

FIGURE 2.12 - EVENING BRIEFING SESSION IN STUDIO 22 – DISCUSSION TABLES



FIGURE 2.13 - EVENING BRIEFING SESSION IN STUDIO 22 - PARTICIPANT SEATING





## 3. Stage 1 Consultation Findings

### 3.1. Introduction

This section presents a summary of the findings arising from the Stage 1 Community and Stakeholder Consultation Initiatives. These initiatives included:

- Feedback submitted through the 1800 number;
- Feedback submitted through the project website and project email address;
- The Record of Comments that were prepared for each of the Community and Stakeholder Consultation Events; and
- Market Research Exit Surveys disseminated during the Community Walks and Workshops.

In presenting the responses we have, for privacy reasons, withheld the names and contact details of participants and respondents. This section should be read in conjunction with the Record of Comments, and submissions reproduced in full in the appendices within Volume 2 of this report.

### 3.2. Record of Comments from the Stakeholder Roundtable Breakfast

#### 3.2.1. Overview

The Stakeholder Roundtable Breakfast was held on Friday the 2<sup>nd</sup> of November, 2012. There were 23 attendees, including 13 representatives from Willoughby City Council, 8 representatives from local Progress Associations and 1 attendee from the Artarmon Gazette.

The Final Record of Comments from this Consultation Session is reproduced in full in Appendix J in Volume 2 of this report.

A summary of the key findings arising from the Roundtable Event is presented below under thematic headings.

#### 3.2.2. Record of Comment Themes

##### LOCAL AREA TRAFFIC MANAGEMENT

Participants sought to understand the impact of the development on the local street network, and the effects upon the current on-street car parking. It was asked how many car parking spaces would be provided and whether they would be at basement level.

Traffic was considered to be a significant problem, noted as a particular concern surrounding Bicentennial Reserve on a Saturday during netball season. The cumulative effect of traffic as a result of the Nine Network Studio Site redevelopment was a great concern and the increase in traffic on Willoughby Road.

The suggestion of traffic lights at Edward Street was not considered to be a reasonable solution to resolving traffic flow problems around the Nine Network Site.



## ARCHITECTURAL DESIGN

- **Design Concept**

Participants expressed interest in understanding the site area and building foot print proposed within the CP options. Participants asked whether the current proposal would include retail space, similar to the 2010 application.

It was noted that the Nine Network Site is significant and its redevelopment provides a major opportunity to create benefits for the local community. Participants put forward the notion that the Nine Network Site could be extended beyond its current eastern boundary to Chelmsford Avenue, to provide greater scope to the project. Concern was expressed that a visionary plan needs a leader and an extended timeframe beyond the 30<sup>th</sup> November 2012 deadline, in order to achieve a beneficial outcome.

It was noted that the three CP's proposed will challenge the community significantly, and a close partnership between the land owner and Council is essential to see this project progress forward. A Councillor felt that they had not had the opportunity to establish a set of parameters to assist the development, due to time constraints with the November 30th deadline.

- **Residential Mix**

The residential mix proposed by the CP options was supported by a representative from Willoughby Council. It was noted that recent consultation undertaken by the Council had indicated that there is a community preference for housing diversity.

Participants expressed concern about the density proposed. Preference was made to a development undertaken by Landcom, with Council's support on land at Eastern Valley Way. This site, referred to as the Kia Living Site (the market gardens), provided a mixed of attached houses, units and terraces.

- **Density**

Participants expressed interest in understanding how many residents would be accommodated in each of the Concept Plan options. It was stated that 'density is not what this community is about'.

- **Height**

Participants expressed concern about the height of the residential towers proposed in the CP options. One participant noted that they live opposite the site, and a 20 storey residential tower is a particular concern for their vicinity. The scale of a 20 storey building was asked to be referenced to the transmission tower.

It was suggested that the residential tower should be reduced in height.

- **Residential Amenity**

Concern was expressed about the Electro Magnetic Emissions of the transmission tower, and the proximity of this tower to new residents with the redevelopment of the Nine Network Site. Overcrowding in the area was raised a concern, affecting amenity.

## SOCIAL AND CULTURAL CONSIDERATIONS

- **Nine Network Legacy**

Participants expressed interest in understanding the yield proposed for the site, and whether there was instruction to achieve a certain development yield by the proponent.

A number of questions were raised by participants in regards to current Nine Network infrastructure on the site including the transmission tower, the helipad and whether these facilities would become redundant. It was further asked where Nine Network Australia would relocate if the site is developed for residential use.



- **Impact on Services**

Participants expressed interest in understanding how the development of this site would impact local schools, which are considered as being at capacity and overcrowded. It was asked whether the development would consider childcare facilities, and whether the Nine Network Site has adequate utility infrastructure.

## **OPEN SPACE AND LANDSCAPE**

Participants expressed interest in understanding the form and management of the public open space fronting Artarmon Road. It was asked whether community title would be used for the space, the setback proposed from Artarmon Road and whether the space would provide passive recreation.

It was noted that commercial rates are currently higher than residential, and so it is considered that community title is necessary to maintain open space and roads planned within the project.

## **THE DEVELOPMENT PROCESS**

- **Community Consultation**

One participant who is a resident in Olympia Road, Naremburn did not receive the community newsletter by Urban Concepts. Comments were expressed that there should be greater community consultation and the 30<sup>th</sup> November timeframe extended to accommodate this.

- **Planning Process**

A number of participants expressed concern about the timeframe for the preferred CP submission to the DPI. It was suggested that it would be better to undertake a Planning Proposal for the site, and that the process should involve Willoughby Council to a greater degree.

Comments and questions raised in the discussion include:

- The role of Willoughby Council in the development given that the project falls within Part 3A Major Projects and is assessed by the DPI;
- The time delay by Nine Network Australia towards developing a preferred CP, given the DGR's were issued in February 2011;
- Willoughby Council maintain that they have not been given enough time to consider the development as a result of the inadequate timeframe, with a 30<sup>th</sup> November 2012 deadline. They consider that is this development has come at an inopportune moment, as they are currently in the process of facilitating community consultation for their strategic plan;
- A limited timeframe has disallowed for optimal outcomes to be considered for the site;
- Whether other options will be available if the timeframe is not met for the submission;
- What system will ensure that certainty and quality of design excellence is upheld, once the CP is approved; and
- The possibility of structuring a working committee to include the Progress Associations and the local community.



### 3.3. Record of Comments from the Community Walks and Workshops

#### 3.3.1. Overview

Six Community Walks and two Community Workshops were held over the 7<sup>th</sup> and 8<sup>th</sup> November, 2012.

##### COMMUNITY WALKS

Wednesday 7<sup>th</sup> and Thursday 8<sup>th</sup> November, 2012 – 3.00pm, 4.00pm and 6.30pm

There were 73 participants at the Wednesday Walks, and 53 participants at the Thursday Walks.

##### COMMUNITY WORKSHOPS

Wednesday 7<sup>th</sup> and Thursday 8<sup>th</sup> November, 2012 – 7.00pm until 9.00pm

There were 53 participants at the Wednesday Workshop, and 61 participants at the Thursday Workshop.

The Final Record of Comments for each of the Consultation Sessions is reproduced in full at Appendix K in Volume 2 of this report.

A summary of the key findings arising from the Community Walks and Workshops is presented below under thematic headings.

#### 3.3.2. Record of Comment Themes

##### LOCAL AREA TRAFFIC MANAGEMENT

Residents sought clarification over the proposed access points and the traffic management arrangements along Artarmon Road, expressing concern over the current situation along this road. Specifically residents questioned where the access points for the site would be located in Scott Street and Walter Street. Residents wanted to understand whether a new access point would be possible from Richmond or Artarmon Road. It was stated that a one way loop road through the site is a preferred design solution.

Concerns raised about the current situation along Artarmon Road related to difficulty accessing the road during peak hours due to traffic congestion, poor visibility as a result of the positioning of the sun during defined periods of the day and reduced visibility due to the crest of the road, as well as a general lack of careful driving along this road.

Residents were concerned that the change of use of the site to residential would further increase congestion along Artarmon Road during peak flow periods. It was noted that congestion along Artarmon Road was exacerbated during peak hours as a result of the traffic light phasing at the Willoughby Road intersection.

In managing access to the site for residential development, residents questioned the role of surrounding roads and streets, and whether these thoroughfares could alleviate congestion from the site. In particular, residents questioned the future functions of Scott Street, Walter Street, and whether it is possible to provide an access point onto the Gore Hill Freeway.

A number of questions were raised in relation to the function of Scott Street. Due to the road ownership of this Street residents questioned how this Street will affect Artarmon Road traffic flows, and whether it will become a private access road specifically serving the site or be built over. If it was built over, residents indicated that it should not be used as a justification to further increase dwelling density on the site.



It was stated that traffic management is a major concern, and a number of traffic management initiatives should be implemented to assist the existing and future traffic flows. The following design improvements were noted:

- A one way loop road through the site is the preferred internal road design;
- Turning bays along Artarmon Road and Scott Street;
- Widening of Artarmon Road;
- The introduction of round-a-bouts and traffic lights;
- Provision of tunnels onto Walter Street/ Gore Hill Expressway; and
- A safe measure to reduce U-turns along Richmond Avenue.

- **Cumulative Impacts**

A number of residents expressed concern over the cumulative impact of increased density in the area as a result of the Nine Network Site residential redevelopment and the proposed Willoughby Leisure Centre expansion. Concerns were raised regarding increased traffic and car parking on local streets. In addition, residents expressed concern over the car parking arrangements for weekends associated with netball games at Bicentennial Reserve and clientele from the Willoughby Leisure Centre.

Participants indicated that any traffic modelling should have regard to these additional activities and not just address the Nine Network Site in isolation.

- **Traffic Statistics and Assessment**

Residents sought clarification for the traffic assessment process and whether it extends to major roads, who decides on the impacts and how they are assessed. It was also questioned when the study will be completed and the number of cars envisaged as a result of the site's residential redevelopment. Further, it was questioned in relation to this assessment, what would be included as part of the EA application. Participants sought clarification as to whether the Willoughby Council policy standards would be applied.

- **Public Transportation**

Concern was expressed over the inadequacy of the existing public transport system, and the ability of the infrastructure to accommodate an increased residential population. Bus services were stated as the preferred transport to the city as travel time is considered to be substantially less than the travelling time required catching a train from Artarmon Railway Station. It was a concern that local bus routes such as the M40 is overcrowded during peak hours. Residents questioned whether the Government will improve public transport services for the Willoughby area. It was also questioned whether public transport improvements would be provided to North Ryde, Chatswood and other major employment locations.

Residents questioned whether it was an assumption of the development concept that future residents on the site will use public transport.

Residents questioned whether Artarmon Railway Station is the closest station, and whether it is possible to walk there.



- **On-Street Car Parking**

Car parking was expressed as a major local issue and a significant concern with the residential redevelopment of the site. It was stated that Nine Network staff have disregard for the current parking situation and significantly contribute to resident parking problems.

Residents sought clarification over the number of car parking spaces provided on the site presently and how many people are currently employed at the Nine Network Studio Site.

Residents were keenly interested in how many people will be accommodated in the future on the site, and the subsequent car parking requirements, stating that parking and density are the main concerns of the development. The following questions relating to car parking requirements were raised in the discussion:

- The total number of car spaces that will be provided, given the CP proposes 660 dwellings;
- Where the spaces will be provided, this being at grade on the new access street or at basement level;
- Whom the spaces will accommodate, whether this be for residents or visitors or both; and
- Whether other parking arrangements will be considered such as ride and share.

It was indicated that car parking is a significant problem in the area as a result of the suburb's proximity to public transport networks, and the proximity of the Willoughby Leisure Centre. Residents noted that the area is used for commuters from the northern beaches for parking and riding of city bound public transport services. During weekends, residents also indicated that the parking situation is problematic as a result of the overflow parking from clientele of the Willoughby Leisure Centre.

It was questioned what the parking requirements would be if commercial uses were provided on site.

- **Cyclists and Pedestrians**

In regards to cyclists and pedestrians, residents questioned how many people cycle to work, and whether the development will consider pedestrian movements. Further it was questioned what provisions would be made in terms of connections through the site to accommodate bicycle paths, and whether these connections would extend through the reserve to Walter Street.

## **ARCHITECTURAL DESIGN**

- **Design Concept**

Residents raised a number of questions in regard to the design concept for the site that led to the development of the CP's.

A number of questions raised related to the accessibility of the site to the public, given that it will be a private residential development.

Residents sought clarification on the site's topography, and the suitability of high density development within this siting.

Other concerns raised related to the form of the new residential redevelopment intended for the site in terms of scale, height, density, orientation of buildings and their relationship with the immediate area surrounding the site.



Further questions raised during the discussion noted include:

- Why residential development is considered as the best use for the site;
- The quality of buildings materials to be used on the site;
- Why the building envelopes are shaped as rectangles and the validation of their positioning;
- The future use of the No. 6 Artarmon Road currently used for administration by the Nine Network;
- The reasoning behind the setback in the option along the Artarmon Road frontage;
- Whether high rise along Artarmon Road has been considered as an option;
- Whether the scale of the development will resemble something similar to Zetland;
- The need for a left field option exploring differing building options and orientations; and
- Why consideration had not been given to master planning the entire area that extends through Cheltenham Avenue.

- **Residential Mix**

Residents raised a number of questions in relation to the form of residential apartments that are proposed for the site. Questions raised related to:

- The architectural aesthetics and quality of buildings materials proposed for the development;
- The logic behind the number of 660 dwellings, and whether this has been predetermined and fixed. (This was one of the most frequently raised concerns);
- The typology of the residential accommodation, and whether it will include a mix of units, terraces or single dwellings;
- The maximum number of dwellings that could be provided on site, as opposed to the number of single lot subdivisions that could be achieved on the site;
- The driver for apartment living, the demographic targeted for this style of development, and whether it will accommodate public housing and student housing; and
- Why a development could not be advanced similar to the one that Council facilitated in the market garden site along Eastern Valley Way.

- **Residential Amenity**

The loss of residential amenity for the surrounding area as a result of the development was a concern for many of the residents. The residents also expressed a view that there will be a lack of residential amenity for the residents of the new development, given the density proposed and the orientation and location of buildings on the CP options.

Participants raised the following concerns:

- How access to sunlight will be affected for surrounding properties;
- Personal safety concerns with an increased residential population;
- The visual impact, noise and health affects resulting from the retention of the transmission tower and substation and increasing residential densities in such close proximity to the tower;



- The separation distance between buildings, particularly where tall buildings are involved;
- The visual impact of the site from the north, two blocks back from Edward Street; and
- The proximity of the residential tower to the transmission tower.

Residents sought clarification on the impact the residential redevelopment would have on their property values. Residents from both single dwellings and apartments in Castle Vale raised concern the development would reduce property values.

- **Density**

A number of questions were raised in relation to the density intended for the site. Concerns raised were in regard to the scale of development being uncharacteristic in the area and the number of dwellings proposed for the site. For instance, one comment states that:

*'There is no high rise here (except near stations). This is a very fundamental change, it is out of character. I'm concerned about sensitivity in terms of visibility, I'm concerned about security and areas becoming ghettos around the apartments.'*

Residents questioned whether the 660 dwellings proposed for the site is fixed, and whether there is scope to reduce this number. Participants overwhelmingly wanted to understand where the figure of 660 dwellings had come from and whether there was a break-even point for the developer in terms of the number of apartments.

Other questions raised include:

- Whether the site will only comprise high density residential apartments;
- The floor space ratios intended for the site;
- The floor space of each dwelling;
- The justification for the high density;
- Understanding what Willoughby Council's position on height and density proposed for the site;
- The number of people that will be accommodated on the site;
- Where the number of 660 dwellings derived; and
- In terms of density, what equivalent site that could be used for comparison.

Residents also raised that there is merit in putting the density on the site, and felt that the existing community should determine the appropriate density for the development. It was also stated by one resident that *'the most obvious way to reduce impacts is to reduce the density of the proposed development'*.

- **Height**

Residents sought to clarify the heights proposed for the CP options and the subsequent effect of these heights on surrounding streets. Concerns raised related to overlooking from the residential towers on houses in Richmond Avenue and Walter Street, setback of the buildings from the site boundaries, overshadowing effects on Walter Street and view impacts of the towers particularly from the east and south in Naremburn.

In relation to impact, residents from Naremburn (Olympia Road) were particularly concerned about the 16 storey tower becoming an eyesore. Residents from Richmond Avenue, Walter Street and Artarmon Road are concerned about privacy and view impacts of the residential tower proposed, and the impacts of overlooking into their back yards.



One suggestion to reduce building height was to increase the building footprint on the site. There were participants that did not consider the increased open space at ground level justified taller buildings with smaller footprints.

Other questions raised during the discussion include:

- Why the telecommunications tower is used as a reference point of justification for a sixteen storey building;
- The location of the tallest residential tower in relation to site boundaries and the topography of the site (ie. how far is it setback from dwellings in Richmond Avenue);
- The relationship between the various building heights;
- The impact of the tallest residential tower on access to sunlight on Richmond Avenue;
- The current building height of the Nine Network studios;
- The minimum number of storeys that will be accepted for the site; and
- In terms of height, what would be an equivalent site that could be used for comparison.

- **Residential Amenity**

The loss of residential amenity for the surrounding area as a result of the development was a concern for many of the residents. The residents also expressed a view that there will be a lack of residential amenity for the residents of the new development, given the density proposed and the orientation and location of buildings on the CP options.

Participants raised the following concerns:

- How access to sunlight will be affected for surrounding properties;
- Personal safety concerns with an increased residential population;
- The visual impact, noise and health affects resulting from the retention of the transmission tower and substation and increasing residential densities in such close proximity to the tower;
- The separation distance between buildings, particularly where tall buildings are involved;
- The visual impact of the site from the north, two blocks back from Edward Street; and
- The proximity of the residential tower to the transmission tower.

Residents sought clarification on the impact the residential redevelopment would have on their property values. Residents from both single dwellings and apartments in Castle Vale raised concern the development would reduce property values.

## **SOCIAL AND CULTURAL CONSIDERATIONS**

- **Nine Network Legacy**

Residents were interested in understanding the remaining functions the Nine Network would retain on the site and what the organisation wanted to achieved out of the proposed redevelopment.

A number of concerns were raised about residual uses of Nine Network Australia on the site related to the relocation of the helipad and the transmission tower. Residents were in favour of the removal of the transmission tower and were disappointed to learn that it would be retained as it was located in a separate site and was owned by Transmitters Australia.

Other questions relating to the Nine Network included:



- The management of Nine Network sites elsewhere;
- The criteria in the development brief provided by Nine Network to Lend Lease;
- Whether the development brief by Nine Network is fixed;
- The profitability of the development for the Nine Network;
- The funding of the proposed development;
- Who would be responsible for developing the site;
- The selling price of the site; and
- When the Nine Network would relocate.

- **Impact on Services**

Concern was expressed that no increase in the provision of local services had been made to accommodate an increase in density in the area. Residents felt that the services in their local area are at premium and at capacity. Further residential development would add to the inadequacy of these services which were highlighted to include shopping areas that were available within walking distance, and the major concern which relates to the insufficient number of child care facilities and local schools.

Within the discussion about the significant lack of local schools was the suggestion that the Department of Education and Communities could acquire and develop the site as a school place of residential development. There were participants that considered that Nine Network Australia should sell the site for the purpose of a school.

- **Creating Community**

Residents indicated that they would like to see community facilities included within the residential redevelopment such as cafes to encourage social interaction. It was also suggested that houses surrounding the site could be converted into shops. Participants generally agreed that the site should not support a retail land use with the exception of a café or convenience store.

## **LANDUSE**

Residents asked why the optimum use for the site is residential, and whether the development will only comprise residential land use. Interest was expressed in providing land uses other than residential on the site. Residents suggested that the site could provide opportunities for aged care, seniors' accommodation, a high care facility for dementia patients or a school.

Residents sought clarification on the current zoning of the site, and the zoning of surrounding local streets such as Walter Street which has been up-zoned to medium density.

## **OPEN SPACE AND LANDSCAPE**

- **Open Space**

Residents sought clarification on the size and design of the linear park proposed along the frontage of Artarmon Road. It was stated that a lack of open space is not a concern in the area, given the proximity of the site to Hallstrom Park. Rather, there is a perceived lack of sufficient parking restricting access to locally provided open space. People did not want large open spaces that would attract people in the area to travel by car.

In response to the CP options for the site, residents expressed a preference for consolidate open space rather than pocket parks. Residents asked whether there is an opportunity to provide open space at the rear of the site, whether the reserve south of the transmission tower can be used, and whether the provision of a park in a north-south direction towards Edwards Street has been



considered. It was also suggested that opportunities for local food production should be considered within the open space areas proposed for the site.

- **Tree Retention**

Residents sought clarification on the future use of the reserve south of the transmission tower, and requested that the trees on Richmond Avenue should be retained.

## **HERITAGE AND SUSTAINABILITY**

Residents were interested in understanding the heritage quality of the cottages along Richmond Avenue, as they felt it was unjust for the cottages to be demolished.

Residents asked whether there had been any sustainability considerations in the development, and questioned whether sustainability outcomes would be improved with a reduction in density.

Residents were concerned that little work had been done on sustainability, and questioned how sustainability would be addressed in the EA documentation.

## **THE DEVELOPMENT PROCESS**

- **Community Consultation**

Residents questioned the consultation process and whether it represented a justified level of consultation having regard to the 2007 DPI Major Project Guidelines.

Residents questioned what the role of Urban Concepts is and what the community consultation involved for the project.

Residents also questioned whether the traffic modelling and the preferred CP will be publicly available, and whether there will be an online blog to facilitate further discussion.

- **Planning Processes**

Residents sought clarification for a number of components within the planning approval system. A number of residents asked about the role of Willoughby Council in the development of the site, and the authority of the DPI in overriding Council's decision-making of Development Applications. This question was asked in regards to how the issues of height and scale have been addressed, which were raised in the Director General Requirements for the preliminary Development Application submitted in 2010. Residents were interested in understanding why the development falls under Part 3A Major Projects and whether the developer is bound by these requirements and design controls set within the CP. Other questions that arose from the discussion included:

- How the site will be rezoned to enable a residential use;
- The planning process required for the redevelopment of the television studio if Nine Network remained in operation on the site;
- What are the NSW requirements for visual assessment;
- Concern that there is no existing residential zoning to limit density on the site;
- What is required as part of the EA documentation, and when will this be lodged;
- Has Willoughby LGA achieved their housing targets;
- How will the insufficiency of local school provision be addressed in the EA;
- Will there be a contributions scheme for this project and how will it be implemented;
- Which authority would be the Consent Authority for the subsequent development applications; and



- o Could an approved CP be amended and who the Consent Authority would be.

Concern was expressed for the timeframe provided for the preparation of the submission. Residents critiqued the down play of this and the ability of the design team to formulate their final application competently.

Residents requested that the Nine Network approach the Minister for Planning to extend the time frame for the lodgement to allow for a more considered scheme and further community consultation.

### 3.4. Market Research Survey Questionnaire Results

The exit survey was designed by Katos Holdings, an independent market research company. The self-completion survey was given to attendees at the consultation events facilitated by Urban Concepts on the 7<sup>th</sup> and 8<sup>th</sup> November 2012 at the Nine Network Australia Willoughby Studio Site and the Webinar event held on the 8<sup>th</sup> November. A total of 120 Survey Questionnaires were completed and returned from the events.

The Survey gauged the opinions and attitudes of a broad cross-section of the community who expressed interest through their attendance to the consultation events. Of the 120 Survey respondents:

- 20% participated in the Community Walks only;
- 24% attended the Community Workshop session only;
- 56% attended both the Community Walk and Community Workshop session.

The profile of the participants involved in the events is detailed in Table 3.1.

TABLE 3.1 - PROFILE OF SURVEY QUESTIONNAIRE PARTICIPANTS

<b>Gender:</b> 48% males, 52% females
<b>Age:</b> 29% < 45 years, 32% 46 to 66 years, 36% aged 56+ years
<b>Current Dwelling Typology:</b> 88% detached dwelling, 12% apartment living
<b>Walking Distance to the Site:</b> 79% 5 minute walking, 21% > 5 minutes

Source: Adapted from Katos Holdings Pty Ltd.

#### 3.4.1. Key Research Findings

A summary of the key research findings is presented below. The full report prepared by Katos Holdings is attached in Appendix L. The Survey Questionnaire comprised 14 questions of which 11 were closed answer and 3 were open answered. The Survey was completed by participants at the end of the Consultation Events.

##### Question 1- Preference on the Form of Public Open Space

*Survey respondents have singled out plenty of trees, plants and landscaped areas and open park spaces as their stand out priorities when it comes to public open space. There is also demand for a children's' playground.*

The level of support for the provision of trees, plants and landscaped areas was supported by the majority of respondents recorded at 77% of total choices. This was closely followed by the preference for open park spaces recorded at 71% of total choices.

Other responses are displayed in Table 3.2 below:



TABLE 3.2 - QUESTION 1 RESULTS

Q1. Kind of public open space would <u>most</u> like to see provided for in this concept plan (select top 3 choices from list)	First Choice	Total Choices
Plenty of trees, plants, landscaped areas	29%	77%
Open park spaces	29%	71%
Single open space area, instead of a collection of spaces	13%	30%
Not fussed, so long as there is enough public open space	9%	20%
Children's playground	5%	44%
Market / Community garden	3%	20%
Basketball court/s	2%	7%

Source: Katos Holdings Pty Ltd

### Question 2- Concept Plan Considerations

*Building height/ scale and traffic and parking are the most important considerations for survey respondents when evaluating the Concept Plans.*

The majority of respondents indicated that building height/ scale and traffic and parking were the most important considerations for evaluating the Concept Plan Options, recorded at 83% and 84% respectively for total choices. Visual impact and building design and quality were also indicated as an important concern for a sizeable proportion of the community, recorded at 38% and 33% of total choices respectively.

Other responses are displayed in Table 3.3 below:

TABLE 3.3 - QUESTION 2 RESULTS

Q2. Which of the following are most important when evaluating the concept plans (select top 3 choices from list)	First Choice	Total Choices
Building height / scale	53%	83%
Traffic and parking	28%	84%
Visibility of the site or visual impact	4%	38%
Building design and quality	4%	33%
Sustainable living outcomes	2%	13%
Access through the development site	2%	12%
Open space available	2%	28%

Source: Katos Holdings Pty Ltd



### Question 3 - Facilities the Community Would Like to See on the Site

*A majority of survey respondents would like to see a café included in the Concept Plans, while a sizeable proportion favour the addition of a corner store and community meeting place.*

The majority of respondents, 58%, indicated that they would like to see a café included in the Concept Plan. This was followed by a preference for a corner store (48%), a community meeting place such as a hall (40%) and the provision of a crèche (28%).

Other responses are displayed in Table 3.4 below:

TABLE 3.4 - QUESTION 3 RESULTS

<b>Q3. What other facilities would like to see provided in each of the concept plans? (select as many from list)</b>	<b>Total Mentions</b>
Cafe	58%
Corner store	48%
Community meeting space / hall	40%
Creche	28%
Gym / fitness centre	15%
Art studios	13%
More schools / education facilities	7%

Source: Katos Holdings Pty Ltd

### Question 4 - Appropriateness of Floor/ Open Space Ratios

*While the relationship between the building area and open space is considered as very important, a majority of survey respondents consider a 40% building area and 60% open space area ratio as most appropriate.*

The majority, 56% of respondents consider a 40/ 60 split of building area to open space area as most appropriate, followed by a split of 50/50 (29%) and 60/40 (15%), as indicated in Table 3.5 below:

TABLE 3.5 - QUESTION 4 RESULTS

<b>Q4. Which ratio of building area to open space below is consider most appropriate.</b>	<b>Total Mentions</b>
Building Area versus Open Space Area (60 / 40)	15%
Building Area versus Open Space Area (50 / 50)	29%
Building Area versus Open Space Area (40 / 60)	56%

Source: Katos Holdings Pty Ltd



## Question 5 - Building Height Concerns

*A range of unaided concerns were identified in relation to the 20 storey building height originally proposed.*

The top concerns relate to the negative visual impact, the building height, scale and density, overshadowing issues and belief that the development is out of character with the local area. Other responses are displayed in Table 3.6 below:

TABLE 3.6 - QUESTION 5 RESULTS

<b>Q5. Unprompted concerns about the 20 storey building height proposed under the preliminary concept plan</b>	<b>Top Unprompted Mentions</b>
Visual impact / unappealing / ugly / dominate skyline	46%
Height / scale too big / too dominant / overwhelming for area	33%
Overshadowing / loss of sunlight	30%
Out of character with local area / incompatible	26%
High density / too many dwellings	25%
Additional traffic generation / congestion / impact on Artarmon Rd / surrounding streets	23%
Loss of privacy / backyard	16%

Source: Katos Holdings Pty Ltd

## Question 6 - Traffic and Transport Concerns

*Survey respondents claim to be most concerned about the potential traffic congestion impact on Artarmon and Willoughby Roads in particular.*

Most of the traffic and transport concerns highlighted tend to centre on morning and afternoon peak hours. Other responses are displayed in Table 3.7 below:



TABLE 3.7 - QUESTION 6 RESULTS

Q6. When and where are the traffic and transport concerns <u>most</u> worried about in relation to this development	Top Unprompted Mentions
<b>WHEN</b>	
Peak hours	48%
All day / all the time / weekdays and weekends	18%
Saturday mornings / sport days	11%
Morning peak hours	8%
Weekends	8%
<b>WHERE</b>	
Artarmon Rd access / entry into / traffic congestion on this road	48%
Willoughby Rd congestion / access	31%
Access / entry into Edward St & Artarmon Rd intersection	14%
Richmond Avenue	7%
Edward St	7%
Access / congestion in surrounding streets / local streets near development	6%

Source: Katos Holdings Pty Ltd

#### Question 7 - Attitudes Toward Residential Development on the Site

*There is a fair degree of public skepticism relating to the perceived benefits and value of the proposed residential development for the Nine Network Site.*

Only a minority of survey respondents believe the residential development will make a positive contribution to the local area or can see the need for greater housing choices in their municipality. There is also considerable questioning of the value and reasoning behind having 660 dwellings on the site. Other responses are displayed in Table 3.8 below:

TABLE 3.8 - QUESTION 7 RESULTS

Q7. Attitudes towards residential development for the Nine Network site
<b>31%</b> feel the proposed development will make a positive contribution to the local area, although a majority holds the opposite view (54%)
<b>54%</b> agree the inclusion of community based facilities and services would enhance its appeal , while 28% disagree with this statement
<b>39%</b> believe being able to gain access to the site to get to other areas is important, although a similar proportion (41%) don't consider this important
<b>10%</b> of those surveyed would favour an increased building height, if it resulted in more open space, however, the vast majority (76%) reject this notion
<b>74%</b> agree it is important that the new development considers a range of sustainable outcomes that would benefit the local community, while only 8% disagree
<b>34%</b> believe there is definitely a need for greater housing choice in the Willoughby area, although a higher proportion don't (48%)
<b>29 %</b> agree providing 660 dwellings on this site helps the City of Willoughby achieve their housing targets of 6,800 additional dwellings by the year 2031, but a majority (52%) disagree

Source: Katos Holdings Pty Ltd



## Question 8 to 13 – Participant Profile

These questions sought to provide information about the participants undertaking the questionnaire. Questions asked included the following:

- Gender;
- Age;
- The building typology of their residence (house, apartment/ flat or other);
- Whether participants often use public transport;
- Proximity of the participants' residences in terms of walking distance to Nine Network Willoughby Site; and
- The Urban Concepts consultation events attended by the participants.

The results of these questions are provided at the beginning of this section 3.4, and within Table 3.1.

### 3.4.2. Final Unaided Comments about the Concept Plan

*An underlying concern in a number of verbatim comments appears to relate to the perceived inability for the current infrastructure and services to cater for an increase in population in the local area.*

Aside from reinforcing perceived concerns relating to additional traffic generation and high density, some survey respondents are also worried about the impact of the proposed development on public transport demand/ congestions and car parking availability. Other responses are displayed in Table 3.9 below:

TABLE 3.9 - QUESTION 14 RESULTS

Q14. Final unaided comments made in relation to the Willoughby Studios Residential Development Concept Plan.	Top Unprompted Mentions
Additional traffic generation / congestion / accessing surrounding streets	29%
High density / too many dwellings / unreasonable / why 660 dwellings	28%
Impact on public transport / greater demand / congestion	19%
Height / scale too big / too dominant / overwhelming for area	15%
Impact on car parking / reduced availability in the surrounding streets	14%
Negative impact on local character/ ambience/ feel of the area	13%
Need for improved educational facilities / more schools / child care facilities	11%

Source: Katos Holdings Pty Ltd



## 4. Summary and Conclusion

### 4.1. Introduction

This section documents the proponent's response to the issues and comments raised during Stage 1 Community and Stakeholder Consultation.

It is recognised that the proponent through the preferred Concept has taken on board many of the issues raised during the Stage 1 Consultation Initiatives, however, it is acknowledged that there are areas where a resolution in line with the community and stakeholder expectations has not been possible to achieve. In these situations, the proponent has sought to address the underlying intent that forms the basis of the concern.

In documenting the responses to the community and stakeholder concerns, Urban Concepts has used a matrix system to reconcile community and stakeholder concerns, the proponent's response and a statement of resolution. The section also presents an overview of the preferred CP that has formed the basis of the documentation that has been lodged with the DPI. We advise that we have reconciled community and stakeholder concerns against this preferred CP in the matrix.

### 4.2. Preferred Concept Plan Description

The CP for the Nine Network Willoughby Studio Site submitted as part of this application, advances plans to redevelop the Nine Network Willoughby Studio Site for up to 600 residential apartments, and not the 660 apartments originally proposed under the preliminary EA and CP application.

The CP seeks approval for a predominately residential land use, and as such it is proposed that development for the purpose of neighbourhood shops shall be limited to a maximum gross floor area of 1,500 m<sup>2</sup>.

Other uses proposed, permissible with consent include:

- residential accommodation;
- neighbourhood shops;
- recreation areas;
- community facilities;
- exhibition homes; and
- exhibition village.

The CP seeks approval for a preferred high density residential option and two alternate options for:

- building envelopes;
- indicative layout of internal access roads and pedestrian linkages;
- indicative open space;
- transport, site access and parking.

The preferred option provides a maximum building height of between 2 - 18 storeys. The maximum floor space ratio over the whole site would be approximately 2.0:1.



The preferred option provides for the development of up to 600 new dwellings in the form of attached dwellings, terrace houses and residential flat buildings, with a total maximum floor space of 59,117m<sup>2</sup> and a floor space ratio of 1.976:1.

The CP application also seeks approval for:

- Water cycle management concepts;
- Infrastructure and services concepts;
- Indicative project staging;
- Sales and marketing suite, use of dwellings as display suits and temporary signage;
- Developer contributions; and
- Super lot subdivision.

The preferred CP is detailed in Figure 4.1 (below) and Figure 4.2 (overleaf), extracted from the JBA EA Report dated 30<sup>th</sup> November 2012.

**FIGURE 4.1 - PREFERRED CONCEPT PLAN OPTION DEVELOPMENT PARAMETERS**

Issue	Outcome
Number of Buildings	6 residential flat buildings 25 attached and terrace dwellings
Maximum Building Height	Building A: 6 storeys Building B: 10 storeys Building C: 3½ storeys Building D: 4 storeys (terrace houses) Building E: 14 storeys Building F: 6 storeys Building G: 18 storeys Building H: 2 ½ storeys (attached dwellings)
Maximum GFA	59,117m <sup>2</sup>
Maximum FSR	1.98:1
Indicative Dwelling Yield	Up to 600 dwellings
Key Vehicular Access Points	Artarmon Road Richmond Avenue (north)
Public Open Space	Along Artarmon Road frontage, minimum area of of 3,250m <sup>2</sup>

Source: JBA Planning Consultants, 2012



FIGURE 4.2 - PREFERRED CONCEPT PLAN



Source: SJB Architects 2012



## 4.3. Consultation Matrix

### 4.3.1. Final Record of Comments

The Consultation Matrix detailed within Table 4.1 on the following pages presents a summary of the key concerns raised during the Stage 1 Community Consultation Initiatives including the Community Walks, Community Workshops and Stakeholder Events. The matrix includes a response by the proponent to the concerns and comments raised, and concludes with a statement as to whether the issue was able to be resolved in line with the community concern. Where appropriate, issues raised have been grouped by topic.



TABLE 4.1 – FINAL RECORD OF COMMENTS CONSULTATION MATRIX

COMMUNITY CONCERN/COMMENT	PROPONENT RESPONSE
<p><b>Local Area Traffic Management</b></p> <p>Alleviation of traffic congestion along local roads.</p> <p>Clarification of access points to the site.</p>	<p>There are currently 356 staff car parking spaces on the Nine Network Willoughby Studio Site. At present, the site generates approximately 250 car movements in and out of the site in each of the two-hour peak periods (morning and afternoon).</p> <p>A Transport and Accessibility Statement has been prepared for the CP by AECOM Australia. It is detailed in Appendix D of the EA Report prepared by JBA and dated November 2012. The AECOM Report concludes the following:</p> <ul style="list-style-type: none"> <li>• The CP will result in a net reduction in total AM and PM peak hour trips associated with the site;</li> <li>• The proposed change in use to residential will alter the direction and distribution of traffic flows to and from the site resulting in minor increases in traffic volumes entering local intersections in the same direction as existing residential traffic generated by the surrounding locality; and</li> <li>• AECOM have concluded that the impact of the proposed development on the local street network is considered to be acceptable as the Willoughby Road/ Artarmon Road/ Small Street intersection will continue at its existing level of service with spare capacity.</li> </ul> <p>The CP does not require detailed design for the streets and spaces however the preferred CP makes recommendations and advances alternate solutions for an internal road network, west of its intersection with Edward Street. The preferred CP provides an internal road connection to Artarmon Road and Scott Street, to the north of No. 32 Richmond Avenue. The proponent considers that the concerns of the community have been addressed.</p>
<p><b>Cumulative Impacts</b></p> <p>Induced traffic congestion and lack of car parking as a result of the development and extension of</p>	<p>AECOM have considered the traffic modelling which has been prepared by Willoughby Council to support the expansion of the Willoughby Leisure Centre. AECOM has concluded that the CP</p>



COMMUNITY CONCERN/COMMENT	PROPOSER RESPONSE
Willoughby Leisure Centre.	scheme will have minimal cumulative impact on the existing traffic situation. The proponent considers that the concerns of the community have been addressed.
<p><b>Traffic Assessment and Statistics</b></p> <p>The finalisation of the report and the number of cars envisaged as a result of the proposed development.</p>	<p>A Transport and Accessibility Statement has been prepared by AECOM and is detailed in Appendix D of the EA Report prepared by JBA Planning dated November 2012.</p> <p>The Statement includes an appraisal of the traffic and policy characteristics and assessment of its existing transport and traffic characteristics, an assessment of the local road network, SIDRA intersecting analysis, and implications of the proposed expansion of the Willoughby Leisure Centre. The proponent considers that the concerns of the community have been addressed.</p>
<p><b>Public Transportation</b></p> <p>Whether there will be improvements in public transport services in the local area. Local buses, the preferred transport mode are considered to be at capacity.</p>	<p>AECOM has advised that the proximity of the site to existing public transport services can be expected to result in a significantly higher rate of public transport usage than the Sydney average amongst future residents. AECOM has concluded that this may result in a sustainable transport outcome and reduce traffic congestion.</p> <p>The proponent has taken on board community concerns. The provision of public transport services is a State Government responsibility. It is recognised that there will be residents who consider this issue is unresolved.</p>
<p><b>Car Parking</b></p> <p>The provision of car spaces for the new development, who these will accommodate, and where they will be located.</p>	<p>The provision of on-site car parking for residents and visitors in accordance with the rate specified in the Willoughby DCP for development within close proximity to the railway precinct and major bus corridors will result in the provision of approximately 735 on-site parking spaces. Parking for residents will be provided in a basement style car park. New internal public roads will provide for kerb side visitor parking opportunities. The proponent considers that the concerns of the community have been addressed.</p>



COMMUNITY CONCERN/COMMENT	PROPONENT RESPONSE
<p><b>Cyclists and Pedestrians</b></p> <p>The provision of connections through the site for cyclists and pedestrians.</p>	<p>The internal road design provides pedestrian and cycle connections within the site and along street frontages. These connections will form part of the public domain and will be accessible to existing and future residents.</p> <p>Pedestrian and cycle connections will be provided within the site and along street frontages. Detailed design in consultation with Willoughby City Council may investigate opportunities to provide greater integration of the site into the local and metropolitan bicycle network, including potential connections to the Willoughby City bike network to the north and the metropolitan network shared path to the south adjacent to the site in land reserved for the Gore Hill Freeway. Appropriate bicycle storage and parking facilities for residents and visitors will be provided in accordance with the rates specified in the Willoughby DCP.</p> <p>The proponent considers that the issue has been addressed.</p>
<p><b>Design Concept</b></p> <p>The site's accessibility to the general public.</p> <p>The suitability of the topography to accommodate high density development, and the justification of the building envelope orientation.</p>	<p>A key component of the preferred CP is the inclusion of a new neighbourhood park that occupies half of the site's Artamon Road frontage from Richmond Road through to the new internal access road. Publicly accessible open space will be embellished with high quality landscape treatment and public furniture to encourage the use of this space by existing and future residents. New internal streets will emphasise pedestrian connections and establish a bushland environment to relate to the site's natural setting.</p> <p>The preferred option CP establishes building envelopes which significantly improve the relationship between the future development of the site and the surrounding locality. The topography of the site has informed the design to reduce impacts of higher density dwellings on surrounding area.</p> <p>The topography of the southern site boundary and the short common boundary to the backyards of dwellings addressing Walter Street means that new development along this boundary has little</p>



COMMUNITY CONCERN/COMMENT	PROPOSER RESPONSE
<p>The suitability of high-density residential use for the site, given it is out of character with the local area.</p>	<p>visual relationship with these dwellings. Existing dwellings along Walter Street are oriented towards the street to the south, with the natural landform rising steeply to the rear of these dwellings. New development within the southern portion of the subject site will look over, rather than down onto, dwellings to the south, and landscape plantings along this boundary will largely obscure these buildings when viewed from the immediately adjoin dwellings as a result of the natural topography.</p> <p>For the following reasons, the high density residential use detailed within the preferred CP is considered suitable for the site:</p> <ul style="list-style-type: none"> <li>• The proposed building heights and massing reflect the building densities and form which should be expected of a site in close proximity to transport;</li> <li>• The proposed site layout locates higher buildings towards the centre of the site, creating a transition in heights within the site that articulates the form of the overall site and establishes a context for higher buildings;</li> <li>• The proposed building heights allow for thinner building envelopes that break up the bulk of the development, allow for greater building articulation and provide for better solar access and through-site view corridors, whilst also achieving smaller building footprints which allow for greater street-level landscaping and open space areas;</li> <li>• The proposed residential density will support the provision of high quality architectural design and landscape embellishments of publicly accessible and communal open space;</li> <li>• The built form of residential buildings provides suitable dwelling separation and maximises winter solar access and views for residential dwellings, whilst breaking up the overall bulk of the development by allowing for views through the site;</li> <li>• The proposed urban form concentrates density and height towards surrounding areas which have been, or are identified for, higher density residential development and away from lower-scale development to the north and west.</li> </ul> <p>The proposed CP seeks consent for a high-density residential land use on a site which is currently zoned for use as a 'Television Station'. The proposed residential land use is considered to be the most appropriate use of the site for the following reasons:</p> <ul style="list-style-type: none"> <li>• Surrounding land is residential in character with a mix of existing low, medium and high density residential dwellings in the immediate vicinity of the site;</li> </ul>



COMMUNITY CONCERN/COMMENT	PROPOSER RESPONSE
<p>The availability of a left field option for the site.</p>	<ul style="list-style-type: none"> <li>There are a number of well-established and developing centres of employment land within the Willoughby LGA in close proximity to the site;</li> <li>The site is one of the largest consolidated sites in private ownership within the Willoughby LGA, and has the potential to deliver housing to the market in a timely and coordinated manner to address housing affordability and urban consolidation challenges;</li> <li>The site is well-serviced by public transport with frequent public bus services to major centres servicing Willoughby Road, and frequent high-capacity train services operation along the North Shore and Northern Rail Lines with stops at Artarmon Station and St Leonards Station; and</li> <li>The site is located in close proximity to significant local and regional recreation spaces including the Artarmon Reserve, Bicentennial Reserve, Willoughby Sport and Leisure Centre, off-road bicycle path network which have the capacity to service additional residents within their respective local walking catchments.</li> </ul> <p>Alternate options to the preferred CP are detailed within the EA Report prepared by JBA Planning dated the November 2012.</p> <p>The proponent considers that the concerns of the community have been addressed.</p>
<p><b>Residential Mix</b></p> <p>The guarantee of quality building materials and architectural aesthetics.</p> <p>The logic behind the number of dwellings proposed and whether this figure is fixed.</p> <p>The proposed building typology.</p>	<p>The CP establishes development standards to be used by architects to design the individual buildings. It is envisaged that a variety of architects would be used not just one firm.</p> <p>The 660 number of dwellings was based on the Preliminary EA lodged in 2010, with a floor space ratio (FSR) of 2.3:1. The preferred CP has reduced the preliminary number of dwellings to 600 with an FSR of 1.98:1.</p> <p>The preferred CP provides for the development of 600 new dwellings in the form of attached dwellings, terrace houses and residential flat buildings, with a total maximum floor space of 59,</p>



COMMUNITY CONCERN/COMMENT	PROPOSER RESPONSE
	<p>117 and a floor space ratio of 1.98:1. The reasons to support this preferred building typology are provided below:</p> <ul style="list-style-type: none"> <li>• The cost of housing within Willoughby</li> </ul> <p>The cost of housing both within the suburb and LGA is amongst the most expensive in Sydney, and is more than 30% higher than the Greater Sydney average. These costs significantly impact upon the ability of the broader population to access the employment centres, services and subregional recreational facilities which are located in close proximity to the site. In addition, these costs act as a barrier to first-home buyers and ageing residents looking to access more suitable accommodation types whilst remaining within their established community.</p> <ul style="list-style-type: none"> <li>• The average dwelling occupancy within the suburb of Willoughby</li> </ul> <p>The average dwelling occupancy is 2.6 persons per dwelling, and is marginally below the Greater Sydney average (2.7 persons per dwelling), despite the fact that over 70% of existing housing stock is either detached, semi-detached or attached dwellings which are more suited to higher occupancies. The provision of more compact housing types within the locality under the proposed CP will provide more suitable dwelling types for smaller households which are more affordable than the traditional dwelling stock within the locality.</p> <ul style="list-style-type: none"> <li>• Opportunity to establish new housing forms</li> </ul> <p>The preferred CP provides an opportunity to introduce new housing types into an established neighbourhood without requiring the redevelopment of existing housing stock. The provision of apartments will serve to improve dwelling diversity without impacting upon the availability of the traditional dwelling types within this suburb.</p> <ul style="list-style-type: none"> <li>• Provision of affordable housing for significant employers</li> </ul> <p>An assessment of local employment identified the presence of a number of significant employers of community service workers within the vicinity of the Nine Network Australia site, including nurses, police officers and teachers.</p> <p>Employees in these fields provide essential public services to the local community, however the</p>



COMMUNITY CONCERN/COMMENT	PROPOSER RESPONSE
<p>The justification for apartment style living in the area and the target demographic for the development.</p>	<p>premium housing costs associated with the Lower North Shore region mean that employees are often unable to afford to live in the vicinity of their workplace. The disconnect between wages and housing costs in the locality creates an socially unsustainable situation whereby employees in these sectors are forced to commute long distances for employment, placing an undue burden on these workers who are necessary for the provision of essential services to the local community.</p> <p>The redevelopment of a large site such as the Nine Network Australia site presents an opportunity to contribute to a local solution to this issue. This development project will provide 4.0% of residential floor space to an appropriate local community housing organisation. This percentage is in accordance with the rates established in the Willoughby LEP.</p> <p>This housing will be rented by a community housing provider to community service workers who are employed in the local area (i.e. Willoughby and North Sydney LGAs) at a price that is within the means of the income brackets of these workers.</p> <p>There are a number of justifications for the building typology proposed for the site, these include:</p> <ul style="list-style-type: none"> <li>• A low occupancy rate</li> </ul> <p>Across Sydney the average household size per apartment is less than 2 persons per apartment. There are a number of drivers for this type and form of development, including factors that relate to the entire Sydney Metropolitan Area. The housing shortage is widely reported. Willoughby Council also has a commitment to deliver 6,800 new dwellings to the year 2031, (see point below).</p> <ul style="list-style-type: none"> <li>• Requirement to meet State Government dwelling targets</li> </ul> <p>The dwelling targets for Metropolitan Plan for Sydney 2036 require a significant uplift in dwelling production levels across the entire Sydney region. Dwelling approvals by Willoughby Council and dwelling completion rates within the Willoughby LGA have been at decade-low levels. The Metropolitan Strategy for Sydney 2036 established dwelling targets for each subregion which requires a further increase to LGA dwelling production targets above those identified in the Draft</p>



COMMUNITY CONCERN/COMMENT	PROPOSER RESPONSE
	<p>Subregional Strategies which were publicly exhibited in 2007. Dwelling approvals within the Willoughby LGA have been consistently lower than the required dwelling completion targets.</p> <p>In the five years since the commencement of the dwelling targets under the Metropolitan Plan, a shortfall of approximately 950 dwellings has already accrued within the Willoughby LGA. This shortfall is symptomatic of dwelling production within established residential areas and across the entire Sydney region over the past five years, and has contributed to significant housing affordability issues throughout the city.</p> <ul style="list-style-type: none"> <li>• Opportunity to provide housing in an established area with employment opportunities and transport services</li> </ul> <p>The Nine Network Willoughby Studio Site is a rare opportunity to deliver housing on a large, consolidated site in single ownership within the existing urban footprint which is already well connected to the existing urban framework and serviced by existing employment and retail centres, public transport, roads, utilities and open space.</p> <ul style="list-style-type: none"> <li>• To address the issue of housing affordability in the Sydney Metropolitan Area</li> </ul> <p>The opportunity to provide up to 600 new dwellings within the existing urban footprint would benefit the provision of housing supply not only within the Willoughby LGA but within the broader subregion, within which dwelling supply and affordability also continues to be an issue.</p> <p>The proponent considers that the concerns of the community have been addressed.</p>
<p><b>Density</b></p> <p>The intended floor space for each dwelling and the floor space ratio for the site.</p>	<p>The preferred CP provides for an overall development floor space yield of 59,117m<sup>2</sup> in the form of six residential flat buildings and approximately 30 attached dwellings. This equates to an overall floor space ratio of 1.976:1, which is approximately 14.0% less than the Preliminary EA Report design scheme. The proposed dwelling density is considered to be appropriate for the site as:</p> <ul style="list-style-type: none"> <li>• It is proposed within a large site which enables a considered design approach that locates larger buildings and denser development types in appropriate and less sensitive locations within the site;</li> <li>• Is comprised of a range of lower density development types along sensitive street frontages</li> </ul>



COMMUNITY CONCERN/COMMENT	PROPOSER RESPONSE
<p>The number of people accommodated on site.</p>	<p>such as Richmond Avenue, with denser development site towards existing and proposed dense residential land;</p> <ul style="list-style-type: none"> <li>• Is consistent with NSW State Government policies which encourage urban consolidation and higher dwelling densities in areas which are well serviced by public transport corridors, existing employment and service centres and public recreation facilities;</li> <li>• Is consistent with NSW State Government policies which encourage the introduction of greater dwelling diversity in established residential areas to improve affordability;</li> <li>• Supports the feasible provision of a high quality public space for use by the whole community;</li> <li>• Provides a quantum of development capable of supporting high quality public domain and architectural design and finishes;</li> <li>• Is capable of being supported by local utilities and infrastructure without need for any major upgrades; and</li> <li>• Will not result in any significant impacts upon the performance of the local road network.</li> </ul> <p>Based on metropolitan averages, the development on completion will accommodate a population of less than 1,200 people, including any children.</p> <p>The proponent has reduced the number of apartments on the site to 600 dwellings and has reduced the maximum proposed FSR to 2:1. It is recognised that for some residents and stakeholders the issue of density will remain unresolved.</p>
<p><b>Height</b></p> <p>The heights proposed in the preferred CP.</p> <p>The effect of proposed building height on overlooking, privacy and visual impact.</p>	<p>The preferred CP has reduced the maximum building height of 20 storeys in the preliminary CP by 10.0% to 18 storeys, with only three buildings greater than 6 storeys in height.</p> <p>The impact of the proposed building heights on local and district views is considered to be acceptable, and the reduction of building heights would not alter the prominence of new development on the site. The proposed building heights support a development yield which permits a higher standard of architectural design which is commensurate to the prominence of the taller buildings within the site.</p> <p>The proposed public park along the Artarmon Road frontage will provide a significant setback to</p>



COMMUNITY CONCERN/COMMENT	PROPOSER RESPONSE
<p>The location of the highest tower on the site.</p>	<p>higher density residential buildings within the subject site, obscuring these buildings from view within the immediate streetscape and shifting bulk towards the background of these visual settings.</p> <p>Taller and more prominent buildings are located away from major street frontages towards the southern and western site boundaries. Apartments within the adjoining residential flat buildings in the Castle Vale site are typically oriented towards the north and east, with few buildings directly addressing the subject site.</p> <p>Further, apartment buildings within the Castle Vale site are set back a substantial distance from the site boundary, and it is considered that new development along this boundary can achieve taller building heights whilst remaining compatible with the scale of the adjoining development.</p> <p>The proponent has made reductions in the height of buildings. It is recognised that there may be residents who do not consider that an adequate solution has been reached in respect to height.</p>
<p><b>Nine Network Legacy</b></p> <p>Residual functions on the site.</p> <p>The criteria in the development brief and whether this is fixed for the site's development.</p> <p>The authority responsible for the development of the site.</p> <p>The funding of the development and the selling price of the site.</p>	<p>If Nine Network Australia choose to relocate from the site they will leave completely. They would not remain on site with piece-meal operations.</p> <p>The preferred CP has varied the dwelling number and building heights adopted in the preliminary EA and CP application.</p> <p>As the Landowner, Nine Network Australia is the responsible entity of the development. Lend Lease has been assigned as the project manager to coordinate the development on the site.</p> <p>It is not possible to provide comment on the financial value of the site. This is dependent on market conditions. At this time the Nine Network has not determined whether they will relocate their television facilities.</p>



COMMUNITY CONCERN/COMMENT	PROPOSER RESPONSE
<p><b>Impact on Services</b></p> <p>Insufficient shopping facilities within walking distance to the site.</p> <p>The development will induce the existing situation of inadequate schools in the area, and the potential for the Department of Education and Communities to acquire the site and develop a school.</p> <p>The provision of adequate utilities and infrastructure for the development.</p>	<p>The proponent considers that these community concerns have been addressed.</p> <p>Shopping facilities located in close proximity to the site will benefit from the increased residential population as a result of the development. An increased population will provide a stimulus for additional commercial opportunities, following the supply and demand nature of retailing.</p> <p>It is noted that over the past five years there has been a significant demographic shift within the Lower North Shore region which has seen an unanticipated level of demand for local primary and high school places. As part of the community consultation process, Nine Network and Lend Lease met with the NSW Department of Education and Communities to discuss the implications of the CP proposal for local educational facilities. This consultation is detailed in the JBA Planning EA report. Local school capacity is a regional issue which requires a coordinated approach that cannot be achieved in the context of a single development proposal.</p> <p>If Nine Network Australia relocates from the Willoughby Site in the short-medium term, it is not anticipated that the first dwellings would be occupied before the end of the decade. As such, it is not considered that population growth as a result of the residential redevelopment of the Site will have an immediate or short term impact on the capacity of local schools. Development of the Site will be factored into the NSW Department of Education and Communities' medium to long term strategies which are currently being formulated.</p> <p>The proponent understands that there is considerable local concern regarding demand for primary and high school places. The provision of public school facilities is a State Government responsibility. The proponent recognises that there will be community members that remain concerned about the issue.</p> <p>A Utilities and Services Master Plan Report has been prepared for the preferred CP by Cardno, included within Appendix G of the JBA Planning EA report dated November 2012. This report assesses the capacity of existing services and utilities to service the proposed development, identifying required augmentation or upgrades that may be required. Upgrade requirements will be addressed accordingly.</p>



COMMUNITY CONCERN/COMMENT	PROPOSER RESPONSE
	<p>The proposer considers that this concern can be addressed.</p>
<p><b>Creating Community</b></p> <p>Request for community facilities to promote social interaction.</p>	<p>Upgrade of public facilities will be provided via developer contributions to Council in accordance with Willoughby Council's Contribution Plan.</p> <p>The preferred CP also includes a small allowance of floor space for neighbourhood shops to service the convenience retail needs of residents and neighbouring properties within the site's immediate surrounds, whilst continuing to support existing centres for day-to-day and weekly retail services.</p> <p>The proposer considers that this concern has been addressed.</p>
<p><b>Land Use</b></p> <p>The potential for the site to accommodate other uses aside from residential, including care accommodation, retail or a school.</p>	<p>Nine Network Australia have consulted with the Department of Education and Communities on the matter of limited school placements to ensure that the proposed development is considered as part of their broader strategies for the local area. Strategic planning for schools is not undertaken on a development by development basis but rather is a higher level exercise as part of the NSW Government's metropolitan and sub-regional planning strategies.</p> <p>The preferred CP also includes a small allowance of floor space for neighbourhood shops to service the convenience retail needs of residents and neighbouring properties within the site's immediate surrounds, whilst continuing to support existing centres for day-to-day and weekly retail services.</p> <p>The proposer considers that this concern has been addressed.</p>
<p><b>Residential Amenity</b></p> <p>The effect of the development on solar access and overlooking onto surrounding properties.</p>	<p>Shadows cast by the preferred option are largely contained within the Nine Network Willoughby Studio Site throughout the day in the equinox and summer periods, with longer shadows cast only in the worst case scenario of mid-winter. The steep topography to the south and east of the Site,</p>



COMMUNITY CONCERN/COMMENT	PROPOSER RESPONSE
<p>The visual impact, noise and health effects of the transmission tower.</p>	<p>as well as the presence of vegetation and several large existing buildings and structures such as the satellite dishes, already shadow adjoining properties during winter solstice. Whilst the preferred option will result in some additional overshadowing during this period, it is considered that the overall impact will be minor.</p> <p>Long shadows cast by the taller, narrower residential flat buildings will move quickly across the landform and will not result in prolonged shadowing which would of single dwellings in the vicinity of the site.</p> <p>The proponent considers that the preferred CP will not adversely impact on solar access. It is accepted that any properties that experience a change in their current situation may not support this content and would consider the issue unresolved.</p> <p>A Radio Frequency Hazard Survey Report has been prepared for the site by Kordia Solutions, included within Appendix F of the JBA EA Report dated November 2012. This hazard assessment included on-site field surveys to determine the true electric field strengths generated by the considered the broadcasting and communications equipment which is mounted on the TXA lattice tower located immediately adjacent to the Nine Network Willoughby Studio Site.</p> <p>The electric fields have been assessed against the Australian Radiation Protection and Nuclear Safety Agency's (ARPANSA) Radiation Protection Standard. The General Public Reference Level (GPRL) is considered the maximum level of exposure for residential uses. Measurements found that the electric field readings were well within the GPRL.</p> <p>The proponent accepts the results of the investigation and considers that this concern has been addressed. It is noted that community perceptions that relate to this issue may still exist and indicate concern.</p> <p>The TXA Australia lattice tower currently houses the digital radio transmitters, digital television transmitters and analogue television transmitters for Channel 7, 9 and 10. The transmission of analogue television services will cease on 3 December 2013 – well before the completion occupation of any new residential buildings proposed under this CP. The cessation of these services is expected to further reduce RF emissions from equipment mounted on this tower. The</p>



COMMUNITY CONCERN/COMMENT	PROPOONENT RESPONSE
<p>Separation distances between buildings.</p>	<p>proposal does not involve the relocation of the transmission tower.</p> <p>Building separation is established under State Environmental Planning Policy No. 65 (SEPP 65) Residential Development Standards. Each option we presented is fully compliant with SEPP 65 provisions.</p> <p>The proponent considers that this concern has been addressed.</p>
<p><b>Open Space</b></p> <p>Preference for a consolidated open space and the size of the linear park fronting Artarmon Avenue.</p> <p>Opportunities for local food production within open space.</p>	<p>The key component of the preferred option is the inclusion of a new neighbourhood park over half of the site's Artarmon Road frontage. This publicly accessible open space will be embellished with high quality landscape treatments and public furniture to encourage use of this space development within both the existing neighbourhood and by future residents of the site. This park will have a minimum area of 3,250m<sup>2</sup>.</p> <p>There is scope to implement sustainable food production within the site, through the designation of open spaces and roof areas as productive landscapes.</p> <p>The proponent considers that this concern has been addressed.</p>
<p><b>Tree Retention</b></p> <p>Request for retention of trees along Richmond Avenue.</p>	<p>The preferred CP has adopted a configuration of buildings to retain the trees along Scott Street and Richmond Avenue and the few mature trees located throughout the rest of the site. The existing trees are valuable not only because of the native bird life, but also for their shading, screening and contribution to the Site's character.</p> <p>The proponent considers that this concern has been addressed.</p>



COMMUNITY CONCERN/COMMENT	PROPONENT RESPONSE
<p><b>Heritage and Sustainability</b></p> <p>The heritage value of the cottages along Richmond Avenue.</p> <p>Sustainability considerations in the design of the CPs.</p>	<p>The cottages are not identified as conservation items. A Heritage Impact Statement was prepared by Goddon Mackay Logan and is attached at Appendix E of the JBA EA Report, dated November 2012. This report addresses the Artarmon Conservation Area, and any impact of the development upon local heritage issues.</p> <p>Sustainability issues are addressed in the CP submission as per the DGR's including issues such as sustainability ratings, rainwater re-use and alternate energy sources.</p> <p>Whilst detailed Ecologically Sustainable Development (ESD) strategies will be developed as part of the detailed design of future buildings, and will be subject to assessment at the Development Application stage by Willoughby City Council, the CP nonetheless seeks to establish broad principles for ESD. These principles are intended to ensure that future development achieves a high level of environmental performance which adopts a more holistic approach to sustainability than traditional approaches to water and energy efficiency. The ESD principles for the CP include:</p> <ul style="list-style-type: none"> <li>• Energy</li> </ul> <p>The CP incorporates passive design principles to allow apartments to exceed minimum BASIX energy efficiency requirements. Specific apartments and common area energy efficiency and metering will be addressed in detailed design at the Development Application stage.</p> <ul style="list-style-type: none"> <li>• Indoor Environment Quality</li> </ul> <p>The CP is designed to meet the objectives of indoor environmental quality provisions for residential amenity, specifically daylight, thermal comfort, private external space, dwelling ventilation and natural ventilation.</p> <ul style="list-style-type: none"> <li>• Transport</li> </ul> <p>The site is well served by public transport which will minimise vehicular movements during peak periods. The CP adopts on-site parking rates in accordance with Willoughby City Councils specified rates, which is expected to discourage on-street parking. Bike storage facilities will be provided in order to promote non-car travel modes to improve health and reduce congestion and pollution.</p>



COMMUNITY CONCERN/COMMENT	PROPOSER RESPONSE
	<ul style="list-style-type: none"> <li>• Water</li> </ul> <p>The CP will allow for stormwater reuse for irrigation and water efficient fixtures and fittings. No water based cooling systems will be included in the CP.</p> <ul style="list-style-type: none"> <li>• Materials</li> </ul> <p>Material selection is subject to detailed design. With Nine Network Australia, Lend Lease will explore the use of engineered timber to deliver buildings that have improved construction safety and enhanced sustainability through reduced carbon impact.</p> <ul style="list-style-type: none"> <li>• Land Use and Ecology</li> </ul> <p>The redevelopment of the Nine Network Willoughby Studio Site will remediate some contaminated land, thereby improving the ecological value of the Site.</p> <ul style="list-style-type: none"> <li>• Emissions</li> </ul> <p>A Site Stormwater Management Plan will ensure that post development flows from site are not greater than current flows. It is not envisaged that the development will have any water-cooled air conditioning thereby negating legionella risk.</p> <p>The proponent considers that these issues have been adequately addressed for a CP application.</p>
<p><b>Community Consultation</b></p> <p>The role of Urban Concepts and the provision of consultation for this project.</p> <p>The public availability of the traffic report and the preferred CP.</p>	<p>The community consultation for this project has been facilitated by Urban Concepts. To date the first stage of consultation has been completed. Consultation initiatives staged by Urban Concepts are detailed within this report and the Communication Plan attached at Appendix A, Volume 2. The Communication Plan was reviewed by the DPI on the 19<sup>th</sup> October and determined to be in accordance with the 2007 Major Project Consultation Guidelines.</p> <p>All documents submitted as part of the EA application will be available online on the NSW DPI website once the documentation has passed the Test of Adequacy by the DPI.</p>



COMMUNITY CONCERN/COMMENT	PROPOSER RESPONSE
<p>The availability of an online blog to advance discussion.</p>	<p>A blog has not been included as an information line for this project. A website supported by a Webinar and YouTube video have been implemented for the project. The proposer considers that this issue has been addressed and advises that consultation is ongoing.</p>
<p><b>Planning Process</b></p> <p>The limited timeframe for the development, and the requirement for a master planning exercise for a better design solution.</p>	<p>The master planning of the Nine Network Willoughby Studio Site in conjunction with adjacent lands to the west of the site has not been considered. It is not appropriate to include the land owners in this area for the future development of the site, as the residential up-zoning of these lands was not considered by Willoughby Council during the formulation of the Draft Willoughby Local Environmental Plan 2012.</p>
<p>The role of Willoughby Council in the approval process, and the role of the NSW Department of Planning and Infrastructure.</p>	<p>Willoughby Council would be the Consent Authority for any development application that was lodged in accordance with the CP. However, the Planning Assessment Commission (PAC) will determine the development application on the basis of the submitted Environmental Assessment Report. The DPI's assessment, recommendations and issues will be raised in public submissions and at the PAC's public meeting. The PAC are not bound by the controls in the Willoughby LEP but will make a merit based decision.</p>
<p>Criticisms of the last Development Application and the Director General's requirements.</p>	<p>Development applications made subsequent to the CP (pending its approval) would be determined by Willoughby Council.</p>
<p>Certainty in the application of design controls set in the approved CP.</p>	<p>The formal criticisms of the 2010 application are found in the DGR's that were issued on the February 9<sup>th</sup> 2010 and are available on the DPI website.</p> <p>Development which is covered by a CP approved under Part 3A Major projects is now assessed under Part 4 of the <i>Environmental Planning and Assessment Act (1979)</i>. This provision requires development to be:</p> <ul style="list-style-type: none"> <li>taken to be development which may be carried out under Part 4, despite anything to the contrary in an environmental planning instrument;</li> </ul>



COMMUNITY CONCERN/COMMENT	PROPOSER RESPONSE
<p>The availability of a contributions scheme and its implementation.</p> <p>The process and documentation required as part of the EA process.</p>	<ul style="list-style-type: none"> <li>• consistent with any development standard within the terms of the CP approval;</li> <li>• generally consistent with the terms of approval for the CP; and</li> <li>• compliant with any environmental planning instrument or development control plan do not have effect to the extent of any inconsistency with the approved CP.</li> </ul> <p>In this regard, design controls set for the Site will apply to future development applications.</p> <p>Development contributions will be payable to Willoughby City Council subject to the applicable Development Contributions Plan for the site at the time of lodgement for each Development Application, or subject to separate agreement with Willoughby City Council as part of a Voluntary Planning Agreement.</p> <p>Approval is sought for a CP which is a high level strategic approval that sets in place site parameters for use, built form, open space and traffic and parking. Detailed design will occur as part of future development application stages. The Part 3A process requires that the information supporting the application be adequate for public exhibition. On-going refinement of the concept design and environmental impact assessment will continue through this process.</p> <p>The proponent considers that these issues have been addressed.</p>



#### **4.3.2. Issues Raised in the Survey Questionnaire**

The Consultation Matrix detailed within Table 4.2 on the following pages presents a summary of the key concerns raised from the exist survey. Questions were taken from the Katos Holdings Top-Line Report on the Survey Questionnaire given to attendees at the Consultation Events. The matrix includes a response by the proponent to the concerns and comments raised by participants, and concludes with a statement as to whether the issue was able to be resolved. Concerns raised are grouped under the question asked within the Survey.



TABLE 4.2 – EXIT SURVEY CONSULTATION MATRIX

COMMUNITY CONCERN/ COMMENT	PROPOSER RESPONSE
<p><b>Question 1: What kind of public open space would you most like to see provided for in this Concept Plan?</b></p> <p>Responses indicated a preference for plenty of trees and landscaped areas, open park spaces and a children's playground.</p>	<p>The preferred CP has adopted a configuration of buildings to retain the trees along Scott Street and Richmond Avenue and the few mature trees located throughout the rest of the site. The existing trees are valuable not only because of the native bird life, but also for their shading, screening and contribution to the Site's character.</p> <p>The key component of the preferred option is the inclusion of a new neighbourhood park over half of the site's Artarmon Road frontage. This publicly accessible open space will be embellished with high quality landscape treatments and public furniture to encourage use of this space development within both the existing neighbourhood and by future residents of the site. This park will have a minimum area of 3,250m<sup>2</sup>.</p> <p>The proponent considers that this concern has been addressed.</p>
<p><b>Question 2: Which of the following are most important to you when evaluating the Concept Plans?</b></p> <p>Responses indicated building height/scale was considered the most important followed by traffic and parking, visual impact, building design and quality.</p>	<p>In regards to building height and visual impact refer to the response for Question 5.</p> <p>In regards to building scale, refer to the response for Question 4.</p> <p>In regards to traffic impacts, refer to the response for Question 6.</p> <p><b>Building Quality response:</b>        Development which is covered by a CP approved under Part 3A Major Projects is now assessed under Part 4 of the <i>Environmental Planning and Assessment Act (1979)</i>. This provision requires development to be:</p> <ul style="list-style-type: none"> <li>• Taken to be development which may be carried out under Part 4, despite anything to the contrary in an environmental planning instrument;</li> <li>• Consistent with any development standard within the terms of the CP approval;</li> </ul>



	<ul style="list-style-type: none"> <li>• Generally consistent with the terms of approval for the CP; and</li> <li>• Compliant with any environmental planning instrument or development control plan do not have effect to the extent of any inconsistency with the approved CP.</li> </ul> <p>In this regard, design controls set for the site will apply to future development applications.</p>
<b>Question 3: What other facilities would you like to see provided in each of the Concept Plans?</b>	
Preference for a café, a corner store and a community meeting place.	<p>Upgrade of public facilities will be provided via developer contributions to Council in accordance with Willoughby Council's Contribution Plan.</p> <p>The preferred CP also includes a small allowance of floor space for neighbourhood shops to service the convenience retail needs of residents and neighbouring properties within the site's immediate surrounds, whilst continuing to support existing centres for day-to-day and weekly retail services.</p> <p>The proponent considers that this concern has been addressed.</p>
<b>Question 4: The relationship between building area and open space is very important. Of the three options below, which ratio of building area to open space do you consider most appropriate?</b>	
40% building area and 60% open space area is preferred.	<p>The Preferred Option provides for an overall development floor space yield of 59,117m<sup>2</sup> in the form of six residential flat buildings and approximately 30 attached dwellings. This equates to an overall floor space ratio of 1.976:1, which is approximately 14.0% less than the Preliminary Environmental Assessment Report design scheme. The proposed dwelling density is considered to be appropriate for the site by the proponent as:</p> <ul style="list-style-type: none"> <li>• It is proposed within a large site which enables a considered design approach that locates larger buildings and denser development types in appropriate and less sensitive locations within the site;</li> <li>• Is comprised of a range of lower density development types along sensitive street frontages such as Richmond Avenue, with denser development towards existing and proposed dense residential land;</li> <li>• Is consistent with NSW State Government policies which encourage urban consolidation and higher dwelling densities in areas which are well serviced by public transport corridors, existing employment and service centres and public recreation facilities;</li> </ul>



	<ul style="list-style-type: none"> <li>• Is consistent with NSW State Government policies which encourage the introduction of greater dwelling diversity in established residential areas to improve affordability;</li> <li>• Supports the feasible provision of a high quality public space for use by the whole community;</li> <li>• Provides a quantum of development capable of supporting high quality public domain and architectural design and finishes;</li> <li>• Is capable of being supported by local utilities and infrastructure without need for any major upgrades; and</li> <li>• Will not result in any significant impacts upon the performance of the local road network.</li> </ul> <p>The preferred CP advances the following ratios for open space and building area:</p> <ul style="list-style-type: none"> <li>• Building Footprint = 36% (which equates to 10,909m<sup>2</sup>)</li> <li>• Open Space &amp; Landscaping (setbacks) = 43% (which equates to 13,150m<sup>2</sup>)</li> <li>• Road, Footpaths &amp; Streetscape = 21% (which equates to 5,846m<sup>2</sup>)</li> </ul>
<p><b>Question 5: What if anything, concerned you about the 20 storey building height proposed under the preliminary Concept Plan?</b></p> <p>Concerns considered most significant include negative visual impact, the building height scale and density, overshadowing issues, the out of character nature of the development.</p>	<p>The preferred CP has reduced the maximum building height of 20 storeys in the preliminary CP by 10.0% to 18 storeys, with only three buildings greater than 6 storeys in height.</p> <p>The impact of the proposed building heights on local and district views is considered to be acceptable, and the reduction of building heights would not alter the prominence of new development on the site. The proposed building heights support a development yield which permits a higher standard of architectural design which is commensurate to the prominence of the taller buildings within the site.</p> <p>The proposed public park along the Artarmon Road frontage will provide a significant setback to higher density residential buildings within the subject site, obscuring these buildings from view within the immediate streetscape and shifting bulk towards the background of these visual settings.</p> <p>Taller and more prominent buildings are located away from major street frontages towards the southern and western site boundaries. Apartments within the adjoining residential flat buildings in</p>



	<p>the Castle Vale site are typically oriented towards the north and east, with few buildings directly addressing the subject site.</p> <p>Further, apartment buildings within the Castle Vale site are set back a substantial distance from the site boundary, and it is considered that new development along this boundary can achieve taller building heights whilst remaining compatible with the scale of the adjoining development. The proponent has made reductions in the height of buildings. It is recognised that there may be residents who do not consider that an adequate solution has been reached in respect to height.</p> <p>Shadows cast by the preferred option are largely contained within the Nine Network Willoughby Studio Site throughout the day in the equinox and summer periods, with longer shadows cast only in the worst case scenario of mid-winter. The steep topography to the south and east of the Site, as well as the presence of vegetation and several large existing buildings and structures such as the satellite dishes, already shadow adjoining properties during winter solstice. Whilst the preferred option will result in some additional overshadowing during this period, it is considered that the overall impact will be minor.</p> <p>Long shadows cast by the taller, narrower residential flat buildings will move quickly across the landform and will not result in prolonged shadowing which would of single dwellings in the vicinity of the site.</p>
<p><b>Question 6: When and where are the traffic and transport concerns you are most worried about in relation to this development?</b></p> <p>Concerns considered most significant include potential traffic congestion upon Artarmon Road and Willoughby Roads.</p>	<p>There are currently 356 staff car parking spaces on the Nine Network site. At present, the site generates approximately 250 car movements in and out of the site in each of the two-hour peak periods (morning and afternoon).</p> <p>A Transport and Accessibility Statement has been prepared for the CP by AECOM Australia. It is detailed in Appendix D of the EA Report prepared by JBA and dated November 2012. The AECOM Report concludes the following:</p> <ul style="list-style-type: none"> <li>• The CP will result in a net reduction in total AM and PM peak hour trips associated with the site;</li> <li>• The proposed change in use to residential will alter the direction and distribution of traffic flows to and from the site resulting in minor increases in traffic volumes entering local intersections in the same direction as existing residential traffic generated by the surrounding</li> </ul>



	<p>locality; and</p> <ul style="list-style-type: none"> <li>AECOM have concluded that the impact of the proposed development on the local street network is considered to be acceptable as the Willoughby Road/ Artarmon Road/ Small Street intersection will continue at its existing level of service with spare capacity.</li> </ul> <p>The CP does not require detailed design for the streets and spaces however the preferred CP makes recommendations and advances alternate solutions for an internal road network, west of its intersection with Edward Street. The preferred CP provides an internal road connection to Artarmon Road and Scott Street, to the north of No. 32 Richmond Avenue. The proponent considers that the concerns of the community have been addressed.</p>
<p><b>Question 7: Attitudes towards residential development for the Nine Network Studio Site.</b></p>	
<p>Concern about the perceived inability for the current infrastructure to cater for an increase in population for the local area.</p>	<p>Nine Network Australia have consulted with the Department of Education and Communities on the matter of limited school placements to ensure that the proposed development is considered as part of their broader strategies for the local area. Strategic planning for schools is not undertaken on a development by development basis but rather is a higher level exercise as part of the NSW Government's metropolitan and sub-regional planning strategies.</p> <p>Upgrade of public facilities will be provided via developer contributions to Council in accordance with Willoughby Council's Contribution Plan.</p> <p>The preferred CP also includes a small allowance of floor space for neighbourhood shops to service the convenience retail needs of residents and neighbouring properties within the site's immediate surrounds, whilst continuing to support existing centres for day-to-day and weekly retail services.</p> <p>The proponent considers that this concern has been addressed.</p>



Question 14: Additional comments below in relation to the Willoughby Studios Residential Development Concept Plan	
Concerns raised included additional traffic generation, the extent of density, impact on public transport services, the scale of height, impact on car parking, negative impact on the areas character, and need for additional school facilities.	<p>These have been addressed above. We note that additional public transport services have not been confirmed, however, the Preliminary EA Report dwelling number has been reduced. The proponent has reduced the number of apartments on the site from 660 to 600 dwellings and has reduced the maximum proposed FSR to 2:1. It is recognised that for some residents and stakeholders the issue of density will remain unresolved.</p>

# Nine Network Australia Willoughby Studios Concept Plan Application MP 10\_0155 Community Consultation Report

Prepared by  
Urban Concepts

For  
Nine Network Australia

For Submission to  
NSW Department of Planning and Infrastructure

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