

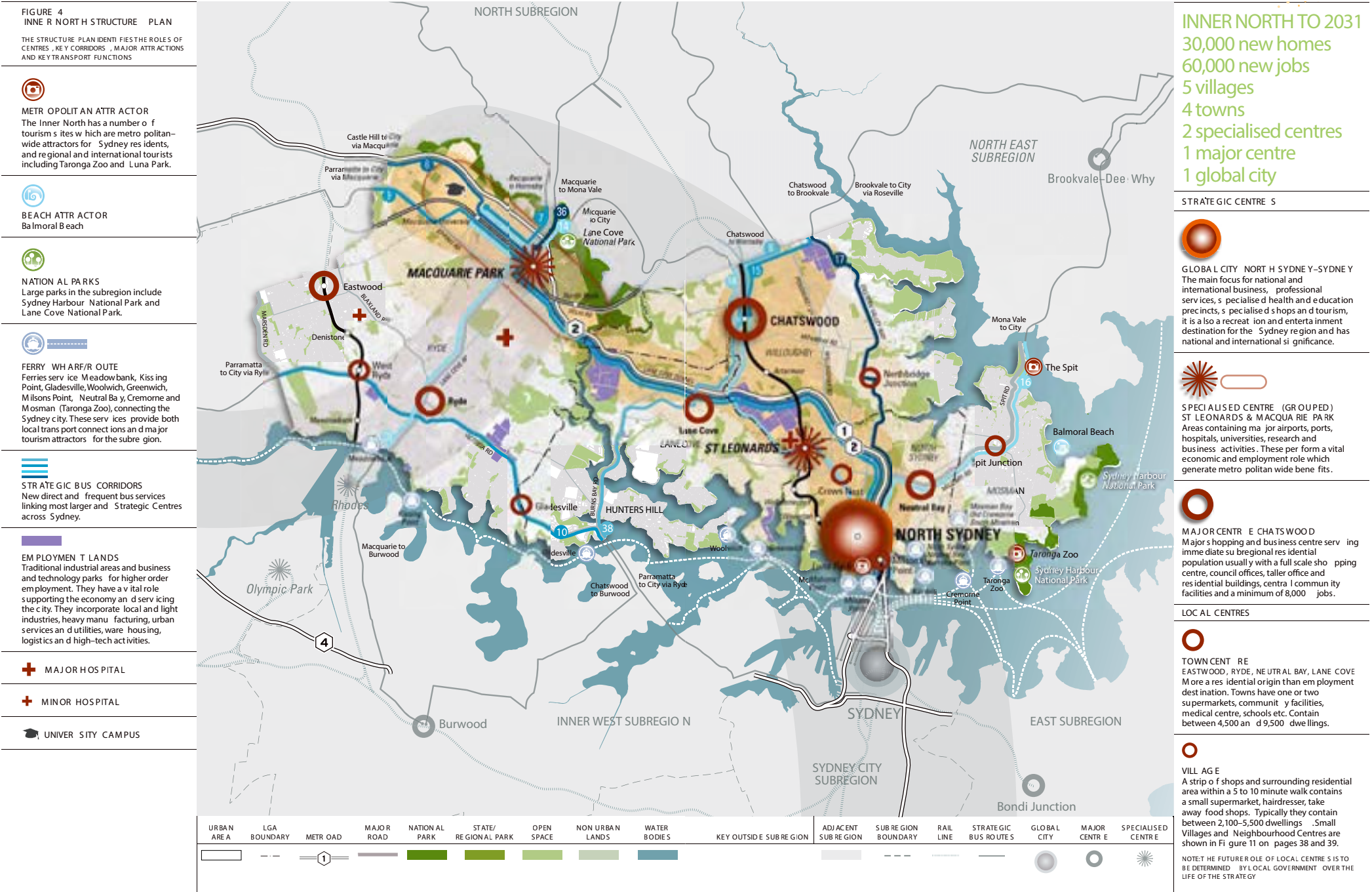
3.1 Strategic Planning Context

The Sydney Metropolitan Strategy, 2031, provides the strategic framework within which this proposal should be considered. During consultation events with the community we often outline the scale and rate of growth that Sydney needs to accommodate, and how this relates to individual Council areas, suburbs and neighbourhoods. Every community has a role to play and responsibility, and Willoughby is no different.

Of the 500,000 new dwellings that need to be delivered to accommodate the 1.5million new residents in Metropolitan in Sydney to the year 2031, just 30,000 must be delivered in the Inner North Subregion. Furthermore, the Willoughby LGA is responsible for 6,800 of these new dwellings.

The Council have prepared a residential housing strategy that outlines where the 6,800 new dwellings will be delivered to the year 2031. Up-zonings account for a large proportion of these new dwellings, which provides limited certainty of their ultimate delivery.

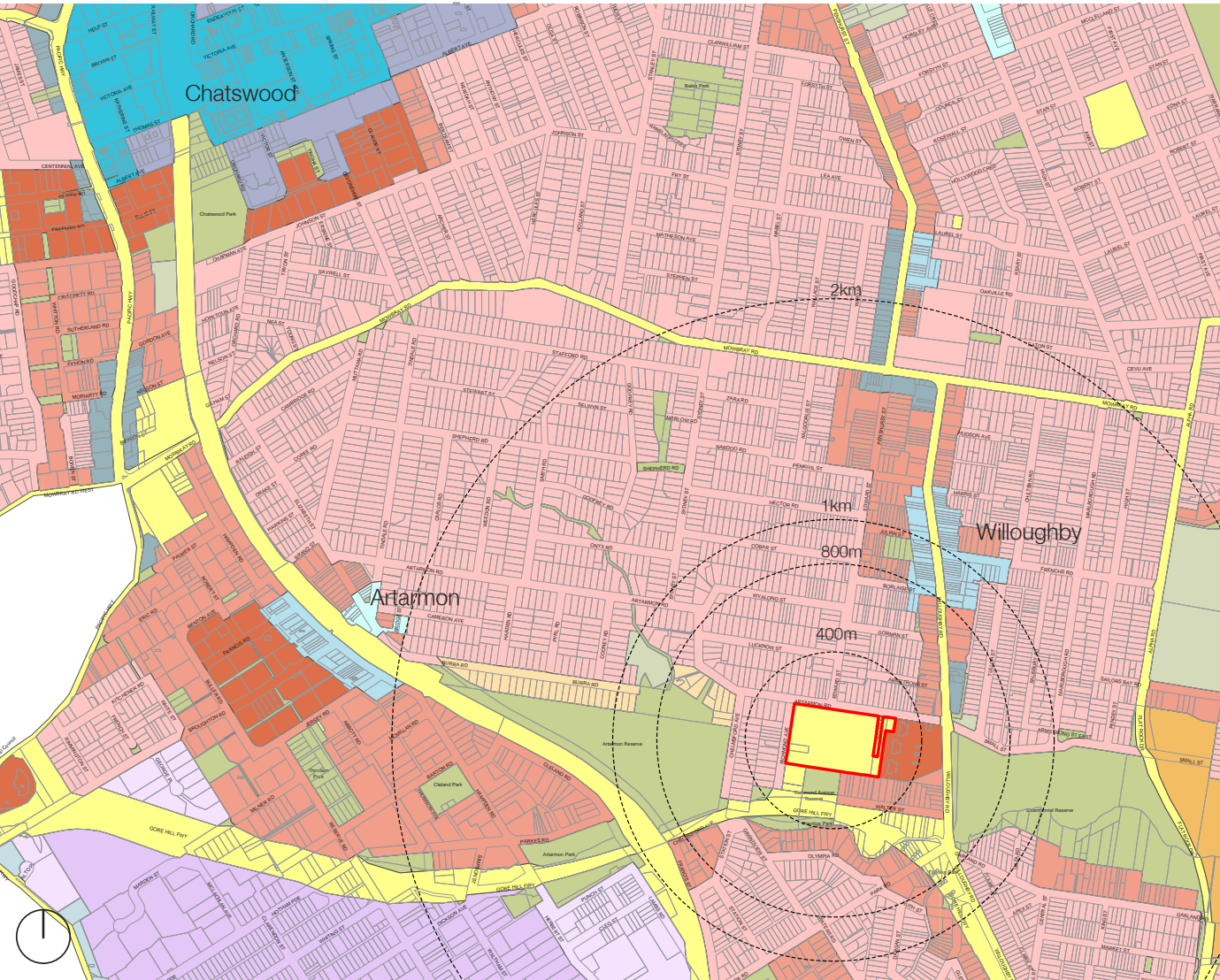
The Concept Plan for the Nine Network Australian site on Artarmon Road represents approximately 10% of the LGA's housing targets in a single, comprehensive and sustainable configuration. A single private owner can provide Council and the State Government with the certainty required if the housing targets for the Sydney Metropolitan Area are going to be achieved.



Inner North Subregion Map



3.2 Planning Designation



Land Use and Zoning

Willoughby Council have recently reviewed their Local Environmental Plan, with the draft policy retaining the Special Uses designation for the Nine Network site on Artarmon Road. The properties to the south of the site, fronting Walter Street, were up-zoned to R3 - Medium Density Residential. The properties to the north and west of the site retained the Low Density (R2) zoning.

<div>B1</div> Neighbourhood Centre	<div>IN1</div> General Industry
<div>B2</div> Local Centre	<div>IN2</div> Light Industrial
<div>B3</div> Commercial Core	<div>R2</div> Low Density Residential
<div>B4</div> Mixed Use	<div>R3</div> Medium Density Residential
<div>B5</div> Business Development	<div>R4</div> High Density Residential
<div>B7</div> Business Park	<div>RE1</div> Public Recreation
<div>E1</div> National Parks & Nature reserves	<div>RE2</div> Special Activites
<div>E2</div> Environmental Conservation	<div>SP1</div> Infrastructure
<div>E4</div> Environmental Living	<div>SP2</div>



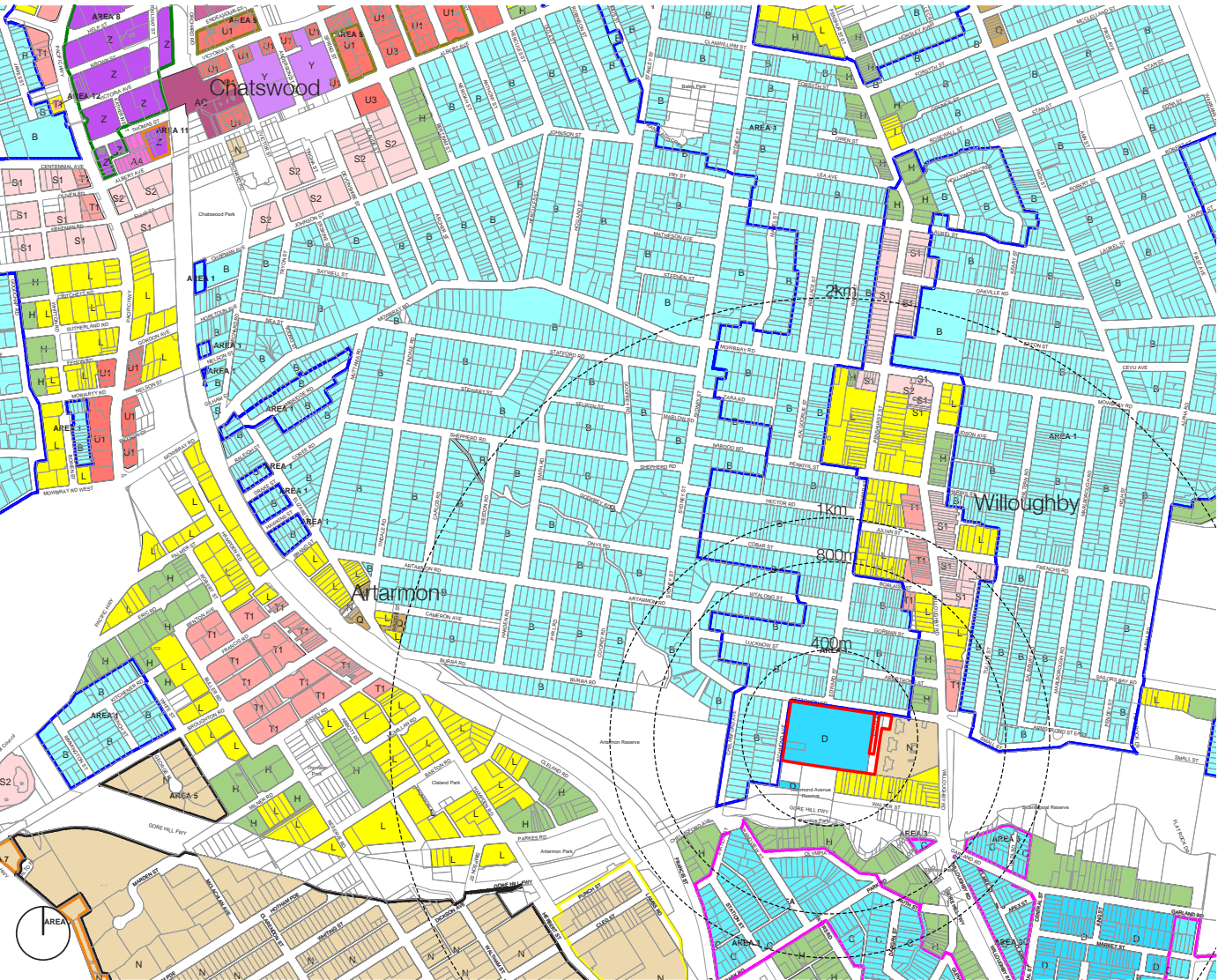
Building Heights

The Draft LEP Height plan applies no controls to the study site. Properties to the north and west of the site have controls of 8.5m, those to the south are 12m, and the apartments to the east (knowns as Castle Vale) has controls on building height up to 27m.

<div>G</div> 7	<div>S2</div> 24.5
<div>I1</div> 8	<div>T1</div> 25
<div>I2</div> 8.5	<div>T2</div> 26
<div>J</div> 9	<div>T3</div> 27
<div>L</div> 11	<div>U</div> 34
<div>M</div> 12	<div>V1</div> 36
<div>N1</div> 13.5	<div>V2</div> 38.5
<div>N2</div> 14	<div>AA2</div> 70
<div>P</div> 18	<div>AB1</div> 80
<div>Q</div> 20	<div>AB2</div> 90
<div>S1</div> 24	<div></div> Not subject to standard



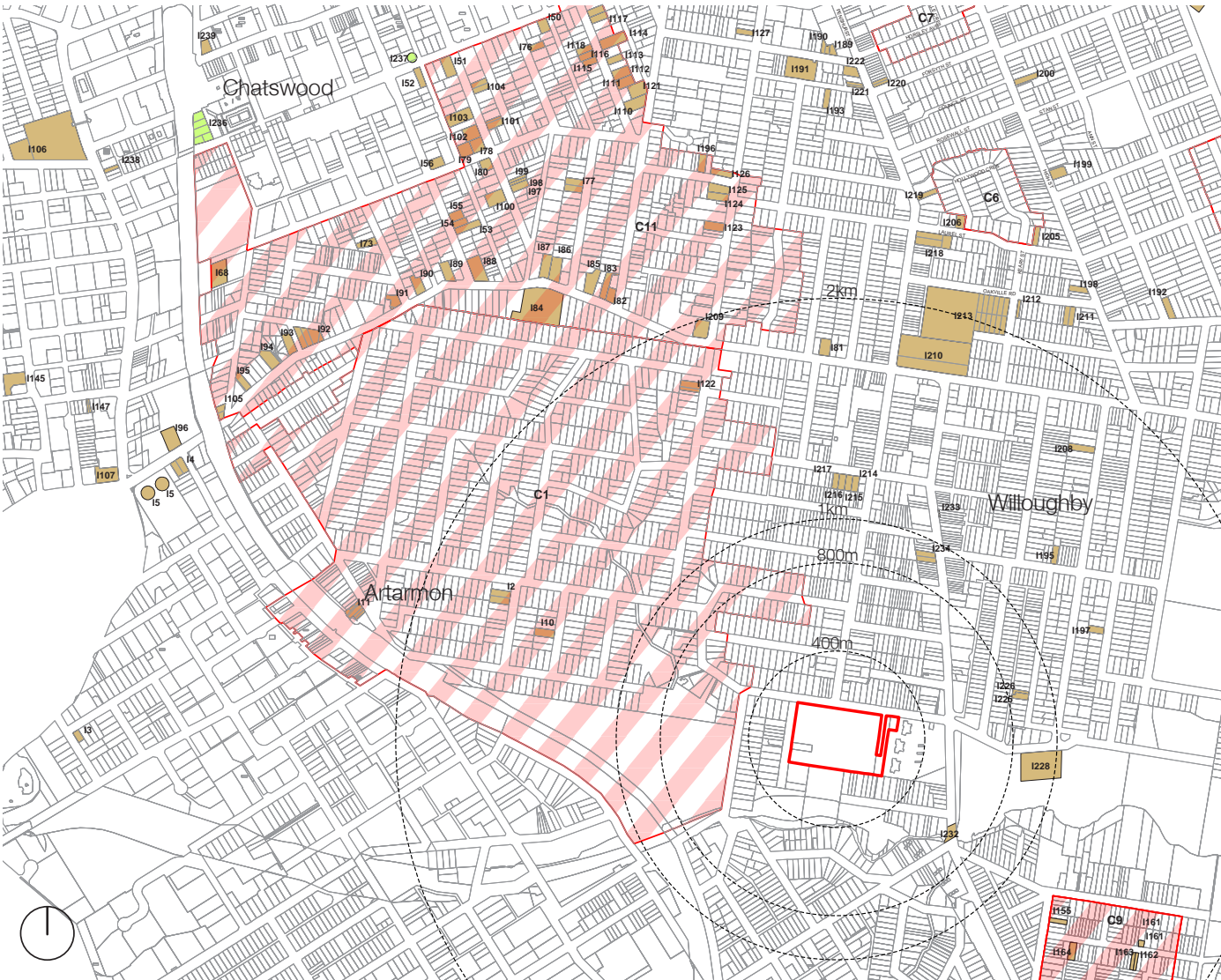
3.2 Planning Designation



Floor Space Ratio

The Draft LEP applies a FSR control of 0.5:1 to the site while the properties to the south (0.9:1) and east (1:1) are substantially higher. The residential properties to the north and west are covered by a control of 0.4:1, reflecting their low-density zoning and detached housing character.

A	0.25	Q	1.3	V2	3.3
B	0.4	R	1.4	Y	4.5
C	0.45	S1	1.5	Z	5
D	0.5	S2	1.7	Z1	5.5
F	0.6	T1	2	AA	6
G	0.65	T2	2.2	AB	7
H	0.7	U1	2.5	AC	8
L	0.9	U2	2.6		
N	1	U3	2.7		
O	1.1	V1	3		



Heritage

There are no heritage items on the site. The Artarmon Conservation Area covers the area to the west of the site, extending as far as Gloucester Road, which is 1 block away from the Richmond Avenue boundary. The most significant heritage item within a close proximity of the site is the Walter Burley Griffin Incinerator on Small Street.

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



3.3 Movement - Context Analysis

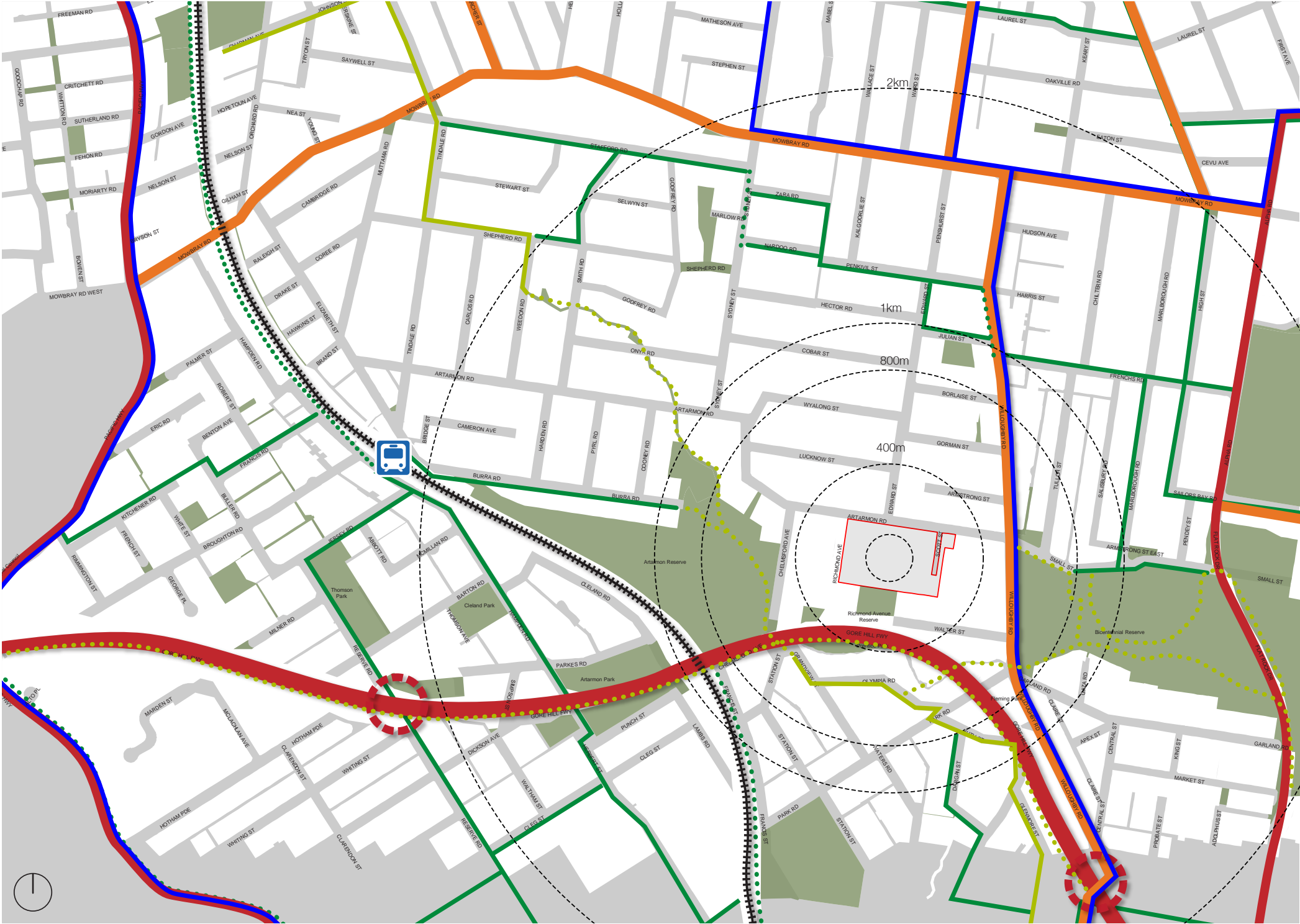
The site is located within close proximity to a number of major transport corridors, including several arterial roads, public transport services and cycle networks.

The following bus services operate along Willoughby Road, which is a 5 minute to the east of the site:

- 272 (express - north willoughby to the city)
- 257 (Chatswood to Balmoral Beach)
- 273 (Chatswood to the city) along willoughby road
- m40 Metro Bus connecting Chatswood to Sydenham via USYD and Newtown

A 10-15 minute walk to the west of the site is Artarmon Station, which provides regular services to Chatswood and Hornsby in the north, and North Sydney and the CBD in the south.

Willoughby Road serves a major connector road to the Gore Hill Freeway in the south and Mowbray Road in the north. The Pacific Highway corridor is located to the west of the railway line and is accessed via the local street network, including Artarmon Road and Mowbray Road.



01 Context Movement Diagram

3.4 Access & Parking

The local movement network is dominated by Willoughby Road and Artarmon Road. Willoughby Road is the major bus corridor between Willoughby and Chatswood into the City, and carries heavy morning and evening traffic to the Gore Hill Freeway.

Artarmon Road serves as a local connector road, carrying traffic between Artarmon and Willoughby. The road also serves as a ‘rat-run’ for traffic accessing Willoughby Road and the Gore Hill Freeway. Further information is provided in a separate report by Aecom.

Immediately to the north of the site is the junction with Edward Street, which has been identified during the consultation as a traffic ‘hot-spot’ due to the congestion and potential for accidents.

Scott Street is accessed from Artarmon Road and is currently part-owned by Willoughby Council, though its primarily used by staff working on the site.

Access to the site is gained from three points; a secure gateway from Artarmon Road, driveway from Scott Street, and a secured gate at Richmond Avenue that is primarily used by pedestrians.

The site is split into two sections. The western area that surrounds the studio and office building is secure and access is restricted. The eastern side of the site is accessed off Scott Street and features surface car parking and several cottages used for administrative purposes.

- H Helipad
- Bus Stop
- To Train Station
- Bus Route
- Site Entry
- Cycle Path
- Residential Street
- Primary Street
- Highway
- Surface Carparking Secure
- Surface Carparking
- Two Hour Parking
- No Parking
- No Stopping
- Secured Zone



01 Site Movement Diagram