

Planning Proposal for St Leonards South Residential Project

In the area bounded by the Pacific Highway, Oxley Street, River Road and Marshall Avenue St Leonards, there is already one high density apartment tower completed (the Embassy Tower) with 269 apartments, three under construction, Mirvac's St Leonards Square (539), the Landmark (429) and 88 Christie Street (534), a total of 1891. These apartment buildings already exceed Lane Cove Council's 2021 target for St Leonards South by 38% and consequently there is no need for further construction in the area to meet this target.

That developers bought up individual homes at hyper-inflated prices in Park Road, Berry Road and Holdsworth Avenue, in the hope that they can exert pressure on Council and the State Government to rezone an area is a risk they have taken. The fact that they state they will refuse to pay state levies, as reported in the Sydney Morning Herald's article on the IPC meeting of 20 May, to provide for local infrastructure shows their lack of concern for the local community and environment and for the public good.

Infrastructure for these new buildings makes no mention of the works which will be done **in advance of** any construction. There is no mention of works to be done by Sydney Water to supplement the ageing sewage and water supply system to one of the areas in Sydney, the provision of which is over 100 years old, nor by Ausgrid, nor by the RMS to relieve the increased congestion along the Pacific Highway and River Road caused by further development.

The impact on existing commuters at St Leonards railway station of the opening of the Rouse Hill to Chatswood Metro line is yet to be seen, and whether further services will need to be provided for stations south of Chatswood (Artarmon to Milsons Point) as a result of increased pressure on the North Shore T1 Line. The frequency of bus services along the Pacific Highway into the city has not as yet been increased, with the

majority of them from the northern and northwestern suburbs using the Lane Cove Tunnel and the Gore Hill Freeway into the city. Does the area really need up to 4000 commuters on public transport and in cars, **on top of** those soon to reside in the four apartment towers mentioned above?

The State Government was reported in the print media as having allocated \$24 million for the site of one (K-12) or two schools (K-6 and 7-12), but there has been no firm indication of where exactly that will be to satisfy demand for places from residents of the apartments over the Crows Nest Metro Station as well. When more capacity in existing local schools is provided - as recently with Cameraygal High (years 7-10) and the development of a local senior high school campus in West Street to serve it and the Anzac Park PS cohort and other local children, and the provision of more classrooms at Greenwich PS – it is immediately filled by local students and those moving into the area. Such a site needs to be bought now at current market prices, unless the government intends to use its own property or to resume private properties to do so.

The proposal will see the loss of mature street trees and gardens and will exert more pressure on existing parks and open space. The redeveloped Gore Hill Oval, is not only catering for existing demands for active and passive recreation but also drawing numbers of users from outside the local area. Newlands Park near the railway line will continue to be overshadowed as the towers being constructed rise in height. Having landscaped setbacks on major thoroughfares is no substitute for sunny treed parks, especially for families.

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