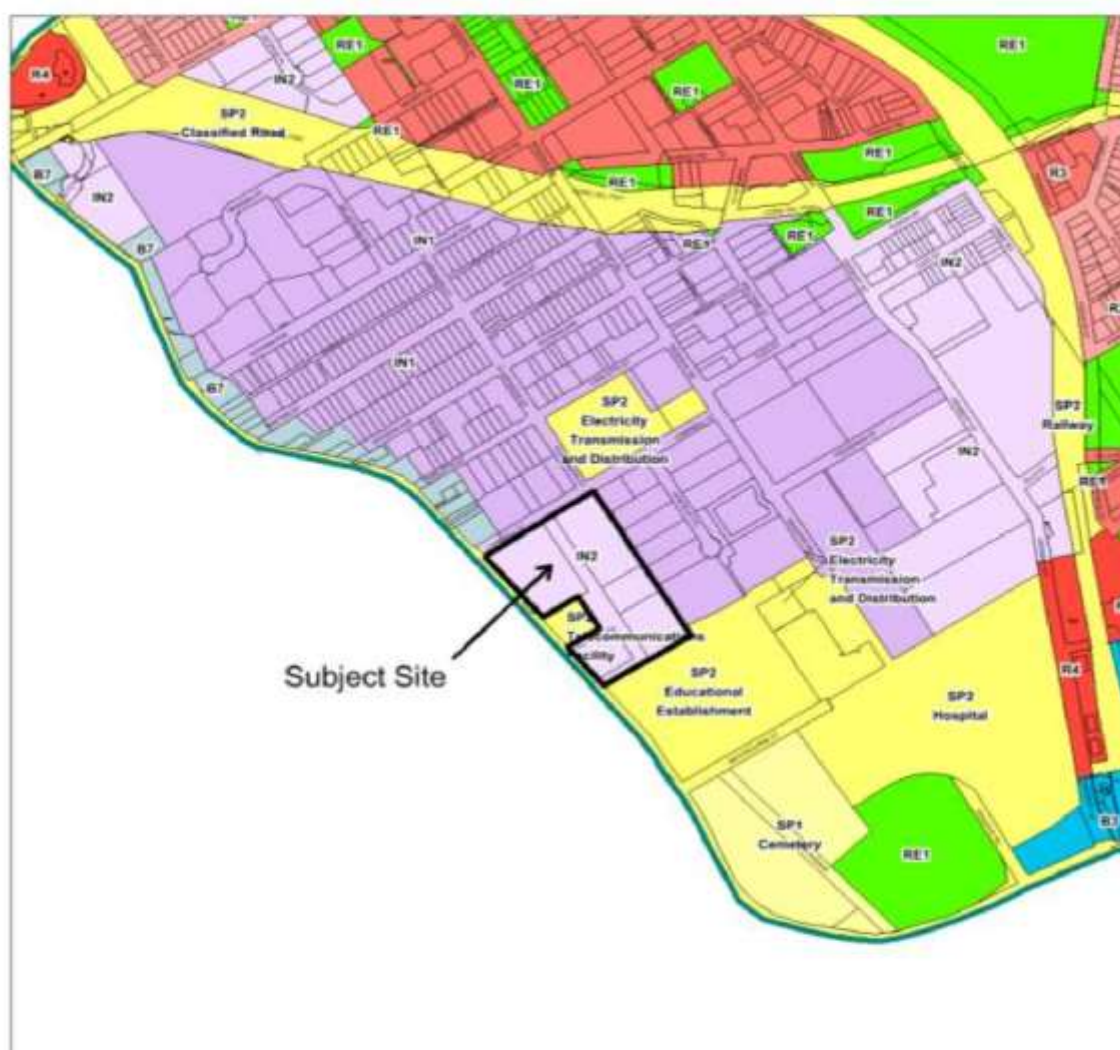


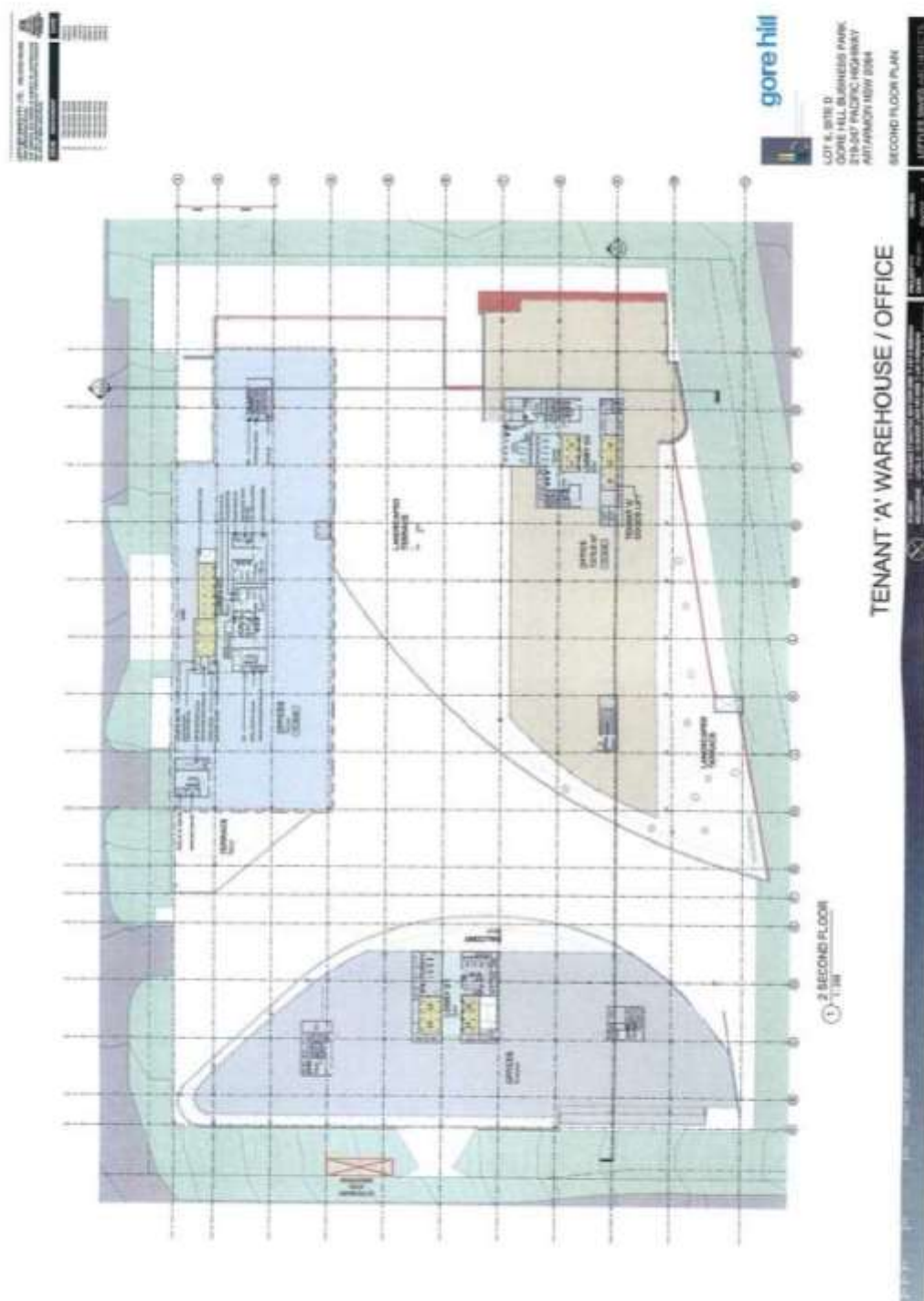
ATTACHMENT 1

Extract from Draft WLEP 2012 Zoning Map





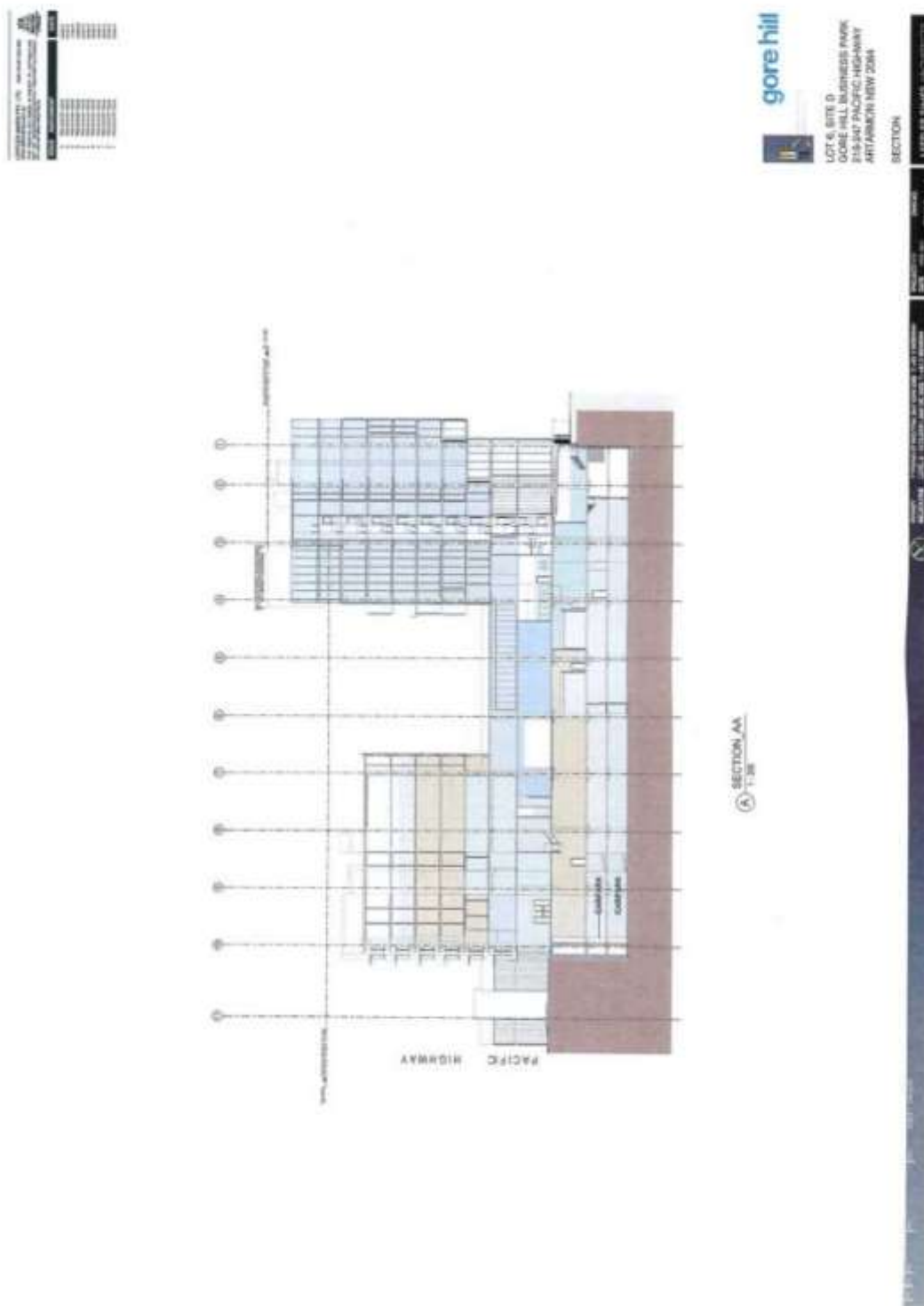
ATTACHMENT 2



ORDINARY COUNCIL MEETING

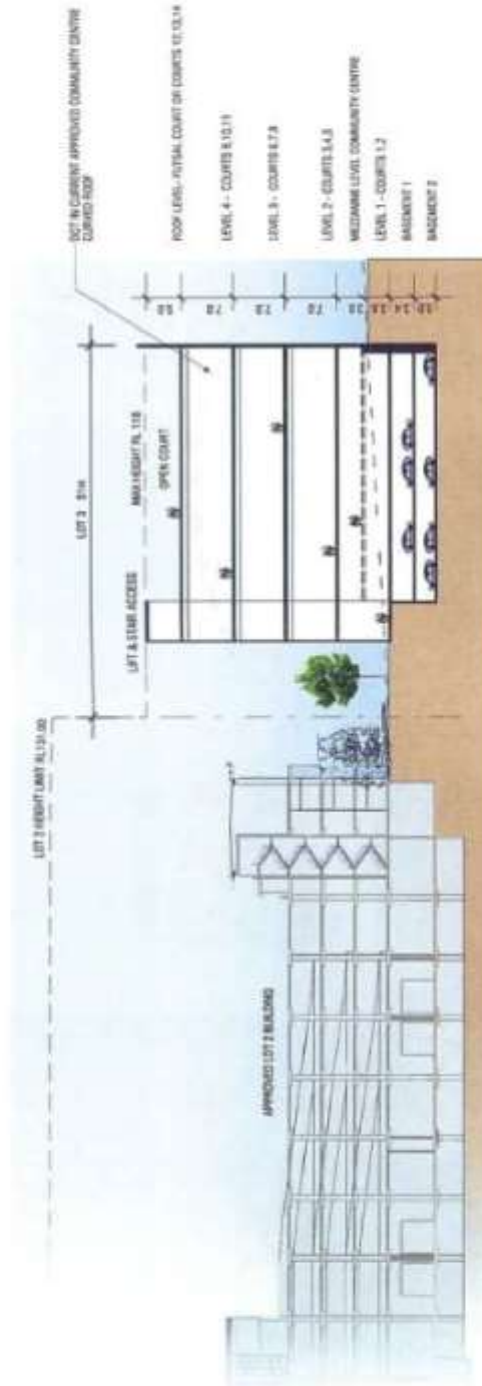
10 DECEMBER 2012

ATTACHMENT 2



ITEM - 20.3 Planning Proposal For Gore Hill Technology Park (Previous Abc Site), Pacific Highway, Artarmon

PAGE 180



LOT 3
SPORTS CENTRE
gore hill

LEFFLER SIMES ARCHITECTS

PROJECT NO 78
DATE 10.12.12

1. YOUNG PT. RESIDENTIAL, 100 YOUNG PT. RD, 1500 2. 100 2. 100 3. 100 4. 100 5. 100 6. 100 7. 100 8. 100 9. 100 10. 100 11. 100 12. 100 13. 100 14. 100 15. 100 16. 100 17. 100 18. 100 19. 100 20. 100 21. 100 22. 100 23. 100 24. 100 25. 100 26. 100 27. 100 28. 100 29. 100 30. 100 31. 100 32. 100 33. 100 34. 100 35. 100 36. 100 37. 100 38. 100 39. 100 40. 100 41. 100 42. 100 43. 100 44. 100 45. 100 46. 100 47. 100 48. 100 49. 100 50. 100 51. 100 52. 100 53. 100 54. 100 55. 100 56. 100 57. 100 58. 100 59. 100 60. 100 61. 100 62. 100 63. 100 64. 100 65. 100 66. 100 67. 100 68. 100 69. 100 70. 100 71. 100 72. 100 73. 100 74. 100 75. 100 76. 100 77. 100 78. 100 79. 100 80. 100 81. 100 82. 100 83. 100 84. 100 85. 100 86. 100 87. 100 88. 100 89. 100 90. 100 91. 100 92. 100 93. 100 94. 100 95. 100 96. 100 97. 100 98. 100 99. 100 100. 100

SYDNEY
NEWCASTLE
BROOKLYN



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ORDINARY COUNCIL MEETING

10 DECEMBER 2012

ATTACHMENT 4

EXTRACT FROM DRAFT WILLOUGHBY LOCAL ENVIRONMENTAL PLAN 2012

Zone IN2 Light Industrial**1 Objectives of zone**

- To provide a wide range of light industrial, warehouse and related land uses.
- To encourage employment opportunities and to support the viability of centres.
- To minimise any adverse effect of industry on other land uses.
- To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.
- To support and protect industrial land for industrial uses.
- To identify and preserve industrial lands to meet the current and future light industrial needs of Willoughby City and the wider region.
- To accommodate industrial development that provides employment and a range of goods and services without adversely affecting the amenity, health or safety of nearby residents in adjacent areas.
- To protect the viability of business zones in the City of Willoughby by enabling development for the purposes of offices only where they are used in conjunction with industrial, manufacturing, warehousing or other permitted uses on the same land.
- To improve the environmental quality of the City of Willoughby by ensuring that land uses conform to land, air and water quality pollution standards, environmental and hazard reduction guidelines.
- To accommodate uses that because of demonstrated special building or site requirements or operational characteristics, cannot be or are inappropriate to be located in other zones.

2 Permitted without consent

Nil

3 Permitted with consent

Building identification signs; Business identification signs; Depots; Industrial training facilities; Light industries; Neighbourhood shops; Pubs; Roads; Timber yards; Vehicle sales or hire premises; Warehouse or distribution centres; Any other development not specified in item 2 or 4.

4 Prohibited

Agriculture; Air transport facilities; Airstrips; Amusement centres; Animal boarding or training establishments; Biosolids treatment facilities; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Car parks; Caravan parks; Cemeteries; Charter and tourism boating facilities; Commercial premises; Correctional centres; Crematoria; Educational establishments; Entertainment facilities; Environmental facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight

PAGE 182

ITEM - 20.3 Planning Proposal For Gore Hill Technology Park (Previous Abc Site), Pacific Highway, Artarmon

PAGE 141

ORDINARY COUNCIL MEETING

10 DECEMBER 2012

transport facilities; Function centres; Health services facilities; Heavy industrial storage establishments; Helipads; Highway service centres; Home occupations (sex services); Industrial retail outlets; Industries; Information and education facilities; Marinas; Mortuaries; Open cut mining; Passenger transport facilities; Port facilities; Recreation facilities (major); Registered clubs; Research stations; Residential accommodation; Restricted premises; Rural industries; Sewage treatment plants; Signage; Tourist and visitor accommodation; Transport depots; Truck depots; Water recycling facilities; Water supply systems; Wharf or boating facilities; Wholesale supplies.

Zone B7 Business Park**1 Objectives of zone**

- To provide a range of office and light industrial uses.
- To encourage employment opportunities.
- To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.
- To ensure that the access needs and traffic generated by uses does not interfere with the safety and efficiency of the road network.

2 Permitted without consent

Nil

3 Permitted with consent

Building identification signs; Business identification signs; Child Care Centres; Hotel and motel accommodation; Light industries; Neighbourhood shops; Office premises; Passenger transport facilities; Respite day care centres; Roads; Take away food and drink premises; Vehicle sales or hire premises; Warehouse or distribution centres; Any other development not specified in item 2 or 4.

4 Prohibited

Agriculture; Air transport facilities; Airstrips; Amusement centres; Animal boarding or training establishments; Biosolids treatment facilities; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Car parks; Caravan parks; Cemeteries; Charter and tourism boating facilities; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Electricity generating works; Entertainment facilities; Environmental facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Function centres; Heavy industrial storage establishments; Helipads; Highway service centres; Home occupations (sex services); Industrial retail outlets; Industries; Marinas; Mooring pens; Mortuaries; Open cut mining; Port facilities; Recreation facilities (major); Registered clubs; Research stations; Residential accommodation; Resource recovery facilities; Restricted premises; Retail premises; Rural industries; Sewage treatment plants; Sex service premises; Signage; Tourist and visitor accommodation; Transport depots; Truck depots; Vehicle body repair workshops; Veterinary hospitals; Waste disposal facilities; Water recycling facilities; Water supply systems; Wharf or boating facilities; Wholesale supplies.

PAGE 183

ITEM - 20.3 Planning Proposal For Gore Hill Technology Park (Previous Abc Site), Pacific Highway, Artarmon

PAGE 142

Gore Hill Technology Park (Lots 1-6 DP 270714) 1-5 Broadcast Way (Formerly ABC Gore Hill Divestment Site- 219 Pacific Highway, Artarmon)

These special area controls apply to land known as the **Gore Hill Technology Park** (former ABC Gore Hill Studios) site ~~commonly known as 1-5 Broadcast Way (previously 219 Pacific Highway)~~ Artarmon and shown edged heavy black in the figure at Attachment 25.

I.5.1 Objective

The objective of Part I.5 is to set guidelines which allow for the orderly development of the whole **Gore Hill Technology Park** ~~ABC Divestment~~ site to achieve:

1. attractive, architecturally designed buildings with cohesive design elements throughout the site;
2. a landscaped business park environment accessible by a network of pedestrian/ cycleways through the site and to surrounding destinations such as St Leonards Station;
3. the retention of local / state heritage items on site and the provision of site facilities and interpretative measures to recognise, and highlight, the technical, social and cultural heritage significance of the site;
4. a more environmentally sustainable environment incorporated in building design and operation with the provision of a range of measures to support public transport;
5. a development which is compatible with the adjoining land uses.

~~I.5.2 Development Control Plan/ Consolidation~~

~~Performance Criteria~~

~~Development is to be coordinated over the whole site to ensure that individual sites are developed in conjunction with one another and that whole of site linkages and facilities are provided to enable the site to work functionally, harmoniously and as a distinctive place.~~

~~Controls~~

~~A development control plan must be prepared and submitted by the owner following consultation with Council. The draft development control plan is to demonstrate compliance with the provisions of Part I.5 of this Plan and should include text including a Statement of Environmental Effects, plans and concept drawings.~~

~~Council may not consent to any development on the site (other than the occupation of existing buildings) until it has approved a development control plan.~~

I.5.2 Floor space, Height and Setbacks

Performance Criteria

1. Development is to be designed and sited to create an attractive streetscape and to protect the amenity of individual sites and public domain areas within the site itself and adjoining industrial properties, the TAFE (Northern Sydney Institute), residential areas in the Lane Cove area and the ABC facility in Lanceley Place.

2. Building form should respect the scale and siting of buildings on adjacent properties and not cause undue overshadowing of open space.
3. Development should be at an appropriate height to protect the operation of the transmission tower and communications facilities on the adjacent site.

Controls

1. Building Heights and setbacks are to consider the following:
 - i) The maintenance of the Communications Tower transmissions.
 - ii) Creation of view lines from open space areas to the north east vista and between buildings to enhance site legibility for pedestrians.
 - iii) Protection from overshadowing of major open space areas to achieve sunlight between 12.00 midday to 2.00pm at midwinter.
 - iv) Creating appropriate relationship to heritage items.
 - v) Building heights along the Pacific Highway to not to exceed ~~4-storeys~~ **14metres** in height (other than lift overrun or other roof structures) to a depth of ~~20~~**10** metres of their front façade alignment which will have regard to the residential development on the western side of the Highway in Lane Cove local government area.
 - vi) Building heights to take account of the use of the adjacent helipad including noise and safety considerations.
3. Setbacks are to be a minimum of 10 metres from the Pacific Highway, 7 metres from the Campbell Street site boundary, and 3 metres from internal roads and pathways pedestrian/ cycleways. There shall also be a 10 metre setback from the cliff face consistent with the electricity easement along the eastern boundary of the site. Adjacent to the Communications Tower site, setbacks are to be in accordance with the figure at Attachment 25.

I.5.3 Site Coverage

Performance Criteria

1. Site coverage of the site is to ensure that the siting, building footprints and orientation of buildings achieve a high standard of amenity with usable open space and site landscaping.

Control

The site coverage of **Lots 2-6** shall not exceed ~~45~~ **60%** of the site area.

Site coverage means that portion of the site covered by any building or structure as defined by the outer face of the external walls of the building, including garages, carports, enclosed structures, but excluding:

- a) sunshade devices, awnings; or minor garden structures;
- b) the roof of any excavated or covered car parking areas which is permanently landscaped and does not project above the natural ground level of the site by more than 1000mm;
- c) roads-

1.5.4 Building Design Guidelines

Performance Criteria

1. Development is to provide a cohesive architectural expression based on a consistent high quality building design. The design of the buildings over 4 storeys are to incorporate highly modulated and articulated facades to create a visually interesting character.
2. Development is to be located and designed to avoid any conflict between existing adjacent land uses.

Controls

1. Buildings are to contribute to the high technology character and be located and designed to:
 - ensure buildings do not interfere with the operation of adjacent land uses. In this regard consideration is to be given to the location, design, height, form, materials, use and construction of buildings to prevent adverse impacts on the operations of the Communications Tower located on Lot B DP 444493. A report is required to be submitted in conjunction with the development control plan for the site prepared by a suitably qualified person demonstrating that the proposed development use will not be impacted upon by the operations undertaken on the adjoining communications site, and that the proposed development will not adversely impact on the operation and the quality of the services received at the adjoining communications tower;
 - ensure a good relationship between building forms and open space, pedestrian/ cycleways and landscaping;
 - be modulated in plan and elevation and articulated to create visual interest and to express the form and function of the building;
 - achieve acoustic privacy to the working areas of a building whilst allowing for street and open space surveillance;
 - provide architectural definition within the built form to highlight significant points including entrances, major building corners/ intersection points and to public spaces;
 - ensure a good presentation to all public streets with buildings addressing the street frontage;
 - use high quality detailing and finish of materials and the use of colour to add visual interest;
 - respect the heritage items on site and heritage site interpretation measures;
 - Incorporate environmentally sustainable design features to address energy efficiency, water conservation, air, noise and water quality, waste management, disabled access and safety for visitors and occupants.

1.5.5 Landscaping / Open Space

Performance Criteria

Public open space areas must be provided on site that retain existing vegetation and contribute to the character of the site and enhance the ABC heritage significance of the site.

Controls

1. Fencing is not to be included within any part of the site to encourage an open harmonious character between private sites and the public domain areas, pathways and heritage features (this requirement excludes facilities which require fencing for safety or security reasons e.g. along the eastern cliff face).
2. ~~Two~~ Open space parks are required to be provided **adjacent to the Transmission Tower** as indicated on the Figure at Attachment 25 **and are**
 - ~~One adjacent to the Transmission Tower is to incorporate existing mature trees on the site. and to be a minimum of 2600m²; and~~
 - ~~one at the south east corner of the site to be a minimum of 1500m².~~
3. Open space areas are to include appropriate park furnishings, paving, lighting, landscaping and substantial piece(s) of public art all of which reflect the previous ABC use and national heritage of the site, consistent with the heritage requirements set out in Part I.5.
4. The open space is to be accessible to the public at all times on any day (but not necessarily dedicated into public ownership) and be part of the pedestrian/ cycleway through the site. An appropriate mechanism is to be attached to the land title to allow public use of the main pedestrian/ open space areas, as indicated on the Figure at Attachment 25.
5. View lines and vistas both from and to open space areas are to be created in the development of the site. Consideration must be given to the siting of buildings and selection of landscaping to avoid obstructing views.
6. Existing significant trees indicated on the figure at Attachment 27 and the table "List of significant trees to be retained" below are to be retained and integrated into the landscaping and open space areas on site.
7. ~~Minimum 25% of the site area is to be designated for wsoft landscape area. Each~~ **individual allotment is to incorporate a minimum of 25% landscaped area in order to provide adequate ground level open space for workers in an attractive setting and to improve the visual amenity of the site.**
8. An arborist report may be required in order to demonstrate measures for the practical retention of existing trees.
9. At least 75% of the front landscape setback area between buildings and the street frontage is to consist of soft landscaping free of above or below ground structures.

10. New trees planted within the front setbacks area are to have a similar height to proposed buildings. These trees are to be provided within adequate soil depths, surface area and volumes to ensure the long-term health and stability of the trees.
11. All developments should consider clause 5.9 of WLEP 2012 Preservation of Trees and Vegetation as part of the early design stages for proposed structures to ensure the protection of trees on-site.
12. Additional street tree planting will be required for all new development. Native evergreen species are to be planted in the footpath verge. The location and preferred species (*Eucalyptus punctata* (new internal roads and Campbell Street) and *Eucalyptus microcorpus* (Pacific Highway) will be determined by Council as part of the development consent. These trees are to be planted according to Council guidelines and are to have a minimum container size of 600 litres.

Table 5.1 List of significant trees to be retained

Precinct	Tree No. (refer to tree survey conducted by Patterson & Britton P/L Drawing No. 2368 Sheets 1-5)	Botanical Name	Minimum Protection Zone (m) (measured from edge of trunk)
B	194	<i>Acer negundo</i>	5m
B	197	<i>Acer negundo</i>	4m
D	106	<i>Corymbia citriodora</i>	7m
D	119	<i>Corymbia citriodora</i>	6m
D	122	<i>Ficus microcarpa</i> var. <i>Hillii</i>	6m
D	125	<i>Podocarpus falcatus</i>	6m
D	127	<i>Podocarpus falcatus</i>	6m
D	129	<i>Podocarpus falcatus</i>	6m
E	1	<i>Arcuaria heterophylla</i>	5m
E	3	<i>Ficus rubiginosa</i>	6m
E	36-44	<i>Cupressus torulosa</i>	4m
E	46-54	<i>Cupressus torulosa</i>	4m
F	146	<i>Corymbia citriodora</i>	6m
G	215	<i>Eucalyptus microcorys</i>	6m
G	219-220	<i>Eucalyptus microcorys</i>	5m
G	298	<i>Eucalyptus microcorys</i>	4m
G	306-307	<i>Eucalyptus microcorys</i>	5m
G	310	<i>Eucalyptus microcorys</i>	5m
G	336-337	<i>Corymbia maculata</i>	4m
G	339	<i>Eucalyptus saligna</i>	4m
G	340	<i>Corymbia maculata</i>	4m
G	345	<i>Corymbia maculata</i>	4m

1.5.6 Transport

Performance Criteria - Traffic

1. Site facilities and planning are to reduce car dependency and promote the use of more environmentally sustainable modes of transport than the use of the private car. The planning of vehicular traffic is to be integrated with pedestrian and bicycle transport within the site.
2. Development must be designed to provide adequate and safe access to the site.
3. The design must ensure that measures are in place such that development on the site will have no significant impact on the operation and efficiency of the Pacific Highway, Campbell Street and the Artarmon Industrial area road network.
4. A high standard of internal vehicular circulation is to be created within the site in conjunction with priority given to pedestrian and bicycle traffic.

Controls - Traffic

Applications for development are to be accompanied by a report prepared by a qualified traffic and transport consultant indicating:

- the impacts of traffic generated by the proposed development on the surrounding road network;
- the arrangements for site access. This is to include the main access point, located on Campbell Street and a secondary access point located on the Pacific Highway;
- internal road layout on the site taking into consideration possible queuing effects on Campbell Street and the efficient dispersal of vehicles on the site;
- pedestrian movement systems to the site including public transport; and
- proposals for the provision of access to bus stops to serve the site including pedestrian access across the Pacific Highway.

The development is to provide a site shuttle bus service between the site and St Leonards Station. The site bus is to carry a minimum of 25 passengers and operate a continuous service from 7.00 am to 10.00pm. A bus stop will be provided at a central location within the site and the development will be responsible for all aspects for the operation of the bus service including overnight garaging provision of maintenance services and driver(s). The requirement may be reviewed by Council if an independent traffic and transport expert submits a transport viability report on the bus service analysing the viability of the service according to patronage trends, the reasons for any decline in the patronage and setting out the measures taken by the development to promote the service. The report is to be prepared not less than a year after the completion and occupation of 60 000m² gross floor area on site.

The bus shall commence operation on the occupation of 10 000m² of gross floor area.

The bus service may be restricted to site occupants and visitors and a fee may not be charged to users without the prior approval of the State Transit Authority.

Any development must result in no significant increase over the weekday peak hour traffic volumes as surveyed for the current Film and Television uses on the site and detailed in the Traffic Report- Traffic and Parking Impact Assessment prepared by McLaren Traffic Engineering (April 2001). This includes traffic and parking on the site remaining in ABC ownership in Lanceley Place.

The provision of clear and identifiable entry/ exit signage to the site is to be provided.

A deceleration lane to the southern vehicle entry is to be provided along Pacific Highway in accordance with Roads and Traffic Authority and Council requirements.

The number of vehicular access points to the site is restricted to 1 from Pacific Highway (other than the maintenance vehicle access adjoining the Transmission Tower) and 1 from Campbell Street- see the figure at Attachment 25 for locations. Direct access from Campbell Street to a building basement carpark may also be provided adjacent to the intersection with Clarendon Street.

The design of the Pacific Highway and Campbell Street access points are to be to the satisfaction of the RTA RMS and Council and incorporate such traffic management devices including roundabouts, signals or other treatments as may be required.

Performance Criteria- Carparking

1. Carparking provided on site must be safe, convenient and accessible for employees and visitors. Minimal carparking is to be provided on site to encourage the use of public transport and reduce reliance on private motor vehicles. A Green Travel Plan is to be submitted and considered by Council which must include a free bus service to be provided by the development from the site to St Leonards Station for employees and visitors to the site.

Controls

1. A maximum of 1 carparking space per 100m² gross floor area may be provided on site. (This does not include the gross floor area of community facilities to be dedicated to Council in which case parking is to be provided in accordance with Council's requirements for the particular community facility).
2. Provision of underground parking is required with the exception of some external visitor parking. Council will not permit the construction of standalone above ground carparking structures or open parking undercroft areas exposed to public pedestrian or open space areas- carparking must be integrated with the built form of the development.
3. A Green Travel Plan is to be submitted and considered by Council which includes a new bus service to be provided by the development from the site to St Leonards Station.

Performance Criteria - Pedestrian/ Cycleways

1. A high level of pedestrian and bicycle access amenity is to be provided to and within the site for occupants and visitors to the site.

2. The development is to provide an environment that is safe and comfortable for pedestrians and cyclists with use of casual surveillance, lighting, clear signposting, pathway gradients and open aspect.

Controls – Pedestrian/ Cycleways

1. A shared pedestrian walkway/ cycleway 3 metres wide is to be provided from the Pacific Highway- adjacent to the Transmission Tower site through the proposed open space to the south east and south west corners of site as indicated in the Figure at Attachment 3025. The shared pathway will be required in the future to link with continuation of the pathway through the TAFE Northern Sydney Institute and Royal North Shore Hospital to Herbert Street including the pedestrian bridge and connecting to St Leonards Station. A shared pedestrian/ cycleway is to link open space areas to the north east corner of the site at Campbell Street in accordance with the Figure at Attachment 25.
2. All cycle/ pedestrian routes are to connect with open space parks on site and the required heritage walk.
3. The development is to grant a Public Right of Way to allow the pedestrian/ cycleways to be accessible to the public at all times.
4. Pedestrian and cycle access must be provided to all buildings on site. All buildings will provide cycle parking and shower facilities.
5. Pathways are to include appropriate street furnishings including ABC heritage commemorative material, paving, landscaping, street lighting and signposting.
6. A development application for the site must include a submission outlining the ongoing site maintenance and management of pedestrian and cycleways.
7. A landscaped plaza is to be included on Lot 6 providing a pedestrian linkage to the Central Park.
8. Lot 6 is to provide a landscaped pedestrian link between the Pacific Highway and Broadcast Way.

A development application is to set out the arrangements (legal and operational) for enabling access through the site into and through the TAFE Northern Sydney Institute and Royal North Shore Hospital sites to provide a link to the St Leonards Station.

All costs associated with implementing the pedestrian and cycle paths are to be borne by the applicant as a consequence of the development.

In this regard, the provision of all pedestrian and cycle paths are a requirement to meet the needs of the development and are separate and distinct from any contributions required pursuant to Section 94 of the Environmental Planning and Assessment Act.

1.5.7 Community Benefits

Performance Criteria

The development is to provide facilities on the site for the benefit and use of the community including purposes such as a Community Radio Station; Home and Community Care Services or drama rehearsal with a minimum total area of (650m²).

Controls

A Community Radio Station of 200m²; and Home and Community Care Services of 450m² fitted out to "A" grade office standard are to be provided on site unless Council agrees to alternative facilities of no less floor space. Car parking shall be provided as required by Council for the particular community use/ service involved.

The Floor Space Ratio of any community facilities required by Part 1.5 of this plan can be excluded from overall FSR allowance and parking requirements for the rest of the development.

1.5.8 Site Development and Heritage Interpretation Measures

Site development and Heritage Interpretation measures are to be provided in the development control plan and undertaken in any development of the site. This includes the establishment of a green space which includes features (such as sculptures or sound/information recordings) commemorating the ABC use of the site (e.g. children's programming, news and current affairs).

Requirements Prior to the Demolition of any Structures on the Site

Prior to any demolition on the site the following is required to be undertaken to record the heritage significance of the site and its features.

Using the NSW Heritage Office Guidelines for photographic recording of Heritage Sites, Buildings & Structures and How to prepare Archival Records of Heritage Items the following buildings be physically measured and photographically recorded (internally and externally). The documentation is to include annotated drawing notes for components, building elements etc. (See Attachment 26 for location of buildings).

- * Arcon Shed
- * Studio Complex
- * Scenery Workshop
- * Tower Building
- * Bulbrooks Building
- * Cottage Building

The documentation of the above may be supplemented by visually and orally recording selected ABC personalities and staff walking through and talking about specific buildings/items they have been associated with.

1.5.9 Site Contamination

The site must be remediated in accordance with Part C.13 of this Plan.

1.5.10 Electromagnetic Emissions

Performance Criteria

The health and safety of future occupants of the site must be protected from electromagnetic emissions associated with the Transmission Tower and antennae attached to the Tower located adjacent to the site. Whilst the existing tower and facilities may satisfy applicable Australian Standards, Council has adopted a precautionary approach to EME and has determined that uses and equipment which may be sensitive to EME are not to be located on the site. The effects of the electromagnetic emissions are to be assessed and catered for in any use or development of the site.

Controls

Due to the location of the Transmission Tower on adjoining land, certain uses on the site which may be sensitive to electromagnetic emissions are prohibited under Willoughby Local Environmental Plan 2012. The occupation of the future buildings cannot be for sensitive uses i.e. schools (education establishment for infants, primary or higher schooling), hospitals, childcare centres, aged care facilities or centres for medical practitioners.

Equipment used in the future occupation of buildings and plant should also not be of a sensitive nature e.g. medical equipment.

As part of any development application assessment and before permitting occupation, real world readings within the buildings will be required to be conducted to confirm that there is no deviation from preliminary findings of the report EME Investigation prepared by EMC Technologies Pty Ltd (May 2001) in respect to the relevant Australian Standards.

Development Applications for certain uses may be required by Council to be accompanied by a report from a suitably qualified person that the proposed use can be undertaken at the site having regard for the prevailing EME environment and without being adversely impacted by it. In this regard, applicants are encouraged to discuss their proposal with the owners of the adjoining transmission communications site prior to submission of a development application.

Site Heritage Assessment

Performance Criteria

Development must be designed to conserve the heritage of the built and natural environment of the site which is of National Heritage Significance.

I.5.11 Site Development and Heritage Interpretation Measures

The following are required to be provided in the Master plan and to be undertaken in any development of the ABC site (including consultation with the ABC) to retain the heritage significance of the site:

1. The provision of a publicly accessible pedestrian walkway throughout the site using paving motifs and site markers to identify important buildings and structures (in conjunction with "Pedestrian / Cycleways" above) and as required by the Conservation Management Plan prepared by Paul Rappoport Architect Pty Ltd (May 2001) approved by the Australian Heritage Commission.
2. The above mentioned pedestrian link is to be incorporated with the adaptive reuse of the original part of the Bulbrooks Building (listed as a heritage Item under Willoughby Local Environmental Plan 2012) which is also to serve as an Interpretative Display for the previous ABC use of the Site. Such an Interpretative Display is to be open to the public during normal business hours.
3. Internal street and place names are to commemorate the previous ABC use of the site.
4. As part of the management of the site and the ongoing heritage interpretation process, public access will be available through the site at all times along pedestrian/ cycleways.
5. A component of the site interpretation measures is to be a viewing precinct from the highest (southern) portion of the site in order to allow views to the north east and establish an explanatory information board which identifies in chronological time the historical attributes of the site (including the former brickworks in Lanceley Place). Public access is to be provided to this viewing precinct as part of the public open space and pedestrian/ cycleway through the site.
6. Establish a green space which includes features (such as sculptures or sound / information recordings) commemorating the ABC use of the site (e.g. children's programming).
7. The major primary road access point into this site off Campbell Street and at the pedestrian/ cycleway entry points into the site are to contain an information board that identifies the key themes of the site interpretation measures on site with regard to the historic use pattern and cultural significance of the site. The information board is to identify on plan where important buildings stood/stand and the location of pathways and parks.

8. Construct site interpretation markers for the following structures at their existing location:
- * Arcon Shed
 - * Studio Complex
 - * Cottage Building
 - * Channel 7 Entry Pylons
 - * Bulbrooks Building
 - * Footing of the ATN Channel 7 tower
 - * Tower Building
 - * Transmission Tower
 - * Charles Moses Building
 - * Frank Dixon Building
 - * Fort Knox Building
 - * John Meillon Building
 - * On the pedestrian walkway identify the site of the original brickworks, prior to the ABC occupation of the site.

The site interpretation markers are to contain a photograph, etching or drawing and text that explains where the building stood on the site its purpose and role in the ABC.

9. Each interpretive device will be located within the site's public domain, in areas such as public open space, pedestrian/ cycleways and roadway nature strips.
10. All interpretative devices/plaques/markers on the site are to be made of a permanent material and design that is low-maintenance, durable, robust and of sturdy construction.
11. In regard to the heritage items on the site under Willoughby Local Environmental Plan 2012, which are:
the foundation of the former Channel 7 transmission tower and
the Channel 7 Entry Pylons,
- the fabric of these structures must be investigated, noting any deterioration of any fabric, assessing and documenting the conservation works required, and undertaking any conservation works with the consent of Council.
12. The site owners are to be responsible for the replacement and 'recurrent' and 'non-recurrent' maintenance of all interpretive devices and public areas including the pedestrian walkway and green space. A development application must be accompanied by a submission outlining the proposed management of the site maintenance of heritage interpretation measures on site.
13. An archaeologist is to be retained by the site developer for consultation, instruction and/or site visits in the event that during the demolition and construction period relics/artefacts with potential heritage significance are exposed.

Council is to be advised on the completion of all of the above requirements

1.5.12 Ongoing Site Management and Maintenance*Performance Criteria*

The site must be managed in an effective and holistic manner to ensure the ongoing utility and function of the site's public domain features including roadways, public pedestrian/ cycleways, open space and community areas, heritage items and heritage site interpretation measures and displays.

Controls

A Development Application for the site must provide a management plan for the ongoing maintenance of the public domain features of the site including roadways, pedestrian / cycleways, open space parks, heritage items, heritage site interpretation measures, displays and notice boards as well as operation of the site bus service.

The management plan must indicate the measures to be put in place to ensure that the requirements are binding on the current and future owners of the site.

1.5.13 Construction

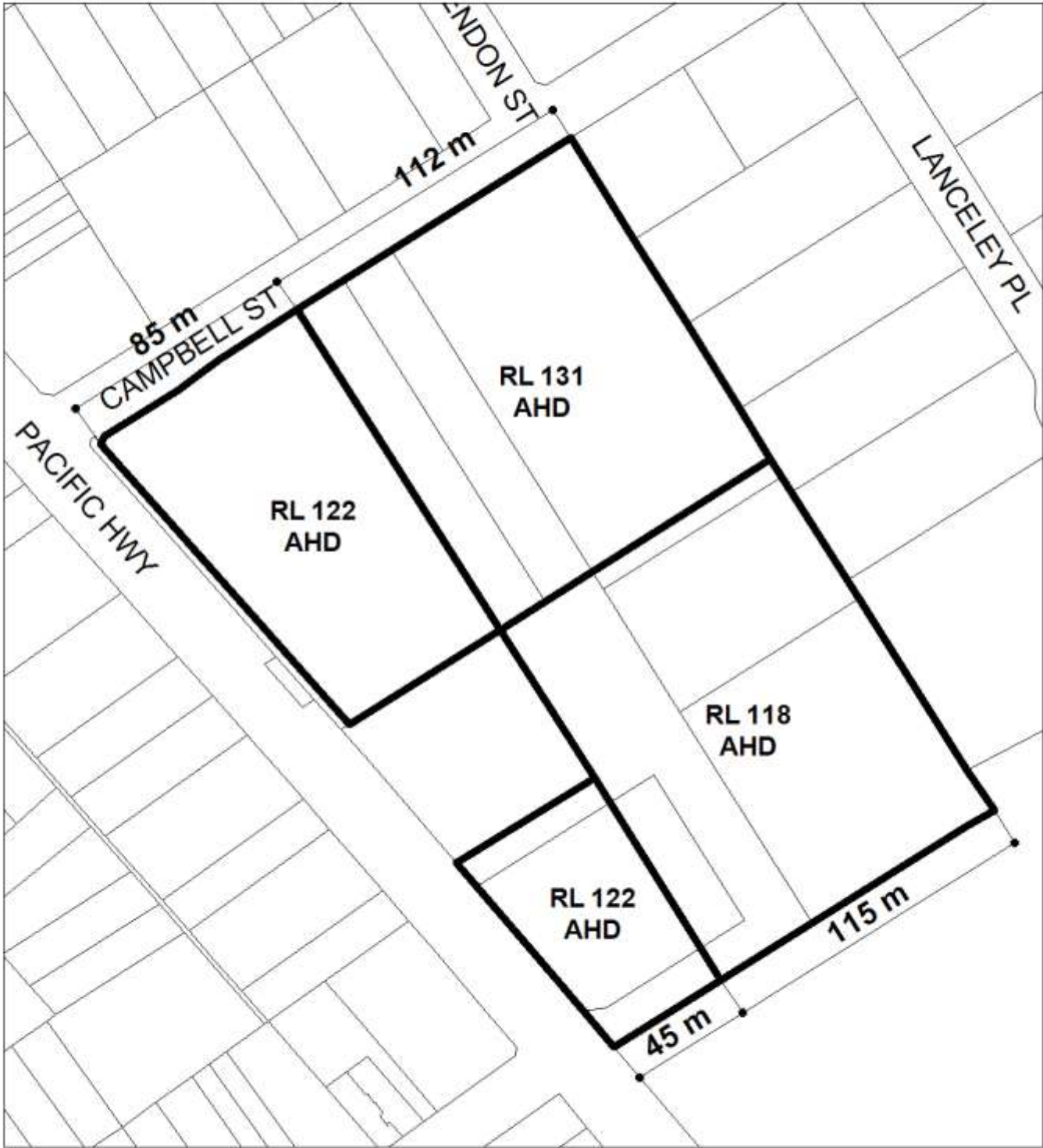
A development application for the site must address the issue of potential interference and impacts of placing structures in close proximity to the adjacent transmission communications tower during the construction period.

1.5.14 Child Care Centres, Respite Day Care facilities for Aged Persons and Health Facilities

Development proposals for child care centres, respite day care facilities for aged persons and health facilities need to consider the potential impact from EMR emissions on the users of the facilities.

ATTACHMENT 28

Gore Hill Technology Park
Maintenance of Communication Tower Transmission



ATTACHMENT 5

CONSIDERATION OF THE AMENDED PLANNING PROPOSAL- GORE HILL TECHNOLOGY PARK UNDER CLAUSE 55(2) OF THE ENVIRONMENTAL PLANNING AND ASSESSMENT ACT, 1979**Assessment under the Department of Planning and Infrastructure Guidelines.**

The Planning Proposal is considered to be generally in accordance with the requirements under Clause 55(2) of the Environmental Planning and Assessment Act 1979 and the Department of Planning's (October 2012) "*A guide to preparing planning proposals*". This document establishes six parts for consideration of a Planning Proposal:

PART 1 – OBJECTIVES OR INTENDED OUTCOMES

The objectives of the Planning Proposal are to:

- (a) Support employment generation on the Gore Hill Technology Park by permitting B7-Business Park uses such as campus style office premises on lots 5 and 6 whilst limiting their impact on the commercial core of Chatswood and St Leonards;
- (b) Facilitate the provision of a Sports and Community Centre in the Willoughby Local Government Area to satisfy the demand for Sporting facilities.

PART 2- EXPLANATION OF PROVISIONS

The objective of this Planning Proposal will be achieved by making the following amendments to WLEP 2012:

- Rezoning lots 5 and 6 DP 270714 to B7 Business Park.
- Amending the Floor Space Ratio Map by:
 - 1. Including lot 5 DP 270714 on the Floor Space Ratio Map as 3.5:1 to reflect the existing building now constructed on the site.
 - 2. Including lot 6 DP 270714 as a new Area 16 on the Floor Space Ratio Map to enable 4.5:1 FSR for sites over 12,000 sqm and allowing a maximum site coverage of 60%.
- Including an amendment to clause 4.4A Exceptions to floor space ratio as follows:
 - (20) *The maximum floor space ratio for a building on land identified as 'Area 16' on the floor space ratio map may exceed 3.5 if:*
 - (a) *the floor space ratio will not exceed 4.5:1 and*
 - (b) *in relation to lot 6 - the site area is greater than 12,000 square metres and the site coverage will not exceed 60%.*

- Including a new local clause in Part 6 of WLEP 2012 relating to the minimum size of floor plates for use as office and business premises as follows:

- 6.2.0 *(1) This clause applies to Lots 5 and 6 of DP 270714 known as 2 and 4 Broadcast Way, Artarmon zoned B7 Business Park.*
- (2) Development consent for the purposes of Office or Business premises must not be granted unless the consent authority is satisfied that:*
- a. The occupant requires and will solely occupy a minimum gross floor area of 1,200sqm;*
 - b. The applicant has demonstrated that owing to special building or floor plate requirements suitable land or premises is not available for development or occupation within any nearby business centre including Chatswood and St Leonards Central Business Districts; and*
 - c. The development would not detrimentally affect the viability of the Chatswood or St Leonards Central Business District office precincts.*

Plain English version of the intention of the new local clause proposed for Part 6 of Willoughby Local Environmental Plan 2012

The purpose of the clause above is to require individual office space on Lots 5 and 6 DP 270714 to be a minimum of 1,200sqm gross floor area. The intention is to support employment generation on the Gore Hill Technology Park by permitting campus style office premises whilst limiting their impact on the competitiveness of the Chatswood and St Leonards centres which provide more traditional smaller office space.

PART 3 - JUSTIFICATION

SECTION A - NEED FOR PLANNING PROPOSAL

Is the planning proposal a result of any strategic study or report?

The Planning Proposal did not specifically result from a strategic study or report however the supporting documentation includes an economic viability analysis prepared by consultants, Knight Frank which has been reviewed by consultants Hill PDA on behalf of Council. They support office premises and additional floor space on the subject site. There is limited opportunity in the existing centres of Chatswood and St Leonards for large companies wanting to consolidate employees and activities in the one location. According to the study the market has come to see the Chatswood town centre as a vibrant hub to live however not the first choice for employment, with large space users discounting this location despite the relative affordability compared to other traditional North Shore office markets.

Chatswood CBD and St Leonards cater for office premises with floor plates less than 1,000sqm and as such there are very limited options for tenants requiring large contiguous floor space. Knight Frank cites the example of Optus who moved to Macquarie Park in 2007 from traditional office space so it could expand and consolidate, reduce costs, provide same floor interaction, state of the art technology and onsite services for staff in corporate headquarters. Knight Frank's analysis concludes that currently there is a lack of this type of Business Park office accommodation within the Willoughby Local Government Area.

Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

The economic analysis provided in the Planning Proposal from Knight Frank is supported by the Hill PDA report which recommends that a B7 Business Park zone is the most appropriate zone for Lots 5 and 6. The proposed amendments to the existing Floor Space Ratio controls are also considered the best method of achieving a business park campus style of development on Lot 6, with a local clause to ensure large office floor plates.

SECTION B - RELATIONSHIP TO STRATEGIC PLANNING FRAMEWORK.

Is the planning proposal consistent with the objectives and actions contained within the applicable regional or subregional strategy (including the Sydney Metropolitan strategy and exhibited draft Strategies?)

- NSW State Government “A Plan for Growing Sydney”

The Planning Proposal is consistent with the vision of the Metropolitan strategy- the NSW State Government’s “A Plan for Growing Sydney”. and supports its aspiration to make Sydney a “strong global city, a great place to live”. It is consistent with Direction 1.9 of the strategy- *Support priority economic sector* as it supports the growth of high skilled jobs in the economic corridor and respects the role of the established centres. It is also consistent with Direction 1.10: *Plan for education and health services to meet Sydney’s growing needs*. The strategic location of the Gore Hill Technology Park being close to TAFE and hospital facilities offers opportunities for jobs related to health and education.

- Draft Inner North Subregional Strategy

New sub regional plans have not been finalised so the Planning Proposal has also been considered against the Draft Inner North Subregional Strategy.

The draft Inner North Sub Regional Strategy provides the framework to implement the Metropolitan Plan for Sydney 2036 (now superseded by A Plan for Growing Sydney). It cites a target of 16,000 jobs for Willoughby by 2031. The draft Strategy identifies Artarmon as one of 7 Employment Lands within the Inner North Subregion as being of strategic importance to be retained for industrial purposes. It states that in order to accommodate future demand there may be some intensification of Employment Lands in select precincts. However, this must not undermine the integrity of Employment Lands in servicing the local and broader needs of Sydney or threaten the strength and role of centres, particularly the Strategic Centres.

Specific Actions of the draft Inner North Subregional Strategy that relate to the Planning Proposal include:

A1.8 Establish a framework for the Development of Business Parks

The subject site meets the criteria for new business parks as identified in the draft Inner North Subregional strategy in that it is located on an existing major public transport route having access to a site bus providing transport to St Leonards railway station; it can support the existing Chatswood and St Leonards centres (provided the site is developed for large scale offices as discussed in this report); it can achieve high quality design outcomes; reduce environmental impacts and build on existing concentrations and clusters of knowledge- based activities, such as universities and hospitals.

A1.9 Willoughby Council and the Department of Planning to implement its review of planning controls for the Artarmon Industrial area to enable higher intensity employment uses in areas with good public transport access

A2.1 The Department of State and Regional Development will participate in programs to better understand the drivers of and opportunities for business clustering.

The Planning Proposal is consistent with the statement in the Inner North Sub Regional Strategy that “the development of Gore Hill technology Park support the development of high tech clusters within the subregion” and the aims A1.9 and A2.1.

Is the planning proposal consistent with the local council's Community Strategic Plan or other local Strategic Plan?

The Willoughby City Strategy 2013-2029 includes six strategic directions for Willoughby. They are Community and Cultural Life; Natural Environment; Homes; Infrastructure, Economic Activity, Governance. Each strategic direction includes goals and related outcomes.

- The subtheme for Economic Activity in the City Strategy is Sustainable Business Activity which has the following goal:

Goal: To maintain and promote the City's employment opportunities and the range and quality of businesses, industry and services.

The following relevant strategies are identified:

5.1.1 Local business

- Facilitate business and employment opportunities servicing local and regional needs.*
- Encourage a range of business, retail, office and industrial spaces.*
- Provide policies to limit commercial and retail activity in industrial areas and ensure long term availability of sites for alternative industrial uses.*
- Develop a strategy for regional business and economic development opportunities and funding in partnership with neighbouring councils.*
- Implement St Leonards Strategy as a specialist centre for health and education with neighbouring councils.*
- Implement strategy for the long term development of Chatswood CBD as a major regional employment, retail and entertainment destination.*
- Provide land use planning controls to support viability of local centres.*
- Investigate strategies to promote the establishment of small businesses.*

The Planning Proposal has been assessed in relation to the above themes. Although it requests the addition of office premises land use on two sites in the industrial area as outlined in this report, large scale campus style office sites (over 1,200sqm) are not available elsewhere in the two CBDs and have the potential to increase the viability of the Artarmon industrial area. This will occur by locating the types of office uses that support high technology such as research and could reinforce or supporting the medical and education related activities in the adjacent area. As argued in the economic report by Hill PDA the types of office users that could be attracted to the site could be large organisations such as telecommunications companies which would be unlikely to find appropriately sized space in Chatswood or St Leonards and therefore would be unlikely to compete with those existing centres.

Is the planning proposal consistent with applicable state environmental planning policies?

SEPP 55- Land Remediation would be considered with the assessment of a detailed development application. Site remediation is required consistent with earlier development consents. It is, however, considered appropriate for the applicant to provide a preliminary investigation report for Lot 6 during exhibition should Council support the Planning Proposal.

Is the planning proposal consistent with applicable Ministerial Directions (s 117 Directions)

Direction 1.1 Business and Industrial Zones

The economic study prepared by Knight Frank and supported by the Hill PDA review justifies the proposal's inconsistencies as required by the Section 117 Direction and as discussed in this report. The Planning Proposal will support employment generation.

Direction 3.4 Integrating Land Use and Transport

The redevelopment of the former ABC site was master planned with a Deed of Agreement to secure an acceptable level of transport support with the provision of a shuttle bus service to connect to St Leonards Station, and additional cycle ways and pedestrian links.

Direction 7.1 Implementation of A Plan for Growing Sydney

The Planning Proposal is consistent with the Metropolitan strategy for Sydney- *A Plan for Growing Sydney* as outlined above.

Direction 6.1 Approval and Referral Requirements

The Planning Proposal is consistent and does not include provisions that require the concurrence, consultation or referral of development applications to a Minister or public authority.

SECTION C - ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACT

Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

The subject site is existing industrial land. The Planning Proposal does not apply to land nor is it in the vicinity of land that has been identified as containing critical habitats or threatened species, populations or ecological communities, or their habitats.

Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

As advised above, compliance with SEPP 55- Land Remediation is required for the site.

Issues relating to traffic and car parking require further consideration and resolution during consultation with the RMS. The impact on traffic generation from the 974 car parking spaces proposed have not been justified and support for the Planning Proposal does not imply support for the concept plans and the excessive car parking provision.

How has the planning proposal adequately addressed any social and economic effects?

The potential economic and social benefits of the Planning Proposal are discussed throughout this report.

SECTION D - STATE AND COMMONWEALTH INTERESTS

Is there adequate public infrastructure for the Planning Proposal?

The subject site is located within an established industrial area serviced by existing utilities infrastructure. Future infrastructure needs were examined when the site was originally rezoned from its previous use by the ABC to 4(c) Business Park under WLEP 1995. Road and intersection upgrades have been undertaken as a consequence of approved development applications for the site.

What are the views of State and Government public authorities consulted in accordance with the Gateway Determination?

No public authorities have been formally consulted at this stage. The Gateway Determination issued by the Minister for Planning and Infrastructure on 8 May 2014 in relation to an earlier version of the Planning Proposal requires Council to consult Transport for NSW- Roads and Maritime Services, Broadcast Australia and adjoining Local Government Areas.

PART 4 MAPPING

As previously noted, this Planning Proposal involves amending the Zoning map and Floor Space Ratio map.

PART 5 COMMUNITY CONSULTATION

Should Council support the Planning Proposal for public exhibition, an amended Gateway Determination will be required. Public exhibition will be in accordance with the Department of Planning and Infrastructure's Gateway Determination requirements and will include the draft WLEP 2012 Amendment (written instrument and maps), the draft WDCP Site Specific Requirements in Part I.5. This would involve appropriate notification and receipt of submissions on the documents from relevant state agencies and the general community.

A revised timeline for the project is as follows:

Amended Planning Proposal Presented to Council.	26 April 2016
Community Consultation (28 days)	June 2016
Outcomes of Community Consultation presented to Council.	September 2016
Planning Proposal submitted to Department of Planning and Environment requesting notification on government website.	November 2016

ATTACHMENT 6

AMENDED PLANNING PROPOSAL GORE HILL TECHNOLOGY PARK

TRAFFIC ENGINEERS COMMENTS:

1. As the Business Technology Park is located directly adjacent to Pacific Highway (state road) and a traffic signal site, the traffic report outlining the traffic generation and traffic impacts including the SIDRA analysis need to be submitted to the Roads and Maritime Services (RMS) for comments and information.
2. It is noted that the SIDRA analysis Level of Service (LOS) for Pacific Highway and Campbell Street, in particular, Campbell Street afternoon peak traffic lanes (LOS) have improved with the proposed increase in traffic generation. The Traffic consultant has explained that the Level of Service improvement was due to increased green time for Campbell Street traffic, by reducing green time for the Pacific Highway. The SIDRA analysis assumes that the RMS has agreed to the green time reduction from Pacific Highway for Campbell Street during the afternoon peak period. A formal agreement in principle has not been sought from the RMS. The SIDRA analysis has not demonstrated what the LOS are if the additional green time was not permitted for Campbell Street during the afternoon peak period. The existing LOS for Campbell Street afternoon peak are 'E', 'E' and 'C'. (Notes: Definition of LOS 'E' - At Capacity; at signals incidents will cause excessive delays; LOS 'C' - Satisfactory).
3. The Traffic report detailed good public transport services in the area including the Gore Hill free shuttle Bus Service, but the proposed development car parking provision has not demonstrated a reduced number to encourage the use of sustainable transport.
4. Once the Planning Unit has agreed to the GFA for the lots, the parking provision and requirements need to be recalculated. Future SIDRA analysis assumptions, techniques and results need to be clearly detailed in the report and a peer review of the SIDRA analysis should be provided to ensure all key analysis inputs are considered and the assumptions made are reasonable and rationalised.
5. The Traffic report has not demonstrated the traffic impacts on adjacent intersections Level of Services namely Campbell St/Clarendon St; Campbell St/ Lanceley Pl; and Campbell St/Reserve Rd.
6. The Planning Proposal includes provision for a through link between the Pacific Highway and Broadcast Way using an existing Right of Way(Broadcast Lane). It would operate with One Way traffic flow towards the Highway ie there would be no vehicular entry to Broadcast Lane from the Pacific Highway. Provided that this One Way mode of operation is introduced the creation of this lane as a through link is not opposed by the Local Traffic Committee. A formal One Way road system proposal should be submitted to the Local Traffic Committee for review and approval.
7. It is also noted that a loading dock capable of accommodating vehicles up to the size of a semi trailer is proposed off Broadcast Lane. Trucks would reverse into the loading dock after proceeding west along Broadcast Lane and exit again in a forwards direction to the Pacific Highway. This arrangement, while less preferable than having a below ground loading dock is not opposed subject to turning path templates for semi-trailer use being provided with a future development application demonstrating that these vehicles can enter and exit the loading dock from the lane and exit to the Pacific Highway in a forwards direction without encroachment beyond the second traffic lane and pedestrian footpaths/kerbs.

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