

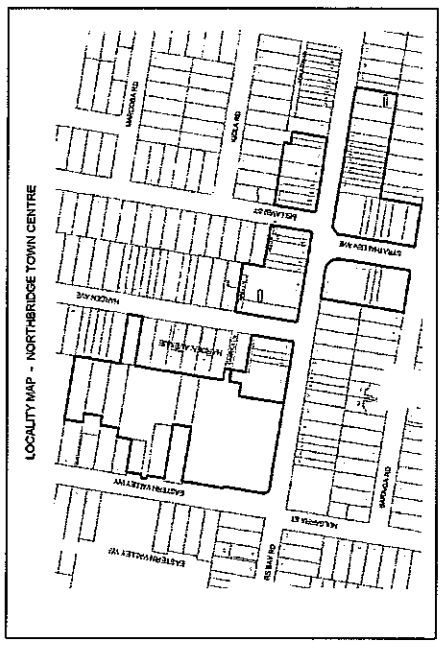
3. Ground and first level premises must incorporate transparent frontages that allow observation and interaction with the interior of the premises from the public domain.
4. Food and drink premises are encouraged to provide outside seating associated with the internal space. At ground level this may involve footway restaurant activities (see Part C16) and at first floor it may involve use of recessed balconies or balconies extending over the public space.
5. The upper two levels may be used for shop-top housing so long as the northern side of Victoria Walk complies with the set back provisions in WLEP 2009 above 7 metres in height. The development of shop-top housing on the southern side of Victoria Walk shall be provided with a step or architectural treatment that creates the appearance of similar massing at a height of 7 metres.
6. Development of shop-top housing may or may not provide car parking for the dwellings.
7. Loading, waste handling and delivery facilities must be provided in conjunction with development and accessed from the secondary street frontage.



E2.3 NORTHBRIDGE TOWN CENTRE

E2.3.1 Introduction

These controls apply to the Northbridge Town Centre that is land zoned B2- Local Centre as shown on the map below:



E2.3.2 Existing Character

Northbridge is a gateway to Willoughby City with the Long Gully Bridge forming a distinct entry point from the South. The business precinct of Northbridge Town Centre is located along a ridgetop, on one of the major arterial routes that traverse Willoughby using Strathallen Ave, Sailors Bay Rd (west) and Eastern Valley Way. The Town Centre has distinct parts with different characteristics.

In October 2003 a Masterplan for the Northbridge Town Centre was adopted by Council.

The Masterplan aims to:

1. Establish a gateway to Northbridge and the Willoughby City area;
2. Create a cohesive, vibrant, comfortable and safe centre that enhances its character;
3. Enhance the amenity, enjoyment and appearance of the public domain;
4. Rationalise traffic, servicing and parking;
5. Determine appropriate limits and opportunities for future development that respect the character and amenity of the precinct; and

6. Support a thriving mixed use precinct.

Intent

The following controls were developed in response to the Northbridge Town Centre Masterplan. The purpose of the controls is to:

develop the Northbridge Town Centre as a meeting place where businesses, quality residential apartments and convenient shopping services come together in a friendly, attractive, safe and vibrant environment for local residents and the wider community.

E2.3.3. Floor Space Ratio

The Floor Space Ratio for sites in Northbridge Town Centre is contained in WLEP 2009, clause 4.4.

E2.3.4. Height

Intent

1. To create consistent building heights that protect amenity and provide sunlight access to the public and private domain;
2. To provide building depths and setbacks that allow natural light and ventilation and the incorporation of sustainable development principles into design; and
3. To allow a scale of development that is consistent with the existing physical context and desired future character of the Northbridge Town Centre.

Controls

Clause 4.3 (2) of WLEP 2009 specifies a 14m height limit measured to the top most part of the building including lift overruns. This equates to 4 storey for the Northbridge Town Centre. The maximum height of the ground floor will be no greater than 3.5m. The controls for individual precincts within the Northbridge Town Centre outlined below further refine this overall height limit with setback controls at various height/storey levels.

E2.3.5 Building depth

Intent

Minimum building depths are specified to ensure daylight access to all habitable rooms and optimise solar access and natural cross-ventilation, and to reduce privacy impacts on residential properties to the rear.

Controls

1. Buildings may achieve full site coverage at ground level except where land is required to be provided for a laneway.
2. The maximum overall building depth should not exceed 20 metres excluding balconies (to the glass line) on all levels above the ground floor. Buildings that

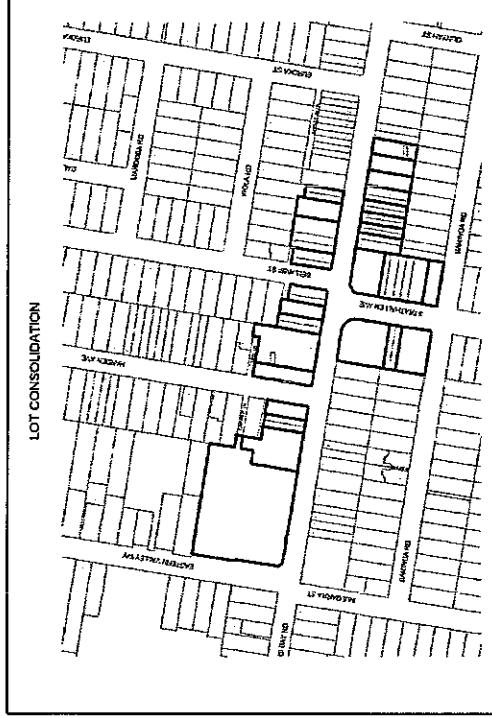
deviate from this standard must demonstrate how optimum day lighting and natural ventilation are to be achieved in all habitable rooms of the building.

2.3.6 Frontages and Lot Consolidation

Intent

To ensure that sites have adequate street frontage to accommodate on-site parking and service access and open shopfronts.

Controls



1. In the Northbridge Town Centre, lots are required to have a minimum site frontage of 12 metres to accommodate on-site parking and service access and are required to consolidate in accordance with the lot consolidation plan above.

E2.3.7. Laneways and Rights of Way

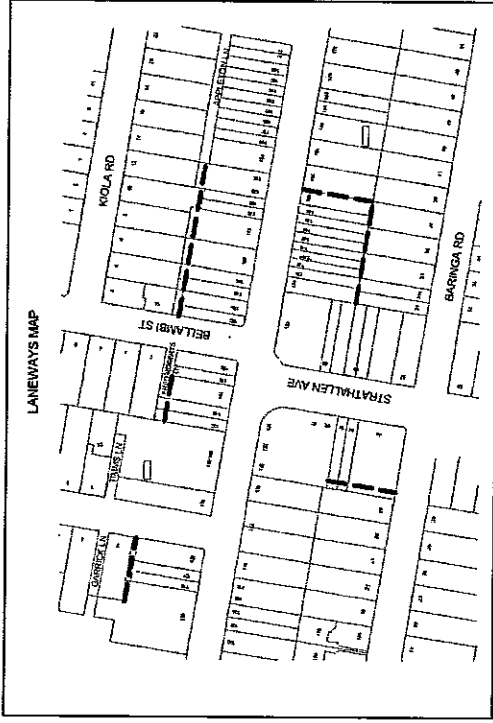
Intent

Service and loading access to new development should be from the rear of properties on Sailors Bay Rd and Strathallen Avenue.

Rear lanes and rights of way are intended to remove service and delivery vehicles from the primary street frontages, reduce kerb crossings and improve pedestrian amenity. The establishment of vehicular access from the rear will also allow some sites to have a wider street frontage.

Controls

1. Laneways will be established through dedication of land to Council or as a series of public Rights of Way.
2. Some applicants will be required to provide land for Rights of Way for the extension of existing laneways. This will be determined by Council at development application stage.
3. Those properties where land is to be provided for laneways is indicated on the Laneways Map below. Sites which do not have existing legal access to an existing or proposed laneway should negotiate laneway access with surrounding property owners and remove any existing driveway crossings to the primary street frontage.
4. Land at the rear of properties in Sailors Bay Rd between Bellambi St and Euroka St have been identified on the land acquisition map of WLEP 2009 for road widening.
5. Notwithstanding the above, between Bellambi and Euroka Streets (where land is to be dedicated to Council) a condition of development consent will require the land for the laneways to be transferred to Council by the applicant. The applicant must transfer title of the specified laneway land to Council free of cost, the value of which may be deducted from the Developer contributions payable. The land to be dedicated to Council for the laneway must be identified on development application plans.
6. Where the land for a laneway is to be dedicated to Council and is included in WLEP 2009, an Occupation Certificate must not be issued until such time as the laneway land has been transferred into the ownership of Council. The applicant must also agree to pay the Council's legal costs. The Transfer of Title must occur within two months of the registration of any strata subdivision for the development.
7. The laneway land area may be included as site area for the purposes of calculating floor space ratio.



E2.3.8 Contribution to Council's Public Domain Program

Development Applications should include the provision of streetscape improvement works as outlined within the Northbridge Town Centre streetscape improvement plan at Appendix A as works in kind. The individual precincts- Sailors Bay Rd West, Sailors Bay Rd East, Strathallen Ave and Bellambi St are to provide street tree planting, furniture, lighting, footpath widening and public art works as set out in the Northbridge Town Centre Masterplan. The monetary value of these works may be deducted from the total Section 94 monetary contribution where determined appropriate by Council's Environmental Services Director.

E2.3.9 Design and Streetscape

Intent

To ensure high quality design and physical appearance of buildings and to create an interesting and active streetscape.

Controls

Façade Treatment

1. Special attention to the design and detailing of the ground level, entrances and roofs of new buildings is required. Defining a base, middle and top related to the context and overall proportion of the building is the planned design outcome for new buildings

or additions. This can be achieved by use of a variety of materials and finishes, fenestration, string courses or other relief.

2. All facades, including rear facades and exposed side walls must include fenestration (windows) or relief in the facade surface. Except for party walls, blank walls are not permitted. Boundary walls facing residential zoned land are to incorporate recesses, change of materials or texture to provide relief to the wall.

Windows

1. In the Northbridge Town Centre, shop windows are to have a sill base of between 200mm - 300mm above footpath level.
2. All buildings are to be designed with windows (excluding front shop windows) that open, in order to maximise natural ventilation.

Colour and finishes

1. Colours should relate to adjacent buildings and the immediate context and must be predominantly light. Brighter colours or finishes must only be used as accents.
2. Curtain walls and mirror glass are not permitted.
3. Concrete floor slabs are not to be expressed on the external face of a building.
4. Facades may include a combination of finishes including areas of face brick work and render to complement adjacent buildings.
5. Detailed modelling of parapet and gable ends against the skyline is encouraged.

Street level activities and interest

1. Active uses should make up a minimum of 75% of the primary street frontage to provide surveillance of the street and to animate the building frontage.

Climate control: Awnings

Controls

1. Awnings are required on all street frontages in the Northbridge Town Centre. Awnings must be continuous and relate to adjoining awnings in height and width. They should be predominantly horizontal and solid to provide shade and shelter. Completely glazed awnings are not permitted. Provision will need to be made in awnings for street trees.

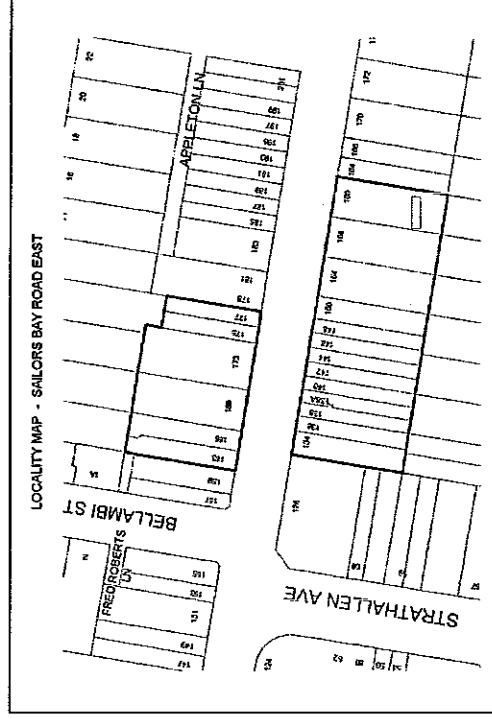
Garbage Facilities

Controls

1. An additional setback or recess is to be provided at the rear of properties which have a laneway, proposed laneway or Right of Way to allow for an appropriate garbage storage area to be provided.

Additional Controls for Individual Precincts Within The Northbridge Town Centre.

E2.3.9. SAILORS BAY ROAD EAST



a) Character

Sailors Bay Rd East has a consistent small scale village character and continuous active street frontage which contributes to a high pedestrian amenity.

Desired Future Character

Sailors Bay Road East is to maintain its village character by enhancing the continuous active street frontage and pedestrian amenity with widened footpaths for outdoor eating (southern side), street furniture and planting. Buildings stepping up to 4 storeys will maintain sunlight all year round to the southern footpath and rear backyards of houses along Baringa Road. The introduction of a service lane for parking to the rear of both sides of Sailors Bay Road will reduce the need for individual footpath driveway crossings and will contribute to the retention of continuous shop frontages on the street.

Controls

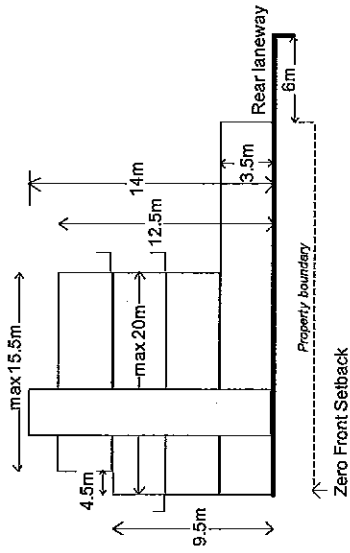
1. Transparent shopfronts that allow pedestrian visibility into the premises must be provided on Bellambi Street and Sailors Bay Road East to activate the footpath.
- b) Height and Setbacks

Intent

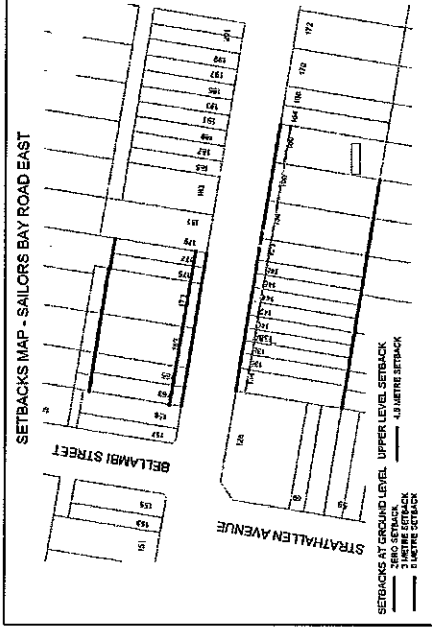
1. To maintain solar access to the southern footpath of Sailors Bay Road and to properties in Baringa Road.
2. To ensure streetscape character and residential amenity for the new development, neighbouring sites and the public domain are all addressed.

Controls

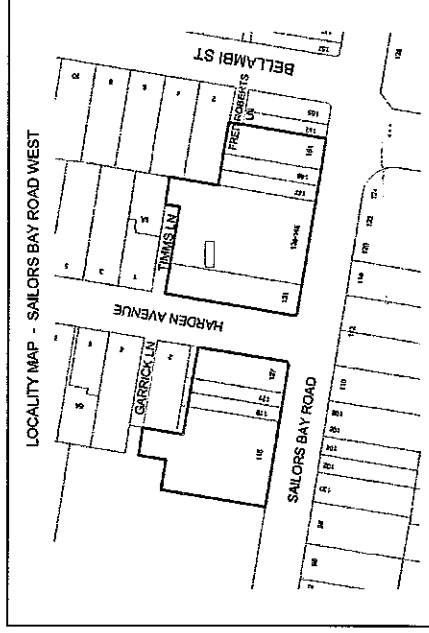
1. The height and setback of buildings will be in accordance with the diagrams below.
2. The first three storeys of any new development should maintain the existing streetscape character by incorporating a zero front setback to all street frontages.
3. The fourth storey is to be setback 4.5m from Sailors Bay Road, resulting in a maximum 9.5m high streetwall.
4. All buildings are to be setback a minimum of 6 metres from the rear boundary. Buildings which back onto laneways may be built to the lane alignment, so long as an appropriate garbage storage area is provided and sufficient width for vehicle access to parking with splayed entry for visibility is provided.



INDICATIVE HEIGHT AND SETBACK DIAGRAM - SAILORS BAY ROAD EAST



E2.3.10 SAILORS BAY ROAD WEST



- a) Character

Sailors Bay Rd West is a busy road with heavy traffic. The pattern of buildings along the street is of a varied scale and different uses give it an asymmetrical character. The northern

side has a mix of commercial and retail uses. The southern side comprises predominantly residential development.

Desired Future Character

Sailors Bay Road West will be improved by enhancing the pedestrian environment along the commercial frontages of the street with street furniture and street planting that maintains the different character of the north side of the street. The different character of the north side will be strengthened by developing a consistent streetwall of buildings with active frontages at the street level and up to 4 storeys (14m) overall in height to maintain the residential amenity of the southern side of the street in terms of scale and solar access.

Controls

1. The retention and adaptive reuse of the Masonic Hall at 127 Sailors Bay Road is encouraged. It is also recommended that the owners of the Masonic Hall be encouraged to redesign the rear of the building to better address the park in Harden Ave and increase activity on the ground floor at the Sailors Bay Road, Harden Ave and park frontages.
2. Upon redevelopment of the corner sites, awnings are to extend down both sides of Harden Ave as far as Cairncross Lane and Timms Lane to match the Sailors Bay Road frontage and improve pedestrian amenity.

b) Height and setbacks

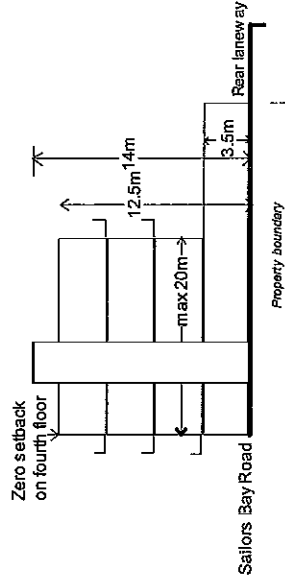
Intent

1. To maintain solar access to the southern footpath of Sailors Bay Road.
2. To ensure streetscape character, residential character and amenity for the proposed development, neighbouring sites and the public domain are all addressed.

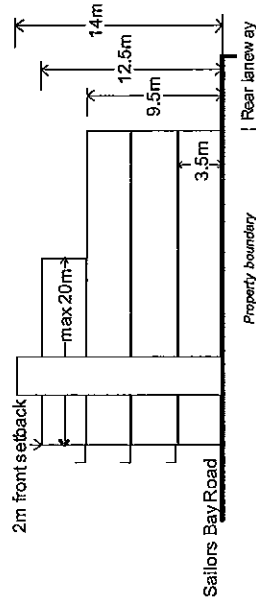
Controls

1. The height and setback of buildings will be in accordance with the diagrams below.
2. All buildings are to be setback a minimum of 6 metres from the rear boundary. Buildings which back onto proposed or existing laneways may be built to the lane alignment, provided an appropriate garbage storage area is provided. 115-127 Sailors Bay Road may be built to the rear property boundary.
3. The maximum height of buildings at the rear of 115 -127 Sailors Bay Road is 9.5 metres (between the 14 metre building height area and the rear property boundary or laneway).
4. All floors of any new development at 131-155 Sailors Bay Road are to maintain the existing streetscape character by incorporating a zero front setback to all street frontages.
5. A 2 metre setback at ground level from Sailors Bay Road is required for any development at 115 to 127 Sailors Bay Road.

6. A 6 metre rear setback is required in the northeast corner of 135-145 Sailors Bay Road to match the width of Timms Lane to reduce amenity impacts on the adjoining low density area, with screen planting to act as a buffer.



INDICATIVE HEIGHT AND SETBACK DIAGRAM - SAILORS BAY ROAD WEST



INDICATIVE HEIGHT AND SETBACK DIAGRAM - 115 - 127 SAILORS BAY ROAD

a) Character

Strathallen Ave is the main entry to the Northbridge Town Centre and the City from the South and terminates at the ridge in the Town Centre on Sailors Bay Road. It is characterised by a mix of local business uses. The building setback on the eastern side of Strathallen Ave, with an existing open on-street car park, erodes the streetscape and general amenity.

Desired Future Character

Strathallen Avenue has opportunities to contribute to the sense of arrival at Northbridge Town Centre from the City, with the emphasis of taller corner buildings at Strathallen Ave and Baringa Road and focal buildings or elements that terminate the vista of Strathallen Ave at the top of the hill. Street edge buildings up to 4 storeys with rear lane access will create a continuous shop frontage along Strathallen Ave. A narrow median, street tree planting and seating will improve pedestrian amenity.

New specimen tree planting in footpath widenings at the Baringa Road/Strathallen Avenue northern corners will emphasise the gateway to Northbridge Town Centre.

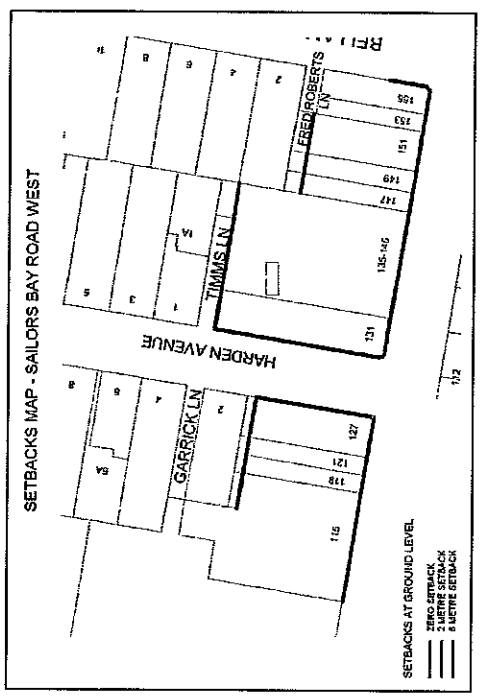
b) Height and Setbacks

Intent

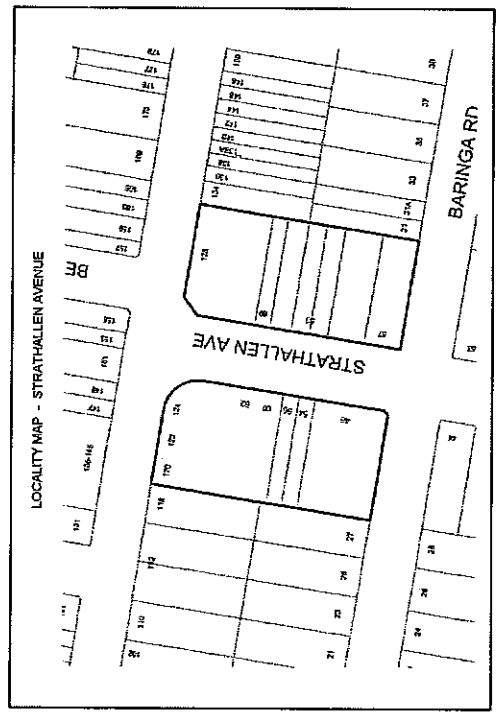
1. To ensure the height of new development in Strathallen Ave protects the amenity of the residential properties to the rear;
2. To ensure streetscape character and residential amenity for the new development, neighbouring sites and the public domain are all addressed.

Controls

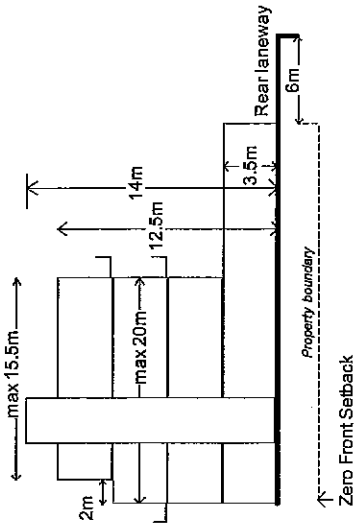
1. The height and setback of buildings will be in accordance with the diagrams below.
2. Buildings shall have a maximum height of 14 metres. The maximum height of the ground floor is 3.5 metres. Above the ground floor, buildings will have a maximum depth of 20 meters from the Strathallen Avenue street frontage.
3. A maximum height of 6.5m is permitted for the rear of 57 Strathallen Avenue and 46 Strathallen Avenue (excluding the 6m land required for the proposed laneway).
4. The fourth floor is to be setback 2.0 metres from the Strathallen Avenue and Baringa Road frontages, resulting in a maximum 9.5 metre street wall.
5. The first three floors of the new development should maintain the existing streetscape character by incorporating a zero front setback to all street frontages.
6. All buildings are to be setback a minimum of 6 metres from the rear boundary to protect the residential amenity of properties to the rear and provide screen planting as a buffer where no laneway exists, with the exception of 69 Strathallen Avenue and 120 Sailors Bay Road. Buildings which back onto laneways may be built to the lane alignment provided an appropriate garbage storage area is included and vehicle garage access points have played entry/exits.



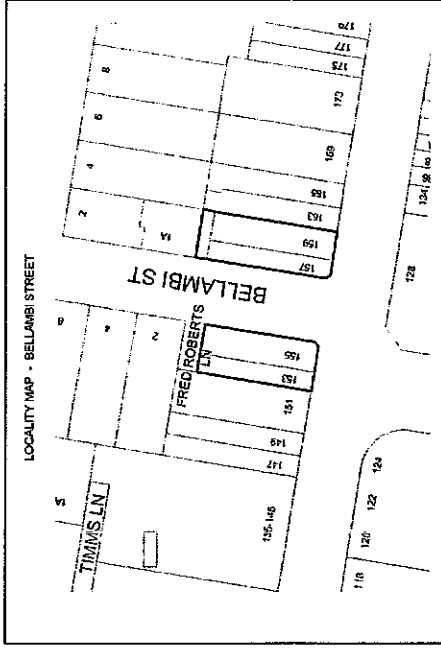
E2.3.11 STRATHALLEN AVENUE



E2.3.12 BELLAMBI STREET



INDICATIVE HEIGHT AND SETBACK DIAGRAM - STRATHALLEN AVENUE



a) Character

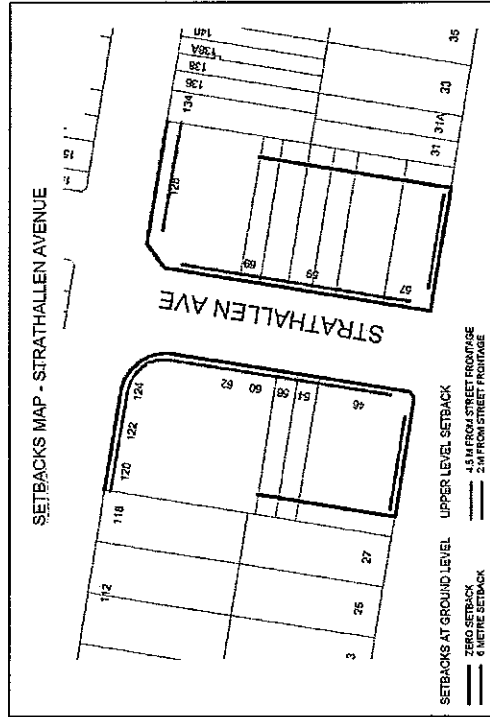
Bellambi Street is a local side street with few active frontages. It has a northerly aspect and is quieter and surrier than other parts of the Town Centre. It provides convenient kerbside parking for Sailors Bay Rd East. It is centrally located in the Town Centre and at present defines where the street character of Sailors Bay Road changes between Sailors Bay West and Sailors Bay East.

Desired Future Character

Bellambi Street is to become a new town square and meeting place; a tree-lined shared zone and pedestrian plaza that can be a focus for community events and activities as well as outdoor cafes and open shopfronts addressing the square. The square is to be an open uncluttered space planted to provide shade and seating along the edges. Buildings up to 4 storeys will frame the square.

Controls

1. Open shopfronts must be provided on Bellambi Street and Sailors Bay Road East (south side) to activate the footpath and town square.
 2. Upon redevelopment, awnings are to extend down both sides of Bellambi Street as far as Fred Roberts Lane to match the Sailors Bay Road frontage and to improve pedestrian amenity.
- b) Height and setbacks



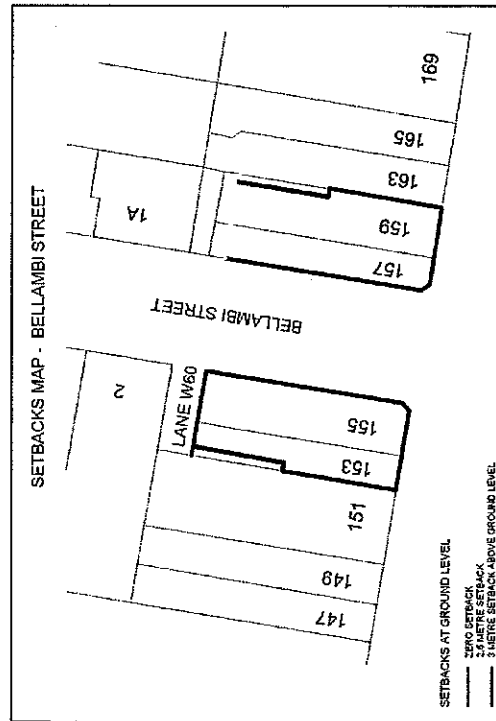
SETBACKS AT GROUND LEVEL
 ZERO SETBACK
 6 METRE SETBACK
 UPPER LEVEL SETBACK
 4.5M FROM STREET FRONTAGE
 2M FROM STREET FRONTAGE

Intent

1. To ensure streetscape character and residential amenity for the new development, neighbouring sites and the public domain are all addressed.

Controls

1. The height and setback of buildings will be in accordance with the diagrams below.
2. Buildings are to have a maximum height of 14 metres for a maximum depth of 20 metres from the Sailors Bay Road frontage, and thereafter 9.5 metres subject to a setback of 3 metres from the northwest side boundary above the ground floor level of 153 Sailors Bay Rd and the north east side boundary above the ground floor level of 159 Sailors Bay Rd.
3. Subject to 2 above, no setback is required at the fourth floor on Sailors Bay Road or Bellambi Street frontages.
4. New development is to create the desired streetscape character by incorporating a zero front setback to the Bellambi Street and Sailors Bay Road street frontages.
5. New development is to be setback a minimum of 2.5 metres from the rear boundary of lots 1 and 2 DP 228074 (157 and 159 Sailors Bay Road) to allow for the provision of a 6 metre wide of a laneway this area is to be dedicated to Council. 153 and 155 Sailors Bay Road may be built to the lane alignment.



E2.3.13 NORTHBRIDGE PLAZA AND COUNCIL CAR PARK

A masterplan is to be prepared for the Northbridge Plaza and Council car park. The Council car park may only be used for the provision of a Early Childhood Centre and a public car park.

The zoning of the Council Car Park has occurred to comply with the requirements of the NSW standard LEP template in respect to former Special use zones adjoining business zones.

The development standards in the LEP seek to limit any development on the car park pending a master plan for the Plaza and Council car park. The existing statutory trust, covenants and "community" classification (under the Local Government Act) are not affected or varied by the LEP zoning. The zoning and development standards will apply until Council decides to make any change following the master plan process.

E2.4 NAREMBURN SHOPS

E2.4.1 Existing and Desired Future Character

The Naremburn shopping centre presents as a small group of neighbourhood shops with some well preserved Arts and Crafts and Federation features. The existing 2 -3 storey form and character of the shops contribute to the sense of community in the centre and new development should reinforce and contribute to retaining its pleasant neighbourly atmosphere and low scale streetscape.

Access for service vehicles and parking is currently available to some sites from the rear or side street frontage however a number of sites do not presently have a legal rear access. Public car parking is available for customers at the front of the centre.

The intact nature of the shop frontages add character to the centre. There has been one site at 286-288 Willoughby Rd that has been redeveloped for mixed commercial/ residential which is two storey at the front, sloping to three storeys at the rear.

Council has recently undertaken streetscape improvements for this area including widening the footpath to allow outdoor cafes, new footpath paving and outdoor furniture. Despite being close to the Gore Hill freeway and Lane Cove tunnel, the centre is well patronized. Access from the freeway draws business from outside the area and the pedestrian overpass of Willoughby Rd makes the centre more convenient. The majority of uses service the local needs of the community with cafes, liquor supplies, laundromat, pizza shop and restaurants, fruit shop, organic butchery, bakery, mixed business and doctor's surgery. The centre has developed a gourmet character adding to its popularity. Outdoor cafes and restaurants create a pleasant atmosphere. Off street parking is available directly in front of the shops in the northern section of the precinct which enhances the centre's convenience.

The centre is located on a bus route to the City and Chatswood.

The precinct directly abuts low density residential properties to the west however, there is a proposal to increase the density of these properties in the block bound by the shops, Guirrong Road, Rohan and Glenmore Streets to permit 3 storey medium density development.

Existing medium density developments are located nearby in Glenmore St and Willoughby Rd.

The group of shops at 272-276 Willoughby Rd are local heritage items and there are a number of buildings that contribute to the character of the group.

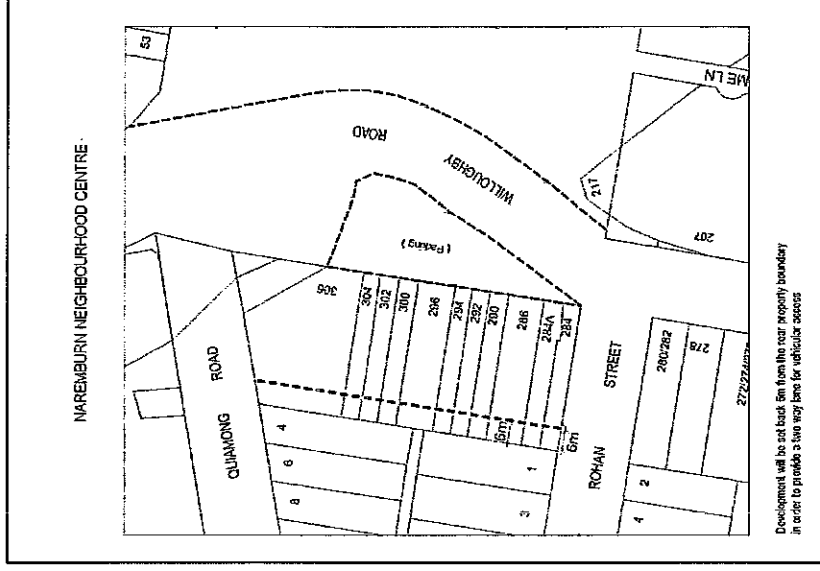
Intent

1. To provide rear lane vehicular access to commercial properties at 286-306 Willoughby Rd.

2. To maintain the scale and character of the streetscape.

Controls

1. Development is to be setback 6 metres from the rear property boundary in order to provide a two way lane for vehicular access. It is intended that Council will acquire a 6 metre reciprocal Right of Way at the rear of each lot so that all sites will benefit from rear lane access between Rohan St and Quiamong Rd.
2. Existing service loading and unloading facilities are to be removed from the Willoughby Rd frontage when sites are developed and from lot 1 DP 34733 known as 17 Glenmore Rd.
3. The creation of the vehicular access lane will be achieved as sites are developed or as Council initiates acquisition. Continuation of the lane at the rear of No. 306 Willoughby Road will require detailed design consideration having regard to the change in land levels.
4. The above awning facades of the buildings at 286-304 should be retained to maintain their form, detailing and fenestration.
Redevelopment behind the facades is acceptable. The building at 284 Willoughby Road is particularly significant in its style and contribution to the streetscape. It is preferable that the facade of No. 284A be replaced in any site redevelopment to include painted render and a shop front that is more in sympathy with the Heritage item at No. 284.
5. Above awning advertising is to be restricted to painted signage on the facade.



- D. Amend references in the Willoughby Development Control Plan to Willoughby Local Environmental Plan 1995 (WLEP 1995) and Sydney Regional Environmental Plan No. 5 (Chatswood Town Centre) (SREP 5) (including zone names) to the appropriate references under Draft Willoughby Local Environmental Plan 2009 (Draft WLEP 2009).
- E. Replace Willoughby Development Control Plan (WDGP) Willoughby Local Environmental Plan 1995 (WLEP 1995) Sydney Regional Environmental Plan No. 5 (Chatswood Town Centre) (SREP 5) definitions contained in the Dictionary of Terms to the equivalent definitions contained within draft Willoughby Local Environmental Plan 2009 (Draft WLEP 2009).
- F. Amend the Dictionary of Terms to include new definitions for Tree, Council, Bushland, Injure, Vulnerable or Threatened Species, Threatened Ecological Community and Undesirable Trees as included in Section C9- Preservation of Trees and Vegetation.
- G. Delete Attachment 5 Locally Indigenous Species. (This list is included on Council's Web site).