

Independent Planning Commission,  
Level 3, 201 Elizabeth Street,  
Sydney, NSW, 2000



22<sup>nd</sup> May 2019

Dear Sir

## St Leonards South Residential Precinct

My wife and I have been residents and ratepayers of Lane Cove for more than 30 years and during this time we have experienced many changes within Greenwich and Lane Cove.

During the past 12 months we have become increasingly concerned at the St Leonards South master plan and Now the recently released St Leonards and Crows Nest 2036 draft master plan.

As the Minister for Planning, Lane Cove state member and former Mayor of Lane Cove I trust the interests of residents of Lane Cove are of utmost importance to you. My wife and I ask you to place a moratorium on the St Leonards South and Crows Nest 2036 Master plans until a more congenial proposal can be completed.

The Crows Nest – St Leonards Master Plan seeks to put a wrecking ball through an established and presently vibrant residential/restaurant area to facilitate the Metro that requires thousands of people living along its corridor.

The St Leonards and Crows Nest 2036 Master Plan indicates a massive increase in residential and commercial density.

It is all very well making grand gestures about:

1. A Vibrant Community.
2. A Place that protects the past.
3. A Greener Place
4. A home for all ages.
5. An Accessible Place.

If the above means building the following I am at a total loss of what preserving the local character of Willoughby and Crows means.

401 Pacific Highway	50 and 60 storeys	750 apartments.
616 Pacific Highway	43 storeys	195 apartments.
500 Pacific Highway	48 storeys	429 apartments.
472 Pacific Highway	50 storeys	539 apartments.

The sheer scale of these buildings is totally out of character with the harmony and expectations of residents living within the proposed precinct. These buildings are already in the construction or planning stage. Buildings of this magnitude standing on top of a ridge running along the Pacific Highway will throw a large sun shadow over the so called St Leonards South where 138 houses have already been acquired of which 81 homes have been settled at an average price of 6.5 million. This is a potential outlay of 897 million dollars. I believe these funds are coming from one foreign source.

This is before Lane Cove Council has given a final approval and rezoning.

**The St Leonards South master plan** proposes 138 houses (that presently accommodates approx 400 residents) to be demolished and replaced with 2,400 apartments to accommodate approx. 5,000 people.

This development will involve 6 streets with 20-30 storey residential towers.

The master plan has very little if any infrastructure such as café's, restaurants, schools or shopping Mall/Plaza.

Atchinson Street is mentioned as a future Eat street is on a steep slope with Apartments already built. The present restaurants/Cafes are indoors.

Where will the future restaurants/café be located.

Newlands park while an open space is not a friendly environment due to the slope of the land that minimizes its use and is located in a sun shadow.

Where are the Plazas for children and families to play and socialize such as the Lane Cove Plaza outside the Woolworths complex.

I attended a Department of Planning exhibition and the present plan will require residents to either walk to Pacific Highway or River road to access the Metro.

The draft plan highlights easy access to the Metro of a radius distance of 400 metres. There is no provision for direct access from St Leonards South across the railway line and Pacific Highway. This will mean residents will potentially be isolated from shops and Metro.

St Leonards station will be overwhelmed as the Metro will become inaccessible.

The only additional open space I can see is a Lane Cove Council proposal called the NEW St Leonards Plaza to be built over the railway line near Christie Street and Pacific Highway. Will this give better access to Crows Nest.

The St Leonards/Crows Nest Master is basically three incompatible and unconnected projects being:

1. St Leonards South with limited access due to railway line.
2. Area between Lithgow Street (railway line) and Pacific Highway
3. Area East of Pacific Highway and Willoughby Road.

To my knowledge there is no other development in Sydney that is separated by train line and major highway.

Sydney has a number of urban renewal projects that have been started from scratch or built on disused industrial sites.

Some examples are:

Rhodes	Plenty of open space and easy access to train station
Meadowbank	Excellent pedestrian & cycle paths. Family friendly areas
Central Park	Integrated space & Plaza. Cafes and entertainment areas
Green Park	Integrated residential/public transport/open Plaza
Macquarie Park	to service Metro and hopelessly over developed.

Yours sincerely

David & Jeanette Lloyd



