

From: Annette Keon
To: [IPCN Enquiries Mailbox](#): [REDACTED]
Subject: St Leonards South Residential Precinct Plans - SU5945 - Submission
Date: Sunday, 19 May 2019 1:54:12 PM

Dear Sir/Madam,

I refer to my email submission to Lane Cove Council dated 3 January 2019 to which I strongly objected to the SLS Plan, which I understand received 339 submissions, with 96% opposed to the SLS Plan.

Eighteen months later, Council has still not agreed to a re-think of SLS and the community is not happy.

I wish to make the following submissions to The Minister for Planning as part of the independent review of the SLS Plan.

The Council Plan has not considered the infrastructure needed to manage this enormous increase in people and traffic that will be caused by such a very high density residential development.

Some of the problems are as follows:

Schools

- Local primary and high schools are already full. It is not appropriate to include North Sydney Boys' or North Sydney Girls' High in the calculation of school numbers as they are selective and few local students will be able to access them.
- With 2400 units in the SLS plan, there will be a large increase in the number of school age children but there is no indication of where the schools that will be needed are to be located.
- You need to plan for school infrastructure before approving a plan to bring hundreds of new students to an area.

Traffic Congestion

- Parking is already stressed and limited
- Local access to Pacific Highway and River Road is already inadequate and unsafe and will not be able to cope with a dramatic increase in traffic
- Traffic congestion in the St Leonards and Crows Nest area is already unacceptable.
- It has deteriorated markedly over the past few years with the increase

in development along and just off Pacific Highway.

- An increase of dwellings in SLS from 138 to 2400 will add to this congestion. Given the topography of SLS, people will have no choice but to use cars to access services as there is no provision in the plan for services to be located within SLS.
- There will be only one right hand turn possible to the Pacific Highway from Berry Road and this is already a congested intersection. Congestion can only increase with many traffic movements at peak hour.
- People wishing to exit east into River Road will have to do so from Park Road or Duntroon Ave. This will only exacerbate the already heavy congestion along River Road.
- River Road will not be able to cope with the volume of traffic created by SLS.

Lack of green space for recreation

- The only green open space of any significance on the south side of the highway is Newlands Park.
- The topography of the park makes it unsuitable for active play and it is in shade for a significant portion of the day. With the prospect of many high-rise buildings in SLS (including a 19 storey building) across the road in Canberra Ave, the solar access will be further reduced.
- There are already over 1900 apartments going up or completed in Lane Cove along the highway and Newlands Park will be the only green space available to those residents.
- The park proposed in Park Road East is not easily accessible to those in the south eastern portion of SLS so they will be competing with the residents on the highway for the limited space in Newlands Park.

Other issues:

- The ageing infrastructure, in particular sewerage, cannot cope with the increasing usage
- Other issues such as employment, communication and public transport in this area have not been addressed effectively
- SLS is the only high density residential development in the St Leonards and Crows Nest area that will encroach on to adjoining low density residential areas. The NSW Department of Planning's plan for the area limits tall buildings to the highway but this is not the case for SLS.
- The heights of buildings in SLS will range 19 storeys (1 building), 15 storeys (2 buildings), 12 storeys (3 buildings), 10 storeys (11 buildings)

and 8 storeys (at least 10 buildings). The topography of the site will make these buildings very imposing from many aspects. They will constitute an unacceptable intrusion on adjoining low density areas, with consequent solar access and wind impacts.

The overall impact of haphazard rezoning for high density residential development on the Greenwich area must be considered. Such questionable planning will destroy not only the local infrastructure, but also the village character and sense of community forever.

Sincerely

Annette Keon

