

24 January 2019

Director Urban Renewal, Sydney Central
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Dear Sir/Madam

**RE ST LEONARDS AND CROWS NEST 2036 PLAN (DRAFT 2036 PLAN)
SUBMISSION ON BEHALF OF OWNERS CORPORATION
1 & 1A BERRY ROAD, ST LEONARDS NSW**

Tactical Group have been engaged by a collective of strata title owners of properties located at 1 and 1A Berry Road, St Leonards, NSW 2065.

The titles affected by this submission are identified as Lot 7 Section 3 DP3044 and SP14419.

The parties represented by this submission are listed as an Annexure to this Submission and are collectively referred to as the "Owners".

The representations and views expressed in this submission are those of the "Owners" independently of Tactical Group who has been engaged solely to compile this submission on their behalf.

SUBMISSION

The Owners submit to **OBJECT** to the *St Leonards and Crows Nest 2036 Plan (Draft 2036 Plan)* as exhibited ("the Plan").

REPRESENTATIONS

The Owners contest that the Plan should not proceed in its current form for the following reasons:

1.0 ST LEONARDS SOUTH MASTERPLAN AREA (LANE COVE COUNCIL)

- 1.1 The Plan has taken into consideration the *St Leonards South Masterplan* precinct as proposed by Lane Cove Council.
- 1.2 The *St Leonards South Masterplan* fails to treat equitably with land holders as it is confined to a select number of existing residential lots to the south of the Pacific Highway.
- 1.3 The *St Leonards South Masterplan* proposes extraordinary permissible density for development of new multi-unit developments within the precinct boundary but fails to consider the necessary facilitation of development of amenity, social infrastructure and employment related uses to support such an increase in residential populations.

- 1.4 The *St Leonards South Masterplan* blatantly ignores properties generally falling under the current B3 Commercial Core zoning fronting the southern side of the Pacific Highway where opportunity for development uses could be encouraged to support residential population growth.
- 1.5 This submission does not provide detailed comment on the associated traffic and infrastructure upgrades required to support Lane Cove Council's plans other than to note investigations and associated future provisioning appears on-the-face-of-it to be grossly inadequate.
- 1.6 The Owners properties, as well as similar commercially zoned properties along the Pacific Highway "Belt" should have been considered for appropriate rezoning to allow for greater height and density of economically sustainable developments incorporating appropriate uses to support the increased residential population and the North Shore Hospital Precinct.
- 1.7 Earlier iterations of the *St Leonards South Masterplan* did consider these properties however were removed from the final plans which is nonsensical.
- 1.8 The Owners contest that this is a failure in appropriate planning for the growth of the St Leonards and Crows Nest precincts and should be rectified.

2.0 ST LEONARDS AND CROWS NEST 2036 PLAN ("THE PLAN")

- 2.1 The 2036 Plan further fails to consider the opportunity to appropriately rezone the Owners properties as well as those currently zoned for commercial uses along the Pacific Highway belt (generally from the west of the North Shore rail line to Greenwich Road).
- 2.2 The 2036 Plan proposes significant development on lands noted as *Significant Sites* and on also on lands centred around the new Metro Station. The Owners contest that:
 - The sites noted as *Significant Sites* represent a gross overdevelopment comparative to other parts of the St Leonards and Crows Nest Precincts;
 - Such overdevelopment is not confined to those sites noted as *Significant Sites*, but also selectively to lands around the proposed Sydney Metro development at Crows Nest;
 - This disparate and selective approach to rezoning affording some properties density and height well above adjoining and nearby similar properties is not only inequitable but will lead to an irregular and undesirable pattern of development;
 - The propensity for predominantly high density residential multi-unit development on these sites will place an extraordinary burden on existing infrastructure;
 - The Plan fails to properly consider supporting development for such an increase in residential population in the form of amenity, social infrastructure (in particular education and child care) and employment related uses;
 - Development as proposed by the Plan would lead to an undesirable urban character out of kilt with the existing Crows Nest village and surrounding residential communities;
 - The Plan confines rezoning and higher density development to the eastern side of the existing North Shore rail line; and as such
 - Blatantly and irrationally ignores the opportunity for new and appropriate development to occur to the west of the North Shore rail line fronting the southern side of the Pacific Highway, with these properties largely proposed to not have any change to current permissible planning controls.

2.3 The Owners further contest that:

- The Plan should be withdrawn in its entirety with the exception of the development of the new Crows Nest Metro Station;
- The Plan should be reconsidered such that it spreads proposed rezoning and permissible increases to height and density in a more regular and equitable pattern and should include those properties to the west of the North Shore rail line fronting the southern side of the Pacific Highway up to the intersection at Greenwich Road; and
- The Plan should be reconsidered such that it considers the appropriate spread of residential population through this enlarged precinct area and ensures that it is well supported through regulated mixed-use zonings to provide the necessary amenity, social infrastructure and employment related uses; and
- A revised Plan incorporating the above principles would provide greater support to the North Shore Hospital precinct through the provision of accessible complimentary uses and appropriate housing.

3.0 CROWS NEST METRO STATION DEVELOPMENT

3.1 The Owners support the development of the Crows Nest Metro Station Development as it is a piece of critical infrastructure for the State of New South Wales and will underpin an appropriate growth strategy for the St Leonards and Crows Nest precincts.

4.0 CONDITONAL SUPPORT

4.1 The Owners would be prepared to support revisions to the Plan subject to adequate consideration being given to items listed in 2.3 above.

The Owners current position is to **OBJECT** to the St Leonards and Crows Nest 2036 Plan. The Plan should be **WITHDRAWN** in its entirety with the exception of the Crows Nest Metro Station development until such time as the matters identified in this submission have been adequately addressed.

As nominated representative of the Owners, please do not hesitate to contact me should you have any questions.

Yours sincerely



Richard Campbell
Managing Director

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Enc: Annexure A
Owners Represented by this Submission
1 & 1A Berry Road, St Leonards NSW 2065

ANNEXURE A**Owners Represented by this Submission
1 & 1A Berry Road, St Leonards NSW 2065**

Tactical Group have been engaged to prepare this submission on behalf of the following parties as strata owners at 1 & 1A Berry Road, St Leonards NSW 2065.

Ownership and Title details can be provided upon request.

1. Dr Timothy and Mrs Susan Heap
2. Mr Peter Scoufis
3. Dr Danny Stiel
4. Professor Ross and Mrs Sally Smith
5. Dr Michael Diamond
6. Dr Paul Friend
7. Dr Elizabeth O'Brien
8. Dr Robyn Wilkinson