

PRELIMINARY URBAN DESIGN STUDY

KARIMBLA PROPERTIES (NO. 32) PTY LTD
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1.0 INTRODUCTION

1.1 Purpose

The purpose of this study is threefold. First, to undertake a broad-level analysis of the surrounding local built environment of three sites located within the Warriewood Valley Urban Release Land area. Second, to evaluate the dwelling yield capacity of each site based on an appropriate response to the immediate surrounding built form and local supporting infrastructure. Third, to establish a set of urban design principles that should be used as a guide to inform the future formation of site-specific development controls.

1.2 Background

The Warriewood Valley Urban Release Land area has been developing and evolving since 1997, when it was identified as being capable of accommodating appropriate infrastructure for more intensive urban development. The nature of the Valley is best described as evolving in character and built form.

As such, appropriate new building height and mass should be informed and influenced by, but not determined by, the existing surrounding built form. Other urban planning factors that influence the manifestation of built form include existing, emerging, and future land use intensity. Accordingly, higher-order, but sustainable land use intensity, is determined by a wide variety of supporting elements that include access to public transportation, access to local commercial services (for day-to-day needs, i.e. a grocery-anchored shopping centre), proximity to employment centres, access to public passive and active recreational facilities, public open space, access to networked pedestrian and bicycle paths, and access to health services and community facilities.

Broader urban planning issues are noted and addressed in the Planning Proposal report.

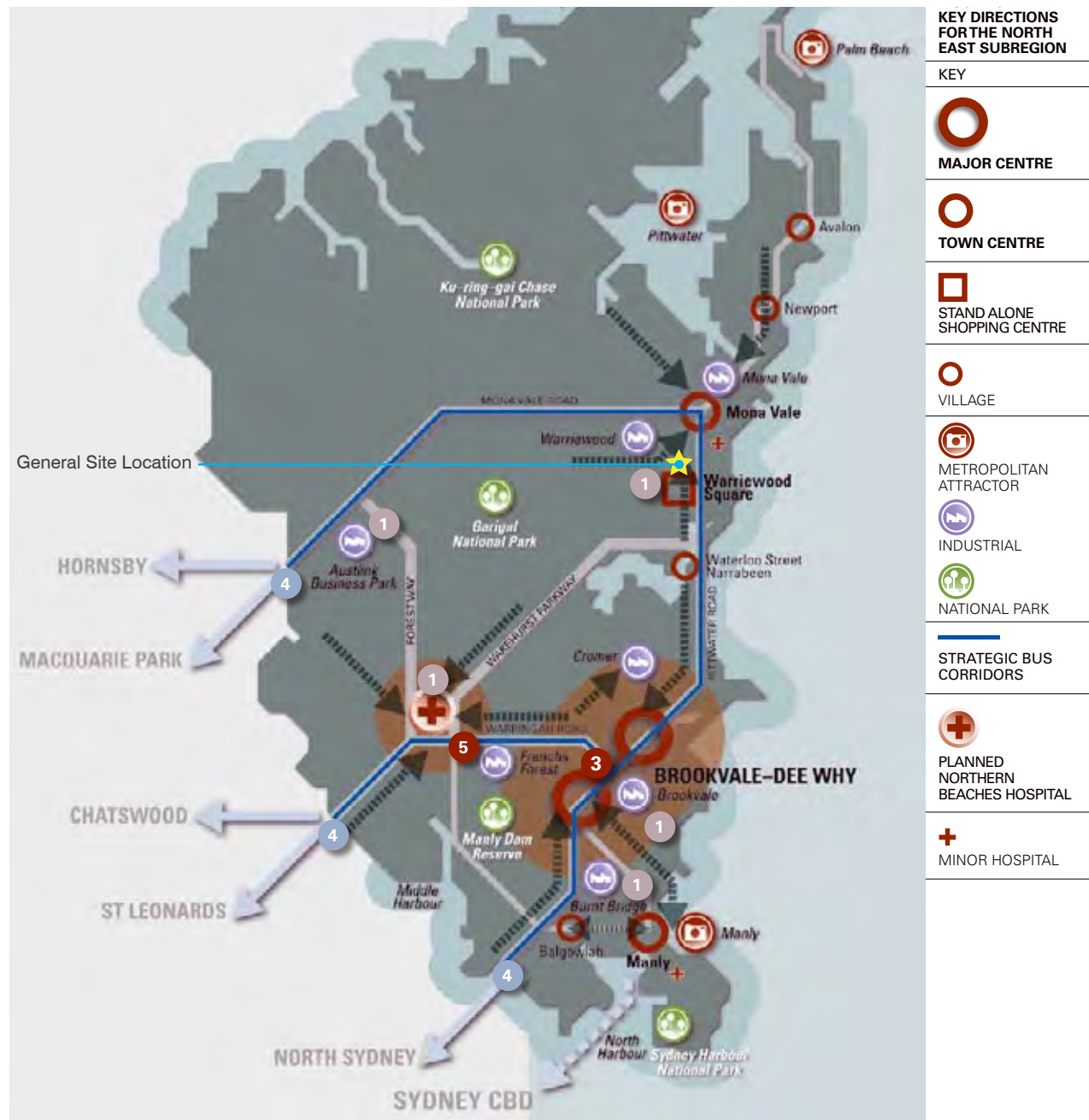


Figure 1: Warriewood within Regional Context, Source: Draft North East Subregional Strategy



Figure 2: North East Subregion, Source: Draft North East Subregional Strategy

1.3 Regional Context

The sites are located within the North East Subregion between the town centre of Mona Vale, which is located to the north of the sites, and the village centre of Narrabeen, which is located to the south. The sites are approximately 10 kilometres north of the major centre of Brookvale - Dee Why; a 20-25 minute commute by bus.

The sites are well-connected to western regional areas such as Macquarie Park, Chatswood, and North Sydney via Mona Vale Road, Wakehurst Parkway and Pittwater Road. Other semi-regional destinations include Frenches Forest, Mosman and Manly.

1.4 Site Identification

The sites are contained within the Warriewood Valley Urban Land Release (WVULR) area which has been identified for future urban development. The release area is being gradually developed for a mix of residential and commercial land uses. Warriewood Valley is recognised as critical in meeting the delivery of the 4,600 new dwellings required by the draft North East Subregional Strategy and as having the potential to provide affordable rental housing within the LGA.

The subject sites comprise three land parcels as follows:

- 18 Macpherson Street, Warriewood (Site A).
- 2 Macpherson Street, Warriewood (Site B).
- 23, 25 & 27 Warriewood Road, Warriewood (Site C).

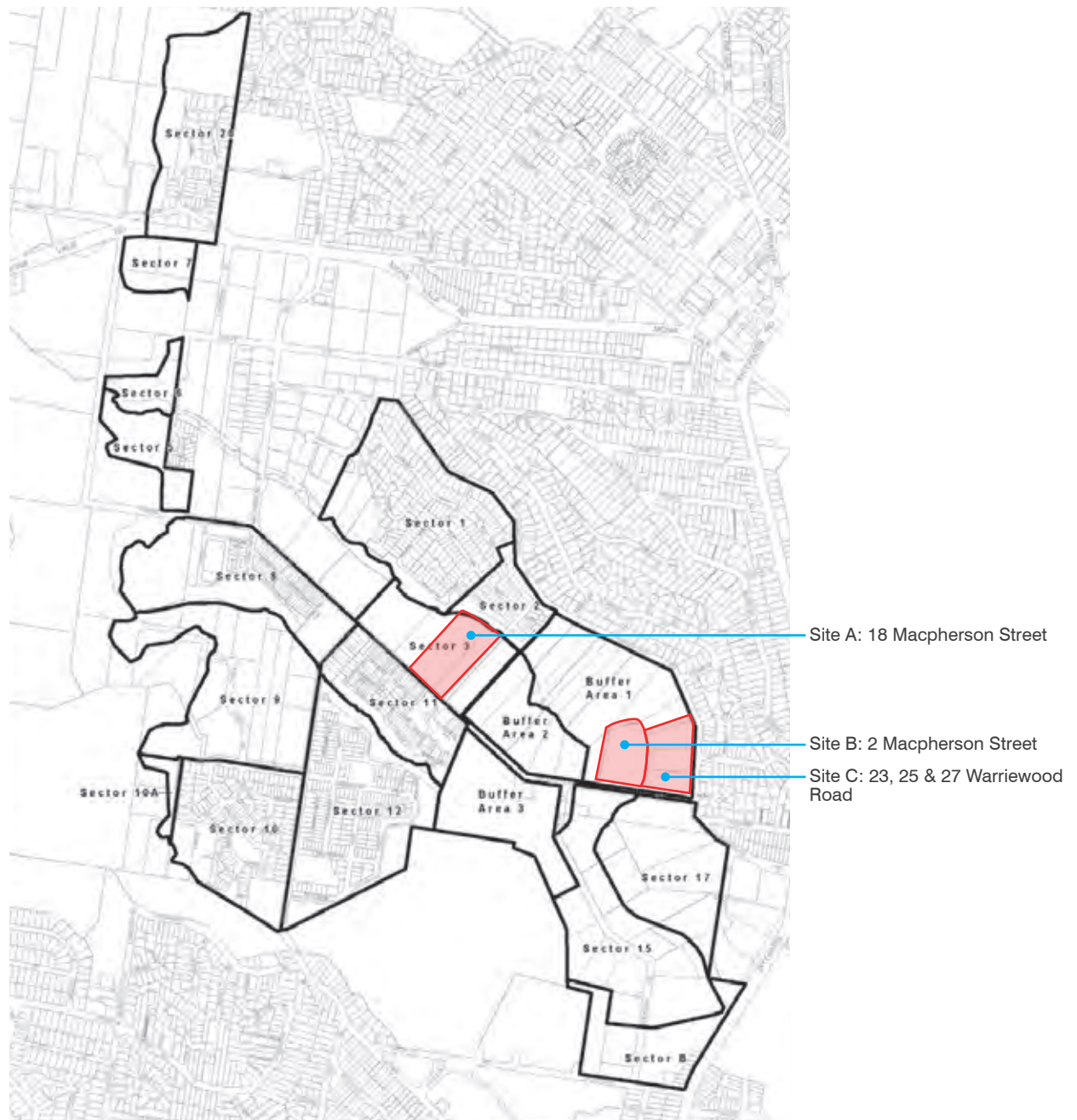
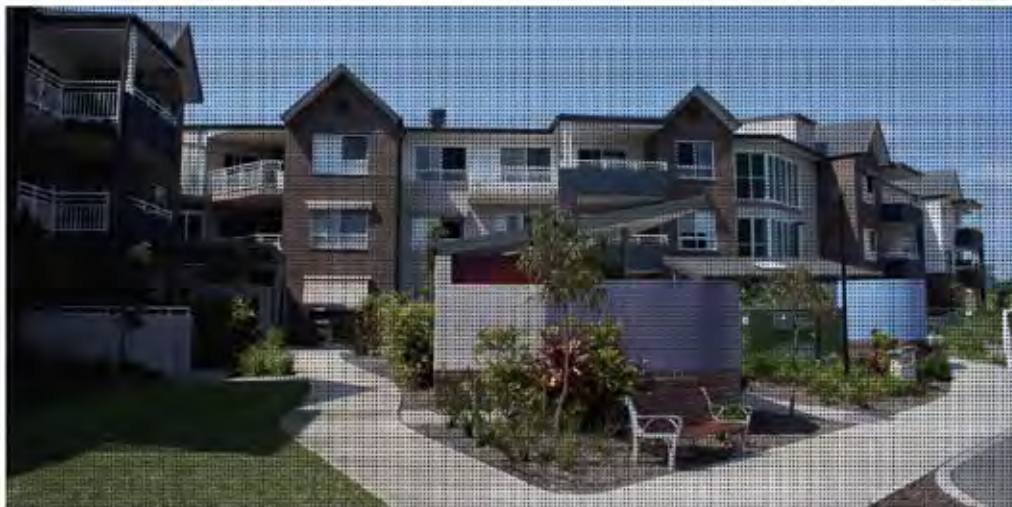


Figure 3: Warriewood Valley Urban Land Release Sector Map, Source: Warriewood Valley Planning Framework 2010

Warriewood Valley Urban Design Study

Prepared by
NSW Department of Planning and Infrastructure
Pittwater Council
Prepared by
HSC+HNTB Urban and Landscape Design
October 2011 | Page 2



1.5 Draft Warriewood Valley Strategic Review Report

The Department of Planning and Infrastructure (DoPI) and Pittwater Council have produced several studies and reports that have formed the basis of the Draft Warriewood Valley Strategic Review Report. In particular, the Warriewood Valley Urban Design Study was undertaken to analyse the Warriewood Valley to determine appropriate urban design built form outcomes for a selection of sites identified by DoPI and Pittwater Council.

This urban design study has reviewed the outcomes and recommended Built Form Controls of the Warriewood Valley Urban Design Study which tested the development capacity of the three parcels that are the subject of this report.

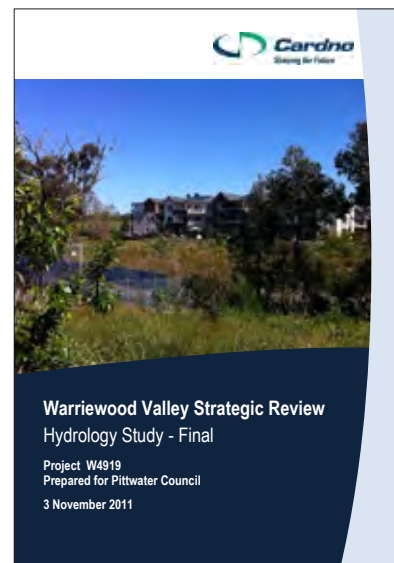
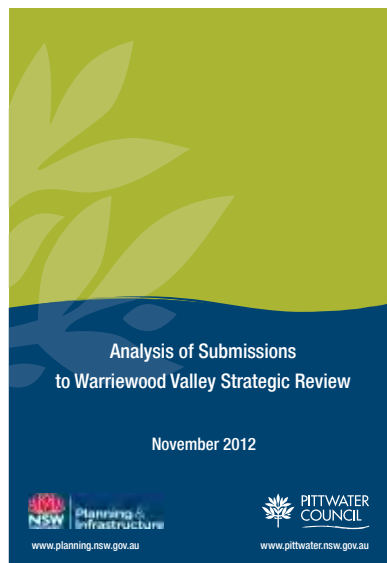
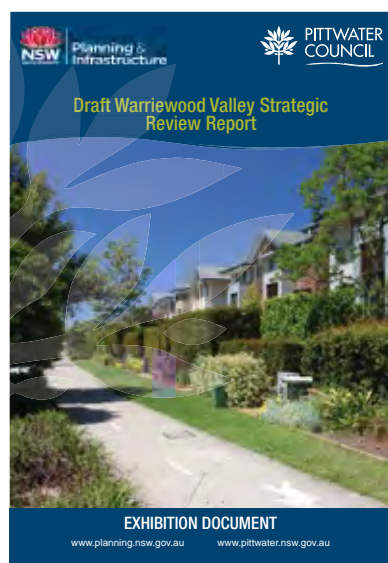


Figure 4: Selection of Reports and Studies Reviewed, Source: DoPI and Pittwater Council

2.0 ANALYSIS

2.1 Local Context

The Sites are located approximately mid-point between the town centre of Mona Vale and the village of Narrabeen; west of the north-south transport corridor of Pittwater Road.

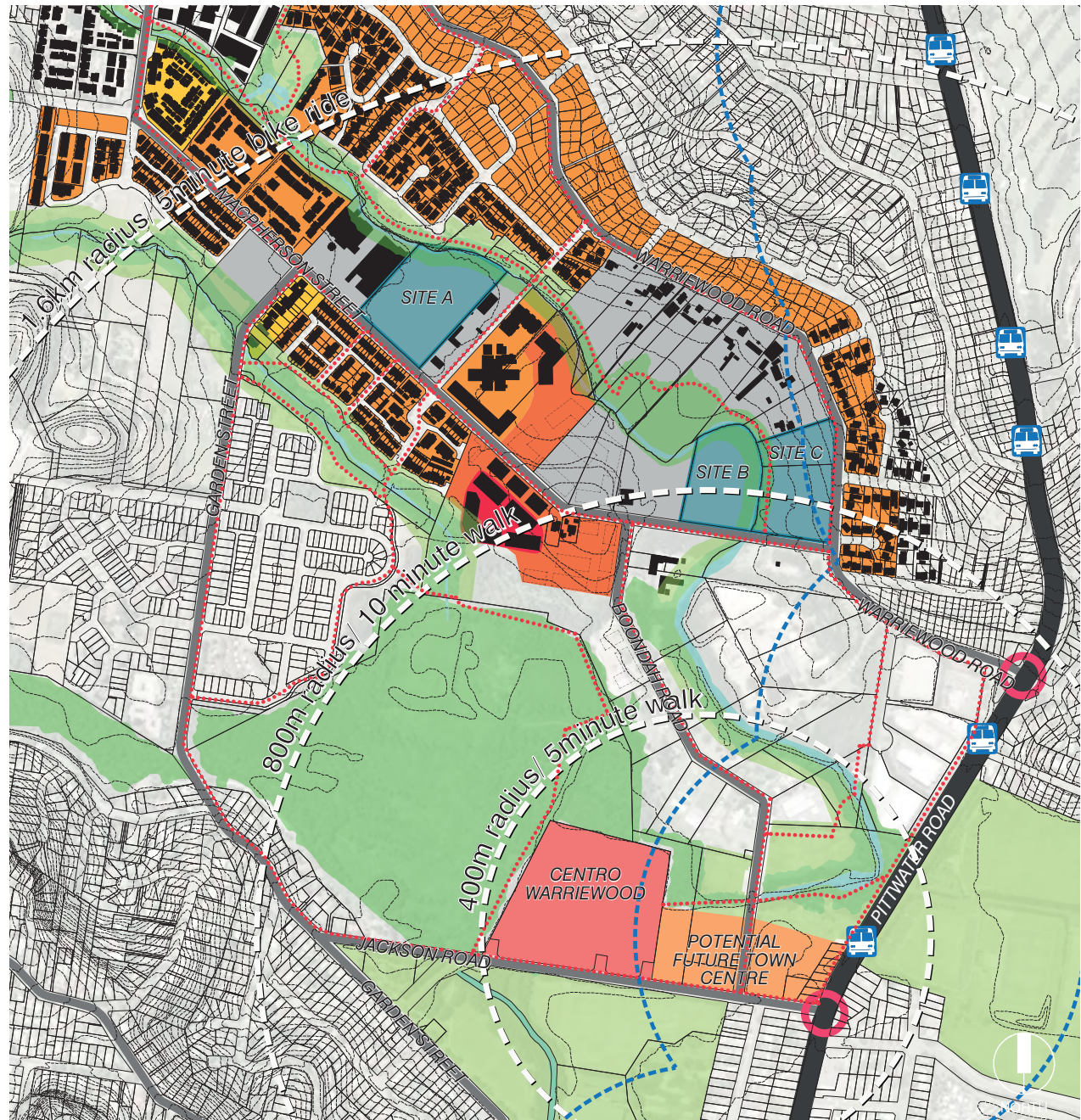
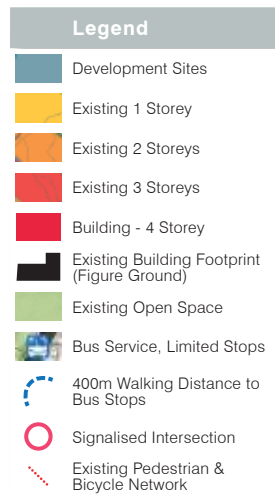
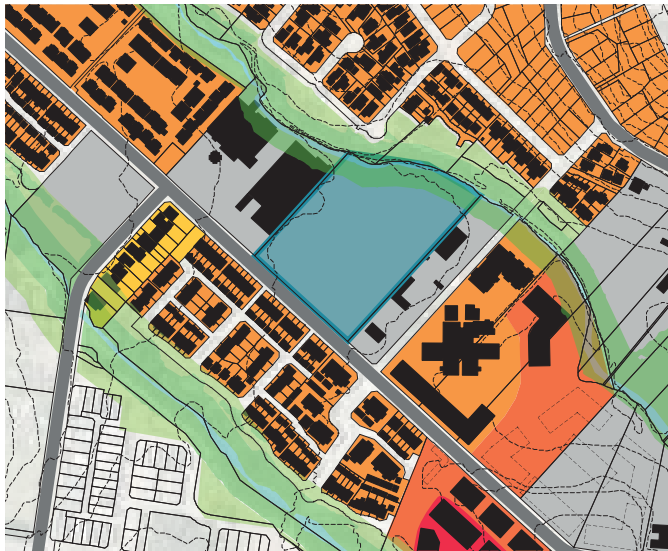


Figure 4: Local Context



Key Plan



2.2 Existing Built Form

2.2.1 BULK AND SCALE

Macpherson Street

A fairly cohesive built form bulk and scale, expressed as multi-storey residential flat buildings, occurs along the length of Macpherson Street between Boondah Road and Casuarina Drive.

Built form bulk and scale immediately fronting Macpherson Street is predominantly 2 storeys in scale with some newer 3 storey buildings.

New built form within the core of new developments ranges in height from 3 to 4 storeys. These taller buildings are predominantly out of sight from Macpherson St, and therefore the scale of these buildings do not have a strong impact on the Macpherson St public realm.



New 2 storey apartments on Macpherson St.



2 storey townhouse on Macpherson St.



Blair Athol 2 storey apartments on Macpherson St.



Anglican Retirement Village 3 Storey apartments in core of development



Anglican Retirement Village 2 storey apartments on Macpherson St.



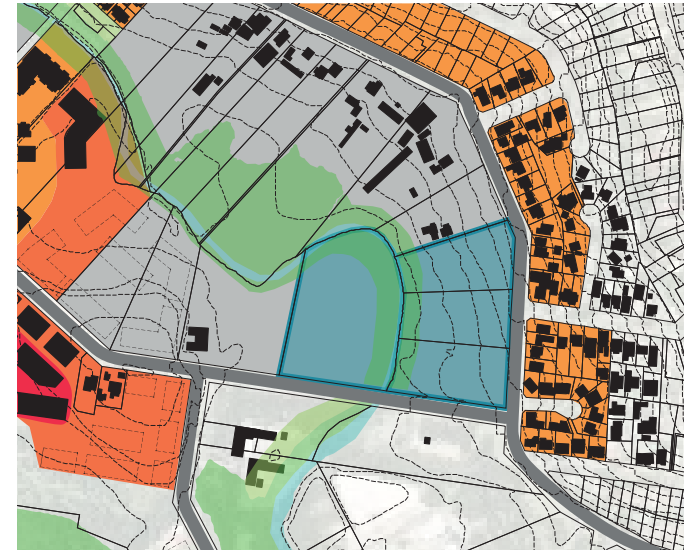
Oceanvale 3 storey apartments on Macpherson St.



Oceanvale 4 storey apartments in core of development

Warriewood Road

The bulk and scale that occurs along the length of Warriewood Road is predominantly suburban residential in character, expressed as two-storey detached residential buildings. However, the scale of the recent and emerging new built form is generally larger in size than that of the original 1 and 2 storey fibro cottages. From Warriewood Road there are obscured views across the site to the Warriewood/Ingleside Escarpment. These views are generally obscured by fore- and mid-ground vegetation.



Existing and emerging built form along Warriewood Road



View from Warriewood Road looking west over Site C

2.2.2 STREET WALL & PUBLIC REALM

Macpherson Street

A fairly cohesive street wall and public realm is emerging along the length of Macpherson Street road reserve between Boondah Road and Casuarina Drive. The character can best be described as that of medium density residential. Formalised parallel parking bays and a continuous footpath exist along the entire western side of Macpherson Street. While sections of street wall and footpath do not exist along portions of the eastern side of the street, the surrounding existing context sets the level of expectation of what is to come as future development comes online.

Warriewood Road

The street wall and public realm character can best be described as that of low density residential. The street wall is highly fragmented with residential buildings generally set back from their front boundary between 7 to 10 metres with landscaped front yards. The public realm is generally devoid of any pedestrian amenities as there are no paved footpaths or pedestrian crossings at key intersections. It is presumed that any bicycle movement would occur within the existing carriageway.

Macpherson Street



Macpherson Street looking north



Macpherson Street looking west



Macpherson Street typical shared footpath

Warriewood Road



Warriewood Road looking north



Warriewood Road no consistent pedestrian footpath



Bus shelter without pedestrian footpath

3.0 SITE TESTING

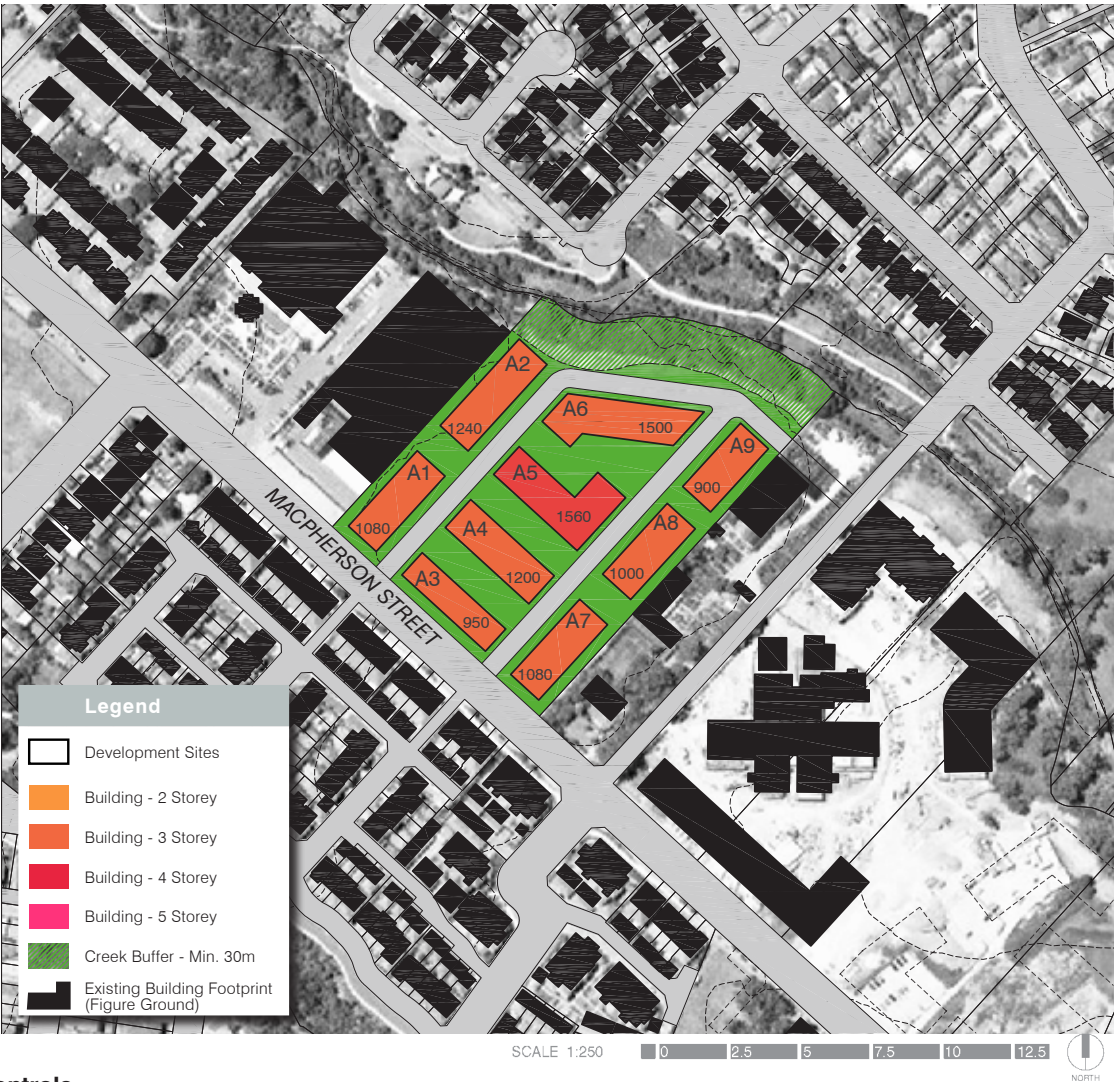
3.1 Assumptions

To maintain consistency with the site testing analysis undertaken within the Warriewood Valley Urban Design Study (HBO+EMTB), the following assumptions have been used in the testing of sites:

- Dwelling density calculations have been based on an average apartment size of 100 sqm.
- Number of dwellings have been calculated by dividing the GFA by average apartment size of 100 sqm.
- The GFA calculation has assumed an 80% efficiency of residential apartment envelopes.
- Envelope area for apartment buildings used in the testing scenarios includes balcony areas. We have assumed a 20 metre width envelope for apartment buildings at and above 3 storeys and a 16 metre width envelope for 2 storey apartment buildings.
- A 25 metre “outer” Creek Buffer Zone is required for sites adjacent to watercourses.
- SEPP 65 Flat Code standards for separation between buildings were used as a minimum – 12 metres for up to 4 storeys for habitable to habitable areas.

3.2 Site A

The preferred urban design outcome for the site is a mix of residential flat buildings of varying height. Two and three storey scaled buildings would continue the street wall enclosure the exists along other sections of Macpherson Street. Within the core of the development, taller buildings could occur. Existing pedestrian corridors should inform the location of streets and laneways to extend the pedestrian and bicycle connectivity across the site. The internal roadway network could connect to Brands Lane.



Built Form Controls

Based on the illustrated preferred urban design outcome the following controls would be required for this site:

18 Macpherson Street	30,500 sqm
Building Heights (Storey and Metres)	- 2 storeys - 8.5 metres - 3 storeys - 11.5 metres - 4 Storeys - 14.5 metres
Floor Space Ratio	0.80 FSR

Dwellings/Ha	80 dw/ha
Building Setbacks	- Minimum 6 metres setback from the main street address, 4 metres for secondary streets/ laneways



3.3 Site B & C

The preferred urban design outcome for the site is a mix varying height residential flat buildings. Three storey scaled buildings would be oriented with the short ends of the buildings fronting on to Warriewood Road in order to minimise a street wall effect. Between the 'ends' of the buildings, generous landscaping could be established to further reduce any street wall impact. Within the core of the development, utilising the falling topography of the site, and away from Warriewood Road and Macpherson Street, taller buildings could occur. Along the edges of Macpherson Street and Warriewood Road the development pedestrian and bicycle amenities could be established with generous footpath widths and streetscape landscape treatment. The internal roadway network could connect from Macpherson Street to Warriewood Road as well as to the internal roadway network for the future potential development parcel to the north.

Built Form Controls

Based on the illustrated preferred urban design outcome the following controls would be required for this site:

2 Macpherson Street 23, 25 & 27 Warriewood Road	46,700 sqm
Building Heights (Storey and Metres)	<ul style="list-style-type: none"> - 2 storeys - 8.5 metres - 3 storeys - 11.5 metres - 4 Storeys - 14.5 metres - 5 Storeys - 17.5 metres
Floor Space Ratio	0.80 FSR
Dwellings/Ha	80 dw/ha
Building Setbacks	<ul style="list-style-type: none"> - Minimum 6 metres setback from the main street address, 4 metres for secondary streets/laneways

4.0 DESIGN PRINCIPLES

The following design principles should be used as a guide to inform the future establishment of site specific development controls.

4.1 Site A

Building Heights -

- Ensure the proposed built form along the frontage of Macpherson Street is sympathetic with the existing and evolving built form; new built form should not be greater in scale than 1.5 storeys taller than the existing built form.
- Tallest building heights should occur within core of development.
- Building envelopes should provide for a variety of building heights and dwelling types.

Vehicular Connectivity -

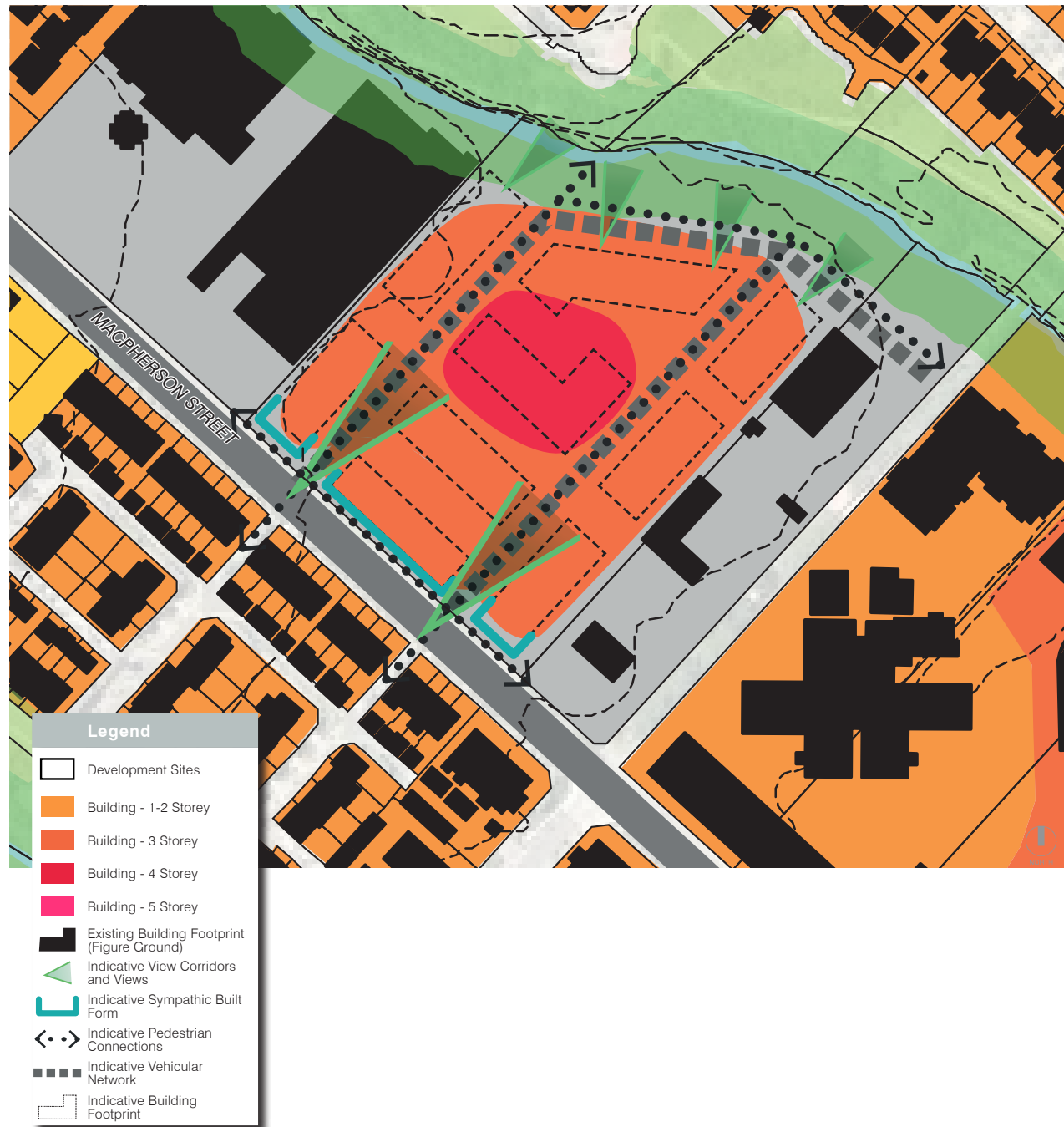
- Provide for a high degree of access and egress permeability that allows efficient traffic dispersion and results in a robust block system.

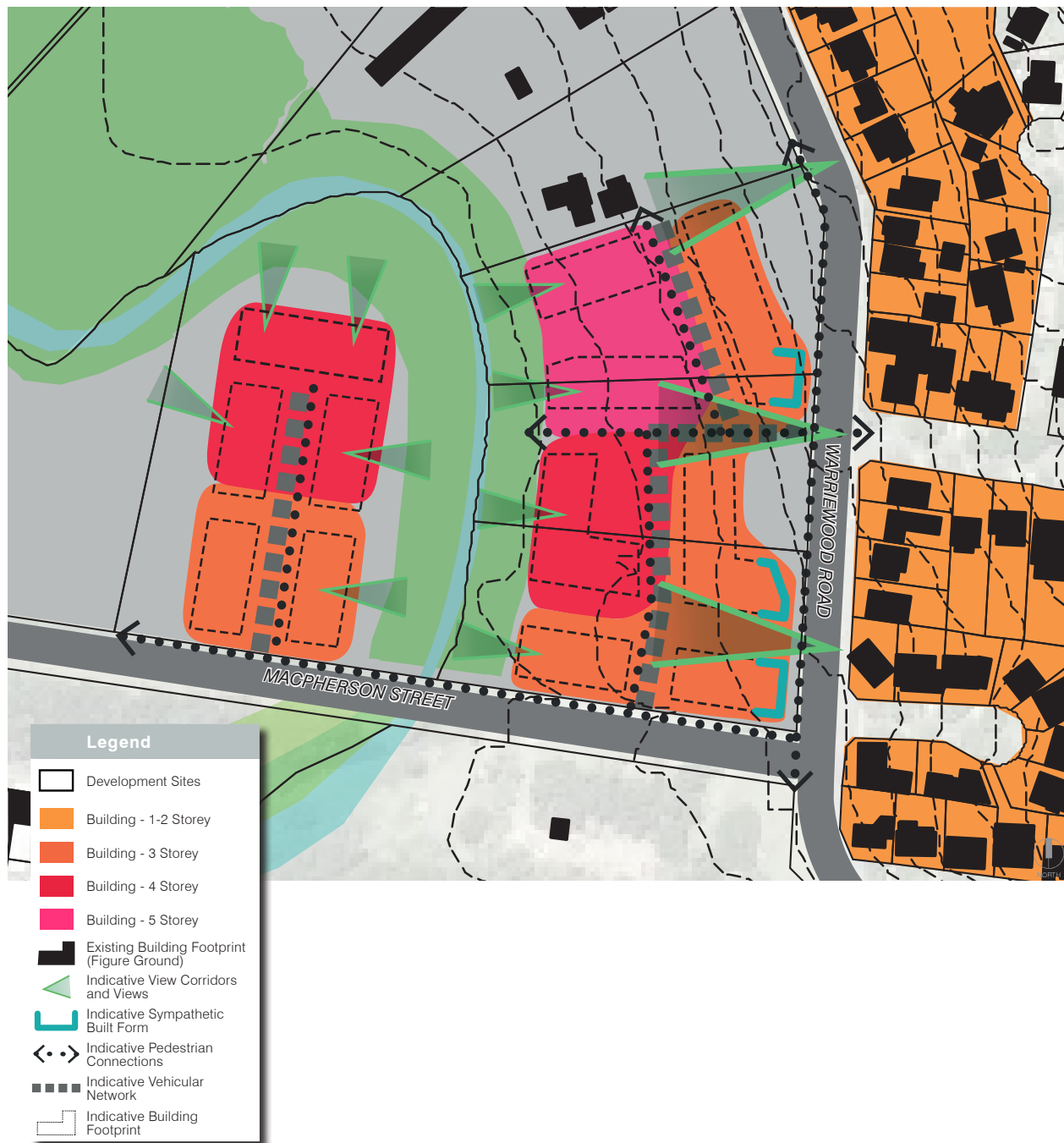
Pedestrian and Bicycle Connectivity -

- Promote walking and cycling to reduce the number of car trips and facilitate the use of public transport.
- Contribute to the walkable neighbourhood structure that is emerging along Macpherson Street with an interconnected network of streets and footpaths.
- Establish a highly permeable and legible movement network that is designed to connect with the surrounding community facilities and local Warriewood Centre.
- Link to existing pedestrian and bicycle infrastructure.

View Corridor and Views -

- Reinforce the safety and useability of the adjacent open space network by siting buildings and streets such that they overlook and provide 'eyes on the park'.
- Provide view corridors to the open space corridor from the public realm.





4.2 Site B & C

Building Heights -

- Ensure the proposed built form along the frontage of Macpherson Street is sympathetic with the existing and evolving built form; new built form should be set back a similar distance except where entrances and corners are defined.
- Utilise sloping topography of site to allow for a greater number of building storeys without substantially increasing the overall development height.
- Tallest building heights should occur within core of development
- Building envelopes should provide for a variety of building heights and dwelling types.

Vehicular Connectivity -

- Provide for a high degree of access and egress permeability that allows efficient traffic dispersion and results in a robust block system.

Pedestrian and Bicycle Connectivity -

- Promote walking and cycling to reduce the number of car trips and facilitate the use of public transport.
- Support a walkable neighbourhood structure by establishing pedestrian and bicycle infrastructure along Warriewood Road and Macpherson Street.
- Establish a highly permeable and legible movement network that is designed to connect with the surrounding community facilities and local Warriewood Centre.
- Link to existing pedestrian and bicycle infrastructure.

View Corridor and Views -

- Reinforce the safety and useability of the adjacent open space network by siting buildings and streets such that they overlook and provide 'eyes on the park'.
- Provide view corridors to the open space corridor from the public realm.

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