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5th April 2013



Karen Jones
Director of Regional Metropolitan and Regional Projects South
Department of Infrastructure and Planning
GPO Box 39, Sydney NSW 2001

Dougal & Cheryl Gordon
28 Sydney St
Artarmon 2064

Department of Planning
Received
8 APR 2013
Scanning Room

Karen,

Re; Channel 9 site redevelopment, 6-30 Artarmon Rd Willoughby

As residents of Artarmon, we are writing to voice our concern and opposition to the current Channel 9 site redevelopment proposal (Application number 10_0198).

In particular, we are concerned about the density and building height in the latest proposal, the impact this will have on the amenity of current residents in the area; the stress that will be added to local public infrastructure and services and the precedent this will set for future residential development within the Willoughby Council precinct.

We understand that the latest proposal includes around 600 apartments and buildings up to a height of 18 storeys with others 10 and 12 storeys. Given the location of the site, such development unfortunately greatly exceeds the infrastructure and service capacity of the area, issues which are already under considerable strain.

The site is 20 minutes walk from the train station meaning that prospective residents will largely commute to and from the site by bus and car. However, Willoughby Road is already highly congested during peak hour periods and other residential streets in Artarmon currently bear traffic loads more akin to major thoroughfares. In addition, the nearby Willoughby Leisure Centre currently creates major traffic issues during weekends with the proposal expected to only aggravate this predicament. Moreover, the likely increased demand on the current bus network which services the area will also be severely tested. As a result of such issues, the current development proposal will greatly diminish the standard of living currently experienced by current residents in the area, as well as the many people from further afield who must use Willoughby Road as an access point to the city.

Schools in the vicinity have already experienced significant increases in student numbers in recent years. For example, enrolments at Artarmon Public School have increased by 10-15% in the last 3 years with additional class rooms forced to be built at the expense of playing space for school children. In fact children are currently only able to use the school's one green play area on a 'rostered' basis. There is no space left for further class room infrastructure expansion. Willoughby Public School and Cammeray Public School have both experienced similar expansion pressures in recent years. The current proposal will further stretch the currently strained infrastructure and teaching capacity of these schools. Such a result would only be seen as negative to the educational needs of children from the parents of both current residents along with those likely to occupy the apartments in the proposal.

Given the above concerns, we ask that the proposal is scaled back so that it is more commensurate with the infrastructure and service capacity of the area.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Cheryl K Gordon". The signature is stylized with a large, sweeping initial 'C'.

Cheryl K Gordon

Dougal and Cheryl Gordon

Castlevale
126/2 Artarmon Road
Willoughby NSW 2068

7 May 2013

The General Manager
Willoughby City Council
PO Box 57
CHATSWOOD NSW 2057

Dear Sir/Madam

RE: CHANNEL 9 REDEVELOPMENT

Could you please pass on to the councillors that as residents of the municipality we don't have an objection to the above development however we are greatly concerned about the proposed takeover of Scott Street in Option A.

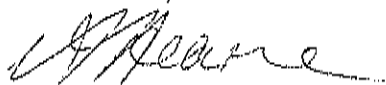
We purchased our unit which faces Scott Street knowing that the Channel 9 site would probably be redeveloped but we were not aware of the possibility that Scott Street could be purchased from Council.

We strongly object to Council selling Scott Street. It would cause more traffic congestion on surrounding roads as there is even now inadequate parking for residents and visitors to Castlevale.

Also the redevelopment will cast a large shadow over the towers in Castlevale as it is and to have buildings so close would detract considerably from our airspace.

Thank you for your consideration.

Yours sincerely



Anna Hearne

9 Glenmore St
Naremburn 2065
12 May 2013

Dear Minister,

Submission re Channel 9 site redevelopment

Our biggest concern is the sheer size of the development, both for aesthetic reasons and for the added stress that it will put on an already stressed infrastructure.

First of all, the aesthetics. From many a vantage point in the Naremburn/Artarmon area, one can see that the area is low rise, with significant high rise dwellings to be seen in both St Leonards and Chatswood. I can only think that a sixteen or eighteen storey development in Artarmon Rd would be a blot and an eyesore on anyone's horizon. It would be totally out of keeping with its environment.

More importantly, however, the current infrastructure provided by schools and public transport is already inadequate, given the growth of the surrounding suburbs in recent years, and 585 new dwellings will gravely exacerbate the problems we already have. The Catholic primary schools of Willoughby and Northbridge each have to reject about 30 children each year as they are small schools with limited size; the State primary schools are overcrowded and bursting at the seams. These schools, which, by law, must accept any child who lives within its designated area, are already not coping.

I imagine current traffic problems will also be greatly exacerbated, but as one who likes to use public transport as much as possible, often catching the bus at Garland Rd to go into the city, I am concerned about the strain that will be put onto the existing bus system. At morning peak time buses are often full and will not pick up passengers. The situation is already so unsatisfactory (in terms of being able to rely on getting a bus in time) that my husband walks from Naremburn to North Sydney every morning so as to be sure of getting a bus that will take him to work on time.

Furthermore, due to sporting events on weekends in the immediate vicinity of this proposed development, the current traffic gridlock on weekends, and particularly on Saturdays, will only be exacerbated.

We understand and accept that development is necessary, particularly in the areas close to the city, but so much development has already taken place on the lower North Shore and our infrastructure is at the point where it can barely cope with what we have. But regardless of whether infrastructure problems are addressed or not, we believe that 585 new dwellings on the Channel 9 site is far too many. We support Willoughby City Council's development proposal of 300 dwellings to a maximum height of eight storeys.

Geoffrey and Patricia Gemmell

15 MAY 2013

Geoff Gemmell

Patricia Gemmell

Sue and Gordon Shrubb

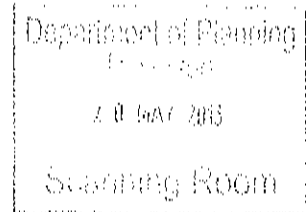
61 Sunnyside Crescent, Castlecrag, NSW, 2068
Ph: 9958 1974 email: gordonshrubb@iprimus.com.au

Thursday 16 May 2013

The Hon. Bradley Hazzard, MP
Minister for Planning and Infrastructure
Department of Planning and Infrastructure
GPO Box 39
Sydney NSW 2001



Dear Mr Hazzard,



**RE: Channel 9, Willoughby
MP 10_0198 – Concept Plan for Residential Development
with Ancillary Uses and Open Space**

The Concept Plan for a high-density residential development of up to 600 dwellings within 8 buildings ranging between 3 and 18 storeys in height, along with associated retail and community floor space, and basement car parking proposed for Nine Network Australia on the Nine Network Television Studios site at 6-30 Artarmon Road, Willoughby, is an inappropriate and unacceptable land use concept in its current form, standing like a dominating Goliath, on top of the well-established suburb of Willoughby.

My family is completely opposed to this massive residential over-development of the Nine Network Television Studios site, and requests that you reject it. My daughter and her family live nearby to this site at 29 Chelmsford Ave.

We object to this development proposal on the grounds of

- excessive height,
- density and bulk,
- associated amenity impacts,
 - including visual impact,
 - inconsistency with the surrounding urban character of Willoughby,
 - traffic generation,
- infrastructure provision and support, and
- environmental impact and sustainability.

Excessive height

The proposed development should be consistent with the height of nearby buildings. When a line of sight is projected from the multi-storied residential 'Castle Vale' development, which is to the east of the site, onto the structures in the Preferred Option in the Concept Plan, the heights of 3 buildings would be reduced in order to remain within the character of the local area.

The consequence would be that Building G, currently 18 floors, would be reduced to 6 floors. Building E, currently 14 floors, would be reduced to 5 floors, and Building B, currently 10 floors, would be reduced to 4 floors. Buildings A (6 floors), C (4 floors), D (4 floors), F (6 floors), and H (3 floors) do not exceed the profile height of 'Castle Vale'.

The proposed heights of Buildings G, E, and B, clearly violate the intention and the wording of *Principle 02: Scale* in SEPP 65 Compatibility Table. "Good design provides an appropriate scale in terms of bulk and height that suits the scale of the street and the surrounding buildings." Allowing this over-development would simply be repeating the mistakes imposed on suburbs, such as Mosman in the 1960s. No one can drive past those horrors without being derisory towards these errors of the past.

It should be noted that since our last letter of objection in November, 2012, to the heights of the two largest tower buildings, at 16 and 12 storeys, Nine Network Australia has seen fit to increase the heights of these two tower buildings, respectively, to 18 and 14 storeys. This seems to show complete contempt towards community consultation and objections.

Density and Bulk

Principle 04: Density, in SEPP 65 Compatibility Table, states that, "Good design has a density appropriate for the site and its context, in terms of floor space yields (or number of units or residents). Appropriate densities are sustainable and consistent with the existing density in the area, or are consistent with the desired future density. Sustainable densities respond to the regional context, availability of infrastructure, public transport, community facilities and environmental quality."

In these terms alone, this proposed development does not comply with the existing residential density in the area. According to the Environment Assessment Concept Plan: The Site 2.0 (p.12-3), the total number of persons living in the suburb of Willoughby, as derived from the latest Census Date (2011) was 5,921. The townhouses and units (approx. 600) proposed for the Channel 9 site have been estimated by the developer to add another 1277 people to the suburb of Willoughby. This is an increase of almost 22% on the existing population. This is in no way "consistent with the existing density in the area".

It should be noted that the developer's estimate of 1277 new people added to the suburb of Willoughby does not match the current ratio of persons per family residing in Willoughby according to the 2011 Census. The total of 5,921 people came from 1570 families, or 3.77 persons per family. When this figure is applied to the 585 dwellings estimated in the proposed development, on the reasonable assumption that one family will occupy each dwelling, the total population of the Channel 9 site rises to 2205 people, almost double what the developer has estimated. This would make the influx of people into the existing population of the suburb of Willoughby much more dire and problematic. It would mean adding 37% more people to the 2011 Census population.

However, the Concept Plan breaks down the 585 dwellings in its Preferred Option into 193 one-bedroom apartments, 374 two-bedroom apartments, and 18 three-bedroom apartments. It is realistic to assume that one or two people would live in a one-bedroom apartment, and three or four people would live in a two-bedroom apartment, and perhaps five or six in a three-bedroom apartment. Applying a median to each of these three types of dwellings, results in the realistic likelihood that as many as 1697 people could occupy the 585 dwellings. This translates into a 29% increase above the 2011 Census population living in the suburb of Willoughby.

Whichever figure is applied to the proposed development, the result is a complete transformation of the quality of life and the character of the suburb. For this reason alone, the Dept of Planning & Infrastructure should reject this proposed development until there has been a significant reduction in its density and bulk.

If the Department of Planning desires to dramatically raise “future density”, this should be publicly stated to the local residents and their representatives in Willoughby City Council, and opened up for discussion and debate. The Department of Planning and Infrastructure should not hide behind this development proposal and seek to impose massively greater residential density onto the suburb of Willoughby by stealth and deception.

Associated Amenity Impacts

Visual Impact

Principle 03: Built Form, in SEPP 65 Compatibility Table, states that, “Good design achieves and appropriate built form for a site and the building’s purpose, in terms of building alignments, proportions, building type and the manipulation of building elements. Appropriate built form defines the public domains, contributes to the character of streetscapes and parks, including views and vistas, and provides internal amenity and outlook.”

Once again, this proposed development displays a mockery of the very principles cited in the Compatibility Table of the Concept Document. This time it contradicts *Principle 03* without a hint of self-irony. No matter which “view” or “vista” is displayed of the Preferred Option, the bulky building envelopes are a gargantuan blight on the visible landscape. This is particularly true of the view from Artarmon Reserve. The “built form” does not “contribute to the character of streetscapes and parks” in any aesthetic, compatible, or pleasing way. These monolithic blocks, especially Building G and Building E, must be significantly truncated in height so they are not visible from Artarmon Reserve.

Traffic generation

In the document, *Final: Phase 1 Communication Plan for Redevelopment of Network Nine Willoughby Studio Environment Assessment Application*, on p. 12, there is acknowledgment that, “The increase in traffic circulation onto local streets arising from the residential development of the site will be of concern.” Then follows some obfuscation, “... it is noted that the existing operation of the site provides at (sic) grade a site car park for 400 employees and at its peak annual

operation supports a staff of 650 people.” It must be noted that this statement does not actually specify the size of the existing car park. Accompanying photographs in other planning documents do not seem to show more than about 100 to 120 car parking spaces on the existing site. On every working day, the streets adjoining the Channel 9 site are saturated with parked cars, for hundreds of metres in almost any direction. The document goes on to admit that, “The existing use of the site has an impact on the local road network and it is this operation that establishes a base line scenario for the site.” However, the “base line” is not disclosed. Finally, “The extent to which a change in use to residential development will intensify vehicle movements and public transport must be assessed.” Once again this is a promise, which has not been met.

Instead, the Concept Plan shows the provision of 736 car parking spaces, which are indicated as 589 (sic) resident parking spaces, and 146 (sic) visitor parking spaces. These figures are based on the assumption that there will be no more than one car connected with the residents in each dwelling on the site. There is no provision of any research into car numbers associated with other high-density residential developments in other nearby suburbs. The fact that a 7-fold increase in car parking spaces on this site, or a 700% increase, has not elicited a detailed traffic impact study on how traffic flow along local roads will be affected, is another reason to disqualify and reject this development proposal.

Infrastructure provision and support

Electricity

The influx of possibly 1700 people and the underground parking of at least 600 additional cars will impose heavy demands on local infrastructure. In the provision of electricity, the existing substation for the television station has almost enough amperage to supply the proposed residential development. It is worth noting that while there is some mention of the possibility of installing solar electricity generating panels, the details are sketchy and only pay lip-service to the realisation that as man-made carbon pollution increases (beyond the existing 400 ppm) and its impact on climate change intensifies, the need for alternative clean and sustainable electricity generation must be made available in this residential development.

Water

The provision of potable water and the removal of sewage and wastewater from the residential site will require significant upgrading on the existing services. While the implementation costs will be borne by the developer, the ongoing costs to the community, year after year, are not supplied in the Concept Plan. Estimates for only one year are included in the Concept Plan.

The need to collect and store rainwater on the site as part of the environmental management of the project is not addressed. This omission further emphasises the complete unawareness of the project team of what is currently climatically underway, according to the IPCC and numerous other notable international scientific bodies and organisations, in the degradation of the earth’s climate and its deleterious impact on human habitation.

Education

Even if we accept the modest figure of 1277 new residents in the proposed development, it is clear the Concept Plan shows no understanding of how this dramatic increase in population density will impact on the infrastructure of local education facilities. There could be as many as 200 to 300 children of primary and secondary school age suddenly added to local school populations. All nearby public primary schools, Willoughby, Cammeray, and Artarmon, have pupil numbers vastly in excess of capacity. Local High Schools are also stretched to capacity. There is no commentary offered as to where all of these additional children would be educated.

This is probably the most significant human issue in the entire proposed development, and the consequences for the local community in the developer's failure to address educational provision for the massive influx of children into these proposed dwellings is a further condemnation of this residential project.

A far better use of this 2.9 hectare campus-sized site than the misguided, poorly planned, and inappropriate high-density residential development, would be the rezoning of the site as 'educational', and the establishment of a local Primary School with Health Care and Pre-school facilities incorporated into the site. Of course, this would not be such a dire necessity if the Liberal Party government between 1988 and 1992 had not so recklessly and wantonly sold off so many state school sites.

Public Transport

The Concept Plan makes a descriptive summary of the bus services along the arterial roads near to the proposed development, but offers no research or analysis into the capacity of these services to cope with many hundreds of new commuters emanating from the Channel 9 site. Already there is only standing room to the city along Willoughby Road in peak hours. The provision of bus services will need significant, immediate expansion at considerable taxpayer expense.

The same saturation story exists for nearby rail transport. Once again, this Concept Plan offers no research or analysis of the influx of the hundreds of peak-hour commuters that this proposed high-density residential development would generate. Artarmon railway station is not equipped to cope with an increase of hundreds of new commuters. Also, it is not a regular stopping destination even during peak hours.

Nowhere in the Concept Plan is there any mention of the need for accompanying public expenditure to upgrade and redevelop the multi-dimensional public infrastructure needed to support the increased population density arising from 600 new residential dwellings imposed like a mini-city on an exposed hilltop.

Environmental impact and sustainability


The Concept Plan contains no commitment to 'sustainability', and does not acknowledge the need for re-cycled energy generation, such as solar panels, or the importance of a local community garden provision for sustainable food production,

or the provision of rainwater collection. There was very little sensitivity to the impact this high-rise residential development would have on the sustainability of the local natural environment. The proposal is a retreat to the 1980s when property developers had no interest in assessing the ways in which huge high-rise residential projects would impose long-term adverse impacts on the natural environment, on the social infrastructure, and on the well-being of an urban community culture. This is a project that simply ignores the ponderous size of its 'carbon footprint' in the emerging crisis of climate change, over-population, and the need to conserve the natural environment.

Recommendations

- 1 We recommend that the Concept Plan prepared by Nine Network Australia to transform the Nine Network Television Studios site at 6-30 Artarmon Road, Willoughby, into a high-density residential site dominated by multiple high-rise tower apartments be rejected.**
- 2 If there is to be a residential use of the site, we recommend that no more than 200-250 dwellings be permitted, and that the buildings containing these dwellings be restricted to no more than 6 storeys in height. Bearing in mind the topography of the site, this would be consistent with the scale and scope of the nearby 'Castle Vale' residential development.**
- 3 We recommend that the NSW government investigate the implementation of an exchange of government property of equal value with Nine Network Australia's 2.9 hectare site to be put into effect when the television company decides to vacate the site. In the meantime, the Department of Planning and Infrastructure should consult with Willoughby City Council with a view to rezone the Nine Network Television Studios site as 'Educational', so that when the site is available, the Department of Education and Communities could begin establishing an urgently needed Primary School and ancillary services on the site. This would be the most beneficial and enduring use of the campus-sized site for the local Willoughby community.**

Yours sincerely,



Sue and Gordon Shrubbs

cc. Willoughby City Councillors
The Hon. Gladys Berejiklian, Minister for Transport, and MP for Willoughby

Dear Minister,

Re: Concept Plan MP10_0198

As a neighbouring community member to Channel Nine Studio on Artarmon Rd in Willoughby I am writing to you to express my objection to the proposal. I have reviewed Channel Nine's concept plan and am very disappointed that the building height and scale of occupancy did not change despite considerable negative community comment on these two aspects at the community consultation sessions held in November 2012. I would like to endorse the motion that was unanimously passed at the community meeting held in Naremburn on the 11th of May.

I wish to object to the Concept Plan MP10_0198 for the following reasons:

1. Building height and scale:

- a. The scale of the proposed development is totally out of context with recent developments in residential areas. I feel that a development of similar scale to 2 Artarmon Rd "Castlevale" would be in fitting with the local community. I propose a decrease in total floor space ratio to 1:1, this will mean decreasing total units to 300. There has been no clear explanation for the density of the proposal as it is totally out of character for the surrounding community.
- b. The height of the buildings will cause significant overshadowing to local residents. In viewing the proposed winter shadowing from the 18 and 14 storey buildings it will cause significant morning shadowing to Richmond Ave and afternoon shadowing to Walter St. I feel that this is totally unacceptable for these residents. It will have negative impacts on the ability to use solar energy and to the value of their properties.
- c. The proposed development is totally out of character with the surrounding residential area which is predominantly characterised by one and two storey single dwellings. The two towers will totally dominant the surrounding area causing considerable negative visual impacts. The two towers in the development complex are on the tallest part of the land causing the towers to be visible from all aspects of the local community.
- d. The six storey building height on Artarmon Rd was not proposed in community consultation where it was stated that the height of the buildings on Artarmon Rd should be kept in keeping with the single storey houses opposite. I'm opposed to having six stories adjacent to Artarmon Rd as it will create a brick wall feel compared to the existing street scape and has the potential to negatively impact property values. The pictures included in the proposal along Artarmon Rd have photo shopped increased green foliage to try to minimise the visual impact the building development will create.

2. Traffic and public transport

- a. The traffic impact report shows that there will be an increased burden of 100 vehicles per hour on Artarmon Rd during peak morning and afternoon times. The traffic report claims there will be a reduction in traffic entering the Channel Nine site however this flow is against the peak flow whereas the increased traffic from a residential development will increase the peak hour traffic flow.

- b. During morning peak hour traffic can back up to the entrance of the Channel Nine studios. It will be very difficult for traffic to and from the proposed development to leave the site and join the queue without the implementation of a traffic management plan.
 - c. The increase in traffic burden on Artarmon Rd will have flow on effects to surrounding local streets. Cars trying to avoid delays to their journey have the potential to overcrowd local streets. These streets are narrow and heavily utilised for street parking by residents, making it unsafe to divert additional traffic flow through these areas.
 - d. Car parking on Artarmon Rd is already at capacity. The limited amount of parking required on the site by RMS and Council guidelines will guarantee greatly increased demand for already scarce on-street parking. The development does not allow for adequate parking for residents with two or more cars or for visitor parking.
 - e. Channel Nine's environmental impact statement says that there is adequate transport available via the bus service on Willoughby Rd and the train service from Artarmon. The bus service on Willoughby Rd is already under heavy demand in peak hour with many people waiting in long queues while buses that are already full go past or run late. The walk to Artarmon station has been grossly underestimated and it is unlikely that many residents will use the trains unless they drive and park, which will add to the burden of parking around the station. The train station is too far away for regular use by residence as supported by Channel Nine having a staff link bus to the train station. If Channel Nine would like to leave a legacy for the local community I support the notion of a link bus to Artarmon train station.
3. Impact on local infrastructure
- a. There is already significant overcrowding in local schools. The occupants of the residential development will most certainly include families causing an increased demand on local schools. How are local schools going to cope with a further increase in demand? The development should not be approved until a solution to the increased demand on local schools has been put in place.
 - b. A significant increase in local population will have a big effect on local parks etc. I propose that the Channel Nine proposal make a significant contribution to the ongoing costs of increased upkeep that will occur.
4. Electromagnetic Radiation (EMR)
- The retention of the TV tower is of concern for local residents. The fact that the NSW Education Department is unwilling to consider the site suitable for a school development contradicts Channel Nine's environmental impact statement which states that there is no impact to residents from EMR from the tower.
5. Lack of community consultation
- The community consultation process undertaken in November 2012 was rushed and little meaningful consultation has been undertaken with the local community or Willoughby Local Council. Any feedback given by the local community to the Channel Nine development doesn't seem to have been acted upon and appears to have fallen on deaf ears. The redevelopment on this site represents a once in a lifetime opportunity for the community to gain significant infrastructure and for Channel Nine to leave a positive

legacy.

I can be contacted further on serenamcd@hotmail.com. I thank you for the taking your time to consider my concerns.

Warm Regards,

Serena Morcombe

27 Chelmsford Ave
WILLOUGHBY 2068

May 15, 2013

The Hon. Minister for Planning,
Mr B Hazzard
Parliament House,
Macquarie Street
SYDNEY 2000

Dear Minister Hazzard

Our family moved into the above address in 1967. It is our home and we are indeed most concerned about the Channel 9 proposals which, if they were allowed to proceed would enormously affect the quality of our lives. It has been sufficiently frustrating for us to cope with the growth at Channel 9 in the past five years where their staff have needed to overtake street parking in all surrounding streets, including Chelmsford Avenue.

As a member of the neighbouring community, after reviewing Channel Nine's Environmental Statement, currently on public exhibition, I was very disappointed to find out that after meeting an adequacy review by NSW Planning, Channel Nine has barely changed the scale of occupancy, and has in fact increased both the height of the tallest building by two storeys and the amount of commercial space by 900 sq mtrs compared to the concept shown to the community at two consultation sessions prior to the submission of the ES on the 30th November, 2012.

In consideration of the location of the site, the proposal to locate the tallest building at the highest point on the site and the scale of the surrounding single dwelling residences, this redevelopment should comprise no more than 300 apartments and a maximum building height of eight storeys. This would be close to matching the neighbouring medium density property at 2 Artarmon Rd, Willoughby zoned R4 with a maximum building height of 27 mtrs and an FSR of approximately 1:1.

Following are my reasons for objecting to Concept Plan MP10_0198:

1. **Lack of consideration or planning for social impact**
 - a. Whilst the impact to local schools has been raised in the environmental report, no information on how or when this critical issue will be addressed has been provided. In recent years, we have seen a large influx of families to the Lower North Shore to access high quality public education and there has been no corresponding response by the Department of Education to the development approvals granted by the Department of Planning. The occupants of the residential development will almost certainly include a large number of families, causing a significant increase in demand on local schools. It is widely known that these local schools are already in crisis and have NO capacity now or in the future to cater for increased demands. This development MUST NOT be approved before a solution to the

increased demand on local schools has been put in place. You cannot continue to approve developments and "hope for the best" where education infrastructure is concerned.

- b. Given the local schools crisis, the redevelopment of the Channel Nine site would provide a perfect opportunity for a mixed development to accommodate a new school which is desperately needed in the area. North Sydney council has already proposed alternative solutions such as putting schools within commercial developments. Indeed it has been suggested by Willoughby Council that an educational facility be incorporated into the development, but Channel Nine have ignored the opportunity to consider this as a solution to the social impact.
- c. At a recent meeting at Willoughby Girls High School, regarding the public schools crisis, the supervisor for infrastructure for Education North told the South Willoughby Progress Association that the Department of Education would never consider putting a school on the Channel Nine site while the tower was still there, due to concerns about electromagnetic radiation (EMR). Indeed, the Willoughby Council confirmed that it is preferred that those people in the community who are most vulnerable to EMR such as children and old people are not exposed (eg by putting childcare centres close to the tower). This view of the Education Department contradicts Channel Nine's environmental impact statement which states that there is no impact to residents from EMR from the tower, regardless of the implicit understanding that children will be living in the new residential buildings. Residents would almost certainly include babies and very young children who could be in the vicinity of the tower, virtually 24/7 and yet the Education Department say it is unsafe to locate a school on the site where children might attend for 7 hours per day, 5 days per week (also see point 5 below). The education department say this decision is due to "perception" of harmful effects, but how does the NSW government reconcile a perception by one department that it is OK for children to live there but a perception by another department that it is NOT OK for children to go to school there?

2. Lack of consultation

- a. there has been very little, if any, meaningful discussion of this project by Channel Nine with Willoughby City Council. The redevelopment of this site presents a once-in-a-lifetime opportunity for the community to gain a properly integrated and designed residential or mixed facility and this opportunity demands that a Master Plan be undertaken before any redevelopment is contemplated. As an example, the Willoughby Council made a recommendation that an education facility be incorporated into the development and this has been ignored.
- b. There has been very little opportunity for community consultation on this matter because the site inspections were scheduled during weekday working hours when the bulk of the community were unable to attend because they are at work.
- c. In addition, many people like myself were keen for an opportunity to make community comment, however, I did not feel it was appropriate for this to be run on a Channel Nine website because it did not appear to be a trustworthy process, free from bias. Therefore I did not make a comment and am now disappointed that this appeared to be the only opportunity for "community consultation". To this point, there does not seem to be any opportunity for the decision makers i.e. Department of Planning to consult with the community and hear their views – only what will be filtered through the developer, Channel Nine.

3. Traffic

- a. The traffic impact report shows that there will be an increased burden of 100 vehicles per hour on the feeder route, Artarmon Rd at peak morning and afternoon times. Whilst the traffic report states that there will be a corresponding reduction in Channel nine traffic, this is NOT a mitigating factor since the Channel Nine traffic is generally going against the peak hour flow whereas the increased traffic from a residential development will increase the peak hour traffic flow. Since peak hour traffic on Artarmon Rd is already at an unacceptable level with traffic often banked up for 100-200 metres, this will cause unacceptable delays.
- b. The traffic impact report states that no upgrade to roads will be required to cope with this increased demand. However, with peak traffic banked up Artarmon Rd, how will cars get in and out of the residential development without installing traffic lights, implementing clearways and managing traffic flow out onto the already heavy demand on Willoughby Rd.
- c. The increased traffic burden on Artarmon Rd will cause a flow-on impact on neighbouring streets which are already used as "rat runs", particularly Edward St and feeder streets such as Lucknow, Wyalong, Cobar, Hector. These streets are narrow and heavily utilised for street parking by residents, making it unsafe to divert additional traffic flow through these areas.
- d. the limited amount of parking required on the site by RMS and Council guidelines will guarantee greatly increased demand for already scarce on-street parking.
- e. The proposal now includes up to 1,500 sq mtrs of commercial space. This is despite the fact that it was originally presented to the community in the November 2012 consultation sessions as "considerably less than the 600 sq mtrs originally proposed and just sufficient for a corner type shop". This will generate additional traffic and parking demand throughout the day, which was not dealt with in the environmental impact statement, and will lead to a significant loss of neighbourhood amenity. At the community consultation sessions there was a strong demand to restrict the extent of commercial space.
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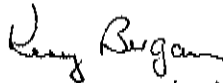
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Thank you for this opportunity to lodge my comments.

Yours sincerely



on behalf of our family.

Kerry and Graham Bergan

Barry Shaw
29A Garland Rd;
Naremburn 2065
13 May 2013

The Hon Brad Hazzard M.P.
Minister for Planning & Infrastructure
Governor Macquarie Tower
L31, 1 Farrer Place
Sydney 2000

16 MAY 2013

Dear Minister Hazzard RE RESIDENTIAL REDEVELOPMENT OF CHANNEL 9 SITE - WILLOUGHBY

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In consideration of the location of the site, the proposal to locate the tallest building at the highest point on the site and the scale of the surrounding single dwelling residences, this redevelopment should comprise no more than 300 apartments and a maximum building height of eight storeys. This would be close to matching the neighbouring medium density property at 2 Artarmon Rd, Willoughby zoned R4 with a maximum building height of 27 mtrs and an FSR of approximately 1:1.

Following are my reasons for objecting to Concept Plan MP10_0198:

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- b. Given the local schools crisis, the redevelopment of the Channel Nine site would provide a perfect opportunity for a mixed development to accommodate a new school which is desperately needed in the area. North Sydney council has already proposed alternative solutions such as putting schools within commercial developments. Indeed it has been suggested by Willoughby Council that an educational facility be incorporated into the development, but Channel Nine have ignored the opportunity to consider this as a solution to the social impact.
- c. At a recent meeting at Willoughby Girls High School, regarding the public schools crisis, the supervisor for infrastructure for Education North told the South Willoughby Progress Association that the Department of Education would never consider putting a school on the

Channel Nine site while the tower was still there, due to concerns about electromagnetic radiation (EMR). Indeed, the Willoughby Council confirmed that it is preferred that those people in the community who are most vulnerable to EMR such as children and old people are not exposed (eg by putting childcare centres close to the tower). This view of the Education Department contradicts Channel Nine's environmental impact statement which states that there is no impact to residents from EMR from the tower, regardless of the implicit understanding that children will be living in the new residential buildings. Residents would almost certainly include babies and very young children who could be in the vicinity of the tower, virtually 24/7 and yet the Education Department say it is unsafe to locate a school on the site where children might attend for 7 hours per day, 5 days per week (also see point 5 below). The education department say this decision is due to "perception" of harmful effects, but how does the NSW government reconcile a perception by one department that it is OK for children to live there but a perception by another department that it is NOT OK for children to go to school there?

2. Lack of consultation

- a. there has been very little, if any, meaningful discussion of this project by Channel Nine with Willoughby City Council. The redevelopment of this site presents a once-in-a-lifetime opportunity for the community to gain a properly integrated and designed residential or mixed facility and this opportunity demands that a Master Plan be undertaken before any redevelopment is contemplated. As an example, the Willoughby Council made a recommendation that an education facility be incorporated into the development and this has been ignored.
- b. There has been very little opportunity for community consultation on this matter because the site inspections were scheduled during weekday working hours when the bulk of the community were unable to attend because they are at work.
- c. In addition, many people like myself were keen for an opportunity to make community comment, however, I did not feel it was appropriate for this to be run on a Channel Nine website because it did not appear to be a trustworthy process, free from bias. Therefore I did not make a comment and am now disappointed that this appeared to be the only opportunity for "community consultation". To this point, there does not seem to be any opportunity for the decision makers i.e. Department of Planning to consult with the community and hear their views – only what will be filtered through the developer, Channel Nine.

3. Traffic

- a. The traffic impact report shows that there will be an increased burden of 100 vehicles per hour on the feeder route, Artarmon Rd at peak morning and afternoon times. Whilst the traffic report states that there will be a corresponding reduction in Channel nine traffic, this is NOT a mitigating factor since the Channel Nine traffic is generally going against the peak hour flow whereas the increased traffic from a residential development will increase the peak hour traffic flow. Since peak hour traffic on Artarmon Rd is already at an unacceptable level with traffic often banked up for 100-200 metres, this will cause unacceptable delays.
- b. The traffic impact report states that no upgrade to roads will be required to cope with this increased demand. However, with peak traffic banked up Artarmon Rd, how will cars get in and out of the residential development without installing traffic lights, implementing clearways and managing traffic flow out onto the already heavy demand on Willoughby Rd.

- c. The increased traffic burden on Artarmon Rd will cause a flow-on impact on neighbouring streets which are already used as "rat runs", particularly Edward St and feeder streets such as Lucknow, Wyalong, Cobar, Hector. These streets are narrow and heavily utilised for street parking by residents, making it unsafe to divert additional traffic flow through these areas.
- d. the limited amount of parking required on the site by RMS and Council guidelines will guarantee greatly increased demand for already scarce on-street parking.
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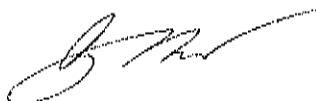
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Thank you for this opportunity to lodge my comments.

Yours sincerely



Barry Shaw
Em: shawbry@me.com
M] : 0412113139

too many people squashed together to
the detriment of the rest of us

4 Lucknow St
Willoughby
15 May 2013

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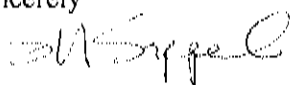
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Thank you for this opportunity to lodge my comments.

Yours sincerely



MRS SHEILA SIPPEL

16 MAY 2013

4 Lucknow St
Willoughby
15 May 2013

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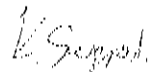
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Yours sincerely,

Ian Sippel



Dear Minister Hazzard

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 - b. Given the local schools crisis, the redevelopment of the Channel Nine site would provide a perfect opportunity for a mixed development to accommodate a new school which is desperately needed in the area. North Sydney council has already proposed alternative solutions such as putting schools within commercial developments. Indeed it has been suggested by Willoughby Council that an educational facility be incorporated into the development, but Channel Nine have ignored the opportunity to consider this as a solution to the social impact.
 - c. At a recent meeting at Willoughby Girls High School, regarding the public schools crisis, the supervisor for infrastructure for Education North told the South Willoughby Progress Association that the Department of Education would never consider putting a school on the Channel Nine site while the tower was still there, due to concerns about electromagnetic radiation (EMR). Indeed, the Willoughby Council confirmed that it is preferred that those people in the community who are most vulnerable to EMR such as children and old people are not exposed (eg by putting childcare centres close to the tower). This view of the Education Department contradicts Channel Nine's environmental impact statement which states that there is no impact to residents from EMR from the tower, regardless of the

implicit understanding that children will be living in the new residential buildings. Residents would almost certainly include babies and very young children who could be in the vicinity of the tower, virtually 24/7 and yet the Education Department say it is unsafe to locate a school on the site where children might attend for 7 hours per day, 5 days per week (also see point 5 below). The education department say this decision is due to "perception" of harmful effects, but how does the NSW government reconcile a perception by one department that it is OK for children to live there but a perception by another department that it is NOT OK for children to go to school there?

2. Lack of consultation

- a. there has been very little, if any, meaningful discussion of this project by Channel Nine with Willoughby City Council. The redevelopment of this site presents a once-in-a-lifetime opportunity for the community to gain a properly integrated and designed residential or mixed facility and this opportunity demands that a Master Plan be undertaken before any redevelopment is contemplated. As an example, the Willoughby Council made a recommendation that an education facility be incorporated into the development and this has been ignored.
- b. There has been very little opportunity for community consultation on this matter because the site inspections were scheduled during weekday working hours when the bulk of the community were unable to attend because they are at work.
- c. In addition, many people like myself were keen for an opportunity to make community comment, however, I did not feel it was appropriate for this to be run on a Channel Nine website because it did not appear to be a trustworthy process, free from bias. Therefore I did not make a comment and am now disappointed that this appeared to be the only opportunity for "community consultation". To this point, there does not seem to be any opportunity for the decision makers i.e. Department of Planning to consult with the community and hear their views – only what will be filtered through the developer, Channel Nine.

3. Traffic

- a. The traffic impact report shows that there will be an increased burden of 100 vehicles per hour on the feeder route, Artarmon Rd at peak morning and afternoon times. Whilst the traffic report states that there will be a corresponding reduction in Channel nine traffic, this is NOT a mitigating factor since the Channel Nine traffic is generally going against the peak hour flow whereas the increased traffic from a residential development will increase the peak hour traffic flow. Since peak hour traffic on Artarmon Rd is already at an unacceptable level with traffic often banked up for 100-200 metres, this will cause unacceptable delays.
- b. The traffic impact report states that no upgrade to roads will be required to cope with this increased demand. However, with peak traffic banked up Artarmon Rd, how will cars get in and out of the residential development without installing traffic lights, implementing clearways and managing traffic flow out onto the already heavy demand on Willoughby Rd.
- c. The increased traffic burden on Artarmon Rd will cause a flow-on impact on neighbouring streets which are already used as "rat runs", particularly Edward St and feeder streets such as Lucknow, Wyalong, Cobar, Hector. These streets are narrow and heavily utilised for street parking by residents, making it unsafe to divert additional traffic flow through these areas.

- d. the limited amount of parking required on the site by RMS and Council guidelines will guarantee greatly increased demand for already scarce on-street parking.
- e. The proposal now includes up to 1,500 sq mtrs of commercial space. This is despite the fact that it was originally presented to the community in the November 2012 consultation sessions as "considerably less than the 600 sq mtrs originally proposed and just sufficient for a corner type shop". This will generate additional traffic and parking demand throughout the day, which was not dealt with in the environmental impact statement, and will lead to a significant loss of neighbourhood amenity. At the community consultation sessions there was a strong demand to restrict the extent of commercial space.
- f. The environmental impact statement says that there is adequate transport available via the bus service on Willoughby Rd and the train service from Artarmon. The walk to Artarmon station has been grossly underestimated in this report and it is unlikely that many residents will use the trains unless they drive and park, which will add to the burden of parking around the station. Regarding the bus service on Willoughby Rd, the next stop at Naremburn is already under heavy demand with many people waiting in long queues while buses that are already full go past. Whilst the transport minister has been working hard to resolve this issue, the increased bus services on Willoughby Rd that will almost certainly be needed has not been discussed in the environmental impact statement.

4. Height and density

- a. The height of the tallest three buildings and the crowding of all the buildings in the Plan is totally out of scale with the surrounding residential area characterised by one and two storey single dwellings, many of which lie within a classified Conservation Area.
- b. The height of these buildings will cause overshadowing of several of the surrounding properties at various times of the year. The overshadowing is more severe than indicated on Channel Nine's shadow diagrams as these only show the effect at standard times of the day. Residents of Richmond Ave will lose early morning sun exposure at all times of the year and some in Walter St will also suffer major overshadowing.
- c. The height and location of these buildings will present a "brick wall" outlook to the east of residents of Richmond Ave and to the north of properties in Walter St and streets in Naremburn on the southern side of the Gore Hill Freeway and will lead to a heavy reduction in the value of their properties.
- d. The proposed Floor Space Ratio is extraordinarily high compared with other recent high density projects in Sydney. It is inappropriate to approve a density higher than other parts of Sydney, and given the scale of the surrounding area, the FSR should be reduced to that of the adjacent Castlevale residential development at 2 Artarmon Rd, at 1:1.

5. EMR emissions

- a. The retention of the TV tower continues to be a concern for local residents, and whilst in the environmental impact report, the EMR measurements are said to be below levels affecting residents' long-term health, it does not discuss the impact to the very young and very old who could be living virtually 24/7 in close proximity to the TV tower, particularly in the very tall buildings to be located close to the tower. The height and proximity of residential buildings to the tower should be reviewed in light of the vulnerability of the very young and very old who will almost certainly make up part of the residential population.

6. State significant developments

- a. Barry O'Farrell stated prior to the last election that he considers State Significant Developments are not apartment buildings, rather they are key infrastructure projects such as the duplication of the Harbour Bridge. Given the O'Farrell Government has allowed this site to continue to seek approval as a State Significant Site, we request you to add conditions such as Design Excellence, Sepp 65, Tri-generation of energy, all to live up to the Premiers' vision of State Significance.

Thank you again for this opportunity to lodge my comments.

Yours sincerely

Joan Adlmayer
33 Chelmsford Avenue
Willoughby NSW 2068
joadl@bigpond.com.au

13th May 2013

16 May 2013

Dear Minister Hazzard,

As a member of the neighbouring community, after reviewing Channel Nine's Environmental Statement, currently on public exhibition, I was very disappointed to find out that after meeting an adequacy review by NSW Planning, Channel Nine has barely changed the scale of occupancy, and has in fact increased both the height of the tallest building by two storeys and the amount of commercial space by 900 sq mtrs, compared to the concept shown to the community at two consultation sessions prior to the submission of the ES on the 30th November, 2012.

In consideration of the location of the site, the proposal to locate the tallest building at the highest point on the site and the scale of the surrounding single dwelling residences, this redevelopment should comprise no more than 300 apartments and a maximum building height of eight storeys. This would be close to matching the neighbouring medium density property at 2 Artarmon Rd, Willoughby zoned R4 with a maximum building height of 27 mtrs and an FSR of approximately 1:1.

Following are my reasons for objecting to Concept Plan MP10_0198:

1. **Lack of consideration or planning for social impact**
 - a. Whilst the impact to local schools has been raised in the environmental report, no information on how or when this critical issue will be addressed has been provided. In recent years, we have seen a large influx of families to the Lower North Shore to access high quality public education and there has been no corresponding response by the Department of Education to the development approvals granted by the Department of Planning. The occupants of the residential development will almost certainly include a large number of families, causing a significant increase in demand on local schools. It is widely known that these local schools are already in crisis and have NO capacity now or in the future to cater for increased demands. **This development MUST NOT be approved before a solution to the increased demand on local schools has been put in place.** You cannot continue to approve developments and "hope for the best" where education infrastructure is concerned.
 - b. Given the local schools crisis, **the redevelopment of the Channel Nine site would provide a perfect opportunity for a mixed development to accommodate a new school** which is desperately needed in the area. North Sydney council has already proposed alternative solutions such as putting schools within commercial developments. Indeed it has been suggested by Willoughby Council that an educational facility be incorporated into the development, but Channel Nine have ignored the opportunity to consider this as a solution to the social impact.
 - c. At a recent meeting at Willoughby Girls High School, regarding the public schools crisis, the supervisor for infrastructure for Education North told the South Willoughby Progress Association that the Department of Education would never consider putting a school on the Channel Nine site while the tower was still there, due to concerns about electromagnetic radiation (EMR). Indeed, the Willoughby Council confirmed that it is preferred that those people in the community who are most vulnerable to EMR such as children and old people

are not exposed (eg by putting childcare centres close to the tower). This view of the Education Department contradicts Channel Nine's environmental impact statement which states that there is no impact to residents from EMR from the tower, regardless of the implicit understanding that children will be living in the new residential buildings. Residents would almost certainly include babies and very young children who could be in the vicinity of the tower, virtually 24/7 and yet the Education Department say it is unsafe to locate a school on the site where children might attend for 7 hours per day, 5 days per week (also see point 5 below). The education department say this decision is due to "perception" of harmful effects, but **how does the NSW government reconcile a perception by one department that it is OK for children to live there but a perception by another department that it is NOT OK for children to go to school there?**

2. Lack of consultation

- a. There has been very little, if any, meaningful discussion of this project by Channel Nine with Willoughby City Council. The redevelopment of this site presents a once-in-a-lifetime opportunity for the community to gain a properly integrated and designed residential or mixed facility and this opportunity demands that a Master Plan be undertaken before any redevelopment is contemplated. As an example, the Willoughby Council made a recommendation that an education facility be incorporated into the development and this has been ignored.
- b. There has been very little opportunity for community consultation on this matter because the site inspections were scheduled during weekday working hours when the bulk of the community were unable to attend because they are at work.
- c. In addition, many people like myself were keen for an opportunity to make community comment, however, I did not feel it was appropriate for this to be run on a Channel Nine website because it did not appear to be a trustworthy process, free from bias. Therefore I did not make a comment and am now disappointed that this appeared to be the only opportunity for "community consultation". To this point, **there does not seem to be any opportunity for the decision makers i.e. Department of Planning to consult with the community and hear their views** – only what will be filtered through the developer, Channel Nine.

3. Traffic

- a. The traffic impact report shows that there will be an increased burden of 100 vehicles per hour on the feeder route, Artarmon Rd at peak morning and afternoon times. **This at odds with Council estimates of 240 vehicles per hour at peak times.** Whilst the traffic report states that there will be a corresponding reduction in Channel nine traffic, this is NOT a mitigating factor since the Channel Nine traffic is generally going against the peak hour flow whereas the increased traffic from a residential development will increase the peak hour traffic flow. Since peak hour traffic on Artarmon Rd is already at an unacceptable level with traffic often banked up for 100-200 metres, this will cause unacceptable delays.
- b. The traffic impact report states that no upgrade to roads will be required to cope with this increased demand. However, with peak traffic banked up Artarmon Rd, how will cars get in and out of the residential development without installing traffic lights, implementing clearways and managing traffic flow out onto the already heavy demand on Willoughby Rd.
- c. The increased traffic burden on Artarmon Rd will cause a flow-on impact on neighbouring streets which are already used as "rat runs", particularly Edward St and feeder streets such

as Lucknow, Wyalong, Cobar, Hector. These streets are narrow and heavily utilised for street parking by residents, making it unsafe to divert additional traffic flow through these areas.

- d. the limited amount of parking required on the site by RMS and Council guidelines will guarantee greatly increased demand for already scarce on-street parking.
- e. The proposal now includes up to 1,500 sq mtrs of commercial space. This is despite the fact that it was originally presented to the community in the November 2012 consultation sessions as "considerably less than the 600 sq mtrs originally proposed and just sufficient for a corner type shop". This will generate additional traffic and parking demand throughout the day, which was not dealt with in the environmental impact statement, and will lead to a significant loss of neighbourhood amenity. At the community consultation sessions there was a strong demand to restrict the extent of commercial space.
- f. The environmental impact statement says that there is adequate transport available via the bus service on Willoughby Rd and the train service from Artarmon. The walk to Artarmon station and the hilly terrain en route has been grossly underestimated in this report and it is unlikely that many residents will use the trains unless they drive and park, which will add to the burden of parking around the station. Regarding the bus service on Willoughby Rd, the next stop at Naremburn is already under heavy demand with many people waiting in long queues while buses that are already full go past. Whilst the transport minister has been working hard to resolve this issue, the increased bus services on Willoughby Rd that will almost certainly be needed have not been discussed in the environmental impact statement.

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- b. The height of these buildings will cause overshadowing of several of the surrounding properties at various times of the year. The overshadowing is more severe than indicated on Channel Nine's shadow diagrams as these only show the effect at standard times of the day. Residents of Richmond Ave will lose early morning sun exposure at all times of the year and some in Walter St will also suffer major overshadowing.
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residential buildings to the tower should be reviewed in light of the vulnerability of the very young and very old who will almost certainly make up part of the residential population.

6. State significant developments

- a. Barry O'Farrell stated prior to the last election that he considers State Significant Developments are not apartment buildings, rather they are key infrastructure projects such as the duplication of the Harbour Bridge. Given the O'Farrell Government has allowed this site to continue to seek approval as a State Significant Site, we request you to add conditions such as Design Excellence, SEPP 65, Tri-generation of energy, all to live up to the Premiers' vision of State Significance.

While I support high density developments in Willoughby and view the TCN9 site as suitable for high rise, I completely support Willoughby City Council's proposal and feel that an appropriate density would be, **at the maximum**, 300 dwellings and 6-8 storeys in height, to be in keeping with the existing scale of local development of the adjacent Castle Vale site. As the influx of new residents will overburden transport, parking, schools, childcare, aging, water and sewage infrastructure, parks, libraries and hospitals, I ask that the appropriate departments, or the developer where appropriate, address these issues before any development approval is granted.

Thank you for this opportunity to lodge my comments.

Yours sincerely,

Christine Kelley
14 Raleigh Street
ARTARMON 2064

CC:
Barry O'Farrell
Gladys Berejiklian

From: Keith Anderson <aandkanderson@ozemail.com.au>
To: <Information@planning.nsw.gov.au>, <majorprojects.planning.nsw.gov.au>
Date: 5/15/2013 4:14 pm
Subject: CHANNEL 9 - CONCEPT PLAN APPLICATION & ENVIRONMENTAL
ASSESSMENT - MP10 0198
Attachments: 13-15-5Ch9.doc; 13-15-5PlanningCh9.doc

MEMO FOR: DIRECTOR GENERAL, DEPT. PLANNING & INFRASTRUCTURE, GOV'T. OF
NSW.

Copy herewith of my letter, to-day, with accompanying submission on this
landmark project for your consideration.

Hard copy original has been mailed to GPO. Box. No., 39, Sydney NSW. 2001.

I commend my proposals for consideration and inclusion in final plans for
this sensitive but signature site.

Keith S. Anderson.
Ph./Fax. 9411-1082.

37 Burra Rd., Artarmon, NSW., 2064.

From: Keith Anderson <aandkanderson@ozemail.com.au>
To: Gladys Berejiklian <Gladys.Berejiklian@parliament.nsw.gov.au>, Willoughb...
Date: 5/17/2013 3:41 pm
Subject: CHANNEL 9 - CONCEPT PLAN APPLICATION & ENVIRONMENTAL ASSESSMENT - MP10 0198.

MEMO FOR:

* HON. MS. GLADYS BEREJIKLIAN MP., MINISTER FOR TRANSPORT & MEMBER FOR WILLOUGHBY,

* HON. MR. BRAD HAZZARD MP., MINISTER FOR PLANNING AND INFRASTRUCTURE,

* DIRECTOR GENERAL, DEPT. PLANNING & INFRASTRUCTURE,

* GENERAL MANAGER, WILLOUGHBY CITY COUNCIL,

* NAREMBURN WARD CLRS., MS. MICHELLE SLOANE, CLRS. STUART COPPOCK, NIC WRIGHT,

* PRESIDENT, ARTARMON PROGRESS ASSN. INC.

TWO ISSUES.

1) APOLOGY:

Yesterday, I e.mailed my submission on this matter to abovementioned addressees whilst a hard copy of the submission to the Director General was posted, Wed., 15.5.13.

Unfortunately, because of an unexpected problem with either / both my computer / Internet server provider, it was necessary to split the transmission.

Hopefully, recipients have been able to make sense of my submission on this very important issue but if clarification is required, please let me know.

In any case, apologies for any inconvenience.

2) AFFIRMATION OF REQUEST TO MEMBER FOR WILLOUGHBY FOR A MEETING OF ALL INTERESTED PARTIES.

In my covering e.mail to Hon. Ms. Gladys Berejiklian, I suggested she "might encourage a meeting of interested parties with a view to determining a proposal more acceptable to the community whilst meeting the financial needs of the developers / owners and what may be seen as wider Sydney Basin issues."

In addition to these and the residential / infrastructure / services / traffic / transport issues developed in my submission, the amount of commercial development, if any, or if any, to what limited extent for essential needs might be permitted, should be canvassed.

It is envisaged such a meeting might involve the addressees of this e.mail or their representatives plus a representative from each of Willoughby Sth. and Naremburn PA's.

To support my case I submit that several years ago (abt. 2000), WCC prepared DCP 29 for development of Artarmon Ind. Area (AIA).

Artarmon PA considered there were broader issues and promoted a review through its Artarmon Gazette following which many property owners and business people from the AIA expressed their support to WCC.

Pleasingly, Mayor Reilly agreed to convene a group of interested parties with a more satisfactory outcome for all concerned.

Perhaps something positive for all concerned with Ch. 9 development might be achieved given an appropriate vehicle for the purpose.

I consider our local member, Hon. Gladys Berejiklian, MP, would be an appropriate person to initiate / progress this matter.

Keith S. Anderson.
Ph./Fax. 9411-1082.

37 Burra Rd., Artarmon, NSW. 2064.

Ph./Fax. 02-9411-1082.
<aandkanderson@ozemail.com.au>

15.05-2013.

The Director-General,
Dept. of Planning & Infrastructure,
GPO Box 39,
SYDNEY, NSW., 2001.

Keith S. Anderson.

37 Burra Rd.,
Artarmon, NSW, 2064.

Dear Sir,

**CHANNEL 9 - CONCEPT PLAN APPLICATION &
ENVIRONMENTAL ASSESSMENT - MP10 0198.**

In my attached comments on abovementioned concept plan it will be seen that along with the wider community I am very critical of it as submitted.

It is no wonder that community objections have been so vehemently expressed and it is difficult to comprehend how the Channel 9 developers could have been so naive (or just arrogant!) as to even submit such an ill-conceived proposal.

However, the answer is NOT to simply halve a bad plan and the concept / option of a selected, low number (1/2 only) of quality, slender, higher rise towers should be considered as an excellent opportunity to provide a superior development with a mix of living options along with much needed open space, all contributing to an enhanced residential living environment.

This signature site provides a 'once in a lifetime' opportunity for a high quality re-development, as addressed in my memo but, in particular, in relation to:

- * providing a mix of accommodation including truly family friendly accommodation with on-site family support, eg. child care and retirement style living facilities.
- * providing much more open space with substantially reduced building coverage.
- * with an attractive higher density living environment, contributing to containment of unsustainable suburban sprawl and its adverse transport / services implications.
- * ensuring no adverse impact on nearby residential environment and
- * ensuring traffic and parking issues are appropriately addressed.

I commend my suggestions to you for consideration.

Yours truly,

Keith S. Anderson.

Ph./Fax. 9411-1082.
aandkanderson@ozemail.com.au

Keith S. Anderson.
37 Burra Rd.,
Artarmon, NSW., 2064.

15.5.2013.

CHANNEL 9 - CONCEPT PLAN APPLICATION & ENVIRONMENTAL ASSESSMENT - MP10 0198.

This major project, a substantial re-development, should be considered, not only on its own significance and local impact BUT, more importantly, it is of a scale demanding assessment against criteria based on a Sydney wide, regional basis.

A BETTER APPROACH:

This signature site provides an excellent opportunity to design a new locality which might serve as an example of what should provide a far better outcome for the community at large, rather than the narrowly based proposal currently before the assessors.

REGIONAL ISSUES.

- * Containment of suburban spread / sprawl.
- * Protection of valuable agricultural lands and the rural economy in the Sydney basin.
- * Contain need for extension of expensive transport links, both for public and private transport purposes.
- * Contain cost of expensive infrastructure / services, eg. electricity, power, telecommunications / NBN, gas, water, sewerage, schooling, etc.
- * other?

There is no need to elaborate on these essential considerations which seem generally agreed. However, it would be re-assuring to see "Planning" place more importance on protecting the Sydney food basin from further suburban intrusion.

LOCAL ISSUES:

- * Traffic - capacity of local, narrow roads to handle additional traffic without compromising already busy peak hour loadings and adverse (unacceptable) impact on existing residential environment.
- * Channelling all traffic via already busy Artarmon Rd. and the Artarmon / Willoughby Rds. intersection should be relieved by providing alternative access via Walter St. with new traffic lights.
- * Need to adjust / increase public transport services.
- * Capacity of existing services (water, sewerage, power, gas, telecommunications, schooling etc.) to absorb increased loadings.
- * Need to provide "family friendly" accommodation and family support facilities / services.

* Need to provide a mix of accommodation to meet a range of income groups, family sizes and retired / older people.

* Reluctance of local communities to accept change, especially anything perceived to involve height, privacy, overshadowing, albeit an element of bulky "curtain walling" seems to be accepted as long as height is limited to a "magic" 8 storeys.

* What is acceptable density?

* What are the open space requirements?

* What car parking facilities should be provided? What are likely car parking requirements.

There should be NO impact of any shortfall in provision of car parking, on site, on local streets which, otherwise, would become cluttered with overflow parking to the detriment of local community.

* General impact on the local community environment within at least one kilometre in all directions.

PLANS ON PUBLIC EXHIBITION:

One can only question the motives of the applicant who could hardly expect to receive approval for submitted plans.

Proposal could not be more depressing, unimaginative and open to wide community dissatisfaction as an example of the very worst type of development which draws widespread, justified, protest.

This type of proposal compromises genuine attempts, elsewhere, amongst progressive planners, to address the many complex issues surrounding the population growth within the Sydney basin.

It cultivates justifiable contempt for the "Developer" industry.

CURRENT DEBATE / COMMUNITY RESPONSE:

* Proposal for 663 dwellings, 2 residential towers (18, 25 storeys), many lower rise apartments / townhouses considered to be excessive with objections to high rise.

* Call for reduced density.

* Willoughby City Ccl. and community sentiment said to favour a max. of 300 apartments with towers limited to 8 storeys.

* Blanket site coverage with minimal open space.

* Access, essentially, is only from already busy Artarmon Rd.

* Concern over impact on services, traffic, transport, schooling, etc.

It is disappointing that the matter seems crystallised over whether or not there are seven, eight or say, 10 storeys instead of allowing broader thinking of what

could be achieved with such a great site, especially with the nearby parklands and ready access to city etc.

Such sites create once in a generation opportunities in heavily built up, established, environments and it seems the community risks losing this chance for a positive, if challenging, re-development.

COMMENT:

It defies credence that applicant might expect a favourable response to such a poorly considered proposal which, justifiably, is cause for such widespread community concern / objections.

Indeed, the hostility generated probably mitigates against alternative proposals which might involve providing better quality, high density which could also achieve better open space objectives and a residential mix to meet a broader range of family and community needs.

Key to meeting broader community objectives might include:

- * Much more family friendly apartments to provide families with a realistic alternative to outer suburban living with its well documented infrastructure / transport etc. problems.

Most apartment developments are of a compact, 2/3 bedroom nature which do not provide an acceptable alternative for families to the traditional suburban house and yard.

Families of 2/3 children need apartments of 3/4 bedrooms + study + balconies with adjacent open space for children to play / exercise.

- * Families also need nearby (on-site) child care centres and schools with ready access to public transport.

- * Apartment blocks should include a mix in size, including single bedroom units and include,

- * Apartments for low income residents.

- * Distance / space between buildings to protect privacy so that unit dwellers are not closely overlooking neighbours and overshadowing is minimised.

- * An aged care / retiree type facility would complete a desirable mixed development of a scale envisaged for Ch. 9 site, especially given the adjoining closely developed sites.

To achieve suggested mix of types and class of apartments / open space it is essential to take advantage of economies to scale to ensure best outcomes with appropriate developer reward.

Well designed, high rise apartment buildings provide a solution.

OPTION:

The Forum at St. Leonards would be of similar size and provides an idea of what might be feasible for the Ch. 9 site.

A modified version of say, one single, slim, high tower or possibly (but not necessarily) a second lower, also slim, tower, with two-storey town houses on the perimeter would meet the suggested 600 + residences and provide economies of scale to provide the desired mix of apartments.

Such a development would leave large areas of open space for gardens / trees, playing / recreational / BBQ areas for residents, including space for ball games, biking for younger children etc.

Good building design / layout would enable parents to oversee their children within the open space from their apartments.

REMARKS:

Clearly, a development as proposed by Ch. 9 is inappropriate.

Well designed, taller buildings give better economies of scale so that apartments might be more family friendly, both in design and pricing, thereby attracting families who would otherwise be faced with increasingly less appealing outer suburban living.

A mix of apartment sizes can be provided to meet a range of residential needs and leave much more scope for useful open space.

If Sydney's footprint is to be contained, it is important to encourage quality, affordable apartment living in appropriate near-city sites.

Community leaders and planners at both State and Local Government levels need to encourage developers to provide the type of accommodation that will better meet changing, broader community / family needs / desires.

Such a positive approach should be applied to the Ch. 9 site.

GENERAL:

From recent press items / real estate comments / advertisements, it is noted:

* SMH Domain, 1/2 Mch., 2013: "Chippendale Green is a centrepiece of the new Central Park precinct" and "Community parks are an increasingly important feature of modern estates."

* Adv. Nth. Shore Times for Pacific Point, 135 PH., Hornsby reflects what must be a most depressing looking project of a very wide approx. 12 storey apartment block located in close proximity to and amongst a number of similar structures in the Edgeworth David Ave., Hornsby, vicinity.

Surely to be avoided at Ch. 9 - or anywhere within Willoughby, except the CBD.

Local Examples of higher density residential developments.

* Adjoining CH. 9 site, extensive Castle Vale residential development cited as an example of a more suitable development. It certainly has its attractions, including quality gardens etc. but is of the more traditional unit size with little open space.

* Artarmon West is a fine example of an earlier, relatively successful attempt at a co-ordinated re-development (could it be achieved to-day??)

Major buildings are approx 12 storeys, each with approx 65 / 70 apartments, 2/3 bedrooms, buildings quite well spaced with attractive landscaping BUT no practical open space for youth / outdoor activities.

In Jersey Rd., for example, instead of 4 x 12 storeys, what of 2 x 25 storeys with open space replacing the two central towers?

At present, children, after school, literally disappear into the buildings with nowhere for outdoor activities.

* St. Leonards; Compare the Meriton "wall" on Herbert St., with the elegance of The Forum!

* Pacific Highway, Kuringai - What of the developing, unpopular 6/7 storey wall along the highway. Would well spaced taller, slimmer towers provide a better mix with some lower rise?

* Northbridge: A great opportunity for a "mini" St. Leonards / Forum style re-development on the Northbridge Plaza site was lost.

RECOMMENDATION:

* CH. 9 AND NSW PLANNING AUTHORITY TO RECONSIDER / REVIEW / WITHDRAW THE CURRENT PROPOSAL.

* RE-SUBMIT A PLAN THAT BETTER MEETS CHANGING COMMUNITY NEEDS FOR A BROADER MIX OF APARTMENTS, INCLUDING MORE FAMILY FRIENDLY APARTMENTS.

* SITE TO INCLUDE FAMILY SUPPORT FACILITIES, EG. ON-SITE CHILD CARE, ELDERLY ACCOMMODATION.

* MUCH MORE OPEN SPACE FOR FAMILY / CHILD ACTIVITIES.

* ADEQUATE CAR PARKING TO ENSURE NO ADVERSE IMPACTS ON LOCAL COMMUNITY / ENVIRONMENT.

* INCLUDE ADDITIONAL VEHICULAR ACCESS FROM WALTER ST.

Whilst there will undoubtedly be objections to anything suggesting higher density / higher rise, a balanced approach needs to be taken to ensure a successful outcome for the developer as well as meeting the needs of both the local Artarmon / Willoughby communities as well as the broader, Sydney basin issues.

Essentially, the communities will accept change and soundly based proposals provided their quality of life and environments are not adversely impacted by inappropriate developments.

KEITH S. ANDERSON.

From: Roger Spong <roger.spong@gmail.com>
To: <natasha.harras@planning.nsw.gov.au>
Date: 4/4/2013 12:49 pm
Subject: Objection to Building on Channel 9 Site Artarmon Road

Dear Natasha
unable to submit via the I.T. submission so please submit my objection.

I strong object to the multi story planning for the Channel 9 Site in
Artarmon Road for the following reasons:-

1. Artarmon Road is already a very busy thorough fare for traffic heading towards the city, and another 600 to 1200 cars they may arise from the proposed high rise development would make this even worse.
2. The buses to the city invariably in the early mornings pass Small Street already full, so hundreds more people using this service to the city would be disastrous.
3. The high rise proposed development would devalue all the single story properties already in Artarmon Road. This site should be developed with single story detached houses only.

Yours faithfully.

Roger D. Spong
66a Artarmon Road
Artarmon NSW 2064

Phone 99588512

Dear Natasha,

RE: plans for the residential development of the former channel 9 site.

I have concerns for the amount of dwellings listed in the proposal (up to 600). I am concerned about the traffic implication that this amount of units will bring into the area.

The increased car activity for this area for such an increase does not seem to be catered for.

Also, I regularly catch the bus from the bus stop outside the Porche Centre on Willoughby Rd and even without these extra people I am regularly forced to wait for buses because buses to the city are currently FULL and hence increasing the travel time to work. I dread to think of the impact the extra people will inflict on already overloaded/full buses in the area. Perhaps you should minimise the dwellings unless the transport impacts are FULLY looked into and actioned on.

Yours sincerely,

Linda Vinski

From: Janet France <janetfrance@optusnet.com.au>
To: <natasha.harras@planning.nsw.gov.au>
Date: 4/19/2013 5:55 pm
Subject: Channel 9 Site Proposal

>
>
>
> Hi Natasha,
>
> I have been looking at the proposal for the development of the Channel 9 Site in Artarmon.
>
> I am aware that it has caused a lot of angst within the community especially due to its size and the disruption to peoples lives for the next few years. I would like to see a site that creates a village atmosphere and draws people to the site which would make it safer and more friendly.
>
> We live in a large city with limited space and I feel that all new deveolpments must strike the right balance between this need to accomodate new residents and keeping the place livable for existing residents.
>
> I see nothing special in this proposal that shows it is giving anything more back than is required under the current legislation.
>
> I would like to suggest :
>
>
> Sports Oval- Willoughby is currently desperate for more playing fields. Perhaps the helipad could be used as an oval for public use (maybe in exchange for a land deal with Scott lane and council?)
>
> Covered play area- a shaded covered outside play area for children and adults work out station
>
> Community centre- could they provide a community workshop area that can be used for a meeting place for residents, courses and to hire out for parties, workshops etc(providing an income for the body corporate)
>
> Shops- it would be good to have residents able to set up shop on site to save them travelling away from home. This could tie in with the community centre where you could run some basic courses such as cheese making)
>
> Solar farm- on the rooves to power residential common area
>
> Trees- Grow more food trees and fruit trees (along with natives)- having a mini orchard on site will be valuable for producing fresh produce and encourage children to see where their food comes from.
>
> Community Garden- space for a community garden (and potential weekend food market)
>
> Water recycling- would be good to capture all the sites water and reuse it for irrigation, toilets etc
>
> Houses- would be nice to retain some of the cottages as they have such charm- and make them into cafes /shops etc. and the focus of villag life.
>
> Bike options- have a bike shop on site and a mini bike track around the oval/play area for kids to learn bike skills. Connect bike paths to existing bike routes to allow the community too cut through the site making it safer.
>
>
> Janet France
> 5 tenilba RD
> Northbridge, 2063

Natasha Harras - Nine Network Australia redevelopment of site to flats on site bordered by Artarmon Road and Willoughby Road, Artarmon

From: Justine Acar <justineacar@gmail.com>
To: <information@planning.nsw.gov.au>, <contactus@rms.nsw.gov.au>
Date: 4/26/2013 4:30 PM
Subject: Nine Network Australia redevelopment of site to flats on site bordered by Artarmon Road and Willoughby Road, Artarmon

Mrs Justine Acar
99 Sydney St
Willoughby NSW 2068

Dear Sirs,

I appreciate the huge task at hand with trying to develop this site into a medium/high density unit development.

My question is: How are local roads around the area (including Sydney St) going to be impacted upon.

I can just see weekends with an extra 500 - 1000 cars trying to get out of Artarmon road and scooting up Sydney Street to rat run through Sydney / Fry / Stanley/ Johnson St's into Chatswood as Willoughby Road fights its congestion of the mum brigade ferrying children in and out of Netball at the Chatswood Leisure Centre and soccer matches on Sydney St Bales Park.

How is this going to be properly managed to ensure it is fair and safe for everyone.
Thanks Justine

Natasha Harras - Fwd: Channel 9 Development Proposal

From: Ministerial Correspondence Unit
To: Natasha Harras
Date: 5/20/2013 12:08 PM
Subject: Fwd: Channel 9 Development Proposal

>>> Peter & Mary Sambell <sambellp@bigpond.com> 5/16/2013 9:35 pm >>>

NSW Planning Minister, Brad Hazzard

I'm wishing to inform you of my concern at the current proposal to develop the Channel 9 site in Artarmon Rd, Willoughby.

My concerns include:

- the height of the buildings for the local area
- the major transport impacts on the surrounding streets, both traffic and public transport
- the lack of interest shown by Channel 9 and their developers to the community concerns

I hope you will consider Willoughby Council's alternative proposal.

Regards
Peter Sambell
(a Willoughby resident)

Natasha Harras - Fwd: CHANNEL NNE DEVELOPMENT

From: Ministerial Correspondence Unit
To: Natasha Harras
Date: 5/20/2013 3:17 PM
Subject: Fwd: CHANNEL NNE DEVELOPMENT

Hi Natasha

Please note and file.

Rose

>>> Angela & Greg Whyte <gwhyte@bigpond.net.au> 20-05-2013 8:29 am >>>

Dear Mr Hazzard, We are writing as concerned residents of the Willoughby/Artarmon community.

Please carefully consider the Willoughby council's proposal for the development of the Channel 9 site and do not allow the suggested 18 storey, 600 apartment proposal from Channel 9.

We understand that an American Hedge Fund has bought Channel 9 and will be the company that benefits. Consultation with the community has amounted to nothing.

Please show some foresight and courage in making the right decision to support the Willoughby Council .

Yours sincerely, Greg And Angela Whyte 31 Tindale Rd. Artarmon

Natasha Harras - Fwd: Opposition letter to Channel 9 Development in Willoughby

From: Ministerial Correspondence Unit
To: Natasha Harras
Date: 5/20/2013 12:08 PM
Subject: Fwd: Opposition letter to Channel 9 Development in Willoughby

Another submission.

RH.

>>> Anne Whitehead <annemw@optusnet.com.au> 5/16/2013 10:23 pm >>>
Dear Minister Hazzard

I am writing to express my utter dismay at the proposal by developers of the Channel 9 site in Willoughby to build in excess of 600 new dwellings on the site.

Knowing that you have limited time to read the numerous emails/letters which would have been sent to you on this issue I will be brief.

The proposal for 600+ new dwellings is **totally unsustainable** in this area.

It will inevitably create extremely serious problems including but not limited to:

- overcrowding local **schools** which are already stretched beyond capacity.
- **traffic jams** on Willoughby Road leading into the city and surrounding roads.
- **overcrowding buses** into the city
- **overcrowding of Council facilities** eg at Willoughby Leisure Centre which are already totally packed
- **increased pressure on already overburdened local hospitals**, police and health care services
- **increased crime levels** due to the increased level of rental accommodation which the development will inevitably involve

In addition the proposed development is ugly and represents a **dramatic overuse** of the site. It is not in keeping with the area which is comprised of much lower density dwellings.

These issues have no doubt been covered in much more detail in other correspondence sent to you about this proposal.

The developer and Channel 9 do not care about these issues as they are only looking at making a profit. But Mr Hazzard you, as a Minister of the Crown, elected and sworn in on a promise to represent the people of this State by making responsible, just and fair decisions **SHOULD** care. These are just the sort of proposals by groups with private interests (motivated solely by profit) which we look to our elected members to reject as being not in the greater public interest. If our MP's let us down and do not defend the public interest then they should hang their heads in shame for THAT is what they are there to do.

We purchased a house in Artarmon quite close to this site and have been very happy here for the last 2 years. We are shocked to think that the Government might decide to spoil our quality of life and downgrade the not insignificant investment we have made by making the totally unjustifiable decision to allow such a massive development in our backyard. I have no doubt that if you lived in this area you would consider such a development to be totally unacceptable. Frankly, if you allow this development to go ahead then I honestly would wonder how you could sleep at night, bearing the responsibility for the impact of this development on the lives of hard working people in the area. We may have to move away, and that would bring with it distress and hardship to both us and our 3 children. Is this really the outcome (multiplied by many many families) that you think is justified?

Willoughby Council has proposed a smaller development with approximately 300 dwellings. This too will in my opinion impose too great a burden on existing infrastructure. However it is a lot better than what the

developer is proposing. Please take account of resident's real and reasonable concerns and if you accept any development then make it the more reasonable one proposed by Council.

Minister Hazzard, I urge you to take all steps to reject the current unsustainable proposal for the sake of the residents who will otherwise have to deal with the disaster which it will create.

Yours sincerely,
Anne Whitehead
8 Pyrl Rd
Artarmon

Natasha Harras - Fwd: Opposition to Channel 9 Site Development Proposal

From: Ministerial Correspondence Unit
To: Natasha Harras
Date: 5/20/2013 12:02 PM
Subject: Fwd: Opposition to Channel 9 Site Development Proposal

Natasha - for the files please.

Richard Hammond.

>>> Carman Lau <carman_lau2000@yahoo.com.au> 5/17/2013 10:18 am >>>

Dear Mr Hazzard

I am a resident of Willoughby South and have children attending Artarmon Public School.

I am vehemently opposed to Channel 9's development proposal for its Artarmon Road, Willoughby, site. The proposed magnitude of the development would increase traffic congestion in local residential streets and main roads, affect parking on residential streets and around Artarmon Train Station, further burden local public transport and local schools and create a dominant, oppressive skyline out of keeping with the local area.

Channel 9's development proposal would result in permanent, detrimental changes to the daily lives of residents of Willoughby, Artarmon and Naremburn.

I am in support of Willoughby City Council's submission to the Planning Assessment Commission which would result in a more reasonable scale of development for the size of the Cannel 9 site and more reasonable demands on local residents and infrastructure.

Yours sincerely

Carman Lau

From: Ministerial Correspondence Unit
To: Natasha Harras
Date: 4/10/2013 11:31 am
Subject: Fwd: Channel Nine development

Natasha - another submission to note and file.

Richard Hammond.

>>> Jenni Brown <jenni@addisonbrown.com.au> 4/5/2013 4:20 pm >>>
Dear Minister Hazzard,

We were greatly disappointed to find out that Channel Nine's Environmental Statement, put out for public exhibition after meeting an adequacy review by NSW Planning, has not changed in building height and scale of occupancy from the concept submitted by them on the 30/11/12, despite considerable negative comment on these two aspects at the community consultation sessions earlier in November.

As a member of the neighbouring community I wish to object to the Concept Plan MP10_0198 for the following reasons:

- i) there has been very little, if any, meaningful discussion of this project by Channel Nine with Willoughby City Council. The redevelopment of this site presents a once-in-a-lifetime opportunity for the community to gain a properly integrated and designed residential or mixed facility and this opportunity demands that a Master Plan be undertaken before any redevelopment is contemplated.
- ii) the height of the tallest three buildings and the crowding of all the buildings in the Plan is totally out of scale with the surrounding residential area characterised by one and two storey single dwellings, many of which lie within a classified Conservation Area.
- iii) the height of these buildings will cause overshadowing of several of the surrounding properties at various times of the year. The overshadowing is more severe than indicated on the proponent's shadow diagrams as these only show the effect at standard times of the day. Residents of Richmond Ave will lose early morning sun exposure at all times of the year and some in Walter St will also suffer major overshadowing.
- iv) the height and location of these buildings will present a "brick wall" outlook to the east of residents of Richmond Ave and to the north of properties in Walter St and streets in Naremburn on the southern side of the Gore Hill Freeway and will lead to a heavy reduction in the value of their properties.
- v) the proposed Floor Space Ratio is extraordinarily high compared with many other recent high density projects in Sydney and we request that it be reduced to a figure approaching the 1:1 FSR of the adjacent Castlevale residential development at 2 Artarmon Rd.
- vi) with up to 600 dwellings the peak hour traffic on the surrounding streets, already at an unacceptable level with traffic often banked up in Artarmon Rd back as far as the intersection with Lucknow St, will cause unacceptable delays.
- vii) the limited amount of parking required on the site by RMS and Council guidelines will guarantee greatly increased demand for already scarce on-street parking.
- viii) with now up to 1,500 sq mtrs of commercial space, originally presented to the community in the November 2012 consultation sessions as "considerably less than the 600 sq mtrs originally proposed and just sufficient for a corner type shop", the additional traffic generated throughout the day will lead to a significant loss of neighbourhood amenity. At the community consultation sessions there was a strong demand to restrict the extent of commercial space.

ix) we strongly object to the retention of the TV tower despite EMR measurements said to be below levels affecting long term residents' health and despite the tower being owned by a consortium of TV stations. Opinions canvassed by local residents lead to the conclusion that this tower is definitely not indispensable to its owners.

x) Barry O'Farrell stated prior to the last election that he considers State Significant Developments are not apartment buildings, rather they are key infrastructure projects such as the duplication of the Harbour Bridge. Given the O'Farrell Government has allowed this site to continue to seek approval as a State Significant Site, we request you to add conditions such as Design Excellence, Sepp 65, Tri-generation of energy, all to live up to the Premiers' vision of State Significance.

Thank you for this opportunity to lodge my comments.

Yours faithfully,
Jennifer Brown

From: Ministerial Correspondence Unit
To: Natasha Harras
Date: 4/10/2013 11:21 am
Subject: Fwd: Channel Nine Site Development proposal

>>> Carolyn Memmott <carolynmemmott@gmail.com> 4/10/2013 8:32 am >>>

Dear Mr Hazzard

As a resident of Naremburn I would like to express my grave concern about the completely unsuitable over development planned for the sight. the height of the buildings and the lack of adequate parking provisions will add to the problems already experienced in this small suburb. Consolidation and development are needed but will cause more prblems if they as poorly planned and inappropriate as this one

Sincerely
Carolyn Memmott
41 Northcote St
Naremburn

From: Caroline Owen
To: Natasha Harras
Date: 4/10/2013 11:19 am
Subject: Fwd: Channel Nine Site, Willoughby, Redevelopment

Natasha, this seems to be an email to the north shore times, copied in to us. I suggest you add it to the list of submissions and take into account issues raised.

thanks caroline

>>> "Suzy Manoukian [AU Sydney] [Avante]" <Suzy.Manoukian@avante-group.com> 4/10/2013 11:15 am >>>

Good Morning editor@northshoretimes.com.au

I writing to you this morning to see whether you would be prepared to do a write up on the Channel Nine Site, Willoughby, Redevelopment.

There is also currently a petition running:

<http://www.communityrun.org/petitions/channel-nine-site-redevelopment>

It will be a Major Part 3A Projects & certain development proposals in Willoughby are known as Major Projects or "Part 3A" Projects. These development proposals are not determined or assessed by Willoughby Council but by the NSW Department of Planning.

In November 2010 the proposed residential redevelopment of the Channel 9 site was declared to be a Part 3A "Major Project". This means that the State Government's Planning Assessment Commission (PAC) is the assessment authority, not Council. The Preliminary Environmental Assessment for the site proposed a gross floor area of 66,600m² of residential (approximately 663 apartments) and 600m² of retail space.

<http://www.willoughby.nsw.gov.au/Development/Major-Part-3A-Projects/>

I signed the petition cause all I needed to know was that there are 600 1,2 & 3 bedroom apartments going up on the site & the local community services & resources are already stretched (health, education, transport & infrastructure areas of concern for me). There are currently a little over 1000 signatures from local residents who are unimpressed with the proposed development. There is time for locals to make a difference as the Environmental Assessment has been submitted and will be on exhibition (http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=4326) from Wednesday 3 April to Friday 17 May. Submissions should be made to the Department of Planning and Infrastructure. The Department of Planning and Infrastructure's contact officer for the proposal, Natasha Harras, can be contacted on 02 9228 6332 or via email at natasha.harras@planning.nsw.gov.au (<mailto:natasha.harras@planning.nsw.gov.au>).

Hope your paper decides to make a difference in the community it serves & informs as many Willoughby & surrounding area residents of this impending development.

Regards
Suzy Manoukian

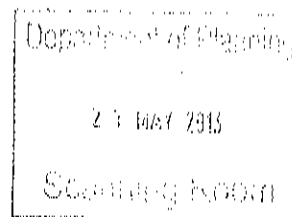
Suzy Manoukian | Senior Sales Executive / Inside Sales Team Leader | **Avante Group**

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PCU044635

Minister for Planning and Infrastructure,
Department of Planning and Infrastructure,
23 – 33 Bridge Street,
Sydney 2000



Dear Minister,

Re: Submission to MP 10_0198 – Concept Plan for Residential Development with Ancillary Uses and Open Space.

As a property owner/resident at Castle Vale and a vested stakeholder in the redevelopment of the Channel Nine site at 6 – 30 Artarmon Road, Willoughby, I wish to object to the proposal submitted to your Department under MP 10_0198.

My grounds for objection to the proposed development relate to the inappropriateness of the site for such high density development in terms of its dislocation from public transport nodes such as Artarmon Station; the existing traffic congestion and limited road network capacity in the area; the limited capacity of existing community infrastructure, such as schools, to cater for the demand that would arise from such a development; and the scale and density of the proposed development relative to the existing development in the area. In this regard, I consider that:

- the scale and density of the proposed development, which proposes up to 600 new units, is excessive and out of context with the existing and future character of the local area;
- the height of the proposed development ranging up to 18 storeys, on a site which is elevated over adjoining sites, is excessive and unjustifiable;
- the impact of the proposed development on the immediate and wider road network which has limited, if any, spare capacity and which would exacerbate the existing traffic congestion, particularly at peak hours and on weekends. Moreover, the traffic impact of the proposal has not been satisfactorily addressed;
- existing local community facilities (particularly schools, which are already operating at capacity) are unable to cater for the demand arising from an additional 600 units;
- the visual impact of the development which is at odds with the existing built form in the local area and the skyline.

More specifically, I wish to object to the redevelopment as proposed in the applicant's concept plan on the following grounds:

- The impact of the proposed development on Castle Vale in terms of overshadowing and loss of solar access. The applicants have not demonstrated the full extent of the potential overshadowing or that adequate solar access will be maintained to units or the open space areas within Castle Vale;
- The impact of the proposed development, particularly Blocks A and B, in terms of overlooking of Castle Vale and the potential loss of privacy;
- Concerns with regard to the excavation of the site for basement level car parking and the impact that such may have on the stability of the rock face between the site and Castle Vale;

- Concerns with regard to the impact of the proposed development on the traffic movements in and out of Castle Vale, as the proposed development will exacerbate queuing along Artarmon Road onto Willoughby Road, restricting access from Castle Vale;
- The lack of clarity with regard to proposed 'non-residential' uses and the potential impact on the existing retail outlet at Castle Vale, a local facility at an appropriate neighbourhood scale; and
- The lack of public benefit or commitments, identified in the Concept Plan, for a development of the scale proposed.

I recognise that there is a demand for additional housing to meet the needs of Sydney's growing population and I am not opposed to the redevelopment of the site for residential purposes, but I consider that such development should be at a scale and density that is appropriate to the site and the surrounding area.

I am generally in support of the submission made by Willoughby Council to your Department in relation to the proposal before you. In this regard, I request that you, or the Planning Assessment Commission, in their assessment of the development, consider an alternative concept design for the site and require that any future redevelopment of the site address the following:

- Reduce the maximum building height on the site to be more consistent with the existing height of development at Castle Vale;
- Limit the height of Block A and Block B to reduce the impact on Castle Vale;
- Increase the separation distance between Blocks A and B and the boundary with Castle Vale;
- Reduce the number of residential units on the site;
- Require the developer of the site to pay development contributions towards the upgrading or provision of community facilities needed to service the proposed development;
- Require the phasing of the development such that the development of the public park is delivered in the first phase of development on the site;
- Require the provision of a loop bus service between the site and Artarmon Station to enhance the accessibility of the development to public transport and to reduce the demand on car trips and consequent increase in traffic congestion;
- Ensure adequate mitigation measures are in place to secure the stability of the rock face along the eastern boundary of the site overlooking Castle Vale.

I would also request that, if the application is referred to the Planning Assessment Commission, that a public hearing be held to allow for the views of the community to be heard in what is a significant and defining development in our neighbourhood.

[REDACTED]

[REDACTED]

[REDACTED]

WILLOUGHBY NSW 2068.

"PLEASE DO NOT PUBLISH MY NAME, ADDRESS
AND SIGNATURE"

18th April 2013

RE: Channel Nine Redevelopment (Willoughby)

Dear Ms/Sir

The proposed redevelopment of the channel 9 site at Willoughby exhibits many failings, including:

- A density that approaches housing commission mass
- Ignoring measurements such as 'quality of life' for both future residents and those already living in the surrounding area
- Building heights that are obscenely out of proportion to neighbouring dwellings, including the multi-storey apartments at 'Castlevale' (160 units in 2, 3 or 8 storey buildings with pool, shop, clubhouse, day care centre and extensive landscaped areas)
- Constructions that are out of character with the predominately free-standing single and double story homes in the area, possibly leading to a devaluation of these dwellings
- A concentration of units that rivals those near Chatswood and Artarmon stations
- Building heights that do not take into account the fact that they would stand on some of the highest ground in the area
- A duplication of retail that already exists nearby
- Insufficient green space
- Inadequate community consultation
- A reluctance by channel 9 to display draft drawings of the development, making evaluation difficult

The proposed development is a blatant attempt by Channel 9 and the developers to maximise their returns without any regard for the area and the existing residents.

I would encourage a maximum height of 8 floors and a halving of the planned 580-plus dwellings.

I have made no political donations at any time.

Regards