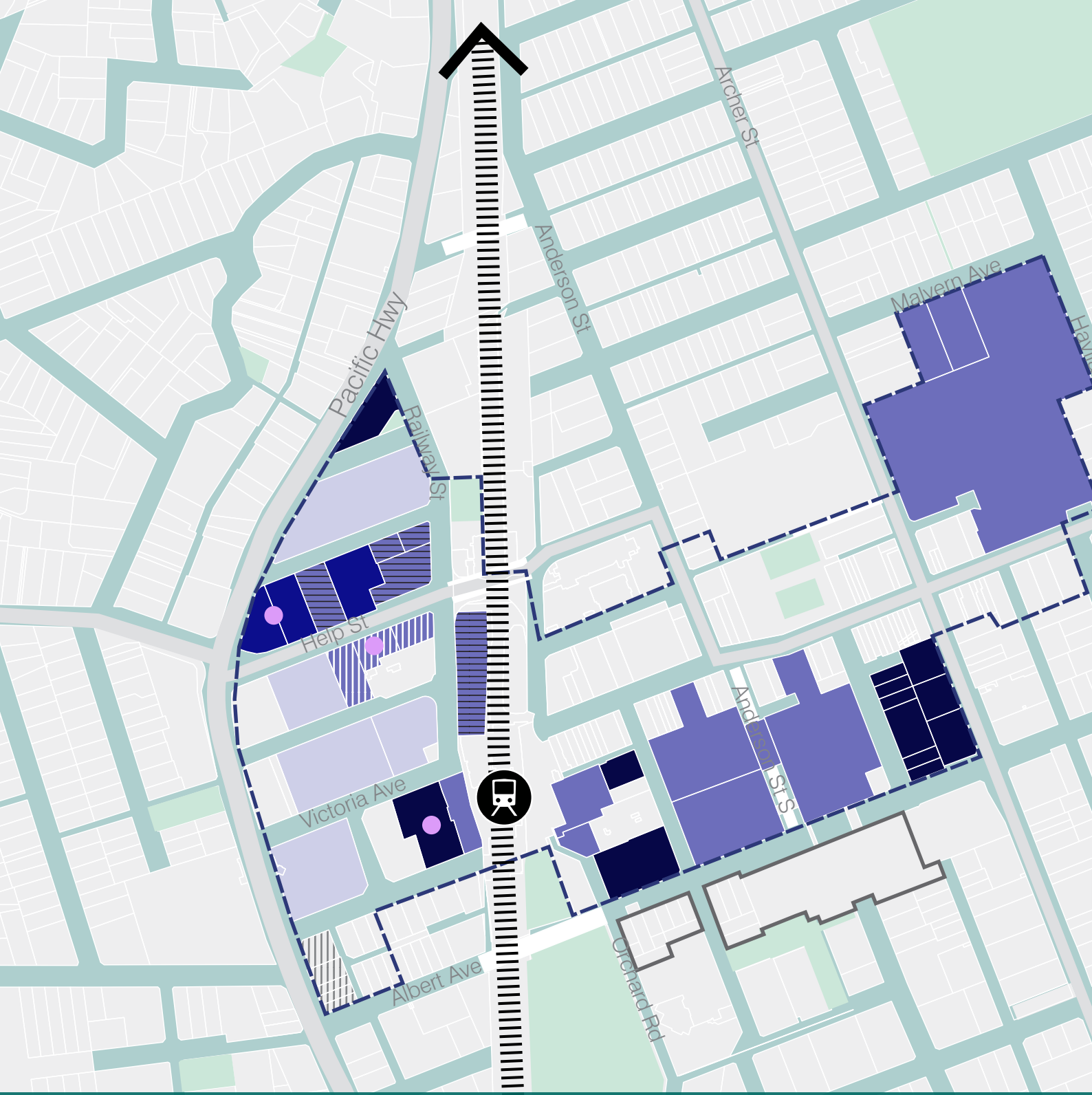


PART L
Place Based Plans

Part L: Place Based Plans

Contents

1 Introduction 3
1.1 Aim 3
1.2 Objectives 3
2 Strategies and plans 3
2.1 Chatswood CBD Planning and Urban Design Strategy 2036 3
2.2 Willoughby Local Centres Strategy 2036 4
2.3 Willoughby Local Environmental Plan 4
3 Public art and prominent corner sites 4
4 Chatswood CBD 5
4.1 Character statement 5
4.2 Performance criteria 6
4.3 Controls for Chatswood CBD 7
4.3.1 Built form 7
4.3.2 Greening Chatswood CBD 11
4.3.3 Links and public realm 11
4.3.4 Setbacks and street frontage heights 12
4.4 Additional controls for specific locations 15
4.4.1 Victoria Avenue east retail frontage 15
4.4.2 Pacific Highway – green setback 16
4.4.3 Interface with low density residential conservation areas 16
5 Artarmon local centre 16
5.1 Character statement 16
5.2 Performance criteria 17
5.3 Master plan for Artarmon local centre 17
5.4 Controls for Artarmon local centre 18
6 Castlecrag local centre 20
6.1 Character statement 20
6.2 Performance criteria 20
6.3 Master plan for Castlecrag local centre 20
6.4 Controls for Castlecrag local centre 22
7 North Willoughby local centre 23
7.1 Character statement 23

7.2 Performance criteria 24
7.3 Master plan for North Willoughby local centre 24
7.4 Controls for North Willoughby local centre 25
8 High Street local centre 26
8.1 Character statement 26
8.2 Performance criteria 26
8.3 Master plan for High Street local centre 27
8.4 Controls for High Street local centre 28
9 Naremburn local centre 29
9.1 Character statement 29
9.2 Performance criteria 30
9.3 Master plan for Naremburn local centre 30
9.4 Controls for Naremburn local centre 31
10 Northbridge local centre 32
10.1 Character Statement 32
10.2 Performance criteria 33
10.3 Master plan for Northbridge local centre 33
10.4 Controls for Northbridge local centre 34
11 Penshurst Street local centre 35
11.1 Character statement 35
11.2 Performance criteria 36
11.3 Master plan for Penshurst Street local centre 36
11.4 Controls for Penshurst Street local centre 37
12 Willoughby South local centre 38
12.1 Character statement 38
12.2 Performance criteria 39
12.3 Master plan for Willoughby South local centre 39
12.4 Controls for Penshurst Street local centre 40

1 Introduction

This part of Willoughby Development Control Plan (Willoughby DCP*)* includes guidelines and further controls for developments in Chatswood Central Business District (CBD) and the local centres in the City of Willoughby local government area.

The performance criteria and controls in Part B (Residential Development) and Part D (Commercial Development) of Willoughby DCP apply to Chatswood CBD and the local commercial/retail centres. If there are inconsistencies between those parts and this part, the controls under this part prevail.

1.1 Aim

The aim of this part is to ensure commercial and residential development takes place in line with strategic planning for these localities. Development is to take place in a way that sustains and enhances the economic and environmental qualities of the Willoughby area, and the health and wellbeing of those local communities.

1.2 Objectives

The objectives of this part are to:

- establish a strong framework to guide development in Chatswood CBD and the local retail/commercial centres
- provide capacity for growth by increasing residential densities and create job opportunities by making provision for more commercial floor space
- achieve exceptional design, and distinctive, resilient and vibrant centres
- create attractive and thriving local retail/commercial centres
- protect the heritage values of heritage listed items and ensure any new development integrates with the character of heritage conservation areas
- provide greening on and around buildings, and improve pedestrian and cycle links

2 Strategies and plans

A number of studies, strategies and plans have been adopted to set the direction for commercial and residential development in key locations in the area.

2.1 Chatswood CBD Planning and Urban Design Strategy 2036

This strategy guides private and public development over the next 20 years. It includes expansions to the north and south of the existing CBD and provides growth prospects for commercial development in the B3 Commercial Core zone. It also creates further residential opportunities as part of the B4 Mixed Use zone.

Chatswood CBD Planning and Urban Design Strategy 2036 is at willoughby.nsw.gov.au.

2.2 Willoughby Local Centres Strategy 2036

This strategy aims to revitalise the local economy and provides the framework for future planning controls. Those centres are:

a. Artarmon: the east and west side of Artarmon railway station.

b. Castlecrag: on Edinburgh Road between Eastern Valley Way and Rutland Avenue/The Postern.

c. North Willoughby: around the intersection of Penshurst Street and Victoria Avenue, extending south to Patrick Street.

d. High Street: bounded by McClelland Street and Glover Street.

e. Naremburn: on the western side of Willoughby Road and bounded by Quiamong Street, Bongalong Street and Glenmore Street.

f. Northbridge: along the major arterial roads of Sailors Bay Road, Eastern Valley Way and Strathallen Avenue.

g. Penshurst Street: along and north of Mowbray Road.

h. Willoughby South: along Willoughby Road and branching off Frenchs Road.

The strategy provides an indicative master plan for each local centre. It identifies key features to promote growth and shows how development can be achieved alongside opportunities to improve the public domain.

It also includes controls with a diagram to show how the desired scale of development can be achieved for each local centre.

Any variations from the adopted master plans and/or the layout and building envelopes identified in the scale of development diagrams must be justified. These must consider the performance criteria and controls under this and other relevant parts of Willoughby DCP.

Willoughby Local Centres Strategy 2036 is at willoughby.nsw.gov.au.

2.3 Willoughby Local Environmental Plan

Willoughby Local Environmental Plan (Willoughby LEP) ensures we meet the objectives, vision and guidelines in Willoughby City Council's adopted strategies. It includes controls for active street frontages and increased height limits and floor space for commercial buildings and mixed use developments.

It provides minimum lot sizes for commercial and mixed use developments and minimum non-residential floor space for mixed use developments in the outer parts of Chatswood CBD.

The plan supports design excellence. It has clauses to provide sun access to public spaces, maintain solar access to important areas in Chatswood, and address urban heat impacts.

3 Public art and prominent corner sites

To enhance the visual appearance of buildings in gateway or highly visible locations such as prominent street corner sites, major developments such as retail centres or shop top housing should make provision to integrate public art and/or unique façade treatment.

A major development proposal may need to include an art plan that identifies opportunities to integrate public art in line with Willoughby City Council's public art policy.

Prominent corner sites often define the main entry points into a commercial/business centre. Buildings on prominent corner sites should incorporate subtle changes in height or façade treatment by including measures such as:

- partial additional storey or parapet extension
- splayed setbacks
- public art
- landscape treatment
- other elements such as clock towers or spires

A change in colours or materials can also help to differentiate or accentuate a building on a prominent corner site.

4 Chatswood CBD

4.1 Character statement

Chatswood is a strategic centre in the Sydney metropolitan area. The CBD includes a vibrant mix of offices, major retail facilities, health facilities, educational establishments, cultural facilities, and high density residential accommodation.

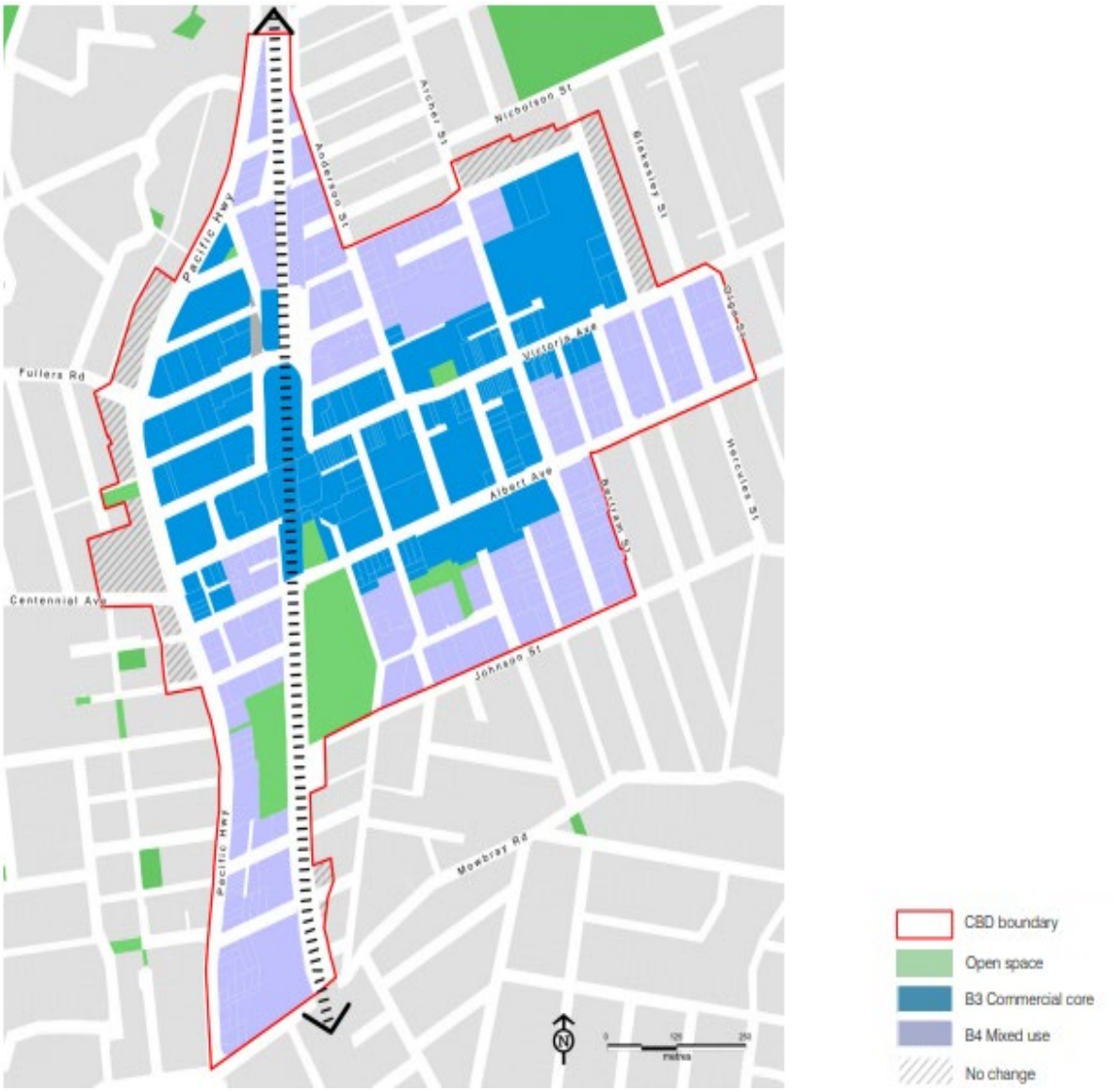
At its centre is a rail and bus interchange that provides direct connections to the Sydney CBD, other strategic centres, and residential areas across Sydney. Transport connections have been heightened by the opening of the metro northwest in 2019 with a new platform at Chatswood Station. Connections will be further improved by the opening of the metro city and southwest lines in 2024.

The controls in this plan relating to the B3 Commercial Core zone are designed to increase investment confidence in office development and protect these employment hubs from residential incursions.

The B4 Mixed Use zone provides a mix of commercial and residential around the B3 Commercial Core in line with Figure 1 (Chatswood CBD Strategy Land Use Map). This is to help maximise returns on existing and planned investment in public infrastructure and ensure Chatswood remains a major employment centre in metropolitan Sydney.

The controls aim to maintain a compact, walkable city centre, and create exceptional urban design. They support easy pedestrian and bicycle linkages, a quality public domain that embraces the local character and heritage, and the greening of the centre.

Map 1 Land use map from Chatswood CBD Planning and Urban Design Strategy 2036



4.2 Performance criteria

Proposed development in Chatswood CBD should:

a. be in line with permitted development within the B3 Commercial Core zone, which prioritises non-residential land uses

b. allow residential growth as part of mixed use development surrounding the B3 Commercial Core within the CBD

c. maintain a diverse mix of uses, including retail, medical, educational, health, cultural and recreational activities

d. involve amalgamated sites for optimum development outcomes

e. create new publicly accessible spaces with links to existing public places

f. embellish and/or add to existing public spaces

g. adopt travel demand management to support active and sustainable transport

h. provide excellence in urban design

i. provide greening of the streetscape as well as green areas on and around new buildings to improve the visual quality, amenity for workers and visitors, and reduce the impacts of urban heat island effects

j. ensure sun access is provided to public places

k. reinforce Victoria Avenue as the primary pedestrian spine

l. increase activation of side streets from Victoria Avenue

m. create a pattern of mid-block links along the eastern part of the centre

n. ensure podium and roof top communal open spaces are designed to address issues of quality, safety and usability

4.3 Controls for Chatswood CBD

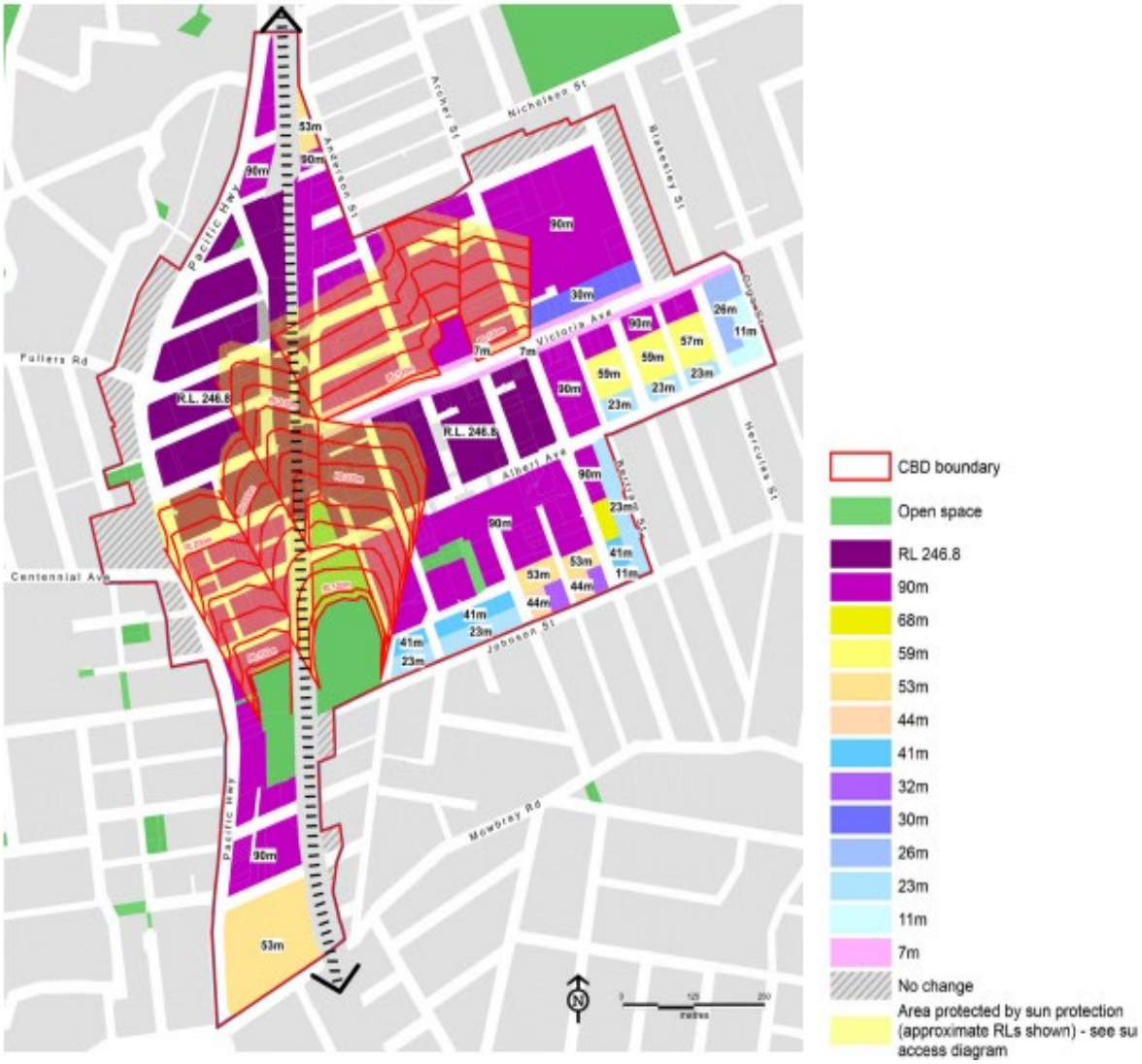
4.3.1 Built form

a. Height of buildings

The Height of Buildings Map in Willoughby LEP shows the maximum building heights.

The diagram below shows the height of buildings and maximum reduced levels to ensure certain public spaces in Chatswood CBD are not impacted by excessive overshadowing.

Map 2 Height map from Chatswood CBD Planning and Urban Design Strategy 2036



b. Sun access protection to key public spaces and the South Chatswood Conservation Area

Willoughby LEP includes provisions to protect certain public spaces in Chatswood CBD and South Chatswood Heritage Conservation Area from excessive overshadowing. The diagram below shows the areas that need to be protected from excessive overshadowing.

Map 3 Sun access protection map from Chatswood CBD Planning and Urban Design Strategy 2036



c. Minimum site area

The controls for minimum site areas for the B3 Commercial Core and B4 Mixed Use zones are in Willoughby LEP.

This plan encourages site amalgamation to meet the minimum site requirements and ensure sites are not left isolated.

The objective of the minimum site area is to enable a development to achieve best outcomes by:

- providing the required setbacks to achieve slender towers and building separation whether onsite or on neighbouring sites
- providing ground level public realm or areas accessible by the public on private land
- limiting and rationalising the number of vehicle entry/exit points
- providing parking and loading facilities in the basement with adequate area for onsite manoeuvrability to enter and leave the site in a forward direction
- maximising commercial floor space and street activation at ground level
- maximising landscaping and deep soil planting

d. Slender towers

To achieve slender towers and adequate building separation, the maximum gross floor area at each level of a development should be no more than:

- 2000m^2 for office developments
- 700m^2 for residential towers above the podium level in the mixed use zone

Note:

- The maximum gross floor areas is to be read in conjunction with other controls for Chatswood CBD (such as maximum floor space, height and minimum setbacks), as well as the site size and shape.
- These maximum floor plates, together with maximum floor space and height, and minimum setbacks, require an unusually large site to be achieved. Lesser floor plates than the maximum would be expected on standard size lots.
- If there is more than one tower on the same site, towers are not to be linked above the podium. Towers are to operate independently regarding lifts and services.
- The width is to be minimised on all sides to achieve a slender tower.
- Design elements are to be included that minimise the width, in particular on any wider tower side.

e. Lot pattern

Traditional building widths fronting the street of between 6m and 12m are to be retained along Victoria Avenue east.

f. Vehicular access

Only one entry area into and exiting a site is permitted. This is to minimise streetscape impacts and ensure vehicle entry points are rationalised.

g. Loading/unloading facilities

All loading docks, including provision for garbage trucks and residential removal trucks are to be within basement areas with adequate onsite manoeuvrability. This is to ensure vehicles can enter and leave the site in a forward direction.

Note:

- Willoughby City Council does not generally support mechanical systems, such as turntables to facilitate vehicles entering and leaving the site in a forward direction.

h. Site isolation

- If site isolation is unavoidable or inadequate areas are available in the basement level, buildings are to provide for joined basements areas with ‘break through’ walls to provide vehicle access to adjoining sites.
- Also where site isolation is unavoidable, zero setback podiums are to provide ‘break through’ walls to encourage future efficient sharing of infrastructure.

i. Substations

Substations are to be within buildings, not within a street, open space or setback. They must not face key active street frontages.

4.3.2 Greening Chatswood CBD

A range of approaches apply on a site-specific basis to provide permeability, publicly accessible open space and a 'green' ground plane.

These are designed to develop a comprehensive network for the centre of landscape and open space to create a green, well-connected CBD.

However, these controls apply to all high rise buildings:

a. all roofs up to 30m from the ground are to be green roofs (in particular podium roofs); these are to provide a green contribution visible to the street and a balance of passive and active green spaces that maximise solar access

b. a minimum of 20% of the site is to be soft landscaping, which may be on the ground, podium, and roof top levels of buildings; soft landscaping must be a minimum depth of 600mm

c. 'green' walls are encouraged

4.3.3 Links and public realm

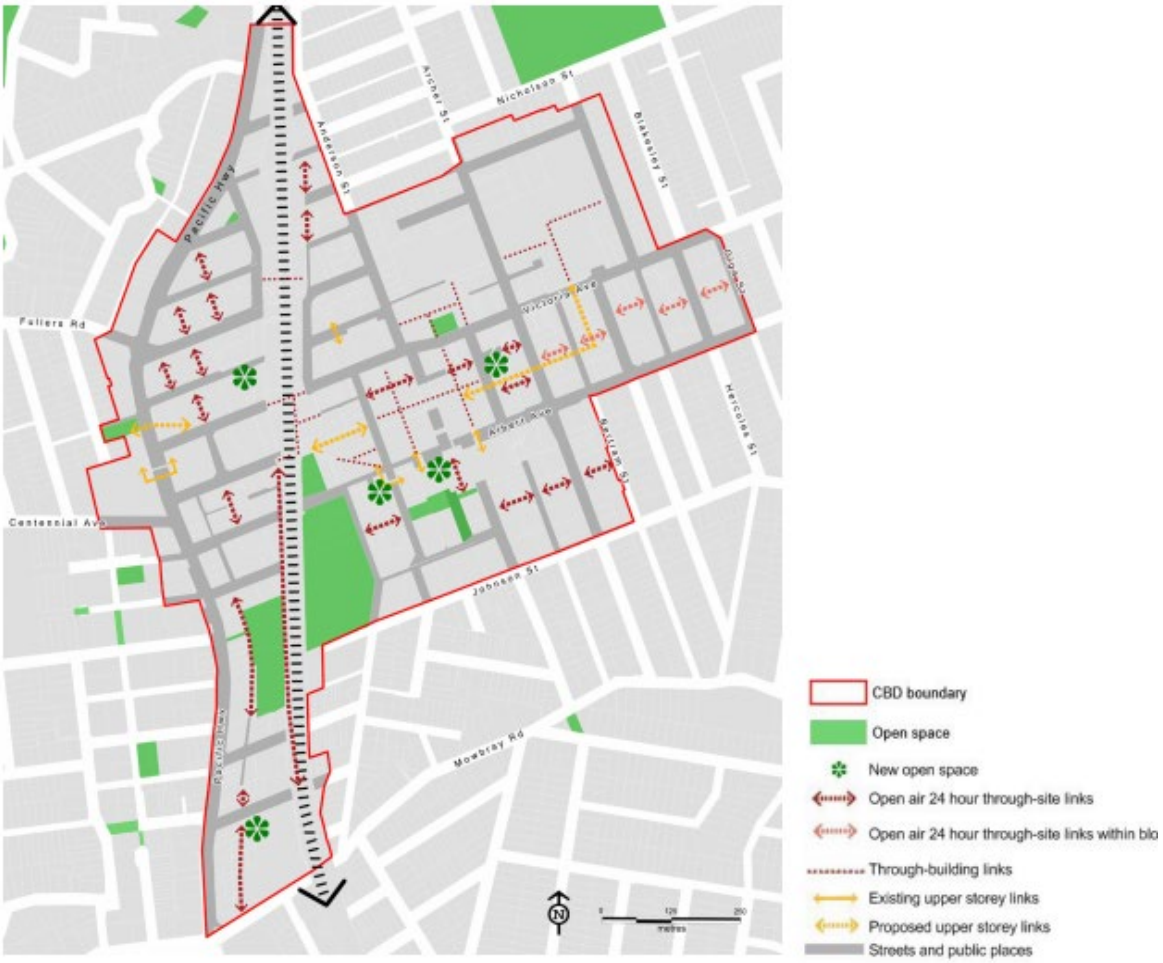
a. All proposals must consider the potential for through links to public places. Pedestrian and cycling links are sought to improve existing access within and through the CBD (see Map 4). New linkages are sought where these are considered to be of public benefit. All such links must be:

   - a minimum of 4m wide
   - provided with public rights of access and designed with adequate width, sympathetic landscaping and passive surveillance

b. Public realm or areas accessible by the public on private land is required to be included in all B3 and B4 redeveloped sites. These must be:

   - designed to respond to context and nearby public domain
   - visible from the street and easily accessible
   - accompanied by public rights of way or similar to achieve a permanent public benefit

Map 4 Open space map from Chatswood CBD Planning and Urban Design Strategy 2036



4.3.4 Setbacks and street frontage heights

a. The minimum setbacks and maximum street frontage heights below apply to certain areas within Chatswood CBD. These areas are shown in Map 5.

1. Victoria Avenue retail frontage:
   - maximum 7m street wall height at front boundary
   - minimum 6m setback above street wall to tower
2. Urban core:
   - maximum 24m street wall height at front boundary
   - minimum 6m setback above street wall to tower
3. Office core frontage:
   - 4m–12m maximum street wall height at front boundary
   - minimum 6m setback above street wall to tower
4. Mixed use frontage with commercial ground floor:
   - 6m–14m maximum street wall height at front boundary
   - minimum 3m setback above street wall to tower

5. Pacific Highway frontage:
    - minimum 4m setback at ground level from front boundary (with exception of heritage sites)
    - maximum 7m street wall height
    - minimum 6m setback above street wall to tower
6. Southern precinct:
    - maximum 6m setback at ground level from front boundary
    - no setback from podium to tower
7. Albert Avenue south:
    - minimum 3m setback at ground level from front boundary, with intermitted wider open space
    - maximum 24m street wall height
    - 3m setback above street wall to tower
8. Anderson Street interface:
    - minimum 3m setback at ground level from front boundary
    - 6m – 14m maximum street wall height
    - minimum 1m setback above street wall to tower
9. Bertram Street interface:
    - minimum 6m setback at ground level from front boundary
    - maximum 7m street wall height
    - minimum 3m setback above street wall to tower
10. Albert Avenue north and Olga Street interface:
    - minimum 3m setback at ground level from front boundary
    - 6m – 14m maximum street wall height
    - minimum 1m setback above street wall to tower
11. Johnson Street interface:
    - minimum 12m setback at ground level from front boundary
    - no setback from podium to tower

Notes:

- On corner sites where different setbacks and street frontage height precincts meet, the greater setback and lower street wall height required on the primary frontage is to continue around the corner for a minimum distance of 6m. This is to provide a satisfactory transition between the setbacks and wall heights.
- With setbacks of 3m or more, including the Pacific Highway, deep soil planting for street trees is to be provided.

- Setbacks greater than the minimum are encouraged, particularly at the interface with low density residential conservation areas.
- Street wall heights lower than the maximum are encouraged at the interface with low density residential conservation area.
- Where adjacent links or pathways involving public rights of way (not streets unless appropriate), stepped podiums are sought.
- Where a site adjoins a laneway and no footpath exists, a minimum ground level setback is to be provided to facilitate construction of a footpath.

b. All towers above podiums in the B3 Commercial Core and B4 Mixed Use zone are to be setback from all boundaries with a minimum 1:20 ratio of the setback to building height. This means if a building is:
    - a total height of 30m, a minimum setback from the side boundary of 1.5m is required for the entire tower on any side
    - a total height of 60m, a minimum setback from the side boundary of 3m is required for the entire tower on any side
    - a total height of 90m, a minimum setback from the side boundary of 4.5m is required for the entire tower on any side
    - a total height of 120m, a minimum setback from the side boundary of 6m is required for the entire tower on any side
    - a total height of 150m, a minimum setback from the side boundary of 7.5m is required for the entire tower on any side

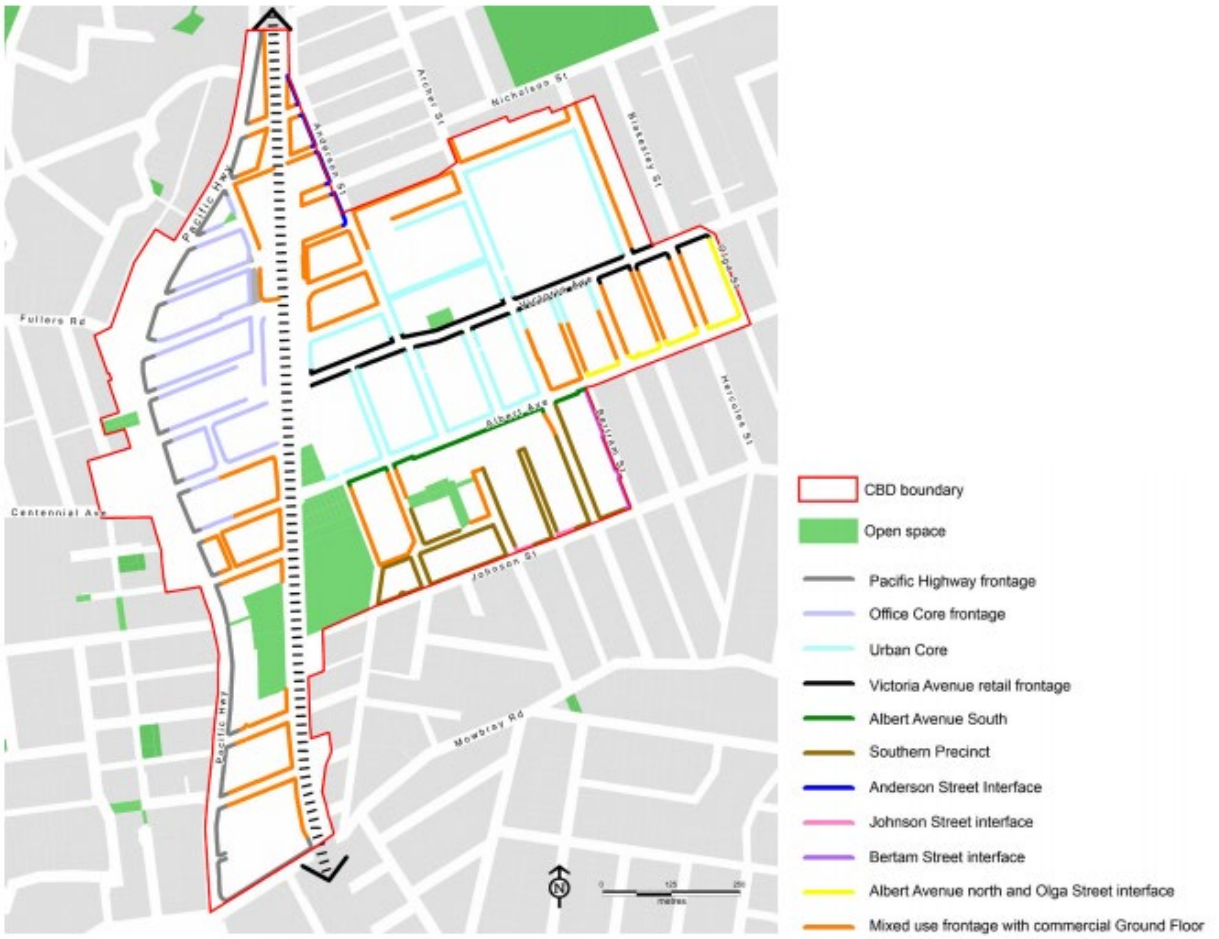
Notes:

- The required setback of a tower will vary depending on height. It is not to be based on setback averages, or a stepped approach, but the full setback.
- Setbacks greater than the minimum are encouraged, particularly in locations at the interface with low density residential conservation area.
- Minimum setbacks and going beyond with additional setbacks where appropriate is considered important to achieve the desired outcome of slender towers.

c. Separation of buildings must be provided in line with the Apartment Design Guide (NSW Department of Planning and Environment, July 2015) for residential apartments within a mixed use development.

d. Commercial uses must have a minimum 6m setback from all boundaries above the street level wall height.

Map 5 Setbacks and street frontage heights map from Chatswood CBD Planning and Urban Design Strategy 2036



4.4 Additional controls for specific locations

4.4.1 Victoria Avenue east retail frontage

Victoria Avenue is the heart of Chatswood's retail activity and its shops contribute to the enduring quality of the centre. To maintain the great public spaces and the urban design quality of developments fronting Victoria Avenue, these principles apply:

a. clear and accessible vertical circulation

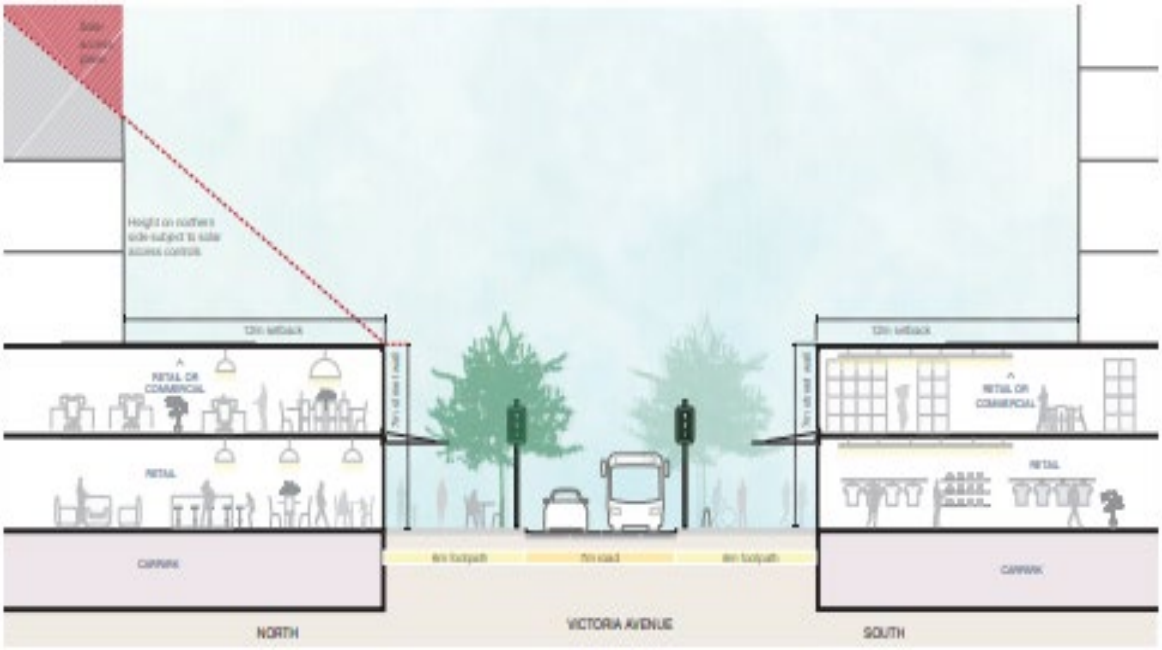
b. public use of rooftop spaces

c. provision of links to neighbouring sites

d. provision of car parking access from neighbouring sites

The diagram below shows an example of future development along the Victoria Avenue retail frontages.

Figure 1 Section of Victoria Avenue frontage



4.4.2 Pacific Highway – green setback

The eastern side of the Pacific Highway must provide a 4m wide deep soil zone setback and the western side must provide a 6m wide deep soil zone setback.

Willoughby City Council is seeking an unobstructed shared pedestrian and cycle path along the eastern side of the Pacific Highway (within Chatswood CBD). This must be factored into redevelopment of any site fronting the Pacific Highway.

Dimensions for the path are to be based on a 1.5m wide landscape verge and 3m wide shared path. The shared path may encroach on the 4m wide deep soil zone setback on a site, but if this is the case, a public right of way will be required.

4.4.3 Interface with low density residential conservation areas

Designs for developments at the interface with low density residential conservation areas must consider the surrounding low density heritage context. The objective is to minimise impacts by:

a. maximising setbacks and minimising street wall heights to provide separation and reduce bulk and scale (setbacks above minimum requirements may be sought in these locations)

b. providing deep soil planting at ground, landscaping on podium levels, and wherever possible, the upper levels

c. using design, façade treatment and high quality materials and finishes

5 Artarmon local centre

5.1 Character statement

The main part of Artarmon local centre is along the western side of Hampden Road, next to Artarmon railway station. A large portion is within Artarmon Heritage Conservation Area.

Shops on the western side of Hampden Road currently provide a range of local needs and services such as post office, banking, health services, takeaway food, cafes and restaurants. There are high rise residential units behind the main Artarmon shopping area to the west.

Wilkes Plaza, within Artarmon Heritage Conservation Area, is on the eastern side of the railway station. It provides a pleasant, popular open space area enclosed by cafes, restaurants and shops as well as being a well-used pedestrian thoroughfare.

The centre is 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 Hampden Road, is approximately level with the retail rooftops (two levels above Hampden Road). This slope results in around a 2-metre difference in some parts of the centre from the retail and the street.

Key attributes of the centre include the train station and a good level of pedestrian traffic. 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 generally presents two storey commercial street frontages, 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 between the railway line and Hampden Road, known as Artarmon Village Green.

5.2 Performance criteria

Proposed development in Artarmon local centre should:

a. maintain the two storey commercial built form as shown in Figure 3 to provide a significant proportion of non-residential floor space for shop top housing developments

b. retain and refurbish the existing fine grain heritage frontages on Hampden Road, while allowing for site amalgamation to provide further shop top residential apartments

c. provide articulation to break up the length of walls to reduce the bulk and visual impacts of shop top housing above the second level

d. encourage green roofs, and roof top gardens in appropriate locations

e. maintain existing small-scale village character east of the railway line

f. maintain active street frontages

g. provide deep soil zones in appropriate locations to support existing and additional mature trees with wide tree canopies to improve the streetscape and reduce urban heat impacts

5.3 Master plan for Artarmon local centre

Any future development in Artarmon local centre must have regard to the following key features of the adopted master plan. The numbers below refer to actions to be carried out by Willoughby City Council and/or developers to achieve the outcomes of the adopted master plan.

1. Improvements to the public domain and pedestrian access around the station entry on Hampden Road and Broughton Road.

2. Construction of new toilets, small café pavilion and cycle storage.

3. Provision of new plaza and play space next to the pavilion.
4. Improvements to pedestrian crossings with new kerb blisters and thresholds to slow traffic.
5. Public domain improvements to Wilkes Avenue.
6. Retention of fine grain shop fronts.
7. New developments to provide upper level setbacks to minimise visual impact on Hampden Road.
8. Opportunity for lot amalgamation to provide a supermarket close to the station.
9. New developments to provide landscaping and good design elements along the Hampden Lane frontage.
10. New developments to provide roof gardens/green roofs.
11. New developments to make provision for at grade parallel car parking, interspersed with landscaped areas.
12. Any redevelopment of the library site should include a new community centre on the ground floor level.

Figure 2 Master plan for Artarmon from Willoughby Local Centres Strategy 2036



5.4 Controls for Artarmon local centre

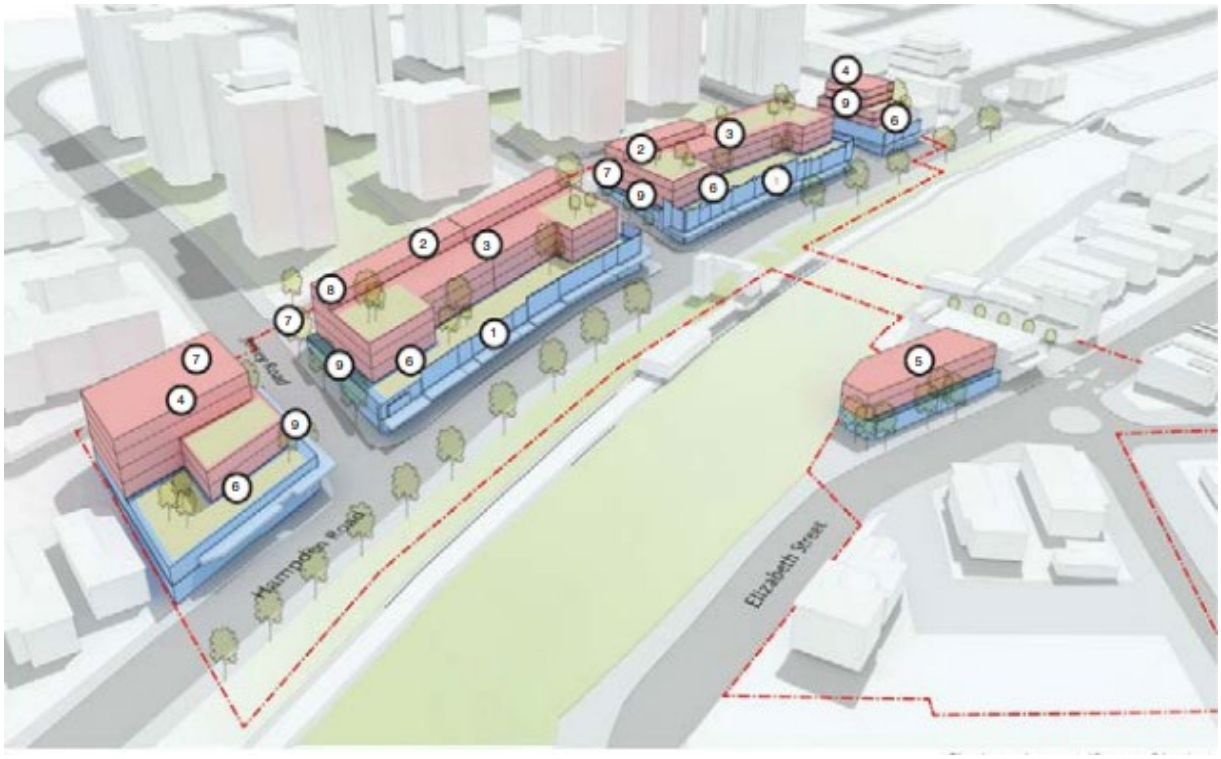
These controls are shown in Figure 3 and apply to any proposed new development in Artarmon local centre:

1. Retain the fine grain heritage frontage on Hampden Road.
2. Use the slope of the terrain to achieve 4 to 5 storey shop top housing developments between Francis Road and Jersey Road.
3. Amalgamate sites fronting Hampden Road, between Francis Road and Jersey Road to achieve a floor space ratio of up to 3:1.
4. Amalgamate sites fronting the eastern side of Jersey Road and the western side of Francis Road to achieve a floor space ratio of 3:1 and up to 6 storeys.
5. Maintain height of 3 storeys and floor space ratio of 1.3:1 on the library site.
6. Minimum 8m upper level setback (above the 2nd storey) to Hampden Road.
7. At grade vehicle access to car parking and loading/unloading area to be provided off Hampden Lane or side streets.
8. No upper level setback required to Hampden Lane.
9. Minimum 3m upper level setback (above the 2nd storey) from side streets.

Note:

- The roof top of shop top housing developments should provide communal (green) roof gardens.

Figure 3 Scale of development for Artarmon local centre



6 Castlecrag local centre

6.1 Character statement

The Castlecrag local centre is on Edinburgh Road between Eastern Valley Way and Rutland Avenue/The Postern.

The subdivision and layout of Castlecrag were 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 wide views across the district.

The centre has a mainly one to two storey built form character with a fine grain street frontage. The built form within the conservation area has a strong heritage character, referencing the original vision for Castlecrag.

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 on the north side.

The centre has been improved with new large unit UrbanStone paving, planting and street furniture. This includes more street trees and planting on the south side of Edinburgh Road. There is a strong desire within the community to retain the integrity of the design philosophy of Walter Burley Griffin for Castlecrag.

6.2 Performance criteria

Proposed development in Castlecrag local centre should:

a. reinforce the Griffin philosophy that the built form is subordinate to the surrounding natural environment

b. design buildings which are highly articulated with strong vertical elements

c. encourage green roofs, and roof top gardens in appropriate locations

d. retain the fine grain built form of existing shopfronts on Edinburgh Road

e. ensure any redevelopment of the Quadrangle site provides new publicly accessible open space with good solar access

f. ensure any redevelopment of the Quadrangle provides a significant proportion of non-residential floor space as shown on Figure 11, with a pattern of fine grain shops along the Edinburgh Road frontage

g. maintain active street frontages

h. minimise vehicular access from Edinburgh Road

i. provide deep soil zones in appropriate locations to support existing and additional mature trees with wide tree canopies to improve the streetscape and reduce urban heat impacts

6.3 Master plan for Castlecrag local centre

Any future development in Castlecrag local centre must have regard to the following key features of the adopted master plan. The numbers below refer to actions to be carried out by

Willoughby City Council and/or developers to achieve the outcomes of the adopted master plan.

1. Retention of the Griffin Centre and ground floor façade, roof line and active street frontage.
2. Provide for a new park/green space.
3. Extend the curved façade of the Griffin Centre to reinforce The Postern.
4. Provide pedestrian links through to the Quadrangle site.
5. Retain mature boundary trees.
6. For any new development of the Quadrangle site, include a plaza with good solar access.
7. Provide roof top gardens and communal open space for any shop top housing.
8. Provide roof top gardens and communal open space for any shop top housing.
9. Retain at-grade car parking area.
10. Provide kerb blisters to improve mid-block crossing amenity.
11. Provide threshold and kerb blister treatments to improve pedestrian amenity.
12. For new developments, provide open space between shop top housing buildings.
13. Provide new vehicle access to the Quadrangle basement.
14. Provide a new left out vehicle access from the Quadrangle.
15. Create a green entry point at the intersection of Eastern Valley Way and Edinburgh Road.

Figure 4 Master plan for Castlecrag from Willoughby Local Centres Strategy 2036

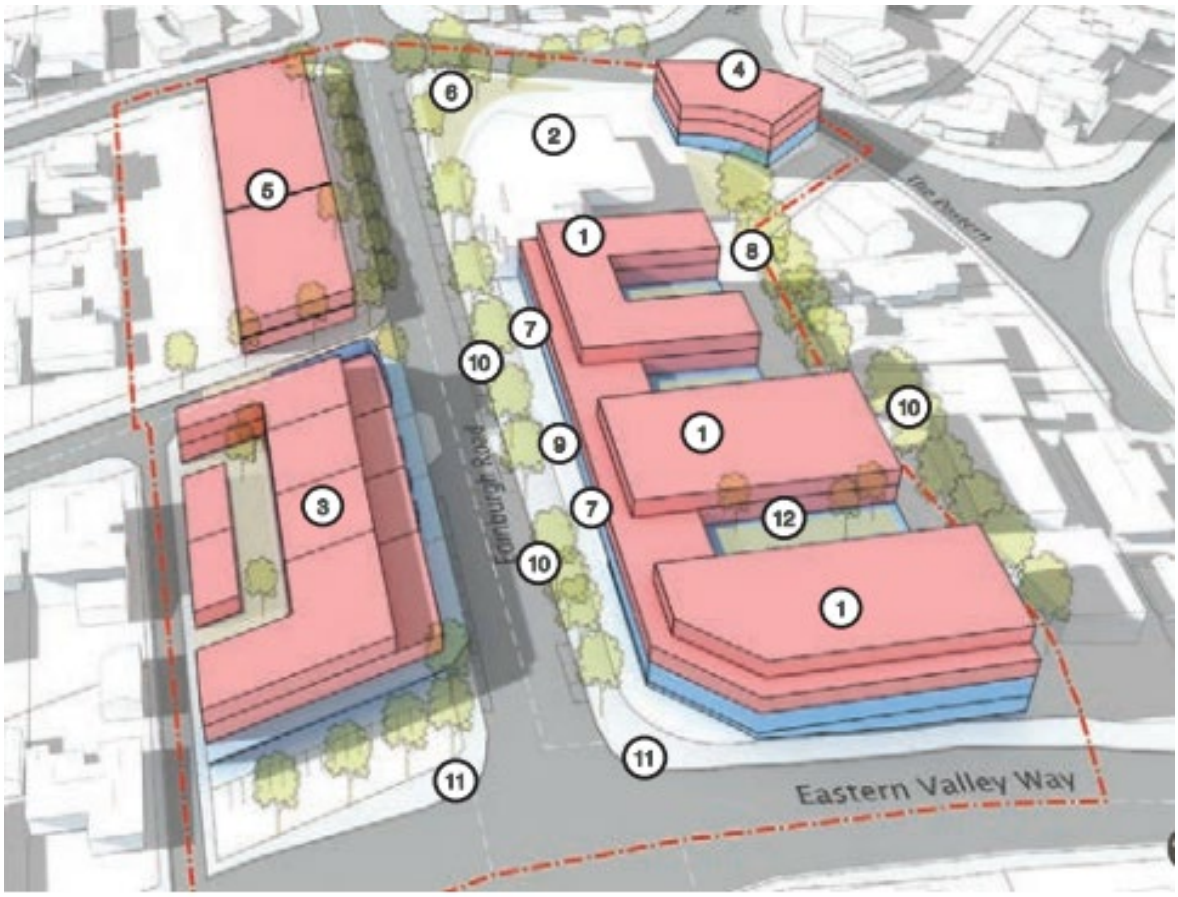


6.4 Controls for Castlecrag local centre

These controls are shown in Figure 5 and apply to any proposed new development in Castlecrag local centre:

1. Ensure a maximum of 4 storeys above the level at the Eastern Valley Way frontage and up to 3 storeys along Edinburgh Road (the additional storey below the Edinburgh Road frontage would use the topography of the site).
2. Retain the Griffin Centre which is identified as a heritage item.
3. Ensure a maximum of 3 storeys and 6m setback above the second level on the northern side of Edinburgh Road.
4. Ensure a maximum of 3 storeys for The Postern.
5. Require amalgamation for two development sites at 95–103 Edinburgh Road with vehicular access from the rear lane or side street.
6. Create public open space on the council-owned car park next to the Griffin Centre.
7. Provide a minimum 3m upper level setback (2nd storey) for shop top housing.
8. Maintain direct pedestrian links from the Quadrangle site to The Postern.
9. Ensure the built form does not restrict solar access along the footpath and adjoining public open space on the southern side of Edinburgh Road from 9am to 3pm on 21 June.
10. Retain the mature trees at the front and rear of the Quadrangle site.
11. Provide a ‘green’ landscaped entry point.
12. Provide a rooftop garden over the development with car parking area below.

Figure 5 Scale of development for Castlecrag local centre



7 North Willoughby local centre

7.1 Character statement

The North Willoughby local centre is at the intersection of Penshurst Street and Victoria Avenue. It is bounded by Patrick Street to the south, Terminus Lane to the north west and Power Lane to the north east.

North Willoughby, sometimes called East Chatswood, is on the fringe of Chatswood CBD, within a reasonable walking distance of around 1.5km from Chatswood railway 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 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.

7.2 Performance criteria

Proposed development in North Willoughby local centre should:

a. retain the fine grain built form of existing shopfronts

b. ensure any new development respects the heritage value of the Willoughby Hotel on the corner of Penshurst Street and Macmahon Street

c. create high amenity retail connections to rear lanes

d. maintain active street frontages

e. encourage green roofs, and roof top gardens in appropriate locations

f. provide deep soil zones in appropriate locations to support existing and additional mature trees with wide tree canopies to improve the streetscape and reduce urban heat impacts

7.3 Master plan for North Willoughby local centre

Any future development in North Willoughby local centre must have regard to the following key features of the adopted master plan. The numbers below refer to actions to be carried out by Willoughby City Council and/or developers to achieve the outcomes of the adopted master plan.

1. Provide new high quality public open space (pedestrianised or traffic calmed) at the corner of Penshurst Street and Sydney Street.
2. Provide ground floor active street frontages to public open space.
3. Provide new through site pedestrian links to laneway networks.
4. Improve pedestrian amenity/crossings and public domain at the intersection of Macmahon Street and Penshurst Street.
5. Provide ‘gateway’ corner elements for any new developments at the intersection of Victoria Avenue and Penshurst Street.
6. Provide kerb blisters to improve pedestrian amenity.
7. Create new public open space at the corner of Royal Street and Victoria Avenue and relocate at grade parking into a basement car parking area.
8. New shop top housing developments to create open space connectivity and separation between buildings.
9. The increase in height and density of this site to facilitate the open space and basement parking identified in Item 7.
10. The height of any new development next to the Willoughby Hotel shall not exceed the eaves height of the heritage item.

Figure 6 Master plan for North Willoughby from Willoughby Local Centres Strategy 2036



7.4 Controls for North Willoughby local centre

These controls are shown in Figure 7 and apply to any proposed new development in North Willoughby local centre:

1. Ensure a maximum of 5 storeys and floor space ratio of 2:1 for amalgamated lots directly fronting a new public open space.
2. Ensure a maximum of 5 storeys for amalgamated lots fronting Sydney Street within the local centre.
3. Ensure a maximum of 6 storeys and floor space ratio of 2.8:1 for amalgamated lots at the corners of the intersection of Victoria and Penshurst Streets.
4. Ensure development on sites immediately adjacent to the Willoughby Hotel does not exceed the current eaves height of the heritage item.
5. Ensure a maximum of 8 storeys and floor space ratio of 2.1:1 for amalgamated lots and provision of new public open space/plaza.
6. Ensure a minimum 3m upper level setback above two storeys along Penshurst Street and Victoria Avenue.
7. Provide public domain/open space improvements at the intersection of Sydney and Penshurst Streets.
8. Provide public domain and pedestrian improvements at the intersection of Macmahon and Penshurst Streets.

9. Provide minimum 4m wide through site pedestrian links to laneways.
10. Improve laneway access from Penshurst Street and Victoria Avenue.
11. For any new development identified in Item 5, provide for new public open space at the corner of Royal Street and Victoria Avenue with a minimum dimension of 15m by 30m.

Figure 7 Scale of development for North Willoughby local centre



8 High Street local centre

8.1 Character statement

High Street local centre is located along High Street and bounded by McClelland Street and Glover Street. The centre is a small strip of retail shops among one and two storey residential dwellings. It is a high amenity local centre, with a range of grocery and convenience offerings that serve the local neighbourhood.

The centre has convenient car parking provided at grade behind the shops on the northern side of Alexander Avenue. The church and associated school on the opposite side of the street have a key role in defining the character of the centre. The church adds civic and cultural elements and variety to the skyline.

8.2 Performance criteria

Proposed development in High Street local centre should:

a. retain and strengthen the good pedestrian access and through site connections from the retail shops

b. maintain and increase opportunities for active street frontages

c. increase fine grain shopfronts and maintain the active street frontages and outdoor dining areas

d. improve landscaped street frontages

e. encourage green roofs, and roof top gardens in appropriate locations

f. provide deep soil zones in appropriate locations to support existing and additional mature trees with wide tree canopies to improve the streetscape and reduce urban heat impacts

8.3 Master plan for High Street local centre

Any future development in High Street local centre must have regard to the following key features of the adopted master plan. The numbers below refer to actions to be carried out by Willoughby City Council and/or developers to achieve the outcomes of the adopted master plan.

1. Roof top gardens and communal open space to be provided for shop top housing.
2. Maintain and upgrade access and rear car parking area, north of Alexander Avenue; and maintain and upgrade rear lane car parking, south of Alexander Avenue.
3. Maintain through site/plaza links.
4. Relocate pedestrian crossings to better align with the through site/arcade links.
5. Improve pedestrian treatment and traffic calming measures at the intersection of High Street and Alexander Avenue.
6. Improve pedestrian treatment and traffic calming measures at the intersection of High Street and McClelland Street.

Figure 8 Master plan for High Street from Willoughby Local Centres Strategy 2036



8.4 Controls for High Street local centre

These controls are shown in Figure 9 and apply to any proposed new development in High Street local centre:

1. Maintain rear parking and laneway access.
2. Ensure a minimum 3m setback above 2 storeys along the High Street frontage.

Figure 9 Scale of development for High Street local centre



9 Naremburn local centre

9.1 Character statement

The Naremburn local centre is along Willoughby Road. It is bounded by Quiamong Street to the north, Willoughby Road to the east, Bongalong Street to the south and Glenmore Street to the east.

The centre is close to the Gore Hill Freeway. It is around 750m from St Leonards strategic centre 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.

Most 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, at 284/284A Willoughby Road and 272–276 Willoughby Road. Retail in the centre is focused around food and beverage and some other services such as health and beauty and laundry. The centre lacks convenience stores such as grocery or banking.

9.2 Performance criteria

Proposed development in Naremburn local centre should:

a. retain the fine grain built form with heritage character

b. maintain active street frontages

c. encourage restaurants and cafes to provide outdoor dining areas

d. create through site activated arcade links

e. encourage green roofs, and roof top gardens in appropriate locations

f. provide deep soil zones in appropriate locations to support existing and additional mature trees with wide tree canopies to improve the streetscape and reduce urban heat impacts

9.3 Master plan for Naremburn local centre

Any future development in Naremburn local centre must have regard to the following key features of the adopted master plan. The numbers below refer to actions to be carried out by Willoughby City Council and/or developers to achieve the outcomes of the adopted master plan.

1. Retain the fine grain shop fronts/facades fronting Willoughby Road.
2. Provide through site/arcade links.
3. Retain heritage buildings/facades.
4. Provide public car parking and service access to the rear of lots fronting Willoughby Road.
5. Create additional high quality public space fronting Willoughby Road.
6. Provide pedestrian access for the public.
7. Provide roof top gardens and communal open space for shop top housing.
8. Provide an opportunity for a new public plaza.
9. Provide an opportunity for a small supermarket with basement car parking.

Figure 10 Master plan for Naremburn from Willoughby Local Centres Strategy 2036

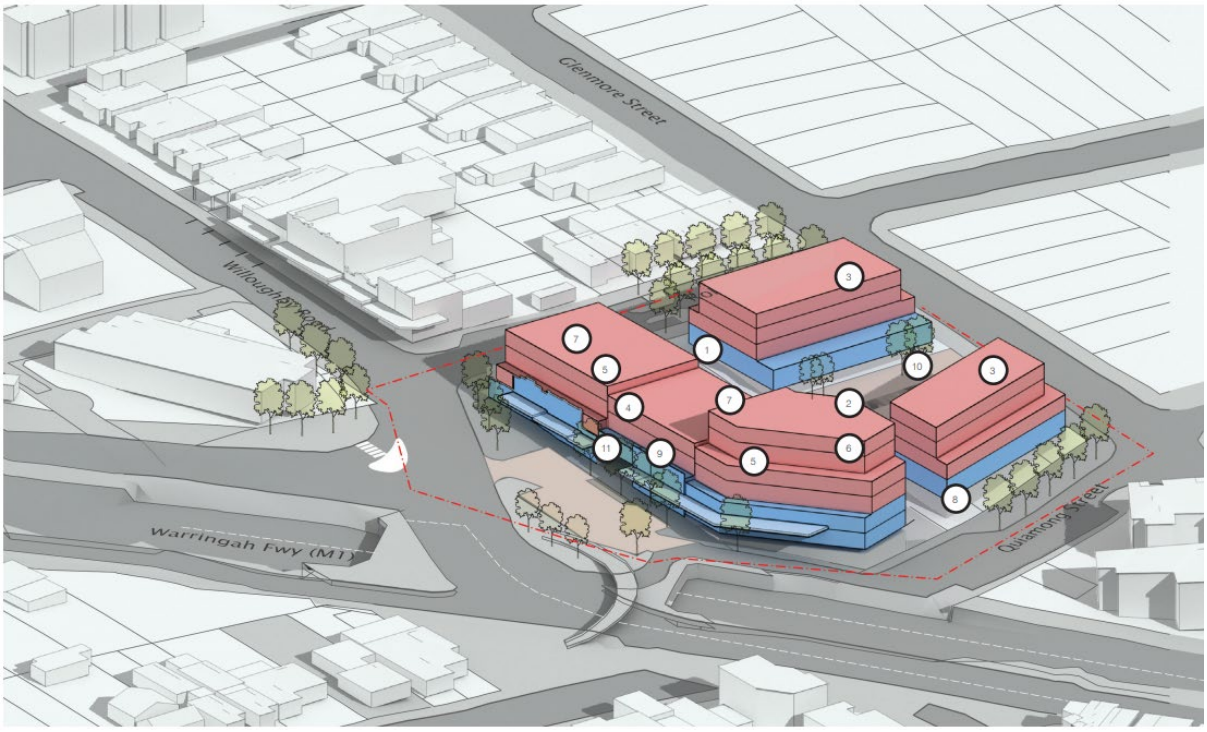


9.4 Controls for Naremburn local centre

These controls are shown in Figure 11 and apply to any proposed new development in Naremburn local centre:

1. Ensure a maximum of 4 storeys.
2. Ensure a maximum of 6 storeys and floor space ratio of 1.9:1 for amalgamated lots on the north-east corner site.
3. Ensure a maximum of 4 storeys and floor space ratio of 1:1 for amalgamated lots with 3m setback above 2 storeys fronting Glenmore Road and Rohan Street.
4. Maintain fine grain shop fronts along Willoughby Road.
5. Provide a minimum 3m upper level setback above 2 storeys fronting Willoughby Road.
6. Additional 3m setback above 4 storeys fronting Willoughby Road.
7. Ensure the built form (including height and setbacks) of new development does not detract from the heritage values of adjacent heritage listed buildings.
8. Provide a minimum rear setback of 18m for lots fronting Willoughby Road to allow for future public parking and service areas.
9. Make provision for ground floor arcade/public through site link.
10. Make provision for new public space with active ground floor frontage.
11. Delete car parking spaces in front of shops and relocate car parking spaces within new developments to create improved public plaza on Willoughby Road.

Figure 11 Scale of development for Naremburn local centre



10 Northbridge local centre

10.1 Character Statement

Northbridge is at an entry point to the Willoughby local government area from the south. The business precinct is focused on a major arterial route along Sailors Bay Road, Eastern Valley Way and Strathallen Avenue.

Eastern Valley Way is a freight corridor and regular bus routes service the centre travelling north and south, and to and from the Sydney CBD.

Northbridge Plaza is on the northeast corner of Eastern Valley Way and Sailors Bay Road. It includes a major supermarket as well as 23 specialty shops. There is a large council car park at the rear of the plaza.

The Northbridge local centre 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 ridgeline. 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.

10.2 Performance criteria

Proposed development in Northbridge local centre should:

a. retain the fine grain built form along Sailors Bay Road, east of Strathallen Avenue

b. maintain and increase opportunities for active street frontages

c. encourage restaurants and cafes to provide outdoor dining areas east of Strathallen Avenue

d. create high quality design elements for buildings on prominent corner sites to identify the gateways entrances to the town centre

e. make provision for public open space and underground car parking at the rear of Northbridge plaza

f. encourage green roofs, and roof top gardens in appropriate locations

g. provide deep soil zones in appropriate locations to support existing and additional mature trees with wide tree canopies to improve the streetscape and reduce urban heat impacts

10.3 Master plan for Northbridge local centre

Any future development in Northbridge local centre must have regard to the following key features of the adopted master plan. The numbers below refer to actions to be carried out by Willoughby City Council and/or developers to achieve the outcomes of the adopted master plan.

1. Only commercial floor space allowed for any new development on the northern side of Sailors Bay Road between Eastern Valley Way and Harden Avenue.
2. Provide new public open space above basement public car parking area.
3. Create a pedestrian laneway link.
4. Provide a range and mix of dwelling typologies, including opportunities for affordable housing and build-to-rent housing.
5. New residential development to provide basement car parking areas with vehicular access from Baringa Road only.
6. Provide streetscape improvements to Sailors Bay Road and Strathallen Avenue.
7. Provide a public domain with pedestrian access at the southern end of Bellambi Street.
8. Roof top gardens and communal open space to be provided for shop top housing.
9. Maintain and improve laneway network for servicing and deliveries.
10. Investigate opportunities for additional pedestrian crossing at existing intersections.
11. Provide blisters or central refuge for safer pedestrian crossing.

Figure 12 Master plan for Northbridge from Willoughby Local Centres Strategy 2036



10.4 Controls for Northbridge local centre

These controls are shown in Figure 13 and apply to any proposed new development in Northbridge local centre.

1. Ensure a maximum of 6 storeys with provision for a roof top garden between two 6 storey building components for any new development on 83–113 Sailors Bay Road as shown on Figure 13.
2. Ensure a maximum of 3–5 storeys for a mix of residential apartment and townhouse developments with provision for large areas of open space as shown on Figure 13.
3. Ensure a maximum of 3 storeys along the northern side of Baringa Road and up to 4 storeys along Sailors Bay Road (new development sites must be amalgamated to achieve the minimum lot size of 1,100m^2 and a minimum frontage of 27m).
4. Ensure a maximum of 4 storeys for amalgamated lots on the north-west corner of Eastern Valley Way and Sailors Bay Road.
5. Ensure a maximum of 5 storeys for amalgamated lots in the B2 zone with a 1m setback on east and western side of Strathallen Avenue and a 3m setback on Baringa Road above the third level.
6. Ensure a maximum 4 storeys; or a maximum of 5 storeys if a second storey of commercial floor space is provided.
7. Provide for new public open space with a minimum area of 2,000m^2 immediately behind any commercial development along Sailors Bay Road.

8. Ensure a minimum upper level setback of 3m above 2nd storey and additional 6m setback above 4th storey for commercial buildings along Sailors Bay Road.
9. Provide a minimum 6m deep soil landscaped setback area along the southern side of Sailors Bay Road, west of Strathallen Avenue.
10. Provide for a shared vehicle and pedestrian laneway from Eastern Valley Way to Harden Avenue.
11. Provide for a laneway and service access from Sailors Bay Road.

Figure 13 Scale of development for Northbridge local centre



11 Penshurst Street local centre

11.1 Character statement

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.

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 led to several 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 the R3 medium density residential zoning south of Oakville Road, 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 Road comprises shop top housing style premises including a recent development known as ‘The Mint’.

11.2 Performance criteria

Proposed development in Penshurst Street local centre should:

a. make provision to improve the pedestrian and cycling environment

b. improve service access to minimise impacts on the public domain along Penshurst Street

c. ensure active frontages are provided in the B2 and B5 zones

d. encourage green roofs, and roof top gardens in appropriate locations

e. provide deep soil zones in appropriate locations to support existing and additional mature trees with wide tree canopies to improve the streetscape and reduce urban heat impacts

11.3 Master plan for Penshurst Street local centre

Any future development in Penshurst Street local centre must have regard to the following key features of the adopted master plan. The numbers below refer to actions to be carried out by Willoughby City Council and/or developers to achieve the outcomes of the adopted master plan.

1. Roof top gardens and communal open space to be provided for shop top housing.
2. Provide shared vehicular access to reduce the number of driveways off Penshurst Street.
3. Investigate provision for safe pedestrian crossings at the intersection of Penshurst Street and Oakville Road.
4. Provide streetscape improvements and additional street trees along Penshurst Street.
5. Roof top gardens and communal open space to be provided for shop top housing.
6. Extend Medway Lane to Penshurst Street.
7. Retain at grade car parking area.
8. New development to incorporate enhanced visual features such as public art and/or unique façade treatment on the prominent corner site.
9. New development to incorporate enhanced visual features such as public art and/or unique façade treatment on the prominent corner site.

Figure 14 Master plan for Penshurst Street from Willoughby Local Centres Strategy 2036



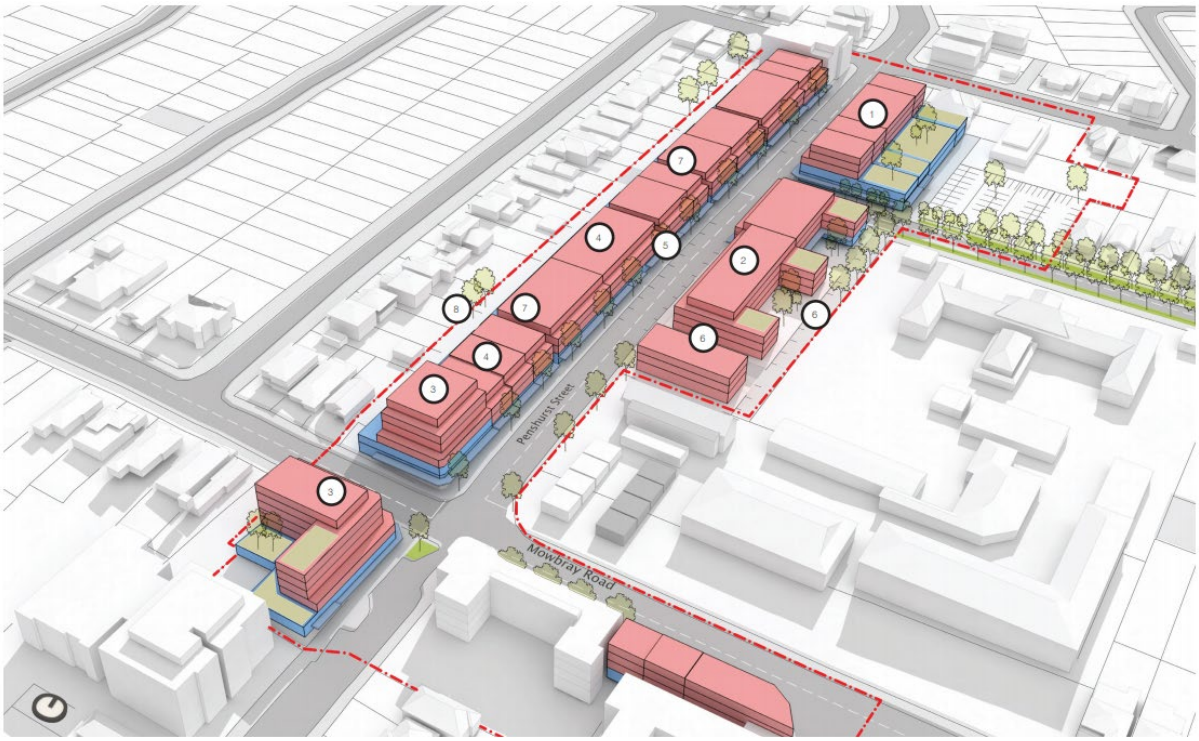
11.4 Controls for Penshurst Street local centre

These controls are shown in Figure 15 and apply to any proposed new development in Penshurst Street local centre.

1. Ensure a maximum of 5 storeys and floor space ratio of 2.8:1 for amalgamated lots fronting Penshurst Street with a roof top garden above the second level comprising approximately 50% of the width of the site as shown on Figure 15.
2. Ensure a maximum of 4 storeys and floor space ratio of 2.1:1 on amalgamated lots in the R3 zone with roof top gardens at the rear above the third floor levels.
3. Ensure a maximum of 6 storeys and floor space ratio of 2.8:1 on amalgamated lots; with a minimum 3m setback from the rear boundary and a further minimum 3m setback above the second floor level for any new development on the north western corner of Penshurst Street and Mowbray Road; and roof top gardens for any new development on the south western corner as shown on Figure 15.
4. Ensure a maximum of 4 storeys and floor space ratio of 2:1 on amalgamated lots fronting Penshurst Street.
5. Ensure a minimum 3m setback above 3 storeys.
6. For new development, make provision to extend Medway Lane to join Penshurst Street.
7. Provide shared vehicle access between amalgamated sites to minimise the number of driveways on Penshurst Street.

8. Ensure a minimum 3m rear setbacks and a further minimum 3m setback above the first floor level for all new developments adjoining the rear yard area of properties along Ward Street.

Figure 15 Scale of development for Penshurst Street local centre



12 Willoughby South local centre

12.1 Character statement

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

The topography of the area slopes from north to south and there is a substantial east/west 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 Road 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 Street 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 Road.

12.2 Performance criteria

Proposed development in Willoughby South local centre should:

a. make provision for new and/or improved laneway connections

b. maintain and increase opportunities for active street frontages

c. encourage first floor commercial uses

d. ensure active frontages are provided at the corners of local side streets off Willoughby Road and Frenchs Road, and to any internal plaza spaces

e. encourage green roofs, and roof top gardens in appropriate locations

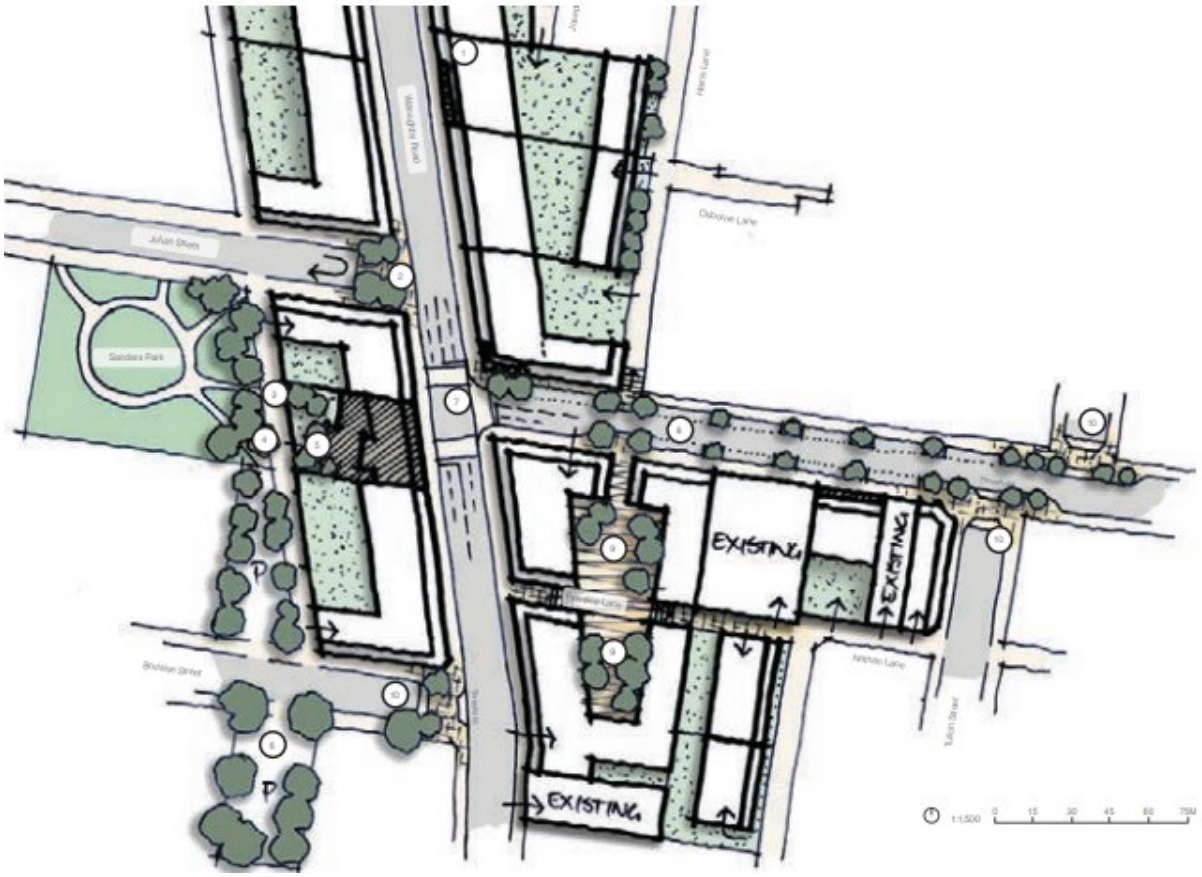
f. provide deep soil zones in appropriate locations to support existing and additional mature trees with wide tree canopies to improve the streetscape and reduce urban heat impacts

12.3 Master plan for Willoughby South local centre

Any future development in Willoughby South local centre must have regard to the following key features of the adopted master plan. The numbers below refer to actions to be carried out by Willoughby City Council and/or developers to achieve the outcomes of the adopted master plan.

1. Retain the fine grain shop fronts/facades fronting Willoughby Road.
2. Provide a public domain with pedestrian access at the eastern end of Julian Street.
3. Connect laneway between Julian Street and Borlaise Street.
4. Improve landscaping of Sanders Park along the frontage of the new laneway.
5. Upgrade outdoor space at the rear of the Bridgeview Hotel.
6. Retain car parking area off Borlaise Street.
7. Provide kerb extension on the northern side of Frenchs Road at the corner of Willoughby Road.
8. Provide streetscape improvements and additional street trees along Frenchs Road.
9. New developments to create a public plaza around Prentice Lane.
10. Improve pedestrian treatment and traffic calming measures at the intersections of Frenchs Road with Tulloh Street and Chiltern Road.

Figure 16 Master plan for Willoughby South from Willoughby Local Centres Strategy 2036



12.4 Controls for Penshurst Street local centre

These controls are shown in Figure 17 and apply to any proposed new development in Willoughby South local centre.

1. Ensure a maximum of 5 storeys for amalgamated lots in the B2 zone on the eastern side of Willoughby Road.
2. Ensure a maximum of 2:1 floor space ratio for amalgamated lots east of Willoughby Road.
3. Ensure a maximum of 2:1 floor space ratio for amalgamated lots west of Willoughby Road.
4. Ensure a maximum of 3:1 floor space ratio for amalgamated lots with a frontage on the eastern side of Willoughby Road with a minimum non-residential floor space ratio of 1.5:1 (amalgamated sites must ensure there is an equitable distribution of public open space/plaza areas within the development).
5. Provide fine grain shop fronts that are consistent with existing development along Willoughby Road.
6. Ensure a minimum 3m upper level setback above 2 storeys fronting Willoughby Road.
7. For development on lots adjacent to the Bridgeview Hotel, between Julian Street and Borlaise Street, provide a consistent street setback to the heritage item above the first storey, and a 3m setback to the heritage item.

8. For developments to the west of Willoughby Road with access off Borlaise Street, consider vehicle/conflict and create activation for new developments next to Sanders Park.
9. For new developments west of Willoughby Road and north of Julian Street make provision for a 7m wide rear lane for vehicular access and servicing.

Figure 17 Scale of development for the Willoughby South local centre

