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St Leonards 2065
5th July 2011

Development at 6-16 Atchison Street, St Leonards MP 09 0187

History and Current Concerns.

Having made a submission about the original plan for this development, I have followed its progress closely - as far as that has been possible. This has been a very difficult task because, in spite of many communications and endless visits to the Department of Planning (and Infrastructure) website, I have received no information or feedback until Monday 4th July (in response to my email of 7th April 2011), when I received an apology by email from the Officer in charge for the Department, telling me that there was new information on the website – which apparently had been there since **April**. The Website is extremely difficult to navigate and eventually the Officer gave me a set of instructions which I followed and in spite of the fact that I have an extremely powerful computer, it looked as though the documents could not be downloaded. They did in fact eventually download and I bring this to your attention because the many people who would like to make submissions about this new information may be entirely barred by the lack of notice, the awkwardness of the website and the lack of clarity in the way that the information is presented.

Concerns about the “new” Plan

1.The Height of the Building

a)Originally planned at 104 Meters, the new plan is for 94 Meters – slightly under 10% less but still **almost double the prescribed “Precinct Height Limit” of 49 Meters.** (North Sydney LEP)

b)The documentation about the height I consider most misleading at it refers constantly to the **Lane Cove Precinct Height Limits – not the North Sydney Precinct limits in which 6-16 Atchison Street exists.**

2.The Nature of the Development in its environment

a)The “Skyline Analysis” demonstrates how inappropriate the development is to the immediate environment.

b)The “Photo-imaging” from the South West demonstrates how the planned development is overbearing and dominating existing buildings (even the highest – IBM) – and destroys the aspect of the Linea building which complies with existing limits.

3.Atchison Lane Issues

a)Atchison Lane is typical of the Lanes in the immediate vicinity in St Leonards and we can clearly see from ALBANY Lane – just a block away to the East, that a 5.5 Meter Lane presents great challenges in the “High Rise” environment. Albany Lane – in the section between Mitchell and Oxley Streets currently has approximately 380 units in high rise (with another 88 under construction) plus a number of businesses and the Lane frequently comes to a halt.

The current proposal for Atchison Lane with the development at 6-16 Atchison Street, will bring units exiting onto the Lane to **over 400**.

b) Lessons not learnt up till now by all authorities include the observation of the **service** traffic to these Lanes – let alone the resident traffic . Their analyses appear to have been conducted a less than relevant times.

c) We are told in the plan that there will be access to the 6-16 Atchison Street development from Atchison Lane for Garbage trucks, general delivery trucks and LARGE moving trucks. This concept requires the test of common sense. Council trucks will almost certainly refuse to enter this area. Other garbage removal vehicles similarly. LARGE moving trucks require a door height that is unusual and is most often compromised during construction by air-conditioning ducts, wiring etc. which reduce the height of the door disallowing the entry for LARGE trucks. And all the time that these vehicles are trying to enter 6-16 Atchison Streets' loading bay – up to 400 units (multiplied by how every many people live there) will be trying to leave.

d) Currently it is almost impossible for vehicular traffic to exit from Atchison Lane into Christie Street – sending them East to Mitchell and Oxley Streets. Mitchell Street only offers a “one way” exit (being closed off at the IBM building) and Oxley Street is already coming to a standstill at busy times also.

4. SEPP 65 Compliance Analysis

The Plan tells us that 73% of the residential apartments achieve the **MINIMUM** required access to daylight. This tells us that 27% of the apartments **do not achieve the minimum** and that the rest **only** achieve the minimum. So the building represents a “light reduced” ghetto at its planning stage.

In Summary

This small corner of St Leonards is already challenged particularly as regards sensible observation of the limits of access and traffic. The “cry” that the development represents an opportunity to maximise the availability of good Public Transport is clearly without foundation as that Public Transport is already extremely overused at busy times. The local traffic issues are obvious – with gridlock in all the major surrounding streets (Christie, Chandos, Albany, Alexander, Willoughby, and Oxley) at busy times. The Lanes that serve the high rise development areas were not designed to provide proper access and the plans being made currently will only exacerbate the issue. The proposal to add 443 units to the position at 6-16 Atchison Street is clearly unsuitable and will add greatly to the discomfort of current residents.

The owners of units in this corner of St Leonards surely have the right to expect that the conditions that existed when they purchased their apartments (North Sydney LEP 2007) should be observed in subsequent development.