

St Leonards South Planning Proposal – IPC Presentation

23 May 2019

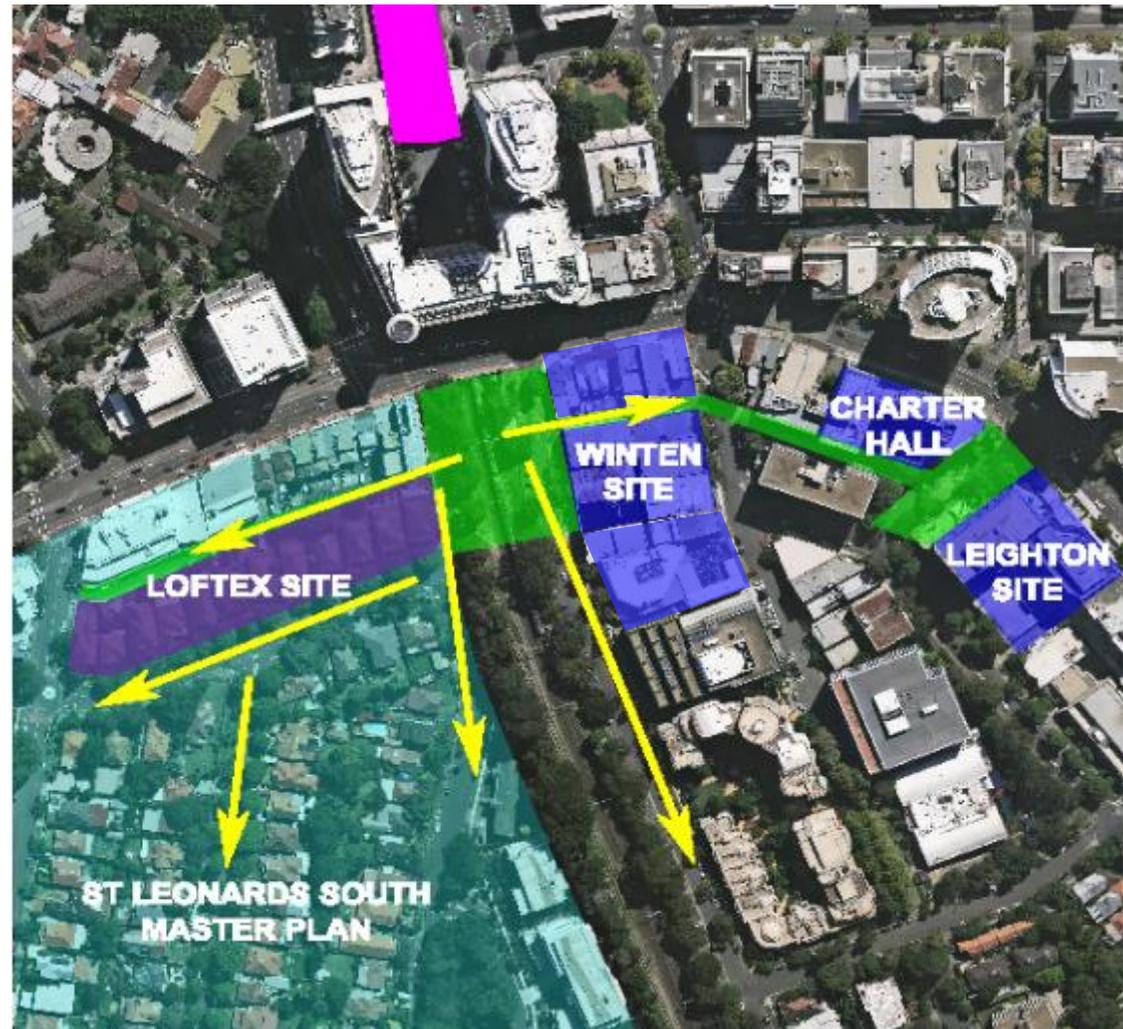


Context

Council's vision for St Leonards South is to create a liveable precinct by ensuring a holistic approach to housing while having regard to urban design, open space, pedestrian and traffic movements.

The St Leonards South precinct includes new open space, multi-purpose facilities, key worker housing, E-W accessible connections to create a vibrant new walkable community focussed on transit-orientated development.

The precinct will also connect to existing public spaces & new spaces including Council's over-rail plaza, 'pilot project' community benefits – which are delivering a new library, public car park, supermarket and public domain upgrades.





The St Leonards South Vision – A ‘liveable precinct’



History of planning for St Leonards South

The planning of St Leonards South has been a 7-year journey of detailed, extensive research, workshops & public consultation.

Jul 2012 – Mar 2014 – Stage One (Area Analysis) by planning & separate consultation consultants.

Mid 2013 - St Leonards East of the Railway Line “3 Pilot Projects” begin

Mar 2014 – Dec 2014 – Initiation of Stage Two (Master Plan) by multi-discipline consultant team – Planner, Urban Designer, Architect, including “Enquiry by Design (EBD) Workshop” held at over 3 days, initial community consultation + consultant research.

Dec 2014 – Jul 2015 – Draft Master Plan completed and publicly exhibited with two community drop-in sessions. Master Plan finalised with Planning Proposal area extended to Park Road (from Berry Road).

October 2015 – Priority / Planned Precinct commenced by DoPE

May 2016 – Sep 2017 – Planning Proposal submitted for Gateway Determination (this was granted in September 2016). Gateway Conditions were addressed and submitted to Department on 29 Sep 2017.

Oct 2017 – Jan 2018 – Public exhibition of Planning Proposal & supporting documents. Finalisation deferred pending outcome of St Leonards / Crows Nest 2036.

October 2018 – February 2019 – St Leonards / Crows Nest 2036 Plan placed on public exhibition.



PLACE

A vibrant community” that “protects its past”.

- Ensure new development retains and enhances important heritage elements.
- Apply casual surveillance & universal access principles to new development.
- Ensure no additional overshadowing of public open spaces
- Have consideration to wind impacts demonstrated through a wind assessment.

Heritage

- Park location selected to buffer Heritage Items
- Retention of heritage elements generally incorporated into Draft DCP
- No key views or vistas have been identified
- Shadow analysis confirms minimal additional overshadowing.

Casual surveillance & universal access principles

- Passive surveillance provisions are included in Draft DCP.
- East-West Pedestrian links chosen to be best gradients for accessibility.
- Both Landscape Master Plan and DCP include access principles for public and private domain.





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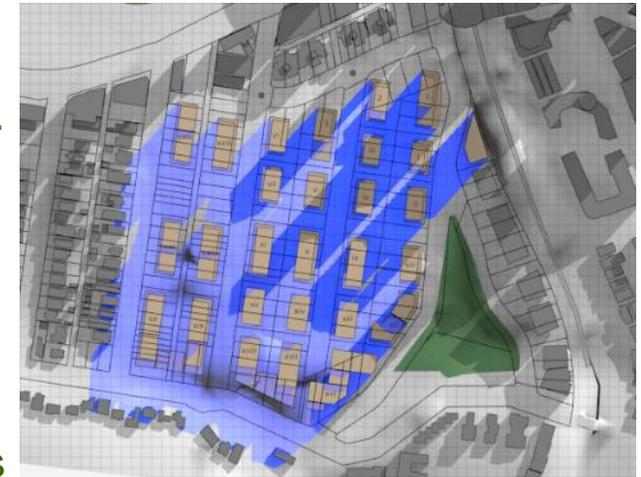
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No additional overshadowing

- Built form controls have addressed overshadowing within the key time periods for critical open spaces and surrounding low density residential areas (no shadowing of properties south side of River Rd).
- Confirmed by SJB SLCN 2036, “Proposed heights have taken into consideration overshadowing and amenity of key public spaces, and opportunity for CBD views”.

Consider wind impacts

- Included in Council’s Draft DCP - all new buildings be accompanied by a wind impact statement along with Wind Impact Calculation rules and acceptance criteria.





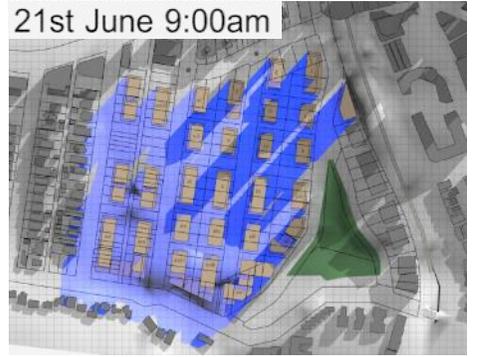
Lane Cove Council



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The 2036 Plan - Vision

“A vibrant community” that “protects its past”.

St Leonards South Vision

- Public domain, Open space and Streetscape.
- Community facilities.
- Heritage items in Park Rd protected.

Area-wide Movement Design Principles

Acknowledge key views & vistas such as key long-distance vistas offering sky views.

Enhance important heritage elements.

No additional overshadowing of public open spaces and important places.

Universal access principles.

Consider wind impacts.

Area-wide Movement Design Principles

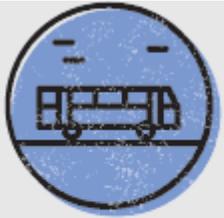
Key views and vistas shared where impacted.

Respects heritage building materials.

Objective p49: “Minimise overshadowing of key open spaces, public places and adjoining residential areas.”
Overshadowing is ADG-compliant

Accessible east-west pedestrian links and within Green Spines.

Draft DCP Wind impacts to be assessed.



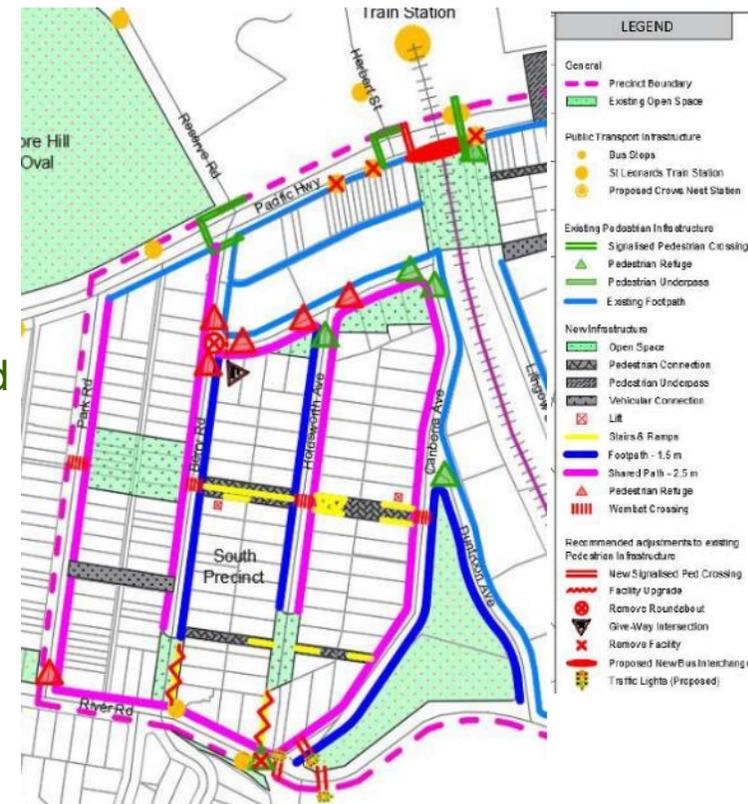
MOVEMENT

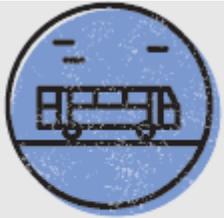
An accessible place

- An attractive and easy place to walk, cycle and move through, with improved local and regional connections.
- Consider accessibility to St Leonards and Crows Nest Stations.
- Consider cumulative traffic impacts.

An accessible place

- New east-west paths (15m + 6m) improve access to transport.
- Includes measures to improve pedestrian safety (e.g. stairs & lifts, refuge islands, wombat crossings, and pedestrian ramps).
- DCP requires Sustainable Travel and Access Plans (STrAP).
- Widened north-south pedestrian / cyclist street paths with limited on-street parking.
- Proposed St Leonards Over Rail Plaza addresses connection to St Leonards east of railway line.
- Option being explored for a signalised pedestrian crossings of River Rd (Wollstonecraft station) and of Pacific Hwy to Crows Nest station.
- North-South Green Spines through common areas of new buildings.

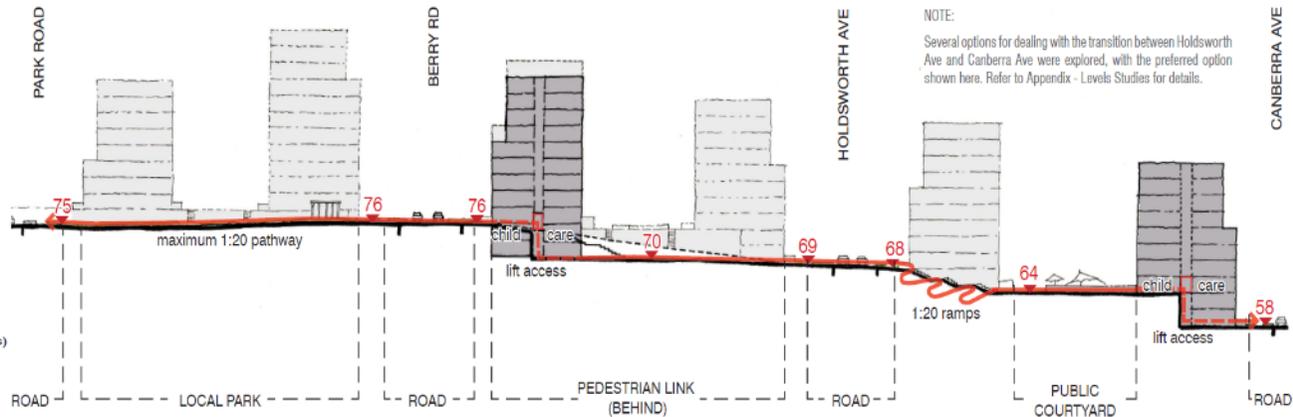




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The 2036 Plan - Vision

An easy place to move through, with improved local & regional connections.

Area-wide Movement Design Principles

Improvement of the walking & cycling network in the area.

Help to connect to wider regional areas.

Identify opportunities to improve safety along existing pedestrian and cycling routes.

Encourage use of public transport and reduce the need to use a private car.

St Leonards South Vision

Improved active transport connections.

Area-wide Movement Design Principles

Facilitates the improvement and expansion of the existing walking & cycling network in the area by providing additional east-west and north-south connections within and surrounding the precinct.

Facilitates improved access to the rail and bus transport network to help to connect to wider regional areas.

- Measures to improve pedestrian safety (e.g. stairs & lifts, refuge islands, wombat crossings, pedestrian ramps, blister islands, signage & signalised crossings).
- Dual-use paths to reduce cycle/vehicles conflicts.
- Council's DCP requires Sustainable Travel and Access Plans
- TOD principles utilise the public transport and active transport initiatives. Density and pedestrian routes focussed on access north-east to two rail stations.
- Restricted street parking



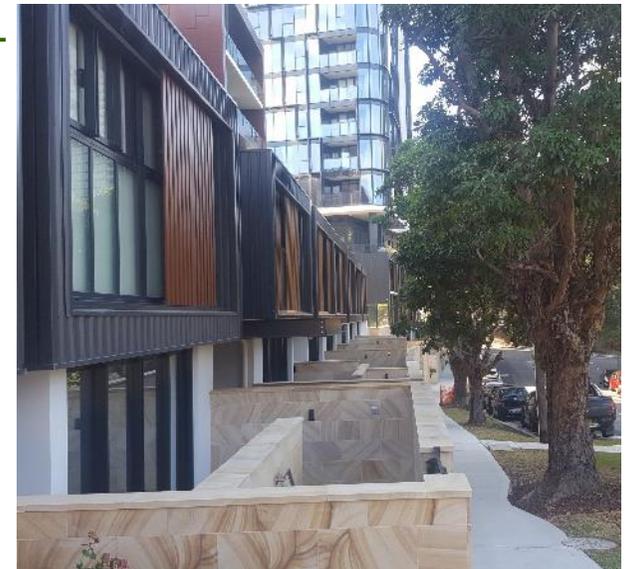
LAND USE

A home for people of all ages

- A greater mix of homes for the diverse range of people that live in the area.

Dwelling Types

- St Leonards South is envisaged as a place that provides a variety of dwellings between 19 and 4 storeys, including “some larger apartments and some ground floor/podium townhouses”, similar to 1-13 Marshall Avenue.
- A minimum of 10% 1,2,3+ bedroom apartments must be included in each development to ensure diversity.
- Key Worker housing will be provided in N-E quadrant.
- Hill PDA Economic development identified a minimum FSR of 2.5:1 required to be economic, which excluded viability of Medium Density.
- DCP implements accessible, visitable (80%) and adaptable (20%) housing requirements which cater for older residents and persons with disability, which is in excess of general standards.
- Two Child Care Centres and community centres integrated into precinct.





A home for people of all ages

- A greater mix of homes for the diverse range of people that live in the area.

The 2036 Plan - Vision	St Leonards South Vision
<p>“A greater mix of homes” for a “diverse range of people”.</p>	<ul style="list-style-type: none"> • An increased housing mix in the St Leonards/Crows Nest precinct. • Key Worker housing in the N-E quadrant of SLS.
Area-wide Movement Design Principles	Area-wide Movement Design Principles
<p>A range of dwelling types</p>	<ul style="list-style-type: none"> • A minimum of 10% 1,2,3+ bedroom apartments must be included in each development. • Adjacent single dwelling stock outside of 400m walkability radius suitable for future dwelling diversity.
<p>Cater for all life cycles.</p>	<ul style="list-style-type: none"> • Expands range. Council’s existing Development Control Plans = accessible, visitable and adaptable housing. requirements into new developments, to cater for older residents and residents with disability living. • Catering for diversity exceeds expectations e.g. community facilities/child care in res. precinct.
<p>Investigate locations for a new primary & high school.</p>	<ul style="list-style-type: none"> • “...schools within Lane Cove considered a priority for coming rounds of planning.. In overview, the Department supports Council’s plans and their consistency with NSW policies ” (NSW Education).



A well-designed place

- New buildings that model the highest quality design, respecting and enhancing the existing local character of the area.
- New building design should provide high on-site amenity and consider street width and character by providing ground and upper level setbacks to achieve a human scale at street level.

New buildings of quality design

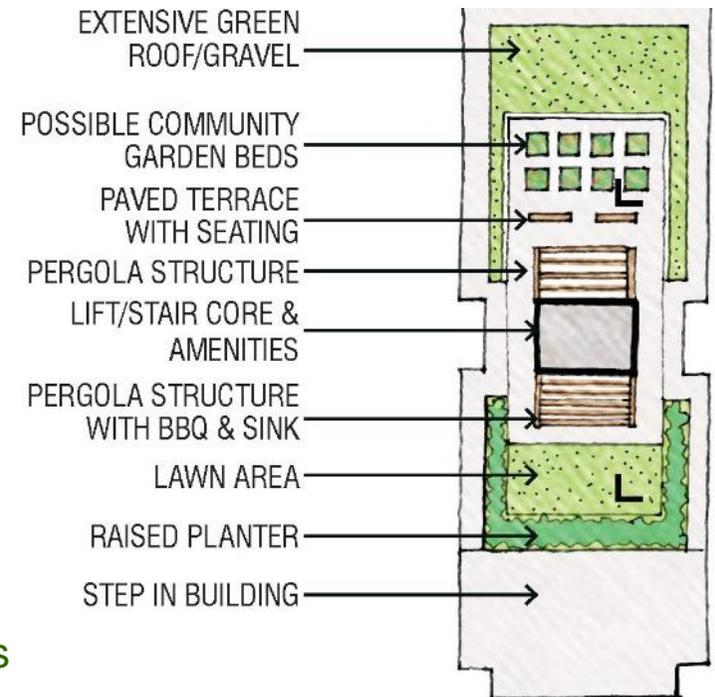
- DCP addresses architectural features such as setbacks, articulation, building width & orientation, solar access, roof gardens, ground floor balconies, etc. This was enhanced by a Design Review Panel investigation in 2018.
- LEP 'Incentive' structure requires compliance with the controls in order to achieve FSR for the site and replaces VPA's.

Stormwater Management

- Install Stormwater infrastructure to Berry/Holdsworth Road
- Onsite detention in developments restricts peak flows
- Urban Sensitive Design in streetscapes

Respecting and enhancing existing local character

- Respects adjacent low-rise development by increased setbacks and building transition.





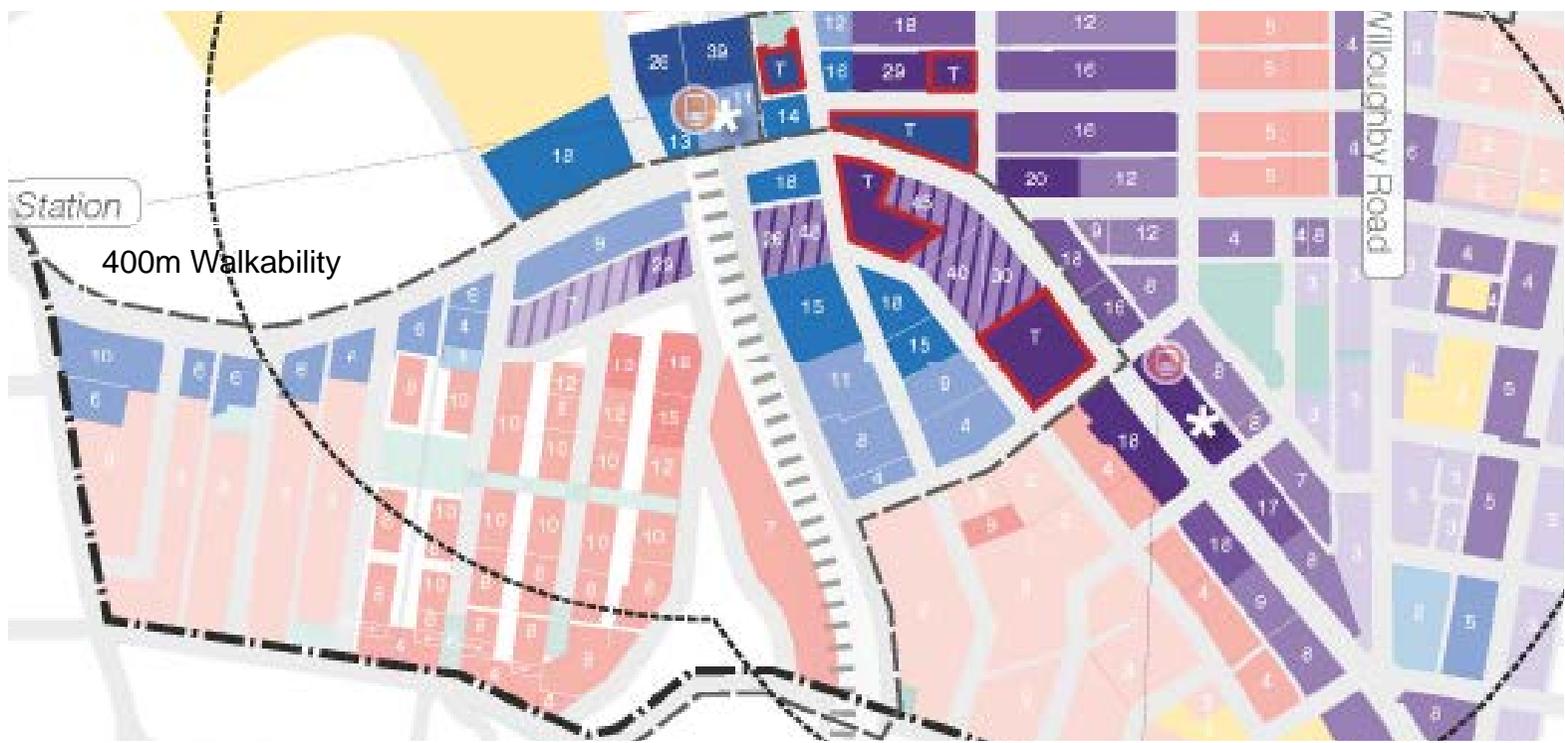
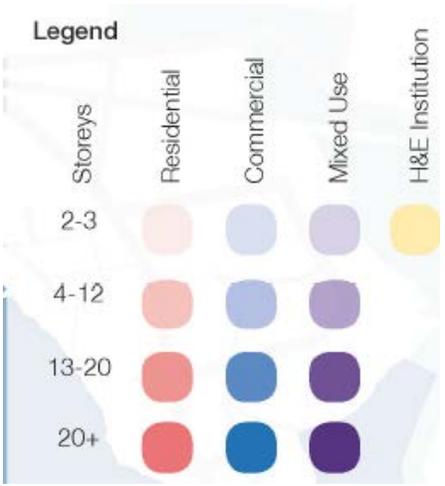
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**St Leonards /
Crows Nest 2036
Transition**



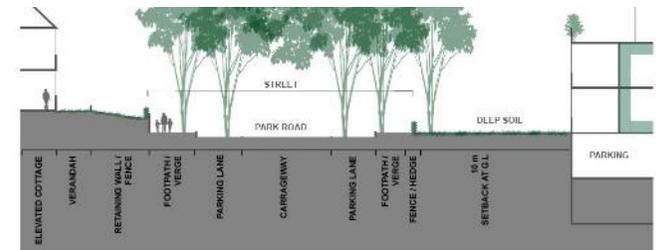


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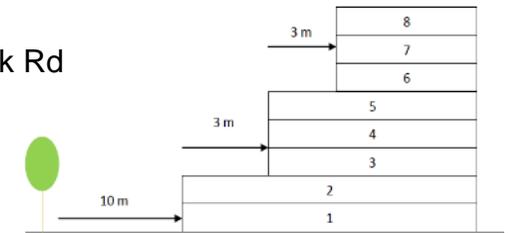
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Transition

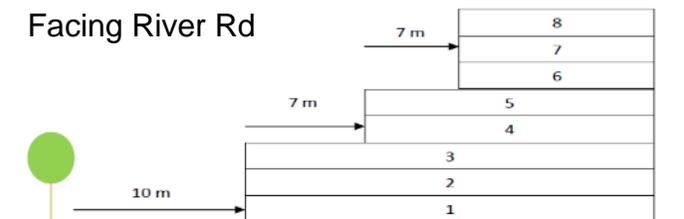
Control	Provision	Notes/Location
Setbacks	<ul style="list-style-type: none"> • 4m at street level • + 3m at and above L6 	To Canberra, Marshall, Holdsworth & Berry (1-19) + east (21-23)
	<ul style="list-style-type: none"> • 4m at street level • + 3m at and above L3 • + 3m at and above L6 	To Park (south)(23)
	<ul style="list-style-type: none"> • 10m at street level • +3m at and above L3 • +3m at and above L6 	To Park (north) (21& 22)
	<ul style="list-style-type: none"> • 10m at street level • +7m at and above L4 • +7m at and above L6 	River Road (20, 23 and 11)
Separation	As per ADG / SEPP No 65	



Facing Park Rd



Facing River Rd





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The 2036 Plan - Vision

New buildings of quality design.

Respecting and enhancing existing local character in the area.

Area-wide Movement Design Principles

Cumulative impacts of overshadowing, wind impacts & view loss.

In transition areas between low & high-rise developments, new development should consider the prevailing scale & existing character in the design of their interfaces

New building design should provide high on-site amenity & consider street width & character by providing ground & upper level setbacks & awnings to achieve a human scale at street level.

St Leonards South Vision

DCP addresses architectural features such as setbacks, articulation, building width & orientation, solar access, roof gardens, ground floor balconies, etc, enhanced by a Design Review Panel investigation in 2018..

Respects adjacent low-rise development by exceptional setbacks and enhances the existing urban high-rise Pacific Hwy character.

Area-wide Movement Design Principles

Standard practice requires that each impact of the proposed development is assessed against whatever conditions (of solar access, of wind, of views) have accumulated as a result of other developments in the vicinity.

The draft St Leonards South DCP measures ensure a transition to adjacent lower density residential areas along Park Road and along River road (see next slide).

DCP establishes setbacks that soften impacts on the streetscape. A 10-metre ground level setback has been provided for on River Road and majority of Park Road.



LANDSCAPE

A greener place

- A place” in which to be “active, creative and enjoy”
- Incorporate new street trees to improve the overall tree coverage in the area.

A Greener Place

- St Leonards South Planning Proposal creates a landscape with significantly more public and communal open space than is presently available; existing trees are either preserved or replaced by locally indigenous species.
- The Draft Green Plan confirms that the urban tree canopy in the ‘Suburban’ area of the precinct achieves the target of 40% across public and private land.

New Street Trees

- Landscape Design includes enhancing existing street tree planting, particularly where currently in poor condition (eg. east side of Park Road, Berry Road, west side of Canberra Ave) **in association with the undergrounding of power lines.**





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A Greener Place

- The Landscape Masterplan:-
 - audited all existing trees for retention on Private and Public Land to ensure maximum preservation of canopy.
 - Retains existing trees, especially within Green Spines and setback zones;
 - Requires significant areas of deep soil planting within private development sites.
 - Provides tree and other planting in areas of public open space including the local park and along pedestrian links
 - Provides tree and other planting in areas of private open space including the north-south green links, pocket parks, and along pedestrian links.





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A place” in which to be “active, creative and enjoy

- St Leonards South utilises a typology matrix to identify the role / facilities for each space .

TYPE	SIZE & CATCHMENT		USE & CHARACTER												COMMUNITY FACILITIES							CULTURAL			VEGETATION											
	Catchment	Size	Function	Character	Toilets	Shelters/shade structures	Pathways	Power	Wi-fi	Lighting	Signage	Irrigation	Water features	Multi-purpose courts	Fitness stations	Informal kick-about	Bike paths/circuit	Adventure play	Children's play	Informal play	Community garden	BBQs	Picnic tables	Seating	Bike racks	Litter bins	Drinking fountains	Performances	Interpretation	Public art	Open lawn	Shade trees	Feature planting	Rain gardens/bioswales	Bushland	
<i>Newlands Park (existing)</i>	1000m-	10,120 m2	Passive recreation, informal sports, community gatherings, urban tree canopy	Informal	●		●			●	●			●	●	●	●	●	●	●		●	●	●	●	●					●	●		●	●	
<i>Local Park</i>	1000m-	3804m2	Passive recreation, informal sports, events, community gatherings	Informal	●	●	●	●	●	●	●			●	●	●		●	●			●	●	●	●	●	●	●	●	●	●	●	●	●	●	
<i>Propsting Reserve (existing)</i>	400m	900m2	Passive recreation, urban tree canopy	Informal			●			●								●	●				●		●					●	●	●	●	●	●	
<i>Pocket Parks</i>	400m	4003m2	Passive recreation, urban tree canopy	Informal			●			●									●				●		●	●				●	●	●	●	●	●	
<i>Shared Streets</i>	n/a	15m wide	Pedestrian, cycle & vehicle circulation	Informal						●	●												●								●		●		●	
<i>Pedestrian Links</i>	n/a	6m wide	Pedestrian circulation	Informal			●			●	●												●									●				
<i>Green Spine</i>	Adjoining Apt buildings	25-30m wide	Passive recreation, urban tree canopy	Formal		●	●	●	●	●			●		●			●	●			●	●	●		●		●	●	●	●	●	●	●		
<i>Roof Gardens</i>	Apt building below	varies	Passive recreation, community gardens	Formal		●	●	●	●	●			●						●	●	●	●	●		●		●				●	●	●	●		



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A place” in which to be “active, creative and enjoy

- St Leonards South contributes 73% of all new open space within the SLCN 2036 (1.66ha out of 2.3ha), yet 35% of dwellings.
- As a comparison, the Forum Development has 0.19, Epping PP 0.12, Waterloo 0.07
- DoPE default standard for open space planning seeks 9% of site area, with up to 360 dwellings p/ha.
- St Leonards South delivers 14% of site area as open space, with 258 dwellings p/ha.
- Council’s proposed over-rail plaza will provide an additional 5,000 m2 of new open space within 400m.

OPEN SPACE	Status	DoP Category	Area of Open Space (m2)	Precinct Area ha.	Pop. of Precinct	% of Precinct	Ha/1,000 population
Local - Central Park	New	Park	3,804	7.48	4,800	14%	0.21
Pocket Park - Marshall Ave west	New	Park	424				
Pocket Park - Marshall Ave east	New	Park	1,260				
Pocket Park - Holdsworth south end	New	Urban	1,279				
Pocket Park - Berry south end	New	Urban	1,040				
East-west pathway link	New	Linkage	2,358				
Subtotal			10,165				

Newlands Park	Existing	Park	10,120	Duntroon	430		
Propsting Park	Existing	Park	900	Marshall	670		
Subtotal			21,185	9.81	5,900	22%	0.36

Gore Hill Oval	Existing	Park	33,000	Oval			
Subtotal			54,185	13.11	5,900	41%	0.92

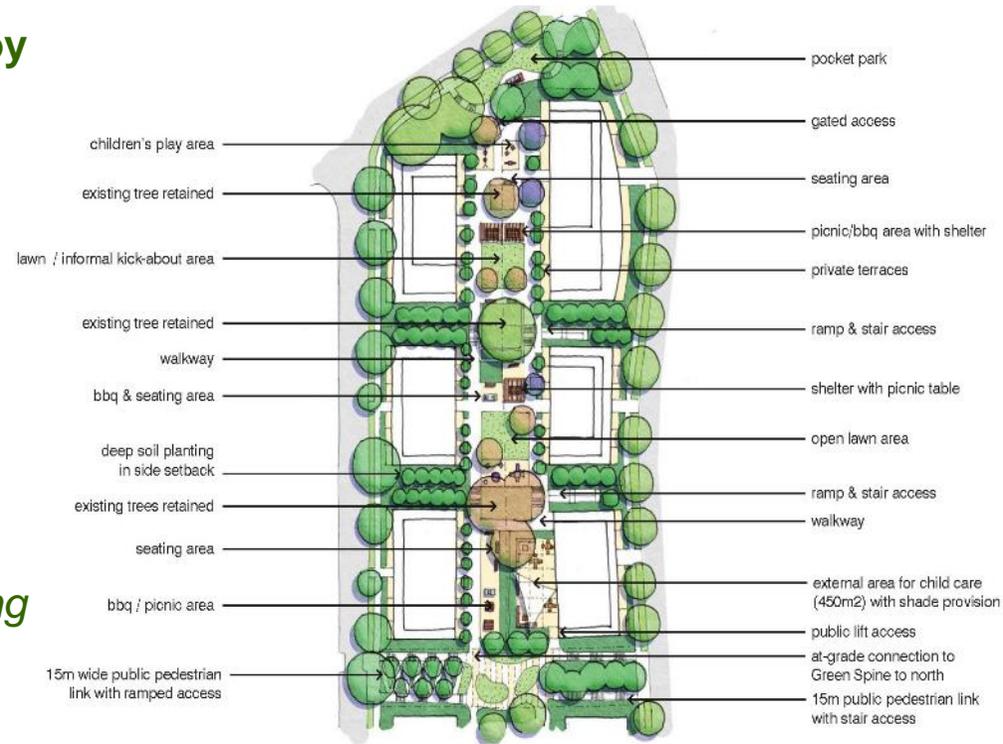


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A place” in which to be “active, creative and enjoy

- North - South ‘Green Spines’ provide usable communal private open space for each ‘pod’.
- Residents will have shared access to the ‘Green Spine’ space via reciprocal rights-of-way.
- The ‘Green Spines’ provide:
 - Accessible, level with adjacent green link
 - communal open space areas with outdoor gathering, seating and play areas
 - mature canopy tree cover min 50% of area.
- Northern Sydney Local Health District stated “we commend the plan’s innovative response to ensuring quality public and private open space in what will become a high density residential precinct”.





LANDSCAPE

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The 2036 Plan - Vision

“A greener place”

St Leonards South Vision

Increased canopy cover, open space, landscaped pedestrian links & pocket parks.

A place” in which to be “active, creative and enjoy”

Increased open space

Area-wide Movement Design Principles

“Incorporate new street trees to improve the overall tree coverage in the area.”

Area-wide Movement Design Principles

Draft Green Plan supports SLS canopy protection enhancement.

Most principles specifically relate to areas within North Sydney LGA.

Though not directly applicable to SLS, Council’s plans are not inconsistent with achieving these principles.

Public Submissions

- 2015 Master Plan exhibition = 545 submissions
 - Consultation identified 5 Options for development - ranging from no change, to develop from Canberra Ave to Greenwich Rd: 5,000 dwellings (10,000 residents). Park Rd ultimately selected.
 - Issues of most concern were:
 - Traffic
 - Parking and Access
 - Open Space
 - Density
 - Overshadowing & Privacy
 - Infrastructure
 - Zone boundaries and Transition
 - Economic analysis
- 2018 LEP exhibition = approximately 387 Submissions (82% more than 500m from precinct)
 - Approximately 10% of submissions commented on the Planning documents.
 - Most issues = scale and its impact on infrastructure (i.e. Schools, Sewer, Water, Traffic, Open Space), traffic, parking and lack of information.
 - Government Infrastructure agencies' comments endorse the Planning Proposal.
- December 2018 Independently facilitated Community Workshop re Draft SLCN 2036 Plans
 - Main points consistent with previous issues
- Approximately 90% of all submissions reject any development.

North District Plan Housing Targets

- North District Plan, 2036 population target is 14,900 people, at 2.02 p/dwell,(2016 Census), approx. 7376 dwellings.
- North District Plan 2021 dwelling target is 1900, latest DoPE forecast is for 2,623 dwellings to be delivered.
- If, 2036 target split per 5 years, Lane Cove’s 10 year target will be a similar scale (1900).
- The St Leonards South Planning Proposal is Council’s Housing Strategy required by the EP&A Act.
- GSC states *“Based on Council’s estimates of capacity created via planning strategies .. the LGA has the potential to exceed a 6-10 year target .. we recognise the additional capacity .. will be counted towards .. a 10-year target.”*
- The ‘M of TC states *“councils are to identify specific attributes that make local areas suitable for housing supply beyond 10 years. These attributes include proximity to transport interchanges and strategic and local centres.”*
- Action 36 NDP *“Provide access to jobs...by.. creating the conditions for residential development within strategic centres and within walking distance (up to 10 mins)”*

	2016	Growth		2036
Hornsby	170,563	28,350	17%	198,913
Hunters Hill	14,741	1,350	9%	16,091
Ku-ring-gai	122,859	31,000	25%	153,859
Lane Cove	35,959	14,900	41%	50,859
North Sydney	72,618	19,600	27%	92,218
Ryde	117,171	51,700	44%	168,871
Willoughby	76,364	13,300	17%	89,664

Potential for Staging the Developments

- Staging was considered, and rejected primarily because the EP&A Act does not provide for an LEP to include timed/staged rezoning.
- Any staging would most logically need to be on a North South Road emanating from the railway line. East West would lead to overshadowing.
- The western boundary of the precinct was extended from Berry Rd to Park Rd in 2015. This boundary could be readjusted, however this would impact:-
 - provision of the new large park, which doubles as a buffer to the heritage items; and
 - use of Berry Lane to increase front setbacks;
- Any staging would impact on delivery of community facilities and other infrastructure from s7.11 levy.
- Staging extends the period of disruption to local residents caused by proximity to ongoing construction.



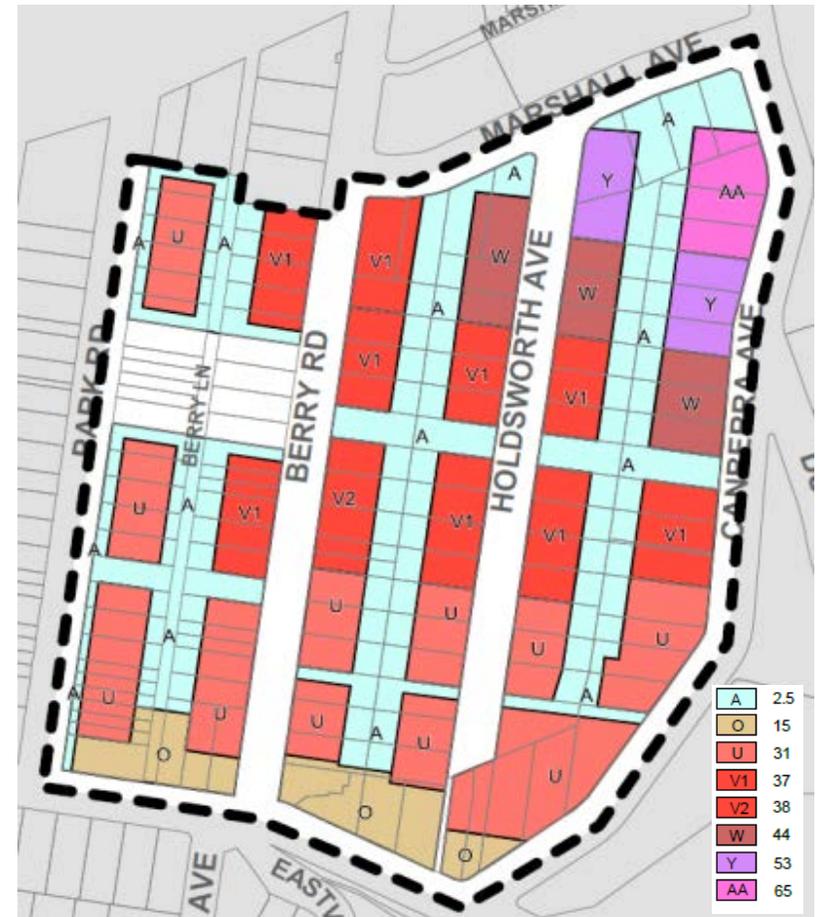
Special Infrastructure Contributions

- Council is proposing to impose its own s7.11 rate above the current cap (up to \$16,300) to fund local infrastructure identified through its studies – this is higher than the SLCN 2036 SIC (\$15,100).
- The Draft 2036 Strategic Transport Study, (pg 101) confirms that the proposed development levels do not warrant additional regional or district infrastructure **as supporting infrastructure is to be provided as part of Council’s draft plans for the precinct.**
- The Draft Special Infrastructure Contributions – Feasibility testing report confirms:-
 - “Market evidence indicates that majority of sites in St Leonards South character area were purchased at prices reflective of proposed planning controls ... prior to announcement of a proposed SIC.”
 - Council’s SLS Planning Proposal “pre-dates the announcement of the Study Area as a Planned Precinct”, therefore should not be retrospective.

Item	Total
Land Acquisition	
Local Park	\$30,047,500
New Road (Park Rd - Berry Rd link)	\$7,520,460
Sub Total	\$37,567,960
Works	
Local Park	\$2,953,366
Pocket Parks	\$1,367,206
Fit-out to community facilities	\$2,808,000
Berry Road	\$2,793,707
Holdsworth Avenue	\$2,590,511
New Road	\$983,991
Canberra Ave and Duntroon Ave works	\$1,601,520
Park Rd and Marshall Ave works	\$877,239
Sub Total	\$15,975,540
Total	\$53,543,500

How the Incentive Zoning Scheme Works

- Rather than provide additional height and FSR (2:1), zoning map will be from R2 to R4, with no change to the height and FSR.
- The Incentive Map will show the maximum incentive height & FSR for each site, in return for public benefits:-
 - Settlement Pattern Consolidation
 - Public Infrastructure (Facilities, paths and Key Worker Housing)
 - Compliance with Landscape Masterplan incl Green Spines
- Similar maps already exist in Ryde LEP.
- Additional information on how to qualify for the LEP incentives will be included in Council's Draft DCP.





Key Worker Housing

- Feasibility testing has identified a suitable & viable amount of key worker housing that can be included while still keeping within Council's bonus building heights & FSR's (floor space ratios) depicted for nominated sites in the proposed LEP.
- Around 34 Key Worker Housing units will be dedicated to Council for use in perpetuity.



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Has the entire precinct been investigated for rezoning?

Yes, consideration was given to the whole precinct being rezoned as one of the options. However, there are a number of reasons why the current Master Plan recommended containing development to the eastern part of the precinct:

- During previous consultation sessions a majority of residents stated a preference for locating all of the proposed high density in the area next to the train station specifically between Canberra Avenue and Berry Road (eastern side). The clustering of high densities around railway stations is supported by the State Government and is a key planning principle of NSW Planning & Environment.
- A number of residents also expressed a desire to have a mix of different types of development within the entire precinct, including houses, reflective of the precinct's housing typology and not make it a solely high density precinct.
- In every LEP, there has to be boundaries between zones of differing densities. The aim is to select the zone boundary having regard to relevant factors.
- Most residents did not support the concept of staged rezonings across the entire area. The main comment was “do not stage rezoning – this would result in inequitable sale prices for residents; either do it all at once or don't do it”. Within the subprecinct being rezoned there will be no separate timeframes set.
- If the entire precinct were rezoned, dwelling numbers would increase significantly beyond those already proposed to be clustered around the station. The result may be an oversupply of dwellings released at one time (due to no staging), this may decrease unit prices. It could also create a long-standing scenario of sporadic development.
- As a general point, the lot sizes (area and width) of the sites west of Berry Road are in many cases significantly smaller than those in Canberra or Holdsworth Avenue area. The frontages are generally 12 metres or less west of Berry Road, compared with 15 metres east of Berry Road. The minimum site area in Lane Cove required for residential flats is 1,500 m² (or approximately 3 lots of 500 m² each). Generally the smaller the lots are the more number of properties a potential developer has to amalgamate to achieve the minimum site area for residential flats. In turn, this may affect the potential financial viability and/or timing of any proposed development which goes against the principles of the draft Master Plan. Given the existing subdivision pattern this would also increase the potential for isolated sites to occur.
- Council's Traffic study and economic analysis also did not support development to Greenwich Road.

Why does the zone boundary stop at Park Road (east)?

- The options for the final zone boundary were further assessed in the 13 July 2015 Council report. There were a number of factors influencing whether to use the road or laneway as the boundary. For example using a lane (Park Lane) as the boundary of high density development is not recommended, having regard to issues of overlooking etc, as it would result in potential blocks of flats (8 storeys tall) close to the rear gardens of low density homes that are not proposed for rezoning, with less separation distance between buildings across Park Lane in contrast to the wider Park Road. If the boundary is Park Road, flats would be facing front gardens and street trees.
- Park Lane, as well as other laneways within the precinct, contain a number of existing driveways and garages which provide access to residents. Potential building construction traffic would significantly impede rear lane access. It would be difficult to sell a lane for a green spine due to the lane's use for access to other properties.
- The presence of the lane would impede any proposed building from providing a central green spine. It would result in a significant increase in potential overshadowing to that green space, houses and their rear gardens as well as reduced amenity.
- Using Park Road as the boundary of any proposed high density development is considered to produce a good streetscape outcome. Existing low density houses are set back from the road, Park Road is approximately 18 metres in width and any proposed building on the other side will also be set back an additional 4 metres, landscaped and screened with large mature trees, so that a larger separation distance of around 30 metres would be achieved. Additionally any proposed building would need to be carefully articulated.
- Overall, a Park Road boundary is a key interface area between high and low density residential buildings and careful consideration is to be demonstrated with potential designs.
- The above factors apply generally between Park Road and Greenwich Road.

Is there a need for new school?

- The existing number of developments occurring in St Leonards across the three LGAs (Lane Cove, North Sydney, and Willoughby) will create the need for one or more new public schools in St Leonards. The draft Master Plan originally considered a possible indicative location for a new public school in the various options within the precinct.
- The NSW Department of Education & Communities previously indicated it did not favour the site and has subsequently announced upgrades to Greenwich Public School as part of their strategy to deal with growth.
- The NSW Department of Education & Communities has now indicated that it is also considering a range of options for a new school which is currently being explored as part of the St Leonards/Crows Nest Station Investigation Precinct work.

What is rationale for an Floor Space Ratio (FSR) of 2.75:1?

- Section 7 of the draft Master Plan reviews the economic feasibility of development within the precinct. It concluded that a floor space ratio of 2:1 or less would not be viable in this location.
- In order to be generally viable (including additional s7.11 infrastructure contributions) and incorporating potential relocation costs (as requested during the informal consultation period), a minimum FSR of 2.5:1 was recommended by the review.
- The final recommendation was to set the FSR at 2.75:1 as this will to facilitate development while still being able to comply with State Environmental Planning Policy No. 65 amenity levels. To be eligible for the FSR and height increase each development will need to comply with the preferred land amalgamation pattern and draft Landscape Master Plan (for private and public open space). Further incentives are available to select sites closest to the St Leonards Station if they dedicate public open space, multi-purpose facilities (child-care centres and community halls), key worker housing, and efficient pedestrian and traffic circulation.

What traffic modelling has been done?

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- The RMS endorsed Council's traffic modelling system in 2014, and investigations continue into the appropriate traffic measures to be proposed subject to the dwelling numbers being finalised in the Plan.
- Council completed traffic modelling of the cumulative developments in the St Leonards area in 2015 with TMA Modellers. This has now been independently reviewed by TEF consulting.
- The traffic modelling (Paramax and SIDRA models) has shown that the precinct could accommodate approximately 2,400 new dwellings, subject to traffic measures being undertaken. Any further increase beyond 2,800 new dwellings would require significant traffic and infrastructure upgrades.
- The clustering of high density residential close to a train station complies with State Government objectives but also the principles of Transit-Orientated Development (TOD). Such developments require densification of areas centred on a transit hub (can be train, bus or other public transport) thereby reducing car usage. This approach is recognised world-wide to integrate land use and transport corridors while achieving a high level of sustainability and amenity. Examples have been included in the Stage 2 report.
- Council and the Department's work will focus on improving access to public transport and making walking and cycling more attractive. This is contained in Council's Cumulative Transport and Accessibility Study.
- The Draft Section 94 Plan for the area will incorporate draft traffic and parking measures including a new road between Berry Road and Park Road.