

Synopsis of Council points raised at IPC briefing for Channel 9 site (Modification 2)

1. Community confidence in Planning Process/History
 - The current consent for 400 dwellings was the outcome following significant compromise on the part of Council and the Community.
 - PAC Approval for 350 dwellings. Applicant appealed seeking 450 dwellings. Court mediation resulted in 400 dwellings.
 - Current owners purchased the site knowing the parameters established in the consent.
2. Height
 - Although maximum building height (located in the centre of the site) is not exceeded, buildings around the perimeter of the site are all 1-2 storeys higher than the existing approval. This does not adequately address the low density nature of surrounding development, and results in the development impacting in the most sensitive, residential interface locations.
 - The previous mediated outcome sought low scale development around the perimeter with this transition now being lost.
3. Floor Space/No. of Dwellings
 - The application proposes an additional 60 dwellings and an additional 6,771m² of floor space on a reduced site area (181.4m² reduction). FSR increased from 1.2:1 to 1.51:1.
 - FSR and dwelling numbers are reliant on subfloor (sunken) areas which is acknowledged in both the Government Architect's report and in DP&E report as unlikely to achieve adequate amenity.
 - Fundamental planning controls to establish bulk and scale of development should not be reliant on excavation of the site.
 - Just as height controls are established based on existing ground level so too FSR controls should be derived in the same way. Any FSR/dwellings reliant on subfloor/sunken/excavated areas should be excluded from the calculation establishing the base controls for the site.
4. Scott St
 - The proposed development has inadequate setback to the Scott Street public road. This is contrary to general setback requirements and essentially utilises public space for private purposes.
 - If the development is to proceed Scott Street should either be acquired and incorporated into the site or alternatively the design amended to provide greater setback to the public road.
5. Affordable Housing
 - The proposal is not clear as to whether the 4/5% affordable housing units are included within (or in addition to) the 460 dwellings and the 43,907m² GFA (1.51:1 FSR).
 - As the objectives of the FSR and dwelling number controls relate to bulk and scale and traffic generation, the affordable housing provision should be incorporated within what is determined to be the maximum FSR/ dwelling number.
 - No additional bulk and scale or traffic generation above that anticipated by the maximum should result from the affordable housing.
6. Open Space

- The location of the 'public accessible' open space at the rear of the site discourages public use and will be primarily be perceived as private, communal space for the occupants of the development.

7. Contributions/VPA

- The applicant's offer of \$1.5mill is inadequate, inappropriately limited in use (\$1mill for park upgrade) and presented as public benefit when more appropriately defined as addressing need generated by development.
- The contribution offered is less than half that offered in association with Modification 1 (\$4mill).
- The VPA contribution should be in the order of 45-50% of value uplift to enable Council to provide necessary infrastructure associated with demand generated by increased population.
- The offer for park upgrade should be for open space generally to enable Council to use the money where demand/need is highest. Active open space is a greater need than passive recreation.
- The contribution for intersection works at Willoughby Road/Artarmon Road is not correctly characterised as a public benefit. The proposed development will result in impact on the operation of the intersection particularly through queuing in Artarmon Road. Intersection upgrade works should be required to be undertaken to ensure traffic associated with the development does not result in a greater burden (in respect to traffic and parking impacts) on road users in the area.

8. 24 hour Access

- All roads and open space areas should be designed to encourage public use accessible at all times (24 hours). The development should not operate as a gated community.

9. Conditions of Consent

- If approved all Council recommended conditions should be imposed.