

ST LEONDARDS SOUTH STRATEGY
STAGE 2
COMMUNITY ENGAGEMENT REPORT
LANE COVE COUNCIL



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1. INTRODUCTION

This report provides a summary and transcripts of the community engagement completed in October 2014 to inform the Draft St Leonard's South Master Plan for Lane Cove Council. The engagement was completed as part of Stage 2 of the St Leonards South Strategy.

1.1. Overview of engagement

The engagement completed for Stage 2 of the St Leonards Strategy included an information day, evening workshop, online survey and feedback form. Community members could also access information about the Strategy at the dedicated St Leonards South Strategy website. Table 1 provides a summary of the engagement completed.

TABLE 1 SUMMARY OF ENGAGEMENT COMPLETED

ENGAGEMENT METHOD	DESCRIPTION	NUMBER ENGAGED
Information day 10am to 3pm Saturday 11 October 2014	An all day information day was held at the Greenwich Seniors Centre, where residents, owners and businesses could view panels and information on planning principles and options for St Leonards South. The planning specialist team (Annand Associates Urban Design) and Council staff were available to talk with interested community members about the options.	Around 70 people attended the information day.
Two hour community workshop 6.30pm to 8.30pm Thursday 16 October 2014	A two-hour workshop held at Lane Cove Council providing community members with the opportunity to hear about options for St Leonards South and engage in small group discussions around planning areas including zoning and density, public domain and built form.	40 community members attended the workshop
Feedback forms and online survey	Feedback forms were distributed at both the information day and the two-hour workshop. The feedback form was also accessible as an online survey on the St Leonards South Strategy website.	72 Surveys/feedback forms completed

2. COMMUNITY WORKSHOP

A community workshop was held on Thursday 16 October between 6.30pm and 8.30pm. The purpose of the workshop was to provide interested community members with information about the Draft St Leonards South Master Plan and the opportunity to provide feedback to Council to inform further planning. 40 community members attended.

Participants worked with specialists as part of small groups to provide their views on the pros and cons of different options presented within the following key planning areas:

- Potential location of zones and densities;
- Public domain, open space, activities and linkages; and
- Built form.

2.1. Zoning and density

Some of the most common feedback relating to zoning and density was:

- Option 1 (high density) was favoured overall, whilst a couple of groups preferred no high density;
- Importance of liaison with other councils;
- High density development needs to be supported by infrastructure and shops – mixed use on the ground level of some high density should be considered;
- Do not stage rezoning – this will result in inequitable sale prices for residents, either do it all at once or don't do it at all;
- Duntroon Avenue is an example of a good development, and Loftex development was unpopular;
- Better connection to both train stations, Wollstonecraft and St Leonards, is important;
- Who pays (homeowners, developers or Council) should be considered;
- Redevelopment should take into account the precincts' typography;
- Rezoning needs to be economically viable;
- High density development should have minimal effects on overshadowing and wind tunnels; and
- There needs to be a strong rezoning Plan that cannot later be influenced by developers.

Table 2 provides a full transcript of the feedback received for each of the small groups.

TABLE 2 PROS AND CONS OF OPTIONS PRESENTED AROUND ZONING AND DENSITY

PROS	CONS
<ul style="list-style-type: none"> ▪ High-density housing needs infrastructure/shops etc. ▪ Liaison with other Councils important ▪ Good development sits in surrounding ▪ Model 1 or 4, high density transitioning out ▪ High density near railway corridors ▪ Model 2 is good ▪ Great example at Duntroon Ave that steps 	<ul style="list-style-type: none"> ▪ Non economic 10 storeys ▪ Look at connections and flows ▪ Need to look at surrounding land use because that impacts on the area ▪ Connecting (lack of) with other Councils ▪ Mixed uses at ground and first floor integrated throughout ▪ What contribution/demands will be asked for

PROS	CONS
<p>down, it's a perfect case study: right height and location, upgrade park at same time, step back not hard edge</p> <ul style="list-style-type: none"> ▪ Better connection with railway ▪ Needs to be improved: <ul style="list-style-type: none"> – Blue colour needs better explanation and process – What is the FSR and height for blue/commercial use 	<p>developer</p> <ul style="list-style-type: none"> ▪ Maximum stories 15 stories ▪ 8 stories/medium density is our favourite ▪ Economic and feasibility studies done by Council. Don't just rely on private developers. ▪ We need to use Central Park as a case study. <p>Shadows need to consider parks (eg. Fig 16, 17, 18) next to park</p>
<ul style="list-style-type: none"> ▪ Close to services – shops etc. ▪ Revitalise existing area ▪ More opportunity for public open space ▪ Opportunity for some owners to get an uplift of value to homes ▪ Access to Wollstonecraft station ▪ Timely rezoning to allow people to take advantage of proposals 	<ul style="list-style-type: none"> ▪ Overshadowing ▪ Extra traffic ▪ More people ▪ No backyards ▪ Need to consider space between buildings ▪ Topography of precinct ▪ Unequal opportunities for owners ▪ Need to consider traffic impacts and management ▪ Through traffic by commuters ▪ No power lines, please ▪ Need for the rezoning to be economically viable ▪ Development along River Rd (south of precinct) should be considered (near Wollstonecraft station) ▪ Lack of parking ▪ Need to keep landscape & existing amenity
<ul style="list-style-type: none"> ▪ Even spread within the unchanged area ▪ No Loftex ▪ Stay as is ▪ Do not presume high density – whole area should be orange and yellow 	<ul style="list-style-type: none"> ▪ Too big and bulky ▪ Wipes out present state ▪ No buffer for Canberra Ave ▪ Replace red with orange (mix) ▪ That tower should not be entertained until the Plan is done ▪ River Rd end is shadowed badly. ▪ Crowded trains ▪ Rebate about 4 stories of commercial. ▪ Overshadow – less than 3 hours of sunlight a day ▪ Widespread impact
<ul style="list-style-type: none"> ▪ Bulk towards the station end ▪ If high density is approved, then a Plan needs to be adopted to prevent ad-hoc development ▪ Increase FSR to make development financially viable, to say 10:1 down to 5:1 ▪ Highest density closest to station/railway line ▪ Take action sooner rather than later – don't 	<ul style="list-style-type: none"> ▪ How do you apply who gets what in regards to zoning – what is the cut off? ▪ Must minimise/have no breaks in zoning to adjacent existing properties ▪ Access to station needs to be very significantly improved whatever solution adopted ▪ Car parking solution required for any solution

PROS	CONS
<p>want to wait for years of decisions</p> <ul style="list-style-type: none"> Option 1 high density – all residents in Holdsworth would benefit equally Option 1 best, option 2 distant second choice Acquisition of No 2 Canberra Ave site for non-building development could be useful to whole project 	
<ul style="list-style-type: none"> Need for uniformity Duntroon Ave good example Allowing access to Wollstonecraft Increase FSR so Council give more amenity Grassed areas Happy with development in Holdsworth Ave Like outlook to Park (Duntroon Ave) Use money for residential amenity Shareway/local park is a good idea 	<ul style="list-style-type: none"> Holdsworth Ave/River Rd could be forgotten? Need consensus Don't want stepped approach No safe crossing over River Rd Estuary badly managed Not enough FSR to give benefit Council Higher FSR (greater than 5:1 approaching 10:1) Why have Holdsworth Ave at all? Sell and use money to improve amenity in the area 8 stories not high enough Money spent for bridge across to railway (Wollstonecraft) 16 stories near Canberra/Duntroon Ave (not towers/skyscrapers) Forum design is terrible – wind tunnel, no sun No retail Shadows, wind tunnel if towers
<ul style="list-style-type: none"> Density near rail is preferable if medium to high density is inevitable Could benefit the community if built near the rail Location of high density in option 1 makes sense High density may result in better financial options for owner, but need to be aware of costs associated with moving and residents need to be respected 	<ul style="list-style-type: none"> High density brings traffic and more cars Don't stagger the staging of the zoning – inequitable – needs to happen at once Stressful waiting Staggered zoning is not meeting the needs of the community as they've already met their housing targets Staggering means people stop spending money on their houses as they wait Impacts on relationships in the community – difference of opinions trying to activate best individual/small group options Some will be forced to stay behind amidst the development while others get out early Just renovate and want to stay for another 5 to 10 years, then inevitable
<ul style="list-style-type: none"> No time-phased rezoning – like Duntroon development Set as many on board as possible in community Blue area/mixed commercial and Resi medical precinct as very important Some zoning north to south – Canberra and 	<ul style="list-style-type: none"> Loftex 30 storey shouldn't be considered Cave with shadows to south Access points to south (especially Marshall Lane/Hwy) But capital must be spent at Greenwich and the

PROS	CONS
<p>Holdsworth blocks</p> <ul style="list-style-type: none"> No need for new school in this precinct Berry Rd west not red Support change to higher density if incentive to sell One option support higher density from Canberra to Berry East but not western side. Another option is Fig 13 medium density – Berry Road West. Traffic needs management. Transition could start in Holdsworth West to Berry Road east. 	<p>Dem School and Anzac Clubs school</p> <ul style="list-style-type: none"> Permanent buildings
<ul style="list-style-type: none"> Developing libraries S94 Plaza Duntroon FSR 1:8 and 5:1 Open space opportunities from large tower development – Central Park 	<ul style="list-style-type: none"> Social infrastructure – schools, childcare, Green school, open space, balance, family, planning in isolation (silo mentality), effect on topology

2.2. Public domain and open space

The key feedback around public domain and open space was:

- For an east-west connection, the 'consolidated open space' option (figure 24) was preferred overall.
- However, there was some concern with the 'consolidated open space' option over the safety of narrow linkages between streets, so lighting and good design should focus on safety;
- A strong north-south connection to both (St Leonards and Wollstonecraft) train stations is also very important;
- Amenities, such as coffee shop or community centre, should be located within a central park; and
- Connections should also be made to Gore Hill.

Table 3 provides a full transcript.

TABLE 3 PROS AND CONS OF OPTIONS PRESENTED AROUND PUBLIC DOMAIN, OPEN SPACE, ACTIVITIES AND LINKAGES

PROS	CONS
<ul style="list-style-type: none"> Bridge from school to oval School on River Rd but close to train station Larger parks are better Community facility/art centre needed to terminate N-W link. Branch library <p>Linkages and thoroughfares are good/important</p>	<ul style="list-style-type: none"> Possible school land value too high <p>How would people use smaller parks? It's a little unclear.</p>
<ul style="list-style-type: none"> East/west pedestrian movement is necessary and should be provided by open space opportunities 	<ul style="list-style-type: none"> High density would require more open space and a range of open space types Pedestrian links to rail stations both north and

PROS	CONS
<ul style="list-style-type: none"> Schools should be close to or adjacent to a park. Schools should also be multi-purpose and accessible for community purposes Large park with linkages east-west Preferred Fig 24 with direct connection 	<ul style="list-style-type: none"> south logical and necessary Pedestrian bridge over River Rd
<ul style="list-style-type: none"> Option 3 – big is preferred (Fig 24) 	<ul style="list-style-type: none"> Generally, any pre-emptive option presumes higher density. Therefore this is hypothetical. Prefer to do nothing. E-W unnecessary because Gore Hill is opposite. School could cross. Thoroughfare too narrow at 15m
<ul style="list-style-type: none"> Prefer one larger common space (Fig 24) with walkways through Tree lined streetscape is essential especially brush box trees in Holdsworth Ave Strategic connection through the station Access to the foreshore parkland by crossing River Rd tunnel or bridge to Wollstonecraft 	<ul style="list-style-type: none"> Who pays? The homeowners whose property are resumed for laneway – less dollars than a developer bought
<ul style="list-style-type: none"> Some sort of larger green space attached to coffee shop/retail play area In favour of east-west passageway, but not narrow passageways Connect to park on south side of River Road near Wollstonecraft Station (need walkway across River Road to connect it) 	<ul style="list-style-type: none"> Narrow alleyways would be a security risk Lighting necessary whatever the option to improve safety Too hard to work this out without knowing rezoning decision first Connecting everyone to Newlands Park will overcrowd Newlands. Additional park preferable. Need to give enough leeway to developer to do something appropriate that includes park/shops etc.
<ul style="list-style-type: none"> Re-landscaping of Newlands Park – better all year use Road from Berry to Portview worth looking at Pedestrian link Berry to Canberra Sell Park Road South Park and put money into another better located pocket park Connection to Gore Hill Oval and cemetery and upgrade it all 	<ul style="list-style-type: none"> Who will pay for public domain? Not property owners. No school on proposed site. Improve and expand on Greenwich school site and Anzac clubs site on Dem School
<ul style="list-style-type: none"> Need to be a master planning site with a strategic approach to the open space. Piecemeal approach will result in inequality of land values across the area The options imply a vision and without it then only those who get out first get good value for the property School a pro for those who move in 	<ul style="list-style-type: none"> Just because we want open space doesn't mean we support density Potential effect on property values "no one makes money out of green spaces" Part of the appeal is the cul de sacs and linking could cause loitering from train station and potentially increased crime This much detail is pre-emptive without knowing what's happening with zoning Increased pedestrian and traffic

2.3. Built form

The key feedback related to built form was:

- Discussion of built form at this point is pre-emptive and dependent on density;
- Duntroon Avenue development is a good example of built form;
- The presented high density options could impact on overshadowing and wind tunnels;
- There should be an opportunity for more creative opportunities to be presented – build form is something developers could be given the chance to provide creative options for; and
- Determining built form should involve planners, developers, and architects etcetera.

Table 4 provides a full transcript.

TABLE 4 PROS AND CONS OF OPTIONS PRESENTED AROUND BUILT FORM

PROS	CONS
<ul style="list-style-type: none"> ▪ Layer built form, like Duntroon Ave ▪ Fig 32 greater flexibility, depends on density ▪ Fig 34 inward looking/lack of community or connection ▪ Vegetation behind buildings, in between streetscape ▪ Don't build on streetscape <p>Stepping down of buildings away from station</p>	<ul style="list-style-type: none"> ▪ Built form dependent on density ▪ Taller/individual towers create overshadowing ▪ Wind tunnels are a concern ▪ Overshadowing and park impact on residential
<ul style="list-style-type: none"> ▪ Need to consider high rise at the northern and southern ends with parkland and pedestrian links in the middle ▪ Variety of housing types ▪ Lot size need to take advantage of economics of sale and allow most creative design 	<ul style="list-style-type: none"> ▪ Liveability is a major issue
<ul style="list-style-type: none"> ▪ New options – a mixture of typologies together 	<ul style="list-style-type: none"> ▪ Fig 32 – visual ghetto at 12 stories! ▪ Fig 34 – more support for donut model
<ul style="list-style-type: none"> ▪ Fig 33 preferred option 	<ul style="list-style-type: none"> ▪ Should include commercial development e.g. coffee shop, newsagent, small restaurants near the park, 7 eleven, IGA, chemist
<ul style="list-style-type: none"> ▪ Need to open this to developer at DA stage to allow maximum creativity and better design ▪ Need to encourage developers to consolidate and buy a large number of blocks together to avoid piecemeal approach 	<ul style="list-style-type: none"> ▪ This is pre-emptive. Need to know rezoning decision first.
<ul style="list-style-type: none"> ▪ Deep soil planting important on a new development ▪ Need to involve developers, planners, landscape architects etcetera 	<ul style="list-style-type: none"> ▪ Too pre-emptive
<ul style="list-style-type: none"> ▪ Something like Duntroon Ave look of but not enough height 	<ul style="list-style-type: none"> ▪ Most people will be leaving so not concerned ▪ Beyond our expertise

PROS	CONS
<ul style="list-style-type: none">▪ If you can't get height not worth it to me because I won't get enough money▪ Need elevated prices so high density, but would rather stay if not worth it to me	<ul style="list-style-type: none">▪ Breakfast Point perhaps a good example of reasonable built form

3. FEEDBACK FORMS/ONLINE SURVEY

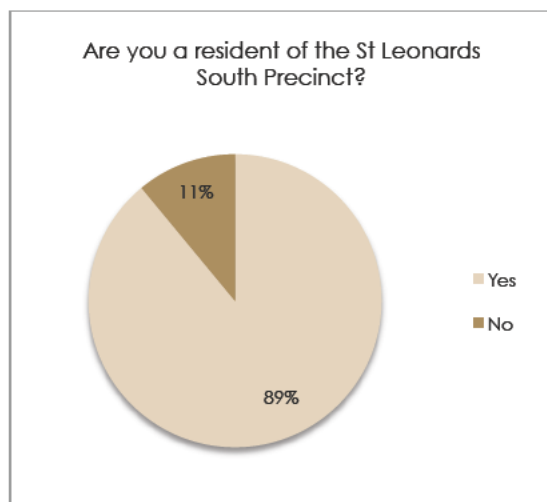
At both the information day and the community workshop, community members were given a feedback form to provide their views on options for key planning areas. This feedback form was also accessible as an online survey on the St Leonards South Strategy website. Community members were asked to provide feedback on the following planning areas:

- Precinct planning principles
- Zoning and density
- Public domain and open space
- Built form
- General comments

3.1. About respondents

There were a total of 72 survey respondents. Respondents were either residents and/or ratepayers of Lane Cove LGA (88%), or both a resident/ratepayer and business owner/operator (13%).

The majority of respondents were residents of the St Leonards South precinct (54 respondents or 89%).



3.2. Planning principles

Question 1: Is there anything you think should be changed or added to the Draft St Leonards South precinct planning principles?

45 responses were received for this question. A full transcript of responses is provided in Table 5.

TABLE 5 FEEDBACK ON PLANNING PRINCIPLES

1.	2) Bridge across River Rd at the end of Holdsworth Ave to connect to green space and Wollstonecraft station 3) allow higher FSR/heights for first 2 blocks 4) why taper to south for first 2 blocks? It's going down the hill so height won't block people further north, shadows are manageable 5) the existing LGA green space rate isn't going to be remotely possible. Make the best use of what is there and improve east/west pedestrian links to Newlands Park and North to oval 8) start off with bigger lot size for high density area. Consider FSR/height bonuses as sites increase in size to encourage even more amalgamation. Perhaps "isolation" rules need to be done on m2 basis to cater for semi's/etc. 10) economics - most people consider "viable" to mean a reasonably big premium on normal house prices - they are happy living here and moving is expensive/disruptive.
2.	Any rezoning of between Canberra Ave, Holdsworth and Berry Roads should occur for the complete blocks at the same time.
3.	Include same planning density controls to 33 Greenwich Rd diagonally opposite on corner of Greenwich and River so as to look like a gateway entry to the new development proposed.
4.	Consideration of proximity to Wollstonecraft. No staggered rezoning.
5.	Yes, St Leonards South Precinct should be limited to Canberra Ave, Holdsworth Ave and Berry Rd. Berry Lane, Park Road and Lane, Portview Rd, Anero Ln & Rd should be excluded. This is consistent with the overall plan to build up around rail lines. The St Leonards St area chosen is already congested and infrastructure cannot support a blanket increase in density.
6.	Work with Willoughby and North Sydney Councils to develop an integrated plan, one that fully addresses employment, transport, traffic flow, enticement, cultural activities, and parking. The current plan does not address those larger all-inclusive issues.
7.	Examine existing and proposed land use activities both within and adjoining the study area (e.g. UTS and TAFE education and hospital/medical industry closers, Atchison Streets, former ABC site etc). Examine holistically and realistically how Lane Cove, Willoughby and North Sydney Councils will meet the Sydney Metro Strategy's targets for St Leonards as a commercial strategic centre in terms of employment and residential targets, growing demand on transport and social infrastructure, generating accommodating growth in economic activity, and economic development in the longer term.
8.	Speed - too slow. Should be rezoned now.
9.	Looking at the open space designs, it would be fair for a resident to be given minimum dollars for open space whilst others in neighbouring properties are given high-density values. Averages should be given out. We need to be able to move on and buy hopefully not far away.
10.	Rate the influence of Wollstonecraft Station to density to the south.
11.	Do not rezone the current boarding houses in Park Road as parkland. It offers accommodation for low-income people. Provide low cost affordable housing in the area.

12.	Add shopping mall and cafes. Try and create a community vibe like Surry Hills, Crows Nest or Newtown.
13.	Any properties designated, as parkland must be purchased by the developers.
14.	A shopping centre should be built where the current boarding houses in Park Road is located.
15.	There should be proper consideration of access for the disabled within the area, rather than one or two lines here and there "where possible".
16.	Considerations regarding off street parking capacity for residents & visitors, leaving the streets free for local office workers and commuters parking to access the station. Amenity of Wollstonecraft station and surrounding park lands and providing a link such as a pedestrian bridge over River Rd/
17.	Determine public space requirements depending on type/ height/density of development.
18.	Improve traffic amenities. Traffic lights at intersection of Pacific Highway and Berry Road is a nightmare.
19.	Advise residents of time plan.
20.	I have just seen the potential location and zone densities. I am particularly concerned about any proposal that has a staged approach to the timing of rezoning. I live in Berry Road and the thought that my home could be on the borderline of zoning and live beside a massive construction project and an overshadowing building for up to 5 years or so greatly concerns me. I strongly believe Council must making any rezoning decisions for street blocks at the same time - a staged approach will cause significant stress, angst and disruption to life for residents awaiting rezoning, and that is simply unfair and unacceptable.
21.	Proposed walkway needs to be more carefully considered.
22.	This Master Plan needs to create certainty and be a community vision.
23.	Only areas that are immediately around the train station or the train line should be changed to medium density housing areas to suite a maximum of 8 storey high buildings. All the other areas should remain as they currently are. The current residents should not be forced to move due to changes in zoning.
24.	Retains the character feel of the neighbourhood. Improve traffic and pedestrian connectivity.
25.	Perhaps more flagging of staging/time perspective - may be hard but eg. 3 to 5 years for 200-400m zone etc?
26.	No, I agree with the principles adopted and the variables covered.
27.	Add 2 Canberra Ave to the plan. Consider allowing any development of 2 Canberra Ave to be built to the existing boundary. Even though it s a 1500m2 block, with existing setbacks on 207m2, can be used for any redevelopment. Consider the impact of the proposed St Leonards plaza on 2 Canberra Ave as well as the 29 story building on corner of Canberra Ave and Mitchell St.
28.	All options should be tested against these principles as...
29.	You have not provided a 3D model of the area - essential for an opinion!

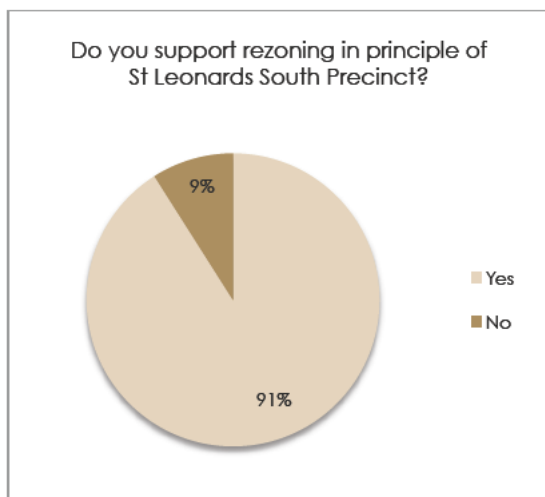
30.	No rezoning. Leave area as it is.
31.	Change it to an urban activation precinct like Epping or Wentworth point.
32.	The fact that The Forum is a bad development and those mistakes shouldn't be repeated!
33. to 43.	<p>High density re-zoning should be implemented but limited to the block bordered by the Pacific Highway in North, Canberra Ave to the East, River Rd to the South and the Eastern side of Berry Rd to the West as displayed in Figure 3. Holdsworth Ave to be closed and the equivalent open space to be dedicated to playing grounds and a new primary school.</p> <p>The rezoning should not be staged, but implemented as soon as possible and, in fairness to all the effected, properties should not be staggered in height. Property owners need certainty in relation to their property use and land values while, if possible, minimizing the time over which redevelopment will occur. We believe this approach will prevent sub-optimal, piecemeal redevelopment outcomes.</p>
44.	<p>The Draft Planning Principles need to consider the way long term residents (other than those with a vested interest in selling their properties to the first developer and making a windfall then moving out of the area as soon as they can) would like to live, interact and enjoy their lives in the area – while LCC protects the amenities currently enjoyed by area.</p> <p>Some residents argue that LCC has not planned for “better growth” but is planning for “any growth” at any rate and at any price.</p> <p>The consensus among many in the community is that LCC and the consultants are pro development and the “No Rezoning” option not given enough air time or included as a significant option nor discussed.</p> <p>These kinds of absurd proposed zoning laws will lead to another Loftex. Many of the residents are unhappy with the developments next to single dwellings, so make sure this decision is not repeated. There would be no other example in Sydney where a local council has rezoned inappropriately in one precinct as the example of Loftex Development. So any planning needs to consider how we can stop a recurrence of a most badly executed development.</p> <p>LCC and the consultant should respect the attitudes, lifestyle and aspirations of existing residents with families, and accept to preserve the characteristics of the area for existing residents and not listen to those that expect a windfall of profit by selling their property and moving elsewhere within few months.</p> <p>A “No Rezoning” option or a minimal rezoning / development intervention in the area for many of the streets should be considered as this is the view of many residents. This option should be included high on the list of possibilities and not relegated to the end of any presentations or alternatives as is taking place now - as presented now by LCC.</p> <p>I do not support increasing zoning for existing established areas of single dwellings as it takes from one and gives to another. No one supports apartment complex that shadow, generate more traffic, and cars, and use up all the amenities that can be offered. Ultimately most do not belong next to single dwelling houses.</p> <p>The overall strategy of the proposed rezoning as presented by LCC and the consultant is missing important elements that will affect existing residents that would like to spend the next 30 years in the area with their families. LCC’s role is mainly in protecting crucial, non-monetisable values that existing residents hold as important such as amenities and community values.</p> <p>Not enough information is provided on the impact of the different rezoning options as proposed by LCC on the community, amenities and traffic. The other zoning options do not even address many of the misgivings most residents have in terms of amenities, traffic and shadowing. Most of the options have not been considered well as can be seen from the plans and the discussions taking place.</p>

	If a genuine costs and benefits analysis was carried out it will reveal that the costs far outweigh the benefits such as loss of light, shadowing issues for being so close and high to single dwellings and pressure on local street parking and amenities, to name but a few and that the result is an unacceptable outcome for overdevelopment and rezoning.
45.	<p>Need to do all the rezoning at once. Residents need certainty.</p> <ul style="list-style-type: none"> Should be linking at Leonard's and Wollstonecraft station. Incorporation of a school should be key and used as multi-purpose community centre.

3.3. Zoning and density

Question 2: Do you support rezoning in principle to support the future of the St Leonards South precinct?

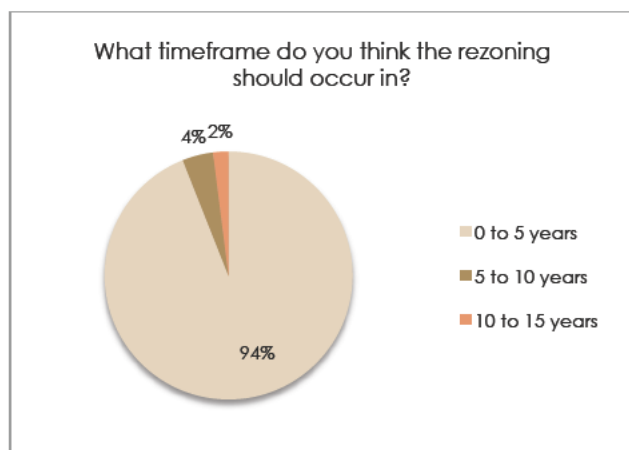
54 responses were received. The majority of respondents supported the rezoning in principle to support the future of the St Leonards South Precinct (91%). Only a small number did not support the rezoning (9%).



Question 3: If you support rezoning, in what timeframe to you think this should occur?

49 responses were received. Of those respondents who support rezoning, the timeframe that they thought the rezoning should occur was:

- 0 to 5 years (94%);
- 5 to 10 years (4%); and
- 10 to 15 years (2%).



Question 4. Can you provide any comments, or preferences relating to the presented options for zoning and density?

62 responses were given to this question. "Medium high density" or "high density" was the preferred option by many respondents. There were some respondents who preferred the "no rezoning" option. Many respondents just wanted a decision made. Some thought that if it is inevitable that rezoning will occur, and then Council should make a decision now and rezone everything at the same time. Many respondents supported high density near and around the train stations.

Table 6 provides a full transcript of all responses.

TABLE 6 FEEDBACK ON ZONING AND DENSITY

1.	The idea of a 35-storey building to the south of the highway is obscene. In general 6 to 7 storeys which merge with the tree line should provide enough increase in population. People who choose to stay in their houses should not feel threatened with high-rise overlooking them. Terrain should be taken into account – the higher the elevation the less floors.
2.	Either make it high density or leave it alone and do it later - medium/low density leave people with a ruined amenity but without enough money to move and stay in the area. Especially true for low-density people. First block near train should all be same density - scaling down from top is not required as distance from station is very similar and houses are currently worth the same sort of amount. Need to carefully consider where rezoning "stops" and how to make that transition. Perhaps the last "row" could be lower to blend in with houses that are left? So... top left or bottom right. Small block next to Duntroon Ave units probably needs special treatment so it gets redeveloped eventually - otherwise very small site = hard!
3.	As mentioned the site at 33 Greenwich Rd already being 4 stories and being 4300 m2 in area would be an important entry point coming into the new St Leonards centre travelling up River Rd from the southwest.
4.	High Density for Canberra Avenue and Holdsworth to Berry Road and then transition to lower density to the west. Possibly no further rezoning at this time beyond Berry Road.
5.	I would prefer high density. I don't want more unless it's high. Financially it doesn't make sense.
6.	The area chosen cannot support blanket increase in density. Park, Portview and Anglo should remain UNCHANGED. There is already traffic congestion in these streets, Pacific Hwy, and River Rd. I am not against medium/high density on Canberra, Holdsworth or Berry.

7.	High density makes sense. Otherwise the construction is not economically feasible. Medium density may be practical near the River Rd/Greenwich Rd interchange. Allow for commercial/retail to support residential needs.
8.	Preference - highest density configurations located closest to Pacific Hwy and the St Leonards railway station/proposed transport interchange i.e. around Marshall, Berry, Holdsworth Road/Ave. Should also look at some lower floor mixed use commercial and retail to ease/encourage a range of activities and transition to high end/density commercial uses along Pacific Hwy.
9.	First choice Fig 13. Second choice Fig 15, third choice Fig 16.
10.	Fig 13 high density - this is first choice. Second choice Fig 15. Last choice Fig 16.
11.	The higher the better. Panel 2 or panel 4. 20 stories graduates to 8-10 stories around Newlands park.
12.	It only makes sense to have high-rise development around the train lines. Considering the surrounding medium density in the near area, ie on the other side of Greenwich Road, high-rise would be ideal around train lines.
13.	Higher density near the station.
14.	Highest density closest to the stations - railway, good open space. Consider increased FSR closest to station.
15.	Due to the fall of the land, could have increased height towards bottom of Berry, Holdsworth, Canberra. That would provide penthouses with sun to all properties.
16.	High medium
17.	Medium high
18.	I think the best zoning option is medium high density.
19.	1. Please do not change density within a block down a hill. Apart from looking odd and being difficult to implement (where to draw the lines and why), this makes some forms of accommodation inaccessible to the disabled (due low density only being available way down the hill) thereby discriminating against them; whilst providing no practical benefit. 2. Please do not do staged rezoning, as it will cause considerable loss of certainty, security and amenity for residents in areas to be rezoned later, whilst providing no benefit to anyone.
20.	Ideally the height of new buildings should remain close to the height of existing trees so to minimise visual impact.
21.	High density from Marshall to River between Canberra and Holdsworth. Whole area same height and FSR. This whole area must be rezoned at once.
22.	Prefer medium or high medium density as appropriate for the precinct.
23.	I agree that density should be scaled from the train station to Greenwich Road. I think medium-high density is most appropriate.
24.	Medium high. Rezone all land in St Leonards as high density and in Greenwich Road as medium density.

25.	Medium high density.
26.	I live on the east side of Berry Road. I think Option 1 for high density rezoning is appropriate given our location to transport, shops, parks, etc. I see no reason why Berry/Holdsworth needs to be lower density - as the land slopes away it should fit in with Rover Road. Just look at the Duntroon development. Option 2 and 4 seem to suggest buildings would overshadow those on the north side of Marshall Ave, which would be unusual. Higher buildings to the north of Berry Road gradually getting lower will cause overshadowing issues for all residents in the area. And being at the end of Berry Road isn't a disadvantage - you have buses on River Road, can easily walk to either St Leonards or Wollstonecraft station, and it's a flat walk to Newlands Park. People prefer to be close to transport and shops, and there is no difference between whether you're at the northern or southern end of Berry Road - in fact at the southern end it's also a closer walk to Crows Nest up river Road. Consistent high-density development along Berry Road makes sense for existing residents and for the long-term benefit of future residents without question.
27.	Why has Canberra Avenue not been included in development options? On irregular (triangular) site if current DCP setbacks are applied would only result in a net developable area of 270m2 - is it worth considering allowing building to the boundary.
28.	4 hours of sunlight access because of high-rise towers is not acceptable – it creates health issues and affects residents' quality of life & lifestyle. Having high-rises next to single dwelling houses affects privacy and safety. The area is low density in character – any new development will need to keep with character of area (soften density). Issues with parking.
29.	Infrastructure considerations: impact, transport capacity, schooling, traffic/roads/parking, utilities (water/electricity) - given that there are other large scale developments happening or will occur within Lane Cove and other nearby councils. Also RNS expansion. Please consider population increase as a result of these potential developments and how it will impact infrastructure in the local precinct.
30.	If a house is selling for \$2.1 million (Portview Road) than you will need more than 4 stories to be viable.
31.	People also need to know about: potential development 'potholes'; just because you a rezoned doesn't automatically guarantee that property will be re-developed; and potential construction noise and impacts on existing residents.
32.	There needs to be a gradient of development. There is a mismatch between rezoning and how people think they should be rezoned – how to reconcile this difference? An ideal location for development would be Lithgow St. Need to know what dwelling capacity of the area is. The train is currently at capacity.
33.	Some change is appropriate – however there needs to be a mix of development types (i.e. townhouses, apartments, houses etc).
34.	It is a residential area. The precinct is currently overcrowded.
35.	Having single/double storey houses in the same small street as medium to high density would be the worst option, especially in a nice expensive suburb such as Greenwich. House prices will not rise or would likely deteriorate, as there are many people who would not want to buy expensive houses to only live alongside apartments and have to deal with the many issues that apartments bring with them for the neighbouring residents. Greenwich and St Leonards should not become the next Chatswood, with high-rise buildings that dominate the skyline. We need to maintain the differentiation from Chatswood and like suburbs with very high towering buildings. What we currently have is the reason many people speak very highly of Greenwich. Let's try to keep it that way.

36.	High density.
37.	Due to the land values within the precinct you will need high density to be 6 stories + as a minimum. The average house is selling for \$2-\$2.5 million. Buildings near Marshall Avenue will need to be 20 – 40 stories tall to be viable. Tapering down to 6-8 stories to Canberra Ave. A bridge will need to be built from Holdsworth Ave across River Road so people can walk to Wollestonecraft Train station. Due to proposed Willoughby development over train line – State Government will be seriously looking to sell off air space above railway. State Government will also be reviewing the area.
38.	It should be remembered at the south end of the area is close to Wollstonecraft station and this should be incorporated into the distance from station calculations. Additionally a bridge over River Road should be considered.
39.	I prefer the medium-high density proposal, as it would allow Sydney to meet population target and minimise urban sprawl.
40.	I found post 'types of densities' most helpful of all! 200-400m from the railway station should be medium rise high density BUT adequate underground parking imperative, even 1br and studio apartments use cars in real life.
41.	Highest density within 200m of the station up to 24 storeys then tiered down southward to mid-high.
42.	2 or 6, nothing in the middle. Either wreck the area or leave alone. Landowners and potential owner know the highway has high-rise and except that when they've bought.
43.	Would prefer no rezoning and a clean commitment to no further rezoning. If rezoning is supported then a uniformly applied rezoning scheme is preferred with immediate effect. The presented options are essentially variations on the premise of a portion of high density supplemented by a portion of less high density. There is no option that is based on the premise that medium density would be the highest level of rezoning. There are no options presented that are based on a uniform rezoned level across the precinct. The options presented lack one that clearly designates highest density development uniformly across the <400m to station zone, and medium density in the >400 to <800m zone.
44.	If you have not provided the information I need in Q1 & Q2, I can't answer this question.
45.	Zone from Park Lane to Canberra Ave as medium-high density (geographically St Leonards). Zone from Greenwich Road to Park Lane as medium-low density (geographically Greenwich).
46.	No rezoning option is best due to lack of amenities. Parking, overshadowing, traffic.
47.	Medium high residential.
48.	Medium density beyond 200m from the station diminishes community utility. There are nice cottages, a few heritage houses and a lot of pleasant green space and trees. Changing zoning would devalue both quality of life and property prices.
49. to 59.	<p>I believe the best way to attract quality proposals for redevelopment is to set a minimum number of key constraints, such as Floor Space Ratio (FSR), Gross Floor Area (GFA) and a height Reference Level (RL). The final approved Loftex tower development could be used as the precedent for the minimum constraints. This will allow maximum creativity for designers to facilitate optimal outcomes for the community in terms of land use, integration with surrounding areas, livability, aesthetics, community amenities and open space.</p> <p>Rezoning this precinct to a number of 30+ story towers with minimum FSR of 10:1 would provide significant open space and much needed income for the Council to spend on community amenities. In</p>

	<p>contrast, the low height, block type build and low FSR restrictions applied to Australand's redevelopment of Duntroon Avenue resulted in minimal community facilities (a new swing, shading of the play area, and a few tables/benches at Newlands Park).</p> <p>Consideration should be given to mandating a minimum block size, say 5000+ square metres and a multi-use zoning to encourage consolidation of existing properties, thereby facilitating proposals for redevelopment which would also incorporate much needed open space park areas, community amenities and business opportunities such as before and after school care, cafes and meeting points with suitable shelter.</p>
60.	<p>The future of the precinct is determined by the requirements of long-term residents who plan to stay in the area for many years to come and especially those that plan to stay around with their families. Future growth can be achieved organically and expand at an acceptable growth rate. Converting single dwelling houses into high-rise buildings is a backwards way to add a little bit of housing and is not beneficial to the area and certainly is not supporting future of the precinct. It is not the future for the precinct to have rezoning street to street and in every street. We should be saving the community as it is with emphasis on existing single dwellings and keeping big developments of on the other side of the highway. LCC saying it is ok to mow down a block of houses then put up a boring building with 50 storey concrete all around. At best you would have a bit of retail on the ground floor and then have substandard conditions surrounding the development. This cannot be the future of the precinct. Rezoning for high density and an urban planning development such as Loftex is not good for the community."</p> <p>Planning means suitable and the options as presented by LCC and the consultant has ceased to be "good planning". Most of what is presented will set a bad precedent and LCC seems to approve bad planning and bad development for the area, which will linger on for generations to notice. Organic and sustainable development suits this area better and should be looked at in 30 years.</p> <p>How could you have all these high-density development in one small area of land - in few hectares and in fact in very few streets. Is LCC and the consultant saying it is ok to mow down a block of houses then put up a boring building with 50 storey concrete all around. At best you would have a bit of retail on the ground floor and then have chaotic conditions surrounding this. This cannot be the future of the precinct.</p> <p>I disagree with bulldozing existing houses and just building new towering buildings. No one likes to see a large broad strip of built up form like a housing project / commission set up, which is exactly what is taking place now with these "Planning Principles".</p>
61.	<p>Whilst I can see that the area between Pacific Hwy River Rd the railway and Greenwich Rd would make an excellent increased density precinct (transport, shops, restaurants, parks, and reasonable traffic access), I don't think very tall buildings will be appropriate. I would have thought heights similar to those between Epping Rd and the Highway north of Lane Cove would be appropriate. St Leonards on the Lane Cove side should be a medium density people-friendly area with plenty of retained tree cover.</p>
62.	<p>Preference is for high density along Duntroon park with lower density moving west. Support the removal of Holdsworth Ave into a combine high-density zone. With a park strip east-west connecting Newlands Park to a new central school park area. Should be a walk over River Road at end of Holdsworth connecting to parks on that side of street and Wollstonecraft Station.</p>

3.5. Public domain and open space

Question 5: Can you provide any comments, or feedback, on options relating to the public domain, open space, activity and linkages?

50 responses were received for this question. Multiple respondents supported improvements at, and better access to, Newland Park and Gore Hill Oval. Multiple respondents also stated the need for better access to Wollstonecraft station and that this should be considered as part of the Master Plan for the area.

Table 7 provides a full transcript of responses.

TABLE 7 FEEDBACK ON PUBLIC DOMAIN AND OPEN SPACE

1.	Would like to see east-west pathway. Shown as steps down to park - some sort of pram/kids scooter/bike friendly path would be better. Can a developer be offered an FSR/height increase if they put one in? What about allowing towers and giving developers FSR/height bonuses if they allow the public to use the open space around the bases (and activate them properly with benches, bbqs, etc).
2.	Pedestrian linkage from Canberra to Berry could be useful but does not need much land. Green space at Gore Hill Park and cemetery should be upgraded with Willoughby CC rather than seeking new land in St Leonards south.
3.	Not needed or restricted to medium/high density changes only to Canberra, Holdsworth and Berry. Parks and open spaces can be limited to these streets. Park, Portview and Anglo should remain unchanged.
4.	Plan for a new library, community centre, cinema, cultural activities. Make this a vibrant community, not just a place to sleep.
5.	Need to reconsider east-west link - very weak and nothing solid to anchor and draw thoroughfare, termination/destination points need a large park and a community facility such as a public cinema or community centre or library/art gallery/cultural centre. Further consolidation should be given on the community facilities proposed and the diverse range of 24/7 activities that should be attracted to create a dynamic and economic community focus.
6.	Connection to Wollstonecraft station emphasised.
7.	Plaza!! Clean up Newlands Park - trees overshadow - not enough sunlight.
8.	Landscape should form part of the entire precinct, provide many open areas/landscape for people to use.
9.	One big park, not smaller ones.
10.	Mixed zoning for cafes, supermarkets, for village feel.
11.	Prefer another larger park with smaller connection east/west open spaces. River Road is busy at Crows Nest end and slow anyway - not much point. Turn it into a park from Greenwich Road to train line.
12.	Have two narrow pedestrian pathways surrounded by natural flora. It is too expensive to acquire land to build a vast park. Improve amenities at the Newlands Park e.g. more rides.

13.	I do not see the benefit of public laneways as people will still need to cross the road. It is currently a nightmare trying to cross Marshall Avenue - too busy!!
14.	There should be further consideration of access issues for the disabled, rather than one or two lines here and there "where possible". As a wheelchair user who relies on the local amenity to make life work, I fear that plans will be made which unintentionally discriminate. For example the suggestion of stairs as an appropriate EW linkage between Holdsworth and Canberra Aves. A lift is also mentioned; but lifts in hidden areas like these are rarely reliable and, in this instance, wouldn't work. A ramp would be the only accessible option.
15.	East west pathways and north south pedestrian bridges across river road and the pacific hwy. Excessive open spaces will reduce the viability of redevelopment. Install a stairway from Duntroon Ave down into Newlands park to provide better access. Install a pedestrian crossing opposite the stairway.
16.	Open space should be green not just concrete. Maybe some pocket parks. Cross linkage does not need great space. Berry should be used as a buffer area to lower density to the west.
17.	Plant more trees.
18.	A pedestrian link is an excellent idea. I do not think a new street traversing across the precinct is a good idea, as it will cause rat runs.
19.	Improve facilities at Newlands Park.
20.	In previous submissions I've urged development of Gore Hill Oval, including converting some of the cemetery into sports playing fields. It is simply wasted space now and we certainly need more green open space for future residents. If my house is rezoned I still intend to remain in the area - I may even purchase a unit in the new developments on my property. We still need to access St Leonards station with a highway underpass on the western side of the tracks. And a pedestrian bridge at the end of Oxley road over the railway into Duntroon Avenue will make the walk to Crows Nest quicker for local residents.
21.	Current parks are not utilised and are not safe. Rather than proposing new green links – just improve existing footpath along the Pacific Hwy through lighting and a general clean up. Maintain existing trees.
22.	More parkland probably required.
23.	Green space a good idea.
24.	No more traffic lights within precinct. Pacific Hwy is dead. One possible solution is allowing Pacific Hwy strip to be mixed use. Proposal for 472 Pacific Hwy is a good example. In order to get new green space a higher FSR will be needed to make development viable. Another solution is to take away Marshall Ln. Current parks get no sunlight. The precinct is land-locked. Current access points are not good. Over-shadowing leads to poorer quality of life for residents.
25.	Problem with rat running and Duntroon Ave is not wide enough. Potential to build a car park within precinct.
26.	We should not have a long pathway between buildings and structures that would be or is likely to be dangerous for females and elderly to walk around after sunset. Any tunnels should be changed to bridges, as tunnels will attract the wrong kind of people, the drunks that currently loiter around St Leonards and graffiti. Just look at Artarmon Station with the tunnel that is currently AVOIDED by

	females and the elderly, in the evening and during the day when it is not peak time. We should use existing resources and spaces wisely. The Forum already has an open space that needs to be "fixed up" to entice people to use it after business hours. If you have another "open" space in the vicinity then the "open" space in the Forum will be used less often than it currently is.
27.	Retain street side trees.
28.	RNSH shouldn't sell off its 'new' open space - needed for green/open space for new and more beds in the future. Cemetery as parkland, respectfully?? Like the plazas but mixed residential/commercial very important so not dead space. More units are permitting dogs - 'full rich life' in medium density apartments - include a dog-walking path (not a rat run) - great social meeting places as well.
29.	If the land is 'land banked' then the trade off for an increase in density would be for an allowance of green space laneways connecting the streets to the west of Canberra Ave.
30.	There should be an open space corridor from Greenwich Road Canberra Ave (along River Road) say 50m deep, so there is no light or sun impact on property south of River Rd. There should be no linkages. Once you carve up the area with more east-west roads and walkways you might as well zone the area all high-density because sense of community to the existing owners/residents will be gone.
31.	Better access to Crows Nest needed, plus better access to Wollstonecraft access to Duncan Road.
32.	High-density living and open space - critical factors for mental health and community. What is the...of accepted ratios? All public space funded by developers and not local council.
33.	Build a concourse like the one in Chatswood with theatre, library and restaurants. Make the entire area disability-friendly and mobility friendly.
34.	Away from the highway, the area works well - open spaces, linkages etc. We don't want to mess with it.
35.	If there is a vague proposal for a plaza over the railway line, why couldn't it also be possible to put another road crossing from Marshall Avenue to Lithgow Street to provide another access?
36.	<p>Linkages can be enhanced by enhancing the existing walk ways on the Pacific Highway. Most people will use these paths. The proposed linkage as drawn and shown in the proposed current plans across from Berry to Anglo (or some half dreamt ideas like this) is wrong as the area and the streets that it is trying to connect is elevated and rise up at an inclination so it is hard to walk across. It also renders this option as unusable for the elderly and young families and kids not to mention the <u>disabled</u>. So it will not really work and is not a solution that would be of a benefit. Linkages must rely on the Pacific Highway paths and walk ways but improved and made more pleasant by LCC spending some money to enhance and improve these.</p> <p>It is obvious that whoever is coming up with these ideas does not understand the area, the terrain, topography and has no idea a real solution that works for this area.</p> <p>LCC should include more public open space and enhance amenity and social sustainability. Open space such as active recreation for children, adults, the aged and disabled. In addition to providing visual relief for all this concrete and high rise.</p> <p>Also consider:</p> <ul style="list-style-type: none"> ▪ More open green space, more than pot plants and concerted retaining walls with a couple of shrubs and trees. ▪ Safety and security for families, kids and women.

	<ul style="list-style-type: none"> Increased visual amenity. Increased physical amenity and recreational facilities for all ages and abilities. More quality parks with easy location.
37.	<ul style="list-style-type: none"> Favour larger park relative to multiple smaller parks. Suggest a straight links east west Connection to Duntroon park parks across river road School incorporation as it provides evening amenity for residents.
38. to 48.	A pedestrian and bicycle overhead crossing River Road close to Canberra and Holdsworth Avenues should also be considered as this will create a safe way for families to negotiate this treacherous road, with the added benefit of connecting the precinct to Wollstonecraft Station, adjacent parklands/reserves, schools, Greenwich and the bush tracks to the harbour. A vehicle roundabout should also be considered at the intersection of River Rd, Russell St and Canberra Ave and a "no right turn" at Shirley Rd at peak times for east bound traffic.
49.	As an occasional user of the bus stop at St Leonards, may I request that any master plan incorporate protected areas for bus passengers. Any increased height along Pacific Hwy will create a wind tunnel in winter and spring when the westerlies blow.
50.	<p>At this stage I've only had a brief look at the Draft Master Plan but the section regarding street parking within the precinct in question has me most concerned.</p> <p>I am a single person and a full time worker who is disabled and I totally rely on myself and my car to get me to work as I am physically unable to use public transport. I have a disability parking permit issued by the Roads & Maritime Services Dept. on the authorised recommendation of my doctor. This permit is colour coded to identify me as a permanent disability driver. I never utilise the designated "Disabled Parking" spaces in St Leonards that are in fact right outside my place of work as I would consider that an inconsiderate abuse of the system that is meant for short term parking in those spaces for disabled persons coming and going. There is always sufficient parking in the surrounding streets near my work so I rely on normal street parking even though this may mean that I have to struggle with extra walking from my car to my office building and return.</p> <p>If I understand correctly, the Draft Plan recommends that street parking in the St Leonards South area should be timed and restricted for all vehicles, with special consideration given to local resident parking. If these planned restrictions aim to include the vehicles of disabled persons such as myself, with a permit, then that poses a serious problem for me. I would not be able to afford metered parking and would have to give up working all together. The parking concessions that the government Mobility Parking System gives me as a genuinely disabled person, allows me to continue in the workforce and remain financially independent. It would not be physically or financially possible for me to go to work if there were not special parking considerations available to me. As well, I enjoy working and I benefit from the mental positives that I get from the feeling that I am contributing in some way to society even though I have a disability. The overall consequence to me of not being able to work is something that I don't even want to think about.</p> <p>I sincerely hope that in formulating and eventually defining the plans for the St Leonards South area - or for that matter any other area within the scope of Lane Cove Council - the needs of disabled people will always be taken into full consideration. Perhaps some sort of vehicle parking sticker issued by Council might be a way to assist persons such as myself.</p>

3.7. Social infrastructure required

Question 6: What social infrastructure do you think should be provided in the St Leonards South precinct? (For example community facilities)

44 responses were received for this question. A range of social infrastructure requirements were suggested. Table 8 provides a full transcript of responses received.

TABLE 8 FEEDBACK ON REQUIRED SOCIAL INFRASTRUCTURE

1.	Given the huge population increases planned how about a branch library - move the Greenwich one? Could fit into the plaza idea quite well, to bring people to it. Not sure how the Greenwich people would cope with us "stealing" their library :-). Not sure about other community halls and how they fit in - they will be expensive to provide and manage. But they are needed to allow small fitness/skills/etc. enterprises to service the area and perhaps grow (eg. dance, fitness, etc).
2.	Because of the added density proposed there should be more open space as well as a small village precinct to cater for basic everyday needs of the new and expanded community.
3.	Medical facilities through some commercial zoning near highway.
4.	Cafes, restaurants, parks and pools.
5.	Same as previous question.
6.	Plan common facility needs with the adjoining Councils. Grocery, cinema, library art centre, day care, parking, university extensions. I heard none of this on Saturday, which suggests tunnel vision.
7.	Public movie cinema, cultural centre (art & music), community centre providing community education classes, communal gardens, library and study centre.
8.	Nil. Go to the movies or a coffee shop - get a life.
9.	St Leonard precinct should be another major destination with all the facilities - health/shopping etc. Pacific Highway should play a major role with retail etc. so too area above the train line.
10.	Safe crossing of River Road - tunnel at Canberra Ave? Community centre for high-density options?
11.	Community recreation centre like the one Willoughby council has e.g. tennis courts, basketball courts, YMCA gym and swimming pool.
12.	A shopping mall in the centre of the area would be a good idea. Have a Woolworth's store.
13.	I think these should be located over the proposed plaza.
14.	Better equipped parks, community facilities which make St Leonards more than just a place to pass through on the way to somewhere else.
15.	Tennis Courts, A park at the northwestern side of the precinct with water features to assist cooling off on a hot summer day. Newlands park should be re landscaped to enable more grass to grow at the northern end and provide better drainage of the central area.
16.	Possibly a child care facility but could be in a medium or high density development if properly planned.

	No need for primary school _ Greenwich Primary should be expanded at both sites as required.
17.	Plaza for recreation and entertainment.
18.	Improve mobility as the area is a bit slanted.
19.	Community, swimming pool, tennis courts, library, schools.
20.	I imagine that if the Plaza proceeds, it will have parallels to Chatswood's council area. So I'd just suggest we look at what has and hasn't worked well in Chatswood and act on their learnings for community facilities.
21.	There are currently no facilities at all within the precinct.
22.	None as we currently have the oval that provides the open space and we have the few green areas with playgrounds, there are already currently 2 of these in Portview Road alone. Also we have the open space in the Forum, which is hardly used after business hours, so adding another similar "open" space will be a waste of resources and will render the existing open area in the Forum as a waste of space and inefficient use of existing resources. We should improve the current open space around the Forum.
23.	Sporting facilities.
24.	A public pool and a local grocery store like an IGA.
25.	Preschools/park/dog play areas/small kids bike tracks. Childcare will take up some commercial use space - ensure there is enough commercial use space/zoning. Cycleways - recreational and for transit.
26.	I'm not a greenie, but I think there should be more big parks within the heart of the zone. Similar to similar developments in North America. Also put any new roads (not pathways) underground and cover them with parks. The zone in time could be 50% green space with most vehicular roadways underground.
27.	Newlands park needs a lavatory block and more wall...and garbage and recycling bins. It also needs the stops included in one of the display posters. School not needed, plenty of scope for more buildings at Greenwich public.
28.	I can't answer (give my opinion) since I haven't seen in 3D model with feature and expected increase density living and type of residents.
29.	Primary school as Greenwich Public is overcrowded. No need for high school (new one built in Crows Nest).
30.	See previous question.
31.	Learn form the mistake of The Forum and the positives of Crows Nest - let's aim for a 'villagey feel' with nice cafes/restaurants and shops, places where people want to spend time.
32.	<ul style="list-style-type: none"> ▪ Large Community gardens ▪ More child care centres ▪ More schools from ages 4 – 16 ▪ More open space ▪ Improving safety for older people, females and kids

	<ul style="list-style-type: none"> Support the safe mobility of all older people and pedestrians Greening of street scape More playgrounds Large parks
33.	<ul style="list-style-type: none"> School / pool / community centre / library. Consider connection between the two stations and Greenwich public centre.
34. to 44.	As there will be many new families in the area, a new South St Leonard's Primary school should be considered. As the area is a high tech/engineering/IT/media/medical precinct this school could have a focus towards these vocations. Holdsworth Ave should be removed and the space allocated to a new school, open space and community facilities such as before and after school care, walkways to areas to the West and Duntroon Ave.

3.8. Built form

Question 7: Can you provide any comments or feedback on options relating to the built form?

45 responses were received for this question. Table 9 provides a full transcript of responses received relating to options for the built form.

TABLE 9 FEEDBACK ON THE BUILT FORM

1.	Option for towers? I know the consultant doesn't like them but can they be considered? Liked the idea of road access via Berry/Canberra and closing off Holdsworth Ave - not sure exactly how it would work but could be interesting. Idea of long lines of building makes sense from shadow point of view but may be quite restrictive. Could the DCP be written with outcomes in mind rather than specifying how they are achieved? The design stuff tries to solve some problems - why not just let the DCP describe the problems that have to be solved and let the developers/architects work out how to do it?
2.	To range from 9 metres to high rise densities allowing for open space facilities within the precinct.
3.	High Density from Canberra Avenue to Berry Road - same zoning for whole block. Look at good setbacks and step backs and view corridors between buildings. No towers.
4.	Higher the better - close to City and 2 stations. Higher density keeps current owners, developers and councillors happy.
5.	High density, square footprint with adequate space between buildings. Recommend maximum 24 stories. Where is the parking garage? Two cars per unit should be considered - it is foolish to imagine the train will be the only transport used. If residents are to support North Shore Hospital, where is the overhead walkway to ease access? Also applies to rail.
6.	Concentrate on creating a high density (6-20 floors to make development economically feasible) spine in areas along Pacific Hwy and closest to the proposed transport interchange and where there is high density commercial/high rise. Then transition down to medium and lower densities and lower built forms i.e. low density/single family occupancy residential dwellings. Need to undertake sun shadow/overshadowing studies to refine heights, setbacks, transitions etc.
7.	Fig 32 Eastern Block

8.	Fig 32 Eastern Block
9.	Make it high
10.	Fig 31 - landscape that forms part of the development.
11.	Not qualified.
12.	Have a shopping centre at Park Road, which is right in the middle of the area.
13.	Make the apartments look like the one at Duntroon Ave with beautiful sandstone.
14.	Take advantage of the beautiful city views. No houses in the precinct should be subjected to site isolation.
15.	Please avoid having just one or two instances of one built form (eg. a tower) amongst a completely different built form (eg. town houses) as it makes the odd-man-out a real eyesore for miles around.
16.	Should blend in with existing tree line. No towers above existing trees.
17.	High density from Canberra to Berry and Marshall to River. Medium density blending to single dwelling towards Greenwich Road. Heritage buildings in Park Road must be protected from overbearing development.
18.	Make sure that the buildings share views of the city.
19.	Have aged care facilities and retirement villages as the precinct is very close to the hospital.
20.	For areas closer to Pacific Highway have commercial shops at the ground floor.
21.	For houses rezoned to parks, the developers must purchase this land. Do a VPA like the one in Marshall Avenue.
22.	I've previously said that it'd be great if St Leonards became renowned as a high-density area of impressive architecture, rather than just another high-density transport hub that we see all around Sydney. Hopefully this would attract better quality builders to the area. I am very anti-Meriton - the quality of their apartments is poor. They are short-term thinkers focused only on profit and not on legacy.
23.	A bridge to railway would be preferable.
24.	Having high-rise buildings in Greenwich and St Leonards will degrade the current status that Greenwich currently commands. Medium to low-density buildings should be the only options for our suburb as our area cannot handle the increased traffic, the shadowing on nearby properties, parking problems that are currently an issue anyway and will be worst with increased residents.
25.	High storey towards the railway station and the scale down towards Greenwich.
26.	Just needs to be staged. Loftex currently an unfair...but vested interest speaking here!
27.	As in Q 4.
28.	All these nice visuals and maps look great, but in reality if a high-density structure goes up near you, you just want to get out. It happened in the 1960s-70s along Burns Bay Road between the Plaza and

	Ross Smith Parade. As the unit blocks spread west people just keep on selling - no one wanted to lose the sun and light of a 2-3 walk up block next to their house.
29.	All good, but could include here examples of medium/low density treatment.
30.	At the moment I reckon the planners are hiding information on purpose.
31.	Aged care residential is urgently needed! Our population is ageing and the area is very close to the world-renowned Royal North Shore Hospital.
32.	Don't build except around the highway and inside 200m from the station. Zone for mixed-use medium density - nice spaces and high quality retail and commercial.
33.	<p>Built form should be kept 5 to 8 levels close to the highway and keep it as low as possible. Keep this on the highway not on top of resident's houses with huge shadowing effects. This is a better option by focusing development on highway and no shadowing to residents or single dwelling houses. Keeping height for built forms from 5 to 8 levels.</p> <p>The areas that are up for rezoning are already the densest and busiest why does it make sense to focus all new development in the same area as well putting pressure on streets, parking and transport and other amenities.</p> <p>From recent experience most developers buy up homes develop into high density then splits these and charges about as much as a house was worth in the first place. Seriously, this is ugly - if you have large developments in the area near to single dwellings.</p> <p>Good planning should be in keeping with character of the area, support exiting building heights and not going above. Developers would throw up poorly built units with not enough parking and lots of shadowing. As such no large rezoning in any of the streets where single dwelling houses exist should be accepted</p> <p>Also:</p> <ul style="list-style-type: none"> ▪ Car parking facilities should be increased as there is insufficient off-street parking. ▪ More inviting urban environment through street beautification. ▪ Street-scaping to improve strips. ▪ Building height on street frontages should be limited to three stories, so human scale is retained for pedestrians and to reduce overshadowing. ▪ Design and policy take into account the social and health consequences of any actions or development. Built environment is key to our health and well being – air pollution, waste, social interaction. ▪ Reduced buildings and preservation of trees and green spaces.
34.	Support high and narrow buildings creating more room for interesting streetscapes and more open ground level space. Don't want to see ad-hoc development (like Waverton) must ensure larger minimum re-development parcels.
35. to 45.	The preferred built form is a series of narrow towers off set throughout the re-zoned area with no set back required on Canberra Ave but a reasonable setback for the east side of Berry Rd. Traffic should be given the opportunity to exit via Canberra Ave to River Rd to reduce the load on Berry Rd and the Pacific Highway. Walkways and cycleways should be created linking properties to the west, south and Duntroon Ave with interconnections to the River Rd overhead pedestrian and cycleway bridge.

3.10. General comments

Question 8: Would you like to make any general comments about the Draft St Leonards South Master Plan?

48 general comments were received. General comments about the Draft St Leonards South Master Plan included:

- “Don’t let the process drag on. Our community needs some certainty regarding the future” and “Make this and urgent matter” and “Get on with it”
- “We are not against development but need a timeframe to plan our future decisions”
- Some residents “are pushing options that give them the highest possible rezoning...a well organised lobby group doesn’t mean they are correct”
- “I don’t think it’s very imaginative”
- “Control where high density residential pockets should concentrate. Do not let the developers dictate development”

A full transcript of comments is provided in Table 10.

TABLE 10 GENERAL COMMENTS

1.	Need to get economic analysis done ASAP so people can get some certainty. Once people know they will have increased property values, enough to let them move and have some spare, I think most people will be on board. The uncertainty is hard on everyone - not only for people wanting to do work on their houses but also not knowing if things are rezoned what it will mean.
2.	Will study this when meeting held later in the week.
3.	Don’t let this process drag on. Our community need some certainty regarding the future. If there is to be rezoning, do it and let us get on with our lives. Ensure any rezoning is financially viable so property owners can afford to buy other homes in the area. There are a lot of families in the area who want to live in single dwellings NOT apartments.
4.	I’m horrified at the ignorance of Wollstonecraft proximity.
5.	By making Canberra, Holdsworth and Berry medium/high density, but Park, Portview and Anglo unchanged, you will achieve the goal of development along the train lines but also preserve the community appeal of keeping Park, Portview and Anglo unchanged. This would seem to be a good balance.
6.	Take charge; do not rely solely on consultants to do the work for you. When working with consultants and other Councils, insist on the detail. Challenge the plan/numbers at local, state and federal level when they do not make sense. Make this an inspiring model that others will follow. Make Lane Cove residents proud.
7.	As per my comments under precinct planning principles. Get in early and control where high-density residential pockets should concentrate. Do not let the developers dictate development to ensure we don’t see St Leonard’s office market irretrievably lost to the residential market like Chatswood. Based on workshop discussions about Council/developers buying land to develop and create the east-west link, I think Council may have grossly estimated land and potential development values. I suggest you get several independent valuations done on your proposed development scenarios and prior to your development contribution negotiations with developers.

8.	Too slow - get out with it. Rezone Berry to Canberra.
9.	As a resident of this precinct, I personally would like to move on as quickly as possible if this development moves forward. Rezoning this area will allow me to move on ASAP.
10.	Get on with it.
11.	Developers foot the bill for any parks, schools or community facilities.
12.	A very good idea. Meets the guidelines of the 2036 metropolitan strategy.
13.	Make this an urgent matter.
14.	Put pedestrian crossing or speed humps to reduce speed along these local roads.
15.	I am glad that work is underway on a Master Plan, but a little disappointed that recent activity has flowed from developer pressure rather than naturally from the refinement and expansion of the St Leonards Strategy (2006), which appears to have sat there largely dormant for seven years.
16.	All residents need certainty about the future and given a fair go with regard to viable relocation.
17.	Get on with it. No phased development for Canberra to River otherwise unfair. Closest to 2 stations. Best amenity already there. Holdsworth to Berry block next to be rezoned in one rezoning.
18.	How long will we wait before we know that our houses will be rezoned? I have never heard of a twenty-year plan for a residential area. The St Leonards South Strategy 2006 is redundant now.
19.	Advise residents of when changes are expected to happen, as we need to plan to move elsewhere.
20.	Advise residents when the LEP changes would be made!
21.	I know the Marshall Avenue South group has been active for some time. Many of these residents were about to sell their property before hearing about the premiums Loftex paid - one even took their house off the market some years ago to stay and try and fight for the highest possible density rezoning for their home. I note from the rezoning plans that these people are pushing options that give them the highest possible rezoning, with lower rezoning elsewhere in the Berry/Holdsworth area. A well organised lobby group doesn't mean they are correct. I have always believed that uniform rezoning for Berry/Holdsworth makes sense as the slope of the land supports it and from the north to south of Berry Ro is only a two-minute walk. We are so close to the amenities of St Leonards and Crows Nest that the whole area should be consistently rezoned to remove issues with overshadowing, etc. Aesthetically it should also look better, which is important to me as I intend to remain in the area. I have young children and need to make decisions on schools and how they travel to school, so some certainty around timing for this whole process would also be greatly appreciated. I can't attend the session on 16 October but would be happy to discuss my comments further by phone on 0447 436 423.
22.	Council needs to stand up for its local policies and not roll over for State Government. The area has a community atmosphere. This process has been too rushed, its all been rushed because of Marshall Ave – residents need time to properly think about this.
23.	Planning/timeframe of any rezoning is an important consideration. Proper staging required to protect the amenity of those residents who do not leave first. Giving due consideration to ALL current residents, such that no resident ends up living next to a high-density development.

24.	Needs to be fair!
25.	There is a feeling of inevitability about the whole thing – as if it's a fore-gone conclusion. Development has huge social impacts on the local community. Liaison Committee could be used in a much broader way. There needs to be a regional approach. Too rushed – needs to be a two-year study rather than a one-year study. Community feels helpless!!! The person who sells last will be the loser. There was a study done by Council in 2009 (?) which had some good ideas.
26.	The area is attractive. A lot of the new apartments will be marketed to foreign owners, which has the potential to destabilize the area.
27.	No one likes to live around unit blocks but would do so only if the house price is cheaper than the other houses in the area. Council needs to ensure that our house prices don't reduce as a result of Council forcing a set of apartment blocks in our street. We chose to live in a nice single dwelling area and we paid more for this privilege. Council and Councillors should not pull the rug from under our feet.
28.	There has been no discussion about the incoming people – the new residents that will be coming to the area will be living in flats (mostly) so who are the buyers – demographics.
29.	Looks promising.
30.	Excited that it's inclusive and finally happening. Concerned that it does not lose momentum now because of either state or local politics.
31.	I don't think it is very imaginative. I don't think it uses open space well. I think it should be a stepped-down development from the highway and over all the fall line the River Road Bridge. HD in these areas and the existing 1920s-30s properties left in the valley.
32.	...the planners game so give clarity to the development.
33.	The residents no longer feel that the precinct can continue to be low residential. We are not against development but need a timeframe to plan our future directions. I encourage the rezoning to take place within a year.
34.	Don't wreck a nice neighbourhood! Zone for mixed-use medium density inside 200m from the station and encourage appealing, Crows Nest-style villagey feel with high quality retail and cafes. The Forum is terrible. It would be a disaster to allow more of the same.
35.	<p>I would like to ask LCC and the consultants to reflect on the entirety of this and respect the attitudes of existing residents who do not want to be rezoned and prefer to stay in the area that they bought into many years ago. Also LCC should preserve the lifestyle and characteristics of exiting dwellings and to think honestly about what has been done so far. To view this rezoning case in an objective and rational way and affording the existing residents hat would like to see the area left as much as possible as is.</p> <p>As residents' interest is in preserving the unique set of common neighbourhood resources the neighbourhood commons, upon which they rely. This is far from being trivial and is central components of the areas identity. We afford them property rule protection in the form of zoning laws.</p> <p>As a means of protecting the legitimate interests of current residents and be sensitive to residents' concerns, contexts and based upon a participatory process. Residents' participation both gives voice to the interests of current neighbourhood residents and provides the most effective safeguard against corruption of the rezoning process.</p>
36.	<ul style="list-style-type: none"> Cannot have different zoning on same street or pair of streets (mean rear yard neighbours)

	<ul style="list-style-type: none"> ▪ Must ensure larger envelopes for developers to ensure no small scale ad hoc development. ▪ Must move fast and with certainty - no staged release. Let residents sell and move on or provide no changes to existing zoning.
37. to 47.	I would like to take this opportunity to congratulate the Lane Cove Council for undertaking this initial work. I am in full support of the St Leonard's South Master Plan.
48.	<p>On behalf of the Marshall Ave West Action Group {MAWAG} we would like to register our desire for a high density, high rise rezoning of 5 houses, which comprise a section of our group. These houses are No 10, 12, 14 16 Marshall Ave and No 1 Holdsworth Ave. We have presented massing diagrams demonstrating the potential for uplift of the entire south side of Marshall Ave, to Mr Annand during the consultation workshop. GMU, urban designers and BBC, urban planners were commissioned by our group on behalf of the Marshall Ave south property owners to proceed with the massing diagrams, as for some years we have seen the potential for such development in light of our proximity to the station, the current development occurring in the St Leonard's area and the need for increased inner city accommodation.</p> <p>We are also supportive of the proposed St Leonards Railway Plaza, which would give a focus and amenity to the south side of the Highway. In view of our support for the proposed Railway Plaza we are also supportive of the Loftex uplift, which will give much needed funds via the VPA for the Plaza development.</p> <p>There is a general understanding in the Community of the inevitability of development in our area. Therefore it our group's hope that the VPA's garnered by the Council will deliver the best urban planning of the Railway Plaza and the area comprising St Leonards South studied by the working group.</p>

3.11. Formal submissions

A formal submission was received from at least 14 homeowners on Holdsworth Avenue and Canberra Avenue. The submission described St Leonards South as "an ideal location for higher density development".

Recommendations included:

- Rezoning provides both opportunity and financial incentive for residents to sell and relocate;
- The entire Canberra/Holdsworth block is timed to be rezoned as one complete area; and
- Support for the highest feasible density, applied uniformly, for the block of Canberra Avenue and East Holdsworth Avenue, from Marshall Avenue down to River Road.

A copy of the submission is provided at Appendix A.

Appendix A – formal submissions

10th November 2014

**A Submission to Lane Cove Council from the St Leonards South Collective
regarding the St Leonards South Master Plan**

The St Leonards South Collective has been formed with the aim of contributing to the planning for and future development of the St Leonards South precinct especially as our block (Canberra/ Holdsworth) is most likely to change as a result of the master planning process. We want to communicate our particular views to Council.

We also want to be able to communicate information to other residents about such processes and the implications of possible rezoning for property owners. We would like to share information with other residents in our area regarding the rezoning process, similar to the “Common Good” Group in Epping.

Our members currently include at least 14 home owners including 18, 20, 22, 24 and 26 Holdsworth Avenue; and 13, 15, 17, 19, 21, 23, 25, 27 and 27a Canberra Avenue. As further information is shared we are sure additional residents will join our Collective. Our views are broadly similar to those held by other resident groups from Marshall Avenue and Holdsworth Avenue who have been in contact with Lane Cove Council separately regarding the master planning process and the rezoning of our block.

The current master planning process is a rare opportunity for Lane Cove Council to increase the density in the St Leonards South precinct. The area’s close proximity to the major transport hub of St Leonards has already been recognized in State Government plans, including the Metropolitan Strategy for Sydney 2036, which identified St Leonards as a Specialised Precinct. The area is also located within the Global Economic Corridor identified in the Metropolitan Strategy as one of nine ‘City Shapers’ that will play an important role in shaping the future growth across Greater Sydney. As you know, St Leonards station is a major transport hub on the lower North Shore and it is within a five minute walk of all our homes.

Already there are many significant changes identified for the wider St Leonards area, including a further major upgrade for Royal North Shore hospital, the Pacific Highway development near Friedlander Place, the Loftex development on Marshall Avenue; and the mooted supermarket development for Christie Street and the highway.

All of these elements contribute to making St Leonards South an ideal location for higher density residential development. Indeed, increased residential stock will be required to support the Government’s proposed development of St Leonards as a commercial centre.

Accordingly we request that the Council take the following points into account when considering the planning options available:

- As residents we are incredibly fortunate to live in beautiful streets with excellent green space and wonderful amenity and very close access to St Leonards and Wollstonecraft stations and nearby work locations. Many of us have lived in the precinct for more than 10 years because it has special value due to both its location and the quality of our properties. For us to find alternative properties with features even close to equivalent will involve major costs as well as personal and family upheaval. Equivalent properties in nearby locations are both difficult to find and invariably are substantially more expensive. Any rezoning plan will need to take these circumstances into account and provide both opportunity and financial incentive for residents to sell to relocate.
- Staged or phased zoning in the Canberra/ Holdsworth block would be very unfair to those residents who would necessarily live in 'second' stage (or later) areas as they would effectively have to place their lives on hold and experience great inconvenience including multiple years of construction work; and the potential to be overlooked and overshadowed by larger multi-dwelling units while they await their staged rezoning. We would ask that the entire Canberra/Holdsworth block is timed to be rezoned as one complete area.
- We support the highest feasible density for our block (Canberra Avenue and Holdsworth Avenue from Marshall Avenue down to River Road). This would closely align with the State Government's strategic planning objectives for St Leonards (as noted earlier). For other parts of the St Leonards South precinct it may be appropriate to transition down in density from East to West so that it then blends into the greater Greenwich precinct to the South and West.
- We ask that uniform density is applied across our entire block (Canberra Avenue and East Holdsworth Avenue, from Marshall Avenue down to River Road). Figures 13 and 15 of Council's *Potential Location of Zones & Densities* which was prepared by your Master Planning Consultant for the community consultation process show the centre point of our block is just over 300 metres from St Leonards Station. It would therefore be inefficient to squander land in this proximity from the major rail station for anything less than the highest feasible density across the entire block.

We would welcome the opportunity to meet with Councillors and Council staff to further discuss our perspective. Our Collective has been meeting weekly to discuss the Master Planning process and we invite you to attend our next meeting which is scheduled for 6.30pm on Wednesday 12th November 2014 at [REDACTED] Canberra Avenue, St Leonards [REDACTED].

Please let us know if you are able to attend.

Should you want further information regarding any aspect of this letter please contact our
spokesperson, [REDACTED] on [REDACTED]

Yours sincerely,

[REDACTED]