5.20 EXAMPLES OF OTHER APPROVED SCHEMES WITH SIMILAR FSRs







UNION BALMAIN (ANKA)

201 APARTMENTS

1.5:1 FSR

6 STOREYS

1.6 KM TO LIGHT RAIL TRANSPORT,

150M TO BUS CORRIDOR

MORTON STREET, PARRAMATTA (STARRYLAND)

770 APARTMENTS

1.75:1 FSR

12 STOREYS

1.3 KM TO RAIL TRANSPORT

500M TO BUS CORRIDOR

CLEMTON PARK, CAMPSIE (FRASERS PROPERTY)

700 APARTMENTS + 100 SENIOR LIVING UNITS

1.55-2.15:1

8 STOREYS

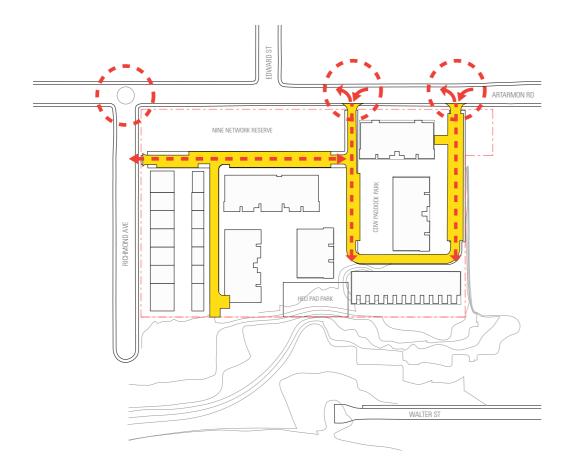
1.7 KM TO RAIL TRANSPORT

300M TO BUS CORRIDOR

5.21 TRAFFIC IMPACT

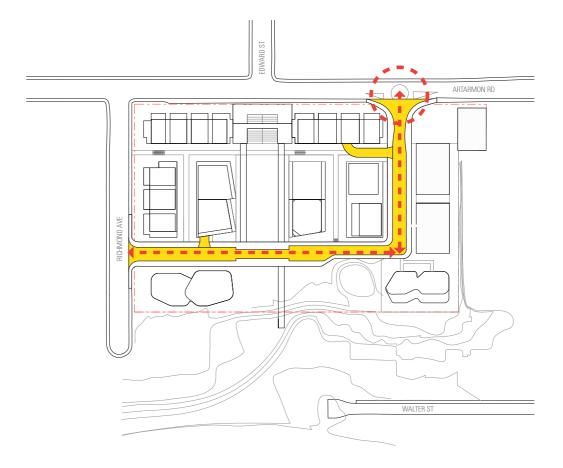
Traffic impacts were a primary concern for the community. The number of exits to Artarmon Rd have been reduced from two to one, with a roundabout to help slow traffic. All driveway entries have been kept internal off Scott Street to reduce their impact. The roundabout has been located adjacent to the natural escarpment on Artarmon Rd to reduce head light impact upon existing residents. Scott St which currently provides private parking for Channel 9 would become public on street parking on both sides for residents and visitors. The internal loop road will include time-limited parking for public and visitor use with nett overall no reduction in on street parking.

APPROVED SCHEME



TWO EXITS TO ARTARMON RD

PROPOSED SCHEME



ONE EXIT ROUTE TO ARTARMON RD ALIGNED TO AN EXISTING ESCARPMENT

"...the implementation of this (roundabout) would further have positive traffic calming impacts to Artarmon Road in slowing traffic where sight lines can be considered inadequate." GTA Report

5.22 TRAFFIC IMPACT



5.23 TRAFFIC IMPACT

Right hand turns into Small St from Willoughby Rd currently contribute to traffic congestion at this key intersection near the channel 9 site.

An intersection upgrade has already been proposed by Willoughby City Council as one way to address this congestion.

In order to facilitate this Willoughby Rd/Artarmon Rd intersection upgrade, the developer has proposed to offer \$3M in VPA contributions to deal with the current and growing impacts from the Leisure Centre, the proposed development and general traffic flow rates to Artarmon Rd. This proposed upgrade was costed by a QS and the VPA amount would cover the construction costs.

Final design resolution of this intersection would require community consultation and approval and delivery from Willoughby City Council.

Create a right-turn bay of 100m

POTENTIAL RECONFIGURATION OF WILLOUGHBY RD



Widen Willoughby Rd north of Small Street to accommodate a median.

Create a left-turn bay and slip lane

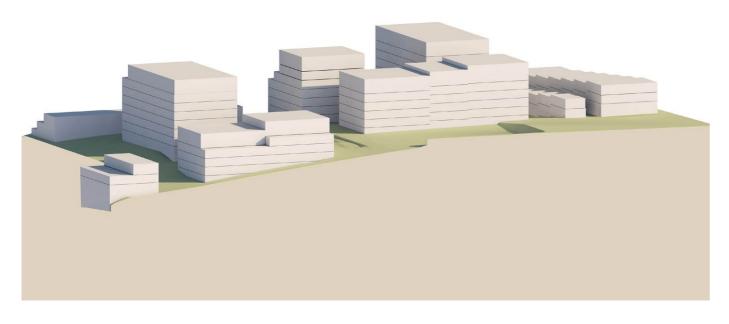
Widen Willoughby Road (south of Small St) to maintain two through lanes each way

Source: Willoughby Leisure Centre Expansion – Traffic and Parking Study (GTA Consultants for Willoughby Council, May 2012)

5.24 VISUAL BULK

Careful attention has been paid to reduce the visual bulk of the proposed scheme. By pushing the buildings down into the site, below natural ground level and creating better transition of scale to neighbouring streets, and creating finer grain buildings, the perceived bulk is reduced. This calculation measures the built form above natural ground level and shows not only a perceived reduction in scale but also a numerical reduction in the volume of massing above natural ground level.

APPROVED SCHEME PROPOSED SCHEME





PROPOSED REDUCTION 4%

VOLUME:

VOLUME:

181727 M³

173789 M³

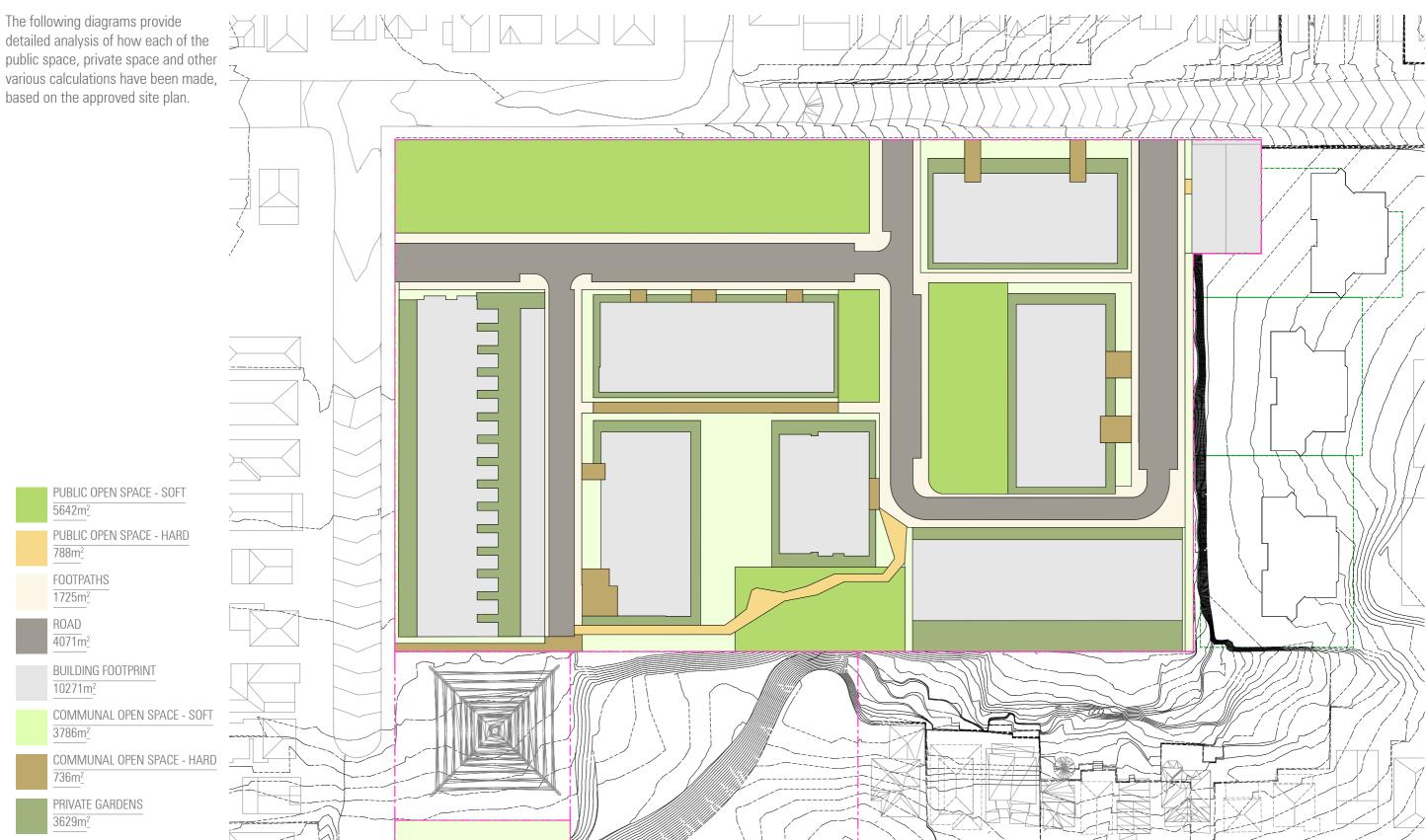
COMPARATIVE CRITERIA	APPROVED SCHEME PROPOSED SCHEME			
SIGHT LINES AND VISTAS	LIMITED VIEW CONNECTIONS	HIGH PUBLIC AMENITY	IMPROVED	
PUBLIC OPEN SPACE	5478M ² /17% OF SITE	7017.27M ² /22% OF SITE	28% INCREASE	
PRIVATE GARDENS	3629M²/12% OF SITE	5303M ² / 17% OF SITE	46% INCREASE	
CAR PARKING (AND DEEP SOIL)	EXTENSIVE BASEMENT FOOTPRINT 27%	BASEMENTS UNDER BUILDING FOOTPRINTS INCREASE DEEP SOIL 35%	INCREASED	

COMPARATIVE CRITERIA	APPROVED SCHEME	PROPOSED SCHEME	STATUS
TRAFFIC IMPACT	TO STATE OF THE PARTY OF THE PA		IMPROVED
LEGIBLE STREET	COMPLEX	SIMPLIFIED	IMPROVED
HEIGHTS	MAX 8 STOREYS	MAX 12 STOREYS	INCREASED
SOLAR COMPLIANCE			COMPLIANT

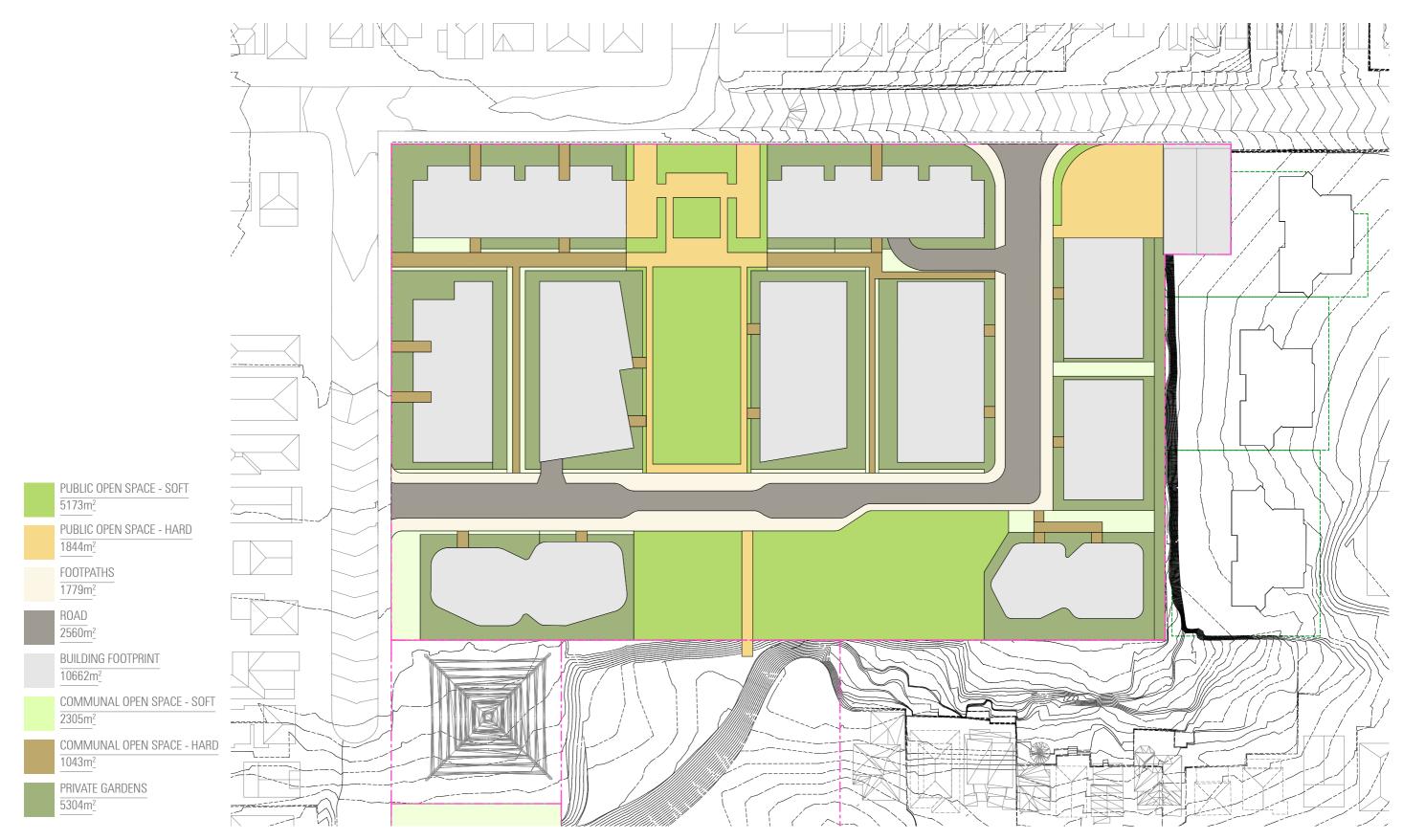
COMPARATIVE CRITERIA	APPROVED SCHEME	PROPOSED SCHEME	STATUS
VISUAL IMPACT			REDUCED
DENSITY	400 APARTMENTS	510 APARTMENTS	INCREASED
VISUAL BULK		4% REDUCTION	REDUCED
SCALE TRANSITION	ACMACK IS	ACCURACY IS	IMPROVED

5.25 CAD CALCULATIONS APPROVED SCHEME

detailed analysis of how each of the public space, private space and other various calculations have been made, based on the approved site plan.



5.26 CAD CALCULATION PROPOSED SCHEME



5.27 YIELD SCHEDULES AND SEPP65 COMPLIANCE

AREA SCHEDULE

SITE AREA		3064	4					
	Floo	r Nun		Levels Total	GBA	GFA	NSA	
					Total	Total	Total	
Commerical					1	-	1	
Total	1	to	1	1	1470	1250	1187	
Total	<u> </u>	to	'	ı	1470	1250	1187	
Total					1	1.200	11107	95.09
Building A								
Levels	0	to	4	4 to street	4898	3918	3487	
Total					4898	3918	3487	
Duildin D					1			89.09
Building B Levels	0	to	4	max 5 to street	5153	4122	3669	
Total	U	ιυ	4	Illax 3 to street	5153	4122	3669	
. Jul					0100	1122	10000	89.0%
Building C					<u> </u>	1	1	03.07
Levels	0	to	4	4 to street	4238	3390	3017	
Total	0	ιυ	4	4 10 311661	4238	3390	3017	
Total					1230	3330	3017	89.0%
Building D					1			03.07
Levels	0	to	11	11	9208	6906	5870	
	0	ιυ	- 11	11				
Total					9208	6906	5870	85.0%
Building E								00.07
Levels	0	to	12	12 to park	10159	7619	6476	
Total					10159	7619	6476	
					-		1	85.0%
Building F				0			5004	
Levels Total	0	to	9	9 south	8410 8410	6308 6308	5361 5361	
Total					J041U	0300	3301	85.0%
Building G							1	00.07
Levels	-1	to	6	7 to plaza	7539	5654	4806	
Total					7539	5654	4806	
								85.0%
Building H			C	A + + +	FF04	4400	2503	
Levels Total	0	to	6	4 to street	5501 5501	4126 4126	3507 3507	
ivlai					19901	14120	3307	85.0%
Building J								55.07
Levels	1	to	5	5	3443	2582	2195	
Total					3443	2582	2195	
					1_		T	85.0%
TOTAL Residential					58549	44626	38390	
TOTAL GRAND					60019	45876	39577	
					RESULT		50 ·1	
					INE90F1	1.	50 :1	

SEPP65 COMPLIANCE - SOLAR AND CROSS VENTILATION

BUILDING	COMPLYING SOLAR	NON COMPLYING SOLAR	SOUTH FACING	CROSS VENT
TOTAL A	29	9	9	24
	76.32%		23.68%	63.16%
TOTAL B	34	8	8	28
	80.95%		19.05%	66.67%
TOTAL C	26	10	3	23
	72.22%		8.33%	63.89%
TOTAL D	57	22	7	50
	72.15%		8.86%	63.29%
TOTAL E	80	12	2	61
	86.96%		2.17%	66.30%
TOTAL F	52	14	0	50
	78.79%		0.00%	75.76%
TOTAL G	69	6	0	46
	92.00%		0.00%	61.33%
TOTAL H	42	8	10	30
	84.00%		20.00%	60.00%
TOTAL J	23	9	6	20
	71.88%		18.75%	62.50%
	510 Apartment	s Total		
TOTAL ALL	412	98	45	332
Compliance	80.78%		8.82%	65.10%



