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New South Wales Government
Independent Planning Commission

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From: [Redacted]
Sent: Saturday, 27 April 2019 9:24 PM
To: IPCN Enquiries Mailbox <ipcn@ipcn.nsw.gov.au>
Subject: Plea for sanity for South St Leonards

Dear commissioners,

The Lane Cove Council Master Plan for St Leonards was developed for the wrong reasons at a time when more than ten thousand residential units being built or planned nearby had not been envisaged. The plan ignores serious traffic, social and health issues. It goes against principles set out in the [Plans to Rejuvenate St Leonards and Crows Nest](#).

All tree cover in this video will be replaced by buildings that will rise above the lens angle of the camera. <https://www.youtube.com/watch?v=MKigL6-6zK4>,

The level of density proposed was so extreme that it set off some of the most outlandish property speculation in Sydney. The level of this speculation is evidence of how inappropriate these plans were. This sort of speculation is damaging because it disrupts the Sydney property market and contributes to the unaffordability of housing for young families.

The Commission now has an opportunity to bring some common sense to this sort of speculation by insisting on proper planning densities and principles for the area. This will be a great service to the people of Sydney.

I beg the Commission to provide a very clear and concrete report that leaves little to interpretation and insists on fundamental principles for the development, including:

- Proper urban planning that is designed for the good of the people who will live there. The plans need a heart and open space that will help to create a sense of community and an environment where people will want to live.
- Conformity with [Plans to Rejuvenate St Leonards and Crows Nest](#). This includes but is not limited to:
 - 40% tree cover.
 - No buildings higher than those now in Duntroon Ave and building heights reducing as they move away from the North-East corner as shown in the image below from the document.
- 2.83 hectares per 1,000 residents as has been provided to residents in other parts of Sydney.
 - Gore Hill Oval is not accessible to the community.
 - Developers can be required to reserve this proportion of their land and participate in a land swap to create a central open space for the community.
- A traffic study that assumes a higher proportion of residents driving to work than the City of Sydney, that considers the tens of thousands of residential units already approved, but not yet occupied and the impact on traffic congestion already evident in the area from Military Road to Chatswood.
- A moratorium on development applications for two years till more than 10,000 residential units that have been approved, but not yet occupied in the area, are occupied so that the impact of this level of density on traffic and other transport systems can be properly assessed. Mathematical traffic models are notoriously unreliable because of the nature of the model. Getting this wrong could be catastrophic for Sydney for decades to come.

The Lane Cove Council's Master Plan for South St Leonards should be rejected because:

- It is bad urban planning
 - The isolated and hilly geography is inappropriate for this level of density. Traffic volumes will be higher than a more accessible area.
 - The plan is soulless and mitigates against a sense of community and belonging. The result will be social issues that are already becoming evident in St Leonards.
 - The Southward slope will exaggerate the lack of sunlight and exacerbate health issues.
 - The plan is impractical.
 - Pedestrian and vehicular traffic flows will not work.
 - The lack of sunlight will make landscaping unworkable. According to the

Council's tree officer, trees will be grown in pots that need to be regularly moved out to get sunlight.

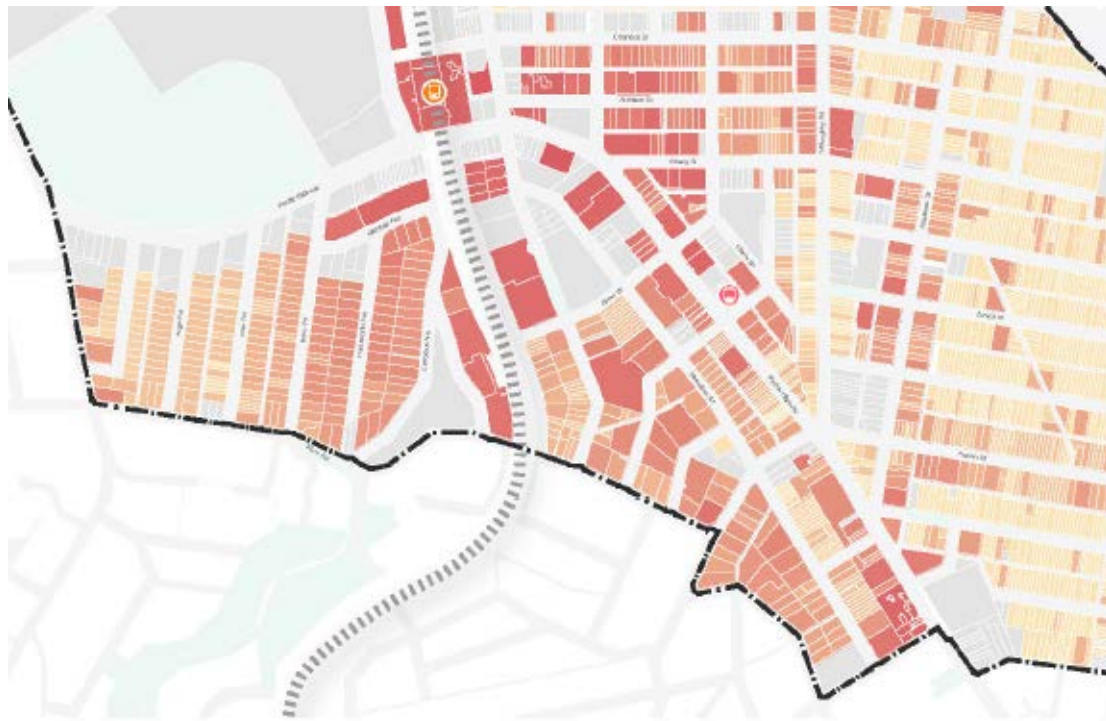
- It is the product of inappropriate political influence
 - The Lane Cove Council has a strategy of pushing development into this small area to save other areas from development. The Mayor of Lane Cove has written to the Department of Planning to this effect.
 - The author of the plan, Peter Annan, said in an urban design workshop that it is politically unacceptable for residents of Lane Cove who live in bungalows, to have development in their area.
 - Lane Cove is one of the least culturally diverse areas in Sydney. A search online will find disappointing attitudes to outsiders.
- Models and documents have been manipulated at many levels to justify a level of density that a more honest analysis would not allow.
 - Setback diagrams use a different scale on the horizontal and vertical axes.
 - Perspectives show building heights lower than Duntroon Ave, when the details show heights significantly higher.
 - The traffic model specifically excludes all other development in the area and a percentage of residents driving to work that is one quarter of that in the City of Sydney.
- Health and lack of sunlight
 - In the middle of winter very little sunlight will reach the ground
 - The south facing slope is moist, covered in mould and has significant sub-surface water. This is because the predominant South-East winds deposit significant precipitation on the lower North Shore. This moisture makes its way to the harbour through South St Leonards
 - Mould has a range of respiratory and other adverse health effects.
 - There is good scientific evidence that the lack of sunlight will lead to mental health issues.
 - The loss of birdlife will increase the number of mosquitoes which are already a problem in the area because of the marshy nature of Gore Cove.
- Environmental impact
 - The St Leonards is a migratory route that connects to the green corridor from the Domain towards Botany. The loss of tree cover will change the migration of a number of bird species.
 - The South St Leonards plan will result on the loss of one of the most significant areas of tree cover on the lower North Shore.
- Traffic issues
 - Issues are already starting to build and will be exacerbated by over 10,000 new residential units to be completed before South St Leonards
 - Traffic already backs up across several blocks
 - At the Christie St and Pacific Highway intersection the first car often cannot move on a change of lights because of cross traffic blocking the intersection.

Yours sincerely

David Kelly

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2036 stage 2 urban design study page 55 has SSL density as medium and less than Duntroon Ave and 15-25 Marshall Ave.



ie existing
sites at the
rounding low

Legend

— — Study Boundary

Low - High Density Residential Area*