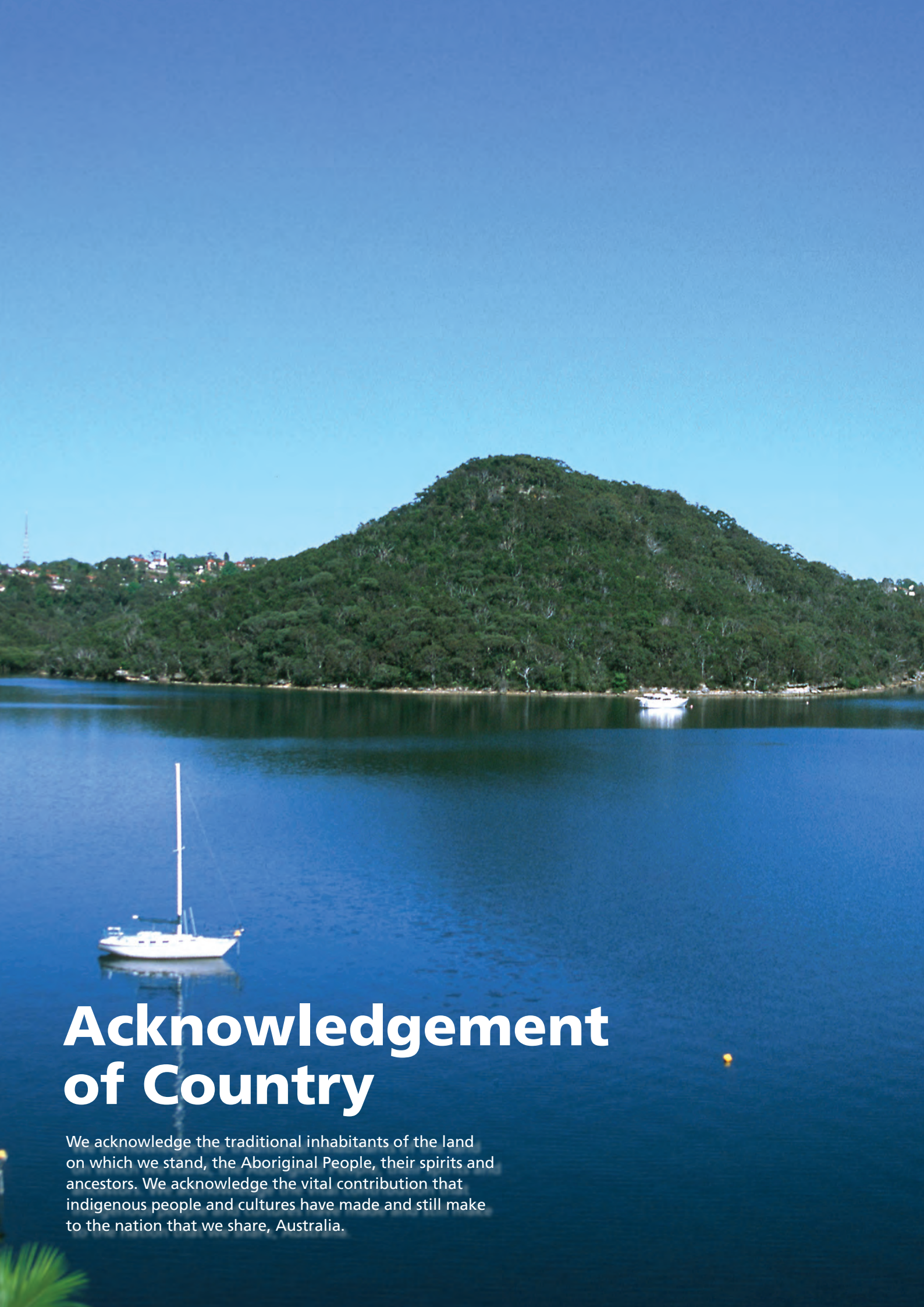
WILLOUGHBY CITY COUNCIL

City of Diversity



Willoughby City Local Strategic Planning Statement

March 2020



Acknowledgement of Country

We acknowledge the traditional inhabitants of the land on which we stand, the Aboriginal People, their spirits and ancestors. We acknowledge the vital contribution that indigenous people and cultures have made and still make to the nation that we share, Australia.

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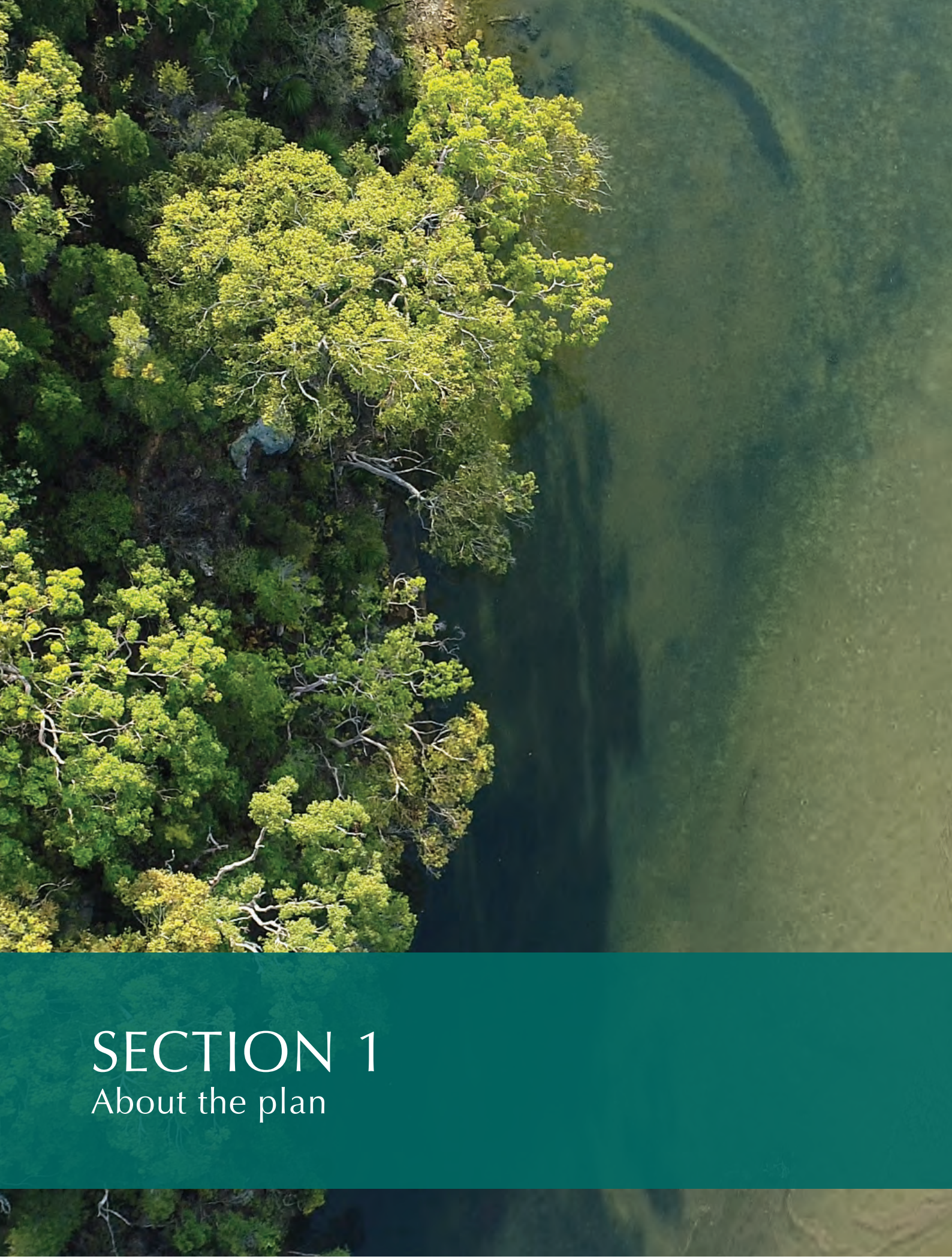
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An earlier version of this report was prepared for Willoughby City Council by SGS Economics and Planning.


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SECTION 1
About the plan

About the plan

The *Willoughby City Local Strategic Planning Statement* (LSPS) sets a 20-year vision with priorities and actions for land-use planning in the Willoughby City Local Government Area. This vision considers the economic and social needs of the Willoughby City community and how they will change in the future, as well as how to protect and improve Willoughby's natural environment. To achieve this, the LSPS addresses what should stay the same and what will need to change in Willoughby's housing, centres and environment in response to local, metropolitan, national and global challenges and trends.

Council engaged early and extensively in the LSPS planning process through the development of background planning studies and strategies. This LSPS brings together and builds on community feedback received over the past 2 years during the development of Willoughby City Council's Strategic Planning directions including the *Draft Local Centres* and *Housing Strategies* and *Chatswood CBD Planning and Urban Design Strategy*. The LSPS also incorporates over 7,000 comments, thoughts and ideas from people across Willoughby City that were synthesised to develop the community priorities and aspirations and form a Vision for *Our Future Willoughby 2028* and *Draft Our Green City Plan 2028* (*Sustainability Action Plan*). The LSPS reflects the vision and strategies of *Our Future Willoughby 2028* and actions in Council's planning strategies and delivery and operational plans.

The LSPS has been prepared in accordance with clause 3.9 of the *Environmental Planning and Assessment Act 1979*.

The LSPS is consistent with the *Greater Sydney Region Plan* and the *North District Plan*, the NSW Government's strategic land-use plans for Greater Sydney and the North District (of which Willoughby City is a part) respectively. These plans set a vision for Greater Sydney to be a metropolis of three cities, with Willoughby City an important part of the Eastern Economic Corridor within the Eastern Harbour City.

A range of Council land-use planning strategies and instruments will be guided by the LSPS, including the Local Environmental Plan and Development Control Plan. In this way, the LSPS will establish a strategic line-of-sight between the vision for Greater Sydney in the *Greater Sydney Region Plan* through to local planning outcomes in Willoughby's centres and neighbourhoods. This will ensure that Council's strategic planning and the assessment of major development proposals are guided by a long-term vision for the Willoughby City local government area which is driven by the local community and aligned with strategic planning for the rest of Greater Sydney.

FIGURE 1: THE POSITION OF THE LOCAL STRATEGIC PLANNING STATEMENT WITHIN THE STATEGIC PLANNING HEIRACHY.



Source: NSW Department of Planning and Environment 2018, Local Strategic Planning Statements: Guidelines for Councils

About the plan

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LOCAL STRATEGIC PLANNING STATEMENT – POLICY CONTEXT

The Willoughby City LSPS provides a locally relevant response to the NSW Government strategic plans, the *North District Plan*, and the *Greater Sydney Region Plan - A Metropolis of Three Cities*, implementing the directions and actions from these plans at a local level and providing a clear line of sight between the key strategic priorities identified in these plans.

The Willoughby City LSPS is also informed by other state-wide and regional policies including Future Transport 2056 and the State Infrastructure Strategy.

The Willoughby City LSPS is aligned with Council's Community Strategic Plan - *Our Future Willoughby 2028*. The Community Strategic Plan identifies the priorities and aspirations of the community, and the broader strategic direction of Ku-ring-gai Council to align the delivery of policies, programs, projects and services (Figure 1-1). How the Willoughby City LSPS is aligned to the *North District Plan*, is reflected in the Table of Alignment at the end of this document.

In undertaking strategic planning processes, planning authorities must give effect to the *Greater Sydney Region Plan*, and District Plan, as well as other plans and policies that form part of the strategic planning framework for Greater Sydney, such as:

- **State Environmental Planning Policies (SEPPs)**
  These policies cover specific social, economic and environmental matters that may impact planning in Willoughby City and other local government areas. The NSW Department of Planning, Industry and Environment is currently reviewing the SEPPs as part of an initiativto simplify the NSW planning system and reduce complexity.
- **Section 9.1 Directions**
  Ministerial Directions issued under Section 9.1 of the *Environmental Planning and Assessment Act 1979* are a suite of directions which require consideration for local plan making that cover issues such as employment, environment and heritage, housing, infrastructure and urban development. The Directions provide principles, aims, objectives or policies that must be achieved or given effect to in the preparation of Local Environmental Plans.

IMPLEMENTATION

Consistent with the 10 Directions and performance indicators as outlined in the Pulse of Greater Sydney report, the implementation of the Willoughby City LSPS will be monitored and reported. Each action has a delivery timeframe:

- **Short-term**: 2 years. This will align with the proposed LEP amendment in 2021 to give effect to the LSPS and *North District Plan*.
- **Medium-term**: 3 to 5 years. This will align with the first review of the LSPS
- **Long-term**: 10+ years.
- Ongoing



SECTION 2
Willoughby's history and place

Willoughby's history and place

The Willoughby City local government area (LGA) is situated around 10 kilometres from the Sydney CBD at the heart of the North Shore of the metropolitan area. The eastern boundary is formed by the rugged coastline and peninsulas of Middle Harbour, while Lane Cove River, Mowbray Road and the Pacific Highway define the western boundary. Boundary Street defines the LGA to the north.

Aboriginal people in the Willoughby City area relied on the marine environments of Sydney Harbour, Broken Bay and the many creeks, rivers and wetlands for much of their food. They also harvested and hunted for food from the surrounding bush. The Cammeraygal people lived in the Willoughby City area and are recorded as being in the northern parts of the Sydney region for approximately 5,800 years. The Wallumedegal clan also had a close association with the Willoughby City area.

The North Shore rail line was opened in 1890 as a single track between Hornsby and St Leonards, with extensions to Milsons Point in 1893. Urban development in Willoughby City occurred slowly in this corridor during the 19th century, mainly around Chatswood and in areas served by the tram network along Victoria Ave, Penshurst Street, Willoughby Road and Sailors Bay Road in the early 20th century.

In 1920 Walter Burley and Marion Mahony Griffin designed the Castlecrag Estate, as it became known, in sympathy with the natural environment, creating bushland reserves that preserved the major landforms and rock outcrops, foreshore reserves, a delightful network of public walkways and roads that followed the contours and respected the landforms.

Urban development in the area accelerated with the opening of the Sydney Harbour Bridge in 1932 when the North Shore train and tram lines connected directly with the Sydney CBD. As the Pacific Highway and Eastern Valley Way road corridors connected to the Bridge, the suburbanisation of the Willoughby City area, and north shore in general, intensified.

New estates in Willoughby City attracted families and a mix of residents, many of whom found work in nearby centres and employment areas including at the Royal North Shore Hospital and businesses in St Leonards, in the developing shopping and service centre of Chatswood and in the industrial areas of North Willoughby and Artarmon, or in North or central Sydney. Social infrastructure including high quality schools and recreational facilities developed in the suburbs, and important natural landscapes including foreshore areas were set aside as reserves.





Victoria Avenue, Chatswood, 1920

Willoughby's history and place

These features enhanced the desirability of the area and by the late 20th century the population tended to have a higher than average socio-economic status, notwithstanding pockets of disadvantage. In this time period, Chatswood developed as a commercial centre, drawing 'executive labour' from the LGA and the North Shore as a whole. The Chatswood centre attracted new office and retail development. Along with the growing health precinct and commercial centre at St Leonards, it became a significant economic hub on the lower North Shore, providing alternative business locations to the Sydney CBD and North Sydney.

In recent decades Chatswood has also become a magnet for high density residential development and its population has diversified, with an Asian focus, bringing new restaurants and cultural attractions. The Council owned and operated The Concourse in Chatswood serves as a community and cultural centre for the entire North District hosting the Willoughby Symphony Orchestra. The industrial area at Artarmon is strategically located and a key hub for urban services on the North Shore as a whole. North Willoughby industrial area has taken on a more mixed business role though remains an important industrial location.

The smaller local centres are attractive and serve their surrounding residential populations. Elsewhere, the legacy of high-quality suburban development remains, with attractive and green streets and desirable family housing intact.



The Concourse, Chatswood



SECTION 3
Vision for 2036

Vision for 2036

FROM OUR FUTURE WILLOUGHBY 2028 VISION:

Willoughby is a City of Diversity: diverse landscapes, people and businesses. We recognise the past while creating new liveable places, strong communities and homes for the future. Our skyline's silhouette dramatically outlines the transition from modern apartment towers to medium density apartments and houses that span a variety of eras and designs. It is easy to get around our city. Public transport options, connected walkways and cycle paths help minimise the impact of cars on our roads and provide us with healthier choices. Our vibrant economy continues to grow and diversify. Food and music are signatures of our hubs. Many choose to live and work here, able to meet all their needs within a short walk.

HOUSING IN 2036

Willoughby City provides a diversity of housing which caters to a range of households, allowing residents to stay in their communities as they age as well as providing affordable housing and options for young people and families. A range of compact housing types is located around local centres such as those along the corridor from Northbridge to North Willoughby, which provides good access to the amenities, services and shops the centres contain. High-density apartments are concentrated in the Chatswood CBD which adds to its vibrant and mixed urban environment. The distinctive character of Willoughby's suburbs, in the areas between the local centres, remains. This character is complemented by Willoughby's heritage buildings and precincts, which are highly valued and protected.

LIVEABILITY IN 2036

Willoughby's local centres are vibrant and lively and provide for people's everyday needs. Their distinctive local character has been preserved and enhanced even as new housing development has occurred. All residents can access the Chatswood CBD, local centres, parks, schools and community facilities within 20 minutes by public transport or high quality walking and cycling paths. This provides transport choices and facilitates sustainable transport and promotes health and wellbeing. Congestion around Chatswood has been managed to improve accessibility for all modes of travel.

ECONOMY IN 2036

Willoughby City has a strong economy, underpinned by St Leonards and Chatswood's expanded contribution to Sydney's Eastern Economic Corridor, which contains the bulk of the office and commercial activity in the metropolitan area. As well as having a strong office and retail market, Chatswood is the premier cultural and multi-cultural centre on the North Shore, renowned for its diversity, arts and culture, events, leisure, dining, lively public spaces and night-time economy. Council will continue to explore strengthening linkages between culture, heritage and tourism to contribute to economic growth. The Chatswood CBD is highly accessible, with mass-transit connections west towards Macquarie Park and the Hills District, east towards the Northern Beaches, north towards Hornsby and south towards the Sydney CBD. Willoughby's economy also benefits from the mature health and education precinct at St Leonards and the jobs and services contained in the North Willoughby and Artarmon industrial areas. Artarmon is the Lower North Shore's main urban services hub.

LANDSCAPE IN 2036

Willoughby's suburbs and centres are framed by the protected and dramatic natural environments of Middle Harbour, the Lane Cove River and their tributary creeks. These areas are linked to Willoughby's urban areas through east-west green corridors and access is encouraged where environmental values are enhanced. Growth and development is sustainable and environmentally sensitive, encouraging reduced emissions and increased resilience to climate change and extreme weather.

SNAPSHOT PROFILE: WILLOUGHBY CITY NOW AND IN THE FUTURE

POPULATION GROWTH AND CHANGE

- The total population of Willoughby City represents just over a quarter of that of the North District.
- The population in 2016 of 78,000 is expected to grow by almost 14,000 people to about 92,000 in 2036.

FIGURE 2: SHARE OF REGIONAL POPULATION 2016

Source: City of Willoughby, Draft Housing Strategy 2019

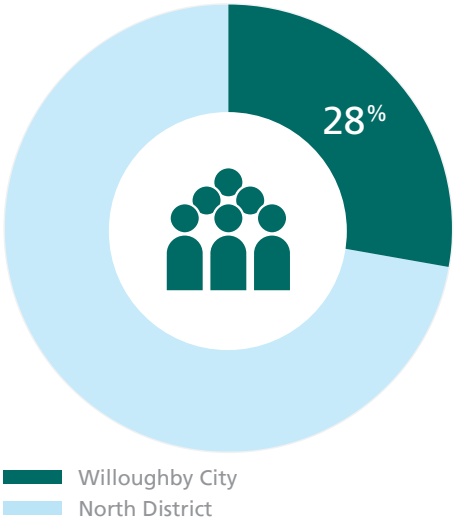
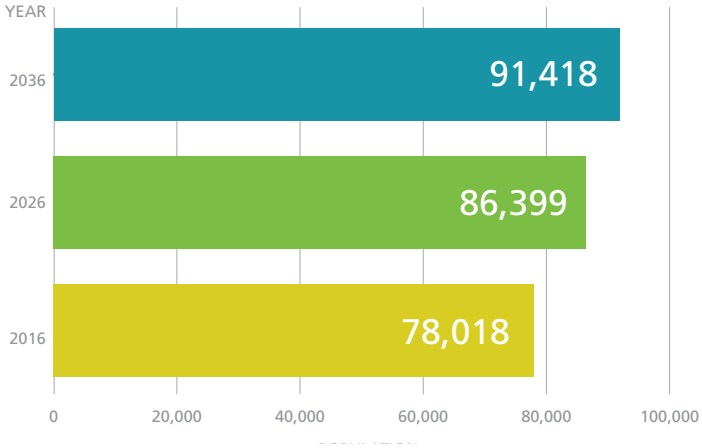


FIGURE 3: FORECAST POPULATION GROWTH 2016 TO 2036

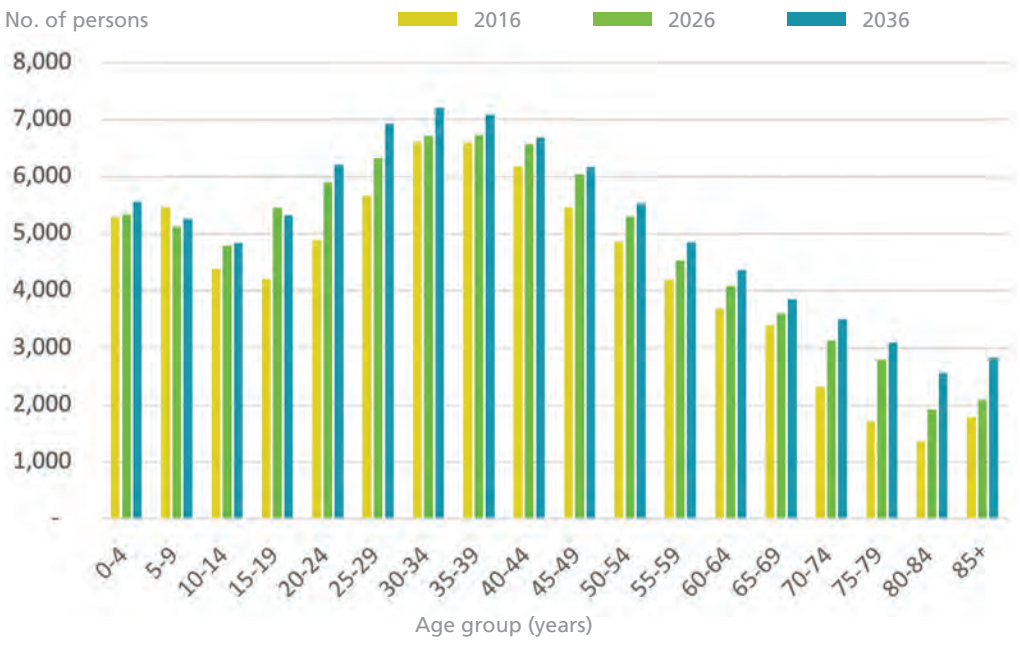
Source: Willoughby City Council, Draft Housing Strategy 2019



- The share of the population aged 65 and over will increase from 13.6% to 17.3% between 2016 and 2036
- Families with children will remain a significant share of household types, with increases in the number of teenagers (15 to 19) and young adults (20-29) between 2016-2036.

FIGURE 4: POPULATION CHANGE BY AGE 2016, 2026 AND 2036

Source: .Id, November 2017 (taken from Willoughby City Council, Draft Housing Strategy 2019).



SNAPSHOT PROFILE: WILLOUGHBY CITY NOW AND IN THE FUTURE

CULTURAL DIVERSITY

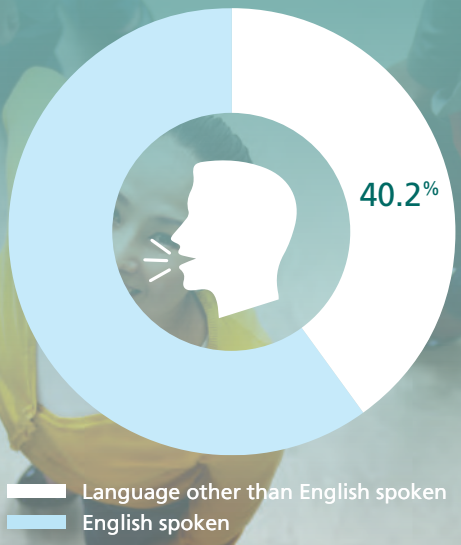
- According to Census 2016, Willoughby City has an Aboriginal and Torres Strait Islander population of 129 persons, which is 0.2% of the whole Willoughby City population.
- Willoughby City is highly culturally and linguistically diverse. In Census 2016, 40.2% of Willoughby City population spoke a language other than English at home.
- The dominant languages spoken at home, other than English were Chinese Mandarin (12.1% of the Willoughby City population), Chinese Cantonese (7.4%), Korean (3.3%) and Japanese (2.2%). Other language communities ranked within the top ten were Armenian, Hindi, Italian, Filipino/Tagalog, Indonesian and Spanish.
- Over 45.4% were born overseas, including 36.9% from a non-English speaking country, with 26.3% of the whole overseas born population in Willoughby

ANCESTRY

English	18,118
Chinese	17,939
Australian	14,998
Irish	7,061
Scottish	5,117

Source: Australian Bureau of Statistics, 2016

LANGUAGES SPOKEN AT HOME



SNAPSHOT PROFILE: WILLOUGHBY CITY NOW AND IN THE FUTURE

HOUSING AND HOUSEHOLD CHANGE

- The number of dwellings is expected to grow by over 6,700 from 2016 to 2036
- Couple families with children is expected to remain the biggest household type in the population, however, couple families without children and lone person households will also grow gradually as a share of total households.

FIGURE 5: DWELLINGS FORECAST 2016-2036

Source: City of Willoughby, Draft Housing Strategy 2019

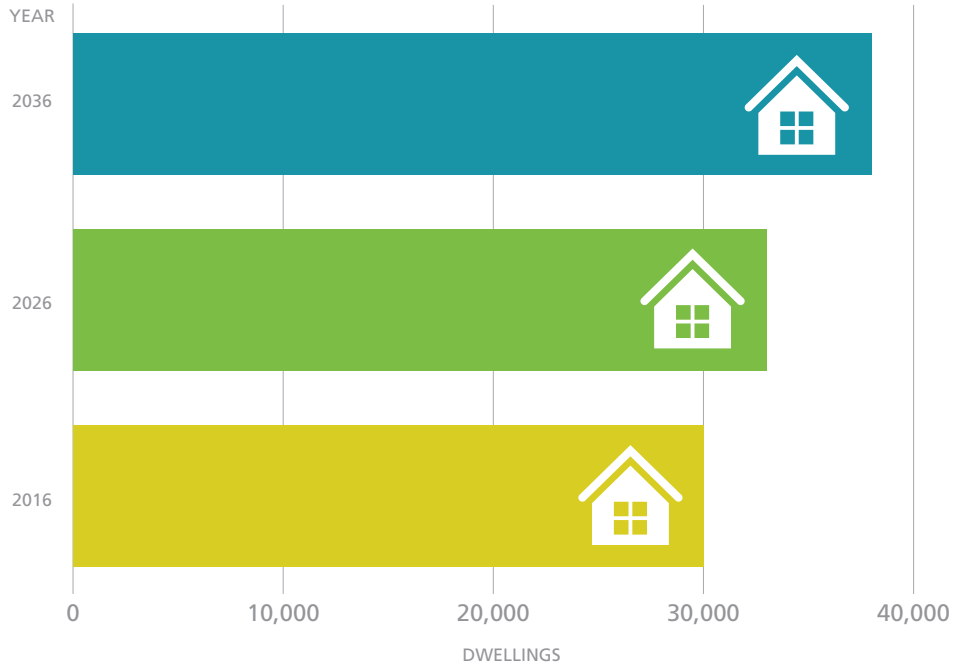
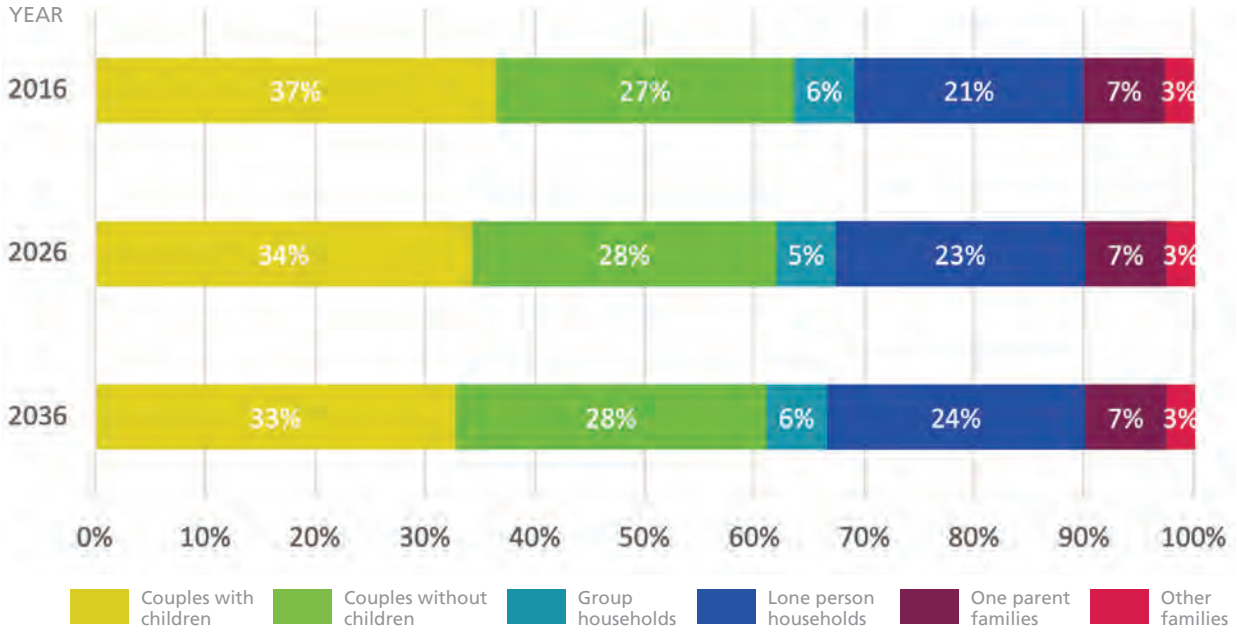


FIGURE 6: FORECAST PROPORTION OF HOUSEHOLDS BY HOUSEHOLD TYPE 2016 TO 2036

Source: City of Willoughby, Draft Housing Strategy 2019



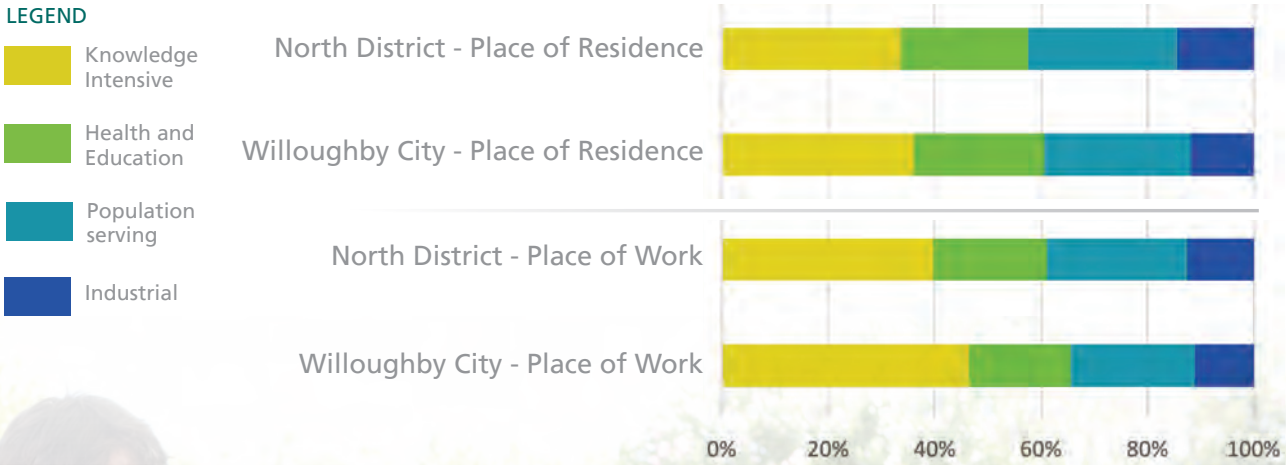
SNAPSHOT PROFILE: WILLOUGHBY CITY NOW AND IN THE FUTURE

JOBS AND TRAVEL TO WORK

- There were about 64,000 jobs in Willoughby City in 2016, 13 per cent of all jobs in the North District. An additional 10,600 jobs are anticipated by 2036.
- The industry profile of Willoughby City is different to the North District, with a higher share of knowledge-intensive and a lower proportion of other kinds of jobs.
- A greater proportion of non-Willoughby City residents who work in Willoughby City compared to residents, work in knowledge intensive jobs.

FIGURE 7: INDUSTRY OF EMPLOYMENT, 2016

Source: ABS Census 2016





Willoughby City has a higher share of knowledge intensive jobs.

SNAPSHOT PROFILE: WILLOUGHBY NOW AND IN THE FUTURE

INCOME AND EDUCATION

- Willoughby has a higher income profile than Greater Sydney, with more households in higher income brackets and less households in lower income brackets.
- Willoughby has a highly educated population, with a high proportion of people with undergraduate and postgraduate qualifications.

FIGURE 8: EQUIVALISED WEEKLY HOUSEHOLD INCOME, 2016

Source: ABS Census 2016

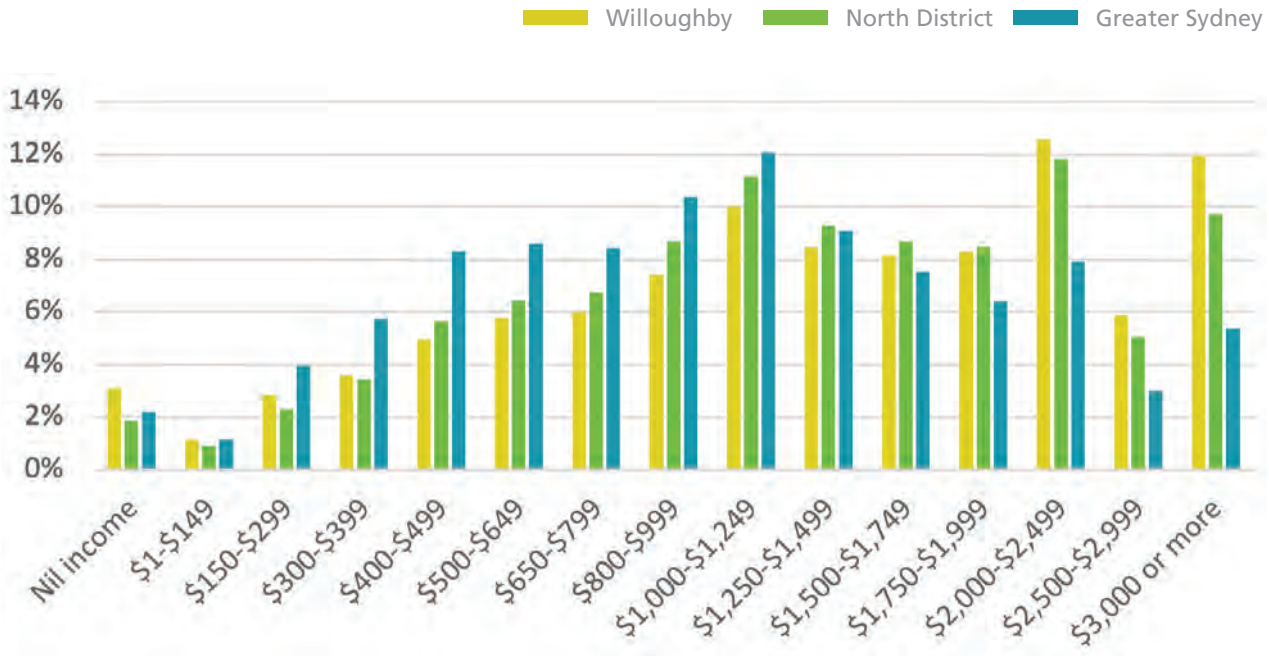
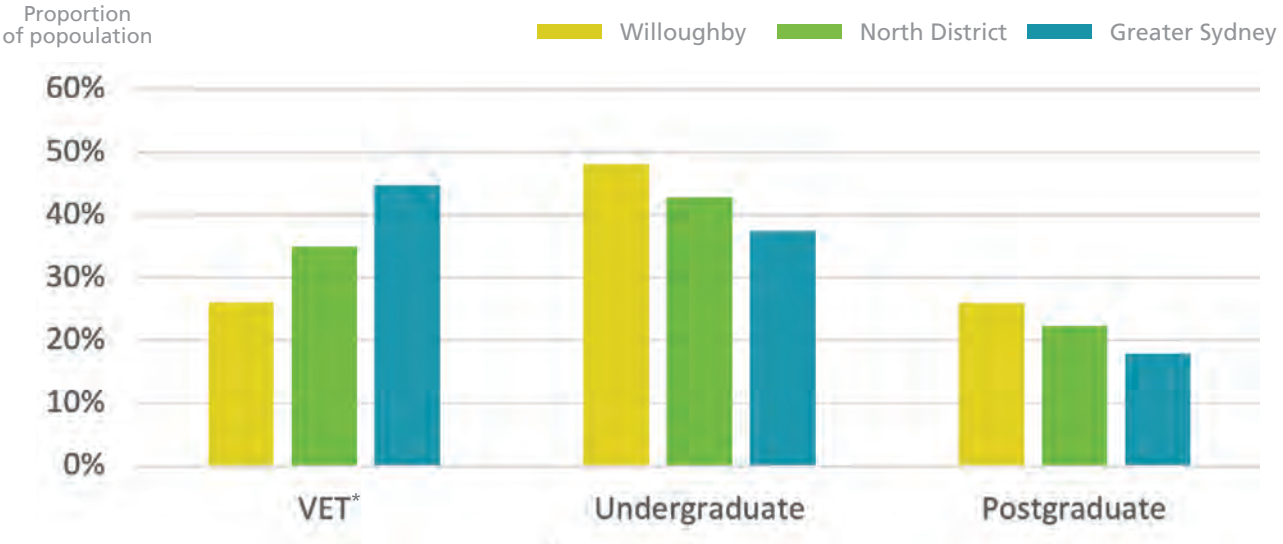


FIGURE 9: LEVELS OF EDUCATIONAL ATTAINMENT, 2016

Source: ABS Census 2016

*VET – Vocational Education and Training




Willoughby
City has
a highly
educated
population.



SECTION 4
Recent strategic planning



Recent strategic planning

This LSPS responds to metropolitan and district strategic planning undertaken by the Greater Sydney Commission, and incorporates significant local community engagement and strategic planning undertaken by Willoughby City Council. A summary of the key elements from state and local planning documents follows below.

THE GREATER SYDNEY REGIONAL PLAN: A METROPOLIS OF THREE CITIES

The *Greater Sydney Regional Plan: A Metropolis of Three Cities* (GSRP) was released in March 2018. Looking towards a 40-year horizon, the Plan provides a vision to better manage Greater Sydney's planned future growth and to enhance the city's status as one of the most liveable on the globe. The Plan was prepared concurrently with *Future Transport 2056* and the *State Infrastructure Strategy*.

To respond to the city's existing structural challenges, the Plan aspires to a city where most residents live within 30 minutes of jobs with abundant education and health facilities, services and great places. To achieve this, the Plan divides Sydney into three cities:

- The Western Parkland City
- The Central River City
- The Eastern Harbour City

The City of Willoughby is in the Eastern Harbour City which is expected to contain 3.3 million people by 2036. The Plan's ambition for the Eastern Harbour City is:

"The Eastern Harbour City has Australia's global gateway and financial capital, the Harbour CBD, as its metropolitan centre. Well-established, well-serviced and highly accessible by its radial rail network, it has half a million jobs and the largest office market in the region."

STATEMENT FROM THE GSRP

Greater Sydney is Australia's global city; an economic powerhouse of 4.7 million people, endowed with the natural beauty of Sydney Harbour, bushland, beaches and the Blue Mountains. Greater Sydney's people have embraced this place for its opportunities and its potential.

The North District Plan provides a guide for implementing A Metropolis of Three Cities in the North District, roughly composed of Sydney's northern suburbs including Willoughby City local government area. As part of the Eastern Harbour City, the North District is closely linked to the Harbour CBD.

The Plan seeks to implement the larger vision for Greater Sydney in Willoughby City by:

- Enhancing the role of the Eastern Economic Corridor, including North Sydney as part of the Harbour CBD,
- Supporting jobs growth in strategic centres, including Chatswood and the St Leonards health and education precinct and facilitating innovation
- Sustaining local centres to provide jobs, services and amenity
- Providing fast and efficient transport connections to achieve a 30-minute city, with improved walking and safe cycling routes
- Making housing more diverse and affordable
- Retaining industrial and urban services land
- Creating and renewing great places, protecting heritage and local character and improving places for people
- Enhancing foreshore access to Sydney Harbour and the District's waterways
- Enhancing open space quality, improving open space accessibility and increasing urban tree canopy
- Protecting and enhancing the District's unique natural assets including waterways, coastlines and bushland
- Making the North District more resilient and energy efficient, with lower greenhouse gas emissions

FIGURE 10: THE STRUCTURE PLAN IN THE NORTH DISTRICT PLAN

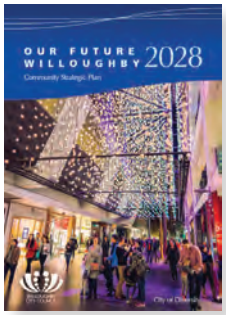


Metropolitan Centre	Major Urban Parkland including National Parks and Reserves
Health and Education Precinct	Waterways
Strategic Centre	Green Grid Priority Corridor
Local Centre	Train Station
Economic Corridor	Committed Train Link
Trade Gateway	Train Link/Mass Transit Investigation 10-20 years
Industrial Land	Train Link/Mass Transit Visionary
Land Release Area	B-Line
Transit Oriented Development	City Serving Transport Corridor
Urban Renewal Area	Centre Serving Transport Investigation Corridor
Urban Area	Motorway
Protected Natural Area	Committed Motorway
Metropolitan Rural Area	District Boundary

Source: Greater Sydney Commission 2018, North District Plan

CITY OF WILLOUGHBY COMMUNITY STRATEGIC PLAN: OUR FUTURE WILLOUGHBY 2028

Willoughby City Council's Community Strategic Plan *Our Future Willoughby 2028* identifies five key outcomes as priority areas for the next 10 years in order to achieve the community's vision of a "diverse, liveable and prosperous City".



The five key outcomes are:

- A City that is green
- A City that is connected and inclusive
- A City that is liveable
- A City that is prosperous and vibrant
- A City that is effective and accountable.

These outcomes and priorities were established as a result of extensive consultation and engagement with local residents. A series of indicators have been identified to measure success in implementation against the outcomes and priorities and where relevant these have been included in this LSPS. *Our Future Willoughby 2028* is supplemented and directed by *The Delivery Program 2017-2021*, *The Operational Plan 2018-2019*, and *The Resourcing Strategy*.

OTHER RECENT STUDIES

The City of Willoughby has also completed several other background studies and strategies relevant to the preparation of the LSPS. These are summarised below.

STUDY / STRATEGY	PURPOSE AND SCOPE	IMPLICATIONS
ECONOMIC DEVELOPMENT STUDY, 2016	**Provides a review of the factors affecting the future growth and economic sustainability of Willoughby's employment centres with the purpose of:** • Supporting the retention of existing employment and services. • Assisting in the achievement of growth targets identified for the city in the draft Metropolitan Strategy for Sydney. • Catering for global and local trends as well as the land use requirements of modern businesses and the expectations of customers.	**The study provides specific recommendations for the following employment locations:** • Chatswood Strategic Centre: protect Chatswood's commercial core and maintain employment potential, enhance amenity and activation on the fringe, and reduce the development and traffic burden in Chatswood by expanding mixed use in other activity centres. • St Leonards: resolve the future role of St Leonards with Willoughby City, Lane Cove and North Sydney councils and the Department of Planning, Industry and Environment. • Retail centres: study identifies 15 centres in Willoughby City, ranging in size and function. New opportunities for retail and employment floorspace should be found in these centres to de-concentrate retail focus from Chatswood, including provision of supermarket floorspace. Car parking outcomes are a necessary consideration in facilitating development outcomes. • Industrial precincts: protect industrial land and investigate potential to expand employment capacity at Artarmon and Lane Cove West. Protect industrial land at North Willoughby.

OTHER RECENT STUDIES

STUDY / STRATEGY	PURPOSE AND SCOPE	IMPLICATIONS
ECONOMIC DEVELOPMENT STUDY, 2016		**Note:** Recent strategic work completed by council relating to Chatswood, local centres and industrial precincts updates these directions. The Department of Planning, Industry and Environment has also recently prepared a planning framework for the St Leonards-Crows Nest precinct, leveraging the new Sydney Metro station at Crows Nest.
CHATSWOOD CBD PLANNING AND URBAN DESIGN STRATEGY TO 2036	The *Chatswood CBD Strategy* aims to establish a strong framework to guide future private and public development as the CBD grows over the next 20 years. It aims to provide capacity for future growth, achieve exceptional design and a distinctive, resilient and vibrant CBD. It is currently being examined by State Government before full endorsement.	**The strategy provides the following objectives:** • A reinvigorated commercial core area and economically buoyant CBD. • A sustainable balance between commercial, retail, residential, educational, cultural and other uses to ensure ongoing vibrancy. • A compact, walkable and healthy CBD. • A city form and scale to accommodate future growth. • A CBD of exceptional urban design, easy pedestrian linkages and good public domain, where character and heritage are embraced, and the greening of the centre is achieved. • Simplified controls for the LEP and DCP in relation to the CBD.
DRAFT HOUSING STRATEGY 2019	The draft strategy guides the quantity, location and type of future residential development within Willoughby City. It plans for an increase of approximately 6,700 dwellings between 2016-2036 (an average of 335 per year). The final Strategy will be submitted to State Government for endorsement.	**The strategy identifies that the forecast dwelling growth can be accommodated by applying 3 focus areas as follows:** • Existing medium and high density zones, (R3 and R4) that have not as yet been developed to the full potential of that zone. • Expansion of the CBD to the north and south through proposed application of B4 Mixed Use zone surrounding the B3 Commercial Core of the Chatswood CBD. • In local centres through changes to local zoning controls to accommodate an increased number of dwellings and local jobs as proposed in the *Draft Local Centres Strategy*.

OTHER RECENT STUDIES

STUDY / STRATEGY	PURPOSE AND SCOPE	IMPLICATIONS
DRAFT LOCAL CENTRES STRATEGY 2019	The *Draft Local Centres Strategy* examines the functions and character of 8 specific local centres in Willoughby City having regard to opportunities for growth in housing and jobs and healthy built environments. The focus of the strategy is on sustaining local centres viability through revitalisation. The housing strategy supports the *Draft Local Centres Strategy* by focussing new housing growth within walking catchments of centres promoting health and wellbeing.	**The strategy provides a vision and detailed design, employment and housing objectives for each of Willoughby's identified local centres:** • Artarmon • Castlecrag • North Willoughby • High Street • Naremburn • Northbridge • Penshurst • Willoughby South A possible new centre west of Chatswood and the Pacific Highway was initially investigated but is not being considered at this stage. The focus of the draft Strategy was the additional residential and commercial potential within the existing business, mixed use and residential zones in the centres. Uplift was proposed through changes to floor space ratios and height controls. Future zoning changes on some currently underutilised land parcels are also proposed.
INDUSTRIAL LANDS POSITION STATEMENT 2017	Provides a suggested approach for a range of planning options for the industrial lands that responds to the *North District Plan*. Examines the background issues relevant to each of Willoughby's industrial areas.	**The Position Statement contains the following principles:** • To ensure enough supply of industrial zoned lands for economic growth in WCC and the wider North District over the next 20 years. • To recognise the importance of these lands to fulfil the city's urban service needs. • To recognise the value of these lands in generating local, diverse and skilled jobs for Willoughby City. **Key outcomes of the strategy are:** • To protect and retain industrial land at Artarmon and North Willoughby. • To protect and diversify industrial land at Lane Cove North and Epping Road.

OTHER RECENT STUDIES

STUDY / STRATEGY	PURPOSE AND SCOPE	IMPLICATIONS
OUR GREEN CITY PLAN, 2019	Outlines directions and actions to be undertaken by Council in order to improve ecological sustainability and sets key performance indicators. These cover Council operations as well as overall sustainability of the local community.	**The action plan provides actions in the following areas:** • Reduce carbon and greenhouse gas emissions • Promote sustainable lifestyles and practices • Enhance, protect and respect waterways, bushland, nature, wildlife and ecological systems • Reduce energy, water and resource waste and • Encourage reuse and recycling





SECTION 5
Plan summary

Plan summary

This plan is organised into directions, priorities and actions. The 10 directions from the Greater Sydney Commissions's *Greater Sydney Region Plan* and *North District Plan* provide the framework for priorities and actions. These directions aim to make Sydney more liveable, productive, sustainable, and align infrastructure with growth. There are 10 directions under these four themes, which are summarised in the table below along with Willoughby's related planning priorities.

THEME 1: A LIVEABLE CITY

	KEY DIRECTIONS AND COUNCIL PRIORITIES	INDICATOR	ORIGIN	BASELINE AND TARGET
	HOUSING THE CITY			
1	Increasing housing diversity to cater to families, the aging population, diverse household types and key workers	Housing completions overall	GSC/WCC	**Baseline:** 29,993 existing dwellings (2016). **Target:** Up to 6,700 new dwellings by 2036 to be established in line with the *Draft Housing Strategy.*
		Medium density housing increased as a component to provide appropriate housing for ageing residents and for new families.	New LSPS	**Baseline:** 4,210 of total dwellings in 2016 medium density. **Target:** Increase number of medium density dwellings as component of WCC housing by 2036.
2	Increasing the supply of affordable housing	Increase the number of affordable housing (AH) units provided	New LSPS	**Baseline:** AH 4% of GFA with housing uplift. **Target:** AH 7-10% GFA with new housing uplift by 2036.
	A CITY FOR PEOPLE			
3	Enhancing walking and cycling connections, Willoughby's urban areas, local centres and landscape features.	Increase in number of resident's journeys to work that do not use a car.	CSP	**Baseline:** 49% in 2016 of residents **Target:** More than 50% by 2021 and 55% by 2036.
		Extend network of walking and cycling paths and links.	New LSPS	**Baseline:** to be established. **Target:** to be established.
4	Ensuring that social infrastructure caters to the population's changing needs and improve the public domain to foster healthy and connected communities.	Planning for local infrastructure is up to date; provision is as per the relevant Local Infrastructure Plan and Open Space Review currently underway.	New LSPS	**Baseline:** *Northern Sydney Social Infrastructure Strategy* to be applied. **Target:** Plan reviewed every five years; Additional provision of social infrastructure having regard to work being undertaken on needs across the northern Sydney region.

PLAN SUMMARY

THEME 1: A LIVEABLE CITY

	KEY DIRECTIONS AND COUNCIL PRIORITIES	INDICATOR	ORIGIN	BASELINE AND TARGET
	A CITY OF GREAT PLACES			
5	Respect and celebrate our history, heritage sites and attractions of Willoughby City, including more dwellings close to open space.	Maintain heritage protection through regular heritage reviews.	CSP	**Baseline:** Undertake regular heritage reviews. **Target:** Complete a heritage review every 4 years.
		Proportion of residential lots in close proximity to open space.	New LSPS	**Baseline:** Proportion of dwellings in walkable distance to open space to be established. **Target:** Increase proportion.
6	Facilitate the viability and vibrancy of our strategic and local centres.	Increased retail spending captured in strategic and local centres.	New LSPS and CSP	**Baseline** and **target** to be established in line with the *Local Centres Strategy*.

THEME 2: A PRODUCTIVE CITY

	KEY DIRECTIONS AND COUNCIL PRIORITIES	INDICATOR	ORIGIN	BASELINE AND TARGET
	A WELL CONNECTED CITY			
7	Developing Chatswood's role as a true transport hub for Willoughby City and the North Shore.	Increase in people living and working in Willoughby City LGA.	CSP	**Baseline:** 27% in 2016 Target: 30% in 2026 and 2036 to be set.
		Increase in bus and train passengers utilising Chatswood Interchange in peak hour.	New LSPS	**Baseline:** to be set in consultation with TfNSW. Target: to be discussed with TfNSW.
8	Facilitate the viability and vibrancy of our strategic and local centres.	Increased retail spending captured in strategic and local centres.	New LSPS	**Baseline** Current number of dwellings in eastern public transport corridor. **Target:** Increase in dwellings located within the eastern public transport corridor by 2026, with further increase by 2036. Figure to be determined in line with the *Local Centres Strategy*.

PLAN SUMMARY

THEME 2: A PRODUCTIVE CITY

	KEY DIRECTIONS AND COUNCIL PRIORITIES	INDICATOR	ORIGIN	BASELINE AND TARGET
	JOBS AND SKILLS FOR THE CITY			
9	Developing Chatswood as a key commercial centre and integral part of the Eastern Economic Corridor.	Chatswood high end jobs targets from District Plan.	GSC	**Baseline:** 24,700 total jobs in 2016. **Target:** 33,000 in 2036.
		Retain share of North District jobs as employment in the District grows.	New LSPS	**Baseline:** 13% in 2016. **Target:** Maintain or improve.
10	Protecting the role of Willoughby's industrial lands as urban service hubs for the Lower North Shore.	Retain share of urban services employment in North District	New LSPS	**Baseline**: Current share of urban services employment in Willoughby City. **Target:** No decrease in proportion.
		No loss of industrial zoned land in Artarmon and East Chatswood		**Baseline:** 94 ha of industrially zoned land. **Target:** No decrease in amount of industrial zoned land.
11	Supporting St Leonards to develop as a commercial and health and education precinct.	St Leonards high end targets from District Plan	GSC	**Baseline:** 58,500 in 2016. **Target:** 79,000 in 2036.



PLAN SUMMARY

THEME 3: A SUSTAINABLE CITY

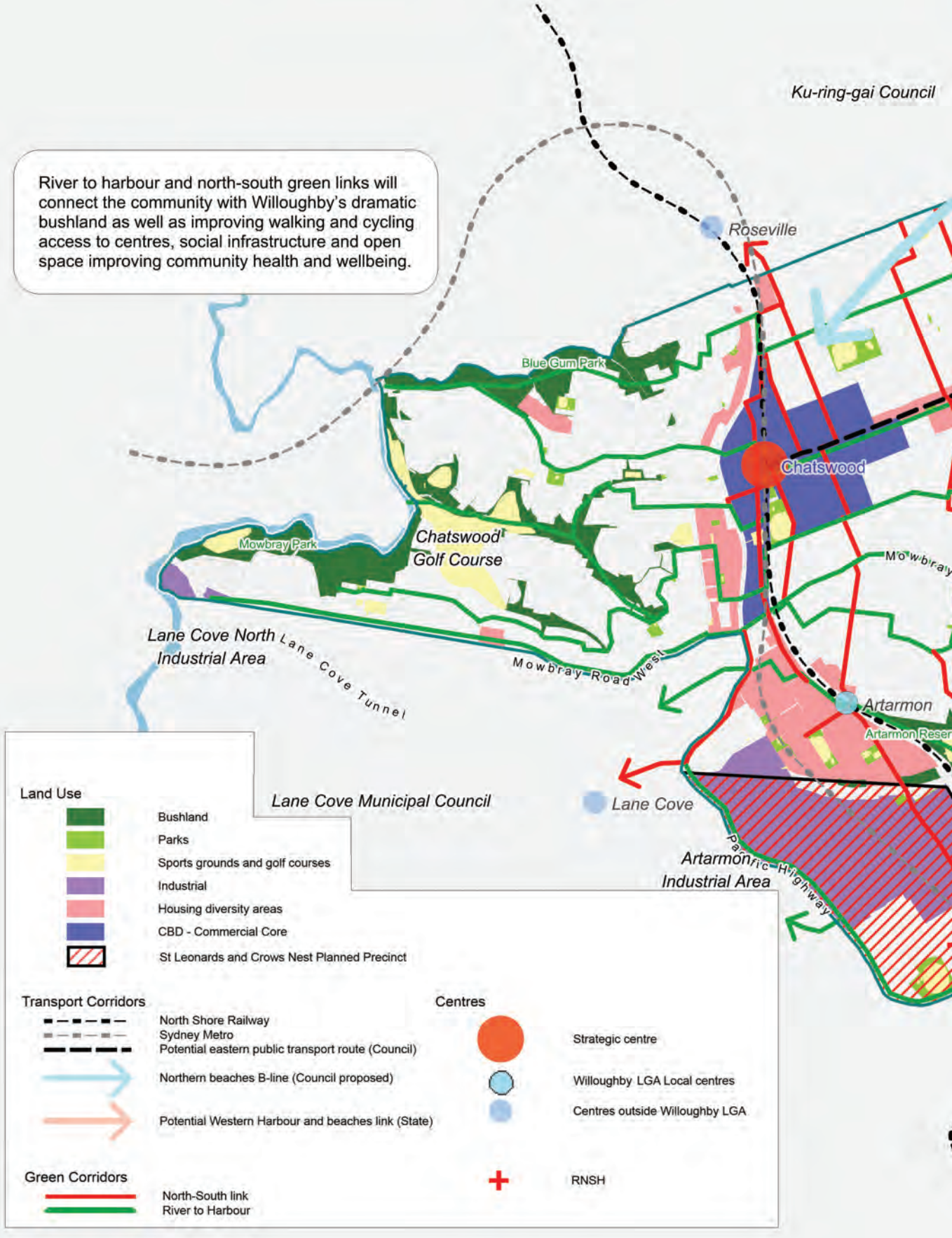
	KEY DIRECTIONS AND COUNCIL PRIORITIES	INDICATOR	ORIGIN	BASELINE AND TARGET
	A CITY IN ITS LANDSCAPE			
12	Enhancing the health of Willoughby's waterways	No net decline in the Local Waterway Health Report Card	CSP	**Baseline:** As reported on *2017-2018 Local Waterway Health Report Card* results. **Target:** No decline in the *Local Waterway Health Report Card* results by 2036.
13	Protecting Willoughby's bushland and biodiversity	No net decline in Willoughby's bushland and biodiversity	CSP	**Baseline:** 330 ha of bushland in 2018 Community Strategic Plan. **Target:** No net decline across the local bushland by 2036.
	A CITY IN ITS LANDSCAPE			
14	Increasing Willoughby's tree canopy coverage.	Increase in tree canopy coverage in Willoughby LGA	DPIE	**Baseline:** 36% in 2016. **Target:** 40% canopy in line with the *North District Plan* by 2036.
	AN EFFICIENT CITY			
15	Improving the efficiency of Willoughby's built environment.	Amount of waste diverted from landfill per year	Our Green City Plan (OGCP)	**Baseline:** Annual average 2017/18, 49% of waste diverted from landfill. **Target:** Greater than 70% of waste diverted from landfill per annum by 2021/22.
		Reduction in greenhouse gas emissions by the Willoughby City community	Our Green City Plan (OGCP)	**Baseline:**1,046,097 tonnes CO^2 2016/17. **Target:** 30% reduction on 2008/09 emissions by Willoughby City community by 2028 with possible further reductions of 38% by 2036.
	A RESILIENT CITY			
16	Increasing resilience to climate change, extreme weather and other shocks and stresses.	Implementation of Resilient Sydney in Willoughby City LGA.	OGCP New LSPS	**Baseline** and **targets** to be determined through resilience planning.

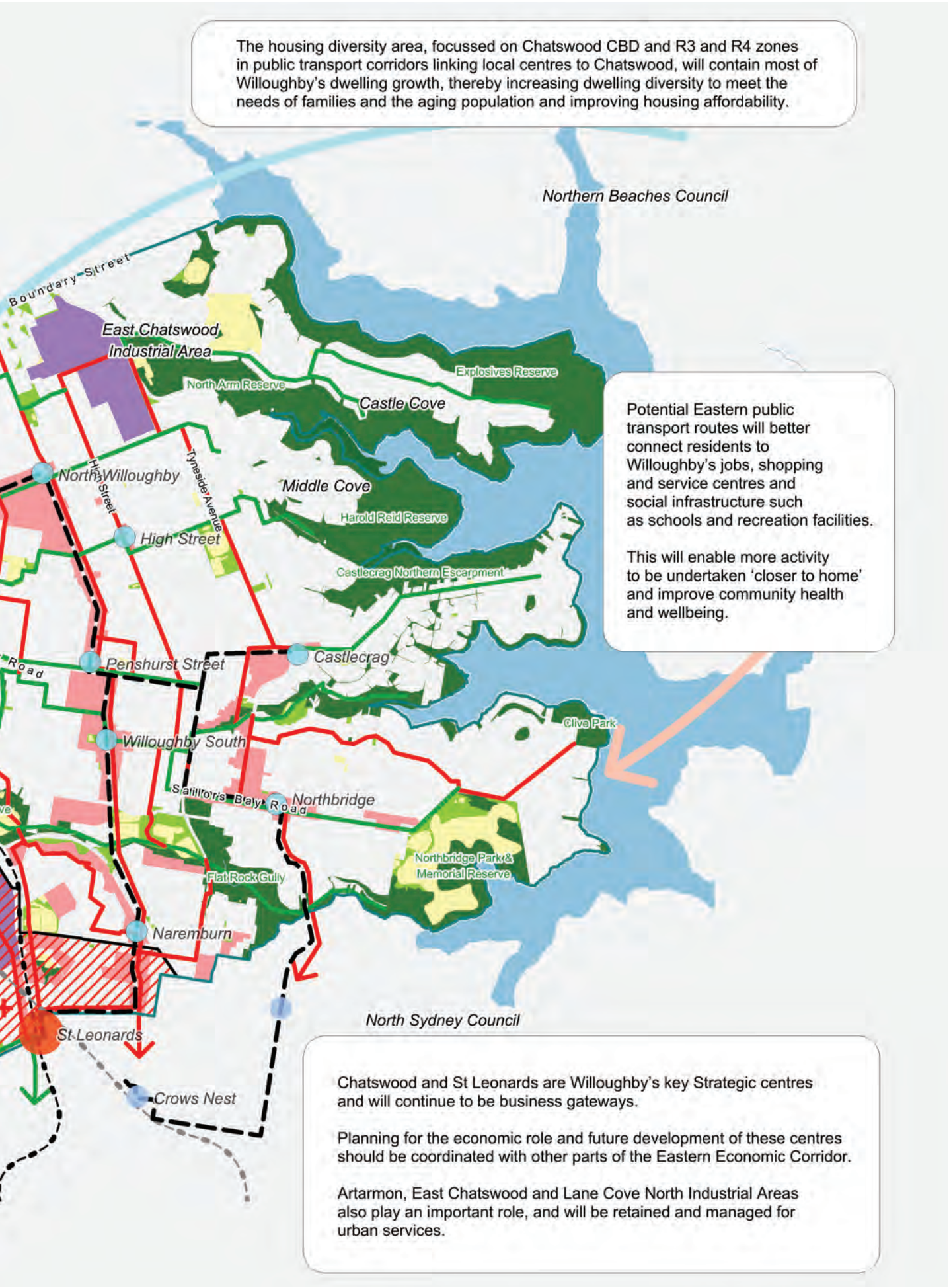
PLAN SUMMARY

THEME 4: A CITY THAT ALIGNS INFRASTRUCTURE WITH GROWTH

	KEY DIRECTIONS AND COUNCIL PRIORITIES	INDICATOR	ORIGIN	BASELINE AND TARGET
	A CITY SUPPORTED BY INFRASTRUCTURE			
17	Augmenting local infrastructure and using existing infrastructure more efficiently to accommodate planned sporting and community demand.	Increased use of public resources such as open space and community facilities.	GSC	**Baseline** and **targets** to be established in line with the Regional Sports Plan.
	A CITY SUPPORTED BY INFRASTRUCTURE			
18	Leveraging major infrastructure investments and projects to support growth.	Local infrastructure contributions fund a greater share of the cost of infrastructure for planned growth.	New LSPS	**Baseline:** 25% anticipated in Local Contributions Plan. **Target:** 25% or more.
	A COLLABORATIVE CITY			
19	Working with other organisations to provide required infrastructure.	Increase in shared infrastructure provision.	New LSPS	**Baseline:** Current number of joint use agreements. **Target:** Increase in number of active joint use agreements.
		Increase capacity of Chatswood Bus Interchange in collaboration with Transport for NSW.	New LSPS	**Baseline:** Current capacity and operational levels of Interchange and use of surrounding streets. **Target:** Improved capacity of Interchange and no longer rely on surrounding streets.
		Increase number of school places provided in the LGA in collaboration with School Infrastructure NSW.	New LSPS	**Baseline:** Current operational level of schools. **Target:** Increase in response to residential growth in collaboration with School Infrastructure NSW.
20	Co-ordinating economic development for Chatswood and St Leonards.	High end job targets from District Plan.	GSC	**Baselines** and **targets** under priorities 9 and 11 above.

FIGURE 11: WILLOUGHBY CITY LOCAL STRATEGIC PLANNING STATEMENT STRUCTURE PLAN MAP




The housing diversity area, focussed on Chatswood CBD and R3 and R4 zones in public transport corridors linking local centres to Chatswood, will contain most of Willoughby's dwelling growth, thereby increasing dwelling diversity to meet the needs of families and the aging population and improving housing affordability.
Northern Beaches Council
Boundary Street
East Chatswood Industrial Area
North Arm Reserve
Explosives Reserve
Castle Cove
North Willoughby
High Street
Tyneside Avenue
Middle Cove
Harold Reid Reserve
High Street
Castlecrag Northern Escarpment
Penshurst Street
Castlecrag
Clive Park
Willoughby South
Northbridge
Northbridge Park & Memorial Reserve
Flat Rock Gully
Naremburn
St Leonards
Crows Nest
North Sydney Council
Potential Eastern public transport routes will better connect residents to Willoughby's jobs, shopping and service centres and social infrastructure such as schools and recreation facilities.
This will enable more activity to be undertaken 'closer to home' and improve community health and wellbeing.
Chatswood and St Leonards are Willoughby's key Strategic centres and will continue to be business gateways.
Planning for the economic role and future development of these centres should be coordinated with other parts of the Eastern Economic Corridor.
Artarmon, East Chatswood and Lane Cove North Industrial Areas also play an important role, and will be retained and managed for urban services.



SECTION 6
Priorities and actions

6.1 HOUSING THE CITY

As the population of Willoughby City grows, Willoughby City Council must plan for the appropriate scale and location for new housing within the Willoughby City Local Government Area. Council must ensure that suitable housing diversity is provided to meet the needs of the changing population, that new housing is well-located and accessible, and that a proportion is affordable for a diverse range of households.

This direction implements the following actions from *Our Future Willoughby 2028*:

Community Priority 2.5: Create family friendly neighbourhoods that connect people.

6.1

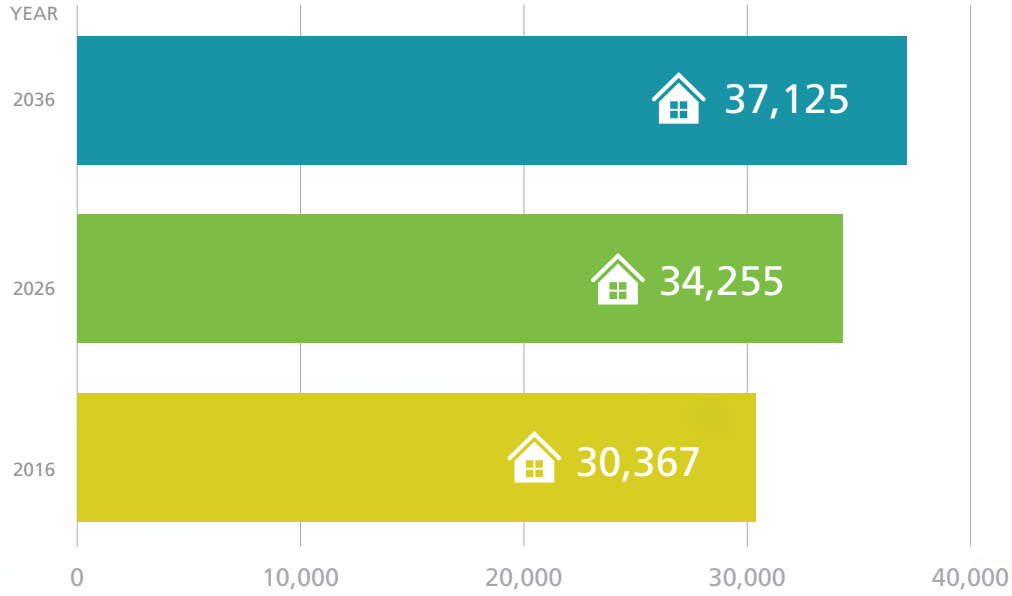
PRIORITY 1

Increasing housing diversity to cater to families, the aging population, diverse household types and key workers.

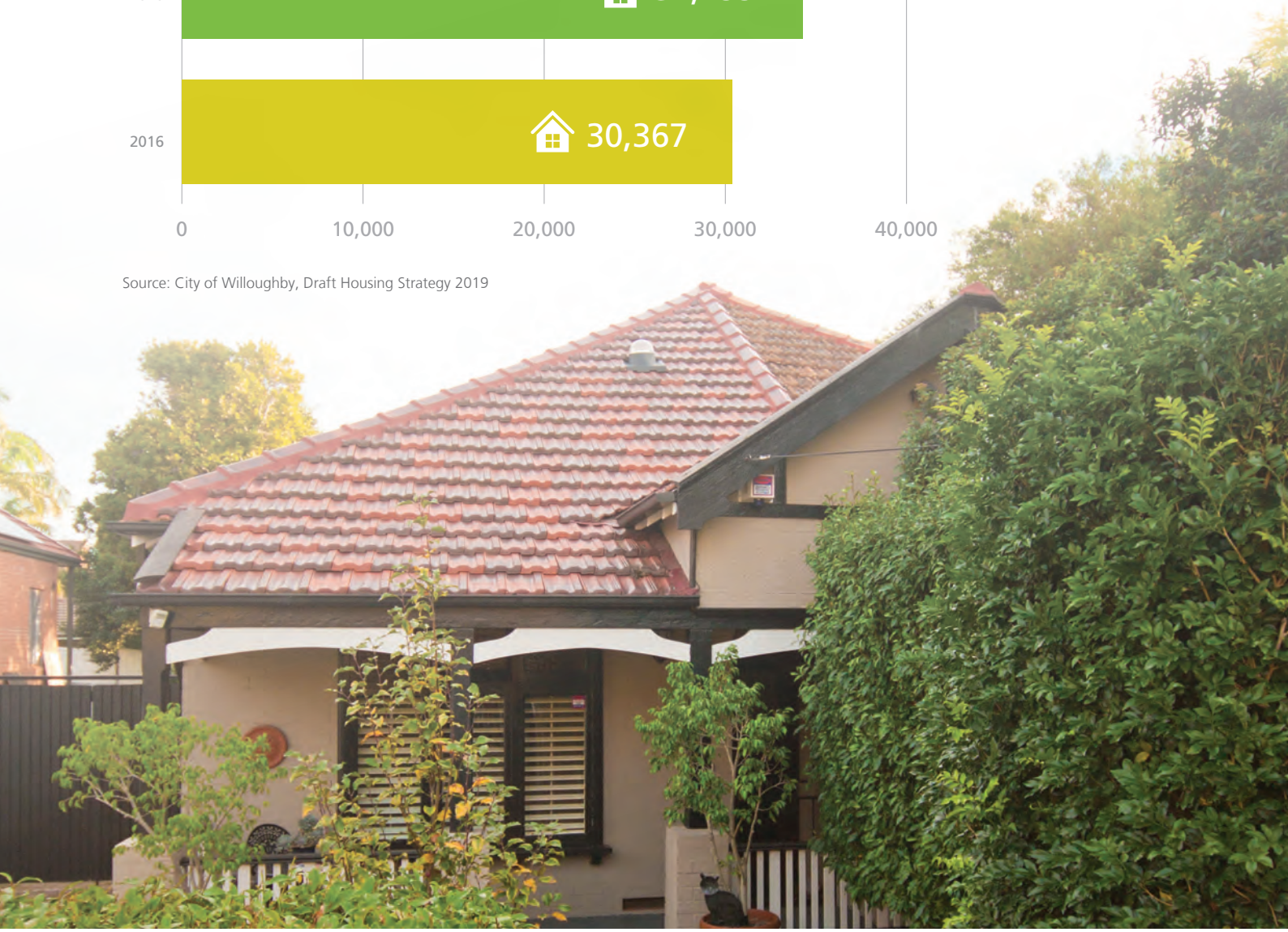
Between 2016-2036 it is estimated that Willoughby will need to accommodate 6,000 – 6,700 new dwellings, a 20-22% increase on the current number of dwellings. Willoughby's *Draft Housing Strategy* sets a vision for this housing future:

Willoughby values its natural environment within which it supports a diversity of housing to meet the needs of its residents.

FIGURE 12: DWELLINGS FORECAST 2016-2036



Source: City of Willoughby, Draft Housing Strategy 2019



PRIORITY 1

Increasing housing diversity to cater to families, the aging population, diverse household types and key workers.

Current housing stock in Willoughby City ranges from high-rise apartments in Chatswood and St Leonards to modest and historic single storey cottages in conservation areas and large imposing homes on the eastern peninsulas.

In 2016 Willoughby City contained 30,367 dwellings, of which 44% were separate houses, 14% were medium density and 41% were high density.

44% Separate house

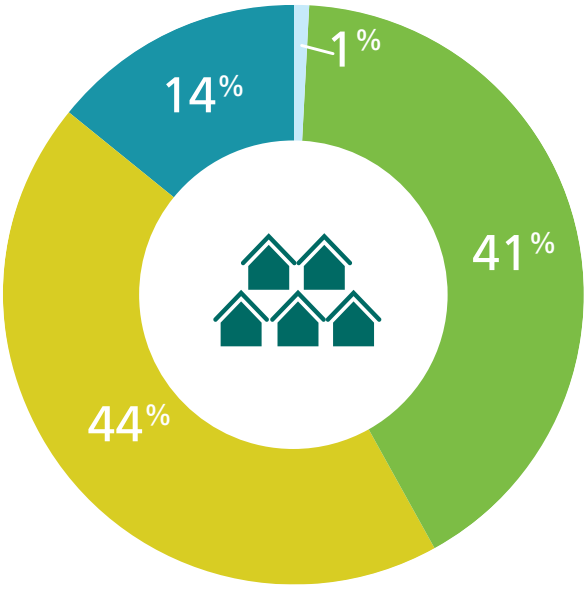
14% Medium density

41% High density

1% Other

Source: City of Willoughby City, Draft Housing Strategy 2019

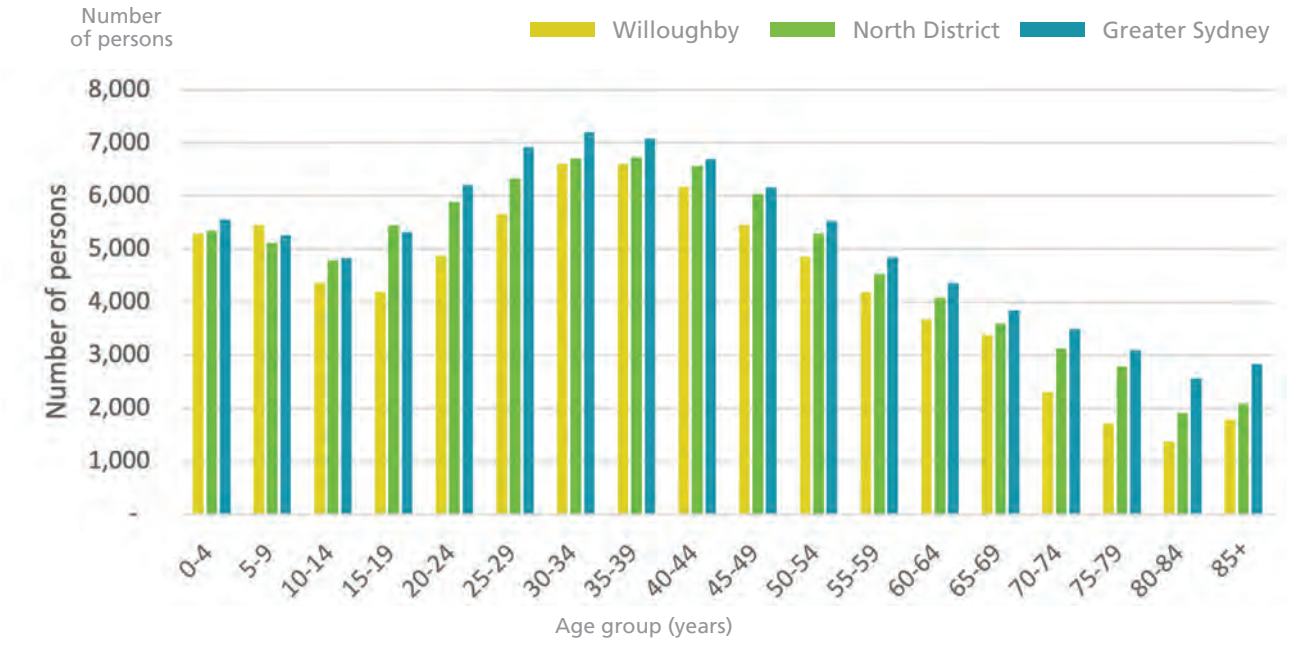
FIGURE 13: SHARE OF DWELLINGS BY TYPE 2016



DEMOGRAPHIC CHANGE

New housing must be planned to meet the needs of Willoughby's future community, particularly as Willoughby's demographics change. Between 2016-2036, the average household size in Willoughby City is forecast to decrease from 2.65 to 2.53 persons per household. This decrease corresponds with the population aging and increased proportions of older people in the population (see figure 14). Partly as a result, the number of smaller households such as single people and couples without children will increase (see figure 15).

FIGURE 14: FORECAST AGE DISTRIBUTION OF WILLOUGHBY CITY LGA POPULATION, 2016-2036

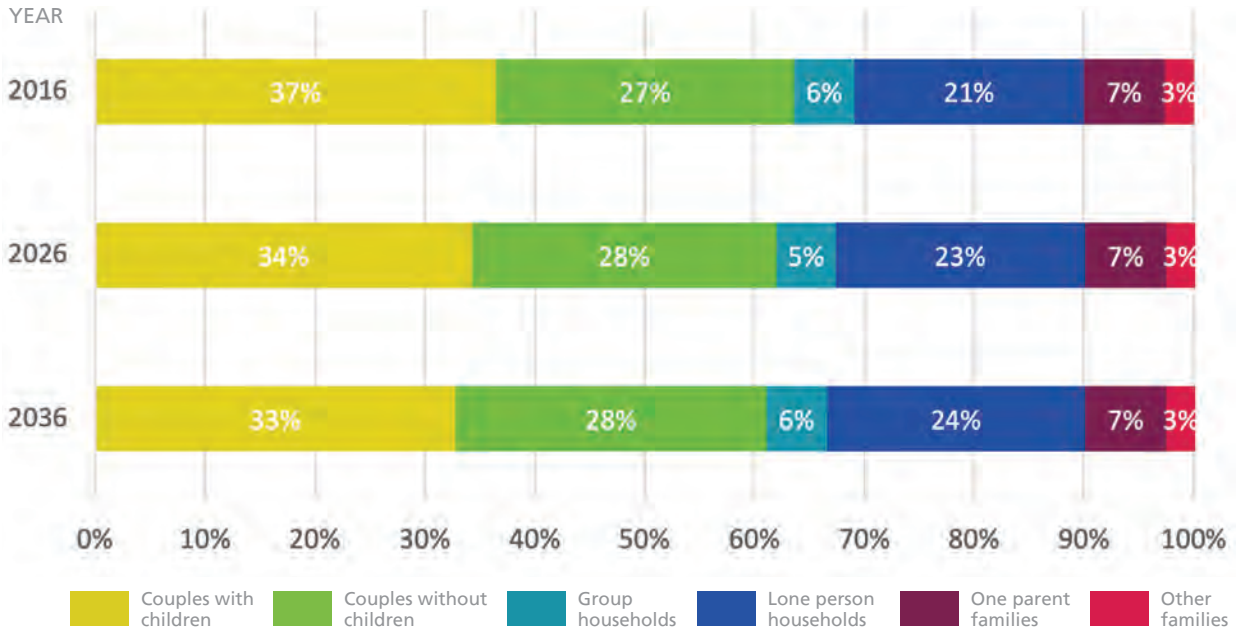


Source: Forecast.Id, November 2017 (taken from Willoughby City Council, Draft Housing Strategy 2019).

PRIORITY 1

Increasing housing diversity to cater to families, the aging population, diverse household types and key workers.

FIGURE 15: SHARE OF EACH HOUSEHOLD TYPE OF ALL HOUSEHOLDS IN Willoughby City LGA, 2016 TO 2036



Source: City of Willoughby, Draft Housing Strategy 2019

While the proportions of the population in couple without children and lone person households will increase, other household types will remain significant parts of the local community. The number of families with children will grow, and they will remain the biggest share of the resident population. They will require family-friendly apartments and townhouses as well as detached houses. The number of young adults aged 20-29 will also grow, partly as a result of more apartments being built in Chatswood and elsewhere, increasing the supply of affordable and diverse housing.

PLANNING FOR HOUSING DIVERSITY

The Willoughby City LGA contains a diversity of housing types. However, most of the land in the LGA's suburbs is occupied by separate houses. Apartments are strongly concentrated around Chatswood, Artarmon and St Leonards near the railway line, with smaller clusters around Willoughby's local centres along Penshurst Street and Willoughby Road. These concentrations of attached dwellings and apartments form the basis of Willoughby's housing diversity area, which is located along public transport corridors.

This development pattern has been reinforced by recent housing development, which has been composed mostly of relatively higher density apartments focused in and around the Chatswood CBD. This has increased congestion and strains on local infrastructure in Chatswood. Apartments made up 83% of the increase in dwellings between 2011-2016. medium density dwellings made up the remaining 17%, while the number of separate houses declined.

Future housing development in Willoughby City will need to continue to increase the diversity of housing in the LGA. This will ensure that new housing stock meets the changing needs of the resident community. Providing more housing diversity will accommodate lifestyle changes including the downsizing of Willoughby's aging population within existing communities. Providing a greater number of smaller dwellings will also provide an entry point to the housing market.

Some large houses may be underutilised if there are no opportunities for households residents to downsize to smaller houses within established communities when they choose. The opportunity to 'age in place' should be available for those who seek to follow this route.

PRIORITY 1

Increasing housing diversity to cater to families, the aging population, diverse household types and key workers.

Careful attention should be paid to the change in housing stock to ensure Willoughby's local centres have a diversity of housing types to enable downsizing, while freeing up and protecting suburban family housing. This will require a multi-pronged strategy including potential changes to planning controls if necessary, working with industry and land owners and encouraging innovative housing designs.

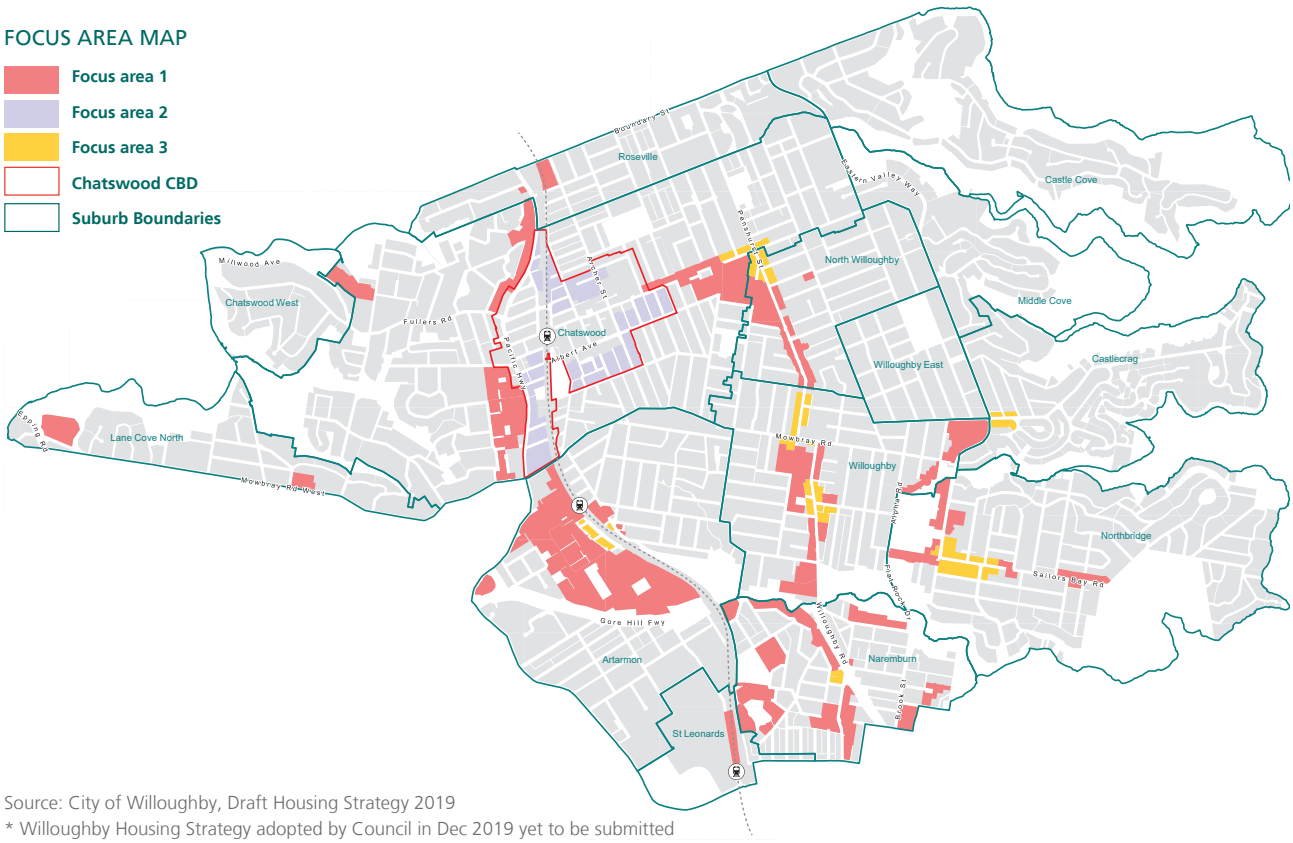
SUPPLY AND LOCATION FOR NEW HOUSING

The *Draft Housing Strategy** has estimated that 6,000 - 6,700 dwellings will be required to meet population growth to 2036. Over the next 6-10 years it is estimated that the housing target could be potentially be in a range of 1,400-1,600 dwellings. According to modelling by Willoughby City Council, there is enough capacity under current and proposed changes to planning controls to accommodate forecast housing development over the next 20 years, with the addition of potential major development sites which could add to this capacity. Any changes to planning controls should meet strategic objectives including facilitating greater housing diversity in the LGA, increasing sustainability, protecting existing character and being well aligned with the location of infrastructure and services.

Willoughby's draft Housing Strategy identifies three focus areas for new housing in the LGA:

- **Focus area 1:** existing medium and high-density zones (R3 and R4) that have not yet been developed to their full potential (estimated potential 1,000 dwellings to 2036 under existing planning controls)
- **Focus area 2:** the proposed B4 mixed use zone which surrounds the B3 commercial core of the Central Business District identified in the *Chatswood CBD Planning and Urban Design Strategy to 2036* (estimated total potential housing yield of up to 5,000 dwellings under amended planning controls), and
- **Focus area 3:** the local centres of Artarmon, Northbridge, North Willoughby, Penshurst Street, Castlecrag, Naremburn and Willoughby South. Changes to planning controls are proposed in some of these centres in order to encourage shop-top housing development (estimated potential housing yield of up to 1,500 dwellings to 2036 under amended planning controls).

FOCUS AREA MAP



Source: City of Willoughby, Draft Housing Strategy 2019

* Willoughby Housing Strategy adopted by Council in Dec 2019 yet to be submitted to DPIE for approval

PRIORITY 1

Increasing housing diversity to cater to families, the aging population, diverse household types and key workers.

These focus areas all lie in the housing diversity area around the North Shore Railway Line including the Chatswood CBD and the Eastern public transport corridor. Many community facilities, schools and services are clustered in the services and activity corridor. Delivery of improved public transport along the Eastern public transport Route along with increased housing density in local centres and existing R3 Medium Density Residential and R4 High Density Residential zones will lead to close alignment of housing intensification, public transport and the location of social infrastructure benefitting community health and wellbeing.

In June 2019, the Department of Planning, Industry and Environment commissioned an independent review of the *Low Rise Medium Density Housing Code* (The Code). The implementation of the Code has been deferred until 1 July 2020 for the existing 45 deferred councils (including Willoughby). The extension is to allow councils to "progress their strategic planning initiatives and demonstrate how they intend to meet their local housing needs".

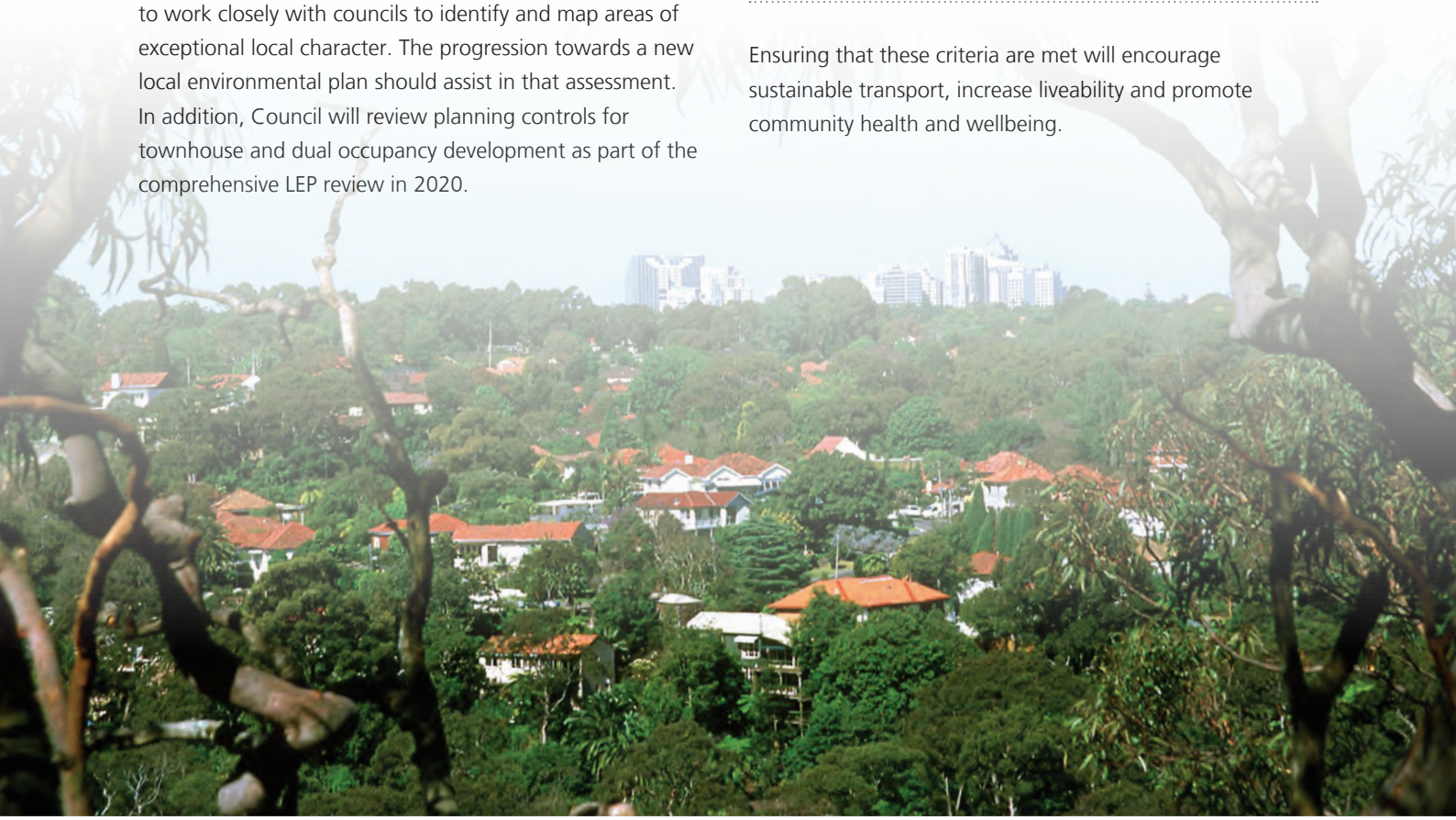
The Department have indicated that they will use the time to work closely with councils to identify and map areas of exceptional local character. The progression towards a new local environmental plan should assist in that assessment. In addition, Council will review planning controls for townhouse and dual occupancy development as part of the comprehensive LEP review in 2020.

This review will look at options to encourage additional low rise medium density housing in a form sympathetic to the Willoughby City character and context.

It is not foreshadowed that additional housing intensification will be required outside of Willoughby's housing diversity areas to meet strategic planning aspirations. In the longer term if housing intensification is to occur elsewhere it should be in places that are guided by the following principles:

- Near local centres, schools, open space and community facilities
- Free from the natural hazards of bushfire and flooding
- Within walking distance of high-quality and frequent public transport
- Outside of heritage areas / Environmental Living (E4) areas and areas with a uniform and highly valued suburban character
- Highly walkable, with high amenity walking and cycling routes nearby

Ensuring that these criteria are met will encourage sustainable transport, increase liveability and promote community health and wellbeing.



PRIORITY 1

Increasing housing diversity to cater to families, the aging population, diverse household types and key workers.

ACTIONS

1.1 Complete and implement the *Willoughby City Housing Strategy*.

1.2 Review planning controls in the Chatswood CBD and in local centres to facilitate delivery of an increased number of medium and high-density dwellings, increasing dwelling diversity in the LGA.

1.3 Generally protect existing low-density areas from development as they are not needed to ensure sufficient dwelling supply and are important as a source of traditional family housing.

1.4 Assess any proposals for increased housing density against the *Willoughby City Housing Strategy*.

1.5 Ensure that planning controls create dwellings of universal design that are suitable for the changing needs of the community, including smaller and accessible dwellings for the aging population and family-friendly medium and high-density dwellings for new families moving to the area.

1.6 Ensure higher sustainability and resilience targets for all new dwellings in Willoughby City in order to lower life cycle costs for new residents.



Castlecrag local centre

PRIORITY 2

Increasing the supply of affordable housing.

Willoughby's housing, in common with many parts of metropolitan Sydney, is increasingly expensive. Unchecked, all housing will become unaffordable for new families and for workers in relatively low paid but important jobs which are critical to the local economy, such as at the Royal North Shore Hospital, in the Artarmon and North Willoughby industrial areas and in the extensive retail and hospitality sector. Unaffordable housing also places people in rental and mortgage stress, creating risks for their future housing situation if their circumstances change or they are subject to social or economic shocks.

Consistent with directions in the District Plan, Willoughby City Council will increase the affordable housing component of new development subject to feasibility testing. The aim is to increase the component from the current 4% of gross floor area (GFA) to 7% by 2021 and 10% by 2026 subject to the required feasibility testing. Other measures to increase the amount of affordable housing may also be appropriate where there is development uplift, including using planning agreements. This would have the aim of increasing the proportion of all dwellings in the LGA which are affordable.

Council will continue to advocate for state government to invest in social and affordable housing to supplement the dwellings generated by the above contributions. Council is committed to maintaining its community housing program in future.

The most appropriate locations for affordable housing are near facilities, services and existing frequent public transport. The centres of Chatswood and Artarmon have the highest levels of accessibility, followed by centres along Penshurst Street and Willoughby Road which are currently serviced by direct and relatively high frequency buses to the Sydney CBD. This spatial allocation of affordable housing aligns with the designated housing diversity areas and public transport corridors.

ACTIONS

2.1 Undertake the required feasibility testing to increase the proportion of total floorspace to be delivered as affordable housing in new developments.

2.2 Seek opportunities to deliver increased public benefit through affordable housing when increases in density are sought in major proposals.

2.3 Advocate for higher levels of investment in affordable housing in by the NSW Government, including in Government led urban renewal strategies.

2.4 Continue to work with the NSW Land and Housing Corporation to support the renewal of social housing within the LGA, consistent with the *Future Directions for Social Housing* policy, including through facilitating changes to the planning framework for public housing assets where required.

2.5 Focus affordable housing delivery along potential eastern public transport routes and the Metro and North Shore Railway Line.

2.6 Maintain Council's community housing program.

2.7 Deliver affordable housing when Council owned land is redeveloped for housing purposes.

6.2 A CITY FOR PEOPLE

Building stronger social and cultural networks, providing better services for people and improving local health as the population grows in Willoughby City will require investment in walking and cycling connections and planning for improved social infrastructure such as schools, child care centres, parks, recreation facilities, community facilities, libraries, cultural centres, health facilities and other services.

This direction implements the following actions from *Our Future Willoughby 2028*:

Community Priority 1.1: Create and enhance green spaces.

Community Priority 1.2: Promote sustainable lifestyles and practices.

Community Priority 2.1: Enhance transport choices and connections throughout the city.

Community Priority 2.7: Promote accessible services for the community.

Community Priority 3.3: Promote an active and healthy lifestyle.

Community Priority 3.5: Maintain quality of life by balancing population growth with the provision of assets and services.

6.2

PRIORITY 3

Enhancing walking and cycling connections to Willoughby's urban areas, local centres and landscape features.

Walking and riding a bike are important transport modes as well as recreational activities and provide well-established health benefits. Research has shown that greater amounts of walking reduce a person's risk of dying early and suffering from a chronic disease, and that the more time a person spends in a car the greater their risk of obesity. In the future, residents in every part of Willoughby City should be able to easily walk or ride a bike around the LGA's suburbs for short and medium length trips and to meet their everyday needs, such as going to local shops, parks and schools. This will provide transport choices for the local community, facilitating healthy transport options and reducing congestion and air pollution.

Making walking and cycling a preferred mode of travel will require:

- Improved walking and cycling infrastructure which is direct and provides safe, high quality walking and cycling links that cater for and encourage short trips to local centres, public transport services, schools, local open space and the Green Grid, and other trip attractors.
- Encouraging and catering for increased rates of walking, cycling and use of public transport in new developments, for example by increasing bike parking supply, providing safe, comfortable and connected footpaths and bicycle routes, and restricting provision of car parking.
- Designing local streets to be low-speed, low-traffic and low-stress environments that can be safely and comfortably used for walking and cycling, particularly by children, e.g. through the use of local area traffic management and road space allocation measures that prioritise and support the needs of vulnerable road users.
- Ensuring footpaths are wide enough to allow a range of user needs, such as wheelchairs, prams, and family groups.
- Consider wider shared paths that can also safely accommodate bicycle riders, particularly children and inexperienced riders, to get to key local destinations such as public transport, schools, parks and shops.
- A pleasant environment for walking and cycling which is shaded by trees,
- Addressing barriers to walking and cycling caused by major transport corridors including state roads such as Eastern Valley Way, Willoughby Road, Pacific Highway and Gore Hill Freeway and the North Shore Railway Line, and;

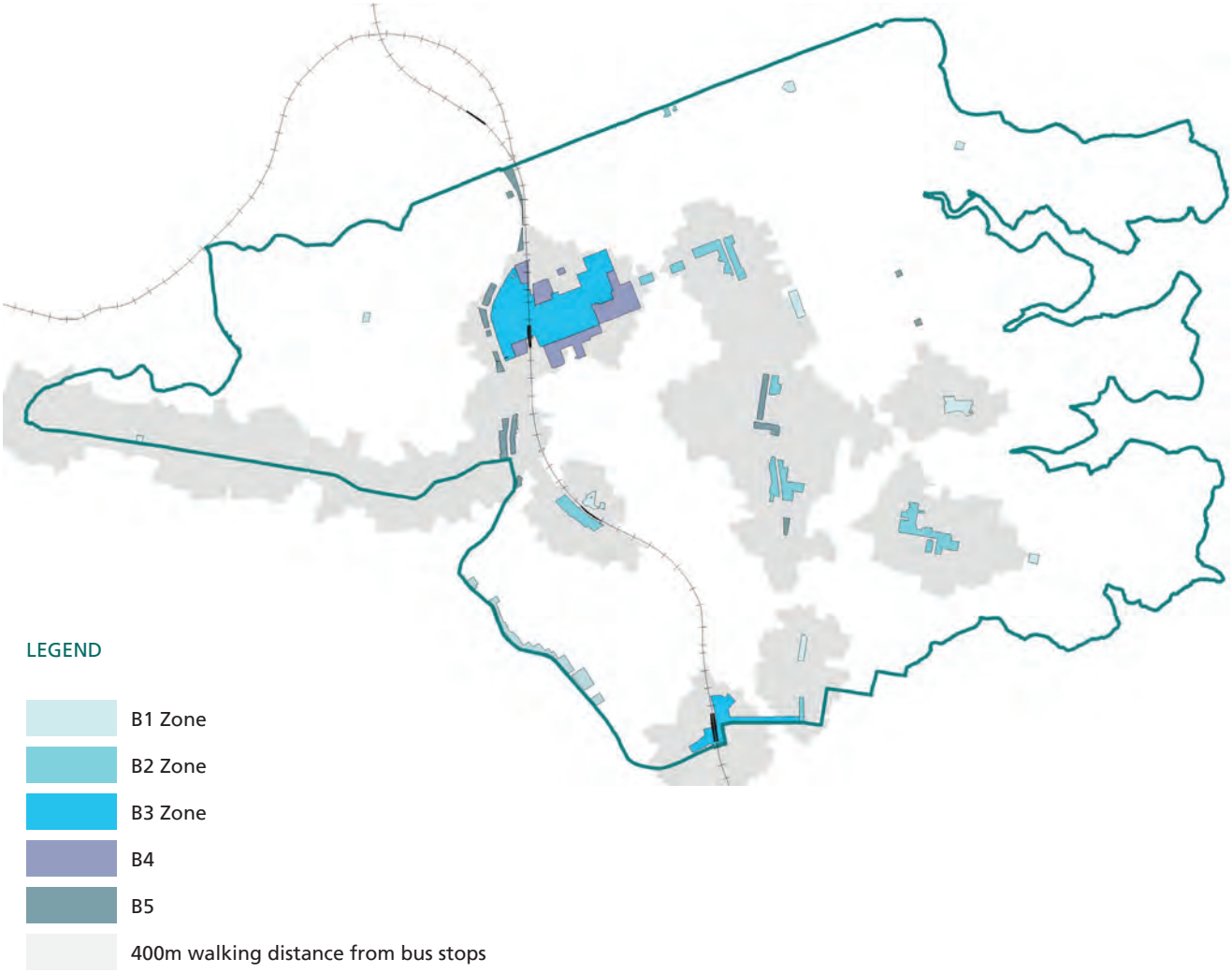
Concentrating housing development in the housing diversity area will ensure that new dwellings are located near to local centres and facilities and to planned walking and cycling routes. The map below identifies strategic and local centres within the 400m walkable distance from a bus stop.



PRIORITY 3

Enhancing walking and cycling connections to Willoughby's urban areas, local centres and landscape features.

FIGURE 16: MAP SHOWING STRATEGIC AND LOCAL CENTRES WITHIN THE 400m WALKABLE CATCHMENT FROM A BUS STOP



Source: Willoughby City Council 2019

PLACE FUNCTION OF LOCAL ROADS

While Willoughby City contains walking and cycling paths through local parks, along creek corridors and through bushland, most walking and cycling paths traverse local roads. The walking, cycling and traffic movement of the community needs work to create an attractive environment for walking and cycling. Figure 17 shows a map of both existing and proposed cycleways in the Willoughby City LGA.

PRIORITY 3

Enhancing walking and cycling connections to Willoughby's urban areas, local centres and landscape features.

FIGURE 17: EXISTING AND PROPOSED CYCLEWAYS IN WILLOUGHBY CITY LGA



Source: Willoughby City Council Bike Plan Review, 2012

LEGEND

Cycling Infrastructure

- Existing Infrastructure
- Proposed Infrastructure

Cycling Connectors

- Regional Connectors
- Inter-Regional Connectors
- Local Connectors



PRIORITY 3

Enhancing walking and cycling connections to Willoughby's urban areas, local centres and landscape features.

GREEN CORRIDORS

Willoughby City contains many significant open and green spaces, including sporting grounds of regional importance. However, Willoughby's open spaces are not always connected to each other or easily accessible by the community.

Willoughby's existing open spaces and landscape corridors provide north-south environmental connectivity around Middle Harbour and the Lane Cover River, and the beginnings of east west connectivity along creek corridors from bushland to the nearby parts of suburbs.

However, most of Willoughby's housing development over the next 20 years is intended to be provided in the housing diversity area in the centre of the LGA. This area contains some large open spaces, but much of the area is not well connected to the substantial open space assets on the fringes of Willoughby City and in the Flat Rock Creek corridor. As development occurs, it will become even more important to link the suburbs in the centre of Willoughby City to these important bushland, sporting and open space assets.

To improve connectivity to Willoughby's bushland and open spaces, east-west green walking and cycling corridors will be provided, creating continuous routes from the river and waterways in the west to the inlets and peninsulas of Middle Harbour in the east via Willoughby's commercial centres and the housing diversity area. Effective crossings of major road and rail barriers would be an initial focus.

East-west river to harbour green corridors will be augmented by north-south green links along existing roads and transport networks. This will enhance opportunities for active travel and connect a greater proportion of the population to the river to harbour corridors, local centres and social infrastructure.

East-west and north-south green corridors will form a local green grid for Willoughby City which expands on the green grid projects identified in the *Greater Sydney Region Plan* and *North District Plan*. Priority green link corridors in Willoughby City include enhanced connections with the Great North walk and Lane Cove National Park as well as links from Artarmon to Northbridge and Chatswood to Castle Cove and north-south between St Leonards and Chatswood. Providing high-amenity routes which provide easy access to homes, local centres, schools and other facilities will support walking and cycling, encourage social interaction and improve resilience. This will improve the health of Willoughby's community.



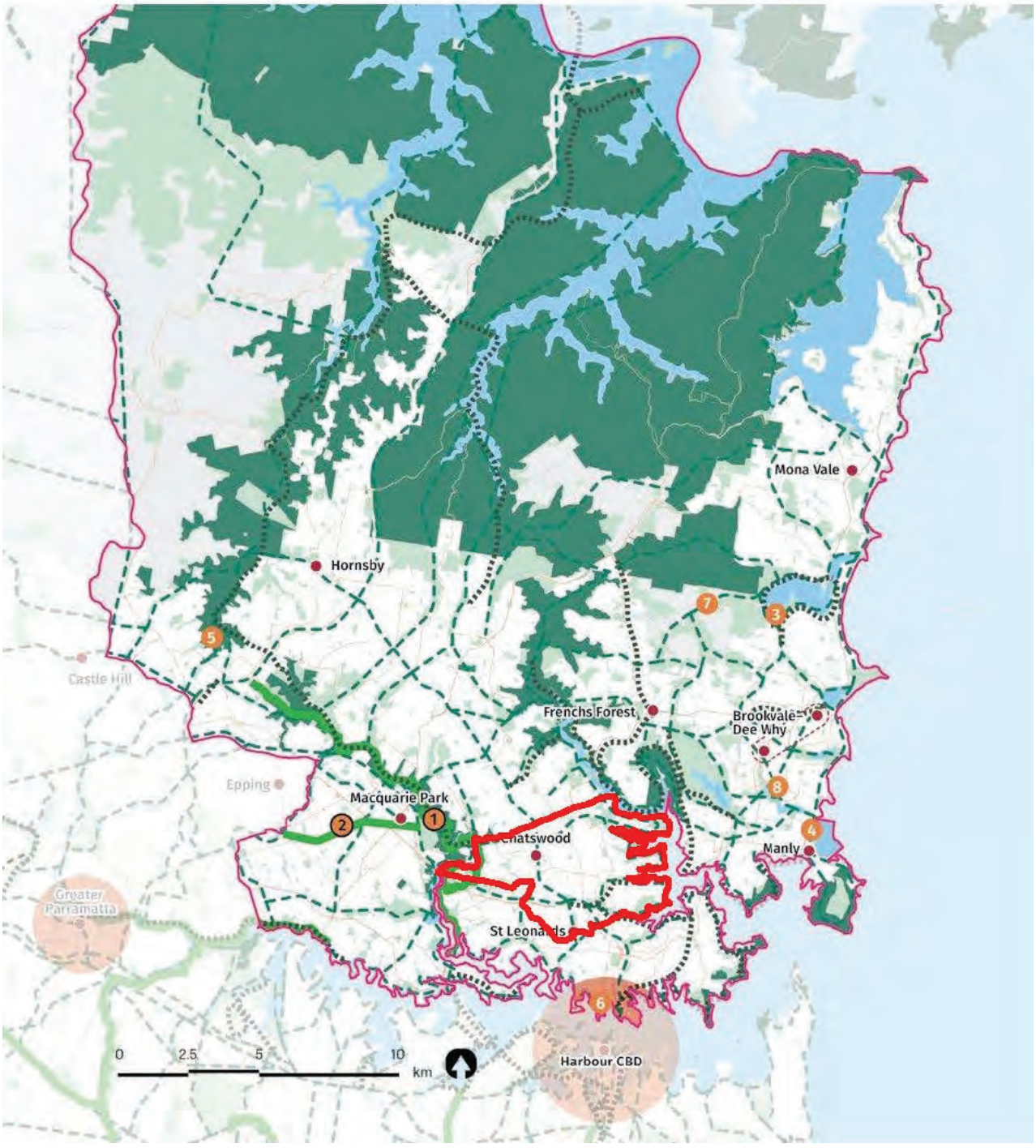
Explosives Reserve, Castle Cove

PRIORITY 3

Enhancing walking and cycling connections to Willoughby's urban areas, local centres and landscape features.

The map below highlights the Willoughby City LGA and shows the *North District Green* Grid opportunities as identified in the *North District Plan*.

FIGURE 18: NORTH DISTRICT GREEN GRID OPPORTUNITIES AND WILLOUGHBY CITY LGA



Source: North District Plan, Greater Sydney Commission, 2017

PRIORITY 3

Enhancing walking and cycling connections to Willoughby's urban areas, local centres and landscape features.

ACTIONS

3.1 Develop both east-west and north-south routes in the LGA as green links for walking and cycling, consistent with green grid priority corridors identified in the *Greater Sydney Region Plan* and *North District Plan*.

3.2 Expand the bicycle network as planned in the *Willoughby City Bike Plan*.

3.3 Work with Transport for NSW to address barriers to walking and cycling caused by major transport corridors such as the Pacific Highway, Gore Hill Freeway and North Shore Rail Line.



Willoughby City bike path

PRIORITY 4

Ensuring that social infrastructure caters to the population's changing needs and is accessible to foster healthy and socially connected communities.

Social infrastructure is the glue that holds the community together. It includes a broad range of facilities and locations including schools and other education facilities, child care centres parks, recreation facilities, community facilities, libraries, cultural centres, health facilities and other services. As the population of Willoughby City grows in the future and the demographic mix changes, it will be important to ensure that social infrastructure is appropriately located, and that the right kinds of services are available to the meet the population's needs. These needs are determined in a variety of ways including community consultation when planning capital works projects and ongoing communication with local organisations (e.g. sports clubs). Council completed a comprehensive community engagement program in 2013 to determine the community's level of satisfaction with, and expectations for Council's assets.

Social infrastructure is currently spread across the LGA, though many services and major regional facilities such as The Concourse are concentrated in local centres and Chatswood CBD. These local government facilities and community gathering places are clustered in the Transport Corridor along the North Shore Rail Line and the proposed Eastern Public Transport Route. Locating residential development in the housing diversity area along this route will ensure that new dwellings are near existing facilities, local centres and services.

It will be necessary to upgrade existing infrastructure as the population grows to maintain service standards. Forecasts for population growth indicate that 39% of population growth in the LGA will occur in and around the Chatswood CBD, where the population is forecast to grow by 38% between 2019 and 2036 . Encouraging housing development in local centres and medium density residential zones under this LSPS will disperse growth and may decrease the proportion of growth in Chatswood CBD, but population growth is still likely to be highly concentrated.

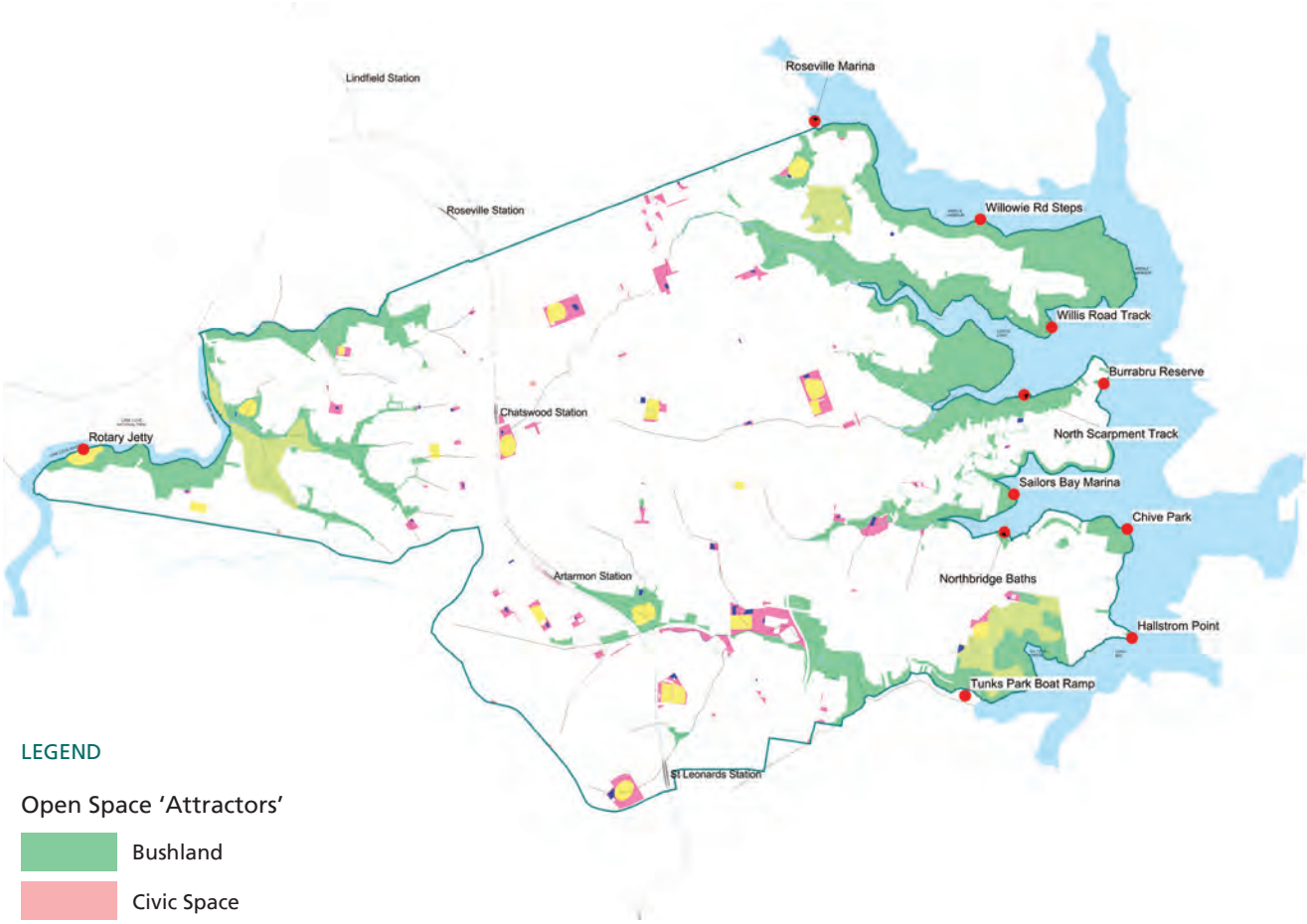
Concentrated population growth is placing pressure on some social infrastructure, and pressure is likely to continue to increase in the future. Building new social infrastructure is expensive, particularly in places like the Willoughby City LGA where land values are high. Willoughby City Council will seek to create new infrastructure where possible, but in most cases increases in capacity will need to come through upgrades to, and increase utilisation of, existing infrastructure. Planned infrastructure upgrades are mostly located along the potential public transport route where population growth will be strongest. However for open space upgrade works, such as sportsgrounds; these will occur wherever there is increased capacity available for that existing field.



PRIORITY 4

Ensuring that social infrastructure caters to the population's changing needs and is accessible to foster healthy and socially connected communities.

FIGURE 19: MAP SHOWING OPEN SPACE ATTRACTORS IN THE WILLOUGHBY CITY LGA



LEGEND

Open Space 'Attractors'

- Bushland
- Civic Space
- Golf
- Oval
- Park
- Playground
- Existing Location for Foreshore Access
- Waterways

Source: Willoughby City Council 2019

As illustrated in the map on page 54, a large part of the Willoughby LGA is within a 400m walkable catchment of the major open space attractors as defined in Figure 20A. A map showing 200m catchment is also included in Figure 20B.

PRIORITY 4

Ensuring that social infrastructure caters to the population's changing needs and is accessible to foster healthy and socially connected communities.

FIGURE 20A: MAP SHOWING 400m WALKABLE DISTANCE FROM OPEN SPACE ATTRACTORS

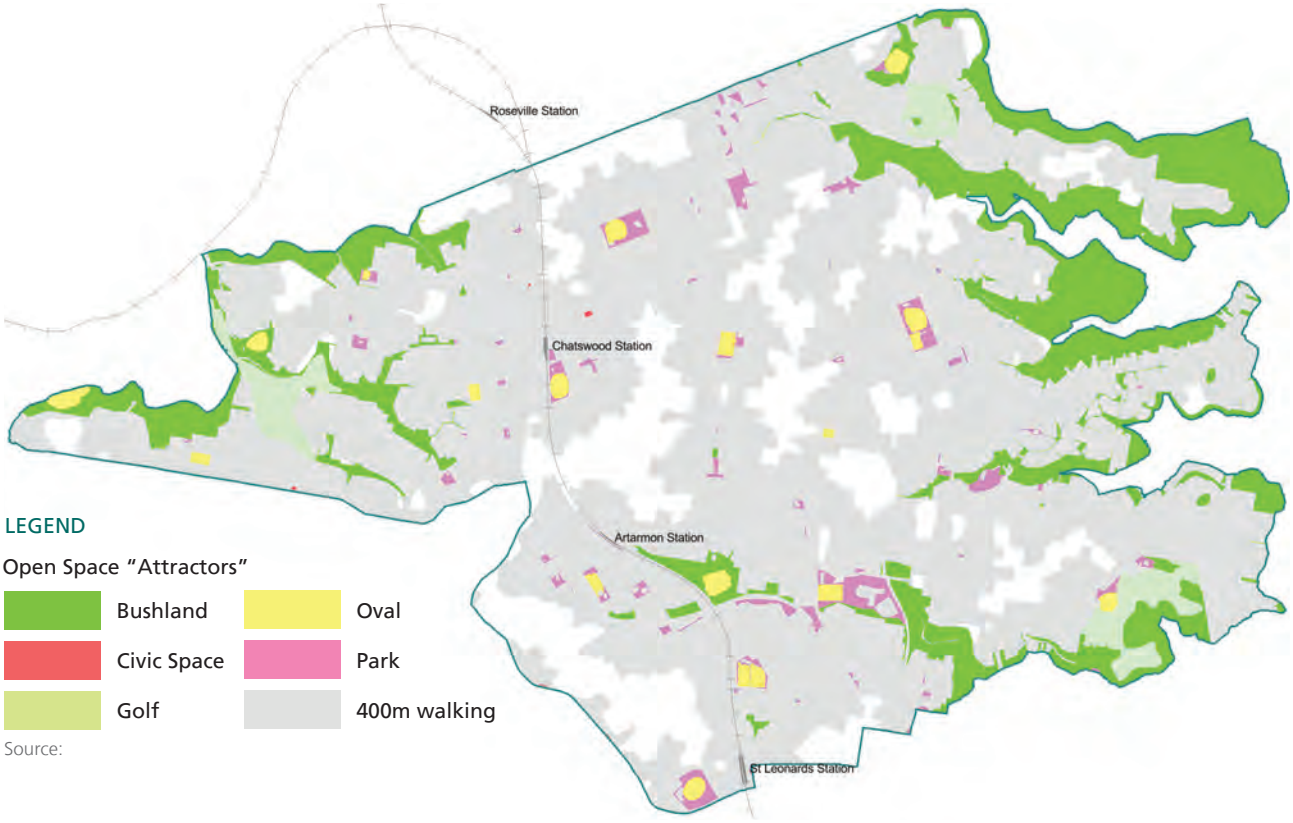
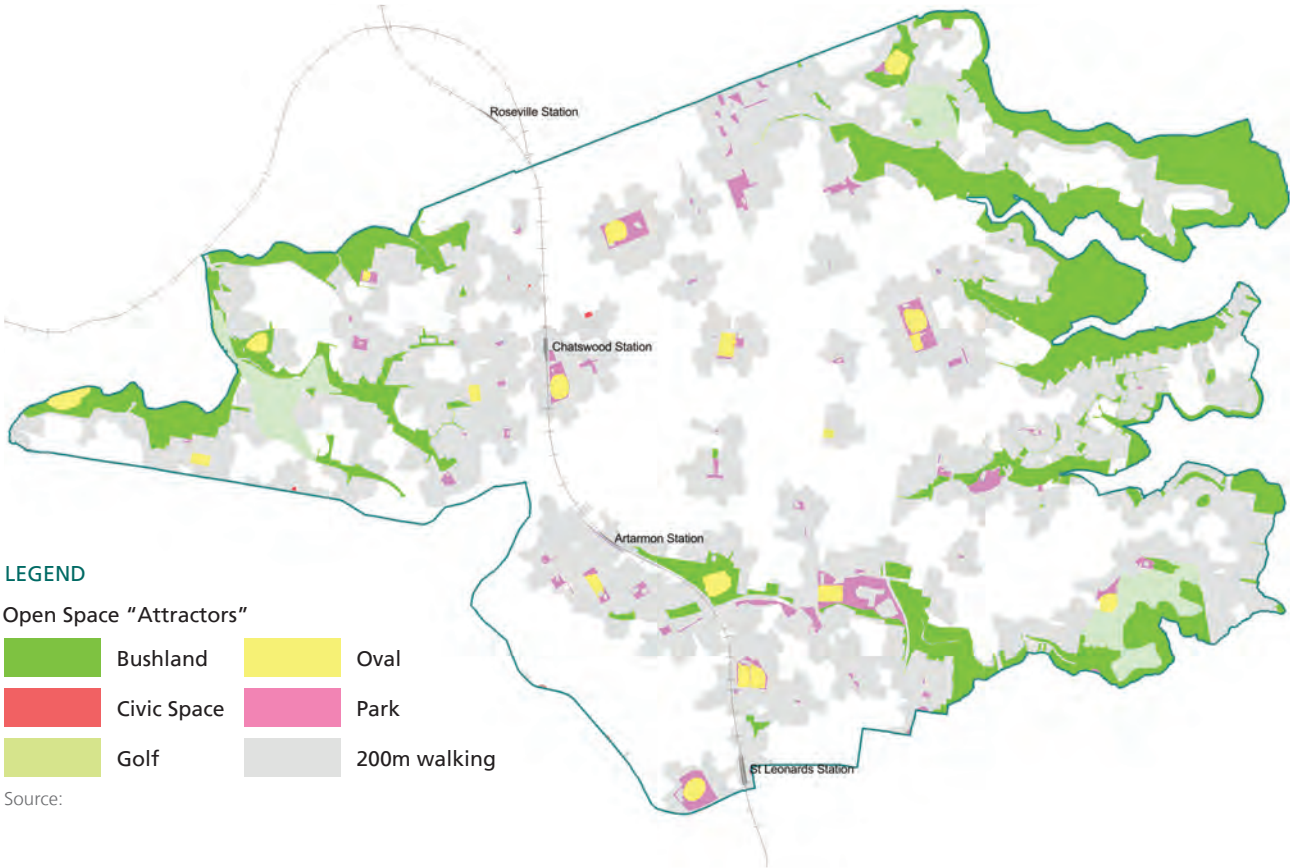


FIGURE 20B: MAP SHOWING 200m WALKABLE DISTANCE FROM OPEN SPACE ATTRACTORS



PRIORITY 4

Ensuring that social infrastructure caters to the population's changing needs and is accessible to foster healthy and socially connected communities.

SCHOOLS

Enrolment at Chatswood Public School grew by 89% between 2008-2018 (608 students) and the school is at 108% capacity, while Chatswood High School grew by 48% (493 students) over the same period . Willoughby Public School and Willoughby High School have 2,000 students although they were originally designed to accommodate 450 students. Schools such as the Artarmon Public School have also grown significantly, while others in areas with lower growth such as Castle Cove Public School and Northbridge Public School, have grown much less.

Continuing to grow the population of Chatswood will require upgrades to school infrastructure, particularly as smaller families move into apartments as a more affordable housing option than separate houses. Some upgrades are completed, including Artarmon and Mowbray West Public School. Other upgrades such as Willoughby Public School and Willoughby Girls High School are nearing completion, and others including Chatswood Public and Chatswood High Schools are in the planning phase. Willoughby City Council will continue to work with School Infrastructure NSW to plan to accommodate future population.

OPEN SPACE AND RECREATION FACILITIES

New open space is particularly expensive to create due to land acquisition costs. Willoughby City Council will plan for more open space in locations including the Chatswood CBD where very high population growth rates are expected. In other cases, existing facilities will be upgraded, expanded in size and access to facilities improved in order to increase the usefulness and accessibility of existing open space. Facilities are to be barrier free and inclusive of people with disability where the site allows. (Refer to Action Plan from *Disability Inclusion Action Plan 2017-2021*)

A recent review of existing recreation and sport facilities in the North District by the Northern Sydney Regional Organisation of Councils (NSROC) found that even if all currently intended infrastructure upgrades occurred in the short-term, there will be a significant under-provision of sportsgrounds in 2036, and even more-so by 2046. Forecasts show that councils would need to increase the capacity of sportsgrounds by over 40% by 2036 to cope with existing demand. This will not be possible, and so Willoughby City Council must focus on upgrading, managing and increasing the utilisation of existing facilities.

Increased accessibility may also be facilitated by public use of recreation facilities outside of Council ownership such as school ovals through joint-use agreements. Joint-use agreements for ovals have been reached with Chatswood High School, Mowbray West Public School and Willoughby Girls High School. Involvement will also be required by NSW Government organisations to lead the district-wide planning and funding of new facilities. Council is also awaiting the release of District Sports Facilities Plans by the NSW Office of Sport.

The *Willoughby City Council Open Space & Recreation Plan 2013* lists six themes and relevant goals for the Community's engagement with open space:

1. Regional planning for new walking and cycling linkages between foreshore parks and other open space areas, which will be achieved under Priority 3 of this LSPS.
2. Family friendly parks for all age groups, focusing on existing open space.
3. More and better-quality district sporting fields and indoor sports courts.
4. Access to water, particularly beaches and foreshore parks.
5. Swimming facilities.
6. Interaction with nature.



Northbridge baths

PRIORITY 4

Ensuring that social infrastructure caters to the population's changing needs and is accessible to foster healthy and socially connected communities.

The *Willoughby City Council Open Space & Recreation Plan 2013* is currently under review. NSROC is currently undertaking the Northern Sydney Social Infrastructure Strategy. The strategy will make recommendations on:

- Social infrastructure provision with a focus on regional and sub-regional social infrastructure.
- Credentialed benchmarks for social infrastructure.
- Examples of innovative social infrastructure provision.
- Evaluations/surveys/studies of existing social infrastructure items that may assist in identifying issues related to providing or operating various types of facilities (e.g. costs to users, viability etc.)
- Possible funding and partnership models.

ACTIONS

4.1 Complete the *Willoughby Open Space and Recreation Plan* review and prepare a revised Strategy.

4.2 Maintain and upgrade existing recreational and bicycle facilities in areas of greatest use and demand.

4.3 Where opportunities are available, align the location of community and recreational spaces for community to the population distribution in the LGA.

4.4 Pursue opportunities in new developments to increase public open space areas.

4.5 Review the local contributions plan every five years to ensure that it reflects the changing needs of the community.

4.6 Work with Transport for NSW to address impediments in accessibility to social infrastructure caused by major transport corridors such as the Pacific Highway, the Gore Hill Freeway and the North Shore Rail Line. One focus would be on priority walking and cycling routes discussed in Priority 3.

4.7 Work with School Infrastructure NSW to ensure that school planning is aligned with expected population growth, and advocate to the NSW Government for funding to be provided for additional investment in schools and other educational facilities.

6.3 A CITY OF GREAT PLACES

A city of great places is one in which the local character is built upon to make places which are lively, unique and pleasant. In Willoughby this will require the protection of the valued heritage and suburban character, improving connections to local centres and planning for local centres which are accessible and meet the community's needs.

This direction implements the following actions from *Our Future Willoughby 2028*:

Community Priority 2.2: Respect and celebrate our history and heritage sites.

Community Priority 2.6: Improve access to digital services in public spaces.

Community Priority 3.4: Create desirable places to be and enjoy.

Community Priority 3.6: Activate local spaces in creative ways.

Community Priority 4.3: Create memorable food destinations.

Community Priority 4.6: Facilitate the viability and vibrancy of our village centres.

6.3

PRIORITY 5

Respecting and enhancing heritage and local suburban character.

A key asset of the Willoughby City LGA is its intact and green suburbs containing large family housing. The suburban housing throughout much of the LGA is relatively uniform in character and style and dates from a similar time-period. Recent redevelopment often reflects the scale and style of older housing. This uniform and valued character is reflected in part in protected heritage conservation areas.

In addition to numerous local heritage items and 12 heritage conservation areas, Willoughby City LGA contains 11 State Heritage Register items and 122 recorded Aboriginal Sites.

The Willoughby City LGA has a long and rich Aboriginal heritage which is valued and respected and is also an important consideration during development proposals. Appropriate and regular consultation is held with the Metropolitan Local Aboriginal Land Council to ensure that Aboriginal culture and heritage is appropriately protected, promoted and managed.

The Aboriginal Heritage Office (AHO) provides key advice and expertise to its partner Councils, including Willoughby City Council which is a founding Council from 2000. The AHO assists partner Councils to protect Council's Aboriginal sites and promote Aboriginal history and heritage in each of the Council areas. The AHOs activities are based on three main areas: site management, council support and education.

Willoughby City Council contributed a number of programs/events to the Gai-mariagal Festival to raise community awareness and celebrate with the community the art and cultural effects of Aboriginal and Torres Strait Islanders.

The uniform suburban character of Willoughby's suburbs is particularly distinct in the area between the Pacific Highway and Eastern Valley Way. On the peninsulas of Castle Cove, Middle Cove, Castlecrag and Northbridge the housing style is more varied, and some substantial redevelopments have occurred. Nonetheless, these areas retain a distinctive character with leafy suburban streets and occasional sweeping views over Middle Harbour.



PRIORITY 5

Respecting and enhancing heritage and local suburban character.

Existing heritage conservation areas in Willoughby LGA (and relevant suburb names) are:

- Artarmon
- Blue Gum (Chatswood)
- Findlay and Wyvern Avenues (Chatswood/Roseville)
- Griffin (Castlecrag)
- Harwood Avenue (Chatswood)
- Hollywood Crescent (North Willoughby)
- Horsley Avenue (North Willoughby)
- Naremburn
- Naremburn Central Township
- North Chatswood
- South Chatswood
- Willoughby Park (Willoughby East)

Over the next 20 years some change to housing types, including medium density housing, could be expected in the areas closest to centres with shops, services and frequent public transport (in or near where buildings are already higher). Other lower density areas in the LGA will continue to experience some infill including dual occupancies and secondary dwellings, but will largely retain the existing character synomonous with the Willoughby City LGA.

Respecting and enhancing these areas will ensure that they will continue to provide attractive housing for families. It will protect their heritage and conservation values and ensure that their local character, which is highly valued by the Willoughby City community, is preserved. Council will work with DPIE as part of the endorsement and implementation of the Housing Strategy to protect residential areas of significant character and heritage value.

Willoughby City contains over 240 identified heritage items, which are protected through planning controls. These include houses of a diverse range of styles, schools, churches, bridges and the former Willoughby Incinerator. Current heritage conservation areas cover the land east of the North Shore Rail Line and several other locations. Council reviews heritage listings periodically to ensure that significant heritage items are listed and that listings align with community values.

It has also noted that in relation to the *Chatswood CBD and Urban Design Strategy*, the Department of Planning, Industry and Environment has requested that Council carry out a further review of the proposed B4 Mixed Use zone area specifically with regard to a detailed built form and heritage analysis as it impacts on adjoining residential heritage conservation areas.

ACTIONS

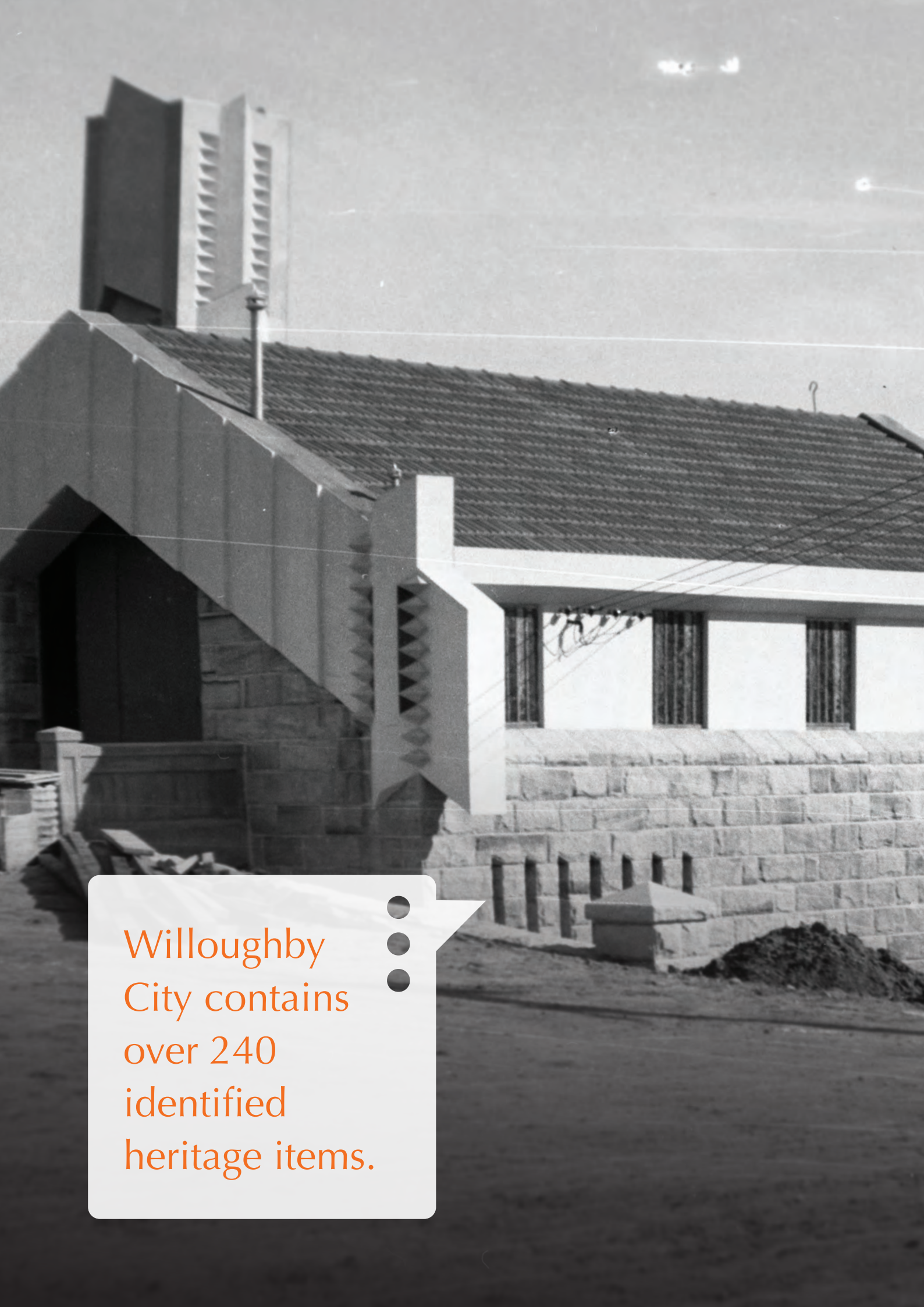
5.1 Generally protect the existing character of low-density suburbs in the LGA.

5.2 Continue to protect Aboriginal sites, State and local heritage items and conservation areas through planning controls.

5.3 Complete and implement Willoughby's Heritage Review.

5.4 Continue to review heritage items and conservation areas at least every 4 years.

5.5 Continue to collaborate with the Metropolitan Local Aboriginal Land Council and the Aboriginal Heritage Office to ensure that Aboriginal culture and heritage is appropriately protected, promoted and managed.



Willoughby City contains over 240 identified heritage items.

PRIORITY 6

Planning for local centres which are vibrant places that meet the everyday needs of the population.

The LGA has a distinct pattern of centres focused on the North Shore rail line stations (Chatswood, Artarmon, St Leonards), Penshurst St/Willoughby Road corridor (North Willoughby, High Street, Penshurst Street, Willoughby South and Naremburn) and Eastern Valley Way corridor (Northbridge and Castlecrag). There are smaller neighbourhood centres composed of several shops located west of the Pacific Highway and east of Eastern Valley Way including Castle Cove.

Chatswood and St Leonards are strategic centres serving North Shore and metropolitan catchments. Their high-density housing, vibrant streetscapes, business activity and diverse demographics make them global gateways for businesses as well as for people moving to Sydney. Continued development of these centres in the future will improve vibrancy and the night-time economy.

Willoughby's other centres serve mostly local shopping and service needs. Local centres provide a diversity of services, though all have capacity and good opportunities for new and appropriate development. Local centres make a significant contribution to the character of neighbourhoods, sustain a strong sense of community, create opportunities for housing choice and generate accessible local jobs close to public transport and housing.

Retail and service provision is currently focused in Chatswood. Outside of Chatswood, only Northbridge currently has a full line supermarket, although another is proposed at North Willoughby. As congestion increases, access to Chatswood for shopping and services from other parts of the LGA could be challenging, so local centres should play a greater role meeting local retail and weekly shopping grocery needs.

Local centres make a significant contribution to the character of neighbourhoods.



PRIORITY 6

Planning for local centres which are vibrant places that meet the everyday needs of the population.

DRAFT LOCAL CENTRES STRATEGY

Council has prepared a *Draft Local Centres Strategy* which identifies a vision and planning objectives for each of the local centres. The strategy aims to promote a network of thriving, attractive and distinctive neighbourhoods, and raises the possibility of accommodating additional non-residential and residential floor space in each centre. Planning controls would be reviewed to encourage site amalgamation where appropriate and the delivery of an improved public domain to create a healthier built environment. In many cases, feedback from the community has identified the importance of maintaining existing fine-grain development patterns and village characters.

The *Draft Local Centres Strategy* investigated a new local centre in the western part of the LGA which includes Lane Cove North and Chatswood West, however it is considered that a new centre at Chatswood west of the Pacific Highway is not justified at this time. While this area contains no substantial local centre, residents can travel to Chatswood or to Lane Cove for shopping and services. It is however recognised that access to Chatswood is constrained by the Pacific Highway and traffic congestion and topography makes walking or cycling to Lane Cove difficult. Council may review the need for an expanded local centre in the Chatswood West locality in future.

LOCAL CENTRES

There are several local centres located along the Willoughby Road-Penshurst Street Corridor:

- **North Willoughby** which has a mix of business types, a fine-grain streetscape, heritage buildings and connections to Chatswood CBD. Shop-top housing development may be possible while ensuring that this centre retains its own character distinct from Chatswood CBD.
- **High Street**, a small strip of retail shops set one block back from Penshurst Street. It has good pedestrian access with flat grid topography and pleasant tree lined streets.
- **Penshurst Street**, which consists of a small one-sided retail strip on Penshurst Street north of Oakville Road and a larger strip providing a range of homemaker stores with inconsistent setbacks and awnings.
- **Willoughby South**, which is a retail strip on both sides of Willoughby Road with a relatively consistent two-storey retail building style and some more recent mix-use developments. The centre slopes down from north to south and is adjacent to Sanders Park, providing neighbourhood open space. There are constraints on development of the centre, including issues with traffic and parking, narrow allotments and the lack of a small supermarket.

NORTH WILLOUGHBY



PENSHURST STREET



HIGH STREET



WILLOUGHBY SOUTH



PRIORITY 6

Planning for local centres which are vibrant places that meet the everyday needs of the population.

- **Northbridge** is located on a potential eastern public transport route. It is at the entry point to the LGA from the south and is focused on a major arterial route along Sailors Bay Road, Eastern Valley Way and Strathallan Avenue. It contains a variety of retail premises, including a full-line supermarket in Northbridge Plaza. The fine-grain local retail and dining services along the eastern portion of Sailors Bay Road enhances the vibrancy of the centre.

  The western side of the centre contains larger lots and buildings, including Northbridge Plaza. The Centre lacks a significant outdoor open space area for community recreation and gatherings, and community consultation has highlighted traffic and transport issues including issues associated with the Council car park at the rear of Northbridge Plaza.

Local centres which are located on a potential eastern public transport route are:

- **Artarmon**, which is on the North Shore Railway Line between St Leonards and Chatswood. Artarmon has a strong village atmosphere and contains shops and services providing for a range of local needs. The landscaped setbacks of surrounding apartment developments and houses, as well as street trees, provide a pleasant leafy character. The centre would benefit from a wider range of food choices provided by a small supermarket.
- **Naremburn**, which is located on Willoughby Road immediately south of the Gore Hill Freeway. It has a series of two storey, mid-century brick shop fronts with awnings and small unit paving that contributes to the village feel. The wide footpaths and street trees in the northern part of the centre provide good opportunities for outdoor dining. Despite this, the centre is dominated by its relationship to Willoughby Road and the intersection with the Gore Hill Freeway.
- **Castlecrag**, which is adjacent to Eastern Valley Way. The Centre has a strong heritage character, a range of dining venues and amenity provided by a small supermarket. It is important to reflect the Walter Burley Griffin design philosophy in the Castlecrag Centre.

The centres in the middle of the Willoughby City LGA along the potential Eastern transport route are close together and have overlapping walking catchments. Retail and service-related development should be concentrated in existing centres.

NORTHBRIDGE



ARTARMON



CASTLECRAG



NAREMBURN



PRIORITY 6

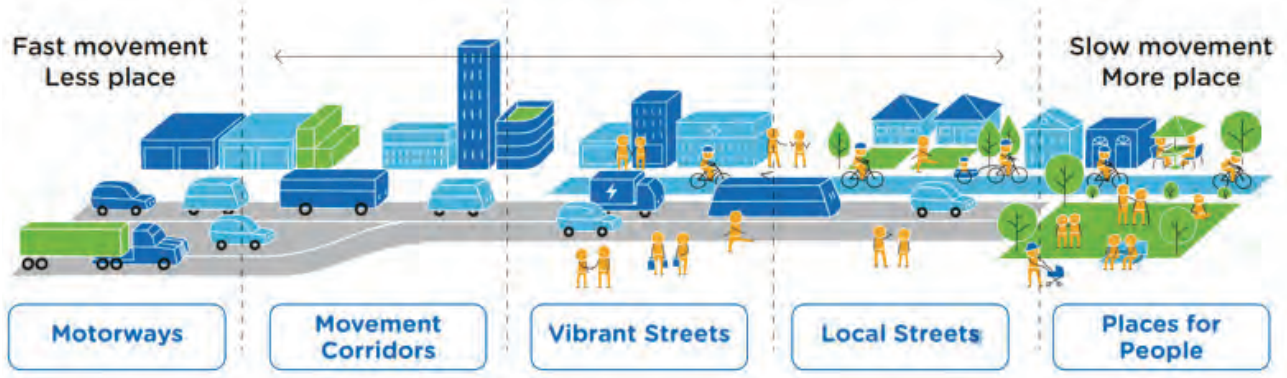
Planning for local centres which are vibrant places that meet the everyday needs of the population.

MOVEMENT AND PLACE FRAMEWORK

It is important that the arterial function of roads along which local centres are located, including Willoughby Road, Penshurst Street and Sailors Bay Road, are balanced with the function of local centres as meeting places for the local community. Failing to manage the negative amenity impacts of traffic along these roads would detract from the liveability of the centres and their surrounding suburbs.In some cases, slowing the flow of traffic or public domain works may be required to improve the pleasantness and vibrancy of these centres. In other cases, additional parking facilities and traffic management may be necessary.

Transport for NSW's *Future Transport 2056* plan contains a movement and place framework (see Figure 21) which categorises the movement function and place function of roads. Willoughby Road, Penshurst Street and Sailors Bay Road have important arterial functions but are also the back-bones of vibrant local centres. These roads must be considered as vibrant streets under the movement and place framework rather than only as movement corridors.The place functions of Willoughby Road and Penshurst Street are particularly important, as they contain an almost continuous corridor of local centres and land zoned for medium density residential development.

FIGURE 21: TRANSPORT FOR NSW'S MOVEMENT AND PLACE FRAMEWORK



Source: Transport for NSW 2018, Future Transport 2056

ACTIONS

6.1 Review planning controls in local centres to encourage site amalgamation and development which:
- encourages residential diversity,
- improves the public domain and urban design, and
- provides additional commercial floor space.

6.2 Complete the *draft Willoughby Local Centres Strategy to 2036* and implement its recommendations.

6.3 Implement local centre streetscape projects including short term amenity and improvement works in existing local centres consistent with the *Willoughby Local Centres Strategy to 2036*.

6.4 Limit retail development outside of local centres.

6.4 A WELL CONNECTED CITY

Providing Willoughby's residents and visitors with enhanced transport choices will require better walking and cycling connections and better public transport services. Better public transport will require an improved interchange role for Chatswood and more frequent services connecting all parts of the LGA to Chatswood and to local centres. Increased use of public transport, walking and cycling will reduce congestion and parking problems for users of Willoughby's roads.

This direction implements the following actions from *Our Future Willoughby 2028*:

Community Priority 2.1: Enhance transport choices and connections throughout the City.

Community Priority 2.4: Reduce parking and traffic congestion.

6.4

PRIORITY 7

Developing Willoughby City LGA transport system and Chatswood's role as a true transport hub for Willoughby City and the North Shore.

Major infrastructure investments planned or underway (including the Sydney Metro North West, Sydney Metro City and South-west and Northern Beaches rapid bus link) will increase the interchange and transport hub role of Chatswood on the North Shore. These investments will increase the agglomeration economies available to Chatswood and make it more attractive as a business location. The regional bus network is already focussed on Chatswood but there is need for major improvements to public transport connections from Chatswood to surrounding centres in Willoughby City that are currently less well serviced (see below).

The interchange function of Chatswood will need a much stronger focus and additional investment. The Willoughby City LGA and the Chatswood CBD is already well serviced by road based public transport (i.e. buses). The desire is to enhance existing service provision.

Developing an improved interchange function in Chatswood would make it easier for people to travel by public transport, providing transport choices other than private cars. This would help to manage congestion and parking around Chatswood, which is constrained.

ACTIONS

7.1 Advocate for a mass transit system such as a B-Line rapid bus link connecting Willoughby City to the Northern Beaches with a terminus at Chatswood.

7.2 Advocate for and support the development of a world class multi-modal (rail, bus and bicycle) interchange at Chatswood.

7.3 Develop an integrated transport strategy for the LGA, including Chatswood.

7.4 Enable increased walking and cycling as a transport mode across the LGA, and maximise access to public transport.

7.5 Reduce the congestion and impact of car usage in Chatswood by:

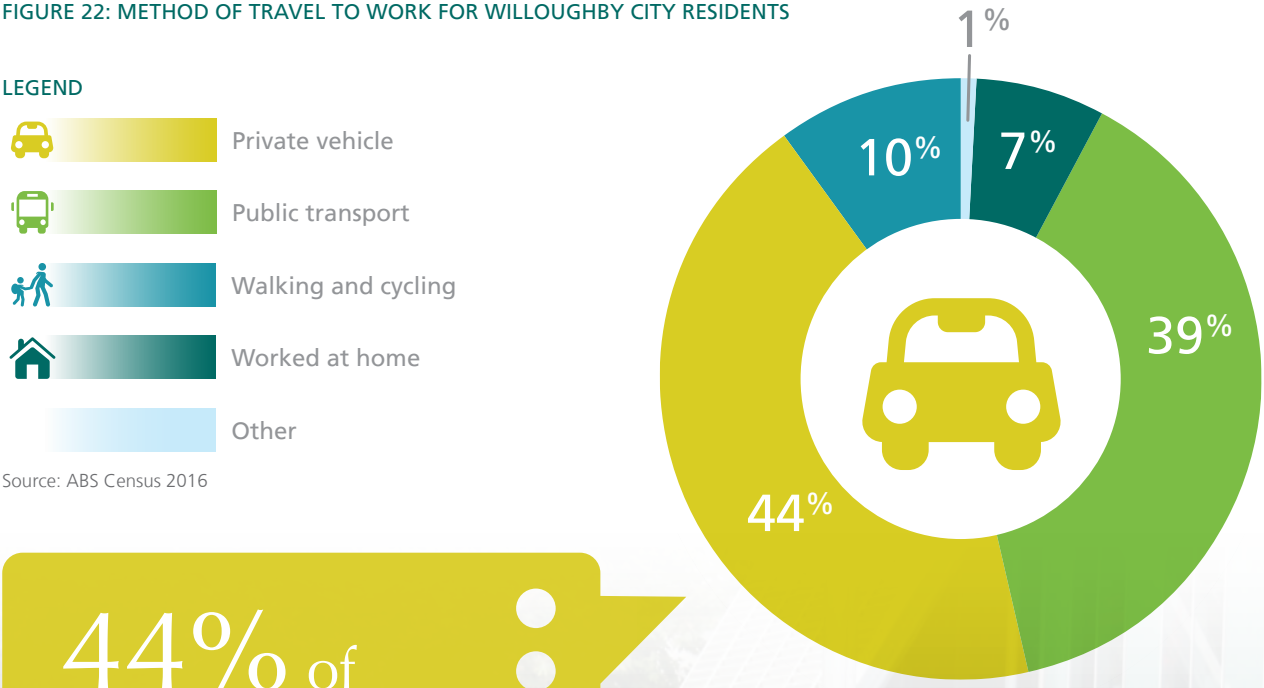
- Travel demand management for Chatswood
  - advocating for and supporting improved local public transport connected to Chatswood (see below)
  - examining car parking in Chatswood and improving its use and management
  - improving cycling, walking connections from neighbouring LGAs, residential areas to local centres and to Chatswood
  - support use of car and bike share
  - use of technology
  - introduction of a safe transport system
  - support targeted improvements to the state road network

PRIORITY 8

Connecting Willoughby's network of centres with each other and to Greater Sydney by mass transit.

Willoughby City is close to the Sydney CBD and other major employment centres, and much of it is relatively well connected to these employment destinations by public transport. Despite this, private vehicle usage to travel to work is high, with 44% of workers travelling from Willoughby City by car, truck or motorbike (see Figure 22).

FIGURE 22: METHOD OF TRAVEL TO WORK FOR WILLOUGHBY CITY RESIDENTS



Source: ABS Census 2016

44% of Willoughby City residents use a private vehicle to travel to work.

PRIORITY 8

Connecting Willoughby's network of centres with each other and to Greater Sydney by mass transit.

The opportunity exists to enhance public transport connections to Chatswood so it performs a greater role for residents travelling from/to Willoughby's other centres and suburbs.

This will address multiple challenges:

- Congestion in the LGA, particularly in and out of Chatswood – this risks reducing the centre's access and productivity advantages. There is a need to reduce car usage for access to Chatswood.
- There are only three railway stations (St Leonards, Artarmon and Chatswood), and areas around them are already intensively developed. Better public transport connectivity from Chatswood to other centres in the LGA will increase their attractiveness as residential and employment locations and reduce the 'pressure' on Chatswood.
- Increased development elsewhere in the LGA will require additional sustainable travel choices for existing and new residents.

While there are reasonable bus connections to Chatswood via Willoughby Road, Penshurst Street and Victoria Ave (services 257, 343 and 340, see Figure 23), these are through multiple routes, reducing the reliability of travel along this corridor. Connections east to Northbridge are indirect, slow and infrequent. From some parts of the Willoughby City LGA it is substantially easier to get to the Sydney CBD by public transport than to Chatswood.

Trams used to connect Chatswood via Willoughby Road, Penshurst Street and Victoria Ave while a separate service-connected Northbridge to North Sydney. This catalysed the development of centres in these locations. The bus network replicated some of these services but has not been re-evaluated or reviewed from a Chatswood and Willoughby City focussed perspective, with contemporary local transport network objectives.

FIGURE 23: EXISTING LOCAL BUS NETWORK IN THE SOUTH-EASTERN PART OF WILLOUGHBY CITY LGA



Source: Transport for NSW (website)

PRIORITY 8

Connecting Willoughby's network of centres with each other and to Greater Sydney by mass transit.

As Willoughby's population increases, there should be an aim to create a distinctive community and transit solution connecting Chatswood with other local centres, open space and social infrastructure. Most people in Willoughby City and almost all new housing development should be connected to Chatswood and other local centres by frequent and reliable public transport services. This would encourage public transport usage and provide transport choices, facilitating reduced car usage and reducing congestion.

The low population densities, steep topography and narrow bands of development along the peninsulas of Castle Cove, Middle Cove, Castlecrag and Northbridge discourage the provision of high-frequency public transport. The populations of these peninsulas also have a high socio-economic status and have high car ownership and usage rates, which would limit patronage of frequent public transport services. On-demand services could improve public transport provision in these areas.

In the short-medium term on-demand shuttle services such as those being trialled in other parts of Sydney could be implemented in these areas. In the longer-term driverless public transport shuttles could provide low-cost, reliable and high-quality public transport services connecting the peninsulas to local centres and to Chatswood.

The pattern of existing and desired future density in the LGA is clear. Centres at rail stations and in the Penshurst Street – Willoughby Road corridor, and east to Northbridge, are designated for increased density in Council's draft Housing and Local Centres Strategies.

With priorities and associated indicators focussed on boosting the share of resident workers employed locally, greater density, access to centres and services, reducing car usage and related greenhouse emissions, it is critical that high quality public transport alternatives be available for moving between key nodes in the LGA and accessing jobs, shopping, recreation facilities and services.

A frequent and rapid public transport service is proposed for investigation by Council on the following indicative route: **Chatswood – Victoria Avenue – Penshurst St – Willoughby Road – Frenchs Road – Northbridge (Sailors Bay Road) – Cammeray – Crows Nest Metro Station.**

A significant number of churches, recreation centres, schools and parks – as well as the local centres – are within 100-200 metres of this route. It would also be bookended by railway stations. Possible variations to this route or extensions could take in the other local centres of Castlecrag and Naremburn, or extending the end of the route to North Sydney.



PRIORITY 8

Connecting Willoughby's network of centres with each other and to Greater Sydney by mass transit.



Sydney Metro

ACTION

8.1 Develop an integrated transport strategy for the LGA which considers how to better link Willoughby's suburbs with local centres and with the Chatswood CBD by public transport.

8.2 Advocate for a high frequency and rapid public transport service between Strategic and local centres on major transport routes.

8.3 Work with Transport for NSW to support and implement travel behaviour change programs to help manage demand on the transport network, including by requiring new developments and businesses operating in key precincts to develop and implement travel plans to encourage the use of sustainable transport choices.

6.5 JOBS AND SKILLS FOR THE CITY

Making Willoughby a city that is more prosperous and vibrant requires increasing the number and diversity of jobs in the LGA. There are opportunities for economic development to achieve this aim in Chatswood CBD and St Leonards, while Willoughby's industrial areas provide diverse jobs and urban services hubs for the lower north shore. Planning for vibrant local centres is addressed in Priority 6.

This direction implements the following actions from *Our Future Willoughby 2028*:

Community Priority 4.1: Facilitate the development of all businesses.

Community Priority 4.2: Build and support a night-time economy.

Community Priority 4.3: Create memorable food destinations.

Community Priority 4.5: Diversify our economy including creative and innovative industries.

6.5

PRIORITY 9

Developing Chatswood CBD as a key commercial centre and integral part of the Eastern Economic Corridor.

Chatswood CBD is the LGA's major centre with a diverse mix of employment accommodated in commercial, retail, recreation, education, cultural and civic floorspace. With the strong growth of apartments and residential floorspace the centre has developed its cultural, restaurant and night time economy.

The centre is connected to the Sydney CBD on the North Shore Rail Line and public transport connectivity will be further enhanced with the opening of the Metro Northwest in 2019 and the City and South West Metro in 2024, including a new platform at Chatswood Station. Planned improvements to transport connections between Chatswood and the Northern Beaches will also improve connectivity, particularly if a Northern Beaches Link rapid bus service (B-line) is delivered on this route which would be the Council's preference

The bus interchange at the station is constrained and operating above capacity and would need to be upgraded in the future to facilitate increased passenger numbers.

Expanding the economic role of the Chatswood CBD would align with the Greater Sydney Commission's vision for a 30-minute city. Chatswood is accessible by public transport in 30-minutes from parts of the Upper North Shore and Northern Beaches which house many knowledge workers, but which have much longer travel times to other centres in the Eastern Economic Corridor.

Council also recognises that enhanced communication is a key part of the facilitation of business and economic growth. Council will, in consultation with adjoining Councils, State and Federal agencies and the business community investigate options for the increased uptake of Smart City concepts and technologies, including public WiFi in key centres and other locations and consideration of possible initiatives to enhance the internet and related data access for businesses. This includes possible initiatives such as installation of an enhanced high speed fibre connection in the City and potentially extending to include other centres in the Eastern Economic Corridor.

CASE STUDY: TEN GIGABIT ADELAIDE

The City of Adelaide is currently rolling out a ten gigabit (10Gbps) fibre optic data network; Australia's first 10Gbps city-wide network (Adelaide City Council). 'Ten Gigabit Adelaide' is a revolutionary high-speed, high-performance fibre optic data network that is being rolled out to commercial buildings across the City of Adelaide. The network will enable businesses and organisations to share and receive high volumes of data at phenomenal 10Gbps data speeds.

This critical infrastructure will unleash a wide range of new possibilities for businesses and organisations, without being inhibited by the restrictions and congestion often experienced with traditional internet services. Each service in the Ten Gigabit Adelaide suite has its own, dedicated and uncontested connection, meaning businesses can access the same upload and download speeds via a clean, super-fast, low-latency connection.

Ten Gigabit Adelaide is specifically designed for businesses and organisations located in the City of Adelaide, giving City-based businesses a distinct competitive advantage. It is currently being rolled out to 1,000 buildings throughout the CBD and along the main commercial strips in North Adelaide. This in turn will help to retain and attract new businesses to the City of Adelaide, create jobs, drive innovation and investment, and generate significant economic, social and financial benefits for the City and the local community.

PRIORITY 9

Developing Chatswood CBD as a key commercial centre and integral part of the Eastern Economic Corridor.

Chatswood CBD accommodates around 25,000 jobs in total and is Sydney's 6th largest office market with around 14,000 office jobs. It is a major hub in the northern part of the Eastern Economic Corridor which is a series of employment centres from Macquarie Park to North Sydney and beyond to the Sydney CBD and Airport.

Chatswood CBD has a range of advantages including:

- A concentration of high value employment and productive commercial and retail activities in Chatswood, benefitting from proximity to an educated workforce and good connectivity along the railway network.
- Increasing ethnic diversity and 24/7 vibe in Chatswood, demonstrating the benefits of mixed use and higher density development in this centre.
- A position close to the Sydney CBD and other major employment and service centres in the Eastern Economic Corridor.
- Major existing, proposed and under development transport connections to the North and East (Northern Beaches City Shaping Corridor), West (to Macquarie Park via North West Metro) and South (Metro and existing heavy rail).
- WCC opened The Concourse Performing Arts Centre in 2011, and its all-year-round program of musical and theatrical events contributes to Chatswood's night time economy.
- Willoughby City council runs Willoughby Symphony Orchestra and Choir and significantly funds Willoughby Theatre and Willoughby Band. All provide regular night time performances in Willoughby City venues (including The Concourse and Zenith Theatre), contributing to night-time economy.
- Willoughby City Council Events Team annually stages Vivid Sydney at Chatswood, with light installations and projections in Chatswood CBD, encouraging night time visitation and stimulation to Chatswood's night time economy. Visitation in 2019 was 71,000.
- WCC's Visual Arts also staged a Vivid Ideas exhibition at Art Space on The Concourse to coincide with Vivid Sydney at Chatswood. The exhibition opened during the day and evening and received 1,370 visitors.
- Willoughby City Council events team annually stages the Lunar New Year Festival attracting 50,000 people to the Chatswood CBD for authentic Asian Cuisine and night time events such as parades and performances.
- Willoughby City Council events team operated the weekly Chatswood Mall Markets (every Thursday and Friday) with patronage of 40,000 per day to Chatswood Mall. Visitors extend their stay in Chatswood during these days for the dining and entertainment options provided by the markets.
- Willoughby City Council's marketing team hosts the Visit Chatswood website, which informs visitors of Chatswood's retail, dining and entertainment offering. The website focuses on key events during festival periods, such as Vivid and Lunar New Year.
- The exhibition program at Art Space on The Concourse and Incinerator Art Space, and the Willoughby Visual Arts Biennial are promoted through national arts industry platforms to encourage arts tourism to the area.
- Many exhibitions at Art Space on The Concourse are programmed to time with tourism opportunities; such as Vivid Sydney at Chatswood, The Comedy Festival, Chinese New Year, National Heritage Festival and the Guitar Festival.



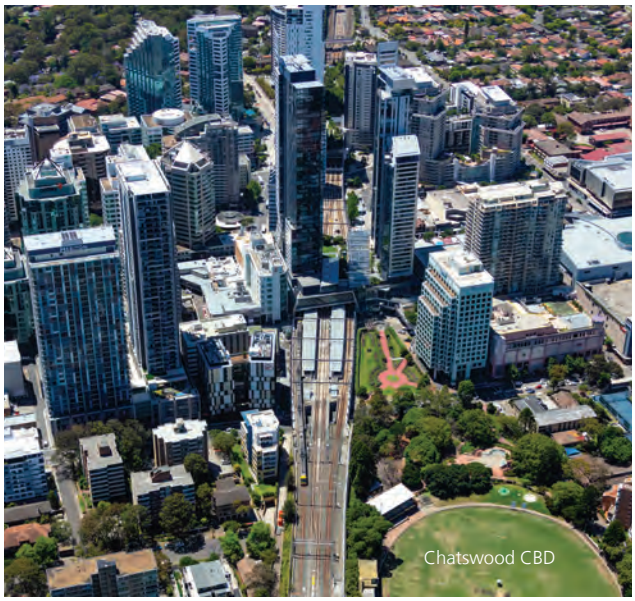
PRIORITY 9

Developing Chatswood CBD as a key commercial centre and integral part of the Eastern Economic Corridor.

Challenges for the Chatswood CBD include the following:

- Central Sydney and suburban locations such as Macquarie Park and Parramatta are growing their share of office and high value jobs and the importance of Chatswood (and St Leonards) to the metropolitan economy is under challenge.
- In Chatswood maintaining and developing a critical mass of employment activities in proximity to the station is important to continued success. Some sites for potential commercial development have been lost to residential development. Pressure for more residential development in the commercial heart of Chatswood may further erode the economic role and potential of the centre. The *North District Plan* identifies a target of an additional 6,300 to 8,300 jobs for the Chatswood CBD to 2036.
- Development which is predominately residential competes for appropriate sites with commercial development.

Council is planning for Chatswood CBD to further develop as the major mixed-use and commercial hub on the north shore, attracting residents from across the North region and beyond, and playing an important role in the continued success of the high value, globally oriented Eastern Economic Corridor.



Chatswood CBD

A multi-dimensional strategy is required to enable it to achieve its potential. Chatswood CBD's commercial core is to provide capacity for employment growth.

***The Chatswood CBD Planning and Urban Design Strategy to 2036* identified the following planning principles:**

- Promoting office growth in the core
- Residential growth in the periphery
- Diverse mix of uses
- Greater public spaces
- Sustainable and active transport
- Urban design quality
- Greening the centre

In August 2019, the Department of Planning, Industry and Environment partially endorsed the *Chatswood CBD and Urban Design Strategy*. The Department has supported the B3 Commercial Core zone with qualifications. In the Commercial Core west of the railway line no residential development is to be permitted. In the remaining parts of the Core, the Department has decided that mixed use development can be permitted within 'appropriate parts' of the Core, but only where this results in demonstrable, significant and assured job growth.

The Department has also requested that Council carry out a further review of the proposed B4 Mixed Use zone in the Chatswood CBD area specifically with regard to economic feasibility testing and a detailed built form and heritage analysis. A review is also being undertaken to assess overall traffic impacts as a result of future anticipated development in an expanded CBD area.

Council is currently planning a number of public domain improvement projects in Chatswood CBD. These include laneway and plaza upgrades which will further activate these spaces and potentially attract a greater range of diverse uses such as small bars and other commercial, community and cultural uses.

PRIORITY 9

Developing Chatswood CBD as a key commercial centre and integral part of the Eastern Economic Corridor.

KEY INITIATIVES/ PROJECTS THAT ARE CURRENTLY UNDERWAY INCLUDE:

Chatswood CBD – Changing Lanes

The *Changing Lanes* project includes investigation and a strategy to transform existing service lanes in the Chatswood CBD to provide a shared service/activation outcome with full pedestrianisation of these spaces as a longer term goal.

Chatswood CBD – preparation of a Public Domain Plan and Technical Manual

Preparation of a P*ublic Domain Plan and Technical Manual* includes a future vision and delivery strategy and process for the upgrade of the Chatswood CBD public domain. This project is informed by the *Chatswood CBD Planning and Urban Design Strategy to 2036*.

Design Excellence Policy and Guidelines for Design Excellence Review and Competitions

In order to ensure the highest quality of design in new development in the Willoughby City Local Government Area, a framework including Design Excellence Guidelines and a clear process for their qualification has been developed. The *Chatswood CBD Planning and Urban Design Strategy to 2036* identifies that design excellence is required for all developments seeking to erect a new building, with competitive designs where the Height of Building exceeds 35m.

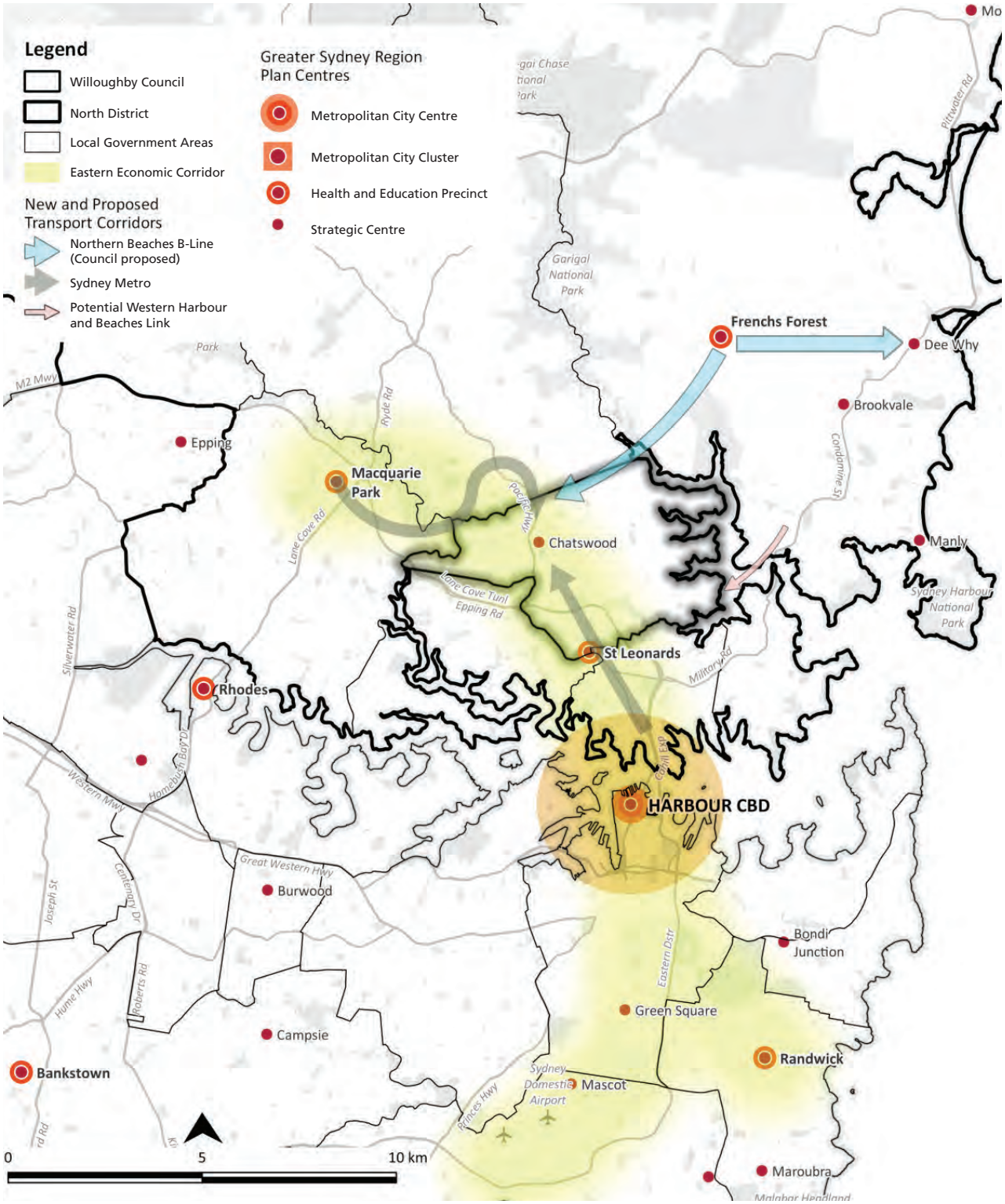
The Willoughby *Design Excellence Policy and Guidelines for Design Excellence Review and Competitions* provide the best opportunity to elevate awareness of design quality and apply a rigour to qualify and deliver design excellence as an outcome.



PRIORITY 9

Developing Chatswood CBD as a key commercial centre and integral part of the Eastern Economic Corridor.

FIGURE 24: CHATSWOOD HAS A CENTRAL POSITION WITHIN THE EASTERN ECONOMIC CORRIDOR WHICH WILL BE INCREASED BY NEW AND PROPOSED PUBLIC TRANSPORT CONNECTIONS



Source: SGS, adapted from North District Plan, Greater Sydney Commission, 2017

PRIORITY 9

Developing Chatswood CBD as a key commercial centre and integral part of the Eastern Economic Corridor.

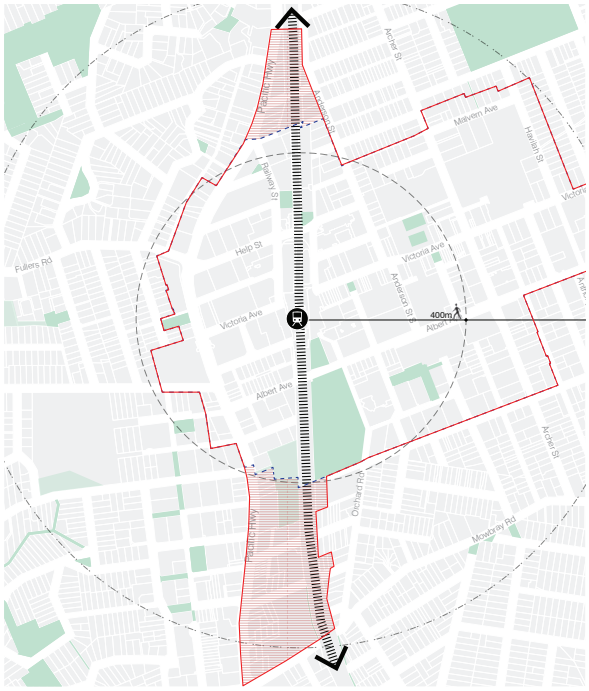
ACTIONS

9.1 Promote office growth and a diverse mix of uses beyond this by:

- Protecting and growing the commercial core.
- Allowing residential development in an expanded mixed-use zone beyond the commercial core (see Figure 23).
- Requiring 1:1 non-residential FSR in the mixed-use zone (typically implying ground and first floor retail or commercial uses)
- 'Spreading' the uses and activation by:
  - reinforcing Victoria Avenue as Chatswood's primary pedestrian spine.
  - increasing activation of side streets from Victoria Avenue, including circular links.
  - encouraging the growth of activity west over the railway line with a professional focus.
  - developing a pattern of mid-block links along the eastern part of the centre.

FIGURE 25: AN EXTENDED CBD AND RECOMMENDED LAND USES

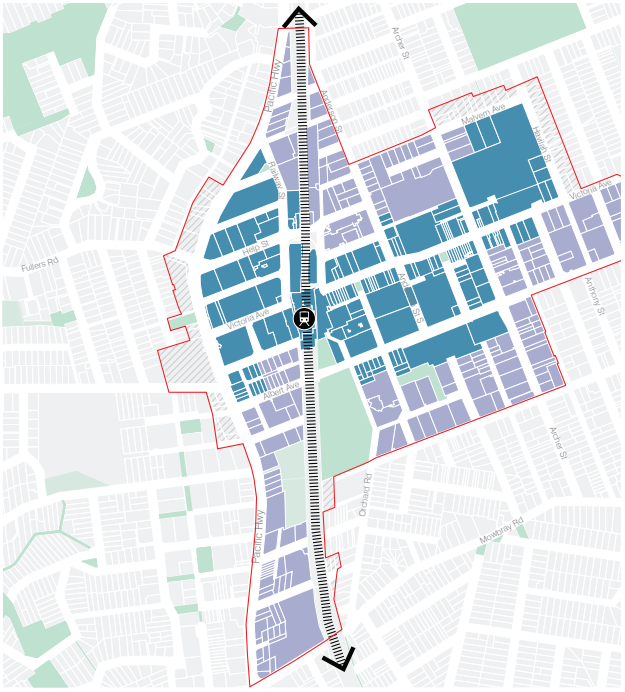
Proposed extended CBD boundary



LEGEND

- CBD boundary
- 800m walking catchment
- 400m walking catchment
- Additional areas

Recommended land use



LEGEND

- CBD boundary
- Open space
- B3 Commercial core
- B4 Mixed use
- No change

Source: Chatswood CBD Planning and Urban Design Strategy to 2036 (exhibited Feb 4 - 17 March 2017 with extension to 1 May 2017)

PRIORITY 9

Developing Chatswood CBD as a key commercial centre and integral part of the Eastern Economic Corridor.

ACTIONS

9.2 Create great spaces and a high level of urban design quality by:

- Championing improvements to the public domain through upgrades to the streetscape as well as considering how the redevelopment of Council owned sites can contribute to the public domain.
- Applying specific urban design principles as outlined in the CBD Strategy for:
  - Victoria Avenue East.
  - Pacific Highway East.
  - Bus interchange expansion to facilitate increased bus activity.
  - New public square west of the railway.
  - Improved pedestrian connections between Remembrance Garden and the interchange entry.
- Implement the *Changing Lanes* project including investigation and a strategy to transform existing service lanes in the Chatswood CBD.
- In addition to the above, preparing a Public Domain Plan and Technical Manual to be consistently applied, enabling Council to prioritise improvements and determine responsibility for construction and/or payment (the manual will be consistent with the *Chatswood CBD Planning and Urban Design Strategy to 2036* and integrate with a street tree plan and a bike plan for Chatswood CBD).
- Implement the *Willoughby Design Excellence Policy and Guidelines for Design Excellence Review and Competitions* in the Chatswood CBD, for all developments seeking to erect a new building, with competitive designs where the Height of Building exceeds 35m.

9.3 Create a 'green' walkable CBD by:

- Landscaping and greening initiatives including:
  - Green roofs
  - Soft landscaping (ground podium, roof top, green walls).
  - Increase tree canopy cover in the CBD consistent with Priority 14.
- Developing the centre as a sustainability exemplar contributing towards the NSW government's zero carbon target.

9.4 Develop and promote Chatswood's distinct role in the Eastern Economic Corridor by:

- Developing the centre as a strong commercial office market with the additional advantage of being a culture, food, leisure and night time economy hub for the North District
- Developing community, health and education uses by planning for:
  - A 'cluster' of recreation uses around Council owned opportunity sites and open spaces.
  - The development of Chatswood's 'education precincts' around Chatswood Public School and High School to the west and St Pius X and Mercy College to the east.
  - Promoting an arts and culture cluster around the Concourse.
- Investigate opportunities for public WiFi in the Chatswood CBD.
- Investigate opportunities for a high speed, high performance fibre optic data network to service the Chatswood CBD and Eastern Economic Corridor.

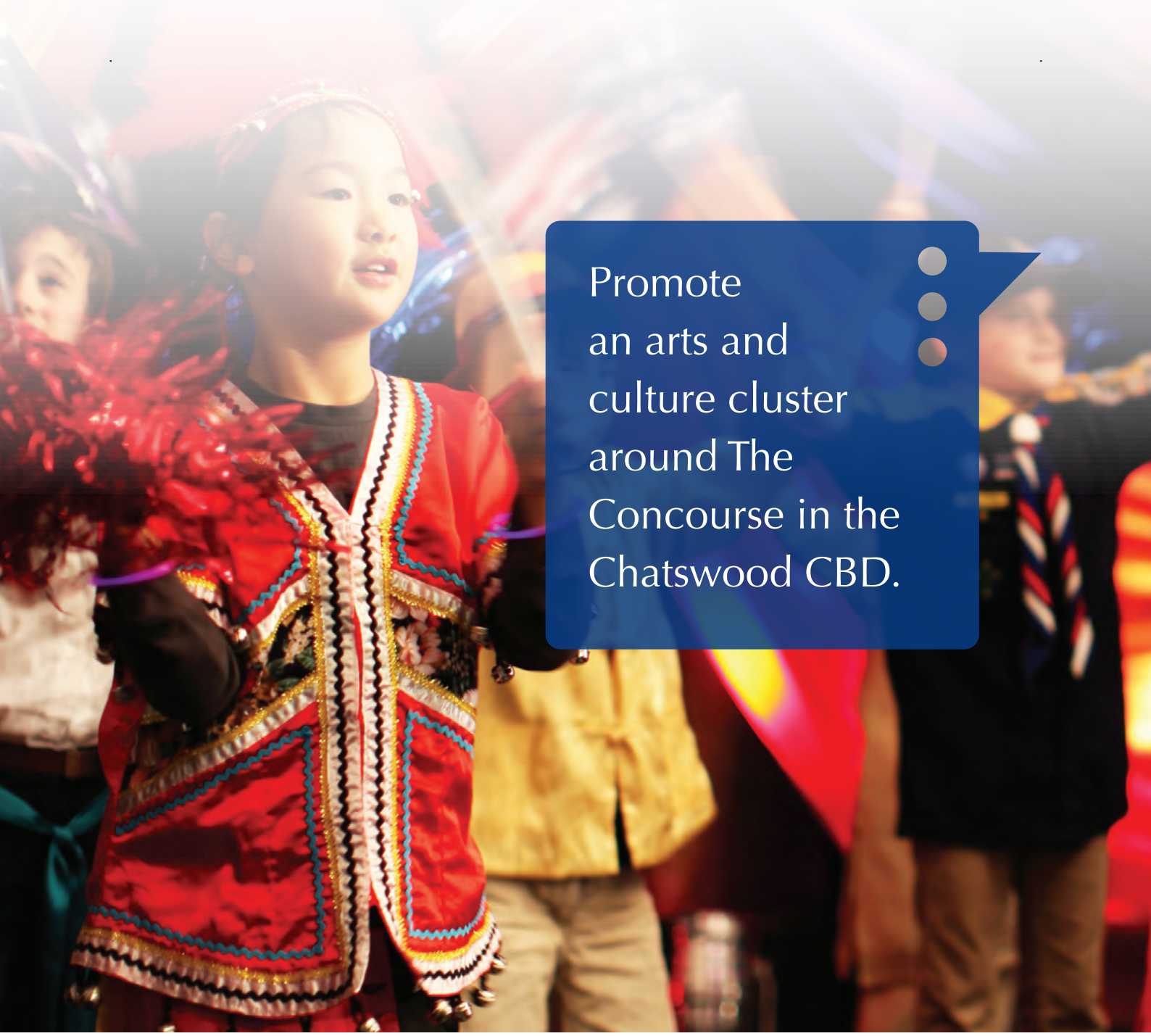
PRIORITY 9

Developing Chatswood CBD as a key commercial centre and integral part of the Eastern Economic Corridor.

ACTIONS

9.5 Seek contributions to public and social infrastructure to improve the amenity and services in the Chatswood CBD by:

- Establishing a planning agreement scheme for social infrastructure contributions towards public domain improvements such as public art and the increased provision of affordable housing.



PRIORITY 10

Protecting the role of Willoughby's industrial lands as urban service hubs for the Lower North Shore.

The industrial areas at Artarmon and East Chatswood play a vital role in hosting urban services and businesses serving the Lower North Shore as a whole, not just the Willoughby City LGA. Aside from these areas, there are few substantial nearby industrial areas. The loss of these urban services hubs would compromise the local economy and the liveability of nearby suburbs. The need for small industrial premises near the population will be heightened in the future by shifts in the economy towards e-commerce, rapid delivery and innovation.

Artarmon has a growing employment base and supports diverse land uses including auto repairs, concrete batching, media, office/warehouse, health and high technology uses. The Artarmon Industrial area also contains important waste facilities and related infrastructure. Currently there are several privately owned waste facilities as well as the Community Recycling Centre (CRC) within the Artarmon industrial area. Waste facilities such as transfer stations and recycling centres provide cost effective waste disposal and reduce truck movements and transport costs for the Sydney region. These facilities are regionally important as there are limited industrial areas on the North Shore that permit waste uses.

Below is a map showing the key freight routes in the Willoughby City LGA.

FIGURE 26: MAP SHOWING KEY FREIGHT ROUTES IN THE WILLOUGHBY CITY LGA



LEGEND

Freight Routes Class

- Secondary
- Tertiary
- B-Double

Source: Draft Willoughby Integrated Transport Strategy 2036, 2019

PRIORITY 10

Protecting the role of Willoughby's industrial lands as urban service hubs for the Lower North Shore.

ACTIONS

10.1 In consultation with adjoining Councils, prepare and exhibit an industrial lands strategy.

10.2 Optimise the efficiency and effectiveness of the freight handling and logistics network in relation to industrial lands.

10.3 In line with the *North District Plan* Priority N11 to retain and manage industrial and urban services land, Council will protect Artarmon's critical urban services and employment role by:

- maintaining the industrial zoning.
- supporting proposals that intensify the precinct's urban services role and employment consistent with the zoning.
- consider health and education uses on suitable sites on a case-by-case basis in close proximity to the existing health and education precinct while retaining the underlying industrial zoning.

10.4 Support the development of East Chatswood, with a blend of urban services, industrial uses, large format retail and some local services by:

- maintaining an industrial zoning.
- supporting proposals consistent with the zoning that improve the precinct including enhanced connections and amenity upgrades.

10.5 Work with Lane Cove Council to support industrial development in the Lane Cove North industrial area (Epping Road).



Industrial areas play a vital role in hosting urban services and businesses.

PRIORITY 11

Supporting St Leonards to develop as a commercial and health and education precinct.

St Leonards is an important strategic centre in the Eastern Economic Corridor. It has benefitted from its proximity and accessibility to North Sydney and the Sydney CBD as well as Chatswood and Macquarie Park. However, its commercial and office role is being eroded by competition from Central Sydney and suburban locations such as Macquarie Park, and mixed use and residential development which have reduced the available commercial development sites.

Significant development is planned in and near the Centre including those parts south of the Pacific Highway and Chandos Street and near the new Metro station in Crows Nest, in the neighbouring LGAs. The whole area is a planned precinct and has been the subject of a recently prepared State Government draft planning strategy *St Leonards and Crows Nest 2036*. The draft planning strategy has a target of 16,500 jobs in the planned precinct over the next 20 years.

There is a state significant health and education cluster in the Willoughby City LGA at St Leonards focussed on the Royal North Shore Hospital, TAFE and High School sites.

This government owned land also has significant scope for job intensification. The number of people using these facilities is likely to increase in the future with population growth. Nearby housing in commercial and residential areas which is affordable for key workers such as nurses will be required in the future to support the operation of the health and education precinct.

FIGURE 27: POTENTIAL EXPANSION OF THE ST LEONARDS HEALTH AND EDUCATION PRECINCT



Source: Willoughby City Council

PRIORITY 11

Supporting St Leonards to develop as a commercial and health and education precinct.

Although recognising the strong direction in the *North District Plan* to retain and manage industrial lands in the District, Council will consider suitable health and education uses on appropriate sites in industrial areas close to the existing health and education precinct. Council however will need to continue to carefully manage the interface with existing industrial uses to ensure that these additional activities will significantly contribute to the aspiration for a growing health and education hub and not introduce uses that are more appropriate in commercial or residential areas.

The map on page 82 nominates a preferred potential health and education expansion area where Council would consider proposals on a case by case basis. Existing approved health uses in this area include the Northside Clinic (completed) and the Health Hub Stage 1 (under construction). Any future expansion proposal by way of a planning proposal in this area would require further detailed consideration by Council and approval by DPIE.

The St Leonards health and education precinct is a collaboration area which is bringing together North Sydney Council, Lane Cove Council, Willoughby City Council, Transport for NSW, and other state agencies. Willoughby City Council will continue to participate in this planning process to facilitate employment growth in St Leonards.

ACTIONS

11.1 Encourage proposals which enhance the commercial and enterprise role of the St Leonards centre.

11.2 Diversify and deepen the health and education role of the precinct focussed on RNSH by:

- Supporting proposals for health and education activities on the RNSH and suitable adjacent education and industrial sites.
- Develop an integrated transport strategy to guide transport system improvement, management and operation.



6.6 A CITY IN ITS LANDSCAPE

Willoughby City Council is framed by a dramatic and diverse natural landscape made up of significant native bushland, the Middle Harbour estuary and the Lane Cove River. Willoughby City Council is committed to protecting, conserving and improving its diverse landscapes for current and future generations.

This direction implements the following actions from *Our Future Willoughby 2028*:

Community Priority 1.1: Create and enhance green spaces.

Community Priority 1.3: Enhance, protect and respect waterways, bushland, nature, wildlife and ecological systems.

Community Priority 4.5: Diversity our economy including creative and innovative industries.

6.6

PRIORITY 12

Enhancing the health of Willoughby's waterways.

The Willoughby LGA is located within two catchment areas, with 83 per cent of the LGA within the Middle Harbour catchment and 17 per cent within the Lane Cove catchment. Urbanisation has changed water flows and increased runoff, which has created a higher potential for water pollution and a decrease in water quality within local creeks.

Water quality monitoring indicates that the creeks within the LGA are stressed with degraded water quality. This is typical of creeks in highly urbanised areas. Water pollution can be minimised through a combination of stormwater treatment devices including water sensitive and urban design (WSUD), regulation, education and through appropriate planning controls including foreshore building line controls and restrictions on site coverage and require soft landscaping which improve water infiltration.

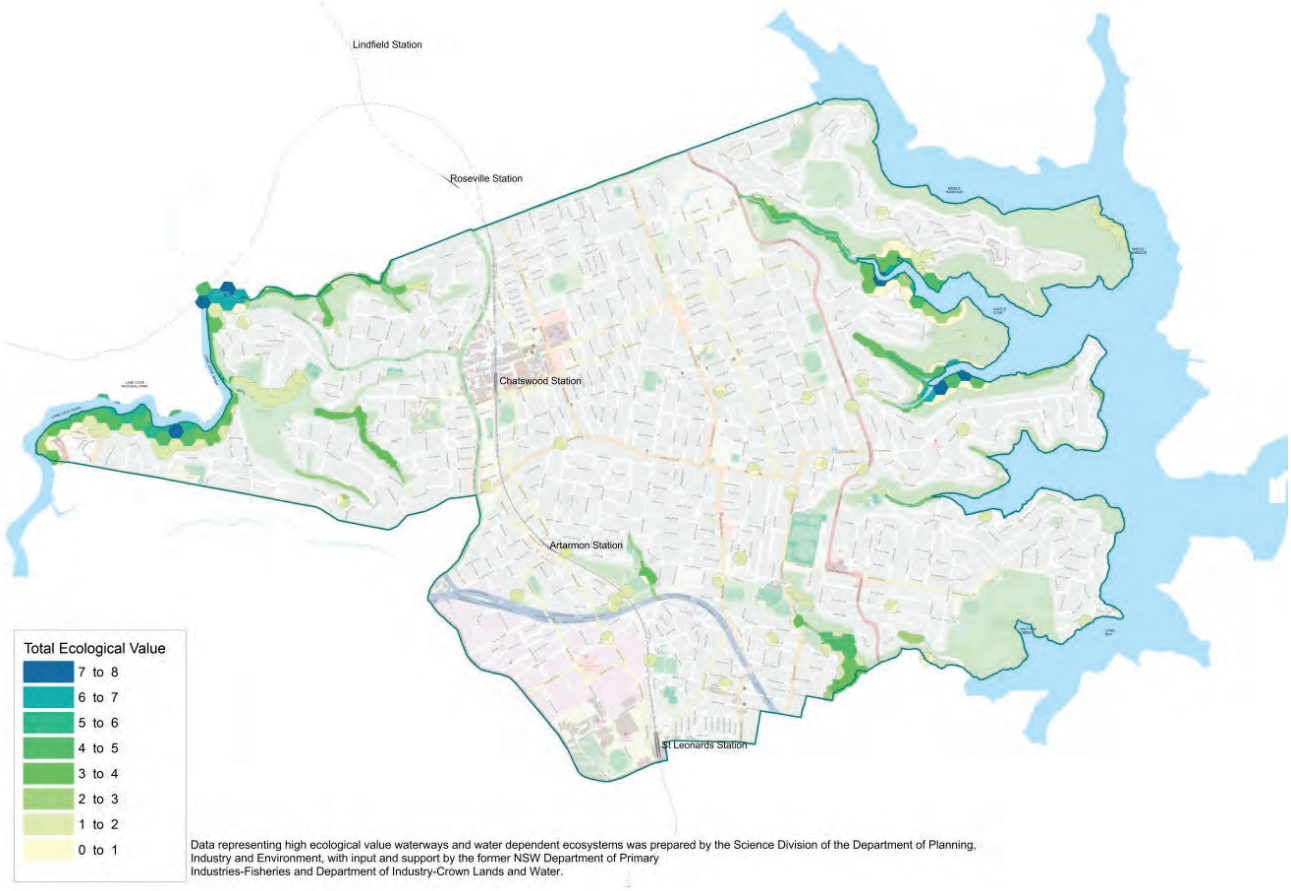
Willoughby contains urbanised waterways such as Scotts Creek which have been channelized as part of urban development. Major redevelopment in areas surrounding waterways should incorporate increased natural buffers and riparian vegetation around waterways to filter the runoff entering waterways.

Future stormwater management practices with water quality outcomes will be supported. Council will consider integrating WSUD in the redevelopment of public land and retrofitting devices in existing urban areas which will improve infiltration and reduce pollutant loads. For example Scotts Creek culvert is owned and managed by Sydney Water Corporation. Council is working with Sydney Water reviewing opportunities to improve water quality through works within and around the Scotts Creek catchment, including the Scotts Creek culvert.

The map below shows the high ecological value waterways in the Willoughby LGA, with the total value '7 to 8' having the highest ecological value.

FIGURE 28: HIGH ECOLOGICAL VALUE WATERWAYS AND WATER DEPENDENT ECOSYSTEMS

Source: NSW Department of Planning, Industry and Environment



PRIORITY 12

Enhancing the health of Willoughby's waterways.

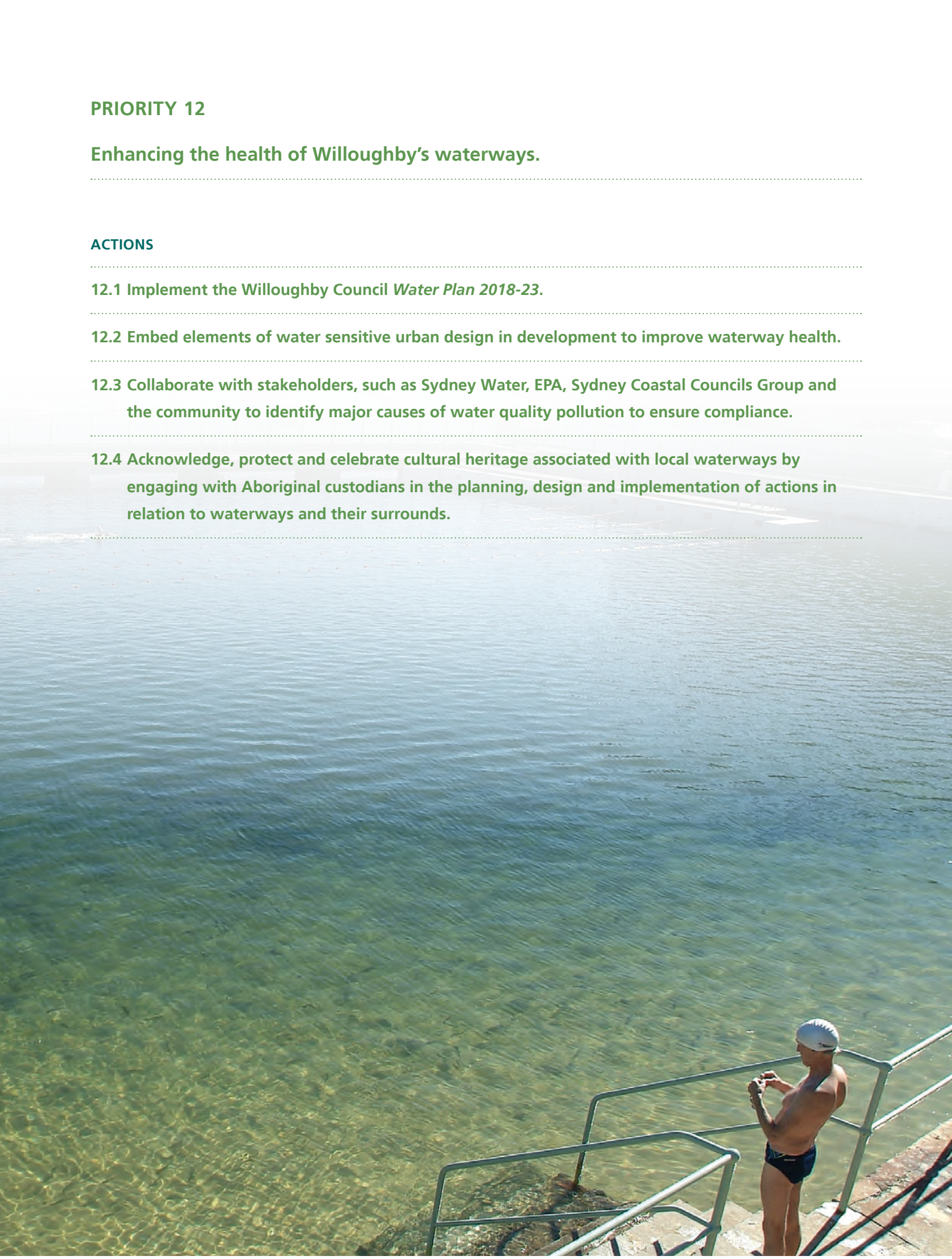
ACTIONS

12.1 Implement the Willoughby Council *Water Plan 2018-23*.

12.2 Embed elements of water sensitive urban design in development to improve waterway health.

12.3 Collaborate with stakeholders, such as Sydney Water, EPA, Sydney Coastal Councils Group and the community to identify major causes of water quality pollution to ensure compliance.

12.4 Acknowledge, protect and celebrate cultural heritage associated with local waterways by engaging with Aboriginal custodians in the planning, design and implementation of actions in relation to waterways and their surrounds.



PRIORITY 13

Protecting Willoughby's bushland and biodiversity.

Willoughby City has over 330 hectares of Council-managed bushland that provides essential ecosystem functions supporting the native biodiversity of the LGA. The dramatic landscape features of Middle Harbour and the Lane Cove River and the steep gullies of their tributary creeks are a vital part of Willoughby's natural landscape.

Willoughby's bushland provides a range of important scenic and ecological values and acts as a reservoir of genetic diversity. There is significant biodiversity in bushland which fringes the LGA. Bushland filters stormwater runoff, which improves water quality before entering Middle Harbour and the Lane Cove River. Trees filter the air, provide oxygen and improve air quality. A healthy native ecosystem supports clean air, clean water and thus the health of our community.

Bushland also serves a variety of roles for the community, providing relief from the built-up environment as well as places for recreation and exercise. Willoughby City Council is committed to increasing access to foreshore reserves and engagement of the community with nature where this would not compromise environmental values.

A key guiding document for Council is the *Urban Bushland Plan of Management* (UBPoM). This plan establishes clear and consistent management policies across all bushland areas. It will be updated where required to reflect changes in legislation, council policy, management practices and community attitudes. The main objective of the UBPoM is to manage bushland for its aesthetic, recreational, heritage, education and scientific values while maintaining biodiversity.

The Willoughby City LGA also contains bushland managed by other authorities, such as the NSW National Parks and Wildlife Service. While Council has no statutory authority or management roles on this land, it forms an important part of the local bushland network. Council will continue to advocate for the protection and enhancement of bushland and biodiversity in NSW Government projects and on Crown land.

Maps showing the major land uses and vegetation types in the LGA are included over the page.



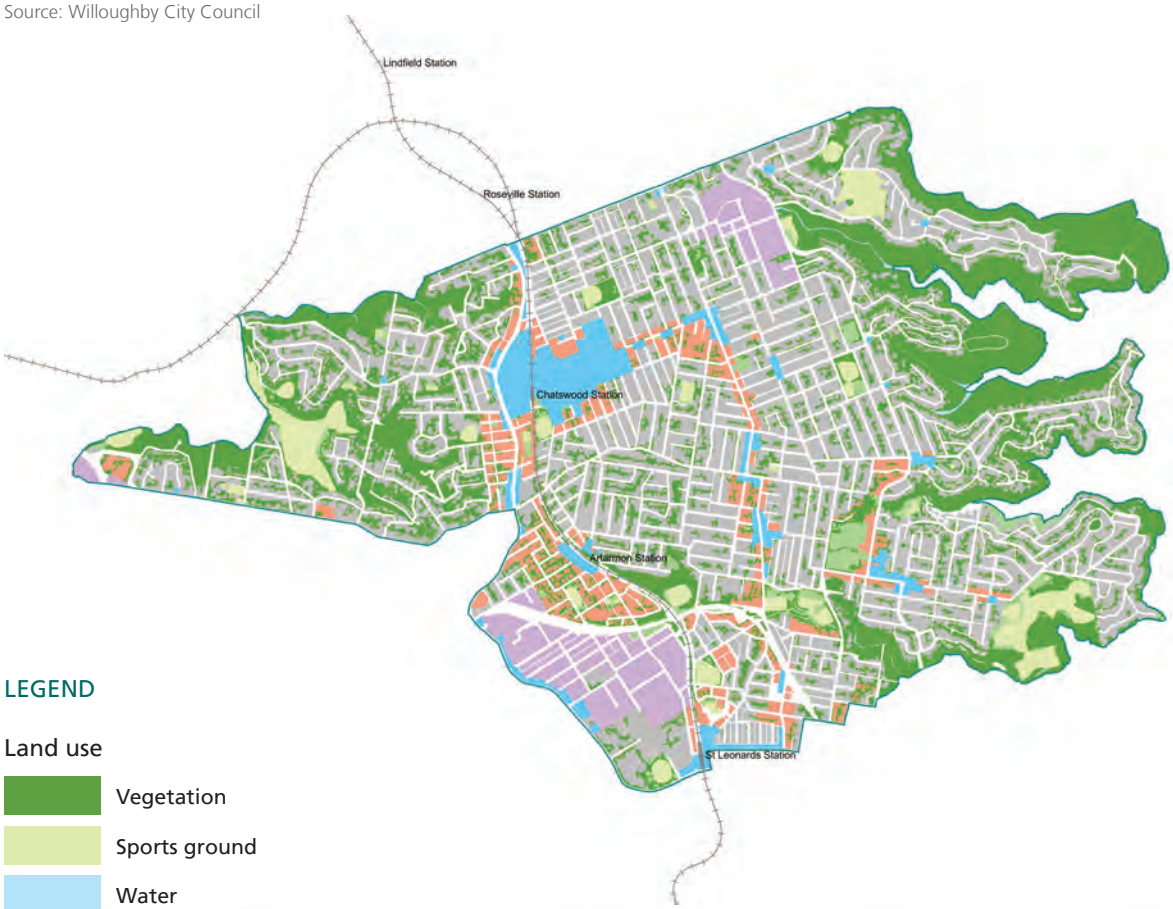
Bushland surrounding Chatswood CBD

PRIORITY 13

Protecting Willoughby's bushland and biodiversity.

FIGURE 29: MAP SHOWING MAJOR LAND USES

Source: Willoughby City Council



LEGEND

Land use

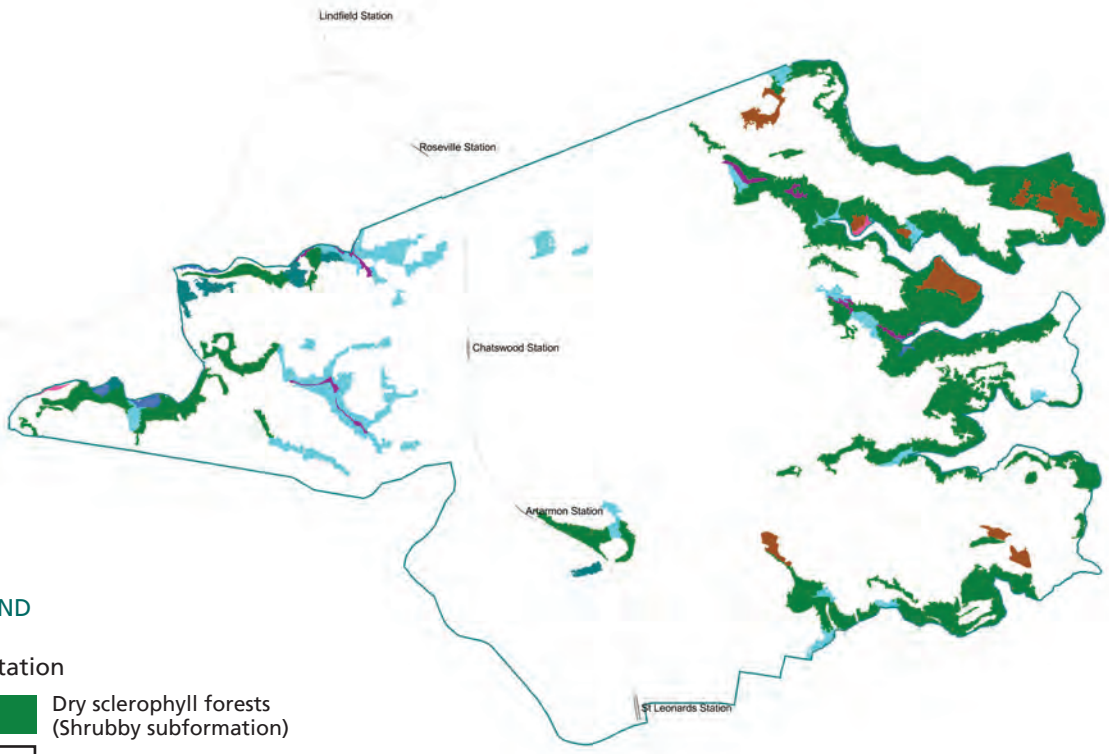
- Vegetation
- Sports ground
- Water
- Commercial areas
- Grassed areas
- Low density residential
- Industrial and commercial areas
- Medium density residential

PRIORITY 13

Protecting Willoughby's bushland and biodiversity.

FIGURE 30: MAP SHOWING MAJOR VEGETATION TYPES IN BUSHLAND AREAS

Source: NSW Department of Planning, Industry and Environment



LEGEND

Vegetation

- Dry sclerophyll forests (Shrubby subformation)
- Cleaned
- Saline wetlands
- Wet sclerophyll forests (Shrubby subformation)
- Heathlands
- Forested wetlands
- Wet sclerophyll forests (Grassy subformation)
- Rainforests

PRIORITY 13

Protecting Willoughby's bushland and biodiversity.

ACTIONS

13.1 Continue to review and implement the *Willoughby City Council Urban Bushland Plan of Management* to protect scenic landscapes, maintain biodiversity and maximise the value of bushland as part of the natural heritage of Willoughby City.

13.2 Protect high value ecosystems in the private domain through planning controls to enhance biodiversity and protect environmental values.

13.3 Prepare bushfire hazard reduction and ecological burn plans in conjunction with the Regional Bushfire Committee.

13.4 Expand community access to bushland reserves, having regard to scenic and ecological values, including biodiversity and important marine environments.

13.5 Advocate for the protection and enhancement of bushland and biodiversity in NSW Government projects and on Crown land.



PRIORITY 14

Increasing Willoughby's tree canopy coverage.

Willoughby City has an extensive tree canopy (36% in 2016). This canopy is most prominent in protected bushland areas, although these make up only a small proportion of the total area of the LGA. Willoughby's suburbs have a leafy suburban character and also host significant tree canopies, but there is still room for increased canopy cover.

Tree canopy cover has a number of benefits for the environmental, social and economic sustainability of the LGA, and for the health of the local population. This includes cooling the landscape during extreme heat, which is becoming more common due to climate change. Trees improve air and water quality and enhance scenic landscape values and local biodiversity. They provide shade and increase urban amenity, which encourages walking and cycling and make Willoughby City a more attractive place to live and visit.

Research shows that every 10% increase in tree cover can reduce land surface temperatures by more than 1°C[4], and in the US every dollar invested in planting trees has been shown to create a return of $2.25 to society each year[5]. The '*Turn Down the Heat Strategy and Action Plan 2018*' has been developed by Western Sydney Organisation of Councils (WSROC). This strategy has been prepared to increase awareness and facilitate a broader and more coordinated response to the challenges of urban heat in Western Sydney. The Strategy contains information about the impacts of urban heat, and suggests potential actions to 'turn down the heat'. One mitigation measure is the greening of urban areas, noting that urban canopy cover and green spaces contribute to shade and evapotranspiration. Species selection, planting location and maintenance are critical to ensure optimal cooling effects. These actions can be adapted to the Willoughby City LGA.



Castlecrag, Middle Harbour

4 NSW Office of Environment and Heritage 2015, Urban Green Cover in NSW: Technical Guidelines

5 https://theconversation.com/we-calculated-how-much-money-trees-save-for-your-city-95198

PRIORITY 14

Increasing Willoughby's tree canopy coverage.

Figure 31 illustrates the ways in which urban heat impacts people, the economy, infrastructure and the environment. Urban heat is exacerbated by the urban heat island effect, which can increase temperatures in urban areas by 3.5-4.5°C compared to surrounding rural land[6]. Urban surfaces including roads and roofs absorb, hold, and re-radiate heat, thereby raising temperatures in urban areas. Human activities including traffic, industry, and electricity usage generate heat, which adds to the urban heat island effect. Willoughby City benefits from a sea breeze during summer and the cooling effect of its bushland and proximity to Middle Harbour and the Lane Cove River. Continuing to improve urban tree canopy cover throughout the LGA will reduce the health impacts of urban heat, reduce energy consumption for air conditioning and make communities more liveable.

FIGURE 31: IMPACTS OF URBAN HEAT ON PEOPLE, THE ECONOMY, INFRASTRUCTURE AND THE ENVIRONMENT



Source: WSROC, p.3

6 Victorian Centre for Climate Change Adaption 2012, Responding to the urban heat island: a review of the potential of green infrastructure, p. 1

PRIORITY 14

Increasing Willoughby's tree canopy coverage.

PATHWAYS TO GREATER CANOPY COVERAGE

The areas of natural bushland in the LGA have very high levels of tree canopy coverage and will be protected through Council operations and relationships with relevant stakeholders. A map showing the tree canopy cover in the Willoughby City LGA is included below:

FIGURE 32: MAP SHOWING TREE CANOPY COVER



LEGEND

Tree Canopy

Source: Willoughby City Council data 2014

Willoughby's open space and recreation areas have a lower level of canopy coverage but must balance competing uses including sports, recreation and environmental values. These places will be managed through plans of management and some improvements in canopy cover may be possible, although these are likely to be minimal.

Willoughby's residential zones have a lower level of canopy coverage, which can be broken up into the canopies of trees alongside roads and on Council owned land, and trees on private property. Council is currently conducting an audit of trees in public land, and improvements in canopy cover may be possible.

PRIORITY 14

Increasing Willoughby's tree canopy coverage.

However, there are few opportunities for more trees to be planted in nature strips. Significant increases in canopy coverage in Willoughby's suburban areas will require tree canopies on private property to be maintained and increased. Council can facilitate this outcome by protecting trees through planning controls and requiring tree canopy coverage to be increased as part of large developments. Other measures to increase overall vegetation cover include additional landscaping such as shrubs, as well as green roofs and walls.

Tree canopy coverage is very low in Willoughby's industrial areas and in the major centres of Chatswood and St Leonards. These places are highly built up and so have very little space for trees. Council's street tree audit will identify any opportunities for increasing canopy coverage alongside roads and other public spaces. There will continue to be few opportunities for trees to be planted in privately owned land in these highly built-up places, and so greening of roofs and buildings is likely to be the major way to reduce urban heat and increase the presence of vegetation.

ACTIONS

14.1 Complete an audit of street trees and identify any resulting opportunities to increase tree canopy in footpaths, public spaces and alongside roads.

14.2 Complete and implement a city-wide vegetation management strategy.

14.3 Protect existing trees in the LGA through planning controls, and require all developments to retain existing trees and plant mature trees where appropriate.

14.4 Encourage green roofs or green nature walls and green buildings, particularly in the Chatswood CBD and St Leonards.



6.7 AN EFFICIENT CITY

Our Future Willoughby 2028 aims to make Willoughby into a city that is green. This requires continued improvements in energy efficiency and reductions in water usage and waste generation. This will reduce greenhouse gas emissions and improve the health of the natural environment.

This directions implements the following actions from *Our Future Willoughby 2028*:

Community Priority 1.4:
Reduce energy, water and resource waste and encourage reuse and recycling.

Community Priority 1.5:
Reduce carbon and greenhouse gas emissions.

6.7

PRIORITY 15

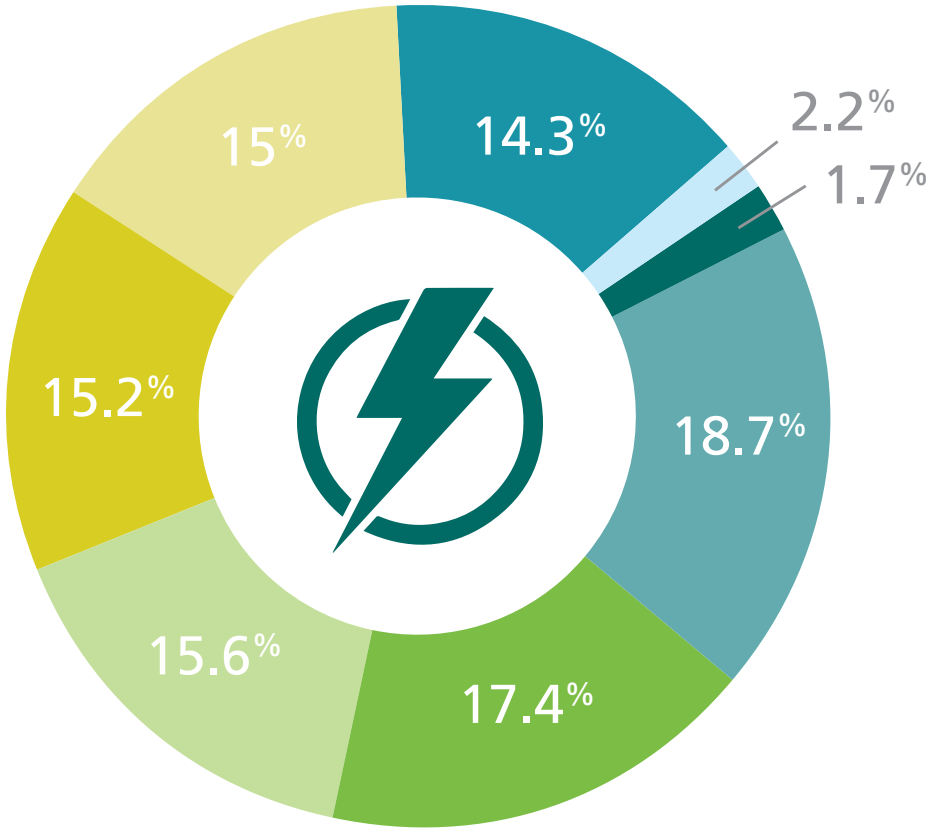
Improving the efficiency of Willoughby's built environment.

As Willoughby City continues to grow and develop, there will be an increasing demand for energy and water and increasing generation of waste. This is a common factor in local government areas across Greater Sydney and Australia. Continual increases in natural resource use and in the generation of waste are incompatible with a sustainable city operating within the carrying capacity of its environment. Increasing greenhouse gas emissions associated with energy usage contribute to human-induced climate change, which could have a variety of serious impacts on Willoughby City in the future.

Council's *Our Green City Plan* has a target of a 30% reduction on 2008/09 emissions by Willoughby City community by 2028. Increasing the efficiency of Willoughby's built environment would facilitate reduced energy and water usage and reductions in greenhouse gas emissions in order to mitigate climate change. Planning for a built environment which facilitates waste outcomes that are safe, efficient, cost effective and maximise recycling, contributes to the sustainable built form and liveability for the community. This is supported by well-planned waste infrastructure that is responsive to future needs, and provides equitable access to waste, reuse and recycling services. The figure below shows the level of energy use by sector in the LGA in 2016/17.

FIGURE 33: ALL ENERGY USE BY SECTOR IN THE WILLOUGHBY CITY LGA FOR 2016/1796

Source: Resilient Sydney platform – www.resilientsydney.com.au



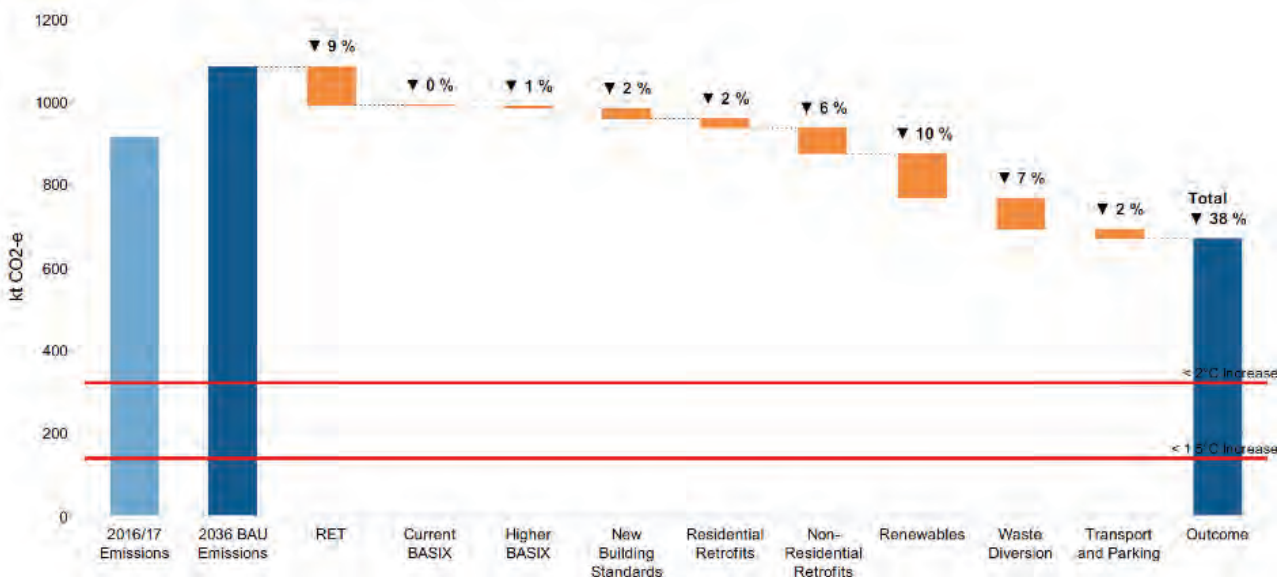
ALL SECTORS (14 AREAS) ENERGY, 2016-17

- Non-Residential - Retail 18.7%
- Residential - Detached 17.4%
- Non-Residential - Industrial 15.6%
- Non-Residential - Commercial 15.2%
- Non-Residential - Health 15%
- Residential - Multi-unit 14.3%
- Residential - Attached 2.2 %
- Non-Residential - Education 1.7%

PRIORITY 15

Improving the efficiency of Willoughby's built environment.

FIGURE 34: EMISSIONS REDUCTION PATHWAY FOR WILLOUGHBY CITY LGA



Source: Resilient Sydney platform – www.resilientsydney.com.au

A possible emissions reduction pathway for Willoughby City LGA to 2036 based on Council's emission reduction target and is outlined above. The emission reduction pathway shows the greenhouse gas emission reduction potential from a series of interventions relating to land use, transport and infrastructure. Cumulatively, the interventions could achieve a 38% reduction in Willoughby's emissions by 2036 as shown in Figure 30.In Council's *Our Green City Plan 2028* (OGCP), the carbon footprint selected to represent community emissions in the Willoughby City Local Government Area (OGCP community carbon footprint) includes electricity and gas consumption and emissions from domestic waste. This data is reliable and readily available at no cost. Emissions from transport, high voltage electricity and waste from industry, retail, health and education are not included in the OGCP community carbon footprint.

Whilst 2016/17 data for these emissions sources has been provided via the Resilient Sydney program, it is expensive to monitor and difficult for council to influence. Although these emission sources are excluded from the OGCP community carbon footprint, the OGCP includes actions for sustainable transport and waste with an overarching education program. (Source: *Our Green City Plan 2028*, Willoughby City Council 2019)

7 Australian Bureau of Statistics Census 2016

The Artarmon Industrial area zoning permits the use of waste facilities and infrastructure. Currently there are several privately owned waste facilities as well as the Community Recycling Centre (CRC) within the Artarmon industrial area. Waste facilities such as transfer stations and recycling centres provide cost effective waste disposal and reduce truck movements and transport costs for the Sydney region. These facilities are regionally important as there are limited industrial areas on the North Shore that permit waste uses.

A SUSTAINABLE TRANSPORT SYSTEM

One way to increase Willoughby's energy efficiency is to facilitate changes in the community's travel behaviour. Most trips in Willoughby City are conducted using private cars, and there is a high level of car ownership in Willoughby City. In 2016, approximately 85% of households owned at least one motor-vehicle[7].

Dominance of cars in local travel patterns causes reduced air quality, increased noise and increased congestion. Managing this congestion as the number of people in the LGA grows and the number of trips which people take increases without any change in travel choice would require costly infrastructure upgrades and a deterioration of local amenity.

PRIORITY 15

Improving the efficiency of Willoughby's built environment.

A more sustainable transport system would facilitate more trips being taken by foot, by bike, on public transport and in shared and electric vehicles. These transport modes are less harmful to the environment and air quality and increase community health. Despite this, not all trips can be taken by sustainable modes and not all parts of Willoughby City have access to high-quality alternative transport options. Actions in other parts of the LSPS, including Priority 3 and Priority 8, seek to increase access to high-amenity cycling and walking routes and high-quality public transport, which would facilitate reduced transport emissions. The proportion of car share options combined with the reassessment of parking requirements for new development will be considered for a more sustainable transport future.

It is also anticipated that there will be an increasing transition towards Electric Vehicles (EVs) and Automated Vehicles (AVs) within the next five to ten years. The uptake of EVs and AVs in the future will reduce emissions, and have significant implications for future transport planning. Considerations for the City of Willoughby include increased requirements for electric vehicle charging facilities, and decreased requirements for public and private car parking spaces as the car share economy grows and the ownership of private motor vehicles declines. It is expected that the uptake of EVs and AVs will result in improved environmental and road safety outcomes, improved cost efficiencies, improved independence and social inclusion and economic benefits.

SUSTAINABLE BUILDING DESIGN

The other way in which Willoughby's efficiency can be improved is through sustainable building design. Council is leading the way and has committed to ensure best practice sustainable design in new Council buildings and retrofits through the *Willoughby Sustainability Action Plan 2014-2018* and *Our Green City Plan 2028*. The Concourse is an example of an innovative sustainable building which was designed to reduce its impact on the environment.

Building materials make a significant contribution to the urban heat island effect. Indoor and outdoor thermal comfort is reduced as a result of some building materials retaining heat. Selecting materials that prevent solar radiation (heat) from being absorbed such as light coloured roofs and pavers can make a significant difference. Designing effectively with water can also contribute to cooling urban environments. It is recommended to include a mix of natural water bodies, fountains, ponds, and technologies to integrate urban evaporative cooling systems with sustainable building design.

Increasing the energy efficiency of the LGA outside of the Council's direct control requires the community to ensure that new buildings are designed to be as energy efficient and sustainable as possible. Council supports the community to use sustainable building design principles through education and engagement activities. Stronger planning controls are also necessary to ensure that the built environment becomes more sustainable.

This includes:

- Energy and water efficiency requirements, which are set by the NSW Government through the BASIX standards, and supported by the Green Star certification scheme.
- Development which encourages the minimisation of waste and the re-use of waste products through recycling and composting. These controls can be set by Council but will only apply to new developments.

SUSTAINABLE CHATSWOOD CBD

Council recognises that the developing scale and critical mass of activity in Chatswood CBD provides opportunities for innovation in terms of sustainable development. An unchecked 'business as usual' path might see an expanded environmental footprint, but an alternative, reduced footprint path is the aim.

Already Council is seeking to require a much greener performance in new buildings and is setting an example through the sustainable design of Council facilities such as The Concourse.

Council will investigate how emissions, energy and water use can be reduced on a precinct and centre-wide basis. Ambitious targets and actions will be established. These will be consistent with and contributing towards the state target of zero net emissions by 2050.

PRIORITY 15

Improving the efficiency of Willoughby's built environment.

ACTIONS

15.1 Develop Chatswood as a low-energy, low-carbon, low-water use centre, particularly through proposed major developments.

15.2 Facilitate a transition towards a more sustainable transport system through improved mass transit services, active transport corridors and new technology such as electric vehicle charging stations.

15.3 Facilitate the shift towards a more autonomous future with the uptake of electric vehicles (EVs) and automated vehicles (AVs), through identifying potential impacts and appropriate planning.

15.4 Manage street and off-street parking to encourage public transport use and car sharing and limit growth in travel by private vehicles.

15.5 Transport demand management initiatives including working from home, improved walking and cycling, improved access to car sharing, carpooling and on-demand transport will also be considered in helping to achieve net-zero greenhouse gas emissions.

15.6 Advocate for increased energy and water efficiency standards for new buildings including Green Star certification and the BASIX standards.

15.7 Encourage the use of cool building materials in any new development to reduce the urban heat island effect, and where appropriate integrate water features both natural and man-made into urban design.

15.8 Review Willoughby City Council's *Development Control Plan* to address sustainable development.

15.9 Ensure that local planning controls encourage the minimisation of waste and the re-use and recycling of waste where possible.

15.10 Require increased energy and water efficiency in major development proposals where increases in density or yield are sought.

15.11 Protect land for waste management and recycling activities that is required under the NSW Waste Plan.

6.8 A RESILIENT CITY

Making Willoughby City Council less susceptible to shocks and stresses, whether environmental or related to infrastructure or society, will safeguard the LGA's liveability, economy and environment. Planning for a resilient city is important to meet the objectives of every other direction in an uncertain world and to adapt to threats such as climate change.

This direction implements the following actions from *Our Future Willoughby 2028*:

Community Priority 1.2
Promote sustainable lifestyles and practices.

6.8

PRIORITY 16

Increasing resilience to climate change, extreme weather and other shocks and stresses.

Willoughby City is subject to shocks and stresses which could impact on the LGA's community, economy and environment. These include threats from natural hazards bushfire, heatwaves, flooding and storms, which will be exacerbated by climate change.

The drainage system in the Willoughby City Council area is made up of a number of catchments on the eastern and western sides of the Pacific Highway, which forms the drainage divide. Catchments on the west side of the Pacific Highway include Blue Gum Creek and Swaines Creek. On the east side of the Pacific Highway catchments include Scotts Creek, Sugarloaf Creek, Sailors Bay Creek and Flat Rock Creek. Floodplain Risk Management Studies have been completed for the catchments of Sugarloaf Creek. In time Council will produce Floodplain Risk Management Studies and Plans for all of these catchments.

Willoughby's infrastructure and system also possess vulnerabilities which could be exacerbated by natural hazards. There are relatively few north-south high-capacity roads through the LGA and the eastern peninsulas of the LGA have only a few access roads. The train network currently runs close to capacity and there is little room for recovery in the case of a disruption.

Planning for resilience in Willoughby City requires addressing existing vulnerabilities, shocks and stresses and ensuring that future development is in areas which minimise potential future vulnerabilities. Residential intensification should be limited in parts of the LGA which are bushfire prone, which are subject to flooding and which have limited accessibility. Actions and priorities in other parts of this local strategic planning statement will improve community health and cohesion and transport choice in the LGA and so would also improve resilience. Some actions would target particular shocks and stresses, such as those in Priority 14, which would reduce urban heat and the intensity of heatwaves.

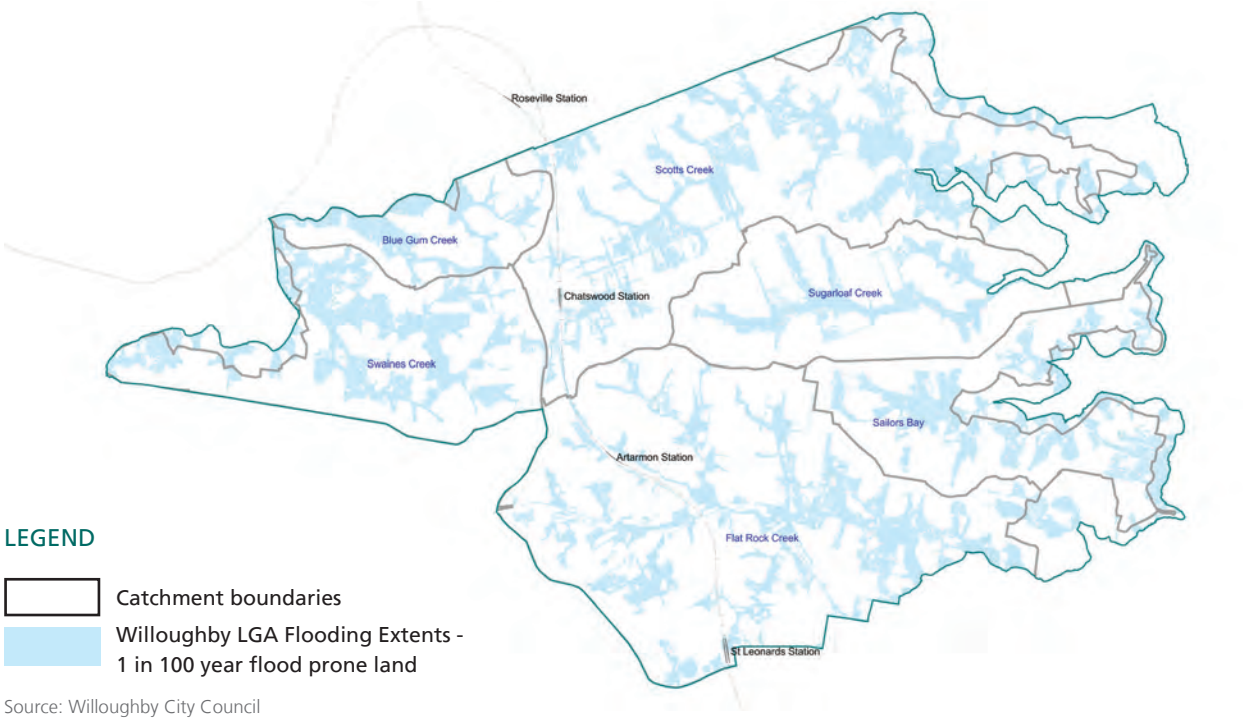


PRIORITY 16

Increasing resilience to climate change, extreme weather and other shocks and stresses.

A map showing water catchments and flood affected land in the LGA is included below:

FIGURE 35: WILLOUGHBY CITY LGA FLOODING EXTENTS – 1 IN 100 YEAR FLOOD PRONE LAND



Source: Willoughby City Council

Notes: A 1 in 100 year flood (commonly known as a 100 year flood) is a large flood that has a 1% chance of occurring in any year. If an area has experienced a 1 in 100 year flood in a certain year, it does not mean that there is no chance of another 1 in 100 year flood occurring in the next 99 years. Flooding information is from the 2009 LGA wide Overland Flooding Investigation, undertaken by Lyall and Associates. More detailed catchment studies can be found on Council's website. To see if your property is in an area subject to flood related planning controls, contact Council's Help and Service Centre on 9777 1000.

Sydney is experiencing a hotter climate, and storms, heatwaves, droughts and bushfires are becoming more frequent and intense. These trends are forecast to continue. Resilient Sydney identifies extreme weather events, including heatwaves as Metropolitan Sydney's greatest shock event. The Greater Sydney Commission has identified heat as a key stressor for Greater Sydney, and the Office of Emergency Management has identified heatwaves as an extreme risk for NSW. Urban heat is therefore gaining recognition across planning policy, and is relevant to the City of Willoughby.

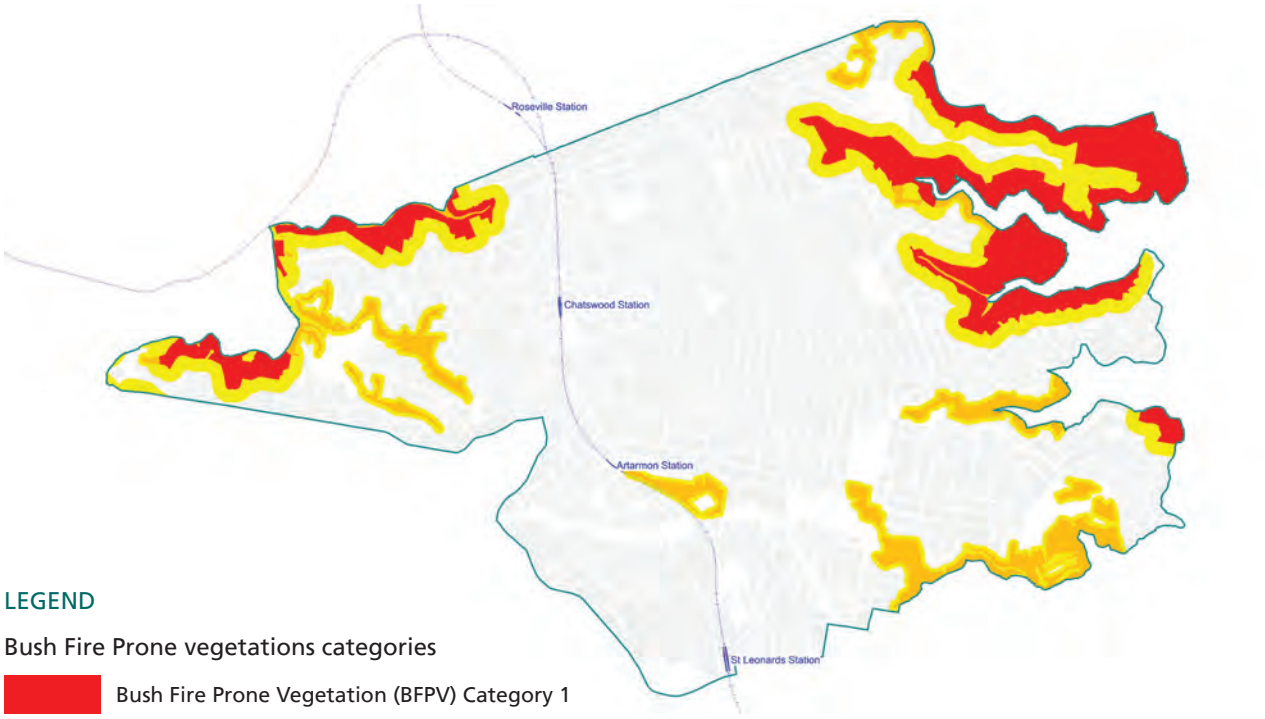


PRIORITY 16

Increasing resilience to climate change, extreme weather and other shocks and stresses.

A map showing bushfire prone land in the LGA is included below.

FIGURE 36: BUSHFIRE PRONE LAND IN THE WILLOUGHBY CITY LGA



LEGEND

Bush Fire Prone vegetations categories

Bush Fire Prone Vegetation (BFPV) Category 1

Bush Fire Prone Vegetation (BFPV) Category 2

100m external buffer around BFPV Category 1
30m external buffer around BFPV Category 2

Source: Willoughby City Council website 2017

Willoughby City Council participated in the preparation of the *Resilient Sydney Strategy* which was led by the City of Sydney. **This strategy recognises the holistic nature of resilience planning and sets out five directions for a more resilient Greater Sydney:**

- A people centred city,
- Live with our climate,
- Connect for strength,
- Get ready, and
- One city.

There are several actions under each of these directions. Willoughby City Council has commenced the implementation of these actions. Climate change resilience is also specifically addressed in the *Our Green City Plan 2028* (OGCP) (see further detail in Part 4 of the LSPS).

PRIORITY 16

Increasing resilience to climate change, extreme weather and other shocks and stresses.

ACTIONS

16.1 Continue to integrate resilience across Council to ensure climate change risks and impacts are considered in strategic planning.

16.2 Continue to support, participate and collaborate with *Resilient Sydney*, a global initiative to build and connect resilient cities.

16.3 Employ a Resilience Officer to develop and implement a Resilience Plan for Willoughby in collaboration with *Resilient Sydney*.

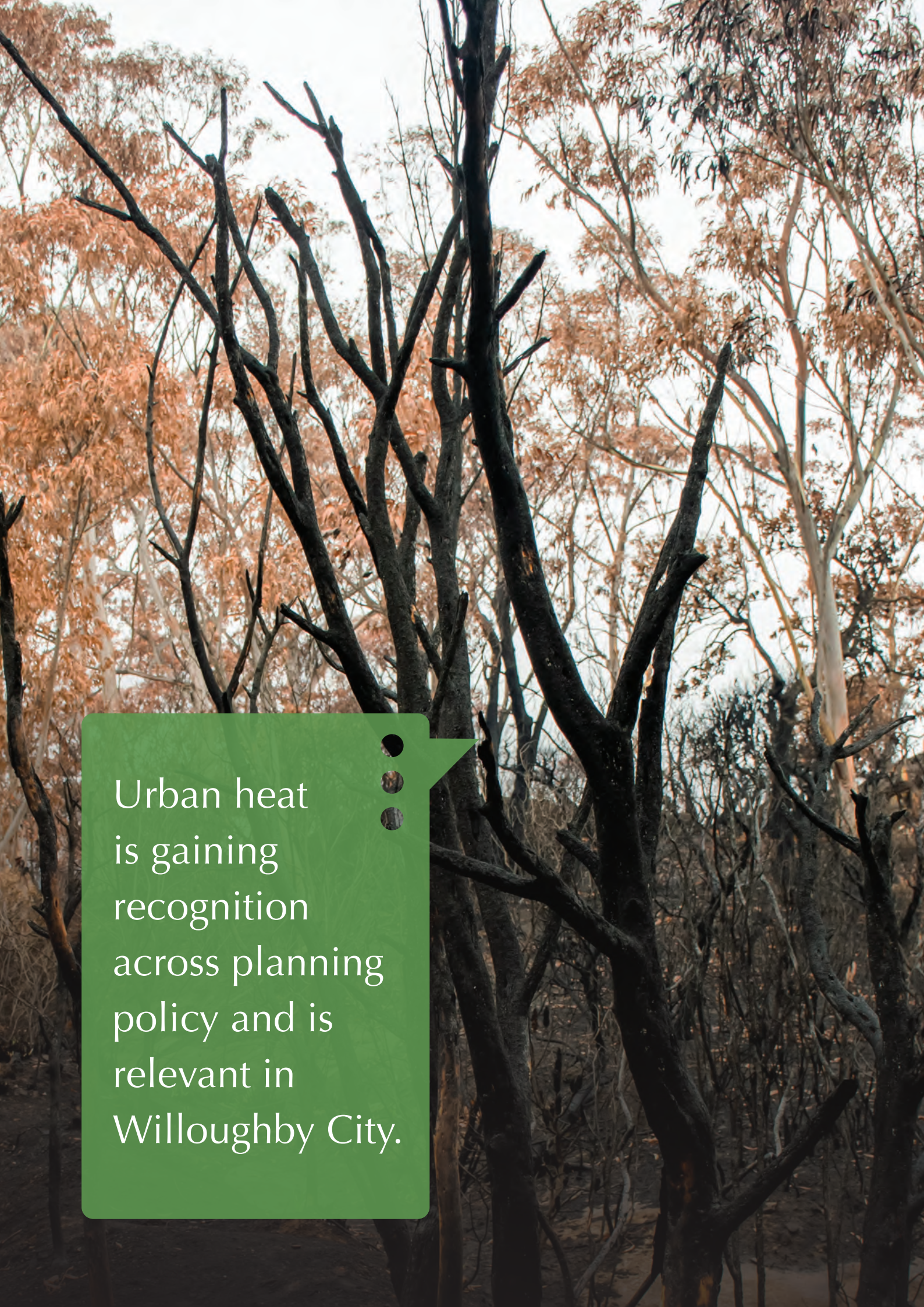
16.4 Monitor wellbeing in Willoughby by measuring local connections and relationships.

16.5 Continue to ensure that new residential development is targeted away from parts of the Council at risk from natural hazards including bushfire and flooding.

16.6 Identify infrastructure and system risks in the major centres of Chatswood and St Leonards and transport networks and advocate for upgrades to local infrastructure to address these.

16.7 Complete flood risk management plans for water catchments in the Willoughby LGA, considering risks increased by sea level rise and climate change.





Urban heat is gaining recognition across planning policy and is relevant in Willoughby City.

6.9 A CITY SUPPORTED BY INFRASTRUCTURE

This direction contains priorities related to the delivery of infrastructure by Willoughby City Council, which will be required to implement many of the other directions. Willoughby City Council must continue to augment existing infrastructure to maintain service levels as the population grows. Infrastructure investment will also be needed from the NSW Government. This investment may create opportunities for local development and growth.

This direction implements the following actions from *Our Future Willoughby 2028*:

Community Priority 3.5: Maintain quality of life by balancing population growth with the provision of assets and services.

Community priority 5.3: Balance the creation of new public assets with the upgrade of existing public assets.

6.9

PRIORITY 17

Augmenting local infrastructure and using existing infrastructure more intensively and efficiently to accommodate planned growth.

Population growth in Willoughby City puts strain on local infrastructure and assets. Many sporting grounds and community facilities are exceeding or approaching capacity and measures to extend their use have already been explored and applied. Building new local infrastructure is expensive in most cases and limited opportunities exist to purchase land, and so utilisation of existing infrastructure must continue to increase.

This will be facilitated in part through infrastructure renewals and upgrades planned in Willoughby's Asset Management Plans, and could be aided by use of new technology and enhanced design (e.g. for synthetic sports field surfaces) and adoption of 'smart city' techniques such as demand management.

An important part of ensuring that infrastructure is available to meet the needs of new residents of Willoughby City and commuters to Willoughby City will be ensuring that development is focused in places where infrastructure is available. This will most likely be in the Services and Activity Corridor which includes existing centres and places served by current and future mass-transit corridors.

Where possible, major development proposals should be accompanied by infrastructure improvements to compensate for the increased pressure on local infrastructure that these developments create. Large development precincts should not adversely impact the availability of local infrastructure for nearby users, and where appropriate improve the availability of open space and social infrastructure.

ACTIONS

17.1 Complete upgrade and new works as identified in Park Masterplans.

17.2 Regularly review the development contributions plan to ensure that service standards in the LGA will be maintained as the population grows.

17.3 Maintain current service levels of social and sport and active recreational infrastructure so that liveability does not decrease as development occurs.

17.4 Require major development to share any value uplift from changes in development rights to deliver a community benefit through improved local infrastructure.

17.5 Focus future development and density in places where infrastructure is available, which is expected to be along the major public transport corridors.

17.6 Apply the principles of the Movement and Place framework by catering for and encouraging the role of walking and cycling in local movement networks and places.

PRIORITY 18

Leveraging planned major infrastructure investments and projects to support growth.

Major infrastructure investments in Willoughby City have been delivered or are planned by the NSW Government.

These include:

- Sydney Metro-North West, which connects Chatswood to centres including Macquarie Park, Castle Hill, Norwest and Rouse Hill in the Northwest, extending to Sydney CBD, Waterloo and Bankstown in 2024. In the longer term, this line may extend to St Marys and through to the Western Sydney Airport.
- An improved bus link proposed for investigation connecting Chatswood to the Northern Beaches (Dee Why).

As well as catering to the existing and future population, major transport infrastructure creates opportunities to alter the shape of Greater Sydney. Willoughby City Council will leverage major transport investments in the LGA to facilitate economic development in the local government area and to make Willoughby City healthier and more sustainable.

Additional major infrastructure improvements will also be required in the future to meet the needs of Willoughby's growing population. This also includes examination of options to implement upgraded information technology links in the Eastern Economic Corridor in order to foster the increased creativity and innovation required to sustain growth in employment opportunities in the Corridor.

ACTIONS

18.1 Develop an integrated transport strategy for Willoughby City which incorporates the impacts of the rapid bus link from Dee Why to Chatswood as well as other transport investments.

18.2 Work with the NSW Government to put infrastructure contributions in place to fund required major infrastructure upgrades.

18.3 Working with the Greater Sydney Commission and other councils to agree the roles of the different centres in the northern part of the Eastern Economic Corridor and promote and further develop Chatswood (and St Leonards) consistent with identified strengths and advantages.

18.4 Continue to advocate for public transport projects by the NSW Government and other necessary major infrastructure investment, including potential eastern public transport routes, an upgrade of the Chatswood Bus Interchange, and contributions towards additional district-level recreation and sports facilities.

18.5 Review current planning objectives and frameworks in response to major infrastructure announcements and construction.

6.10 A COLLABORATIVE CITY

Willoughby City Council is one of many organisations which provide infrastructure and services in Willoughby City or which participate in planning for the Willoughby City local government area. Council is committed to being effective, accountable, demonstrating leadership and advocating for local priorities. This will require collaborating with other Councils, the NSW Government, the community and stakeholders to coordinate local planning and to ensure that the availability of infrastructure and services provided by other organisations is maximised for the Willoughby City community.

This direction implements the following actions from *Our Future Willoughby 2028*:

Community Priority 3.5: Maintain quality of life by balancing population growth with the provision of assets and services.

Community Priority 4.1: Facilitate the development of all businesses.

Community Priority 4.5: Diversify our economy including creative and innovative industries.

6.10

PRIORITY 19

Working with other organisations to provide required infrastructure.

There are many infrastructure providers in and around the Willoughby City local government area including Willoughby City Council, other local governments, the NSW Government and private businesses. Working with these organisations will allow Willoughby City Council to maximise the availability of infrastructure to the broadest possible segment of the population, regardless of the ownership of the infrastructure.

Willoughby City Council has joint use agreements with the NSW Department of Education to allow sport and recreation facilities to be used by schools and by the community outside of school hours. Continuing to pursue arrangements such as this will maximise the availability of infrastructure without substantial land acquisition as the population grows.

Willoughby City Council contains recreation, community and arts facilities which play a regional role, providing services to residents of a much larger area than the Willoughby City LGA. Residents from Willoughby City also travel outside of the LGA to access a variety of services provided by other councils. Willoughby City Council has been working with the North Sydney Regional Organisation of Councils (NSROC) to co-ordinate planning for recreation facilities in a co-ordinated way across Northern Sydney, reflecting that catchments for these facilities are larger than council boundaries. Willoughby City Council will collaborate with NSROC on planning for community facilities and other kinds of infrastructure.

Council will continue to work with the community to embrace best practice waste management and recycling and will work with State Government with initiatives to reduce waste generation.



PRIORITY 19

Working with other organisations to provide required infrastructure.

ACTIONS

19.1 Work with North District councils, stakeholder groups and NSROC regarding the findings of the *Northern Sydney Social Infrastructure Strategy* in order to plan for social infrastructure provision on a district basis.

19.2 Work with North District councils, stakeholder groups and NSROC regarding the findings of NSROC's *Regional Sportsground Strategy Review Report* (2018) in order to plan for sporting infrastructure provision on a district basis.

19.3 Support and assist in the implementation of the *District Sports Plan* (once released).

19.4 Council will work with community organisations, NSROC and the State Government in the development of an updated Cultural Plan for the LGA.

19.5 Work with NSW government and North District councils to provide an east-west bus rapid (BRT) transport link

19.6 Work with the NSW Government, neighbouring councils and stakeholder groups to build and connect bicycle corridors, priority walking routes and green infrastructure initiatives and provide a safe transport system.

19.7 Continue to pursue joint use arrangements, including with the NSW Department of Education, to maximise the availability of open space and social infrastructure to the growing population.

19.8 Council will continue to deliver waste management strategies consistent with the State Government's *Waste and Resource Recovery Strategy* targets and the program *Waste Less, Recycle More*.

PRIORITY 20

Co-ordinating economic development for Chatswood and St Leonards.

Willoughby City Council contains the strategic centre of Chatswood and part of the health and education precinct and centre of St Leonards, including the Royal North Shore Hospital. These centres are part of the Eastern Economic Corridor which stretches from Kogarah through Sydney Airport, the Sydney CBD, North Sydney and Chatswood to Macquarie Park. This is the most important economic corridor in Australia and contains significant clusters of businesses in a variety of sectors including technology, finance and professional services.

Willoughby's centres are essential components of the Eastern Economic Corridor and are accessible to people living on the Upper North Shore and Northern Beaches much more quickly than other centres in the corridor. However, continued growth of Willoughby's centres cannot be planned in isolation from the rest of the Corridor.

Economic outcomes throughout the corridor would be maximised by coordinated planning by all stakeholders, including local governments, the NSW Government, hospitals, universities and businesses.

St Leonards sits on the borders of the Willoughby, North Sydney and Lane Cove LGAs. Each of these LGAs contain parts of St Leonards' commercial core and surrounding residential catchment, while Willoughby City also contains the Royal North Shore Hospital and adjacent industrial land. Place-based planning for this centre in a coordinated way will require collaboration between the Willoughby City, North Sydney and Lane Cove Councils and with the Royal North Shore Hospital and other stakeholders. Willoughby City Council will continue to participate in the existing collaboration process for St Leonards.

ACTIONS

20.1 Work closely with other councils along the Eastern Economic Corridor, the NSW Government and other stakeholders to continue to refine the role of Chatswood and St Leonards within the corridor, their relationship to other centres and the infrastructure needed to support this relationship.

20.2 Collaborate with North Sydney Council, Lane Cove Council, the Royal North Shore Hospital, the Department of Planning, Industry and Environment, the Greater Sydney Commission and other relevant stakeholders to coordinate the planning and economic development of St Leonards and the St Leonards Health and Education Precinct.

TABLE OF ACTIONS

PRIORITY 1: INCREASING HOUSING DIVERSITY TO CATER TO FAMILIES, THE AGING POPULATION, DIVERSE HOUSEHOLD TYPES AND KEY WORKERS

ACTION	TIMEFRAME
1.1 Complete and implement the *Willoughby Housing Strategy*.	Short-term
1.2 Review planning controls in the Chatswood CBD and in local centres to facilitate delivery of an increased number of medium and high-density dwellings, increasing dwelling diversity in the LGA.	Short-term
1.3 Generally protect existing low-density areas from development as they provide diversity and are not needed to ensure sufficient dwelling supply.	Ongoing
1.4 Assess any proposals for increased housing density against the *Willoughby Housing Strategy*.	Medium and long-term
1.5 Ensure that planning controls create dwellings of universal design that are suitable for the changing needs of the community, including smaller and accessible dwellings for the aging population and family-friendly medium and high-density dwellings for new families moving to the area.	Ongoing
1.6 Ensure higher sustainability and resilience targets for all new dwellings in Willoughby City in order to lower life cycle costs for new residents.	Ongoing

PRIORITY 2: INCREASING THE SUPPLY OF AFFORDABLE HOUSING

ACTION	TIMEFRAME
2.1 Undertake the required feasibility testing to increase the proportion of total floorspace to be delivered as affordable housing in new developments.	Short-term
2.2 Seek opportunities to deliver increased public benefit through affordable housing when increases in density are sought in major proposals.	Ongoing
2.3 Advocate for higher levels of investment in affordable housing by the NSW Government, including in Government led urban renewal strategies.	Ongoing
2.4 Continue to work with the NSW Land and Housing Corporation to support the renewal of social housing within the LGA, consistent with the *Future Directions for Social Housing policy*, including through facilitating changes to the planning framework for public housing assets where required.	Short and medium term
2.5 Focus affordable housing delivery along potential eastern public transport routes and the Metro and North Shore Railway Line.	Medium and long-term
2.6 Maintain Council's community housing program.	Ongoing
2.7 Deliver affordable housing when Council owned land is redeveloped for housing purposes.	Medium and long-term

TABLE OF ACTIONS

PRIORITY 3: ENHANCING WALKING AND CYCLING CONNECTIONS TO WILLOUGHBY'S URBAN AREAS, LOCAL CENTRES AND LANDSCAPE FEATURES

ACTION	TIMEFRAME
3.1 Develop both east-west and north-south routes in the LGA as green links for walking and cycling consistent with green grid priority corridors identified in the *Greater Sydney Region Plan* and *North District Plan*.	Medium-term
3.2 Expand the bicycle network as planned in the *Willoughby Bike Plan*.	Ongoing
3.3 Work with Transport for NSW to address barriers to walking and cycling caused by major transport corridors such as the Pacific Highway, Gore Hill Freeway and North Shore Rail Line.	Medium and long-term

PRIORITY 4: ENSURING THAT SOCIAL INFRASTRUCTURE CATERS TO THE POPULATION'S CHANGING NEEDS AND IS ACCESSIBLE TO FOSTER HEALTHY AND CONNECTED COMMUNITIES.

ACTION	TIMEFRAME
4.1 Complete the *Willoughby Open Space and Recreation Plan* review and prepare a revised Strategy.	Short and medium term
4.2 Maintain and upgrade existing recreational and bicycle facilities in areas of greatest use and demand.	Ongoing
4.3 Where opportunities are available, align the location of community and recreational spaces for community to the population distribution in the LGA.	Long-term
4.4 Pursue opportunities in new developments to increase public open space areas.	Medium and long-term
4.5 Review the local contributions plan every five years to ensure that it reflects the changing needs of the community.	Ongoing
4.6 Work with Transport for NSW to address impediments in accessibility to social infrastructure caused by major transport corridors such as the Pacific Highway, the Gore Hill Freeway and the North Shore Rail Line. One focus would be on priority walking and cycling routes discussed in Priority 3.	Medium and long-term
4.7 Work with School Infrastructure NSW to ensure that school planning is aligned with expected population growth, and advocate to the NSW Government for funding to be provided for additional investment in schools and other educational facilities.	Ongoing

TABLE OF ACTIONS

PRIORITY 5: RESPECTING AND ENHANCING HERITAGE AND LOCAL SUBURBAN CHARACTER

ACTION	TIMEFRAME
5.1 Generally protect the existing character of low-density suburbs in the LGA.	Short-term and ongoing
5.2 Continue to protect Aboriginal sites, State and local heritage items and conservation areas through planning controls.	Ongoing
5.3 Complete and implement Willoughby's *Heritage Review*.	Short-term
5.4 Continue to review heritage items and conservation areas at least every 4 years.	Ongoing
5.5 Continue to collaborate with the Metropolitan Local Aboriginal Land Council to ensure that Aboriginal culture and heritage is appropriately protected, promoted and managed.	Ongoing

PRIORITY 6: PLANNING FOR LOCAL CENTRES WHICH ARE VIBRANT PLACES THAT MEET THE EVERYDAY NEEDS OF THE POPULATION

ACTION	TIMEFRAME
6.1 Review planning controls in local centres to encourage site amalgamation and development.	Short-term
6.2 Complete the *Willoughby Draft Local Centres Strategy to 2036* and implement its recommendations.	Short-term
6.3 Implement local centre streetscape projects including short term amenity and improvement works in existing local centres consistent with the *Willoughby Draft Local Centres Strategy to 2036*.	On-going
6.4 Limit retail development outside of local centres.	Ongoing

TABLE OF ACTIONS

PRIORITY 7: DEVELOPING CHATSWOOD'S ROLE AS A TRUE TRANSPORT HUB FOR WILLOUGHBY CITY AND THE NORTH SHORE

ACTION	TIMEFRAME
7.1 Advocate for a mass transit system such as a B-Line rapid bus link connecting Willoughby City to the Northern Beaches with a terminus at Chatswood.	Short and medium-term
7.2 Advocate for and support the development of a world class multi-modal (rail, bus and bicycle) interchange at Chatswood.	Short and medium-term
7.3 Develop an integrated transport strategy for the LGA, including Chatswood.	Short-term
7.4 Enable increased walking and cycling as a transport mode across the LGA, and maximise access to public transport.	Short and medium-term
7.5 Reduce the congestion and impact of car usage in Chatswood.	Medium and long-term

PRIORITY 8: CONNECTING WILLOUGHBY'S NETWORK OF CENTRES WITH EACH OTHER AND TO GREATER SYDNEY BY MASS TRANSIT

ACTION	TIMEFRAME
8.1 Develop an integrated transport strategy for the LGA which considers how to better link Willoughby's suburbs with local centres and with the Chatswood CBD by public transport.	Short-term
8.2 Advocate for a high frequency and rapid public transport service between strategic and local centres on major transport routes.	Short and medium-term
8.3 Work with Transport for NSW to support and implement travel behaviour change programs to help manage demand on the transport network, including by requiring new developments and businesses operating in key precincts to develop and implement travel plans to encourage the use of sustainable transport choices.	Ongoing

TABLE OF ACTIONS

PRIORITY 9: DEVELOPING CHATSWOOD CBD AS A KEY COMMERCIAL CENTRE AND INTEGRAL PART OF THE EASTERN ECONOMIC CORRIDOR

ACTION	TIMEFRAME
9.1 Promote office growth in the commercial core and a diverse mix of uses.	Short, medium and long-term
9.2 Create great spaces and a high level of urban design quality.	Medium-term
9.3 Create a 'green' walkable CBD.	Medium and long-term
9.4 Develop and promote Chatswood's distinct role in the Eastern Economic Corridor.	Short, medium and long-term
9.5 Seek contributions to public and social infrastructure to improve the amenity and services in the Chatswood CBD.	Short, medium and long-term

PRIORITY 10: PROTECTING THE ROLE OF WILLOUGHBY'S INDUSTRIAL LANDS AS URBAN SERVICE HUBS FOR THE LOWER NORTH SHORE

ACTION	TIMEFRAME
10.1 In consultation with adjoining Councils, prepare and exhibit an industrial lands strategy.	Short, medium and long-term
10.2 Optimise the efficiency and effectiveness of the freight handling and logistics network in relation to industrial lands.	Medium-term
10.3 In line with the *North District Plan* Priority N11 to retain and manage industrial and urban services land, Council will protect Artarmon's critical urban services and employment role.	Ongoing
10.4 Support the development of East Chatswood with a blend of urban services, light industrial uses, large format retail and some local services.	Short and medium-term
10.5 Work with Lane Cove Council to support industrial development in Lane Cove North industrial area (Epping Road).	Ongoing

PRIORITY 11: SUPPORTING ST LEONARDS TO DEVELOP AS A COMMERCIAL AND HEALTH AND EDUCATION PRECINCT

ACTION	TIMEFRAME
11.1 Encourage proposals which enhance the commercial and enterprise role of the St Leonards centre.	Ongoing
11.2 Diversify and deepen the health and education role of the precinct focused on RNSH.	Ongoing

TABLE OF ACTIONS

PRIORITY 12: ENHANCING THE HEALTH OF WILLOUGHBY'S WATERWAYS

ACTION	TIMEFRAME
12.1 Implement the *Willoughby Council Water Plan 2018-23*.	Short-term
12.2 Embed elements of water sensitive urban design in development to improve waterway health.	Ongoing
12.3 Collaborate with stakeholders, such as Sydney Water, EPA, Sydney Coastal Councils Group and the community to identify major causes of water quality pollution to ensure compliance.	Ongoing
12.4 Acknowledge, protect and celebrate cultural heritage associated with local waterways by engaging with Aboriginal custodians in the planning, design and implementation of actions in relation to waterways and their surrounds.	Ongoing

PRIORITY 13: PROTECTING WILLOUGHBY'S BUSHLAND AND BIODIVERSITY

ACTION	TIMEFRAME
13.1 Continue to review and implement the *Willoughby City Council Urban Bushland Plan of Management* to protect scenic landscapes, maintain biodiversity and maximise the value of bushland as part of the natural heritage of Willoughby City.	Short and medium-term
13.2 Protect high value ecosystems in the private domain through planning controls to enhance biodiversity and protect environmental values.	Medium-term
13.3 Prepare bushfire hazard reduction and ecological burn plans in conjunction with the Regional Bushfire Committee.	Ongoing
13.4 Expand community access to bushland reserves, having regard to scenic and ecological values, including biodiversity and important marine environments.	Ongoing
13.5 Advocate for the protection and enhancement of bushland and biodiversity in NSW Government projects and on Crown land.	Short and medium-term

TABLE OF ACTIONS

PRIORITY 14: INCREASING WILLOUGHBY'S TREE CANOPY COVERAGE

ACTION	TIMEFRAME
14.1 Complete an audit of street trees and identify any resulting opportunities to increase tree canopy in footpaths, public spaces and alongside roads.	Short-term
14.2 Complete and implement a city-wide vegetation management strategy	Medium-term
14.3 Protect existing trees in the LGA through planning controls, and require large developments to retain existing trees and plant mature trees where appropriate.	Ongoing
14.4 Encourage green roofs or green nature walls and green buildings, particularly in the Chatswood CBD and St Leonards.	Medium and long-term

PRIORITY 15: IMPROVING THE EFFICIENCY OF WILLOUGHBY'S BUILT ENVIRONMENT

ACTION	TIMEFRAME
15.1 Develop Chatswood as a low-energy, low-carbon, low-water use centre, particularly through proposed major developments.	Medium and long-term
15.2 Facilitate a transition towards a more sustainable transport system through improved mass transit services, active transport corridors and new technology such as electric vehicle charging stations.	Medium and long-term
15.3 Facilitate the shift towards a more autonomous future with the uptake of electric vehicles (EVs) and automated vehicles (AVs), through identifying potential impacts and appropriate planning.	Medium and long-term
15.4 Manage street and off-street parking to encourage public transport use and car sharing and limit growth in travel by private vehicles.	Medium and long-term
15.5 Transport demand management initiatives including working from home, improved walking and cycling, improved access to car sharing, carpooling and on-demand transport will also be considered in helping to achieve net-zero greenhouse gas emissions.	Medium and long-term
15.6 Advocate for increased energy and water efficiency standards for new buildings including Green Star Certification and the BASIX standards.	Ongoing
15.7 Encourage the use of cool building materials in any new development to reduce the urban heat island effect, and where appropriate integrate water features both natural and man-made into urban design.	Ongoing
15.8 Review Willoughby Council's Development Control Plan to update sustainable development requirements for the entire LGA.	Short-term

TABLE OF ACTIONS

PRIORITY 15: IMPROVING THE EFFICIENCY OF WILLOUGHBY'S BUILT ENVIRONMENT (CONTINUED)

ACTION	TIMEFRAME
15.9 Ensure that local planning controls encourage the minimisation of waste and the re-use and recycling of waste where possible.	Short-term
15.10 Require increased energy and water efficiency in major development proposals where increases in density or yield are sought.	Medium and long-term
15.11 Protect land for waste management and recycling activities that is required under the *NSW Waste Plan*.	Ongoing

PRIORITY 16: INCREASING RESILIENCE TO CLIMATE CHANGE, EXTREME WEATHER AND OTHER SHOCKS AND STRESSES

ACTION	TIMEFRAME
16.1 Continue to integrate resilience across Council to ensure climate change risks and impacts are considered in strategic planning.	Ongoing
16.2 Continue to support, participate and collaborate with Resilient Sydney, a global initiative to build and connect resilient cities.	Ongoing
16.3 Employ a Resilience Officer to develop and implement a Resilience Plan for Willoughby City in collaboration with Resilient Sydney.	Ongoing
16.4 Monitor wellbeing in Willoughby City by measuring local connections and relationships.	Ongoing
16.5 Continue to ensure that new residential development is targeted away from parts of the Council at risk from natural hazards including bushfire and flooding.	Ongoing
16.6 Identify infrastructure and system risks in the major centres of Chatswood and St Leonards and transport networks and advocate for upgrades to local infrastructure to address these.	Short and medium-term
16.7 Complete flood risk management plans for water catchments in the Willoughby City LGA, considering risks increased by sea level rise and climate change.	Short and medium-term

TABLE OF ACTIONS

PRIORITY 17: AUGMENTING LOCAL INFRASTRUCTURE AND USING EXISTING INFRASTRUCTURE MORE INTENSIVELY AND EFFICIENTLY TO ACCOMMODATE PLANNED GROWTH

ACTION	TIMEFRAME
17.1 Complete upgrade and new works as identified in Park Masterplans.	Ongoing
17.2 Regularly review the development contributions plan to ensure that service standards in the LGA will be maintained as the population grows.	Medium and long-term
17.3 Maintain current service levels of social and sport and active recreational infrastructure so that liveability does not decrease as development occurs.	Ongoing
17.4 Require major development to share any value uplift from changes in development rights to deliver a community benefit through improved local infrastructure.	Ongoing
17.5 Focus future development and density in places where infrastructure is available, which is expected to be along the major public transport corridors.	Ongoing
17.6 Apply the principles of the Movement and Place framework by catering for and encouraging the role of walking and cycling in local movement networks and places.	Ongoing

PRIORITY 18: LEVERAGING PLANNED MAJOR INFRASTRUCTURE INVESTMENTS AND PROJECTS TO SUPPORT GROWTH

ACTION	TIMEFRAME
18.1 Develop an integrated transport strategy for Willoughby City which incorporates the impacts of the rapid bus link from Dee Why to Chatswood as well as other transport investments.	Short-term
18.2 Work with the NSW Government to put infrastructure contributions in place to fund required major infrastructure upgrades.	Ongoing
18.3 Working with the Greater Sydney Commission and other councils to agree the roles of the different centres in the northern part of the Eastern Economic Corridor and promote and further develop Chatswood (and St Leonards) consistent with identified strengths and advantages.	Ongoing
18.4 Continue to advocate for public transport projects by the NSW Government and other necessary major infrastructure investment, including potential eastern public transport routes, an upgrade of the Chatswood Bus Interchange, and contributions towards additional district-level recreation and sports facilities.	Ongoing
18.5 Review current planning objectives and frameworks in response to major infrastructure announcements and construction.	Medium and long-term

TABLE OF ACTIONS

PRIORITY 19: WORKING WITH OTHER ORGANISATIONS TO PROVIDE REQUIRED INFRASTRUCTURE

ACTION	TIMEFRAME
19.1 Work with North District councils, stakeholder groups and NSROC regarding the findings of the *Northern Sydney Social Infrastructure Strategy* in order to plan for social infrastructure provision on a district basis.	Short and medium-term
19.2 Work with North District councils, stakeholder groups and NSROC regarding the findings of the NSROC's *Regional Sportsground Strategy Review Report* (2018) in order to plan for sporting infrastructure provision on a district basis.	Short and medium-term
19.3 Support and assist in the implementation of the *District Sports Plan* (once released).	Short and medium-term
19.4 Council will work with community organisations, NSROC and the State Government in the development of an updated Cultural Plan for the LGA.	Short and medium-term
19.5 Work with NSW government and Northern Sydney councils to provide an east-west bus rapid (BRT) transport link.	Short and medium-term
19.6 Work with the NSW Government, neighbouring councils and stakeholder groups to build and connect bicycle corridors, priority walking routes and green infrastructure initiatives and provide a safe transport system.	Ongoing
19.7 Continue to pursue joint use arrangements, including with the NSW Department of Education, to maximise the availability of open space and social infrastructure to the growing population.	Ongoing
19.8 Council will continue to deliver waste management strategies consistent with the State Government's *Waste and Resource Recovery Strategy* targets and the program *Waste Less, Recycle More*.	Ongoing

PRIORITY 20: CO-ORDINATING ECONOMIC DEVELOPMENT FOR CHATSWOOD AND ST LEONARDS

ACTION	TIMEFRAME
20.1 Work closely with other councils along the Eastern Economic Corridor, the NSW Government and other stakeholders to continue to refine the role of Chatswood and St Leonards within the corridor, their relationship to other centres and the infrastructure needed to support this relationship.	Medium and long-term
20.2 Collaborate with North Sydney Council, Lane Cove Council, the Royal North Shore Hospital, the Department of Planning, Industry and Environment, the Greater Sydney Commission and other relevant stakeholders to coordinate the planning and economic development of St Leonards and the St Leonards Health and Education Precinct.	Ongoing



SECTION 7
Alignment with North District Plan

ALIGNMENT WITH NORTH DISTRICT PLAN

	DIRECTIONS AND PRIORITIES	N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	N14	N15	N16	N17	N18	N19	N20	N21	N22
HOUSING THE CITY																							
1	Increasing housing diversity to cater to families, the aging population, diverse household types and key workers					x																	
2	Increasing the supply of affordable housing					x																	
A CITY FOR PEOPLE																							
3	Enhancing walking and cycling connections Willoughby's urban areas, local centres and landscape features				x		x						x							x	x	x	x
4	Ensuring that social infrastructure is accessible and caters to the population's changing needs	x		x	x																		
A CITY OF GREAT PLACES																							
5	Respecting and enhancing heritage and local suburban character						x																
6	Planning for local centres which are vibrant places that meet the everyday needs of the population				x		x																
A WELL-CONNECTED CITY																							
7	Developing Chatswood's role as a true transport hub for Willoughby City and the North Shore								x		x		x		x							x	
8	Connecting Willoughby's network of centres with each other and to Greater Sydney by mass transit				x		x				x				x							x	
JOBS AND SKILLS FOR THE CITY																							
9	Developing Chatswood as a key commercial centre and integral part of the Eastern Economic Corridor								x		x				x								
10	Protecting the role of Willoughby's industrial lands as urban service hubs for the Lower North Shore											x											
11	Supporting St Leonards to develop as a commercial and health and education precinct								x	x		x		x									

ALIGNMENT WITH NORTH DISTRICT PLAN

	DIRECTIONS AND PRIORITIES	N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	N14	N15	N16	N17	N18	N19	N20	N21	N22
A CITY IN ITS LANDSCAPE																							
12	Enhancing the health of Willoughby's waterways															x							
13	Protecting Willoughby's bushland and biodiversity																x	x					
14	Increasing Willoughby's tree canopy coverage																x			x			x
AN EFFICIENT CITY																							
15	Improving the efficiency of Willoughby's built environment																					x	x
A RESILIENT CITY																							
16	Increasing resilience to climate change, extreme weather and other shocks and stresses																						x
A CITY SUPPORTED BY INFRASTRUCTURE																							
17	Augmenting local infrastructure and using existing infrastructure more efficiently to accommodate planned growth	x		x																	x		
18	Leveraging planned major infrastructure investments and projects to support growth	x									x		x		x						x		
A COLLABORATIVE CITY																							
19	Working with other organisations to provide required infrastructure		x		x																x		
20	Co-ordinating economic development for Chatswood and St Leonards		x						x	x	x			x									

REFERENCES

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Chatswood CBD Planning and Urban Design Strategy to 2036, Willoughby City Council, January 2018

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ENGLISH

If you do not understand this document, please visit Council's Administration Building to discuss it with Council staff who will arrange an interpreter service. The Administration Building is located at 31 Victor Street, Chatswood and open from 8.30am to 5pm, Monday to Friday. Alternatively, you may ring the Translating & Interpreting Service on 131 450 to ask for an interpreter to contact Council for you. Council's phone number is (02) 9777 1000.

ARABIC

إذا كنت لا تفهم هذه الوثيقة يُرجى زيارة مبنى إدارة مجلس البلدية لبحثها مع موظفي المجلس الذين سيتخذون ترتيبات للحصول على خدمة الترجمة الشفهية. يقع مبنى الإدارة على العنوان 31 Victor Street, Chatswood وهو يفتح من الساعة 8.30 صباحاً إلى 5 مساءً أيام الاثنين إلى الجمعة. يمكنك بدلاً من ذلك الاتصال بخدمة الترجمة الخطية والشفهية على الرقم 131 450 واطلب أن يقوم مترجم شفهي بالاتصال بالمجلس بالنيابة عنك. رقم هاتف المجلس هو: 1000 9777 (02).

ARMENIAN

Եթէ չէք հասկնար այս փաստաթուղթը, խնդրեմ այցելեցէք Քաղաքային Խորհուրդի Վարչութեան Շէնքը այդ մասին խօսելու Քաղաքային Խորհուրդի աշխատակիցներու հետ որոնք ձեզի համար թարգման մը կը կարգադրեն: Վարչութեան Շէնքը կը գտնուի՝ 31 Victor Street, Chatswood եւ բաց է կ.ա. 8.30 – կ.ե.5.00, Երկուշաբթիէն մինչեւ Ուրբաթ: Կարելի է նաեւ հեռաձայնել Թարգմանութեան Սպասարկութեան՝ 131450 եւ խնդրել որ թարգման մը կապ հաստատէ Քաղաքային Խորհուրդին հետ ձեզի համար: Քաղաքային Խորհուրդի հեռախօսի համարն է՝ (02) 9777 1000:

CHINESE SIMPLIFIED

如果您不明白本文件，请前往市政府行政大楼，与市政府职员讨论，市政府职员会安排传译员提供服务。行政大楼位于31 Victor Street, Chatswood，上班时间是周一至周五上午8:30至下午5:00。此外，您也可以致电翻译传译服务处，电话131 450，请传译员为您联系市政府，市政府的电话是(02) 9777 1000。

CHINESE TRADITIONAL

如果您不明白本文件，請前往市政府行政大樓，與市政府職員討論，市政府職員會安排傳譯員提供服務。行政大樓位於31 Victor Street, Chatswood，辦公時間是週一至週五上午8:30至下午5:00。此外，您也可以致電翻譯傳譯服務處，電話131 450，請傳譯員爲您聯絡市政府，市政府的電話是(02) 9777 1000。

CROATIAN

Ako ne razumijete ovaj dokument, molimo vas otiđite u administrativnu zgradu općine i razgovarajte s osobljem općine koje će vam organizirati usluge tumača. Zgrada općine se nalazi na adresi 31 Victor Street, Chatswood i otvorena je od 8.30 izjutra do 5 poslije podne, od ponedjeljka do petka.
Druga mogućnost je da nazovete Službu prevoditelja i tumača (Translating and Interpreting Service) na 131 450 i da ih zamolite da vam nazovu općinu. Broj telefona općine je (02) 9777 1000.

GREEK

Αν δεν καταλαβαίνετε αυτό το έγγραφο, παρακαλούμε επισκεφθείτε το Κτίριο Διοίκησης της Δημαρχίας για να το συζητήσετε με το προσωπικό της Δημαρχίας που θα οργανώσει διερμηνέα για την εξυπηρέτησή σας. Το Κτίριο Διοίκησης βρίσκεται στη διεύθυνση 31 Victor Street, Chatswood και είναι ανοιχτό από τις 08:30 π.μ. έως 5 μ.μ., Δευτέρα έως Παρασκευή. Διαφορετικά, μπορείτε να τηλεφωνήσετε στην Υπηρεσία Μεταφράσεων και Διερμηνείας στο 131 450 και να ζητήσετε από ένα διερμηνέα να επικοινωνήσει με τη Δημαρχία για λογαριασμό σας. Ο αριθμός τηλεφώνου της Δημαρχίας είναι (02) 9777 1000.

ITALIAN

Se avete difficoltà nel capire il presente documento, rivolgetevi all'Administration Building del Comune e gli addetti municipali provvederanno a richiedere l'assistenza di un interprete. L'Administration Building è situato al n. 31 di Victor Street, Chatswood ed è aperto dal lunedì al venerdì, dalle 8.30 alle 17. Oppure potete chiamare il Translating and Interpreting Service al 131 450 e chiedere loro di mettersi, per vostro conto, in contatto con il Comune. Il numero telefonico comunale è (02) 9777 1000.

JAPANESE

本文書が理解できない場合には、カウンシルの事務局にお越しいただければ、カウンシル職員が通訳サービスを手配の上で、ご相談に応じます。 事務局の住所は、 31 Victor Street, Chatswoodで、窓口受付時間は月曜から金曜の午前8時半から午後5時までです。他にも、電話131 450の翻訳通訳サービスにおかけの上、通訳士にカウンシルにつなぐように依頼することもできます。カウンシルの電話番号は、(02) 9777 1000です。

KOREAN

이 문서를 이해하지 못하실 경우 시의회 청사를 방문하셔서 시의회 직원과 이에 대해 상의하십시오. 시의회 직원이 통역사 서비스를 주선할 것입니다. 시의회 청사는 31 Victor Street, Chatswood에 위치하고 있으며 월요일에서 금요일, 오전 8시 30분에서 오후 5시까지 오픈합니다. 아니면 여러분이 직접 번역통역서비스에 131 450으로 전화하셔서 통역사에게 시의회에 연락하여 여러분과 연결하도록 요청하십시오. 시의회의 전화번호는 (02) 9777 1000입니다.

WILLOUGHBY
CITY COUNCIL

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