

# 6-30 Artarmon Road & 15 Richmond Avenue, Willoughby

S75W DESIGN RESPONSES  
Prepared for the Department of Planning, Industry and Environment

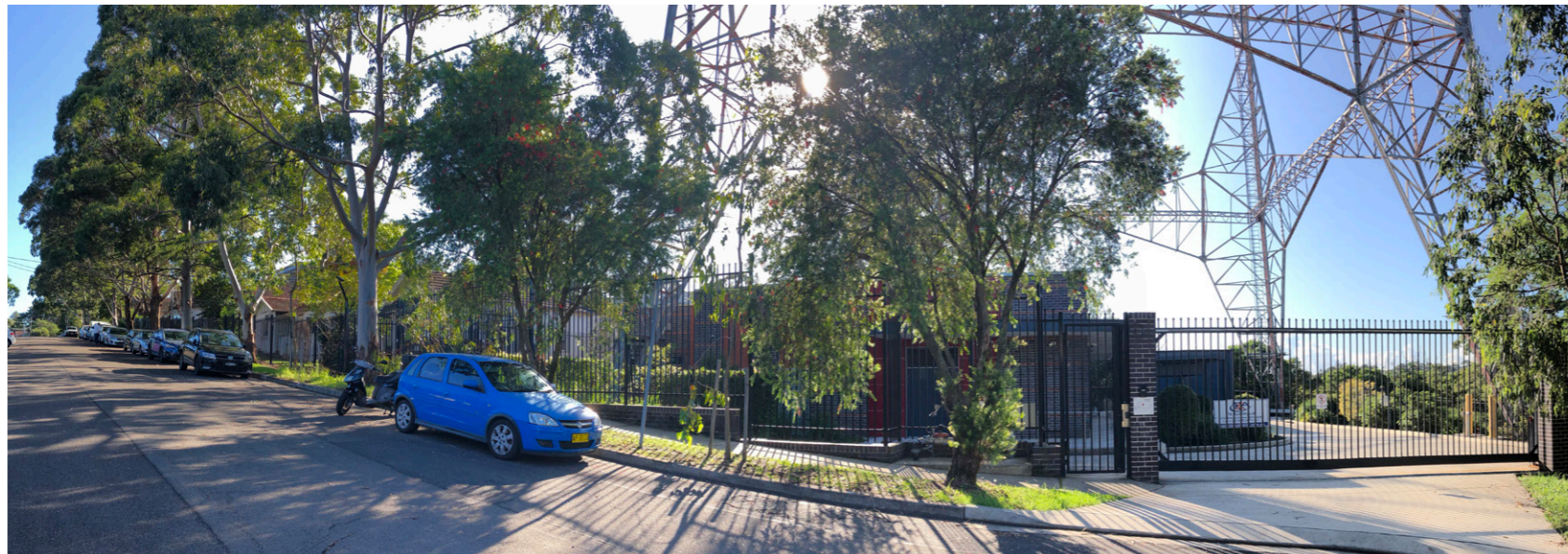
1st JUNE 2020

CHROFI



## 1.1 EXECUTIVE SUMMARY

The following report outlines the design response to the applicable submissions that have been made as part of the modification to the Concept Approval for the site (known as MP10\_0198 MOD 4). This report focuses on the queries the relate to the design, in particular the height and setbacks. The report includes diagrams and explanatory text which seek to provide further background and justification for the proposal and reinforce the significant benefit that the development provides in comparison to the existing improvements.



Existing streetscape.



Proposed Streetscape.

## 1.1 HEIGHT

### ITEM 1: HEIGHT SUBMISSIONS

Height is discussed in the following authority and public responses.

#### Willoughby City Council: WCC6

##### Height

“In regards the height of the three approved buildings facing Richmond Avenue under the Concept Plan:

- Building A, on the corner of Richmond Avenue and Artarmon Road, has a parapet height of RL 93.3m and a plant height of RL 94.8m.
- Building C to the south shows a parapet height of RL 93.3m and plant height of RL 94.8m, stepping down to a parapet of RL 90.2m and a plant height of RL 91.7m.
- Building H further to the south shows a parapet height of RL 87.965m and plant height of RL 89.465m on approximately half of the building as it faces Richmond Avenue.
- The other half of Building H, further away from Richmond Avenue to the east, has an increased parapet height and plant height of RL 94.065m and RL 95.665m respectively.

The following points are noted in regards the design of Building K:

- The building is stepped in height to follow the topography of the site, being in two parts:
  - Northern section having a parapet height of RL 87.965m and plant height of RL 89.985m.
  - Southern section having a parapet height of RL 85.865m and plant height of RL 86.865m.

Consistent with the approach to height along Richmond Avenue in the approved Concept Plan, it is considered that Building K should step down with the topography of the site and be lower in height than Building H immediately to the north with both parapet and plant.”

#### Public Submission - 344043

“The building height: the proposed building is not consistent with the current Concept Plan in its relation to the low-rise buildings of Richmond Avenue or the topography of the site. The plans make the new building K look lower than the adjacent building H, but in fact the street facing part of Building H is 2 storeys lower than the rear part of Building H. Building K is set to have the same RL height as the front part of Building H, despite being downhill of it. The effective extra storey can clearly be seen in the cross section in section 3.10 (page 30) of the Urban Design Report by following the dotted lines of the car park levels compared to the ground level. This makes it out of scale with the existing buildings on Richmond Avenue. To respect the scale of the buildings along Richmond Ave (both existing and in the approved development), and the slope of the site, Building K needs to be at least one storey lower in height.

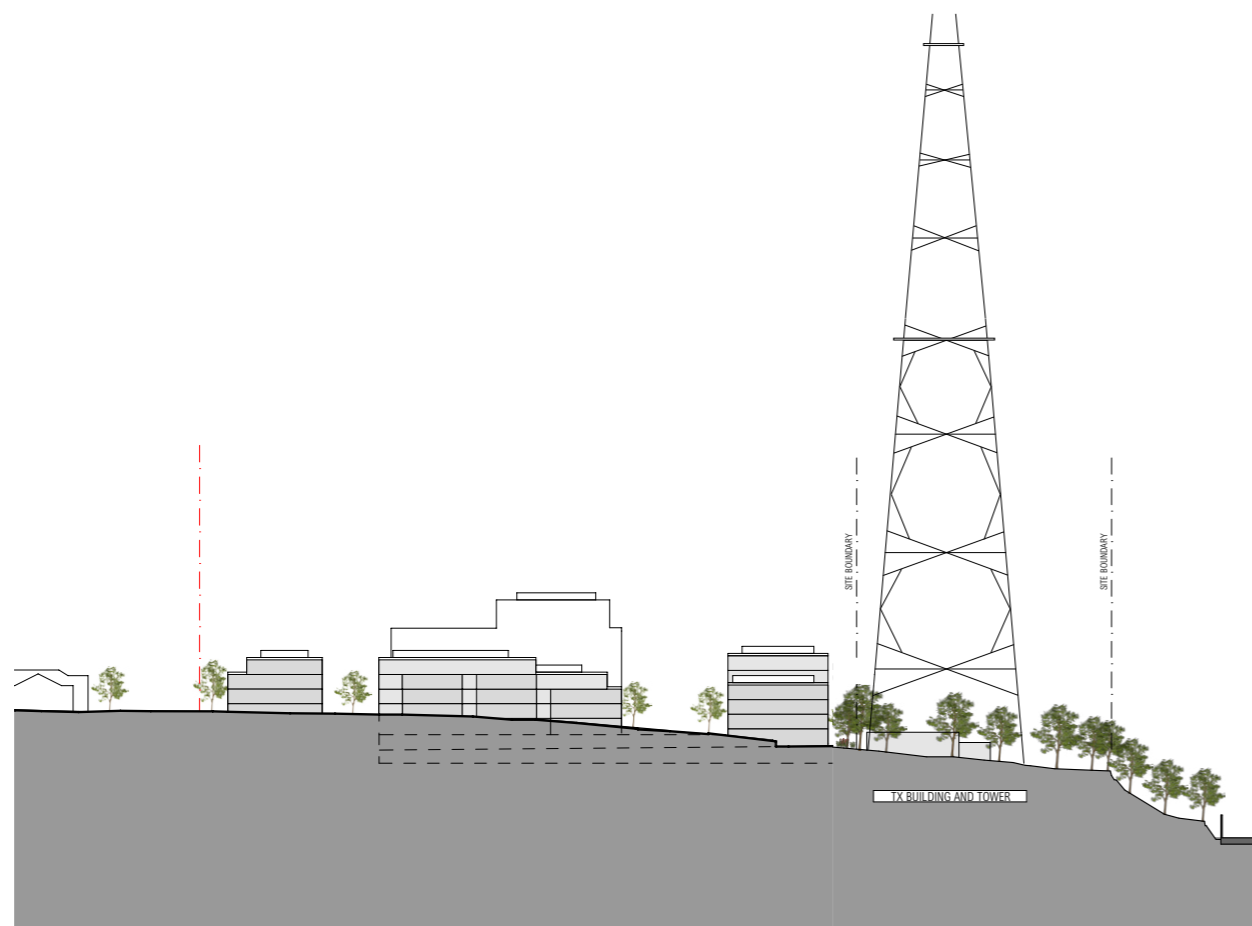
#### NSW Department of Planning, Industry and Environment

“The Department raises concern that the four to five storey Building K envelope is inconsistent with the three storey street frontage heights to Richmond Avenue established by the Concept Approval. Consideration should be given to refinements to the building envelope to ensure the building maintains an appropriate built form relationship with Richmond Avenue. Further justification is required for any elements of the building above three storeys fronting Richmond Avenue.”

## 1.1 HEIGHT RESPONSE

The removal of the existing 233m transmission tower and replacement with a much lower and appropriately scaled residential building commensurate with the design of the existing Concept Plan represents a significantly improved outcome for the site, adjoining residents and the character of the neighbourhood and vistas from a broader Sydney context.

As outlined in the following pages, the proposed four storey height, stepping with the street topography creates a low scaled massing which sensitively response to the streetscape.



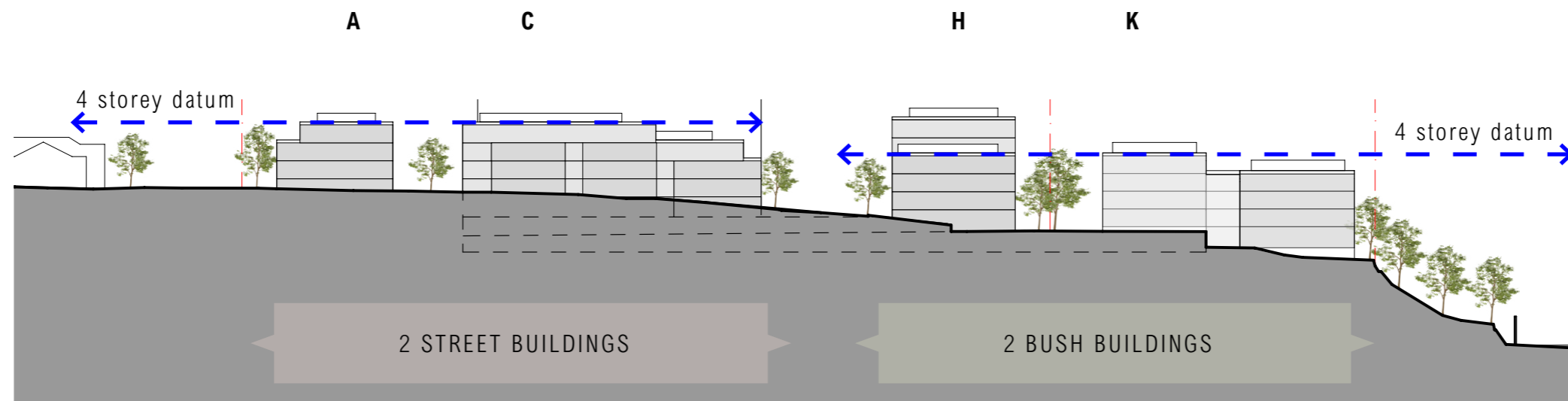
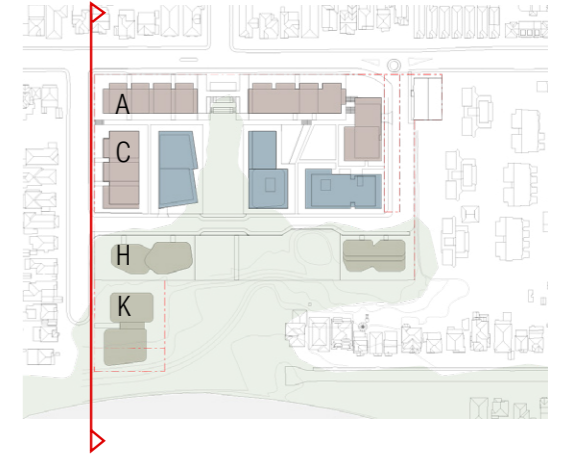
Existing



Proposed

## 1.1 HEIGHT RESPONSE

The following design diagrams outline the proposed approach to height which included careful consideration of the proposed Richmond Ave Streetscape. The design of Building K has considered a consistent approach with the existing Concept Plan Approval as outlined in the key points below.



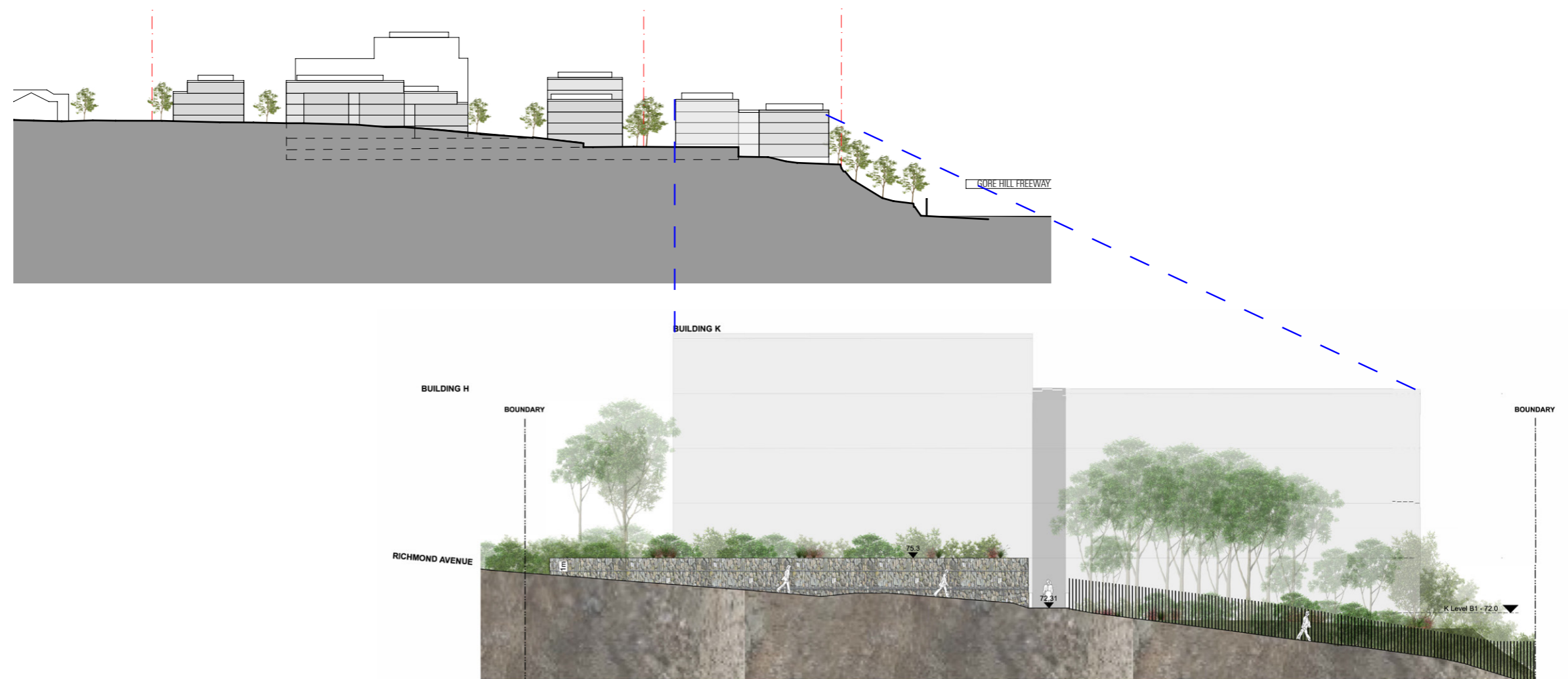
- The overall site masterplan considers two pairs of buildings on Richmond Avenue, one pair are street buildings and the other are bush.
- Both pairs set a 4 storey streetscape datum. These two datums step down with the topography of the street.
- Massing within each pair step on their southern edge below the datum to further respond to the streetscape.
- Street buildings setback their upper level whilst bush buildings use a greater setback to offer variation on the streetscape.
- Aligning the heights emphasises the relationship of each pair through a consistent massing approach.
- Reducing the number of stepping parapet lines along the street creates a visually calmer outcome, particularly when looking down Richmond Avenue.
- Building K ultimately results in a 4 storey building to the street. The appropriate scale sits quietly within the existing and proposed tree canopy, reducing the building's visibility from views around the local area.
- The heights of these buildings ensure no overshadowing of the houses on Richmond Avenue and Walter Street.

## 1.1 HEIGHT RESPONSE

Building K will present as a four storey building to the street whilst still stepping down with the sloping topography. The generous 10m and 6 m setbacks from Richmond Avenue both allow for lush landscaping treatment to further enhance the proposal's interaction with the existing street scape and topography, whilst also remaining consistent with the Concept Approval as it exists further up Richmond Avenue. Planting and gabion walls will help to step down with the massing of the street creating a high quality landscape setting. The step in the massing will align with the entry to the building.

The proposed step in height and setbacks will also help break down the scale of Building K into two masses on the street. The stepped form in plan and elevation reinforces the building's boutique scale and sympathetic response to context.

Aligning the ground levels with H also allows the basement to flow under each building, ensuring K does not require a dedicated street fronting driveway. With the levels as proposed, cars and residents can access the building from within Scott Street thereby reducing the traffic impacts on Richmond Ave. This results in the removal of the transmission tower driveway and an improved streetscape design.



## 1.2 SETBACKS

### ITEM 2: SETBACKS SUBMISSIONS

Setbacks are discussed in the following authority and public responses.

#### Willoughby City Council: WCC7

“The Building K setbacks to Richmond Avenue are provided as follows:

- Northern section having a 10m setback.
- Southern section having a 6m setback.

The southern side of Building K is setback 3m to the bushland located on the southern boundary for the section closest to Richmond Avenue, with the rear section having an increased set back of 6m.

The 6m setback which characterizes part of this building is considered more sympathetic to the surrounding bushland and ‘bush building’ character identified by Chrofi, broader green grid context and would be more in keeping with Council’s future plans for the embellishment of Walter Street Reserve including with contributions levied under the Concept Approval.

The southern boundary of Lot 12 (which while part of the approved Concept Plan site, did not have any identified development previously approved, but is now, with Lot 11 the location of proposed Building K) is located along an escarpment line, below which is located a strip of bushland and then the Gore Hill Freeway. It is considered that the elevated Building K, with a 3m setback, would be highly visible when viewed from the south, and should be appropriately setback from the lower bushland strip as well as the Gore Hill Freeway. A 6m setback would permit greater substantial planting on the ridge to screen Building K from the nearby and lower level Gore Hill Freeway and more satisfactorily integrate Building K into it’s bushland and green canopy setting - consistent with the ‘bush building’ typology discussed above.

It is proposed that an amendment condition require a minimum 6m setback for Building K from the southern boundary.”

#### Public Submission - 344043

“The set-back from Richmond Ave: because Building H is taller than Building C to its north on Richmond Ave, it has a greater set-back of 10m rather than 6m. As Building K is of a similar height, to remain consistent with the Concept Plan and respect the relationship with the existing low-rise buildings on Richmond Avenue it needs to continue the 10m set-back throughout, rather than the southern part being only 6m.”

#### NSW Department of Planning, Industry and Environment

“Demonstrate that the setbacks enable the building to sit in a bush setting with canopy planting. In particular consideration should be given to whether the southern setback is adequate to enable trees between the building and the escarpment.”

## 1.2 SETBACKS

### STREET SETBACKS RESPONSE

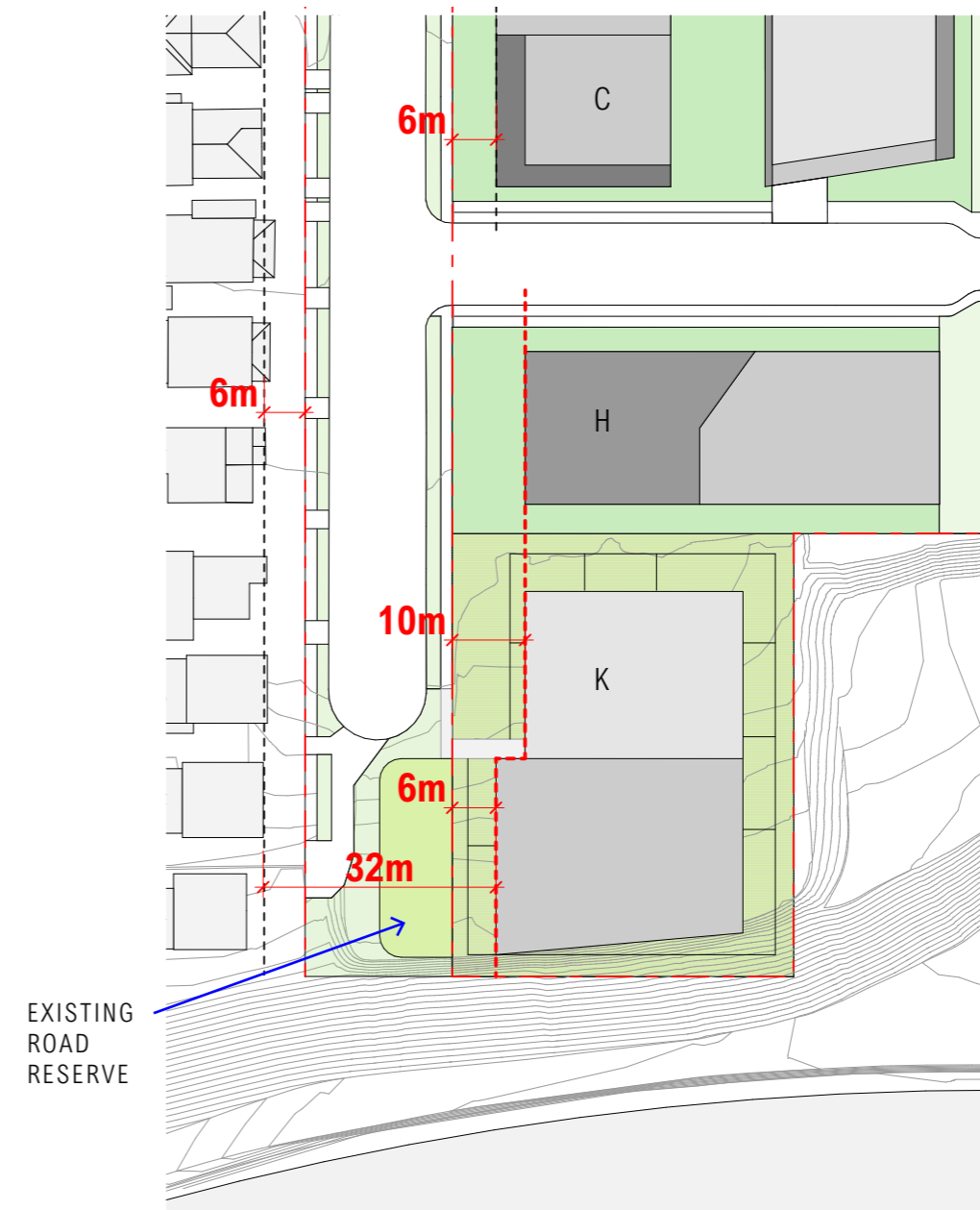
In the design competition and Concept Approval masterplanning process the existing setbacks for houses on Artarmon Road and Richmond Ave were carefully studied. On both existing streets there is a clear 6m predominate building setback line. This setback was then adopted for the proposed buildings on Artarmon Road and Richmond Ave in order to complete the streetscape and create a consistent and mirrored verge, footpath and landscape setting to both sides of the street.

For building K and H a 10m setback has been provided, an increase from the standard 6m to enhance the bush character and allow for more significant planting to the street. This is carried across to the northern part of Building K, creating an approximate 60m length of enhanced landscaped character along Richmond Avenue.

At the end of Richmond Avenue, beyond the end of the cul de sac, the building uses the typical 6m street setback. Here the building sits opposite the existing road reserve providing landscaped separation between the proposed envelope and the opposite driveway with a total of 32m separation between buildings. This is considered more than adequate building separation, will create good privacy, and is well in excess of the 12m building separation the ADG would require. The 6m setback will have a strong landscape design, enhancing by the existing landscaping of the bush reserve.

The differentiation in setback will also allow the Building K to be broken down and articulated into two key forms. This will be an important design strategy that will break down the scale of the building further.

Overall the proposed street setbacks are a sensitive reflection of the existing neighbourhood streetscape, offering significant area for landscape and improved visual amenity. The proposed setbacks are an appropriate urban design outcome and will create a high level of amenity for both existing and new residents in terms of privacy, outlook and street character.



## 1.2 SETBACKS

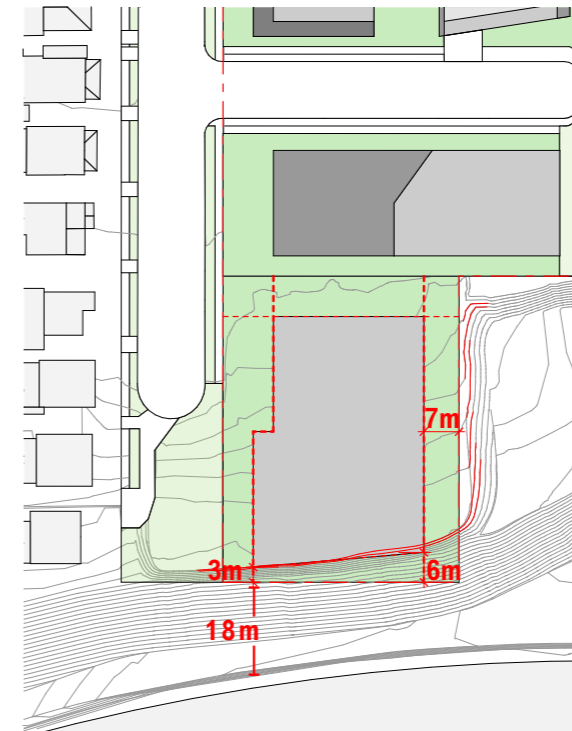
### SOUTHERN SETBACK RESPONSE

The design approach for the southern setback creates a form that reflected the southern escarpment. The proposed 3-6m allows for access, maintenance and planting whilst allowing the built form to respond to it's context.

A Views Analysis has been undertaken as part of the Design Report which presents an acceptable outcome regarding building visibility at this proposed 3m setback from all southern viewpoints. As viewed from the south the proposed building K is not highly visible or imposing and offers a superior vista compared with the existing transmission tower creating clearer skies from all aspects.

Regarding screening from the freeway, the proposed setback allows for approximately 18m of bush screening in Walter Street Reserve land with significant trees in this area. Street views from Gore Hill Freeway demonstrate the height of these trees (refer image below). The proponent is also making significant contributions to the rehabilitation and enhancement of this reserve through the VPA .

Furthermore the setback profile allows the existing topography of the site to be celebrated, reflecting the angle of the escarpment to the south. It also provides opportunity for enhanced building articulation. The southern profile represents an optimal location to facilitate building expression where there is no interface with existing occupancies.



SOUTHERN SETBACKS PLAN



APPROVED CONCEPT PLAN



PROPOSED BUILDING K



EXISTING FREEWAY PLANTING

## 1.3 ACCESS

### Willoughby City Council - WCC13 - Public Access

“Council seeks to maximise public access across the entire site via linkages to the larger areas of public open space within. Public access is already required under the approved Concept Plan across various sections of the overall site. In this regard, and consistent with the permeable approach already taken, pedestrian public access in the form of a right of way is requested, as a minimum, between proposed Building K and approved Building H, connecting the end of Richmond Avenue with the southern part of the central publicly accessible open space.”

### RESPONSE

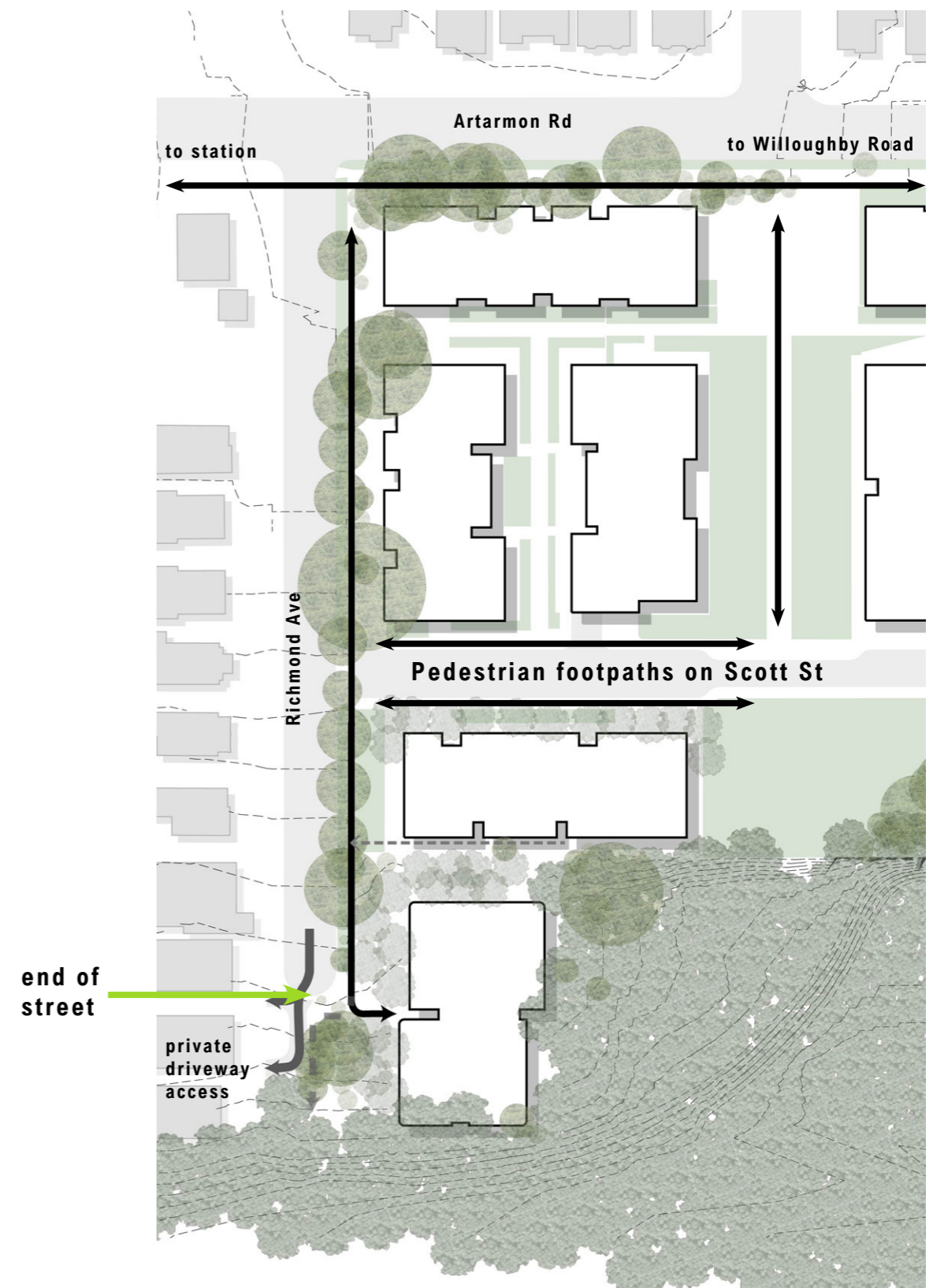
Building K sits at the end of a cul de sac on Richmond Ave with no pedestrian connections to the south to either Walter Street Reserve or the freeway below.

A right of way between Buildings H and K is considered unnecessary based on the existing Concept Plans public connections, likely pedestrian desire lines, ground plane and public domain design.

For users of the public open space wishing to access Richmond Avenue, the safest and most legible connection will be to use the new Scott Street that connects directly to Richmond Avenue. This would be a similar travel distance, and a more likely path taken as most residents will be heading north to other streets and homes, rather than south towards the cul de sac end of Richmond Avenue.

If any future connection is created at the end of Richmond Ave through council owned land and Walter Street Reserve, the street will still be a similar distance to travel and will likely be the preferred path taken due to its open and safe street character, footpaths, street lighting and good passive surveillance.

A public accessway between Building H and K would also compromise the privacy and occupant amenity of respective apartments facing this zone.



## 1.3 ACCESS

### Public Submission - 344043

“Access: although the underground car park is accessed from Scott Street, the only pedestrian access appears to be from Richmond Avenue, with no pedestrian links to the rest of the site except via Richmond Avenue. This suggests that visitors, deliveries, and quite possibly residents, will find it more attractive to use Richmond Avenue to access the building causing extra traffic and parking impacts (including the potential for delivery vehicles blocking the driveway accesses at the end of Richmond Ave). This could be addressed by making Building K more clearly part of the main site with ground-level pedestrian links.”

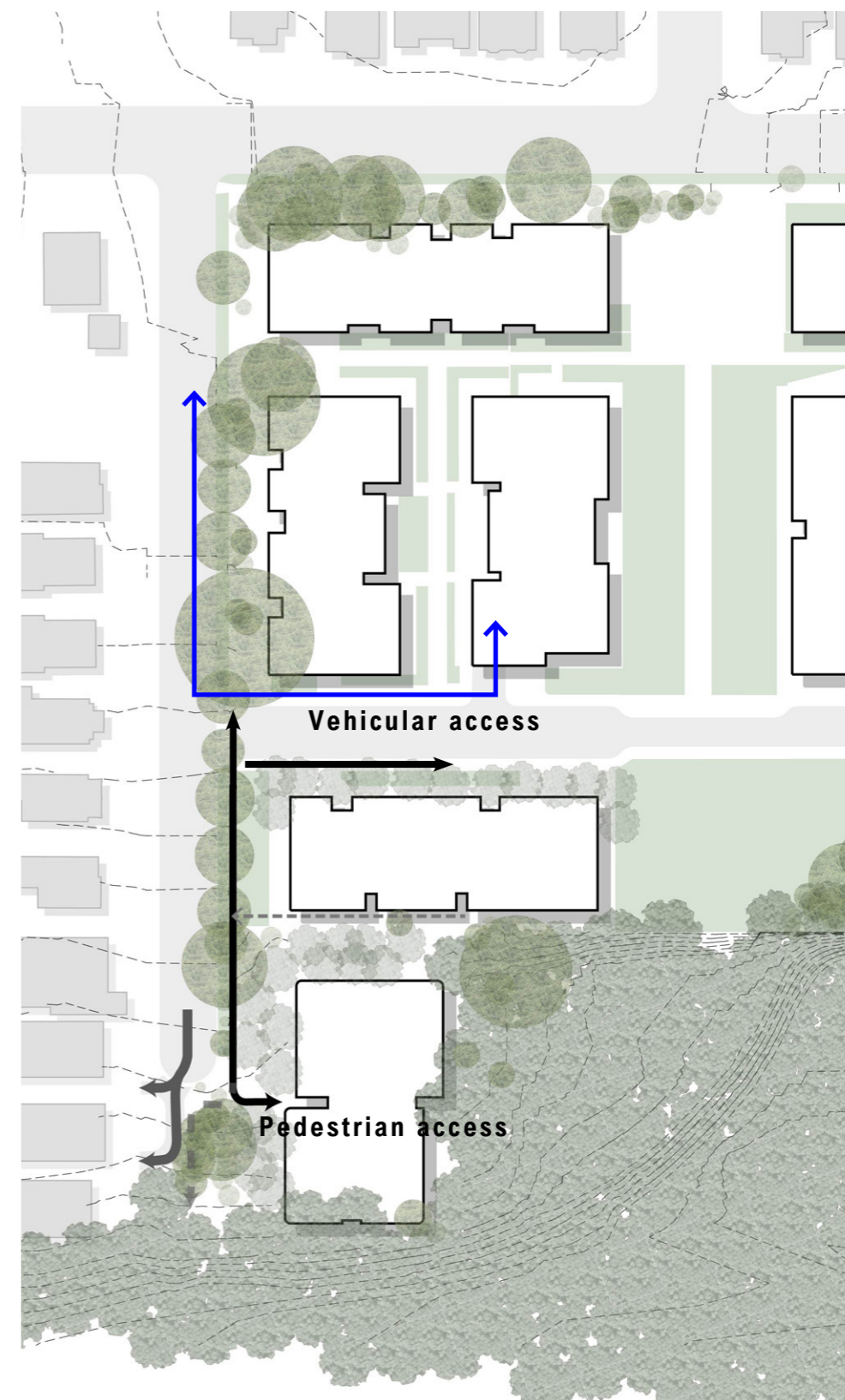
### RESPONSE

Presently the site has vehicle access via Richmond Avenue for servicing the transmission tower.

The Building K proposal will remove the existing vehicle access point and include a single pedestrian access point from Richmond Avenue which is considered an improved urban outcome and creates an important street presence for Building K that encourages passive surveillance.

Resident and visitor parking, garbage collection and service vehicle access will all be provided underground via Scott Street and linked to the building with direct lift access, limiting the vehicle movement to Richmond Avenue.

Furthermore, traffic matters have been addressed as part of the Traffic and Transport Assessment prepared by Ason as part of the application, which indicates acceptable traffic conditions that are substantially consistent with the existing Concept Plan Approval given the 460 dwelling count is not proposed to change.



## 1.4 AMENITY

### Department of Planning, Industry and Environment Submission

Provide indicative apartment layout plans to demonstrate the future building is capable of delivering a high level of amenity in line with the ADG in terms of solar access and natural ventilation.

### RESPONSE

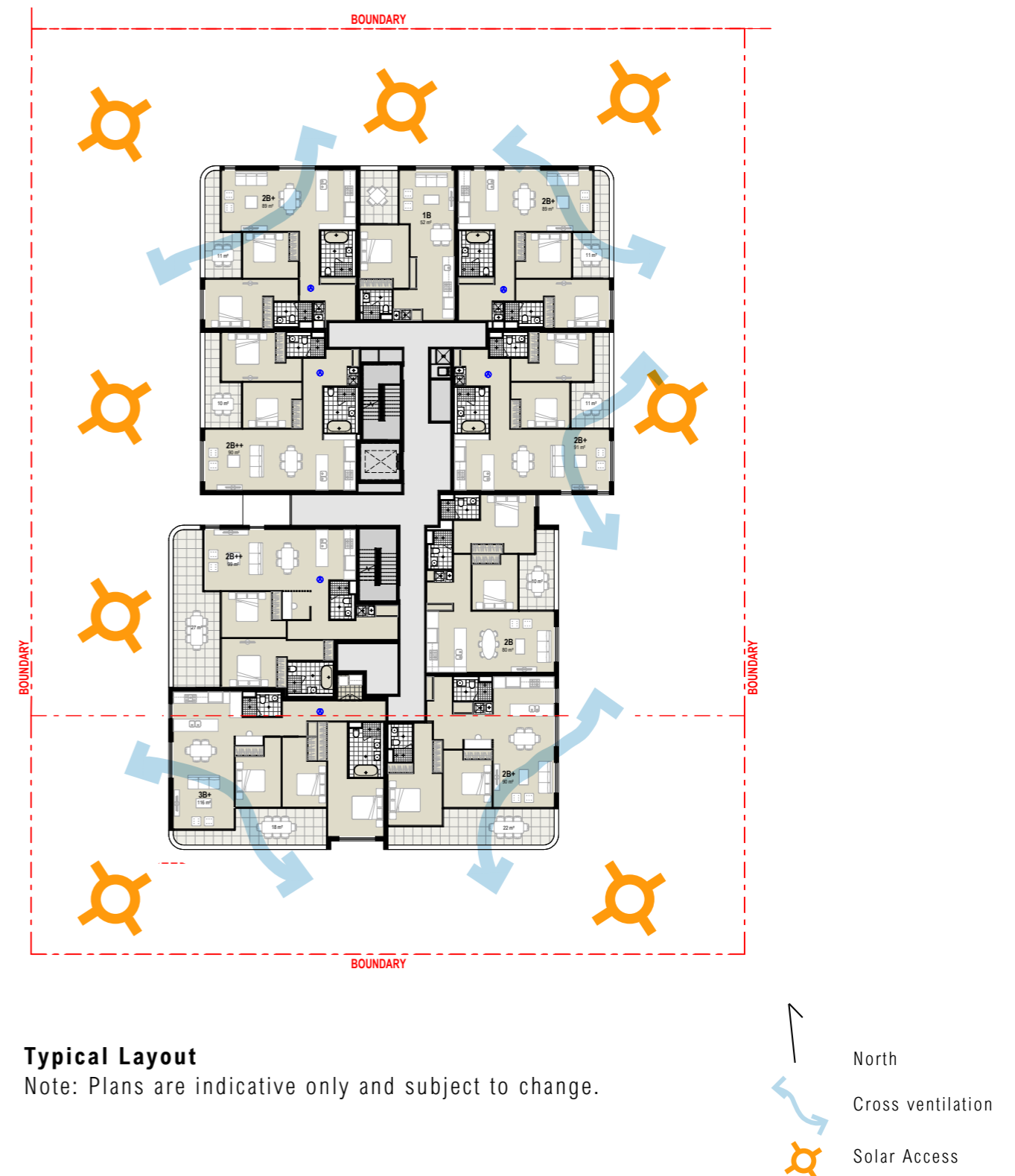
The following indicative plans demonstrates that a future building in this envelope can achieve a high level of amenity for the building.

Indicative floor plans could achieve good solar access, with 70% of apartments receiving the required minimum of 2 hrs solar access between 9am and 3pm on the 21 June (mid winter).

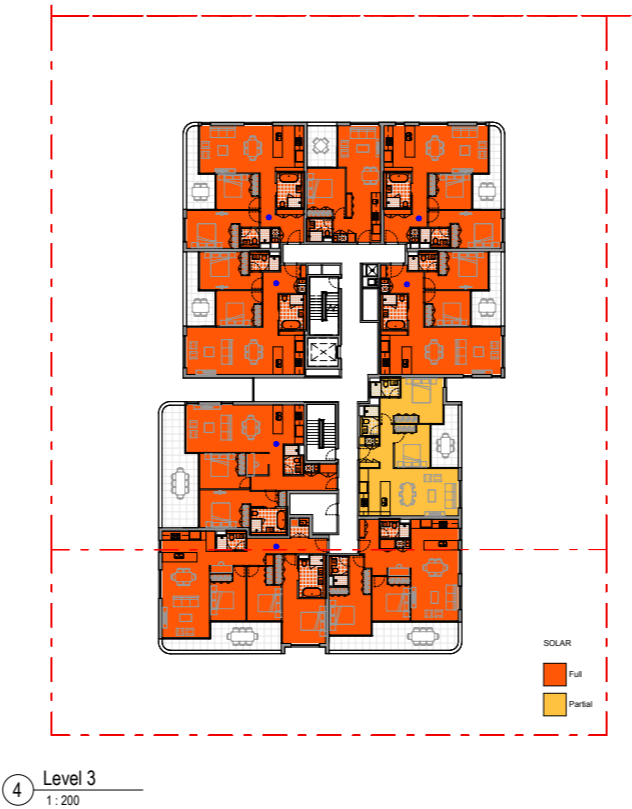
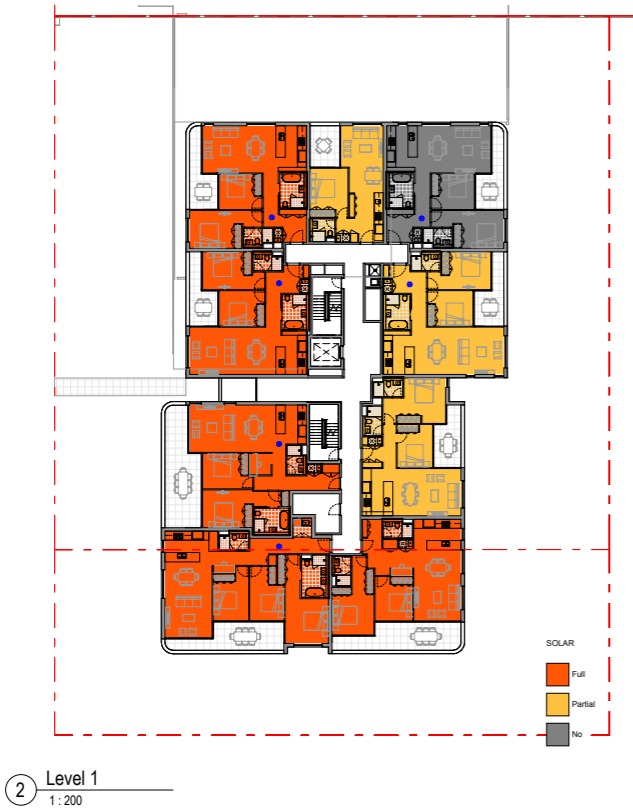
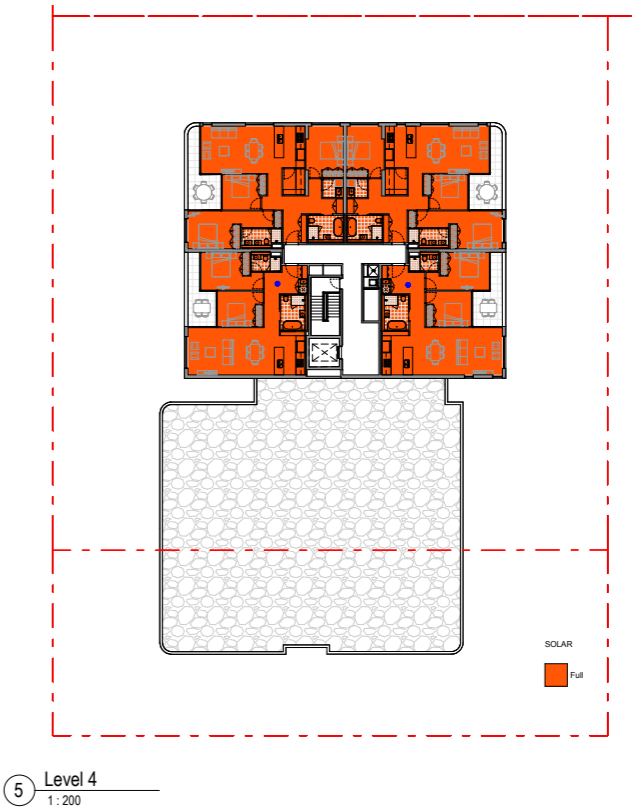
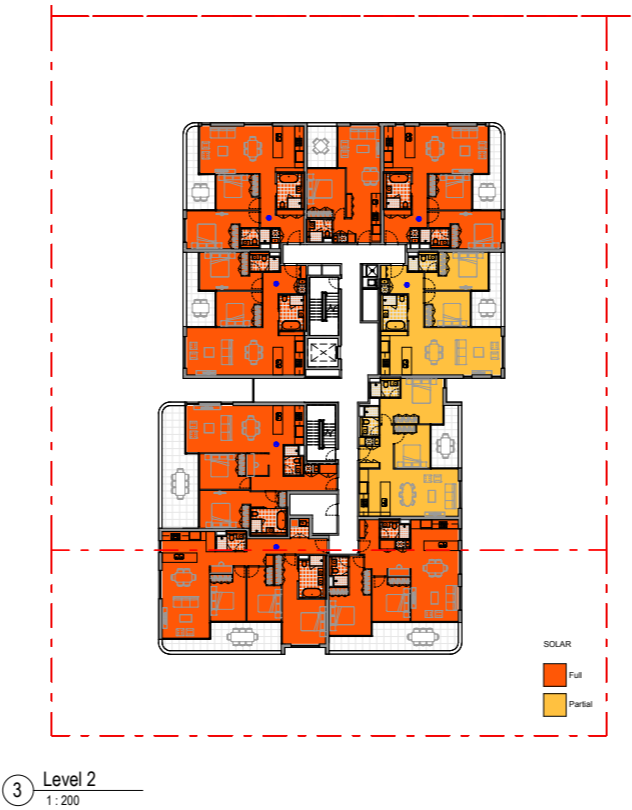
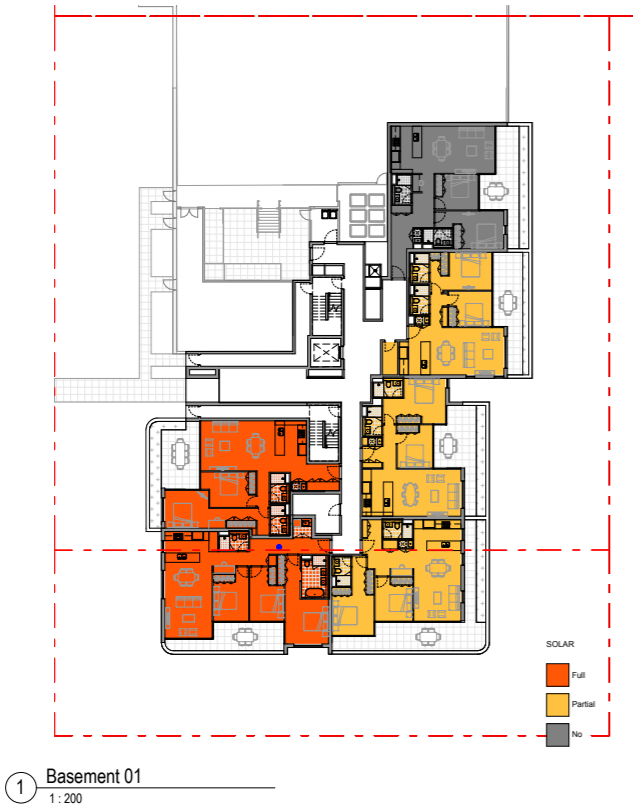
Good apartment orientation and outlook will also be considered with the indicative design showing a majority of apartment experiencing dual aspects and only one apartment with a single aspect to Building H which will have appropriate landscaping treatments between.

The split floor plan will create more opportunities for cross ventilation with corner apartments. The indicative floor plans provide cross ventilation for 60% of apartments as per the ADG.

The future design of Building K will carefully consider the objectives of the NSW Apartment Design Guide to maximise amenity. The proposed envelope has been prepared to provide opportunities to further optimise apartment planning at the detailed design phase.



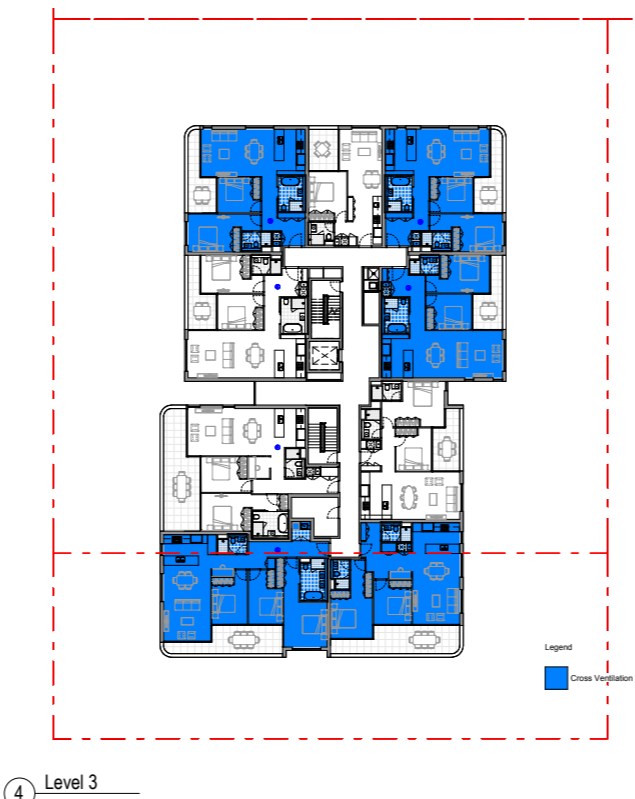
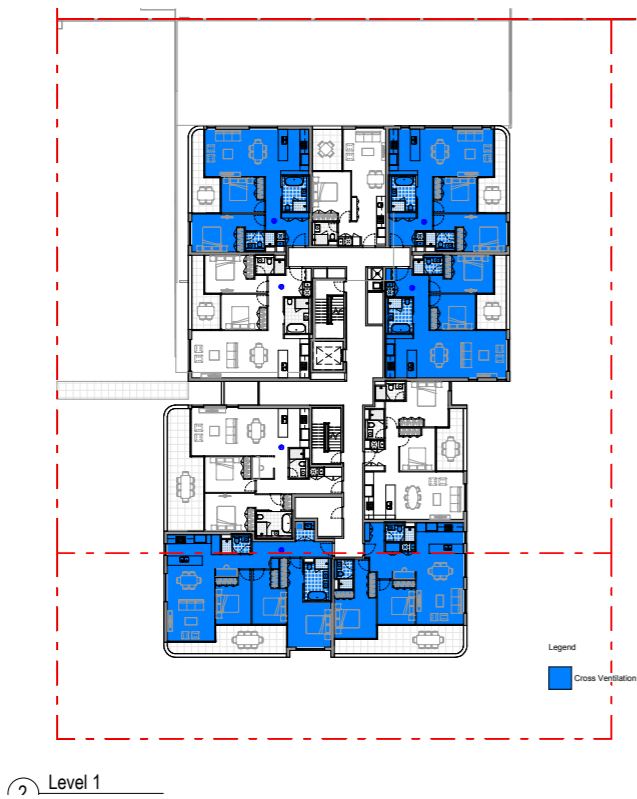
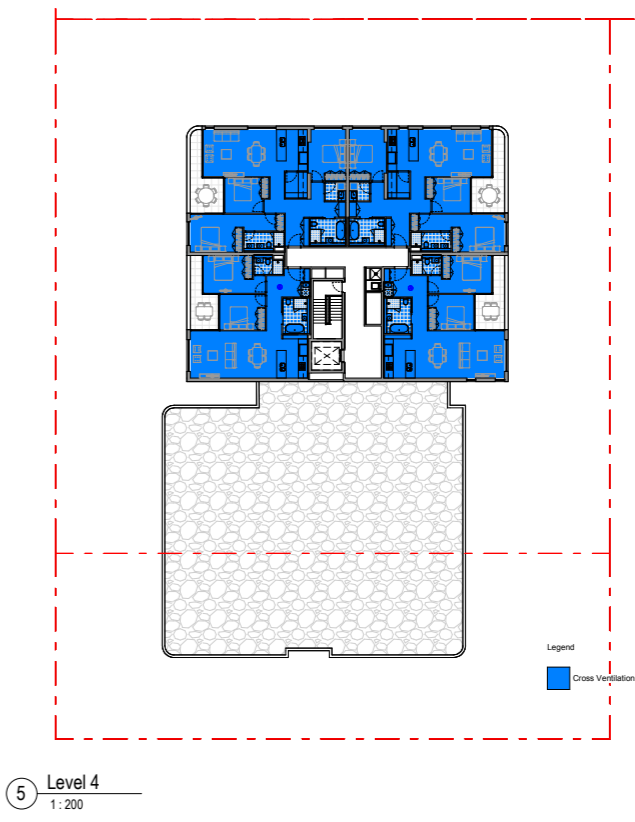
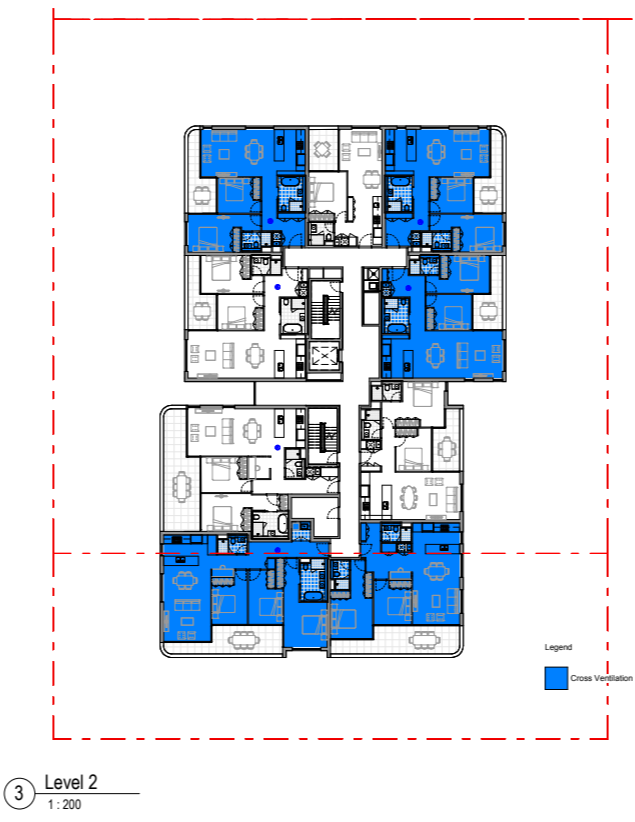
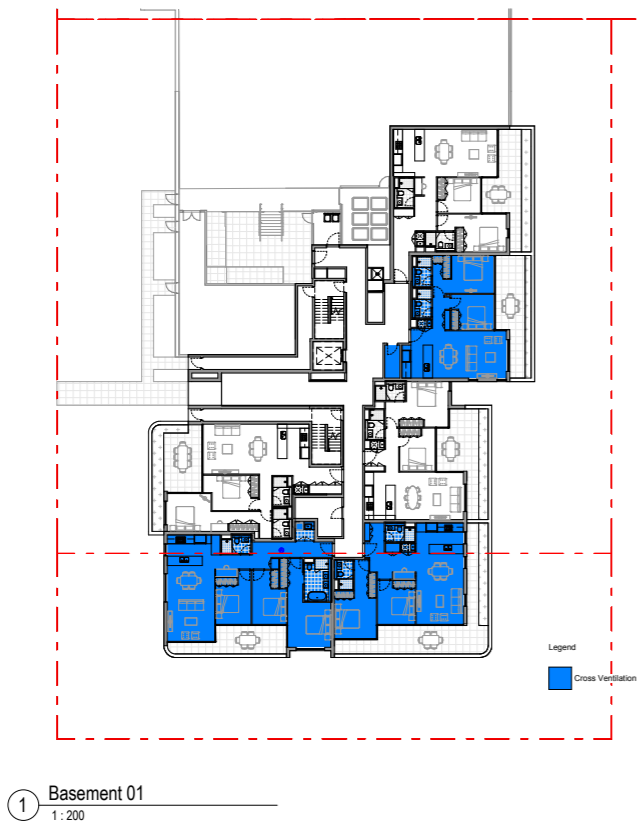
1.4 AMENITY  
INDICATIVE SOLAR ACCESS PLANS



Building K		
Solar	Count	Mix
Full	26	70%
Partial	9	24%
No	2	6%
Total	37	100%



1.4 AMENITY  
INDICATIVE CROSS VENTILATION PLANS



Building K		
Cross Ventilation	Count	Mix
Yes	22	60%
No	15	40%
Total	37	100%

