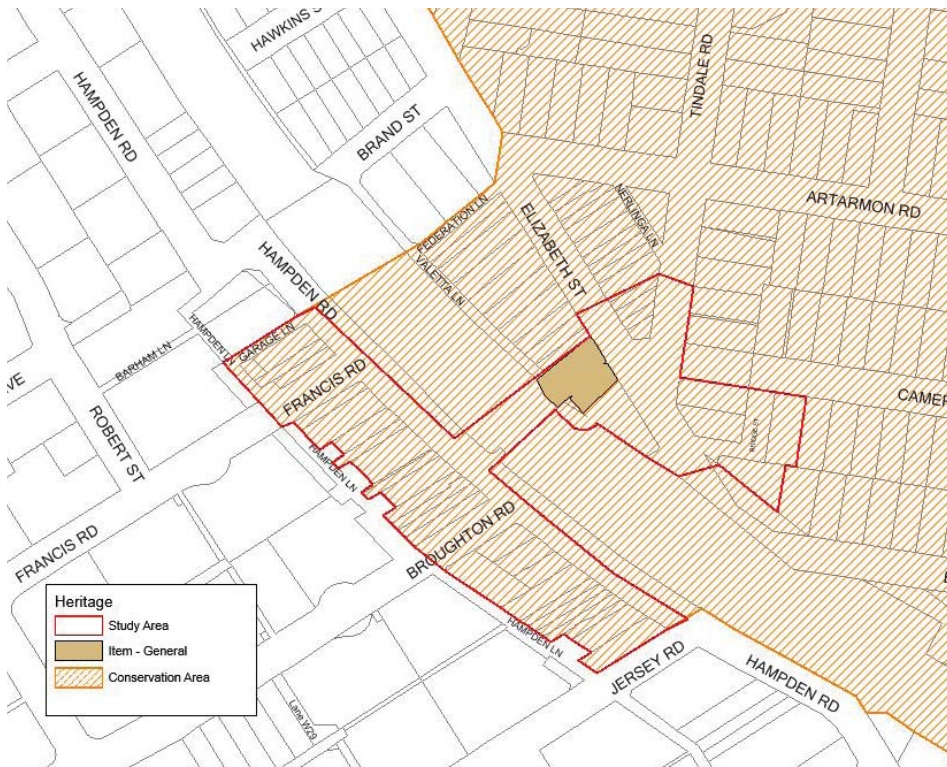


## 2.1 ARTARMON

### EXISTING PLANNING CONTROLS



**Current height of buildings:** The Wilkes Ave plaza and adjoining medium density residential zones allow heights of 11m (L) and 12m (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).



**Artarmon Heritage Conservation Area:** The strategy area is outlined in red.



## 2.1 ARTARMON

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### STRENGTHS

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- 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
- 

### GENERAL RECOMMENDATIONS

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- 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 and refurbish the existing fine grain heritage frontage on Hampden Rd while allowing for site amalgamations to avoid a continuous wall of development.
- 

### 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.

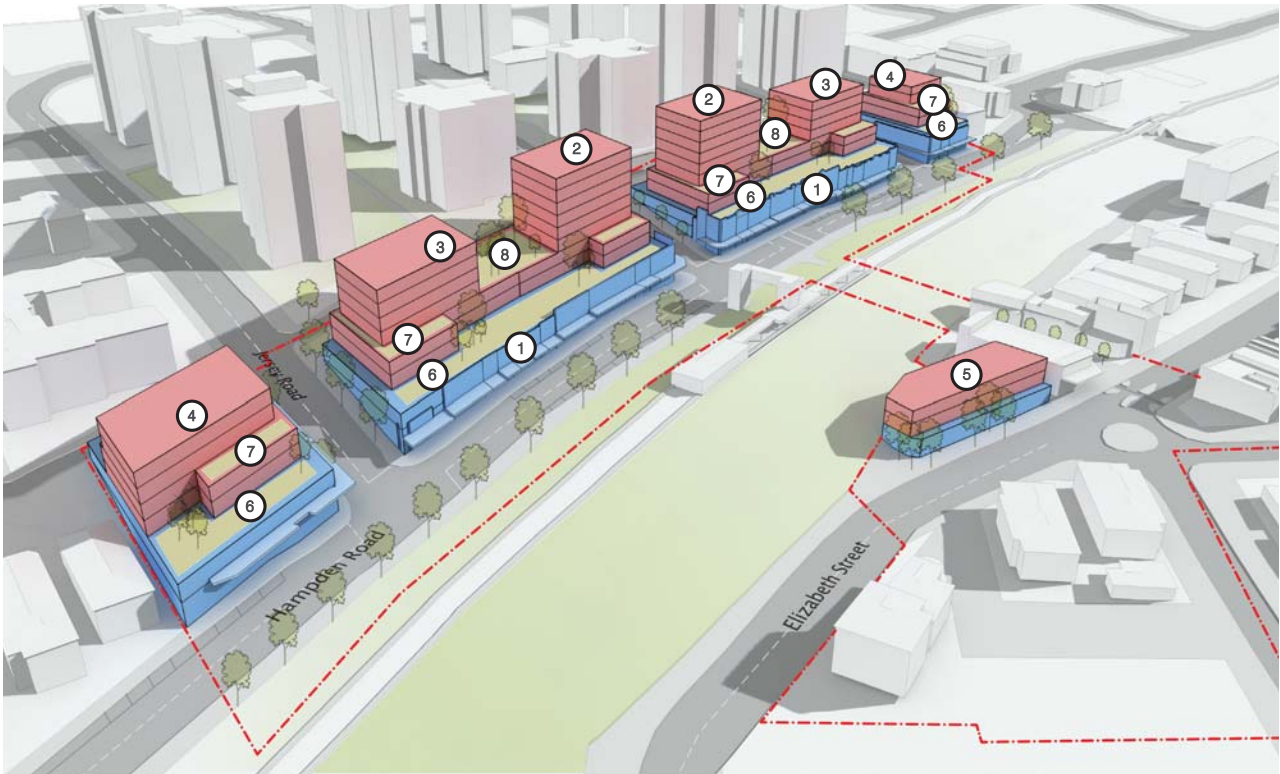
- Improve public domain amenity along the western side of Hampden Rd
  - Maintain existing fine grain shop fronts
  - Investigate opportunities to provide additional 'shop-top' residential apartments along Hampden Rd
  - Investigate potential sites for a small supermarket / grocery store
  - Investigate 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.

## 2.1 ARTARMON

### INDICATIVE SCALE FOR ARTARMON GROWTH



Shadows shown at 12pm on 21st June

#### Floor space summary

Building Use	Existing GFA (sqm)	Potential GFA (sqm)	Increase GFA (sqm)	Increase GFA (%)
Residential	2,108	22,274	20,166	957%
Non-Residential	14,194	20,342	6,148	43%
Total	16,302	42,616	26,314	161%



#### Key Recommendations (LEP)

(Numbering below refers to the above scenario diagram)

1. Retain the existing fine grain heritage frontage on Hampden Road. Retain existing conservation zone. Retain and refurbish existing shopfront facades.
2. Increase heights up to 10 storeys, and FSR's up to 3.6:1 on amalgamated sites fronting Hampden Road and Broughton Road, close to the train station.
3. Increase heights up to 8 storeys and FSR's up to 3.2:1 on amalgamated sites fronting Hampden Road, between Francis Road and Jersey Road.
4. Increase heights up to 6 storeys and FSR's up to 3:1 on amalgamated sites fronting Hampden Road.
5. 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)

6. Minimum 8m podium setback (above 2nd storey) to residential apartments fronting Hampden Road.
7. Additional 6m upper level setback to towers fronting Hampden Road and side streets.
8. Building separation between towers is to be consistent with the separation distance between blocks to the west to maximise solar access and views.



## 2.1 ARTARMON

### INDICATIVE MASTER PLAN FOR ARTARMON

This indicative Master Plan for Artarmon details the key features for growth and shows how future development might be achieved alongside other opportunities for public domain improvements in the centre.



#### 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. Additional 6m upper level setback to towers fronting Hampden Road and side streets.
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 current controls.

#### 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 indicative scale for growth could yield around an additional 6,148sqm of non-residential floor space in the Artarmon local centre and an additional 20,166 sqm of residential floor space (224 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.

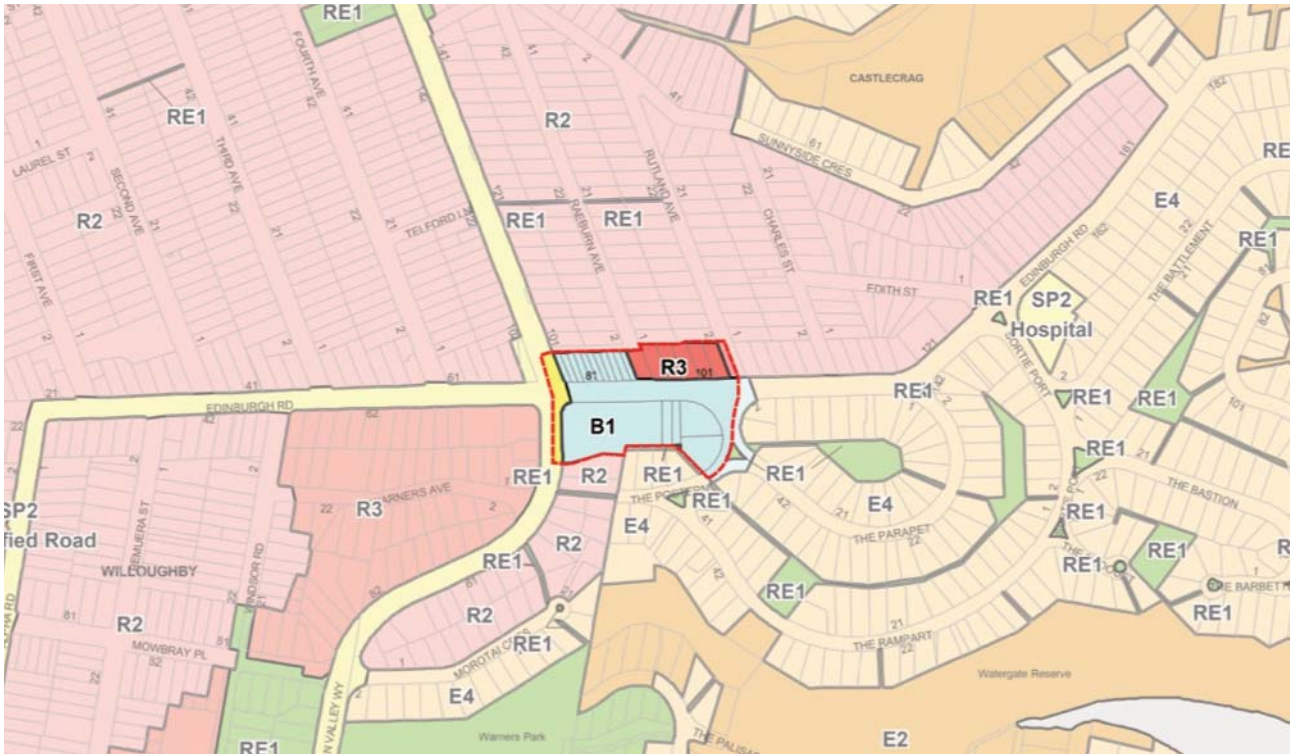
*Castlecrag Sketch Perspective - Artist impression looking east along Edinburgh Rd from Eastern Valley Way.*



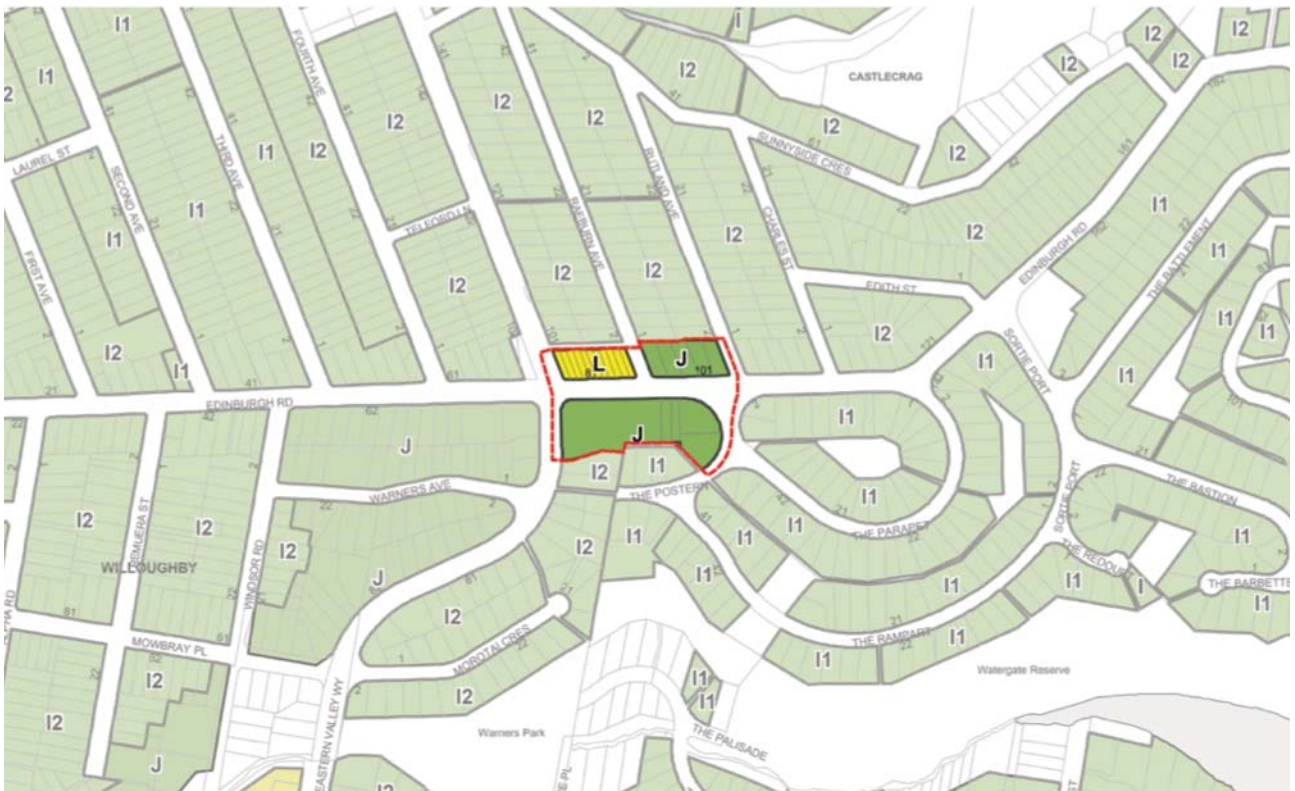


## 2.2 CASTLECRAG

### EXISTING PLANNING CONTROLS



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



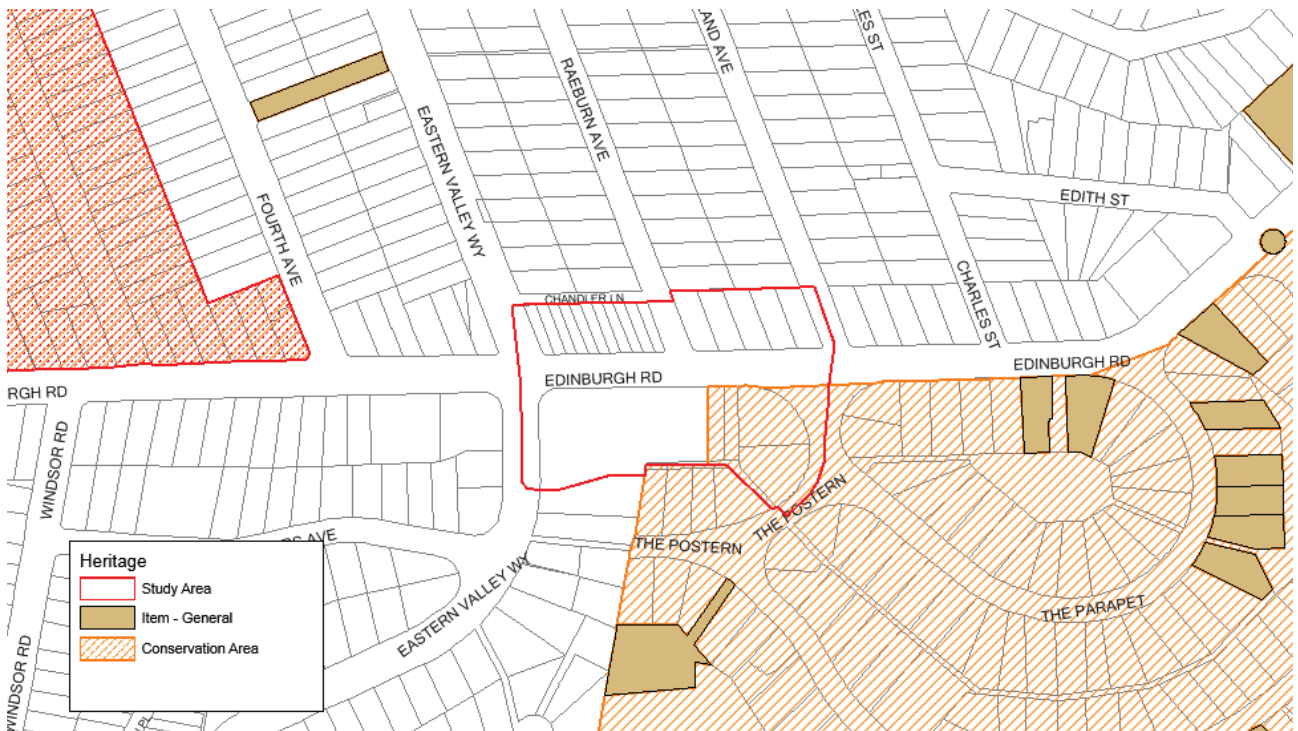
**Current height of buildings:** The B1 Neighbourhood centre zone is subject to an 11m maximum height (L) to the north of Edinburgh Rd and 9m (J) to the south. The R3 Medium Density to the north of Edinburgh Rd is also 9m (J).

## 2.2 CASTLECRAG

### EXISTING PLANNING CONTROLS



**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).



**Castlecrag Heritage Conservation Area:** The strategy area is outlined in red.



## 2.2 CASTLECRAG

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### 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

### 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 heritage significance of the Griffin Centre
- Consider future development of adjacent residential zoned medium density properties on Edinburgh Rd

### GENERAL RECOMMENDATIONS

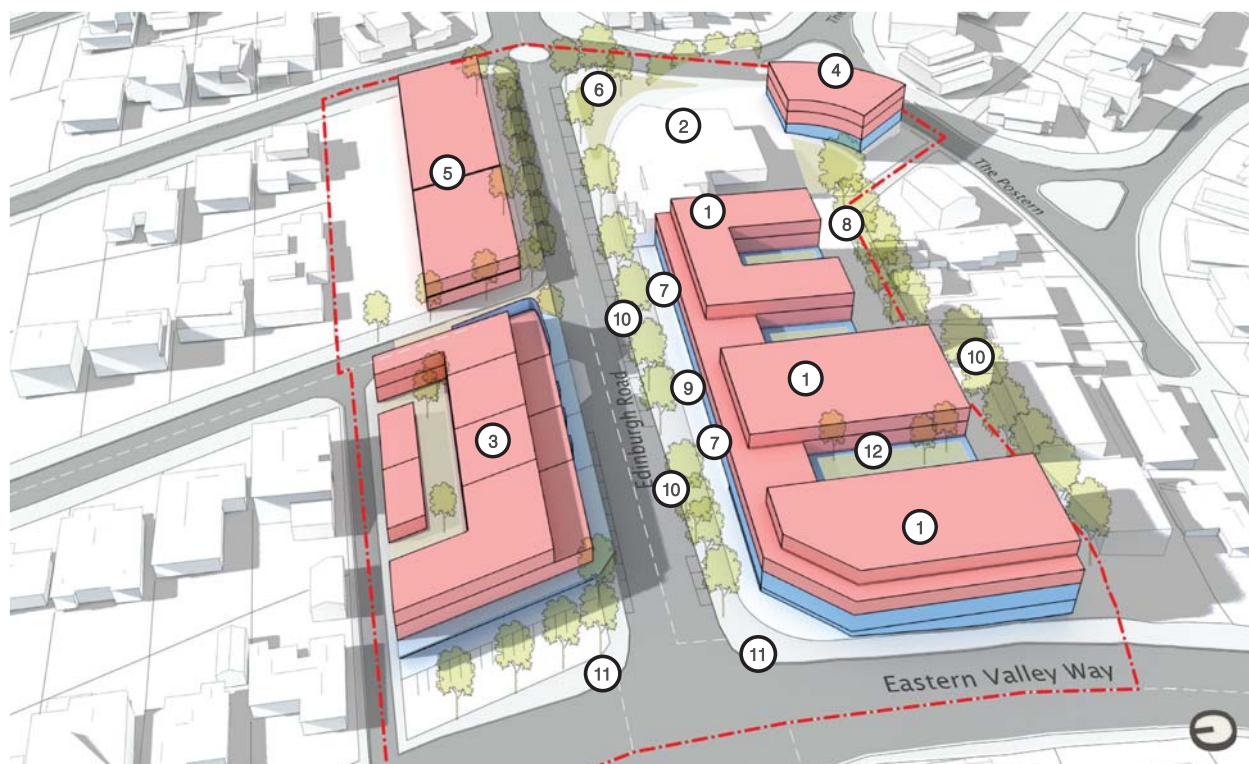
- Retain existing B1 neighbourhood Centre and R3 Medium Density residential for the centre.
- Introduce a minimum non-residential FSR control in the B1 zone.
- Introduce an active ground floor frontage control in the B1 zone.
- Concentrate increased height to the south of Edinburgh Rd to minimise solar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

## 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.

## 2.2 CASTLECRAG

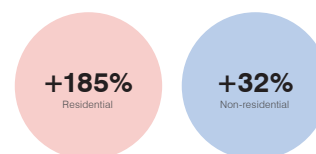
### INDICATIVE SCALE FOR CASTLECRAG GROWTH



Floor space summary

Shadows shown at 12pm on 21st June

Building Use	Existing GFA (sqm)	Potential GFA (sqm)	Increase GFA (sqm)	Increase GFA (%)
Residential	3,593	10,248	6,654	185%
Non-Residential	4,760	6,287	1,527	32%
Total	8,353	16,535	8,181	98%



#### Key Recommendations (LEP)

(Numbering below refers to the above scenario diagram)

- Increase heights up to 4 storeys on Eastern Valley Way and up to 3 storeys above Edinburgh Road with an FSR up to 1.6:1 on the Quadrangle site. An FSR could be considered to 1.8:1 with an additional storey below the Edinburgh Road frontage to utilise the topography of the site without adversely impacting the streetscape and scale of the centre.
- Retain existing controls for the Griffin Centre and identify as a heritage item.
- Retain heights up to 3 storeys, with an FSR of 1.6:1 in the B1 zone north of Edinburgh Road.
- Retain B1 zoning for The Postern, with a height limit of up 3 storeys with an FSR of 1.1:1.
- Retain R3 zoning and FSR of 0.7:1 for properties in Edinburgh Road (95-103) and allow amalgamation for 2 developed lots.
- Rezone the Council owned car park adjacent to the

Griffin Centre to RE1 Public Open Space.

#### Key Recommendations (DCP)

- Minimum 3m upper level setback (2nd storey) for shop top housing.  
Provide a new publicly accessible open space within the Quadrangle site relating to the Edinburgh Rd frontage and achieving good solar access. This may be achieved by providing a setback in the order of 3.5 - 4m along the frontage of the site.
- Maintain direct pedestrian through site links from the Quadrangle site to the The Postern
- Maintain full sun access along the length of the footpath on the southern side of Edinburgh Road between 9am and 3pm during the winter solstice.
- Any redevelopment of the Quadrangle site is to retain the mature trees at the front and rear of the site.
- Green entry point.
- Rooftop garden.



## 2.2 CASTLECRAG

### INDICATIVE MASTER PLAN FOR CASTLECRAG

This indicative Master Plan for Castlecrag details the key features for growth and shows how development might be achieved alongside other opportunities for public domain improvements in the centre.



#### Key features

1. Retention of the Griffin Centre and ground floor facade, roof line and active frontage. Identify as a heritage item.
2. A new park/green space
3. Extension of the curved facade of the Griffin Centre to reinforce The Postern, maximum height of 3 storeys.
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.
7. Shop top housing on the Quadrangle site, 4 storeys on Eastern Valley Way and up to 3 storeys above Edinburgh Road.
8. Up to 3 storeys with shop top housing whilst maintaining small scale shop fronts to Edinburgh Road.
9. Retain surface car parking
10. Opportunity for kerb blisters to improve mid-block crossing amenity
11. Threshold and kerb blister treatments to improve pedestrian amenity
12. Rooftop garden
13. Potential access to Quadrangle basement
14. Potential for a new left-out (or service) access from the Quadrangle.
15. Create a green entry point at the intersection of Eastern Valley Way and Edinburgh Road.

#### POTENTIAL YIELD

The study by SGS projected that the Castlecrag centre would require an additional 1,973sqm of employment space by 2041. The indicative scale for growth could yield an additional 1,527 sqm of non-residential floor space and 6,654sqm of residential floor space or approximately 74 dwellings.

# 2.3 North Willoughby

## CHARACTER AND PLACE

The North Willoughby 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. North Willoughby, which is also known as East Chatswood, 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.

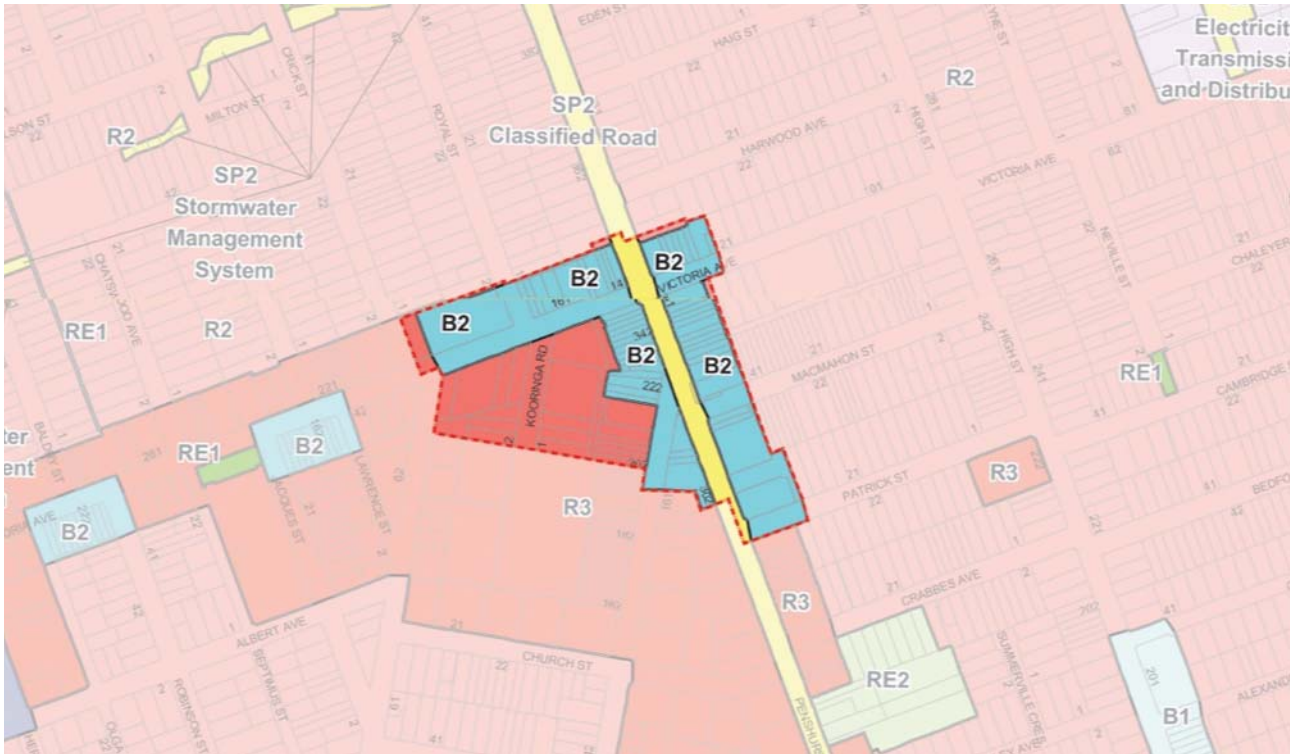
*North Willoughby Sketch Perspective - Artist impression looking from Sydney St to Penshurst St.*



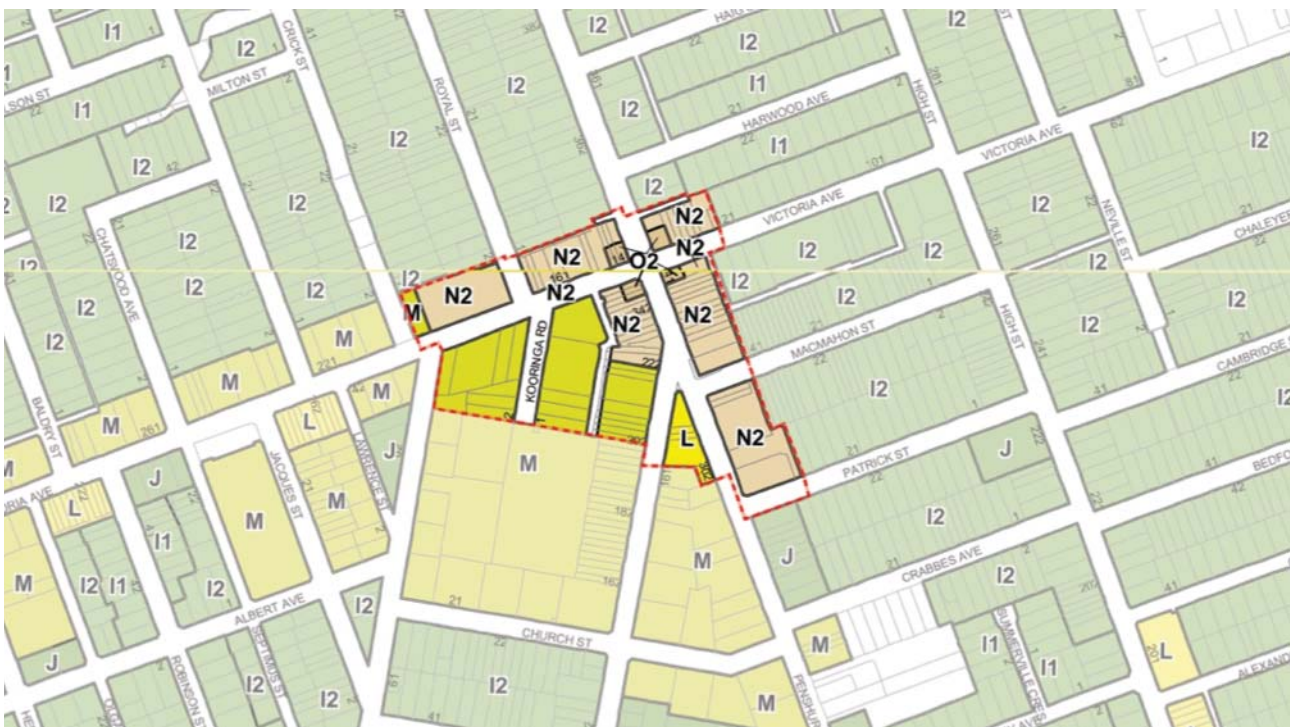


## 2.3 NORTH WILLOUGHBY

### EXISTING PLANNING CONTROLS



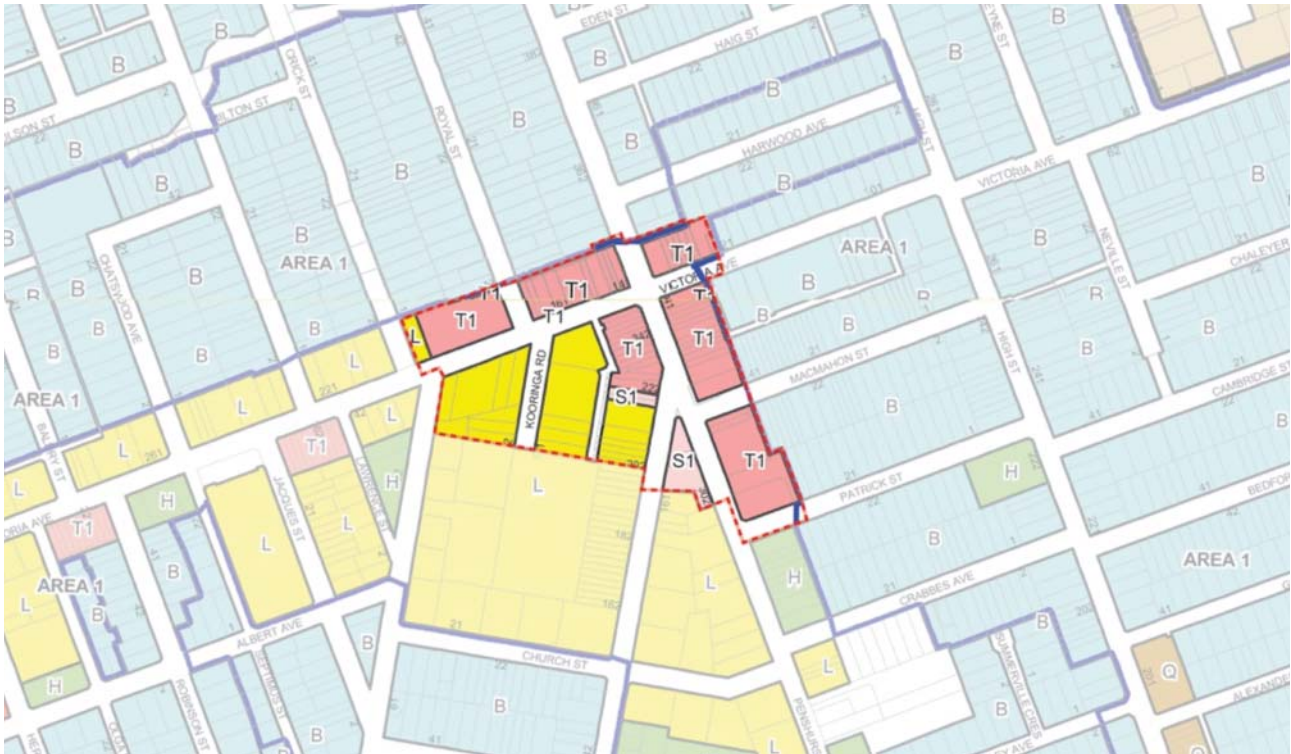
**Current Zoning:** B2 Local centre, R3 Medium Density Residential, R2 Low Density Residential



**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).

## 2.3 NORTH WILLOUGHBY

### EXISTING PLANNING CONTROLS



**Current FSR:** Most of the centre is subject to a maximum FSR of 2:1 (T1). Land at the convergence of Penshurst 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



## 2.3 NORTH WILLOUGHBY

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### 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.

### GENERAL RECOMMENDATIONS

- 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.

## A Vision for North Willoughby

North Willoughby 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

## 2.3 NORTH WILLOUGHBY

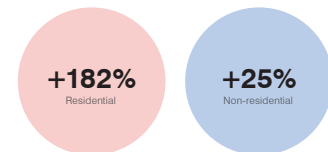
### INDICATIVE SCALE FOR NORTH WILLOUGHBY GROWTH



#### Floor space summary

Building Use	Existing GFA (sqm)	Potential GFA (sqm)	Increase GFA (sqm)	Increase GFA (%)
Residential	15,729	44,299	28,570	182%
Non-Residential	22,046	27,632	5,585	25%
Total	37,775	71,931	34,156	90%

Shadows shown at 12pm on 21st June



#### Key Recommendations (LEP)

(Numbering below refers to the above scenario diagram)

1. Increase heights up to 5 storeys and increase FSR up to 2:1 for amalgamated lots directly fronting a new public open space.
2. Rezone land fronting Sydney Street (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 corners of the intersection of Victoria and Penshurst Streets.
4. Lots immediately adjacent to the Willoughby Hotel should not exceed the current eave height of the heritage item.
5. Increase heights up to 8 storeys and an FSR up to 2.1:1 to facilitate lot amalgamation and the delivery of new

public open space/plaza.

#### Key Recommendations (DCP)

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



## 2.3 NORTH WILLOUGHBY

### INDICATIVE MASTER PLAN FOR NORTH WILLOUGHBY

This indicative Master Plan for North Willoughby details the key features for growth 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 Penhurst 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 McMahon and Penhurst 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 5 storeys with shop top housing.
9. Up to 8 storeys with shop top housing.
10. Lots immediately adjacent to the Willoughby Hotel should not exceed the current eave height of the heritage item.

#### POTENTIAL YIELD

The SGS study forecast that North Willoughby would require an additional 5,538sqm of additional floor space including 1,800sqm of retail floor space by 2041. The indicative scale for growth could provide for an increase of 5,585sqm of non-residential floor space and 28,570sqm of residential (approximately 318 dwellings).

# 2.4 High Street

## CHARACTER AND PLACE

The High Street 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.



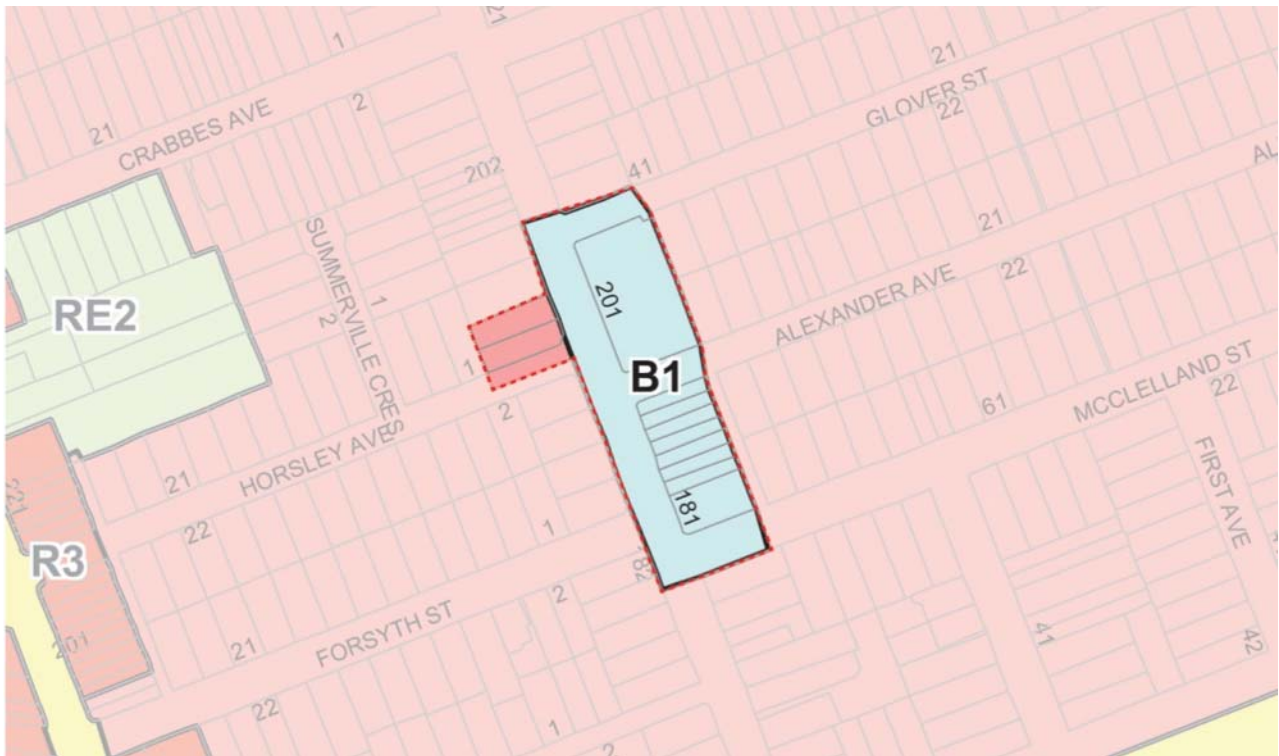
*High Street Sketch Perspective - Artist impression looking north along High Street.*



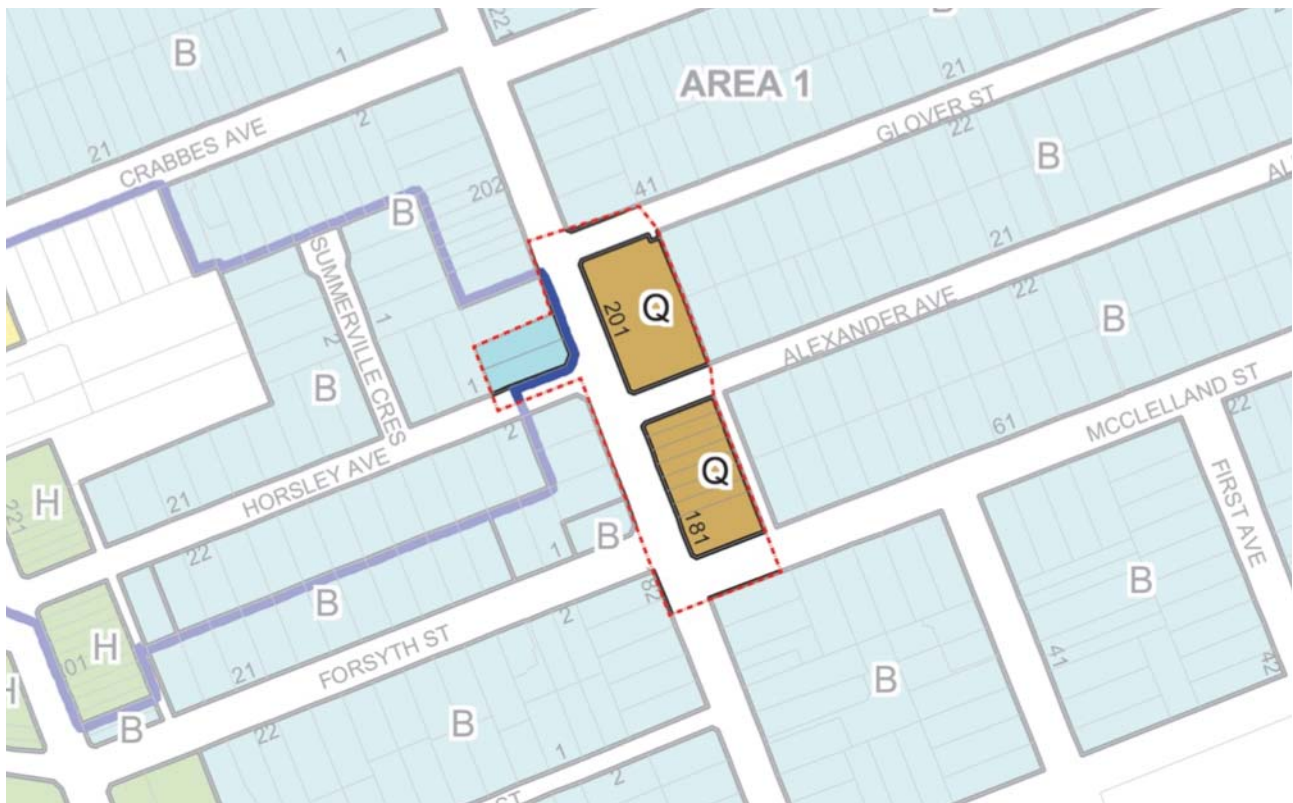


## 2.4 HIGH STREET

### 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)

## 2.4 HIGH STREET

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### EXISTING PLANNING CONTROLS



**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



## 2.4 HIGH STREET

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### 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

### GENERAL RECOMMENDATIONS

- Retain existing planning controls as per Willoughby LEP 2012.
- 

## A Vision for High Street

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.

## 2.4 HIGH STREET

### INDICATIVE SCALE FOR HIGH STREET GROWTH



Shadows shown at 12pm on 21st June

#### Floor space summary

Building Use	Existing GFA (sqm)	Scenario 1 GFA (sqm)	Increase GFA (sqm)	Increase GFA (%)
Residential	-	1,862	1,862	n/a
Non-Residential	4,018	5,372	1,354	34%
Total	4,018	7,234	3,216	80%



#### Key Recommendations (LEP)

Retain existing planning controls as per Willoughby LEP 2012.

#### Key Recommendations (DCP)

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



## 2.4 HIGH STREET

### INDICATIVE MASTER PLAN FOR HIGH STREET

This indicative Master Plan for High Street details the key features for growth and shows how future development might be achieved alongside other opportunities for public domain improvements in the centre.



#### 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.

#### POTENTIAL YIELD

The SGS study found a nominal gap between existing provision and forecast requirements for employment /retail space to 2031. The indicative scale for growth 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.



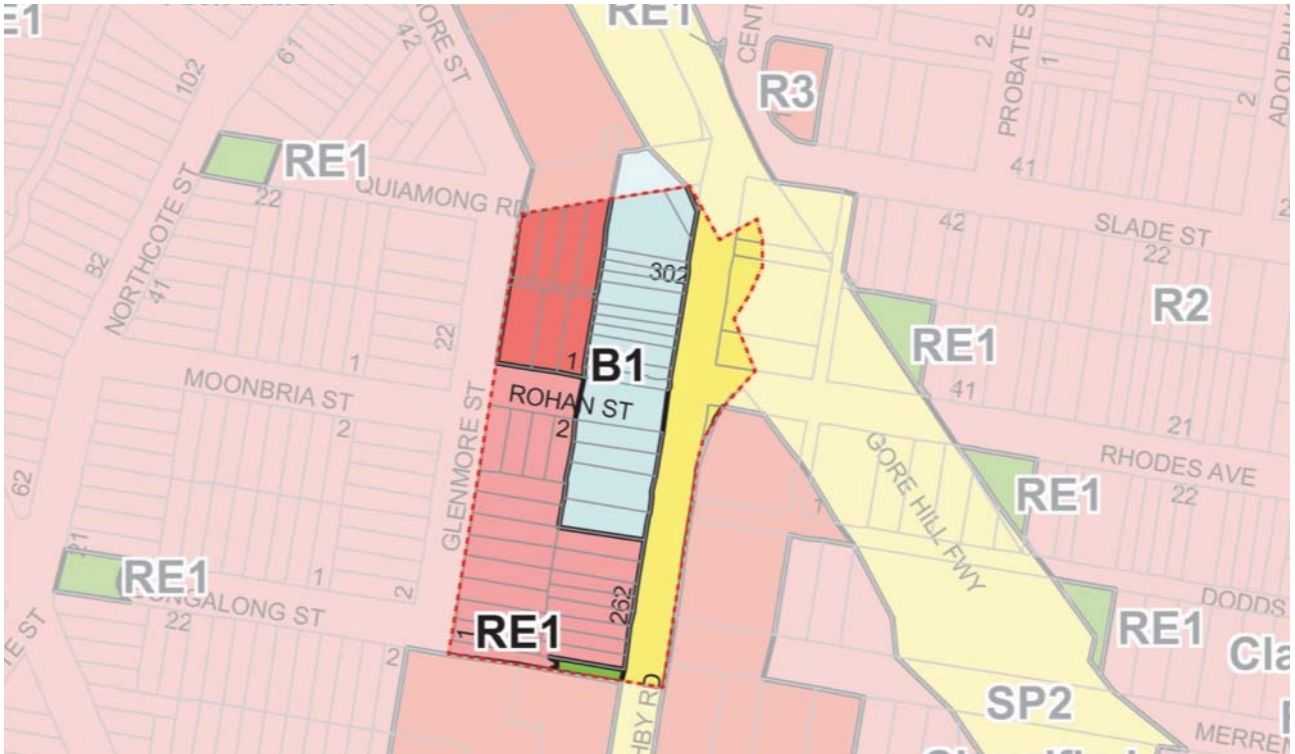
*Naremburn Sketch Perspective - Artist impression looking north along Willoughby Road.*



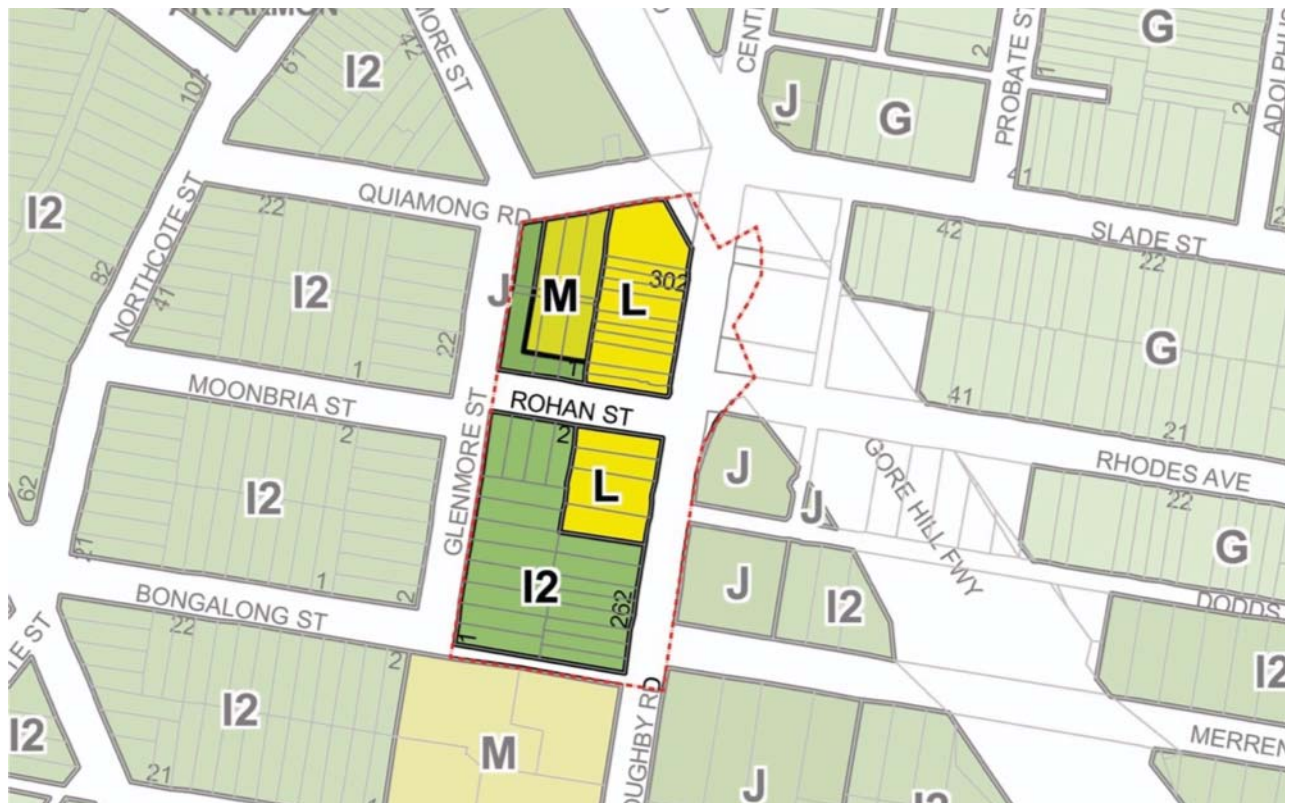


## 2.5 NAREMBURN

### EXISTING PLANNING CONTROLS



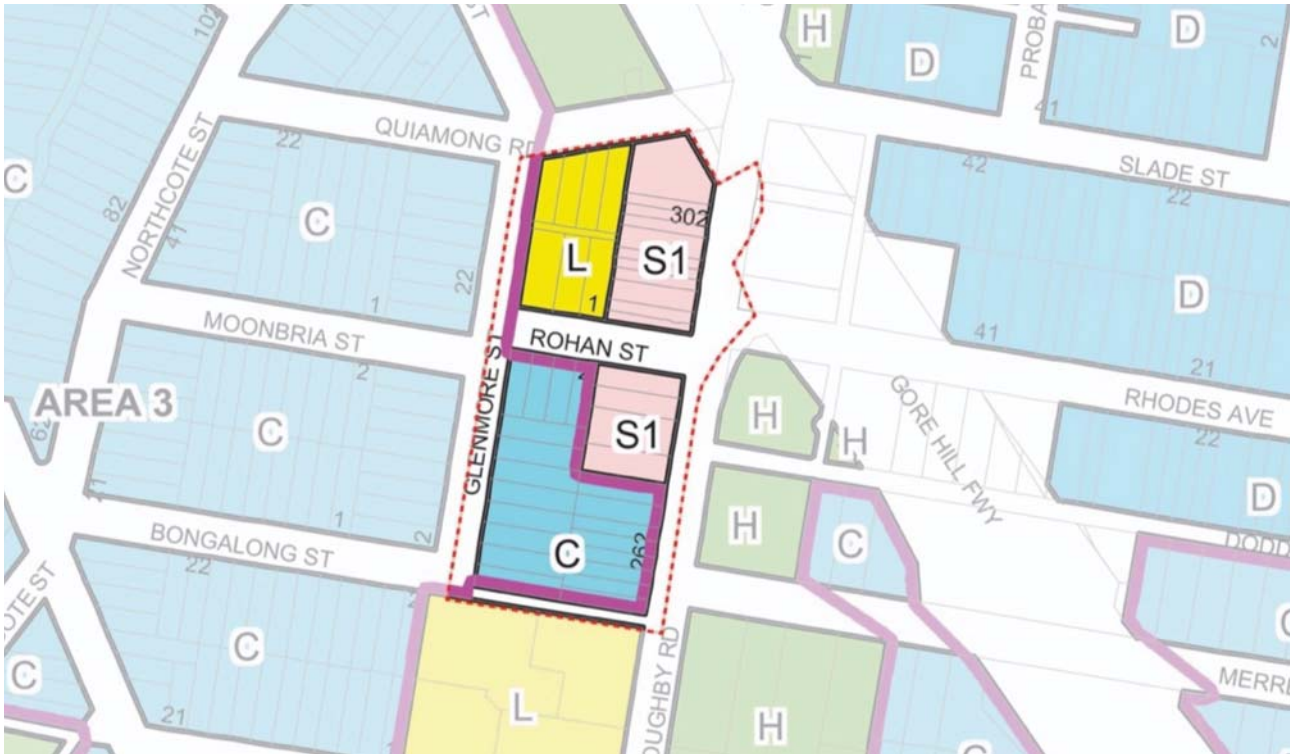
**Current zoning:** B1 Neighbourhood centre, R3 Medium Density Residential, R2 Low Density Residential.



**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).

## 2.5 NAREMBURN

### EXISTING PLANNING CONTROLS



**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.



**Naremburn Heritage Controls:** The strategy area is outlined in red.



## 2.5 NAREMBURN

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### 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

### GENERAL RECOMMENDATIONS

- Introduce a minimum non-residential FSR control in the B1 zone
- Introduce an active ground floor control in the B1 zone
- Improve public domain and amenity

### 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

## 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.

## 2.5 NAREMBURN

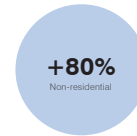
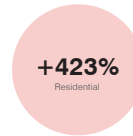
### INDICATIVE SCALE FOR NAREMBURN GROWTH



Floor space summary

Shadows shown at 12pm on 21st June

Building Use	Existing GFA (sqm)	Potential GFA (sqm)	Increase GFA (sqm)	Increase GFA (%)
Residential	1,169	6,120	4,951	423%
Non-Residential	2,156	3,889	1,734	80%
Total	3,325	10,009	6,684	201%



#### Key Recommendations (LEP)

(Numbering below refers to the above preferred scenario)

1. Increase heights to 3-4 storeys and maintain FSR of 1.5:1.
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 with setbacks to Glenmore Road.

#### Key Recommendations (DCP)

4. Maintain fine grain/existing shop fronts along Willoughby Road.
5. Minimum 3m upper level setback above 2 storeys fronting Willoughby Road.

6. Additional 3m setback above 4 storeys fronting Willoughby Road.
7. Maintain appropriate height and setbacks adjacent to heritage listed buildings.
8. Minimum rear setback of 18m for lots fronting Willoughby Road to allow for future public parking and service access.
9. Potential ground floor arcade/public through-site link to be provided.
10. Provide new public space with active ground floor frontage.
11. Relocate car parking to create improved public plaza on Willoughby Road.



## 2.5 NAREMBURN

### INDICATIVE MASTER PLAN FOR NAREMBURN

This indicative Master Plan for Naremburn details the key features for growth and shows how future development might be achieved alongside other opportunities for public domain improvements in the centre.



#### Key features

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

#### POTENTIAL YIELD

The SGS study found a retail gap to 2031 but a surplus in overall employment potential floor space. The indicative scale for growth over the longer term, could yield an increase of 1,734sqm of commercial floor space and 4,951sqm of residential floor space (55 dwellings) in Naremburn.

## 2.6 Northbridge

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.

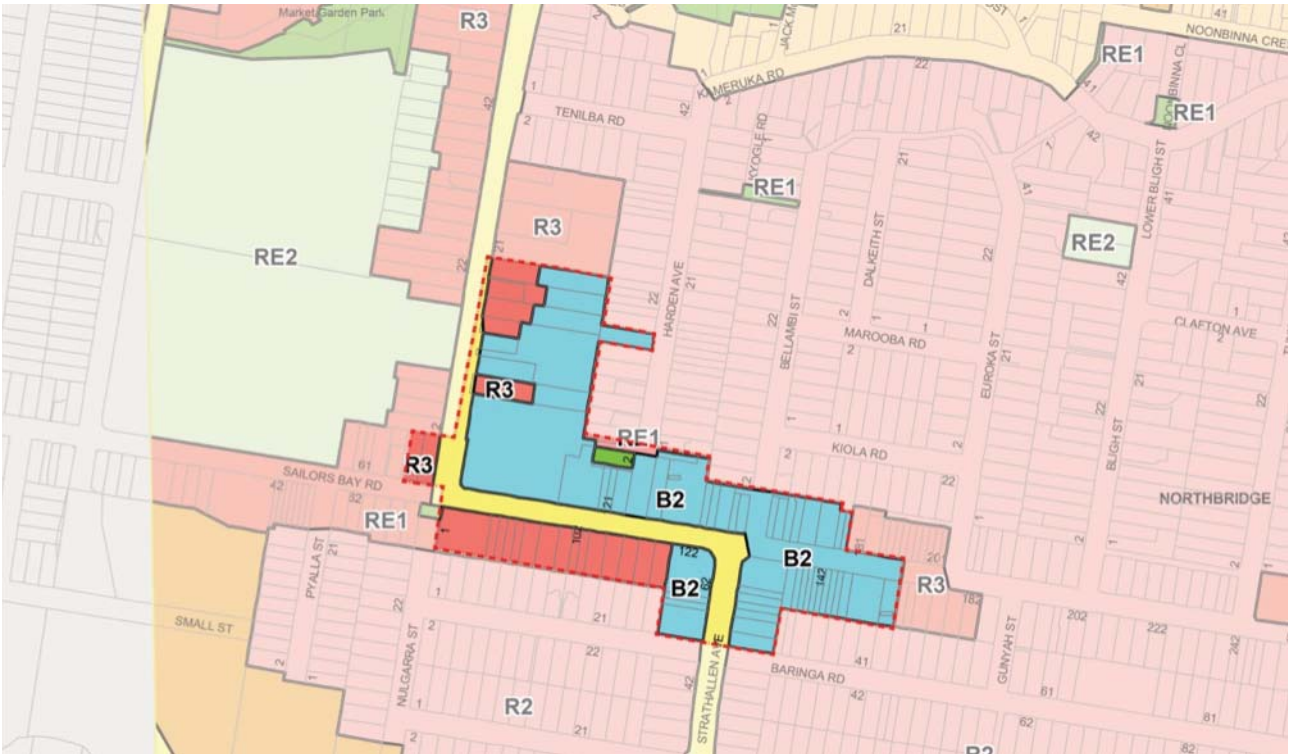
*Northbridge Sketch Perspective - Artist impression looking south over a new public open space towards Northbridge Plaza.*





## 2.6 NORTHBRIDGE

### EXISTING PLANNING CONTROLS



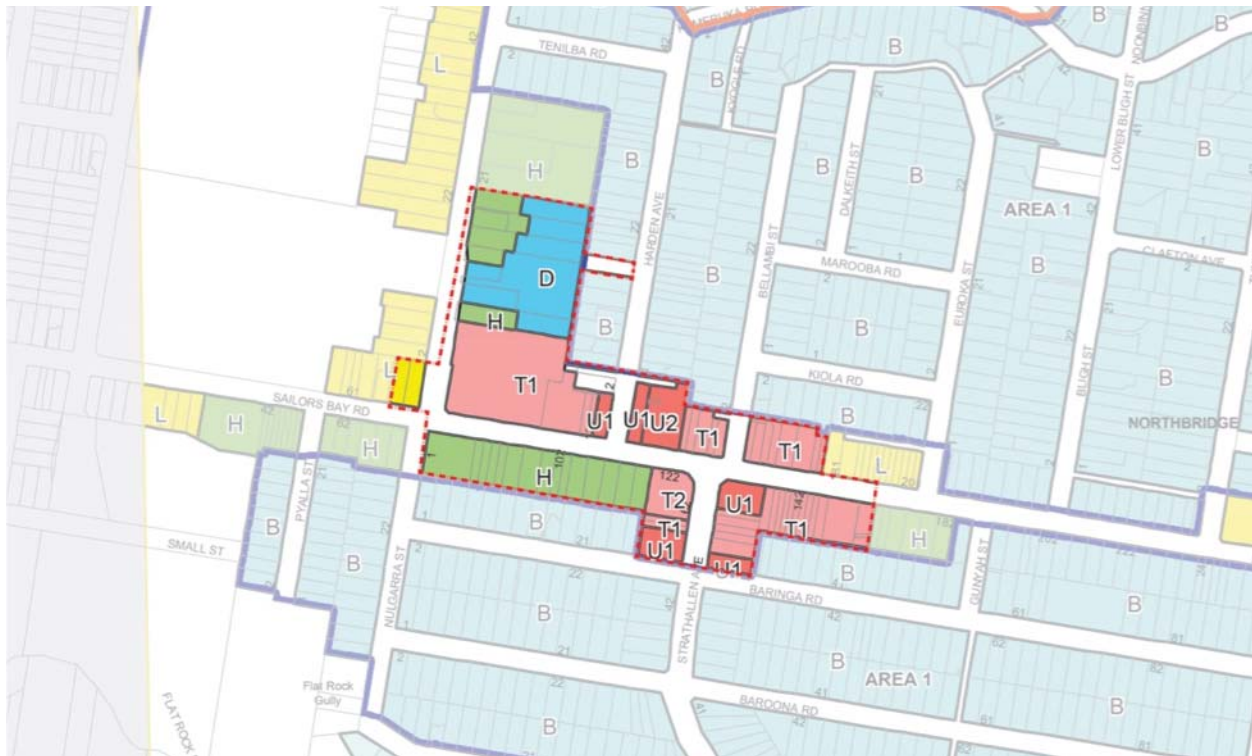
**Current zoning:** B2 Local Centre, R3 Medium Density Residential.



**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).

## 2.6 NORTHBRIDGE

### EXISTING PLANNING CONTROLS



**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



## 2.6 NORTHBRIDGE

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### 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.

### GENERAL RECOMMENDATIONS

- 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

## 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.

## 2.6 NORTHBRIDGE

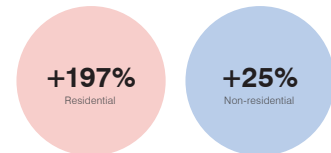
### INDICATIVE SCALE FOR NORTHBRIDGE GROWTH



Floor space summary

Shadows shown at 12pm on 21st June

Building Use	Existing GFA (sqm)	Potential GFA (sqm)	Increase GFA (sqm)	Increase GFA (%)
Residential	21,341	63,369	42,028	197%
Non-Residential	33,295	41,504	8,209	25%
Total	54,635	104,873	50,238	222%



#### 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 Road, equating to 2.5:1 floor space ratio.
2. Increase heights up to 3-5 storeys to allow residential apartment development and deliver new open space. Consider partial rezoning to R3 Medium Density Residential.
3. Increase heights up to 3 storeys and rezone land to R3 Medium Density Residential along the northern side of Barringa Road. Increase heights up to 4 storeys along Sailors Bay Road. Consider a minimum lot width control to ensure lot amalgamation and improved access from Barringa Road, equating to 1:1 floor space ratio.
4. Increase heights up to 4 storeys for amalgamated sites to the north west corner at the intersection of Eastern Valley Way and Sailors Bay Road.

5. Increase heights up to 5 storeys for amalgamated sites in the B2 Zone on Strathallen Avenue.
6. Increase heights up to 5 storeys as an incentive for an additional storey of commercial floorspace.

#### Key Recommendations (DCP)

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



## 2.6 NORTHBRIDGE

### INDICATIVE MASTER PLAN FOR NORTHBRIDGE

This indicative Master Plan for Northbridge details the key features for growth and shows how future development might be achieved alongside other opportunities for public domain improvements in the centre.



#### 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. Maximum height of four stories for buildings fronting Sailors Bay Road, and maximum three stories for buildings on the north side of Baringa Road.
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 indicative scale for growth could possibly yield around an additional 8,209sqm of commercial floor space in the centre and an additional 42,028sqm (467 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".

*Penshurst Street Sketch Perspective - Artist impression looking from Willoughby Public School across Oakville Rd to the local centre.*



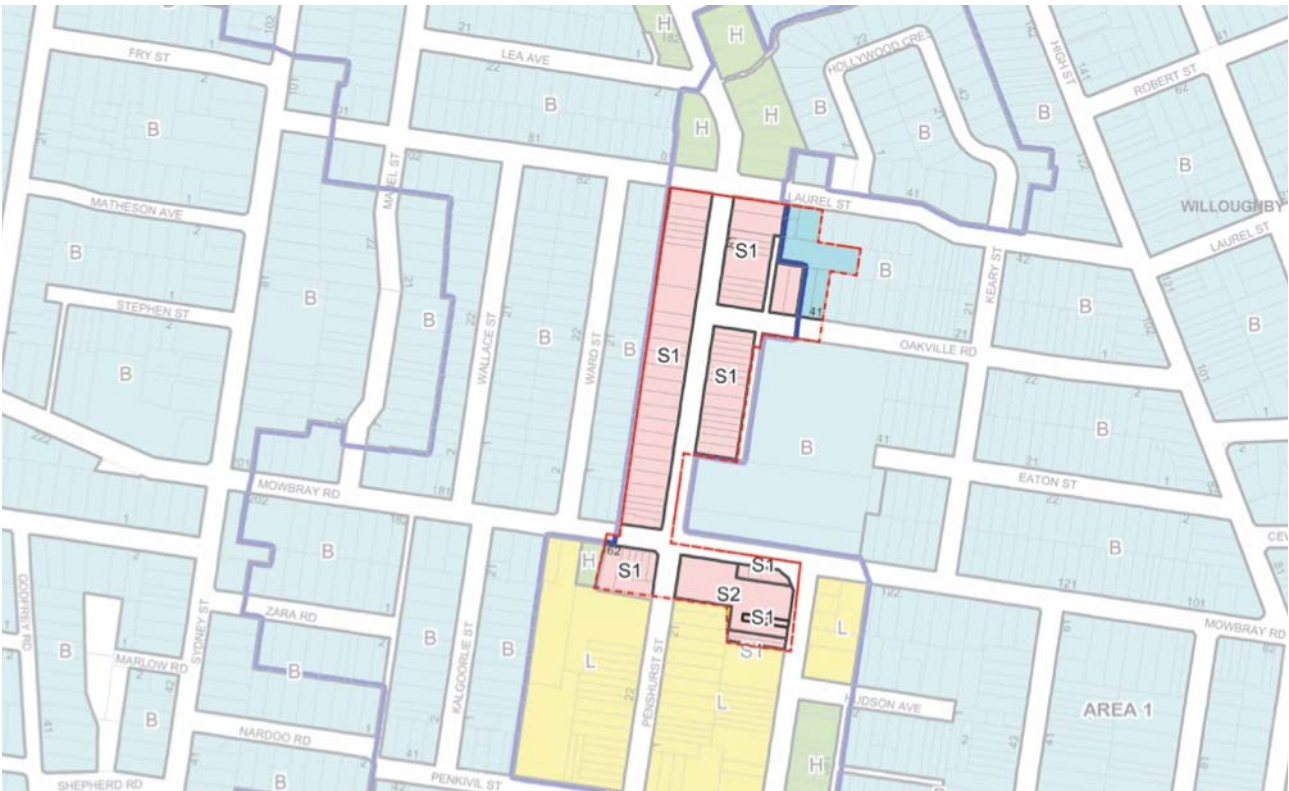


## 2.7 PENSHURST STREET

### 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.

## 2.7 PENSURST STREET

### EXISTING PLANNING CONTROLS



**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



## 2.7 PENSURST STREET

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### 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 Penshurst 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 Penshurst Street.
- There is a potential key site for open space next to the old post office.

### GENERAL RECOMMENDATIONS

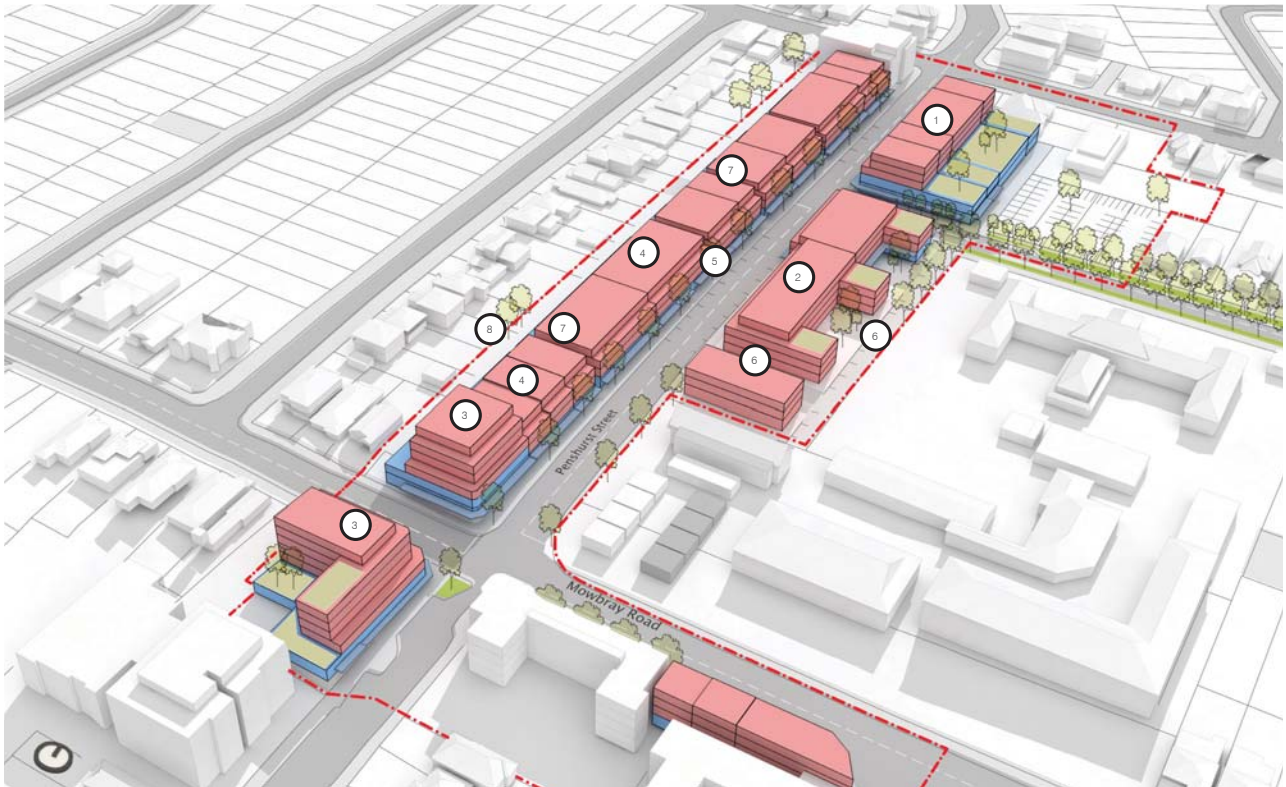
- Retain existing B2 Local Centre and B5 Business Development and R3 Medium Density zonings for the centre.
- Introduce a minimum non-residential FSR control in B2 and B5 zones.
- Introduce an active ground floor frontage control in the B2 and B5 zones.
- Additional height and FSR permitted as an incentive for amalgamated sites offering improved access outcomes and/or additional 1st floor commercial floor space.

### A Vision for Penshurst St

The Penshurst 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.

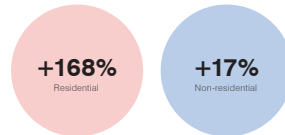
## 2.7 PENSURST STREET

### INDICATIVE SCALE FOR PENSURST STREET GROWTH



#### Floor space summary

Building Use	Existing GFA (sqm)	Potential GFA (sqm)	Increase GFA (sqm)	Increase GFA (%)
Residential	12,806	34,272	21,467	168%
Non-Residential	13,095	15,303	2,208	17%
Total	25,901	49,575	23,674	91%



#### Key recommendations (LEP)

(Numbering below refers to the above scenario diagram)

1. Heights up to 5 storeys and FSR's up to 2.8:1 fronting Penshurst Street on amalgamated sites.
2. Retain R3 zoning with increased heights up to 4 storeys and FSR's up to 2.1:1 on amalgamated sites.
3. Increased heights up to 6 storeys and FSR's up to 2.8 to 1 on amalgamated corner lots fronting Penshurst Street and Mowbray Road.
4. Heights up to 4 storeys and FSR's up to 2:1 fronting Penshurst Street on amalgamated sites.

#### Key Recommendations (DCP)

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



## 2.7 PENS HurST STREET

### INDICATIVE MASTER PLAN FOR PENS HurST STREET

This indicative master plan for Penshurst Street details the key features for growth and shows how future development might be achieved alongside other opportunities for public domain improvements in the centre.



#### Key features

1. Up to 4 storeys with 3m setback above three storeys for shop top housing on amalgamated lots fronting the western side of Penshurst Street.
2. Encourage shared access on lot boundaries to reduce driveways onto Penshurst Street.
3. Consider additional crossing arm at the intersection of Penshurst Street and Oakville Road.
4. Streetscape improvements and additional street tree planting to Penshurst Street.
5. Residential apartments up to 4 storeys accessible from Medway Lane.
6. Extension of Medway Lane to Penshurst Street.
7. Retain at grade public parking.
8. Up to 5 storeys on amalgamated sites fronting the eastern side of Penshurst St.
9. Up to 6 storeys on amalgamated corner sites fronting Penshurst Street and Mowbray Road.

#### POTENTIAL YIELD

The SGS study forecast that Penshurst Street local centre would require an additional 4,711sqm of additional floor space by 2041. The indicative scale for growth could yield an increase of 2,208 of non-residential floor space and 21,467sqm of residential floor space (approximately 239 dwellings).

# 2.8 Willoughby South

## 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.



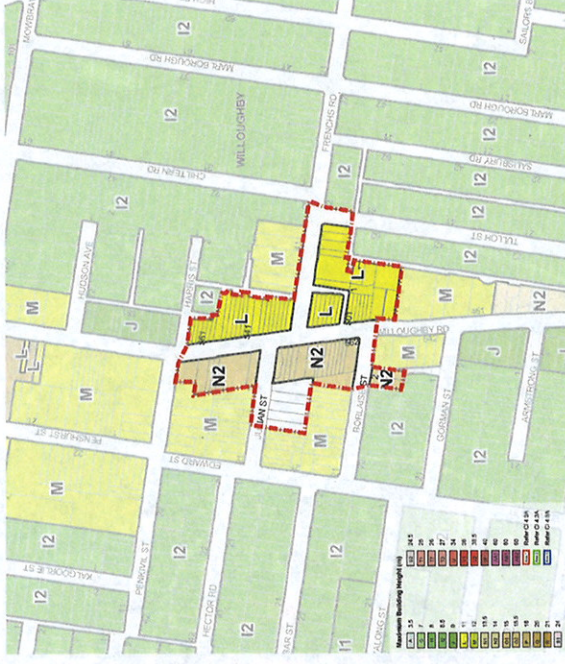
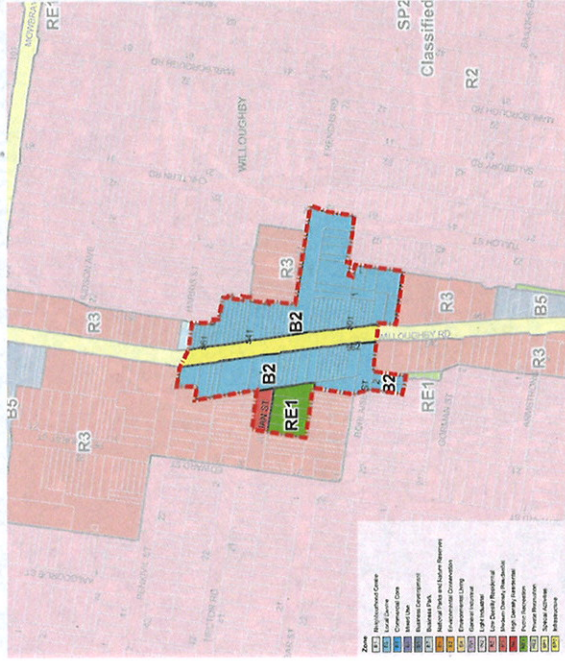
*Willoughby South Sketch Perspective - Artist impression looking south along Willoughby Rd at Julian St.*



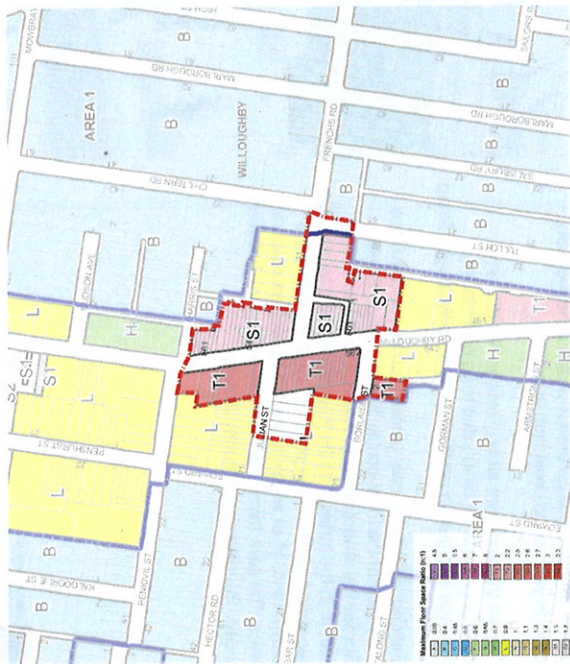


## 10.2 Planning controls and development

The following section provides a summary of the applicable planning controls for the Willoughby South centre under the in the Willoughby Local Environmental Plan 2012.



Planning controls and development

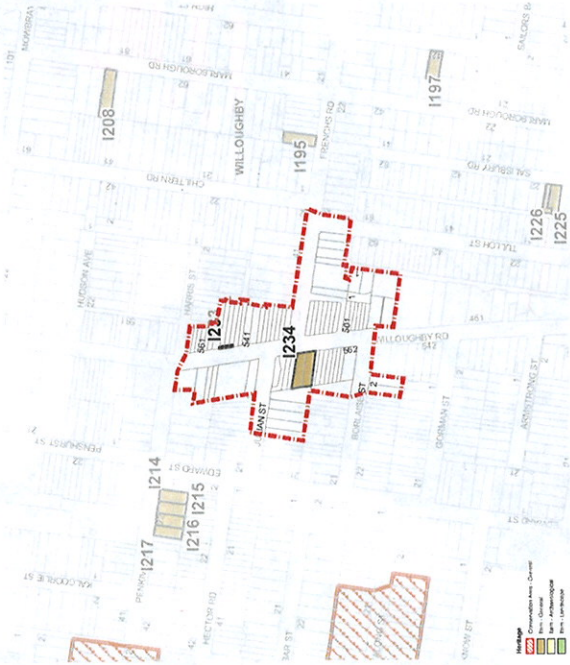


**Floor space ratio**

Land to the east of Willoughby Road is subject to a maximum FSR of 1.5:1 (S1).

Land to the west of Willoughby Road is subject to a maximum FSR of 2:1 (T1).

The area of land zoned R3 has a maximum FSR of 0.9:1 (L) or 0.7:1 (H), while surrounding R2 land has a maximum FSR of 0.4:1 (B).



**Heritage**

The centre contains two local heritage items, one being '1234 - The Bridgeview Hotel at 580 Willoughby Road, Willoughby, NSW' and the other being '1233 - the facade of 553 - 549 Willoughby Road, Willoughby NSW.



## 2.8 WILLOUGHBY SOUTH

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### STRENGTHS

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- 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
- 

### 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.

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- 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

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- A 2-storey street wall, with Heritage or potential Heritage facades retained where possible.
  - Up to 4 storeys with 3rd storey set back 3m (assuming ground floor commercial or retail uses, with residential floors above).
  - 5th storeys set back 6m as bonus 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.
- 

## A Vision for Willoughby South

Willoughby South is an attractive and accessible local centre providing a range of retail and services as well as commercial offices for the neighbourhood and wider community. Pleasant outdoor eating spaces and meeting places are located in landscaped or plaza settings. New development respects the heritage and character of the precinct and provides housing well serviced by public transport and services.

## 2.8 WILLOUGHBY SOUTH

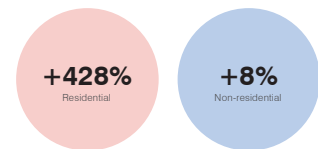
### INDICATIVE SCALE FOR WILLOUGHBY SOUTH GROWTH



Floor space summary

Shadows shown at 12pm on 21st Jun

Building Use	Existing GFA (sqm)	Potential GFA (sqm)	Increase GFA (sqm)	Increase GFA (%)
Residential	4,979	26,265	21,287	428%
Non-Residential	16,073	17,292	1,219	8%
Total	21,051	43,557	22,506	107%



#### Key recommendations (LEP)

(Numbering below refers to the above scenario diagram)

1. In the B2 zone on the eastern side of Willoughby Road increase heights to no more than 4-5 storeys.
2. For amalgamated lots east of Willoughby Road increase in FSR to 2.0:1
3. For amalgamated lots west of Willoughby Road maintain an FSR of 2.0:1
4. Consider an increase in FSR to 3.0:1, for amalgamated lots with a frontage on the eastern side of Willoughby Road, in order to incentivise the delivery of additional commercial floorspace, public plaza and supermarket. A minimum non-residential FSR of 1.5 should be considered.

#### Key Recommendations (DCP)

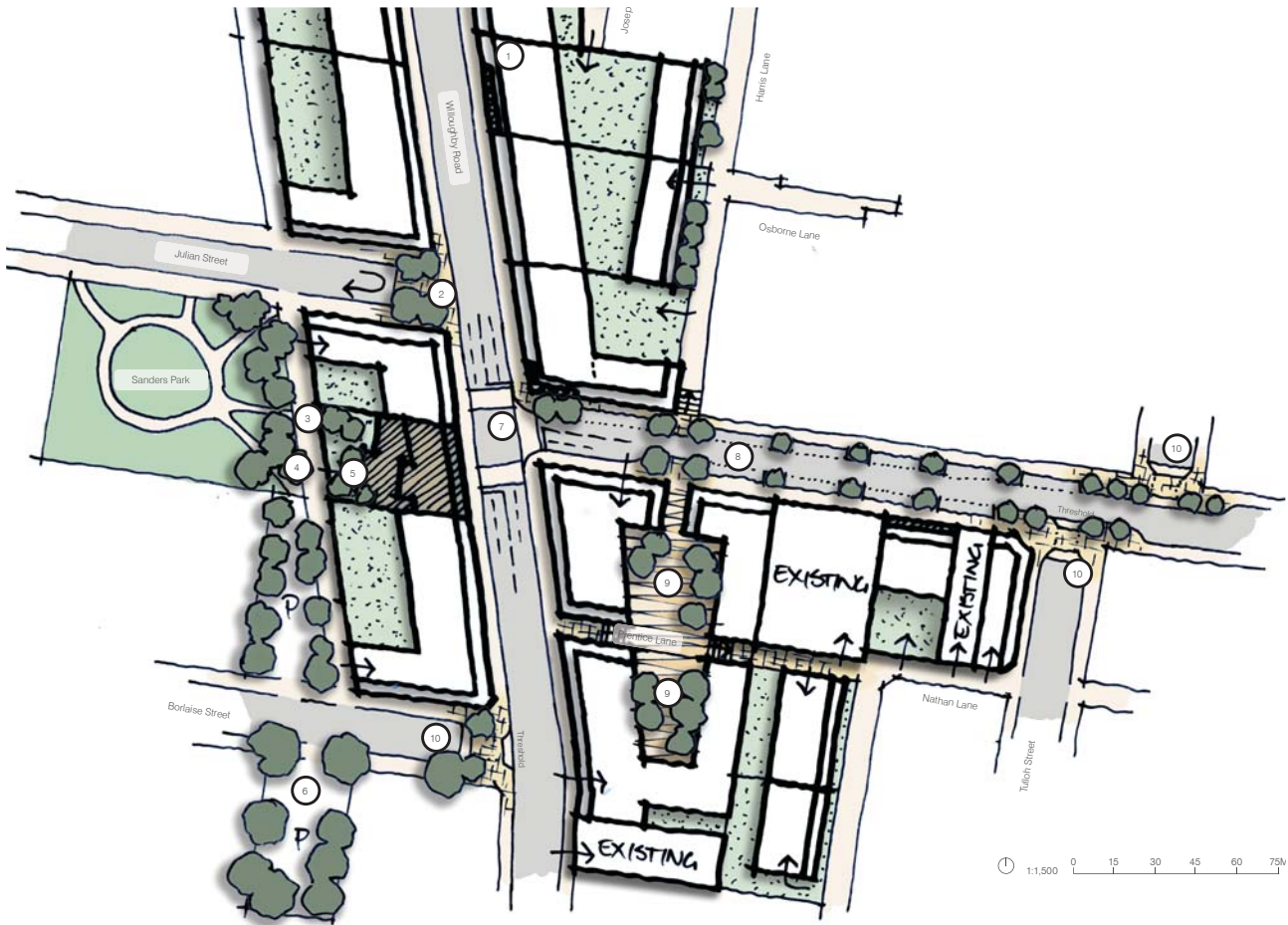
5. Provide fine grain shop fronts along Willoughby Road, consistent with the existing scale.

6. A minimum 3m upper level setback above 2 storeys fronting Willoughby Road. Consider additional upper setbacks to minimise any amenity impacts on Willoughby Road.
7. Future development on lots adjacent to The Bridgeview Hotel, between Julian Street and Borlaise Street, is to provide a consistent street setback to the heritage item above the first storey, and a 3m setback to the heritage item.
8. For all development, measures to limit access from Willoughby Road should be considered to limit pedestrian and vehicular conflict and increase activation.
9. Development involving amalgamated sites to the west of Willoughby Road and north of Julian Street, is required to provide a 7m rear lane way for access and servicing.



## 2.8 WILLOUGHBY SOUTH

### INDICATIVE MASTER PLAN FOR WILLOUGHBY SOUTH



#### Key features

1. Fine grain retail ground level to retain existing cadastral lots/character.
2. New street plaza.
3. Connect laneways between Julian Street and Borlaise Street.
4. Sanders park landscape improvements along the frontage to the new lane.
5. Bridgeview Hotel improvements to outdoor spaces at the rear of the hotel.
6. Retain parking off Borlaise Street.
7. Kerb extension on the north side of Frenchs Road at the corner of Willoughby Road.
8. Streetscape enhancements along Frenchs Road, including regular street tree plantings.
9. Plaza redevelopment of the properties around Prentice Lane.
10. Informal pedestrian crossings, provide refuge islands at north and south ends and retain traffic lights.

#### POTENTIAL YIELD

The SGS study of 2016 indicated that there is a small (293sqm) surplus of employment space in the Willoughby South local centre. The indicative scale for growth could yield an increase of 1,219sqm of non-residential floor space and 21,287sqm of residential floor space (237 dwellings).





# SECTION 3

## Next steps



### 3. NEXT STEPS

---

This final Local Centres Strategy has been prepared in response to the analysis undertaken and to the community and stakeholder feedback received on the draft Local Centres Strategy. This final Strategy is also informed by technical studies relating to traffic and parking, infrastructure and heritage. The indicative scale for growth recommended in this final Strategy propose planning outcomes that aim to improve the vitality, health and amenity of the local centres to 2036.

The next step following the publication of this final Strategy is to prepare a Planning Proposal to amend the Willoughby Local Environmental Plan 2012 and the Willoughby Development Control Plan to give legal effect to changes where required. The recommendations of heritage and transport specialist studies will assist input for future planning provisions for the local centres.







# SECTION 4

## References



## 4. REFERENCES

---

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Published December 2019

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