

**Alexander and Judita Bennie**

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The Hon A Roberts MP  
Minister for Planning and Environment  
State Government of NSW

Cc Mayor Pam Palmer, Lane Cove Council  
All Councillors, Lane Cove Council

**Re; St Leonards South-SU5945  
And Rezoning proposal for Sydney Metro Crows Nest Station**

Dear Sir, Ma'am,

I object to the current re-zoning proposal for the Crows Nest Metro Station, the associated proposed Over Station Development and linked proposed St Leonards South over-development.

We have grave concerns that the proposed over-development has not given due consideration to the importance of community engagement seeking inclusion, self-determination and collective agreement.

We note that a number of community representations would provide more erudite description of the issues involved, however, this communication represents local resident concerns about over-development and potential impact on us as long-term residents of this area.

We have resided in Greenwich for over forty years, and in that time, our context and continuing presence in this community has been, and will continue to be based upon, the sense that we are part of a "township" or community, a concept which is worth preserving in a world of consolidation. We agree with many of our community, that concerns about these over-developments have not been fully responded to by Council and State Government.

We acknowledge that urban development and centralisation is contemporary and that the St Leonards "hub" is a fixed reality. What is not acceptable, is the force of our local council to push for increased population density without full consideration of the impact on existing social and cultural milieu. We put to you, that the population in the proposed developments will have little interest in community contextual matters, not an uncommon feature of high density living. While we accept that the north aspect of St Leonards and some Pacific Highway corridor may have reasonable structural validity within those environments, I object to the substantial increased capacity development as proposed.

We have reviewed the development documents, and while not expert, our analysis suggests for example only, that density and height of buildings is overwhelming and inappropriate, open space inadequate and the traffic demand matrix does not take into consideration the flow towards North Sydney at peak hour likely to increase our personally observed advanced state of congestion chaos over a period of years. If the State Government pushes these matters through, traffic in and out of these areas including travel time should be determined as to the impact on residents in the existing communities surrounding the developments.

My deeply felt concern, is not only about the scope of the proposed St Leonards South but also the Crows Nest Metro development, about the lack of specificity described in the planning documentation:

**With particular reference to St Leonards South**

- "...growth within....suitable transitions..." : this statement is quite meaingless
- "Landscape.", "Open space...": the scope of development reconfigures a residential area providing the potential for extension to Greenwich Road...**trust in Council or State Government to inhibit such extension is non-existent.** "Natural environment..."; there is no evidence in the proposed development documentation of preservation of the natural environment.

- **“Built form.”, “Density.”:** There is no evidence that St Leonards South proposal that the development has foundation on the basis of need.
- **“Land Use.”:** There is no evidence in the proposal, that the infrastructure caters for all levels of education needs
- **“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, forget it !
- **“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? ( my personal exception, is where I have shared a similar event with a majority indigenous high density population in inner Sydney)

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
- Lack of open space inherent in the proposal
- Bulk and scale of the buildings in St Leonards South and over the Metro station site
- Overshadowing
- Assumed parking requirements and concomitant traffic volumes, access issues and allowances for parking, increasing the encroachment on open space in residential areas
- Lack of bicycle path Networking across 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
- Disregard for community feedback.
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*Alex Bennie*

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