ADDITIONAL SUBMISSION TO IPC

[redacted] - 27th May 2019

I spoke at the IPC Public Meeting in Crows Nest on Monday, 20th May 2019. Thank you so much for that opportunity, and for giving the community the chance to express their views about this Planning Proposal.

There are some further points I would like to make, so I am submitting this additional submission.

I want to comment on some of the specific requests you were asked to consider by the then Minister for Planning in his two letters to you.

In his first letter, dated 15th November 2018, the Minister asked you to consider the effect of this proposal on **cumulative traffic effects**.

In this regard RMS, in their Submission 7 uploaded to your website, have expressed **concerns in relation to the potential cumulative traffic and transport impacts of this and other future proposals on the surrounding local and regional road and transport network.**

Contrast this assessment by RMS with views expressed by individual developers in the St Leonards South Area.

In their submission to the 2036 Draft Plan, City Plan, on behalf of Country Garden (one of the developers in SLS) put forward the view that "traffic flows, as measured by intersection performance…….would not change when the small increase in traffic from development of the site is added to existing traffic". They expressed a similar view at the Public Meeting on 20th May. The transcript from that meeting indicates that the City Plan consultant said that traffic growth from their development "will be negligible".

Top Spring, another of the developers in St Leonards South, recently submitted a Planning Proposal for their site in St Leonards South. The traffic study that accompanied this proposal is uploaded to your site as Mecone Traffic and Parking Assessment under Public Submissions. On page 48, and referring only to Top Spring's specific landholding in SLS, the traffic study concludes:

> *The scale of traffic impacts for the proposed development is minor and not significant relative to the other proposals in the area – comprising only 9.5% of the total St Leonards South yield. The total traffic generation is less than 55 vehicles per hour in the peak periods.*

Assuming the statistics on which they have based their assessment are correct, the 55 vehicles per hour in peak periods are from a site that, as they state, represents just under 10% of the total SLS area. The assumption would be, therefore, that with the whole area developed to the scale that is proposed by Lane Cove Council, there would be an additional 550 vehicles per hour trying to

exit SLS in peak periods. Does anyone really think that the small area that is SLS can cope with an extra 550 vehicles trying to exit the area in peak hour on three roads (Park Road, Berry Road and Duntroon Avenue) to already crowded roads - not to mention the effects of these additional vehicles on the Pacific Highway and River Road?

Whatever individual developers say about traffic impacts from their individual sites should be disregarded, as they do not address the **cumulative traffic effects** of development in SLS. Many speakers at the Public Forum on 20th May 2019 expressed significant concerns about the yet to realised cumulative traffic impacts from a large number of developments already approved and under construction.

The DPE engaged Cardno to prepare a Strategic Transport Study for the St Leonards and Crows Nest Station Precinct (uploaded to your site under Draft St Leonards and Crows Nest Plan 2036 as Attachment B4 Strategic Transport Study). This study was completed in October 2018. On page 110 of their report, under Future Considerations, Cardno noted that as a result of their strategic modelling, "**the road network will experience higher demands in the future that are likely to exceed the capacity of the Pacific Highway between Herbert Street and Christie Street**". The traffic impacts at this particular location, apart from affecting the surrounding and wider area, will severely impact vehicles trying to enter Royal North Shore Hospital, especially emergency vehicles.

An integral component of the 2036 Draft Plan is the **Special Infrastructure Contribution**. This new State levy aims to assist with funding State and Regional infrastructure. The contributions from new development help fund the delivery of infrastructure upgrades that support increases in population. The SLS area will see a huge increase in population should this planning proposal be approved.

Page 66 of the 2036 Draft Plan contains an Appendix – Infrastructure List. This Appendix lists infrastructure in the Draft Plan area that is to be funded by the Special Infrastructure Contribution Scheme. Included in this infrastructure are improvements to Roads and Active Transport Infrastructure – many of the required improvements are in the SLS area.

The most recent letter regarding the SLS Planning Proposal from RMS, in an email to Lane Cove Council dated 30th April 2019, and uploaded to your site on 9th May 2019 under Agency Submissions, states:

> It is noted that in the gateway determination dated 2 September 2016, item 1g states '*that the planning proposal is updated to include a satisfactory arrangements provision for contributions to designated State public infrastructure identified as part of a draft or final strategic planning review for the St Leonards and Crows Nest Station Precinct.'*
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> *Considering this condition, provided that Council has included a satisfactory arrangements clause (to be levied on the residential component) that is*

commensurate with the draft SIC, Roads and Maritime would have no further objection to the planning proposal proceeding prior to the St Leonards and Crows Nest Planned Precinct being finalised.

Yet, it is already known that many of the developers in the SLS area are saying they have limited financial capacity to pay any statutory contributions, including both S7.11 contributions and Special Infrastructure Contributions.

Lane Cove Council, in its own submission to the 2036 Draft Plan stated:

In lieu of the Draft 2036 Plan findings Council does not support the imposition of the SIC for the St Leonards South Precinct – and requests a formal exemption from the imposition of the SIC on the St Leonards South area only.

The apparent lack of support of both developers and Council for imposition of the SIC would seem to indicate that RMS's condition (for the SLS planning proposal proceeding prior to finalisation of the 2036 Draft Plan) cannot be met.

Several speakers at the IPC Public Meeting on 20th May 2019 alluded to the inadequate, limited, and selective **Community Consultation** process that has been a feature of this planning proposal since it was first proposed.

Just where did the supposed community support for this rezoning come from? It is clear that the support, and perhaps even initiation of this proposal, came almost exclusively from people who lived within the SLS area - people who would make significant financial gains if the proposal proceeded. Whatever "community consultation" that occurred when this plan was first envisaged was with the community who lived in the area proposed for rezoning – the wider community was excluded. Examples of this selective consultation are set out in the following two paragraphs.

Uploaded to your website on 24th May 2019, under Additional Information Council, is St Leonards South Timeline for IPC. This document contains a link to an Engagement Report prepared by Cred Community Planning in November 2014. This Engagement Report contains a summary of community responses to a feedback form which was available both online and at two community workshops. Of the 72 survey respondents, the majority (89%) were residents of the St Leonards South precinct. One formal submission was included in full in the Engagement Report as Appendix A. This was from a group called The St Leonards South Collective, and was made up of "at least 14 home owners including 18, 20, 22, 24 and 26 Holdsworth Avenue, and 13, 15 17, 19, 21, 23, 25, 27 and 27a Canberra Avenue". This group of homeowners supported rezoning to "the highest feasible density" for their homes. Of these 14 homes, 12 have since been sold to developers for an average price of $7.36 million. The remaining two homes appear to be owned by purchasers who bought at the beginning of 2015 – it would therefore seem that these owners were not part of the group called The St Leonards South Collective since the Engagement Report was prepared in late 2014.

The Lane Cove Council meeting on 13th July 2015, when Council voted to proceed with the planning proposal, is available to listen to on Lane Cove Council's website. At this meeting, 81 members of the community addressed the public forum. Of the 51 people who spoke in support of the rezoning, 48 lived within the St Leonards South area. These 48 people came from 39 separate households. Of these 39 households, at least 26 have already sold their properties to developers for an average price of $6.1 million. Five of the properties sold for more than $7.5 million.

Any "consultation" with the wider community that has occurred since then has seemingly been disregarded. I note that in the last few days some recent uploads to your site address the consultation which has occurred, and it is clear from these uploads that there is considerable opposition in the community to the plan. Lane Cove Council's own presentation to you states that 90% of people oppose the development.

It is apparent that virtually all of the support for this proposal came from people who saw the opportunity for profit. They have long since left the area.

I submit that your recommendation to the Minister for Planning should be that the St Leonards South Planning Proposal should not be approved based on:

- Unacceptable cumulative traffic impacts
- Inadequate infrastructure funding and plans
- Lack of genuine and widespread community consultation

This is in addition to the issues I raised at the Public Meeting on 20th May relating to inconsistency with specific Design Principles of the 2036 Draft Plan:

- Taller buildings not being contained between St Leonards Station and Crows Nest Station
- New development in SLS not contributing to a range of dwelling types in the area to cater for all life cycles
- Inappropriate transitions to lower scale buildings, especially on the perimeter streets of the SLS area
- Entirely unacceptable overshadowing of Newlands Park

Thank you once again for the opportunity to make this submission.

Yours sincerely,

[redacted]