

The Commissioners, ladies and gentlemen

My name is Nick and I am here today representing my wife Bel, our daughters and [REDACTED] neighbours with our opinion of the proposed modified scheme of the Channel Nine development by LEPC9.

We live at [REDACTED] and directly across the road from Channel Nine. We bought 16 ½ years ago under the assumption that Channel Nine would eventually be developed into something else and we are not opposed to the development of the site in general. As long as it is suitable development for the location. We support the design of the Approved Scheme of 400 dwellings that was approved by the Land and Environment Court, not the Proposed Modified Scheme of 460 dwellings.

We are extremely concerned about over-development of the Channel Nine site considering its location, surrounding single level residential homes and the proposed traffic thoroughfares. Especially our street [REDACTED] which is currently a no through road and Artarmon Road which is already a very busy local road.

The Approved Scheme of 400 dwellings has three road access points. The proposed Modified Scheme of 460 dwellings has two traffic access points. Both contain one access point in/out of Richmond Avenue.

[REDACTED] is currently a no through road with dwellings on the western side of the street. With only 14 dwellings traffic is pretty minimal with the majority of dwellings having two vehicles.

After consultation with local residents the designers of the original Approved Scheme made the access point at the northern end of [REDACTED] and not directly opposite any homes. Thus limiting increased traffic movement to the Artarmon Road end of the street and limiting light pollution of vehicles at night into bedroom windows.

Without any local Richmond Avenue resident consultation, the Proposed Modified Scheme has the Richmond Avenue access point well down Richmond Avenue and therefore will result in a significant increase in traffic movement past existing residential homes. From 14 multiple movements a day to hundreds of additional vehicles not counting service traffic. This is a massive and unacceptable change from the Approved Scheme.

On the subject of traffic, this site is unsuitable for a greater density than what was already approved because the site is isolated from mass transport such as the Artarmon Train Station which is not an easy walk. More like 15-20 minutes and limited numbers of people will walk. Shopping Centres and supermarkets are not walkable destinations either. Bus services on Willoughby Road are already operating at full capacity in peak hour and commuter queues are common. Artarmon Road is already tricky to turn into from Richmond Avenue in the mornings due to the volume of traffic driving towards Willoughby Road. The additional 175 dwellings built recently in Edward Street already add to the morning congestion. The Proposed Modified Scheme will unquestionably have an adverse impact on local traffic.

Less street frontage within the development in the Proposed Modified Scheme equals less on-street parking within the development and even more pressure on surrounding streets. My understanding is that there is on average 1.4 car spaces per dwelling. Channel Nine residents will, like us, drive to the station, work, school, sport, supermarket and will to some degree have the need to park their second vehicle in local streets.

To us it seems not only Scott Street will be used exclusively for residents of the development at no cost to the developer but the Proposed Modified Scheme access point into our street, will have enormous impact on current Richmond Avenue residents by way of reduced privacy, increased noise, increased traffic and high demand for street parking.

I would now like to discuss public space. The easily accessible public space on the north western corner of the site in the Approved Scheme was available to all local residents and created a soft transition from single level homes up to eight storey apartment buildings. Having four storey buildings around the perimeter of the site immediately creates a wall to the neighbouring community. The "public space" within the Proposed Modified Scheme will only attract residents of this development. This is therefore not increased public space, this is space for residents of this development only.

I hope it is clear that adding another 60 dwellings is unsuitable for this site.

I hope it is clear that the location of the access point into Richmond Avenue in the Proposed Modified Scheme resulting in a massive increase in traffic towards and past residential homes is unacceptable.

I hope it is clear that the proposed building height around the perimeter and public space pushed to the middle and rear of the site, is of no benefit to the local area. This is not a soft transition from single level homes. Why is there less set-back from the street edge? Our homes stand at least 10 metres from the street curb.

We would be happy to host you at [REDACTED] to show you first-hand how the Proposed Modified Scheme impacts us and why the original Approved Scheme for 400 units was a significantly better design. Thank you.

Nick Coppock      Bel Coppock

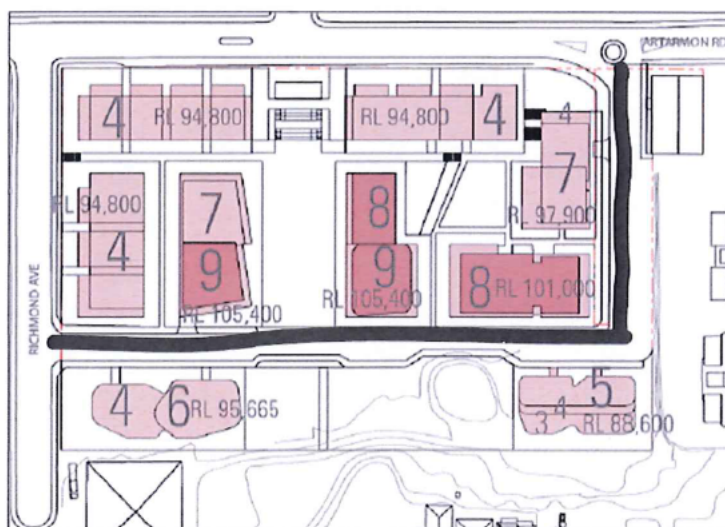
[REDACTED]  
27<sup>th</sup> November 2018



**Approved Scheme**

(note: internal roads highlighted)

- 400 units
- Internal roads highlighted
- Public park on the corner of Artarmon and Richmond



**Proposed Modified Scheme**

(note: internal roads highlighted)

- 460 units
- Number of storeys increased from 8 to 9 but overall height the same due to excavation
- Buildings replace the park on the corner of Artarmon & Richmond
- Height of buildings along Artarmon Rd increased by 4.5m, along Richmond by 2.6M
- More open "green" space due to reduction in internal roads

