

## 4.2 THE PREFERRED MASTER PLAN

The final preferred master plan is shaped and informed by the consultation with the project team as well as taking into account the reasons that led to the refusal of the previous planning proposal.

The preferred master plan presents a compatible bulk and scale of development that will provide a mixed use of bulky goods retail, residential and undercroft and roof top parking. It will achieve an estimated bulky goods retail GFA of 16,650 sqm and 22-24 residential apartments. The proposal would provide approximately 370 car parking spaces for retail users and 54 basement car parking spaces for residents.

The main design elements of the final master plan are:

- A maximum height of 2-storey bulky goods centre with active frontage addressing Boondah Road.
- A 3-storey residential flat building with deeply recessed 4th level and neighbourhood shops at the ground level to the northern end of the site. It provides a scale and use transition from the 3-storey residential apartment to the newly proposed centre on the site.
- A minimum 10m setback to the wetlands and the reserved biodiversity for commercial development and 24m for active commercial facade and residential development.
- A new boulevard with featured landscape and street parking between the proposed shop-top housing and bulky goods centre provides a new visual corridor and pedestrian and cycling connections to the wetlands.
- Active frontages to Boondah Road, new street and the southern interface to Warriewood Shopping Centre.
- A new public plaza at the western end of the new road for community casual meeting and socialisation.
- Provision of a loading/service vehicle access from the southern end of the site.
- Provision of a raised boardwalk (shared path) on stilts or pylons around the southern perimeter of the proposed retail centre for emergency vehicle route.
- Provision of roof-top and partial undercroft parking to meet the parking requirements as well as providing sufficient flood storage area on the site.
- Restoration of existing biodiversity corridor on No. 6 Jacksons Road with a new pedestrian boardwalk connecting the centre to the wetlands.

Detailed urban design guidelines and final recommendation are provided in the following sections of this report.

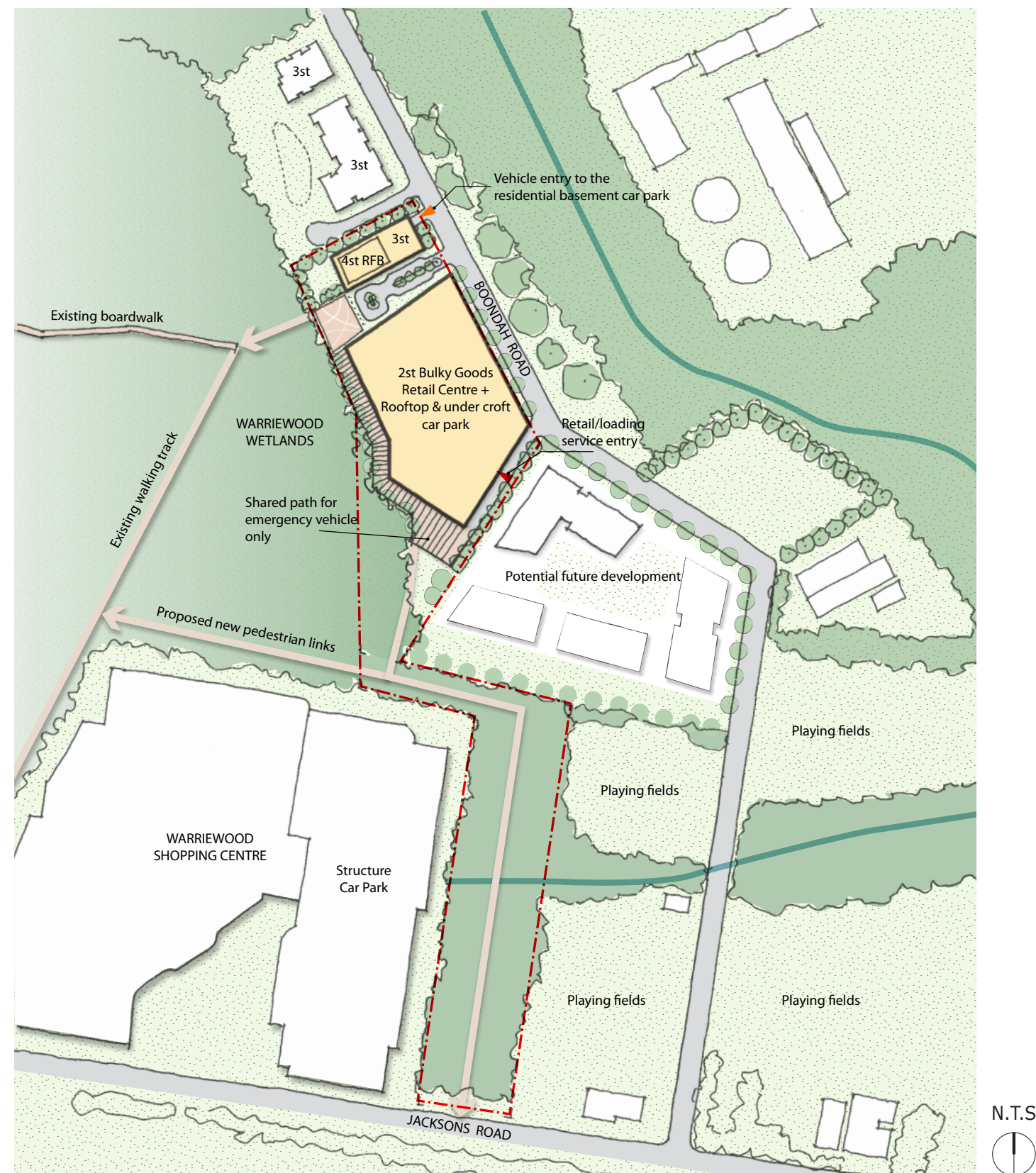


Figure 28. The master plan

Section study

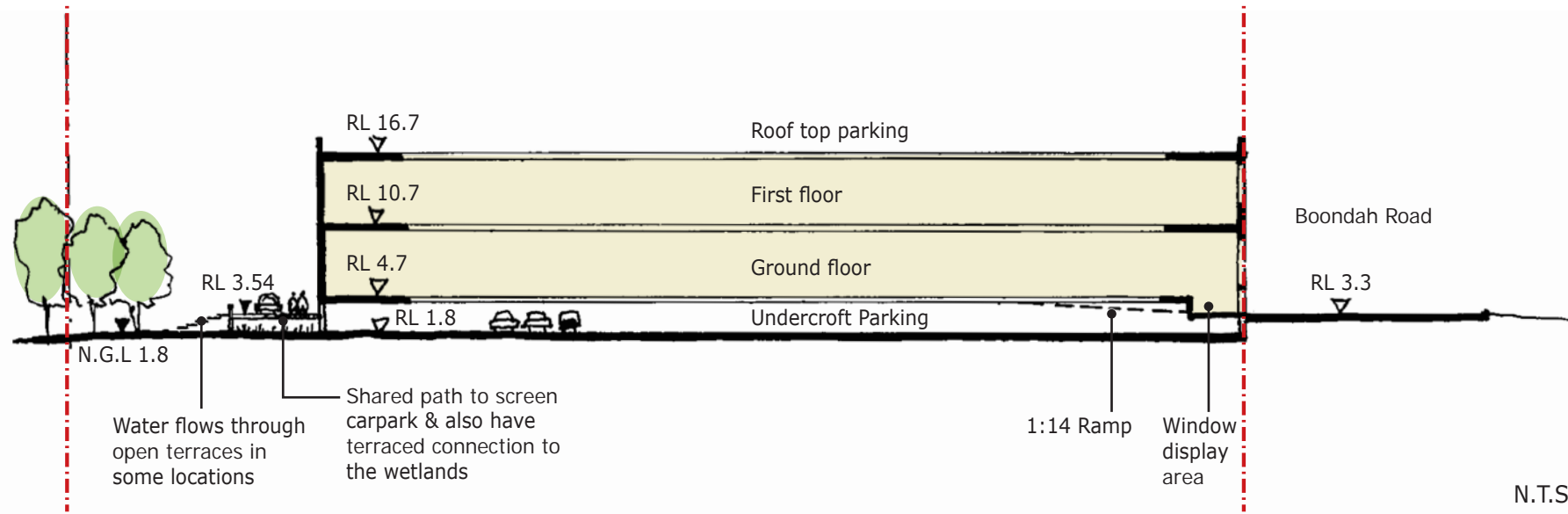
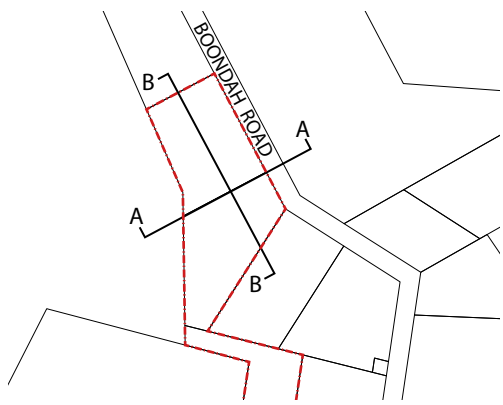


Figure 29. Section AA - cut from Boondah Road to the wetlands

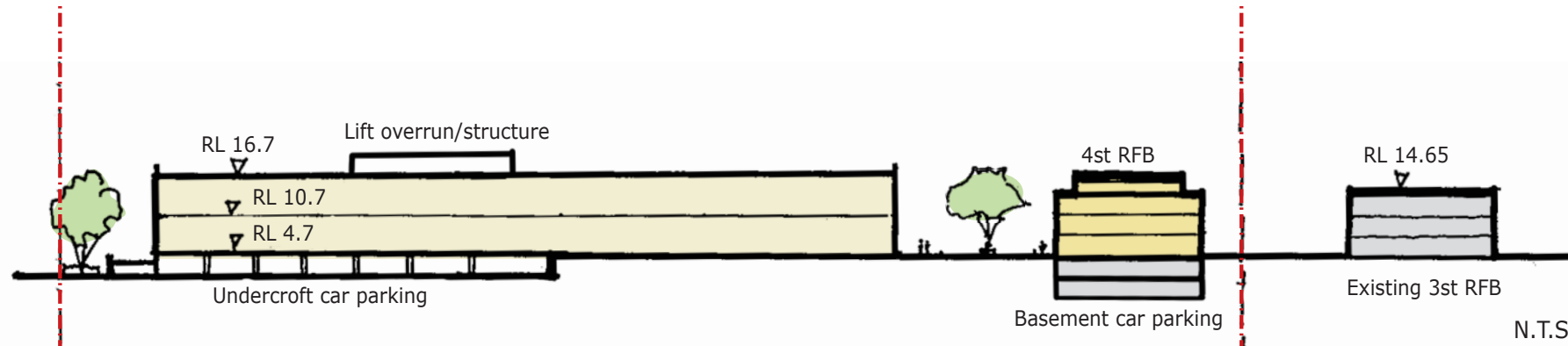
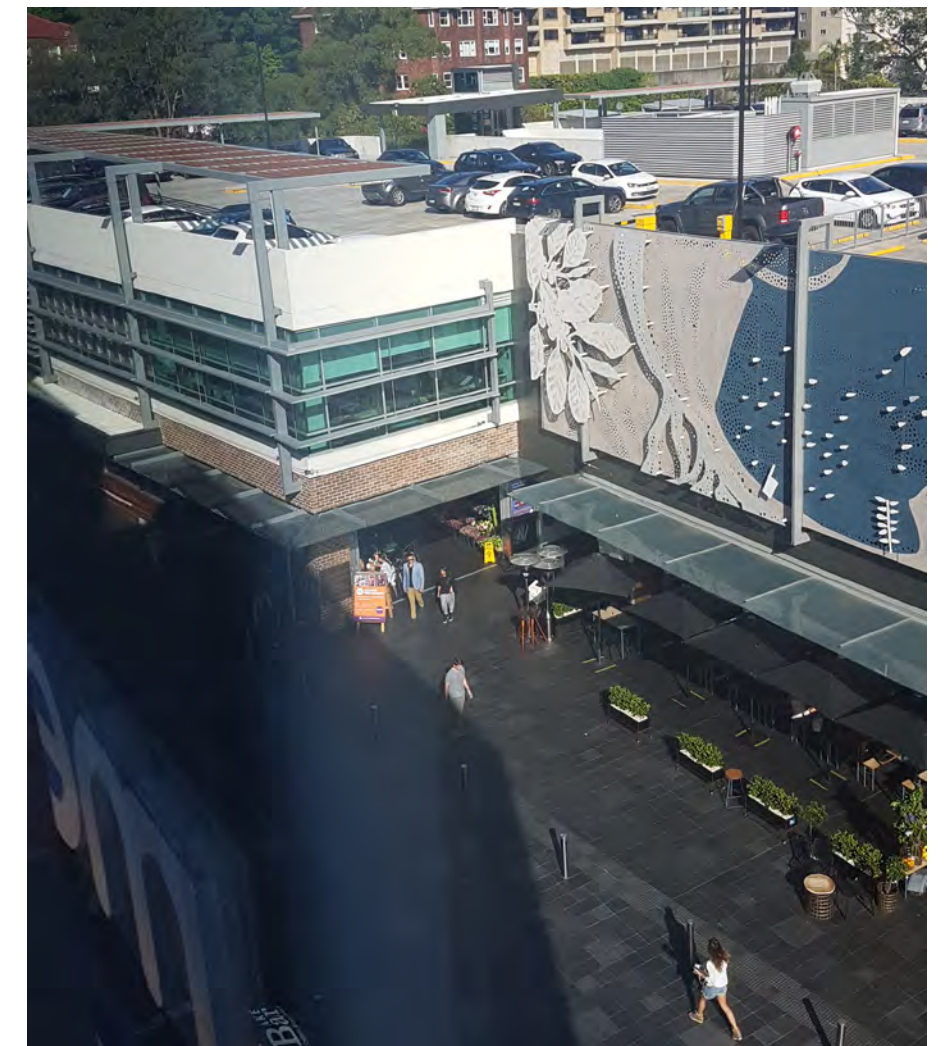


Figure 30. Section BB - cut along Boondah Road

Precedents



Featured facade and active frontage to the open space - Woolworth/Dan Murphy Development at Kiaora Lane, Double Bay



## 4.3 URBAN DESIGN GUIDELINES

To guide the future development of the subject site, GMU has developed the following site specific development guidelines to ensure the desired design outcomes and design excellence.

### Maximum building heights

#### Objectives

- To provide increased opportunities for height and density to support the future growth of the town centre and wider regional area.
- To achieve an appropriate height transition responding to the surrounding built form scale.
- To minimise any adverse shadow and visual impacts to the surrounding context.

#### Controls

- Maximum 3 storey streetwall height with recessed 4th level for residential development at the northern end of the site, fronting Boondah Road.
- Maximum 2 storeys for the bulky goods retail centre development with a maximum height of 18.5m.
- Proposed building heights should generally comply with Figure 31.

### Building setbacks and separation distances

#### Objectives

- To achieve desirable setbacks to contribute to the desired existing and future character of the area.
- To achieve appropriate separation and provide appropriate amenity and outlook for future residents and visitors on the site.
- To improve the pedestrian/cycling experience and streetscape of Boondah Road and provide an inviting public domain for the local community.

#### Controls

- 0m setback for the retail development to Boondah Road, defining the street edge with activated frontages.
- Min. 6.5m front setback for residential development to Boondah Road.
- Min. 10m rear setback to the preserved Endangered Ecological Community (EEC) and Warriewood Wetlands for residential development.
- Minimum 24m rear setback for commercial development to the wetlands and EEC area.
- Min. 6m setback to the northern boundary, providing a deep soil zone.
- Min. 12m setback to the southern boundary to accommodate a new access road and landscaped buffer within the site.
- Min. 20m separation between the residential and retail buildings for Boulevard development.
- Proposed building setbacks and separation distances should generally comply with Figure 31.

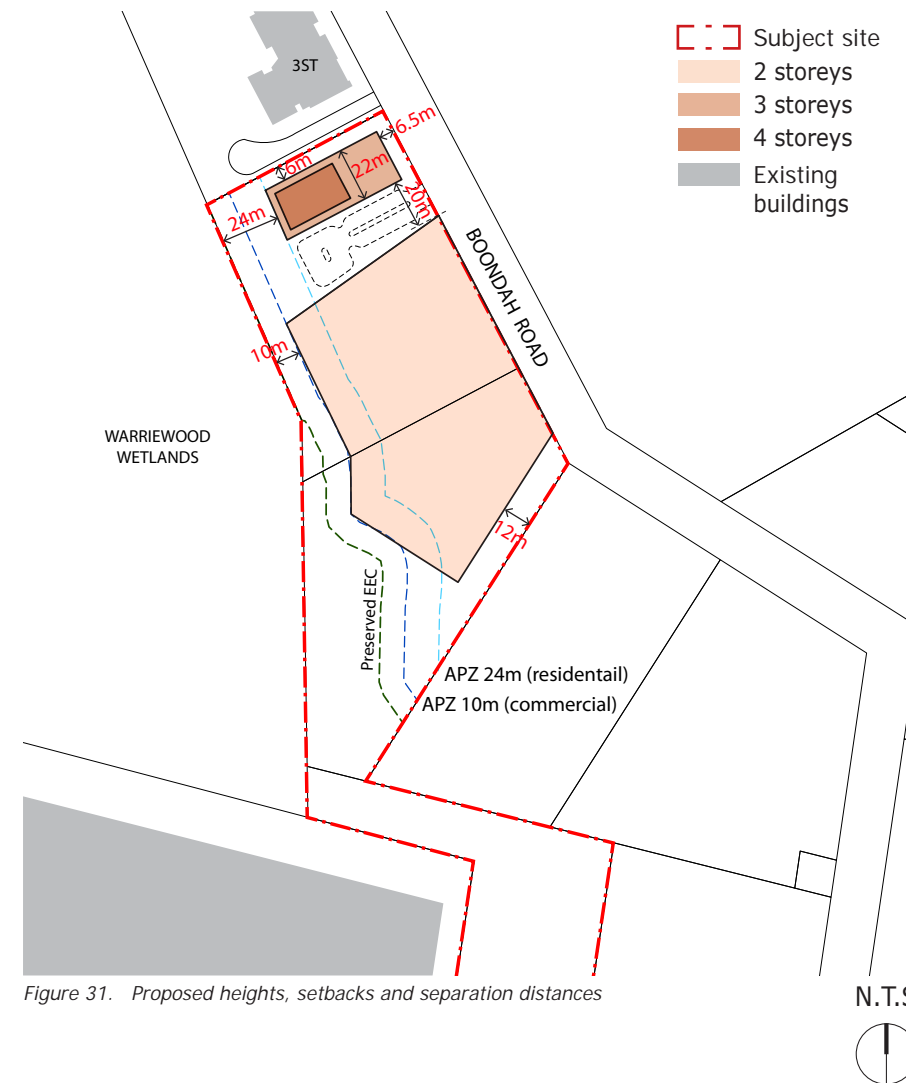


Figure 31. Proposed heights, setbacks and separation distances

### Active frontages and awnings

#### Objectives

- To create a high quality and attractive streetscape and public domain for pedestrian and cyclists.
- To improve the amenity of the public domain.
- To provide an all-weather bulky goods centre for the local community.

#### Controls

- Provide active uses to the ground floor along Boondah Road and through-site links.
- Active uses are to include commercial and retail uses in addition to building entries.
- Minimise services, fire exits and blank walls to the street frontage and publicly accessible domain.

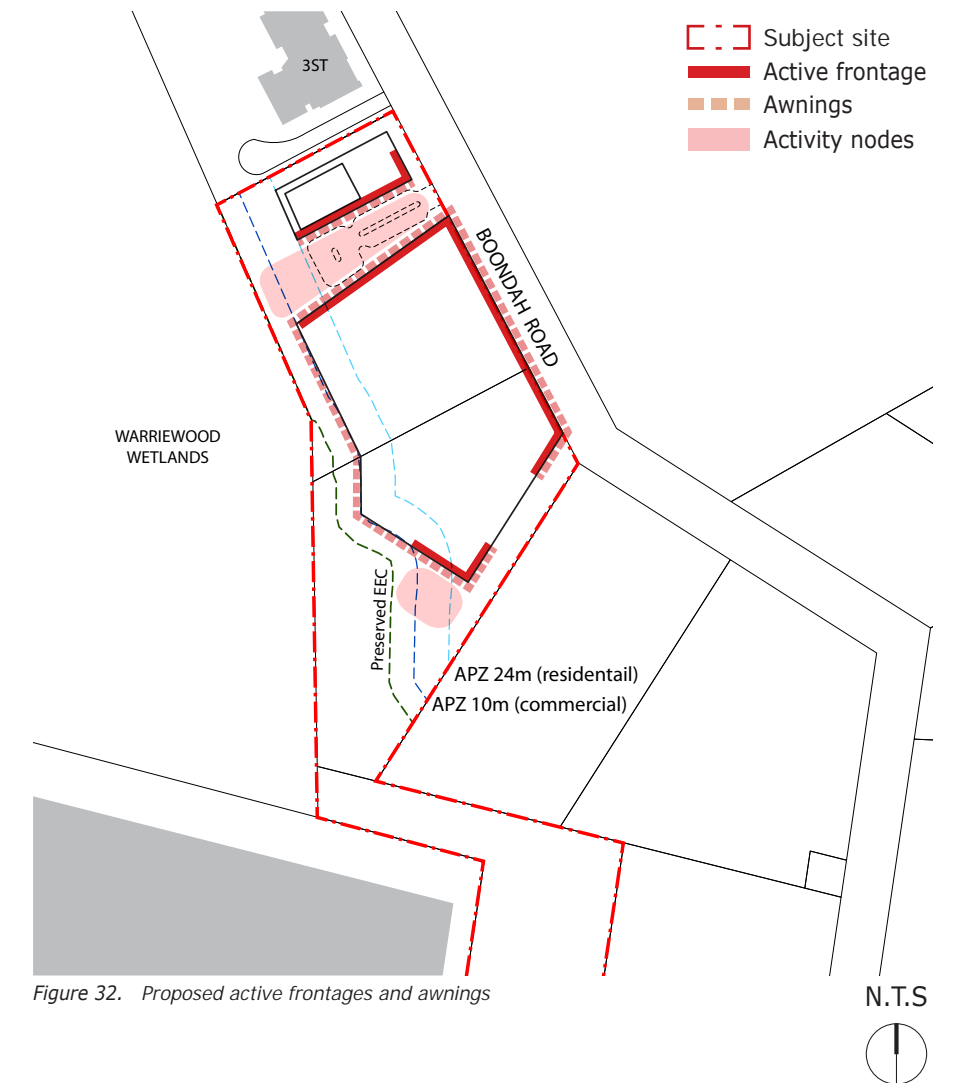


Figure 32. Proposed active frontages and awnings

- Where blank walls are unavoidable, these facades should be treated with high-quality materials and innovative design solutions.
- Awnings are to be provided along Boondah Road, through-site links and where the activity nodes are.
- The active uses and location for awnings are to generally comply with Figure 32.

## Open space

### Objectives

- To achieve appropriate separation and landscape buffer between new development on site and surrounding areas.
- To enhance connectivity with the Warriewood Wetlands and Warriewood Shopping Centre whenever possible.
- To preserve the identified Ecological Endangered Community to ensure a sustainable development on site and for the local area.
- To provide sufficient deep soil zone for the healthy growth of mature trees on site allowing water filtration and the reduction of stormwater run-off.

### Controls

- Provide landscape buffer to side boundaries to reduce the visual scale of any new development.
- Provide a new Boulevard between the residential and retail development components associated with the plaza at the western end with outlook to the wetlands.
- Provide a shared boardwalk path around the southern and western sides of the proposed retail centre, strengthening the site's permeability and connectivity with the surrounding areas.
- Protect the ecological endangered community on the site.
- The open space and landscape areas should generally comply with Figure 33.

## Access

### Objectives

- To improve the site's accessibility and strengthen its connection to the existing centre and surrounding open space networks.
- To improve the public domain for pedestrians.

### Controls

- Restrict the retail/loading vehicular access to the southern end of the site and off Boondah Road.
- Provide one vehicular access (above 1% AEP) to the residential basement car park from Boondah Road.
- Provide a Boulevard with drop-off zone at the western end, providing a direct visual and pedestrian connection to the wetlands.
- Provide a shared path at RL 3.54m for emergency vehicular access only.
- Provide an internal pedestrian network connecting the site to Warriewood Wetlands, the shopping centre and surrounding areas.
- Proposed vehicular and pedestrian links and access should generally comply with Figure 34.



Figure 33. Proposed open space distribution

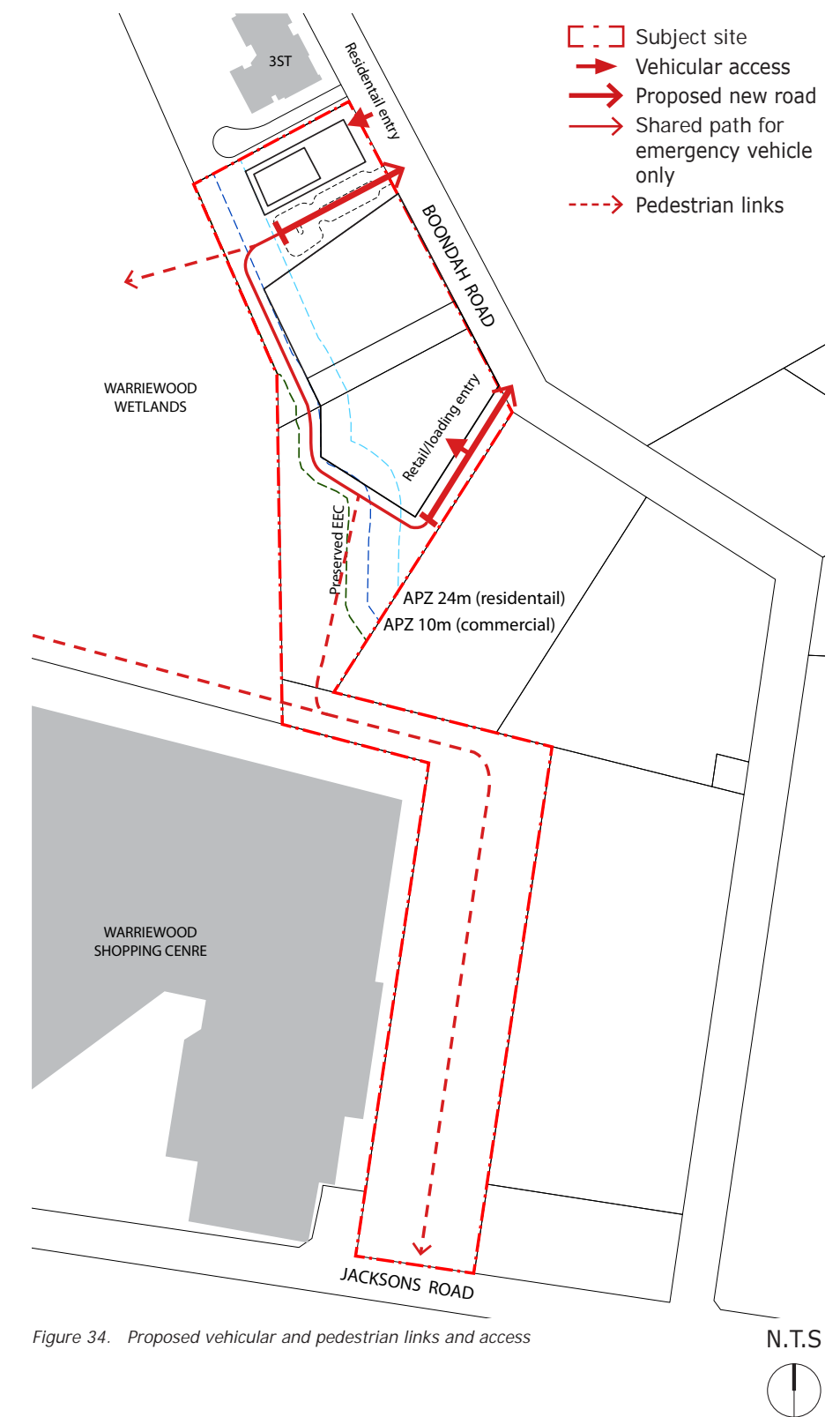
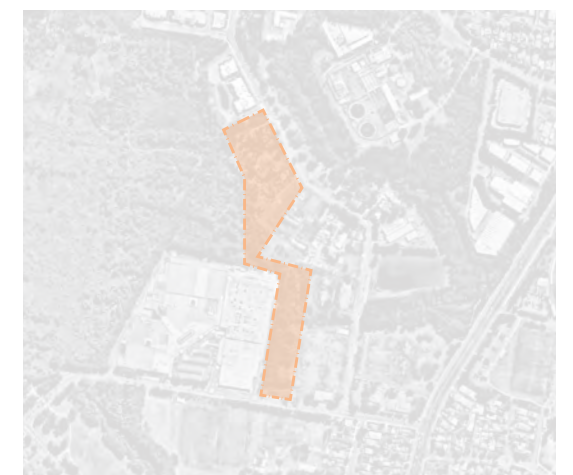


Figure 34. Proposed vehicular and pedestrian links and access

## 5. FINAL RECOMMENDATIONS



## 5.1 PROPOSED STATUTORY CONTROLS

GMU recommends that the following statutory controls be amended:

### LEP Zoning

The site is currently zoned RU2 - Rural Landscape. The proposal seeks the following amendments:

- R3 - Medium Residential to the northern end of site, acting as a transition to the residential development to the north.
- B2 - Local Centre for the portion fronting Boondah Road.
- E3 - Environmental Management to the preserved Ecological Endangered Community adjoining Warriewood Wetlands to the western boundary.
- RE1 - Public Recreation to the southern part of the site.

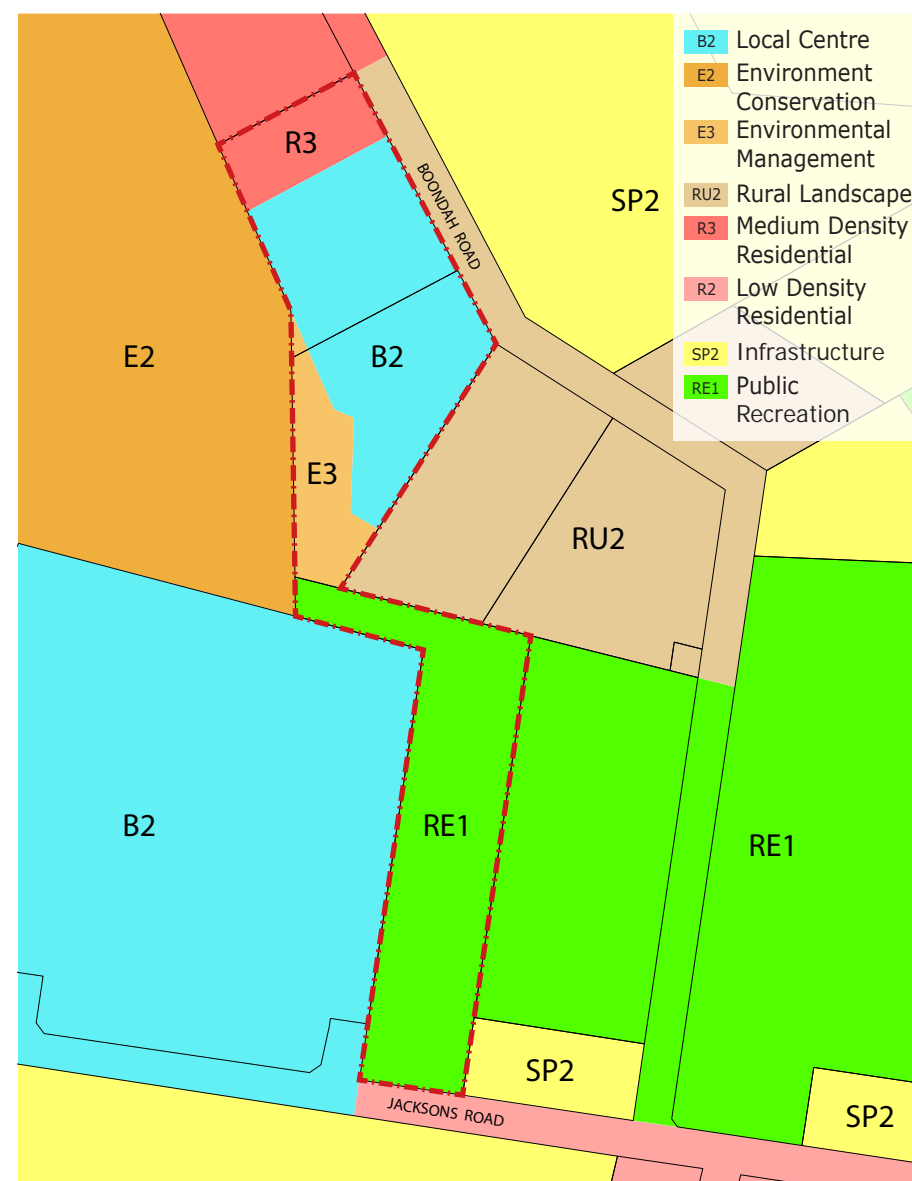


Figure 35. Proposed Zoning Map

### LEP Height of Building

The current permissible height applied to the site and its surrounding area is 8.5m. The proposal seeks to amend the controls to be:

- 15m for the residential development at the northern end of the site.
- 18.5m for the proposed local centre area.
- No changes to the land located at No. 6 Jacksons Road.

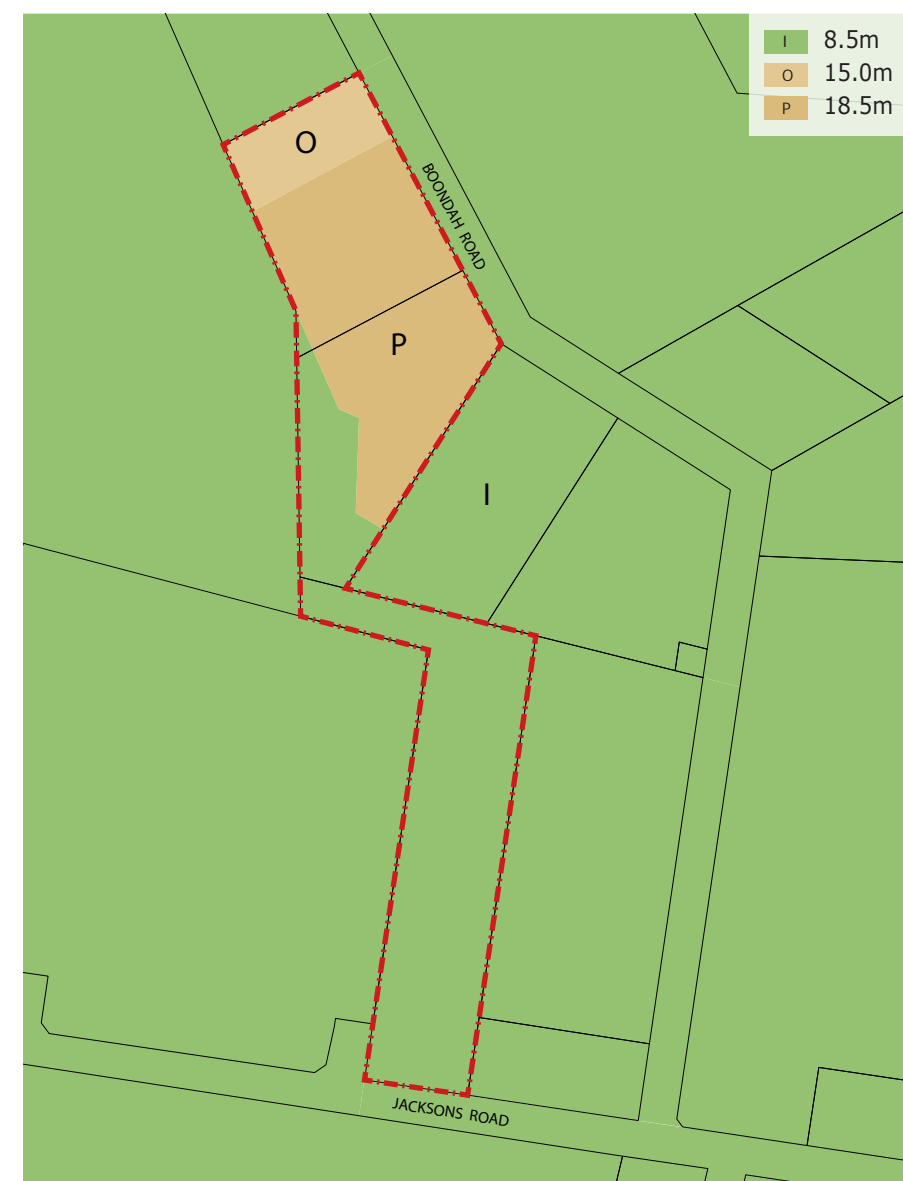


Figure 36. Proposed Height Map

### LEP FSR

There is no FSR applicable to the site and its surrounding areas. The proposal seeks to introduce a maximum FSR of 1.2:1 for the retail development within the proposed B2 Local Centre Zone on the site. The proposal will also nominate a residential dwelling density of 25-30 dwelling per hectare over the proposed B2 and R3 zones. This is equivalent to a total of approximately 22-24 units located on the northern portion of the site.

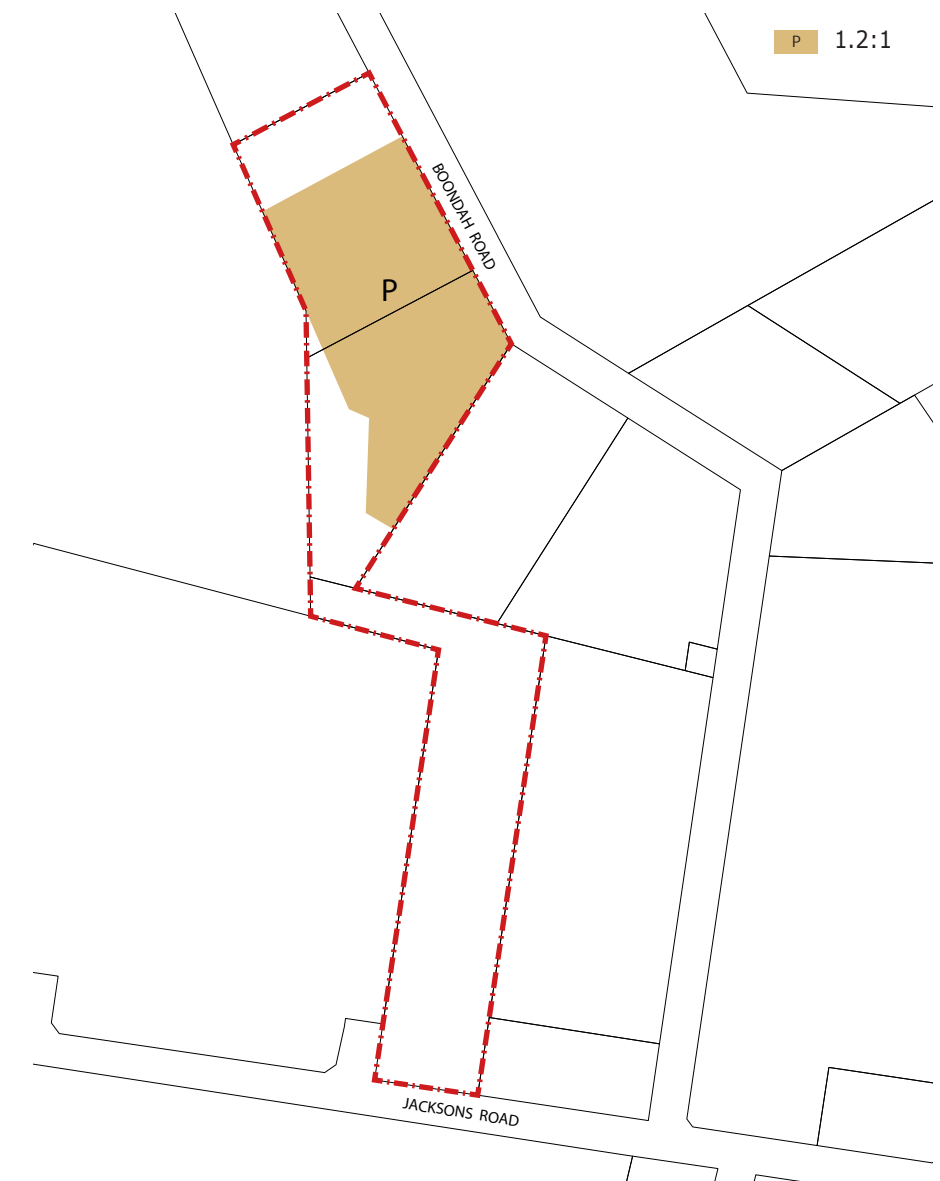


Figure 37. Proposed FSR Map



## 5.2 CONCLUSIONS

GMU and the project team have undertaken an extensive analysis of the site and its broad context as well as its potential role in support of the desired future growth of the Warriewood Valley Release Area and the wider region. The proposal will assist in meeting the undersupply of bulky goods retail floorspace in the area.

The proposed planning proposal provides the opportunity to contribute to strengthen the walkability and permeability of the local centre area, enhance the public domain with renewed vitality and contribute to the job creation of the Warriewood area.

The subject site as a large land parcel adjacent to the existing Warriewood Centre, which presents a unique opportunity to complement the existing development of the local centre as well as supporting the planning strategies for the future growth of the wider context.

The preferred final master plan will provide a holistic development that delivers a well-planned precinct offering a mix of bulky goods retail centre, job opportunities, residential housing and enhanced public domain and pedestrian connections to the surrounding areas. It will achieve a balanced design outcome that responds to all the natural constraints of the site.

The proposed bulk and scale will respect the existing surrounding development with no adverse visual impacts from the public domain. The proposed pedestrian network with improved amenity on the site will strengthen the area's connectivity and provide a safer and more pleasant walking and cycling environment for the local residents to pursue a healthier life style.

Based on the above, GMU encourages Council to support this Planning Proposal.



Artist's impression of the proposed development and the new boulevard (Source: GMU)



Urban Design & Architecture

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