

Barry Richardson

INDEPENDENT PLANNING COMMISSION  
MEETING - TUESDAY 27 NOVEMBER 2018  
CHANNEL 9 DEVELOPMENT

Good morning Commissioners

Introduction

By way of introduction, my name is Barry Richardson

My wife and I have been residents of [REDACTED] save for a period of 3 years when I worked interstate, since 1982, a period of over 36 years.

Our home is about 1 km from Richmond Avenue

This development will have an impact on us, as well as other residents of nearby streets in Willoughby and In Artarmon.

Thank you for the opportunity to make submissions to you in relation to the ongoing Channel 9 development saga.

I use the word saga quite deliberately, as that is what this whole process has become since November 2012, when the site was accepted as a being "state significant", such that the development could bypass local planning controls

In the limited time available to me, I would like to address some key points.

Brief summary

By way of a brief summary, the Department of Planning's assessment is incorrect

The site is isolated, located in a suburban area distant from amenities and mass transport, the development is too high and is too dense for its location.

Whilst I do have some difficulties with the development as is currently approved, I do support that development in preference to the developer's proposed changes to the Approved Plan.

I also appreciate that the Commissioners are themselves constrained in their powers

I would like to address just a couple of specific issues

That I do not address other matters should not be taken as an acceptance of significant issues such as that the development is too high and the lack of justification for an increase in unit numbers, to mention just two

An isolated site

The site is isolated

The proposal is to increase the number of units on the site by 15%, from 400 to 460.

The site is isolated from key amenities and mass public transport. That cannot be denied.

Artarmon Station is not within an easy or convenient walking distance – it is 1.5 km away.

The nearest shopping area for groceries and the like is Northbridge, 1.3 k away and in going there, a very indirect route through suburban streets.

That too will require car transport.

There are few medical, other retail and like facilities nearby.

The residents in the area are dependent on car transport to travel to services and amenities

The site's relative isolation will result in high traffic movements on streets that are already congested

Artarmon Road is the key road, and virtually the only road, in and out of the area, certainly for residents of East Artarmon.

It will become even more congested

The reduction in non residential development, which provides amenities for the residents, along with the increase in the number of units, will increase the traffic

The inclusion of child care facilities will also result in increased traffic, mostly in peak hours, which will further worsen the development's impact on traffic

The increase in the number of units, along with the necessity for high car transport as a result of the site's relative isolation, will bring greater pressure on parking on streets which were never designed or intended to be so used

### The Open Space

*I would like to address you now on the open space.*

The relocation of the public park on the corner of Artarmon Road and Richmond Avenue, significantly reduces the set back from the new apartments, which adversely impacts the amenity of the residents in those streets

I should add that the increased number of units housed in the 1 storey higher buildings along Richmond Ave and Artarmon Road, also significantly and adversely impacts the amenity of the residents of those streets

The relocation of the public park significantly reduces its impact, from being highly visible from Artarmon Road, to an almost private park for the development's residents – it will likely enjoy fewer visits from occasional /casual users and the community generally

There is little community benefit in the increase in open space, for a number of reasons. These include:

- There is in fact a reduction in total open space, which is space that does not have a structure on it
- The increase in GREEN space is achieved by reducing the open area devoted to internal roads, at a cost of worse parking and greater traffic movement
- There is no associated reduction in building bulk or building footprint, which have increased
- There is no reduction in built form or visual density
- The increase is token at best – a little more than a single residential block.

### Scott Street

The changed exclusion of Scott Street from the development is disturbing for a number of reasons

The exclusion of Scott Street from the site significantly reduces the public benefit

As proposed, Scott Street, though remaining a public street, will now be used exclusively by the development, but at absolutely no cost to the developer.

The developer will effectively use the Scott Street public road for their exclusive use, as the road only services the site.

The proposed building set backs are reduced and less than that which normally apply for public roads.

It is my understanding that the valuation of Scott Street is around \$5M and the residents and ratepayers of Willoughby City are thus \$5M worse off as a result of the street not being purchased

Frankly, this, of many, is a disgrace.

### Conclusion

In conclusion, my submission is that the Independent Planning Commission reject the increase in unit numbers and maintain the limit set by the Planning Assessment Commission and the Land and Environment Court

Further, the Commission reduce the height and storey levels of the buildings along Artarmon Road and Richmond Avenue, to that set by the Planning Assessment Commission and that Court.

Thank you

Barry Richardson