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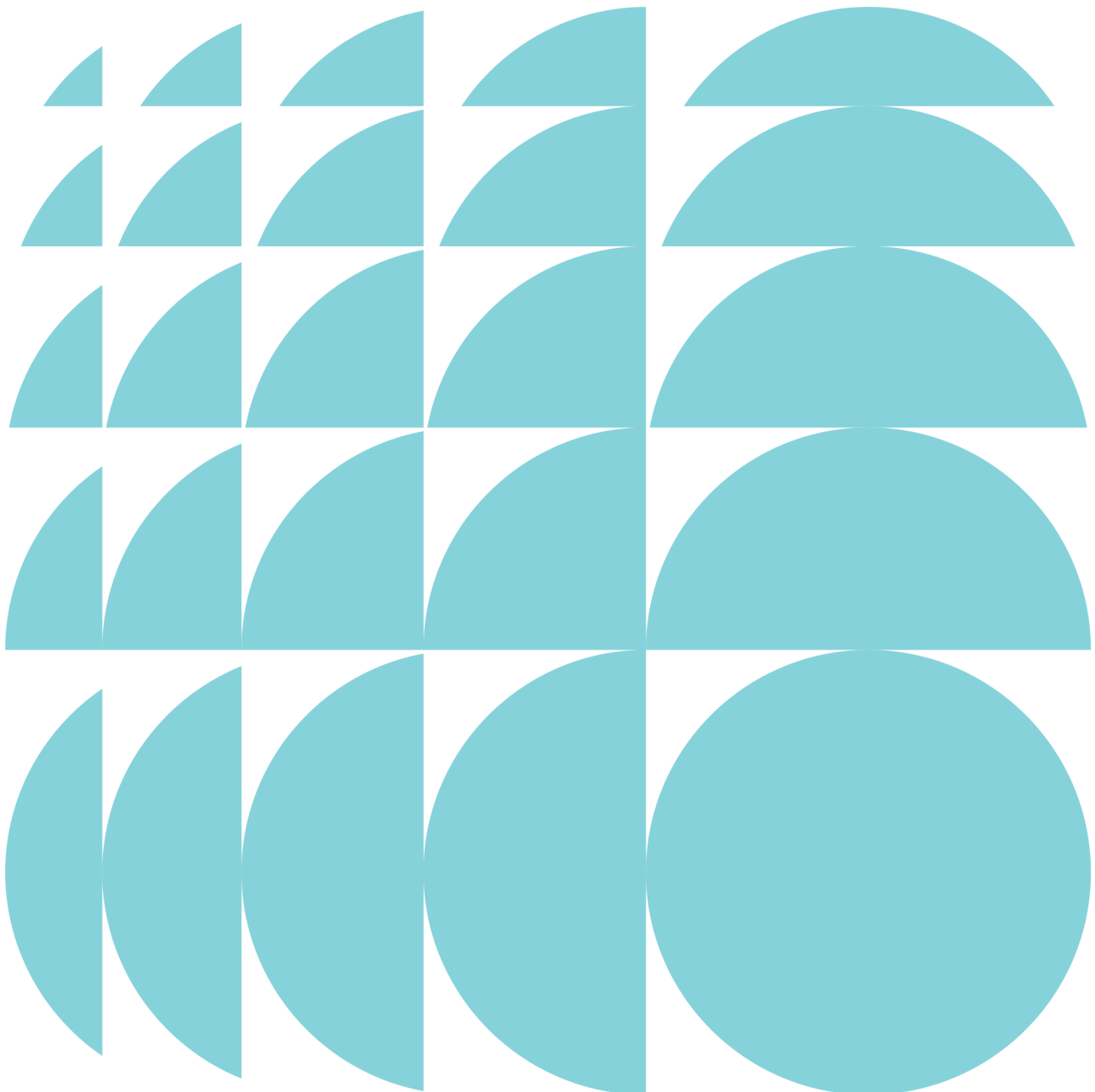
Stakeholder and Community Engagement Summary Report

6-30 Artarmon Road & 15 Richmond Avenue,
Willoughby

Submitted to Department of Planning, Industry
and Environment

On behalf of Mirvac

31 March 2020 | 2190948



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1.0 Introduction

Ethos Urban have been engaged by Mirvac Residential (NSW) Developments Pty Ltd to prepare the following consultation outcomes report for the proposal which applies to the former Channel Nine Campus at 6-30 Artarmon Road, Willoughby, a transmission tower site at 15 Richmond Avenue, Willoughby, and a small parcel of land to the immediate south of the transmission tower (the consolidated subject property).

The Channel Nine Campus at 6-30 Artarmon Road, Willoughby is subject to an existing Part 3A Concept Plan Approval (MP10_0198 MOD 1) (Concept Plan Approval) that was approved by the Minister for Planning on 31 January 2019. The Concept Plan Approval provides for redevelopment of the site into 460 residential dwellings across nine buildings along with small-scale non-residential uses.

Mirvac are applying to the NSW Department of Planning, Industry and Environment to modify the current Concept Plan Approval to incorporate the transmission tower site within the Approval to permit redevelopment into a tenth residential building while maintaining the existing 460 residential dwelling approval.

This report identifies key matters relating to stakeholder and community consultation for the proposed Concept Plan Modification, and affirms Mirvac's ongoing commitment to community and stakeholder consultation throughout the life of the project.

1.1 Background

The Channel Nine Campus at 6-30 Artarmon Road, Willoughby is subject to an existing Part 3A Concept Plan Approval (MP10_0198 MOD 1) (Concept Plan Approval) that was approved by the Minister for Planning on 31 January 2019. The Concept Plan Approval provides for redevelopment of the site into 460 residential dwellings across nine buildings along with small-scale non-residential uses.

In February 2020 Mirvac entered into an agreement with Euro Properties and Lotus Property Fund No. 8 (LEPC9) to acquire the Channel 9 Campus site. Mirvac simultaneously entered into a separate agreement with TX Australia Pty Ltd to acquire the approximate 2,132sqm site directly to the south of the Channel 9 campus known as Lot 11 DP 1162507 at 15 Richmond Avenue, Willoughby that currently accommodated a 233m tall transmission tower.

Mirvac are applying to the NSW Department of Planning, Industry and Environment to modify the current Concept Plan Approval to incorporate the transmission tower site within the Approval to permit redevelopment into a tenth residential building while maintaining the existing 460 residential dwelling approval.

The Concept Plan amendment will include removal of the existing transmission tower and redevelopment of Lot 11 & 12 into a five storey residential flat building. The building height, scale and open space across the Channel Nine Campus site at 6-30 Artarmon Road is proposed to remain consistent with the existing Concept Plan Approval.

2.0 Review of previous community feedback

The following section details the outcomes of community consultation that have been undertaken from 2012 - to date as part of the overall Channel Nine Campus site redevelopment.

This section draws on the following documents:

- *Nine Network Australia Willoughby Studios Concept Plan Application MP 10_0155 Community Consultation Report*, prepared by Urban Concepts (December 2012);
- *Stakeholder and Community Engagement Summary Report*, prepared by JBA (June 2016); and
- *Response to Submissions Report*, prepared by Ethos Urban (March 2018).

2.1 Summary of items raised

The key items raised by the community and stakeholders during the iterations of the Concept Approval and the community consultation was that undertaken related to:

- Overshadowing
- Height
- Traffic and local roads
- Density of dwellings
- Lack of community consultation
- Public transport
- Parking
- Education and schools

A more detailed summary of these items and how they have been noted by Mirvac in preparation of the modification application is included at Appendix A.

3.0 Community feedback outcomes assessment

This section of the report assesses and responds to the potential impacts caused by the proposed (current) Concept Plan Modification against community feedback to date.

Key Item	Modification impact	Assessment
Height of Buildings	The maximum height will remain as per existing approval. The proposed new building envelope will be a 4 to 5 storeys, which is consistent with the approved height of buildings across the site and the design principles set out by CHROFI in their masterplan.	No change
Density/number of apartments	The proposed modification does not seek any increase to the maximum number of dwellings approved. Whilst a new building envelope is proposed, a revised dwelling mix (for an increased amount of larger 2 and 3 bedroom dwellings) will mean that no more than 460 dwellings will be delivered across the site. This is consistent with the existing approval.	No change
Local transport services	<p>The TfNSW Guidelines states that bus services influence the travel mode choices of areas within 400m (approximately a 5 minute walk) of a bus stop, noting that bus stops are available within 400m of the Site in Willoughby Road.</p> <p>The Site is well serviced in terms of pedestrian infrastructure, with footpaths and appropriate crossings available on all nearby roads; wide pedestrian footpaths on both sides of each road; and signalised pedestrian crossings intersection of Willoughby Road & Artarmon Road & Small Street.</p> <p>There are multiple cycling routes within close proximity to the Site, including on and off-road paths, providing access to the sub-regional cycling network. These routes provide access to key destinations such as Chatswood, North Sydney and the Sydney CBD.</p>	The site is well serviced by local transport services. As the Modification will not alter the approved dwelling limit of 460 apartments no significant additional impacts on the provision of transport services are expected compared to the already approved development.
Traffic congestion	<p>In 2017, TPIA assessed a total development yield of 510 units on the site and concluded that the local road networks could accommodate this level of traffic generation.</p> <p>The current Concept Approval (Mod 2) provides for and approves a total of 460 residential units on the site. Given the reduction in lots, it is arguable that the current Concept Approval of 460 lots will generate fewer trips than the original Concept Application assessed at 510 lots, and therefore should be acceptable with regard to future traffic conditions.</p>	<p>Traffic assessment of the original concept approval concluded that the local road network could accommodate the level of traffic generation produced by the development of 510 lots on the Site.</p> <p>The current Concept Approval of 460 lots will generate fewer trips than that forecast in the original Concept Application assessment of 510 lots, and as such, presents an acceptable level of traffic generation on local roads.</p>
Impact of local social infrastructure, particularly local schools	The proposed modification does not increase the number of dwellings that are currently approved under the Concept Plan. Accordingly, any increase in the number of future residents is expected to be minor and will not have any significant additional impact on local social infrastructure.	No change.
Local street parking	Parking requirements for the Site have been assessed with reference to the parking rates stipulated by the exiting Concept Approval.	The proposal provides full compliance with the CHROFI Master Plan Approval (Mod 2) and WDCP 2012 with the

Key Item	Modification impact	Assessment
	<p>The total number of car parking spaces proposed are consistent with the previously approved rates.</p> <p>Spaces are also provided for accessible, motorcycle, and bicycle parking in accordance with Willoughby DCP 2012.44, on-street visitor parking spaces have also been provided.</p> <p>In keeping with the current consent conditions visitor parking will be provided as kerbside parking at street level where possible, these spaces will reduce the amount of visitor parking required in the basement.</p>	<p>ability to adapt spaces in the future if required.</p> <p>The proposal will provide street level parking as kerbside parking where possible.</p>
Consultation	<p>Whilst consultation is not formally required as part of the statutory process under a modification application, Mirvac is committed to building genuine and positive relationships in the community in which it operates in ensuring the community and relevant stakeholders have an appropriate say in development decisions and are continuously kept informed.</p> <p>Proactive engagement with the community has already commenced through meetings with local progress associations and Willoughby Area Action Group (see Section 4.2.1). The following additional activities are planned for the public exhibition period:</p> <ul style="list-style-type: none"> • Launch of a dedicated project microsite, with project information, regular updates, FAQs and email/phone contact channels listed; • Advertising of the project website and other relevant information will be undertaken in the local weekly newspapers; • Specific targeted meetings as required; • A suite of community notification, information and engagement measures during the construction process, which will be detailed in the Construction Management Plan. <p>In order to provide the community with ample information and an opportunity to ask questions in relation to the current modification application, Mirvac intended on hosting two Community Information Sessions. However, in relation to the recent COVID-19 outbreak, and advice provided by the NSW Government, a decision was made against face to face engagement sessions at this time.</p>	<p>This proposal goes beyond the statutory requirements of the planning process and demonstrates Mirvac's wider commitment to positive and genuine engagement with communities through the development process.</p>
Public Open Space including internal pedestrian connections and orientation of internal parklands	The modification does not propose any change to the approved public open space master plan.	No change.
Non-residential Uses	The modification does not propose any change to the approved non-residential uses.	No change.

4.0 Consultation Overview

4.1 Agency and Stakeholder Meetings

The table below provides a summary of all stakeholder briefings held.

Date	Stakeholder group
30 November 2019	Department of Planning, Industry and Environment
6 December 2019	Office of the NSW Premier, Office of the Honorary Rob Stokes, Minister for Planning & Public Spaces
4 February 2020	Office of the NSW Premier – Electoral Office
14 February 2020	Department of Planning, Industry and Environment
17 February 2020	Local Progress Associations and Willoughby Area Action Group
20 February 2020	Willoughby Council
04 March 2020	Willoughby Council
06 March 2020	Willoughby Council
12 March 2020	Willoughby Progress Association and Willoughby Area Action Group

4.2 Summary of feedback received

This section of the report provides a summary of the stakeholder meetings held during the preparation of the current modification application.

4.2.1 Meetings with the Progress Association

An initial meeting was held with representatives of Willoughby, Artarmon and Naremburn Progress Associations as well as Willoughby Area Action Group on 17 February at Mirvac's Offices. Attendees included:

- Peter Wilton, President, Artarmon Progress Association
- Roger Promnitz, President, Naremburn Progress Association
- Linda Tully, President, Willoughby Progress Association
- Bob Taffel, Convenor, Willoughby Area Action Group

The meeting provided an opportunity to:

- Introduce Mirvac's Senior Development Manager, Clancy Sprouster, and Development Director, Adrian Checchin, to the community representatives;
- Confirm Mirvac intends to deliver the approved Concept Plan with no increase to the approved number of 460 dwellings,
- Confirm that Mirvac is progressing negotiations to include the TX Tower site into the overall Concept Plan and that the modification would facilitate the transmission tower demolition and replacement with a tenth residential building of approximately 5 storeys that would blend suitably with the rest of the masterplan;
- Confirm that any dwellings within this building would be included in the overall approved limit of 460 and that this may necessitate a change to the proposed mix, with more 2 and 3 bedroom apartments.
- Outline proposed timings for submission of the Modification Application and the process for community input.

Key topics raised by the community representatives included:

- Potential traffic impact, particularly on the roundabout on Artarmon Road;
- Parking ratios compared to the approved Concept Plan;
- Potential impact of the Western Harbour Tunnel;
- VPA and contributions;

- Public space and landscaping ratios;
- Impact of other nearby plans including Walter Street.

These key issues and topics were noted and discussed, with a commitment to continue engaging with the community and identifying opportunities to address matters through the ongoing design development and delivery. Mirvac's intent to comply with the approved Concept Plan, demolish the transmission tower and maintain the approved upper limit of 460 dwellings was welcomed by the community representatives. No formal issues have been raised in further correspondence by the Progress Associations following this meeting. The matters raised have been considered and addressed appropriately in the Environmental Impact Statement accompanying the modification application.

A follow up meeting was organised on 12 March 2020 with Linda Tully of Willoughby Progress Association and Bob Taffel of Willoughby Area Action Group to discuss traffic impacts and potential impacts of the Western Harbour Tunnel project specifically. This included the perceived risk of more traffic being funnelled through Willoughby as a result of proposed restrictions to exit locations from the M1.

Mirvac agreed to review the WHT Environmental Impact Statement in detail and share any concerns or draft submissions they might make regarding the impact on the Channel 9 site and surrounding community.

4.2.2 Meeting with the Department of Planning, Industry and Environment

Members of the project team met with the Department of Planning, Industry and Environment (DPIE) on 14 February 2020, to provide an overview on the proposed modification. No substantial issues were raised throughout the meeting.

4.2.3 Meeting with Office of the NSW State Premier, Office of The Hon. Rob Stokes, Minister for Planning and Public Spaces and meeting with the NSW State Premier's Electoral Office

Members of the project team met with the Office of the NSW State Premier and Office of The Hon. Rob Stokes, Minister for Planning and Public Spaces on 6 December 2020 and the NSW State Premier's Electoral Office on 4 February 2020, to provide an overview of the proposed modification. No substantial issues were raised throughout either of the meetings.

4.2.4 Meeting with Willoughby Council

Mirvac met with Willoughby Council on 20 February 2020 to brief Council Officers (Chris Binns – Design & Infrastructure Manager, Ian Arnott – Planning Manager, Norma Shankie-Williams – Strategic Lead, Craig O'Brien – Strategic Planner) on the proposed modification application, as well as to discuss the high-level approach for preparing and submitting Development Applications for the existing Concept Approval. Key items discussed at the meeting included the planning pathway and intent to provide a coordinated planning framework under the Concept Approval, the public benefits of removing the transmission tower, the development approach of remaining generally consistent with the approved Concept Plan parameters for dwelling numbers and building height, and consultation with the broader local community and interested stakeholders.

Mirvac will continue to work through the above matters with Council to identify appropriate responses and solutions.

5.0 Future Consultation

Due to the COVID-19 outbreak and official State and Federal Government directives around restricting public gatherings, Mirvac has adapted its original plans to hold public information sessions on the current modification application.

Alternative consultation methods and tools that provide the community with information and the opportunity for feedback whilst allowing safe distancing have instead been adopted for the project at this stage. These are set out below. Given the fast-changing nature of the COVID-19 situation this will be regularly reviewed for effectiveness in line with the project delivery requirements and needs of the community.

Project website and contact channels

A dedicated community information website – www.artarmonroadwilloughby.com – has been established to act as a central hub of information and communication about the project, to the community.

Content will be placed on the project's website inviting interested residents to review the plans and information about the MOD, find up to date progress information with an explanation as to how they can provide feedback or have questions answered.

A project email address and telephone number will be set up and publicised on the project website to provide local residents and stakeholders with a way to ask questions and provide feedback. A log of all enquiries received and matters raised will be maintained, along with their status for resolution with the community.

Letterbox Drop

Subject to government restrictions relating to COVID-19, a postcard will be delivered to surrounding residents and landowners to provide local stakeholders with high level information about the proposed development and how to find out more information via the website or contact channels.

Newspaper Advert

An advertisement will be placed in the North Shore Times to provide local stakeholders with high level information about the proposed development and how to find out more information via the website or contact channels.

6.0 Conclusion and next steps

This consultation outcomes report provides a succinct overview of the communications and stakeholder engagement activities Ethos Urban, the previous proponent and Mirvac undertook prior to submission of this Modification.

In accordance with the Department's expectations for communications and stakeholder engagement, Ethos Urban has implemented a strategy to inform local residents, landowners, businesses and key agencies about the Modification and future development. This has not only ensured that the community have a clear understanding of the proposal, but has also provided an important mechanism to gather feedback prior to submission and public exhibition.

Ethos Urban and Mirvac will continue to provide opportunities for local residents, landowners, businesses, and key agencies to make enquiries and provide feedback as the development progresses.

Appendix A. Summary of items raised during previous Concept Plan Approval process

The Concept Approval was originally granted by the Minister for Planning & Infrastructure in December 2014. During the consultation period for this proposal, eight key items were identified by the community as a cause of concern (**Figure 1**):

SIMPLIFIED ANALYSIS OF THE COMMUNITY CONCERNS DURING THE ORIGINAL APPLICATION

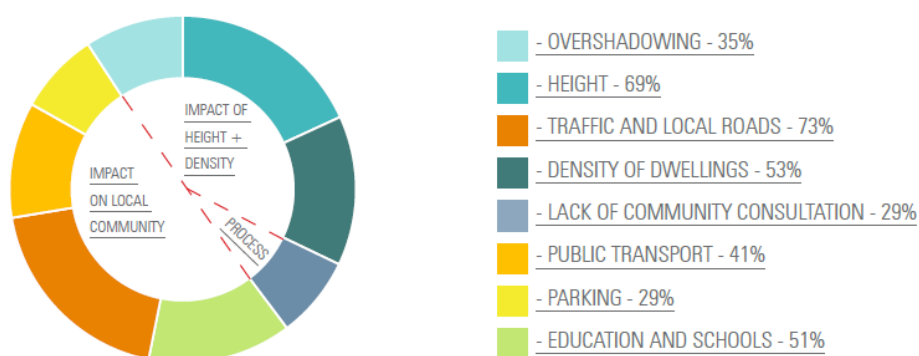


Figure 1 – summary of community concerns regarding the original approved Concept Plan (2012).

Source: CHROFI Design Statement

These items were considered by the previous landowner in establishing the brief for the design excellence competition, and also by the masterplan architect, CHROFI, the winners of that competition, in developing the design for the modified Concept Plan (2017). The result was a set of design principles intended to guide the modified Concept Plan (2017) to ensure that wherever possible, the design of the masterplan results in no greater impacts than the original approved scheme and seeks to provide additional benefits where possible.

Further detail on how the design principles were implemented can be found in the Stakeholder and Community Engagement Summary Report, prepared by Ethos Urban (formerly JBA) in 2016, which is annexed to this report.

6.1.1 Items raised during the modified Concept Plan (MP10_0198 MOD 1) consultation process

A modification to the original Concept Approval (MP10_0198_MOD 1) was lodged by the previous landowner to the Department in 2016. The Department publicly exhibited MOD 1 for 30 days between 5 August 2016 and 5 September 2016.

The feedback received during the consultation period was considered and responded to by the project team including the previous landowner, CHROFI and Ethos Urban (formerly JBA) during the preparation of the modified Concept Plan.

Throughout the consultation process, a number of items and themes were raised by stakeholders and members of the community at the information sessions, during individual meetings and via the project website, email address and phone line.

Table 1 outlines the top six items raised during the consultation process and how the revised Concept Approval responded.

Item	Response
Increase in building height above the approved Concept Plan and overshadowing.	The modified Concept Plan proposes relocation of the higher buildings to the centre of the site and, by making them taller and slenderer, reducing their visual bulk compared to the approved scheme.

Item	Response
	<p>Whilst the height of the taller buildings would increase, CHROFI's view analysis undertaken as part of the design statement demonstrates a reduction in visual impact and improvement to views throughout the site.</p> <p>The low scale buildings on street frontages were generally welcomed by the community and stakeholders. Following specific community feedback, the modified Concept Plan has been further refined to reduce the bulk and visual impact of a number of buildings.</p> <p>In addition, overshadowing impacts have been reduced from the approved Concept Plan scheme, presenting a net positive outcome for the community</p>
Local traffic impacts as a result of the proposed development	<p>The simpler road layout and provision of a roundabout on Artarmon Road has meant the additional number of dwellings do not result in a significant increase in traffic impacts compared to the approved Concept Plan.</p> <p>Potential upgrades to the Artarmon Road/Willoughby Road/Small Street intersection would be funded (to an agreed fee) by the project through a Voluntary Planning Agreement with Willoughby Council to deliver in a net improvement in the performance of this intersection compared to both the existing traffic conditions and those forecast under the current approval.</p> <p>Community feedback raised the possibility of providing an additional roundabout at the Richmond and Artarmon Road intersection and to make Scott Street one-way from Richmond Road. These changes can be accommodated within the modified Concept Plan, subject to further discussion with Willoughby Council and RMS.</p>
Impacts on local public transport services	<p>The NSW Government announced a Sydney Metro Station in Crows Nest, approximately 2.5 kilometres from the site, which will provide fast and frequent public transport to the CBD and beyond.</p> <p>The NSW Government as also announced that the 2016 State Budget will include additional bus services on the 343 route as part of a \$118 million investment.</p> <p>Future opportunities to increase bus services linking the Artarmon community to the new Metro station can be explored.</p>
Impact on local social infrastructure, particularly schools as a result of increased density.	<p>Based on the ABS Census data for apartment occupancy rates in the Willoughby LGA, it is estimated that there would be around 180 school-aged children living in the proposed development at any one time. 61 of these children would be expected to attend local public primary schools, and a further 36 at public secondary schools, with the remainder attending private or independent schools.</p> <p>These numbers were based on 510 dwellings proposed in the modified Concept Plan and incorporate increases already anticipated under the 400 dwellings scheme provided from the original Approved Concept Plan.</p> <p>NSW Government policy outlines the State is responsible for the funding of school development and upgrades, and the government does not impose levies for education infrastructure through the planning system.</p> <p>The NSW Government has announced that the 2016 State Budget will include significant investment in school infrastructure, including a senior campus at Cammeraygal High School in Crows Nest and new classrooms at Willoughby Public School and Willoughby Girls High School. This investment will help future proof these schools for future population growth in the area, including from the subject development.</p>
Impact on local on street car parking and requests for road safety measures	<p>The previous Planning Assessment Commission approval established a permissible rate of car parking for the site. The number of car parking spaces provided for residential dwellings and on street visitor parking on Scott Street will meet the requirements of the Willoughby Council DCP.</p>

Item	Response
	<p>On-street visitor parking spaces be provided on Scott Street will offset the loss of on-street parking caused by road layout changes, including the proposed roundabout on Artarmon Road and ensure no net loss of on-street car parking in the local area.</p> <p>A car share program can potentially be considered as part of the detailed design of future buildings on the subject site. Car sharing will reduce the demand for on-site vehicle parking, by mitigating the need of residents to own multiple vehicles</p>
Increase in number of dwellings above the approved Concept Plan.	<p>Rigorous design work was undertaken in preparation of the modified Concept Plan to minimise these impacts where possible, including:</p> <ul style="list-style-type: none"> • ensuring overshadowing is no worse than in the approved concept plan; • providing buildings with reduced visual bulk; • opening up key sight lines and view corridors; • locating the higher buildings in the middle of the site; • maintaining a lower, two storey appearance for the buildings fronting on to Artarmon Road and Richmond Avenue; • providing a simpler, more efficient internal road layout. <p>Impacts upon the local traffic network, public transport and social infrastructure like schools was also fully documented in the Modification Application and supporting technical reports, along with proposed mitigation measures.</p> <p>Without the additional dwellings proposed, the proponent would not be able to deliver the full range of public benefits proposed under the modified Concept Plan, including improved public open space, pedestrian connections, improved views to St Leonards and the city, traffic improvements and intersection upgrades.</p>

6.1.2 Items raised in the submissions to the modified Concept Plan (2018)

In April 2017, the previous landowner submitted a second modification request (MP10_0198 MOD 2) to the original Concept Approval. The Department publicly exhibited the proposal for 30 days between 15 November and 15 December 2017.

In response to the public exhibition of the modified Concept Plan, a total of 461 public submissions were received. Of the 461 submissions received, seven submissions were made by resident organisations and five submissions were made by local and state government agencies. It is noted that of the 461 submissions received, 44% were template/form letters containing key points distributed by local resident organisations.

The following key items raised in in submissions were identified as requiring a response or clarification:

- Built form, including height, building envelopes, transitional areas and overshadowing;
- Open space, including internal pedestrian connections and tree retention;
- Traffic and transport, including impacts on local road networks, internal vehicular circulation and parking provision; and
- Development contributions and public benefit.

Appendix B. 2016 Stakeholder and Community Engagement Summary Report

