

St Leonards and Crows Nest - Draft Planning Package

Public Submission

February 2019

The following recommendations and analysis are provided in response to the above Draft Planning Package.

- **There should be no new high rise at the five ways intersection at the Pacific Highway and Falcon Street.**
 - Planning has adopted the principle of decreasing heights south along the Highway towards the five ways intersection. Indeed, this is so important and beneficial that Planning has featured this as a key principle in its public communications.
 - This height reduction principle needs to be respected in full and applied so as:
 - To avoid additional traffic congestion at this crucial intersection
 - To preserve the heritage features of this key intersection
 - To ensure there is no high rise adjoining heritage areas eg the area to the east of Alexander Street and the Highway
 - This will preserve the heritage character and amenity and avoid the loss of privacy and overshadowing.
- **Effective bus / rail interchanges are essential for both stations**
 - These must not compromise to the traffic flow on the Pacific Highway from the bus interchange, due to the increased activity from the new population.
- **The separation of pedestrians and traffic is essential**
 - A key principle in contemporary overseas high density developments is to completely separate pedestrians and traffic. This could be done by requiring new developments to have pedestrian walkways and bridges at the first floor level to link between the buildings and the stations.
- **The additional 3 metre setback from the Pacific Highway is not sufficient**, in view of the immense height of the buildings. Overshadowing and the creation of a “canyon effect” must be minimised or avoided. Rather, a principle should be that the higher the building, the greater the setback.
 - The new St Leonard square building currently under construction is far too close to the Highway.

- **New primary and secondary schools are essential**
 - Existing schools and their upgrades are only sufficient to meet existing demand.
 - Additional population will require additional schools.
 - The existing TAFE site at Gore Hill should not be sacrificed for schools. The TAFE will become even more important with the significant increase in population.

- **New and additional community facilities are essential.**
 - The additional population will require additional facilities eg ovals for sporting teams, swimming pool, library, hall & meeting rooms – all the facilities that you would expect to find in a large country town, as effectively an equivalent population is being dropped into an area of roughly one square kilometre.
 - The planning documents allege that existing school ovals could be used for open space recreation. This is wrong as these schools do not have any ovals or extensive outdoor recreation space:
 - North Sydney Boys
 - North Sydney Girls
 - Cammeraygal High
 - Cammeraygal Senior Campus
 - Cammeray Primary.
 - There is only one small oval at Greenwich Primary.
 - The population will increase the number of participants in organised sports and so will need additional facilities – existing facilities are already being used at full capacity.
 - Indeed, the new population could well support a range of new teams which will require new facilities.
 - In order to manage increased demand with no new facilities, it would be terrible if residents in the St Leonards growth area were blacklisted by existing clubs so as to manage demand
 - Accordingly, at least one additional oval – and if not two, will be needed for active and passive recreation.

- **Additional road traffic capacity is essential**
 - The new development areas at Green Park and Mascot are now extremely congested, because of the significant additional road usage associated with these developments.
 - Lessons must be applied and additional road capacity included with new dedicated links to the Warringah Freeway eg Chandos Street and Herbert Street

- Alternatively:
 - residential parking should be minimised in the new developments
 - A centrally located “parking station” for community hire cars could be incorporated to still enable residents to access vehicles as needed
 - Or a mixture of all three.
- **The impact of the proposed high rise on the effectiveness of the proposed Beaches Link exhaust stack at Cammeray must be assessed.**
 - All the new high rise, being only a kilometre away, will be a significant barrier to the dispersion of the exhaust fumes.
 - In addition, the new apartments will be at the height at which exhaust fumes are dispersed, exposing their occupants directly to the exhaust.
- **The AGC sign should be preserved which is on the building at the corner of Willoughby Road and the Pacific Highway**
 - This has been a feature of the Highway and the area for decades and must be preserved, including site lines.
 - A precedent for this is the old Bushells sign on the building to the left on the southern (York St) exit from the Harbour Bridge into the city.
- **South St Leonards should not have road access onto River Road**
 - This is an already congested and hilly secondary road, while the Highway is a main and comparatively flat six lane road.