



- **“Land Use..”:** There is no evidence in the proposal, that the infrastructure caters for all levels of education needs and the impact on other social services
- **“Movement..”:** The proposal does not describe analysis of volumes, access and directions of vehicle movements. The “sop” to bicycle paths within the development does not make up for the paucity of information on vehicle flows in and out of the development. As a bicycle rider myself, the lack of State Government accountability for bicycle path planning is appalling. South West Sydney has a significantly greater commitment to networking bicycle paths with Sydney City than Northern Sydney with North West Sydney and the Northern Beaches and Eastern Sydney ! There are no legitimate bicycle paths from Greenwich to Lane Cove or the Lane Cove bicycle path, nor to St Leonards Station or Crows Nest. Please describe how to accompany a five-year old on a bike from Greenwich Point to these destinations. The proposed development suggests a bike path on River Road...from where to where and how ? ? ?
- **“Place..”:** Over-development is counter-productive to socialisation. In 2019 Valleyview Crescent, where we reside, will celebrate the 40<sup>th</sup> consecutive Australia Day Street Party, where neighbours join in a day of communal gathering. Please give me an example of over-developed built environment where individuals can enjoin in such an activity?

We wish the State Government to reject the current over-development proposal as a matter of urgency, suggesting smaller scale, less over shadowing, open space, other infrastructure considerations and amenities for residents.

As a minimum, it does not seem unreasonable for a state government authority to be required to propose developments that support, rather than detract, from the Government’s principal planning objectives.

I reiterate my reasons for my objection:

- Over-development
- Totally insufficient open space inherent in the proposal
- Bulk and scale of the buildings in St Leonards South
- Assumed parking requirements and concomitant traffic volumes, access issues and allowances for parking, increasing encroachment on residential access to local amenities.
- Lack of planned bicycle paths networking across Lower Northern Sydney and environs
- Lack of public infrastructure, planning for school scope and amenities inherent in the rezoning proposals
- The absence of any evidence of legitimate collaboration
- Inadequate community feedback.

*Alex Bennie*

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