

Councillors' feedback...feedback...



You are invited to information sessions, drop-ins and roundtable discussions about housing and growth in local village centres,

including in Artarmon. Council's draft *Local Centres and Housing Strategies* consider housing and retail needs for the next 20 years. It is available for comment until 16 April 2019. Visit www.haveyoursaywilloughby.com.au to view the strategies and register for a roundtable discussion. Streetscape work for the Artarmon village will follow the community consultation for the above mentioned *Local Centres Strategy*. In addition, the Council welcomes feedback on proposed changes to Wilkes Avenue Plaza.

The next stage of the Sydney Metro rail network has begun with tunnelling starting from Chatswood to Blues Point at Sydney Harbour. The tunnelling will form two 15.5km tunnels that will pass below the centre of the harbour and the city. The first full train journey has run on the new Sydney Metro Northwest line between Rouse Hill and Chatswood with it set to open in May 2019. During Construction, Council will continue to liaise with Sydney Metro to try and minimise disruption.

Following community concerns and consultation with the Artarmon Progress Association, Council implemented the new residential parking scheme for east Artarmon in June 2018. The aim of the scheme is to optimise the amount of available parking, including for short term parkers and residents, through timed street parking. Council will continue to monitor the availability of street parking and complete a review in June this year.

At the recent Independent Planning Commission (IPC) briefing, I expressed a number of concerns about the proposed development of the Channel Nine site and asked that they be addressed as a condition of consent. I am disappointed that the IPC has ignored Council's concerns approving

460 dwellings on the site, 60 more than previously agreed. The IPC received 686 public submissions about the proposal, of which 637 were objections. Thank you for your submissions and I would particularly like to thank Bob Taffel and Peter Wilton for their tireless work on this issue.

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How did our Councillors let this happen?

Do they even live in this area?

At least once a week I will receive an email from an

angry resident pointing out how stupid I am for 'supporting this development', and no matter how often I write back pointing out that individual planning decisions are not directly taken by Councillors, the emails keep coming.

So I thought I would try and use the *Artarmon Gazette* to briefly explain how the process works, who approves what and why. It is important that you speak up early about what you think is an appropriate development.

Every few years, the Council goes out to the community and asks for your input on creating our development 'controls'. These are the rules that govern what you can build and where you can build it. Once approved by the State Government, these are what are used to decide all developments – from whether you can build a carport to whether you can bulldoze your house and erect a skate park.

Who decides your application then essentially is a question of size and scale. If the development will cost less than \$5m and fulfils Council's planning controls, Council officers can approve it. Please note, these are Council officers not Councillors, who are not allowed to be involved in ANY aspect of the decision process.

If the development costs more than \$5m, or does not comply with the 'controls' the application is sent off to the official sounding 'Willoughby Local Planning Panel'. This is a panel

independent of Council that decides whether a development complies with Council's Local Environment Plan and other planning controls. Please note that this new process instituted by the State Government means that at no point is ANY member of the public (including Councillors) to contact a member of the Panel outside the Public Meeting. If you have got a problem with your neighbour putting a second storey on their house that overlooks your bedroom, take the day off work and try your best at the panel meeting.

Finally, if the development costs more than \$30m – this goes straight to the State Government. This is completely out of Council's hands.

This is why it is so important to speak up early, because the better we can make these controls at the beginning, the more protection our community has. So now, when Council is writing to you asking whether you support the redevelopment of the Artarmon Shops to include 10 storey buildings, take a moment to let Council know what you think. This is the time to send your Councillors emails, not when the application is in as it is then too late.

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Town Centre Policies on Exhibition

The Council meeting held 26 November approved *Local Centres Plan*

and *Housing Plan* proposed by Council officers to be placed on public exhibition. These two documents need to be read in conjunction.

The two documents are currently on the Council website and are found within the meeting agenda for Council of 26 November. The two documents went on formal exhibition in February 2019. The last time the consultation for the LEP was held in January 2018 very few people attended the 'drop in' sessions.

I urge everyone to familiarise themselves with them as they

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recommend substantial rezoning changes. I extract the following details from the two documents:

Artarmon Town Centre – page 15

Key recommendation (LEP)

(Numbering below refers to the above preferred scenario diagram)

1. Increase heights up to 8 storeys and FSR 3.2:1 on amalgamated sites fronting Hampden Road, between Francis Road and Jersey Road.
2. Increase heights up to 10 storeys and FSR up to 3.6:1 on amalgamated sites fronting Hampden Road and Broughton Road, close to the train station.

Artarmon Housing indicative Master Plan for Artarmon Housing Policy – page 39

This concept has a potential yield of 194 dwellings in the form of shop top housing.

Town Centres Project – Hampden Road and Wilkes Avenue

Council's works program for 2018/19 includes Hampden Road (including Wilkes Avenue) \$2,616,699.

The proposed Hampden Road streetscape works have been delayed for a number of reasons:

- The consultation undertaken to date in respect to the Hampden Road and Wilkes Avenue proposals has revealed considerably difference in community views. In order to consider these views fully, an extended consultation period is proposed.
- The community has identified significant structural changes to the recommended proposals as additional elements beyond streetscape works such as new toilets and changed traffic light locations have been proposed. These suggestions require time to investigate the likely costs involved.
- The Local Centres Strategy work will impact on some of these public domain works as well, so there is a desire to align the community consultation for both projects, as it is appropriate that the outcome of the

Local Centres Strategy includes the streetscape project(s).

As a result, the Hampden Road and Wilkes Avenue projects have been split into two separate ones with Wilkes Avenue being progressed at a faster rate than the Hampden Road one. Consultation has commenced on Wilkes Avenue prior to Christmas and is continuing. Design will continue on Hampden Road and Wilkes Avenue projects with a view of undertaking Wilkes Avenue works in 2019/2020 and the larger Hampden Road project in 2020/2021.

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Happy Lunar New Year!!!

This year is the year of pig. The diligent, compassionate and generous nature of pigs will bring us

much anticipated achievements and a year of results!

Artarmon Streetscape Program

The Willoughby Council's 'Have your Say' initiatives on local shopping districts continues. Community feedback is invited for eight centres including Artarmon and drop in sessions have been organised to provide the opportunity to meet with Willoughby Council staff and discuss planning concepts for Artarmon shopping area. Feedback has been gathered from our local residents and it is encouraging to see such good community engagements. So far Council has received around 2000 responses and has considered the suggestions offered. The Artarmon community has identified significant structural changes and additional elements beyond streetscape works such as new toilets and changed traffic light locations. These inclusions will be considered as part of the overall project and time will be required to ensure these inclusions can be investigated so the final streetscape outcome is holistic. There is a desire by Willoughby City

Council to align with the community wishes and to explore urban design and growth scenarios for Artarmon.

Channel 9 Redevelopment

Willoughby City Council refused the modification application for the approved 400 dwellings to be increased to 460 dwellings due to increased density, traffic and not sufficient public benefit achieved. However, the Council was notified on the 31st of January that the application for Modification for the Channel 9 site had been approved by Independent Planning Commission which essentially resulted in increased gross residential floor area.

Beaches Tunnel Link

Residents' concerns on the proposed Western Harbour Tunnel/Beaches Link developments have been included in the Council's summary report to the Roads and Maritime Services (RMS). This report made clear the infrastructure and environmental impacts on Council assets, residents and businesses in the Artarmon and surrounding area. It reflects a number of issues and concerns raised by the community and provides information to RMS's present proposal to mitigate those issues and Council's requested method of addressing the issues. Council has recommended for the State Government to be invited to respond to these issues.

Artarmon Loop Bus Service

The Artarmon Loop Bus Service is a free shuttle service travelling on a loop from St Leonards Station through the Artarmon Industrial area. It runs every 10 minutes during peak time and 30 minutes during off peak periods from 6am to 7pm Monday to Friday. This service incorporates Artarmon Station, Artarmon shops and the Royal North Shore Hospital. At the Council Meeting on the 10 December 2018 Council passed a resolution allocating an additional \$20,000.00 from the e.restore budget to support continuation of the Loop Bus Service.

Please share with me your thoughts and I welcome feedback on any current issues.

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