

Attn: Jane Flanagan
Major Projects Assessment
Department of Planning and Infrastructure
GPO Box 39 Sydney 2001

Planning Assessment Committee (PAC)

**Re: Request for changes to conditions on the Planning Concept Plan approval at 150 Epping Road.
Lane Cove**

This submission is put forward by the community members of Lane Cove Council's Bushland Management Advisory Committee. Our comments thus focus on issues that affect, or could affect, bushland arising from the request for changes.

There are three areas of bushland potentially affected by this development, the first two are matters directly included in the proposed changes:

1. the bush 'handle', owned by the proponent but also part of a larger bushland area known as Yangoora Bushland
2. bushland on both sides of Epping Road (the opposite side to the development site) that could be impacted by a pedestrian bridge.
3. bushland adjacent to the development site that is not part of the land owned by the proponent

1. The bush handle

Yangoora bushland, including the bush 'handle', is part of an almost continuous strip of bushland that runs the length of Stringybark Creek from just below the Pacific Highway through Batten reserve to the Lane Cove River. It is adjacent to a dam and wetlands on lower Stringybark Creek and forms a part of a valuable wildlife corridor that support diverse plant communities and wildlife. It is therefore essential this area is preserved and maintained at a high standard.

The whole area was dedicated as bushland as part of a development agreement with the owners SC Johnson in the 1990s. This agreement provided for the bushland track access by the public and provided funds for regeneration of the bushland over a 10 year period. The handle was subsequently sold to Rosecorp and enabled an advantageous FSR on the developable land in the original rezoning and concept plan for the 150 Epping Road site. However, at this time the assessors placed conditions on the retention, enhancement and maintenance of the bushland area.

In respect of this development approval, we maintain that:

- The handle is an important part of Yangoora bushland and there should be no deletion of the planning Agreement with Lane Cove Council and that the developer should be held to the conditions out lined in the approval or, preferably, that the land be given to Lane Cove council to protect as a bushland reserve in perpetuity.
- Transfer of the land should not be offset against the s94 developer contribution as the developer has already received a substantial monetary advantage with the increased FSR that this land provided..
- The development conditions should include upgrading of the track and provision for regeneration of the bush regeneration to a good standard in the area of the handle. Neither of

these two items are costly in terms of the overall development, yet would provide enhanced amenity for prospective buyers of the apartments.

2. Impact of construction of an overhead pedestrian bridge

Possible construction of such a bridge, given the footprint we believe would be required to include ramps, raises a number of issues of serious concern for bushland:

- The bushland area on the northeast side of Epping Road (opposite the development site) contains a number of Rare or Threatened Australian Plants (ROTAPs) as well as being an ecological community that is rare in Lane Cove. A pedestrian bridge at any location other than opposite, and connecting to, the ramp from Cumberland Street, will have substantial impact on this bushland, its natural sandstone rock outcrops and native species.
- On the other side of Epping Road (the southwest) a footbridge at any location other than directly in front of the development or at the road turnaround site will require massive staunchions in, and consequent incursion into, Yangoora Bushland, as Epping Road east of the 150 Epping Road site is retained above this bushland by a high rock wall and the drop from the road into the bushland is substantial, making access for construction a particular problem.

It thus seems that wherever such a footbridge is located it will have substantial impact on bushland. It is important that the residents be able to cross Epping Road safely, but also that this should not result in more destruction of the scarce bushland resource. In order to have a safe crossing, we suggest that either a footbridge solution is found that does not impact bushland, or that traffic lights be seriously investigated as an alternative. The latter would also solve significant vehicle access problems for residents by making provision for residents approaching from the west to turn right into the apartments, and for those wanting to turn right out of the apartments to travel east. Activated only by pedestrian buttons or by cars stopped to make these turns, the interruption to traffic on Epping Road can be minimised.

However, construction/installation of these lights must be funded by the developer in place of the pedestrian footbridge, along with construction of a footpath and traffic barrier fence along Epping Road on the northeast side as far as the southbound bus-stop near Cumberland Street.

3. Bushland adjacent to the development site

While these issues may be addressed in more detail in subsequent phases of the development approval process, we wish to note that location of the Asset Protection Zone (APZ), the construction phase, and later resident use, have great potential for adverse impacts on adjacent bushland and must be managed with appropriate conditions.

Thank you for the opportunity to comment,

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Norma Stuart, 21A William Edward Street, Longueville, 2066
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