



Lane Cove Council



St Leonards South

Timeline

IPC review – May 2019



Overview of Timeline

July 2012 – December 2013 – Stage One brief adopted and final Precinct Report completed by David Locke & Assocs & Straight Talk (consultation).

March 2014 – August 2014 – Initiation of Stage Two (engagement of Annand & Assocs)

August 2014 and December 2014 – Preparation of Stage Two: community consultation + consultant research

December 2014 – Stage Two Draft Master Plan presented to Council, recommended for public exhibition

December 2014 – May 2015 – Public exhibition of Draft Master Plan.

13 July 2015 – Master Plan adopted to inform preparation of Planning Proposal – subject to other Council requirements.

19 May 2016 – Planning Proposal submitted for Gateway

September 2016 – Conditional Gateway determined.

September 2017 – Conditions addressed.

October 2017 – January 2018 – Public exhibition of Planning Proposal & supporting documents

Stage 1: St Leonards South Strategy Precinct Report

- ❑ **In July 2012** :- Lane Cove Council [resolved](#) that:

- ❑ *Council undertake a master planning process for the area bounded by Pacific Highway, River Road, Greenwich Road and the Sydney northern rail line to consider the future planning parameters for the area in conjunction with the community, with regard to the NSW Government's Metropolitan Strategy, the St Leonards Strategy [2006], the proximity of a major transport hub and commercial district, on-street parking, environmental and other issues of the area, including the specific needs as a consequence of a major teaching hospital (RNSH) and the high proportion of medical facilities in the area.*

- ❑ **19 November 2012** – Based on the above:

- ❑ Council [resolved](#) to establish a Community Liaison Committee to assist with the preparation of the Stage 1: St Leonards Strategy; and
- ❑ a brief on Stage of St Leonards Strategy was [reported](#) to Council and [adopted](#) subject to referring it to the newly formed Committee.

- ❑ **May 2013** – following the Loftex Planning Proposal, Stage 1 consultants (David Lock & Straight Talk) would undertake direct consultations with key stakeholders.

Stage 1: St Leonards South Strategy Precinct Report

□ **May- August 2013** :- David Lock and Straight Talk were engaged to undertake [community consultation](#). This included:

1. Establishing a [Community Liaison Committee](#) was established consisting of representatives from the three community groups and associations in the area, local councillors, Council staff and project consultants
2. One-on-one meetings with [community groups](#) and associations
3. A drop-in [Community Information Session](#) was held on Thursday 25 July 2013, from 6pm till 8.30pm.
4. A [website](#) was set up for the strategy, with functionality allowing people to answer questions and provide views & visit an online exhibition.

Written feedback combined the feedback forms, comments posted online on the website and the discussion records from the one-on-one meetings.

□ **December 2013** :- Consultants David Lock and Associates produced the [Precinct Report](#). This included:

- consideration of the current State, metropolitan and local strategic planning context;
- a summary of existing conditions such as land use, demographic profile, urban structure and built form, public domain and natural features, vehicular and pedestrian access and movement, and physical infrastructure;
- a summary of the community consultation undertaken as part Stage 1; and
- an analysis of issues and opportunities for the precinct.

The Report noted that,

The proximity of the Study Area to commercial, community and educational services and facilities, as well as open spaces and transport infrastructure may render it well located for potential urban consolidation opportunities, subject to further analysis of capacity.

Stage 2: St Leonards South Strategy Initiation of Stage Two

In March 2014 :- Lane Cove Council resolved to:

3. Initiate Stage 2 as a high priority by:-
 - a) Engaging with NSW Planning and Infrastructure on the study;
 - b) Allocating appropriate funds in the 2014/15 budget;
 - c) Seeking funding from NSW Planning and Infrastructure for the Project;
 - d) Engage a suitable consultancy to conduct the Stage 2 report for a commencement date of no later than 1 June 2014;
 - e) Including monthly updates in the Council Snapshot Report at each Council meeting; and
 - f) Continuing with the St Leonards Liaison Committee to provide input to the Stage 2 report.

In July 2014 :- Lane Cove Council sent briefs to a number of urban design consultancies. The Brief stated that:

The study's aim is to produce options for developing infrastructure and future land use for this precinct that Council can consider and take to the community for their views.

In August 2014 :- Annand & Associates were awarded the project. Specifically, they proposed to :

Report on principles, best practice and planning standards appropriate to meeting objectives in this inner city context.

Stage 2: Initial Community consultation

Between August 2014 and December 2014 :- Extensive community consultation was undertaken:

- 16, 17, 18 September 2014: Initial Enquiry by Design Workshop – attended by Council officers, Dept of Planning, Other Govt agencies, Community Liaison Committee members and others;

Note: At this point *Cred Community Planning* were engaged to assisted with consultation – they led the next two workshops.

- 11 October 2014 : Information Day on Saturday (from 10am – 3pm) at Greenwich Seniors Centre – attended by various people within the Master Plan precinct (including business owners on Pacific Hwy), some were also from North Sydney and advisory committees;
- 16 October 2014 : Community Workshop on Thursday (from 6:30pm – 8:30pm) at Council Civic Centre – attended by various people within the Master Plan precinct (including business owners on Pacific Hwy), some were also from North Sydney and advisory committees.

Note: In November 2014, following the workshops, Cred presented an Engagement Report summarising the above. This was not independently released, but was summarised with the 8 December Council Report & Chapter 9 of the *Master Plan*.

During the preparation of the Master Plan, research was undertaken and advice sought on urban design, urban planning, overshadowing analysis, traffic impacts and economic viability. See next three slides for an overview.

Master Plan Principles

- The draft Master Plan was based on the principles of Transit-Orientated development (TOD) and were informed by the community consultation described previously.

- The principles are:
 1. Liveability
 2. Housing for all stages of life
 3. Maximise walkability/cycling/access
 4. Amenity
 5. Public domain, Open space and Streetscape
 6. Efficient traffic flow
 7. Community facilities
 8. Appropriate lot sizes for amalgamation
 9. Appropriate infrastructure & controlled stormwater
 10. Financial viability & Options for increased growth

Stage 2: Research to inform the Master Plan

Densities/Zoning/lot sizes/boundaries:

- Minimum built form is informed by compliance with the ADG (e.g. Solar access), viability of development, proximity to station, impacts on adjoining residential areas, provision of open space.
- Zoning boundary is informed by viability and traffic impacts, in part.

Financial viability - economics/valuations/methodology undertaken by Hill PDA & independent economist:

- An FSR of 2.5:1 is the minimum viability needed for the sub-precinct (confirmed by two separate economic analysis).
- However 2.75:1 enables development to occur more quickly & increases the premium (to 30%) paid to the owner within the easternmost area.
- **Interestingly, due to smaller lot sizes beyond Berry Road more properties would need to be amalgamated to developed – study concluded that 2.75:1 would be the minimum FSR needed to achieve a barely viable development beyond Berry Road.**

Infrastructure - Schools, Transport, Roads, Water, etc

- Education Dept state more school space will be needed for growth, which they are monitoring.
- RMS and TfNSW support the draft Plan as exhibited, with detailed studies (including pedestrian, cycling and public transport movement) to be done at LEP stage.
- Health Promotion NSW provide comments related to urban design/infrastructure that promote healthy living in dense areas.
- Various State Government plans advocate the policy of increasing densities around stations and new transport services which will be provided in St Leonards regardless.
- Subregional Strategy & Greater Sydney Commission processes were still being drafted – more detail may not be provided until they are in place.

Traffic modelling undertaken by Council's traffic consultant showed:

- 2,200 new dwellings/AAUD model will function subject to local traffic measures (1,500 Marshall to River plus 500 on Hwy plus 200 spare);
- 3,200 dwgs/extension to Park Rd will not function unless traffic upgrades – no guarantee that RMS will support;
- 5,000 dwgs/across precinct will result in poor functionality.

Please note, further analysis was done and included in Council's [Formal Response to Gateway Conditions](#) in 2017

Stage 2 Research contin...

Movement

- Although all of precinct was within 800 metres of a rail station, there were other planning reasons why Berry Road was recommended initially.
- Safe design would be standard in the design of any other paths as for any locality as per the CPTED guidelines.

Amenity - Built form, Transition, Streetscape, Overshadowing:

- Design of built form ensures solar access, setbacks/building separation/articulation & other principles established under SEPP 65 & DCP.
- Transitioning at the boundaries with lower density zones would be key.

Public Domain, Open Space

- The “green spines” would be part of a Landscape Master Plan, producing a shared open space area of unfenced land of around 20-25 x 200 metres. They allow park-like play and socialising space, and enabling pedestrians to walk via the contour to the station along relatively level paths..
- This preferred “public open space” option would be based on public rights of way. Alternatively, “communal open space “ would provide the same benefits but only for the residents of those blocks. The mechanism would be embedded in the planning controls

Community Facilities

- Depending on the locality, they could include a wide range of facilities from small meeting rooms to multi-purpose centres – to be done separately
- Child care is provided to a large extent by the private sector and is permissible in an R4 zone.

Housing Mix

- To provide housing suitable to a range of ages and incomes. **In practice however, further testing indicated that townhouses and low high-rise were not viable in this location nor was it consistent with State Govt plans or Transit-orientated development principles.**
- Link Housing stated that St Leonards represents a significant opportunity to provide affordable housing close to the CBD and other facilities (i.e transport, RNSH).
- Affordable Housing bonus suggested in return for increased FSR - HillPDA prepared figures (and revised 2017).

Stage 2: Draft Master Plan Recommendations

In December 2014 the Stage 2: [Draft Master Plan](#) was [presented to Council](#). It was prepared in response to technical and community feedback mentioned on previous slides. Key recommendations included:-

- Residential growth should be focused at the eastern end of the precinct closest to St Leonards rail station and proposed Rail Plaza: This area is bounded by Marshall Avenue, Canberra Avenue, Berry Road (east side) and River Road (Marshall South Subprecinct).
- Rezoning in or of this subprecinct should be entirely high density residential, having regard to its strategic location and economic viability.
- A transitional built form scale would be produced by heights ranging from 15-20 storeys in the north-eastern corner down to 8-10 in the south and west at the interface with low density zones on Berry Rd (west side) and River Rd.
- Buildings would be oriented north-south, with substantial landscaped rear separation distances of 20-30 metres, to create a central spine for private recreation and public view lines.
- A single generic, equitable floor space ratio (FSR) would be provided across the subprecinct, proposed for exhibition to be 2.75:1.
- Height 8 storeys. Bonus FSRs and heights to be offered on sites providing public benefits, proposals including a community facility/ child care centre, east-west pedestrian and cycle links and parks.
- A community centre be centrally located within the precinct, adjacent to open space and readily accessible to residents from around the area including west of Berry Rd and Duntroon Ave.
- The location of these components of the Master Plan would be confirmed upon satisfactory public feedback during exhibition.

Council resolved to:

2. Endorse the Draft St Leonards South Master Plan ...for public exhibition in accordance with the consultation strategy outlined in the report subject to the consultation period being extended to three (3) months;
3. Receive a further report following the public exhibition for review by Council;
4. Give consideration to the remainder of the precinct being zoned High Density (R4) prior to the determination of the Master Plan;
6. Engage a valuer, such as Hill PDA, to undertake an independent valuation of the feasibility of proposed floor space ratios (FSR's) in the precinct.

Public Exhibition: December 2014 to May 2015

Originally from 19th December 2014 till 13th March 2015, after noting the broad and diverse community interest, Council extended the submission deadline to 1st May 2015.

Consultation included:

- Advertisements in the North Shore Times;
- A notice of the exhibition period was distributed to property owners within (and adjoining) the precinct in the nearby suburbs by letter;
- Notification of Government Agencies via letter;
- eNewsletters to Council database of over 6,000+ subscribers;
- Website and public exhibitions including at the Civic Centre, Greenwich and Lane Cove Libraries; and
- Two (2) additional community sessions during the public consultation period:
 - **7 February 2015:** Community Drop-In Session - 10:00am to 3:00pm on Saturday at the Greenwich Seniors Centre, Greenwich, attended by people within and adjoining precinct (including North Sydney and Willoughby Council residents).
 - **21 April 2015:** Community Information Session - 6:15pm to 8:30pm on Tuesday at the Lane Cove Civic Centre, attended by people within and adjoining precinct.

Details of this presentation are available in the St Leonards South Draft Master Plan Have Your Say section.

Council Report: 13 July 2015

An extraordinary Council meeting was held on [Monday 13 July 2015](#) to consider the post-exhibition of the Draft St Leonards South Master Plan

- 545 submissions received.
- Consultation identified 5 *Options* for development - ranging from:

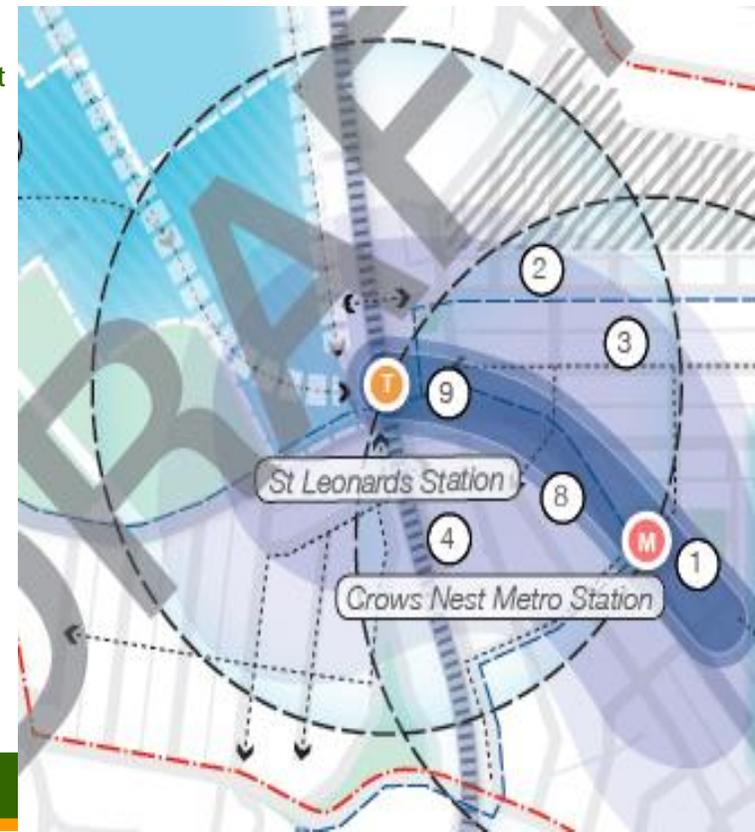
	Dwellings	Residents	FSR:1	Open Space	Public Benefits
1. No change	As is	As is	0.5	No	No
2. AAUD Master Plan as exhibited	1,500-2,000	3,000 - 4,000	2.75 + bonuses (30% uplift)	4 small parks – 1.65 ha with green spines	Community facility east-west links, open space
3. Extension to Park Rd (east)	2,800 - 3,200 (estimate)	6,400	2.75 + bonuses (lesser uplift)	Central park	Similar to AAUD
4. Increased densities	Not detailed	Not detailed	3.5	No	East-west links
5. Rezone up to Greenwich Road	5,000	10,000	5.0	3 large parks - 1.8ha - road closures	3 community centres/ shops

- Issues of most concern were:
 - Traffic,
 - Parking and Access;
 - Zone boundaries and Transition;
 - Density;
 - Overshadowing & Privacy;
 - Infrastructure;
 - Character & Heritage;
 - Open Space; and
 - Economic analysis.

Council Report: 13 July 2015

Purpose of report:

- ❖ The report was structured so that the *Ten Principles for Transit-Oriented Development*, developed by AAUD with community input, were the basis for evaluating the 5 Options for the future strategic development of the St Leonards South precinct.
- ❖ **This was appropriate as the public submissions all fell into those Principles' categories (other than comments relating to planning process)**
- ❖ Council chose to extend to Park Road east. This was against staff recommendation to leave at Berry Road – however:
 - Park Road (east) is largely within the 400 metre radius of St Leonards train station;
 - It provided opportunity for more Open Space – expressed by residents;
 - The draft Master Plan considered the precinct as a whole, and one of the options exhibited indicated high density residential extending to the east side of Park Road and medium density redevelopment west of Park Road (page 35).Residents had the opportunity during exhibition to comment on this option. Whilst this was not the consultant's final recommendation, the study indicated certain advantages of each of the options.
 - Traffic analysis demonstrated that extension was supportable but only 2,800 new dwellings could be supported before network upgrades are needed.



Council Resolution: 13 July 2015

1. *Adopt the Draft St Leonards Master Plan with the addition of the area up to Park Road east side, subject to the B3 Commercial Core zone west of Canberra Avenue remaining as currently zoned.*
2. *Prepare a planning proposal in accordance with the above.*
3. *Prior to LEP exhibition obtain firm infrastructure commitments from RMS & NSW Education & Communities.*
4. *Prepare a draft Development Control Plan that includes controls for:-*
 - *Transition in built form and setback in Park Road;*
 - *Minimise overshadowing to properties on River Road;*
 - *Parking.*
5. *Establish an Expert Design Review Panel.*
6. *Prepare a draft Landscape Master Plan.*
7. *Prepare a draft area-specific Development Contributions Plan which includes a suitable provision for Key Worker Housing.*

August 2015 to May 2016

- Following Council's decision on 13 July 2015, residents and submitters were notified of Council's resolution in August 2015 via letter. A fact sheet was also distributed via Council's e-newsletter, this also advised them of the next steps in the LEP process.
- Council provided a status update to the [February 2016 Council meeting](#) – this is publicly available via Council's 'Hot Topics' webpage.
- During August 2016 till May 2016 – Council was working on the:
 - [Supplementary Design Report](#) which informed the LEP heights and FSRs. This was completed on 17 May 2016 and submitted to Department; and
 - Independent legal advise on our LEP clauses.
- The Planning Proposal with updated information was [submitted to the Dept on 19 May 2016](#).

During this period, the Master Plan was altered to take into account community views and Council's resolution. This was all incorporated into the Supplementary Design Report.

Supplementary Design Report - 2016

- Purpose

“This report is in response to a number of technical questions that have arisen since the completion of the initial Masterplan Report in early 2015. Sections 1 to 6 respond to Council requests on 13 July 2015”.

- It was also asked to incorporate Berry-Park Road extension and:

1. Investigate Park Road East Transition (to the single storey residences along Park Rd West) – Can we achieve viable development with:
 - Larger front setbacks, stepping in (say 3m to 5m) above the second storey and do we need to give FSR bonus if we only permit greater height on the Berry Road West side?
2. Determine the most appropriate location of Community Facilities and east-west connections
3. Investigate further transitional built on River Road – can the building heights here be reduced (below 8 storeys), and still be viable? Further, could they work if set back further than 6m from their River Road/Canberra Ave frontage?
4. Investigate transition in the Canberra Avenue – Holdsworth Avenue area – Estimate transitional heights (and thus development potential) **within shadow framework** in close proximity to the station and stepping down with distance from the station.

Supplementary Design Report - 2016

- Results
 1. Park Road West Transition to single storey residences can be viable with increased setbacks at ground level and at 3rd storey. It was noted that:
 - There is an **exceptional avenue of street trees in Park Road which will ameliorate visual height and bulk impacts.**
 - **The transition allows for compatible design if the area west of Park Road redevelops in the future for high density.**
 - Reducing separation between buildings on Berry and Park Roads (by increasing setback to Park Road) will have some minor impacts on solar access to lower units.
 2. Sites chosen for community facilities were viable provided that:
 - different uses and benefits were not all dependent on one building
 - locate community facilities where appropriate access (pick up/set down) and circulation are available (not on cul-de-sacs)
 - **ensure child care can have access to at-grade open space**
 - the E-W link between Canberra and Holdsworth will be a pedestrian link (due to steep cross fall) with an accessible lift in the community facility.
 3. River Road Transition – Building heights can most probably be reduced along River Road and setbacks increased but at a cost:
 - North-south cross fall makes SEPP 65 compliant development quite difficult (south facing slopes). It will be difficult for buildings to address River Road and remain ADG compliant.
 - All amalgamation sites fronting River Road will have to expand to the north.
 - Reduced building heights along River Road are desirable in order to prevent overshadowing of houses on the south side of River Road.

Supplementary Design Report - 2016

- Results

4. Canberra Avenue / Holdsworth Avenue Transition – further analysis in Section 7 demonstrates that the increased building heights and footprints can be supported as they:

- **Are consistent with the principles of Transit-orientated development by concentrating tallest buildings within 200m and 400m of the railway station**, which in turn could potentially (through development contributions) achieve:
 - provision of E-W links
 - provision of public open space
 - provision of community facilities
 - provision of affordable housing
- These building heights will contribute to a logical height graduation stepping down from the station.
- They generally provide good solar access to existing and proposed open space areas.
- Some buildings may have some solar access to building façade issues however this is only for the relatively short duration during midwinter and only to some lower level units (**which can largely be ameliorated through careful detailed design**).

June 2016 to December 2016

- After Planning Proposal was submitted, Council met with Department of Planning staff to explain LEP amendments (2 June 2016).
- Following this meeting Dept requested clarification of minor items – these were emailed on 8 July 2016.
- A [Gateway Determination](#) for the Planning Proposal was issued on 2 September 2016.
- Due to public interest, Council organised two (2) community information sessions on 2 and 7 November 2016 from 6:30pm till 8pm at Council Chambers (for owners inside and outside of the precinct)
 - The purpose of these sessions was to provide an update of the Draft Planning Proposal and Gateway Determination to the owners and residents in the St Leonards South area.
 - This was publicly reported to the [November 2016 Council meeting](#) where a [copy of the presentation](#) was attached.

During this period, Council was continuing to work on the Draft Development Control Plan, Landscape Master Plan, Section 94 Plan and Department's Gateway conditions

(as well as working on Interim Statement documents)

January 2017 to September 2017

- From January 2017 till July 2017, Council staff and consultants were working on addressing Gateway conditions and refining:
 - Incentive Height and FSR maps,
 - Plain English version,
 - Cumulative Traffic study (continuously being updated from January 2016 with other Planning Proposals),
 - Heritage study,
 - Draft DCP,
 - Draft Landscape Master Plan,
 - Draft Section 94 Plan,
 - Further economic feasibility analysis of providing public benefits (by HillPDA).
- Dept releases [Interim Statement](#) in August 2017 – Council then meets with Dept (on 10 August 2017) to discuss delivery of Gateway requirements.
- Following this meeting, a [formal response to the Gateway conditions](#) and all required documents were submitted on 29 September 2017.

Public Exhibition: October 2017 to January 2018

- All draft LEP materials were reviewed by Dept – this was confirmed as suitable for exhibition in its advice to Council (via email) on 20 October 2017.
- On 23 October 2017, a Council [report](#) was being prepared to endorse the Draft Development Control Plan, Landscape Master Plan, Section 94 Plan for public exhibition in conjunction with LEP documents. It was [resolved](#) to exhibit the plans for 8 weeks starting from 30 October 2017.
- [All documents](#) were placed on exhibition in accordance with the Dept's guidelines & Council policy, which included:
 - [Advertisements](#) in the North Shore Times;
 - A notice of the exhibition period was distributed to property owners within (and adjoining) the precinct in the nearby suburbs by [letter](#);
 - Notification of Government Agencies mentioned in Gateway Determination (via letter);
 - [eNewsletters](#) to Council database of over 6,000+ subscribers;
 - [Website](#) and public exhibitions including at the Civic Centre, Greenwich and Lane Cove Libraries; and
 - Two (2) [community drop-in sessions](#) during the public consultation period:
 - **Thursday 16 November 2017 from 5pm till 8pm** at the Greenwich Seniors Centre (50 Greenwich Road, Greenwich); and
 - **Saturday 9 December 2017 from 10am till 3pm** at the Greenwich Community Centre (46 Greenwich Road, Greenwich).

All panels were made publicly available via our website for the [16 November](#) and [9 December 2017](#) sessions for those that could not attend in person.

- In November 2017, Council [resolved](#) to extend the exhibition period until Friday January 5, 2018 and notify all Greenwich residents in the 2065 postcode (via letterbox drop) about the upcoming December 2017 information session.

LEP exhibition documents

- The following studies were publicly exhibited with the draft Residential Precinct Plans:
 - ❑ [Planning Proposal](#)
 - ❑ [Plain English version](#) of proposal
 - ❑ [Zoning](#) map,
 - ❑ [Minimum lot size](#) map
 - ❑ [Incentive Height](#) and [FSR](#) maps,
 - ❑ [Land Reservation](#) map.
 - ❑ [Supplementary Design Report](#) – **was in response to 13 July 2015 Council resolution for more transitional built form and provision of new proposed open space as suggested by residents**
 - ❑ [Heritage Report](#) – to assess impacts of built form on heritage properties at 3, 5, and 7 Park Road
 - ❑ [Cumulative Transport and Accessibility](#) Study - to assess pedestrian, bike and public transport demand generated by the planned growth of St Leonards and to satisfy TfNSW previous requirements.
 - ❑ [Cumulative Traffic Study](#) – to review and independently assess the cumulative traffic impacts current proposal and other approved proposals within Lane Cove Council's portion of St Leonards.
 - ❑ Draft Development Control Plan – details development controls for the precinct. [Part A](#) deals with built form elements, while [Part B](#) deals with Landscape components.
 - ❑ [Draft Landscape Master Plan](#) – details designs for public and private domain areas and the overall streetscape.
 - ❑ [Draft Section 94 Plan](#) – provides a means for funding local infrastructure required as a result of the new development.
 - ❑ Other information and supporting documents, including [St Leonards South Master Plan – December 2014](#); [Independent Economic Review](#); [HillPDA advice on Affordable Housing](#); [S94 Open Space Contribution](#); and [Community Facilities uplift](#).

Post exhibition

- At the 19 March 2018 Council meeting, it was [resolved](#) to write to Minister Anthony Roberts MP to request:
 - ❑ *An extension of time for Council to complete the St Leonards South Planning Proposal to allow for the public release and consideration of the St Leonards / Crows Nest Planned Precinct Draft Land Use Infrastructure and Implementation Plan; and*
 - ❑ *Confirmation that if the Planning Proposal proceeds and given the recent rezonings in St Leonards east of the railway line, these rezonings satisfy Council's housing supply targets to 2026.*
- Council also requested that once Draft 2036 Plans were released two (2) additional community consultation sessions were to be organised to outline the plan to the community. This was to allow the community and Councillors to understand and consider the Government's plans for the Precinct, particularly in relation to the provision of infrastructure, prior to further considering the Planning Proposal.
- Advice from Greater Sydney Commission (GSC) was sought for clarity and a commitment that if the St Leonards South Planning Proposal proceeds and given the recent rezonings in St Leonards east of the railway line, these would satisfy Council's housing supply targets to 2026.
- [Response from the GSC](#) acknowledges, in two key sentences:-

"Based on Council's estimates of capacity created via planning strategies currently being considered and Council's 2009 LEP, the LGA has the potential to exceed a 6-10 year (2021-2026 target)....."

"In this regard we recognise that the additional capacity you are creating now through your local planning will be counted towards your achievement of a 10 year target".

Based on the letter and discussions with the GSC, to bring this into effect Council can develop a 10 year Housing Strategy (as all councils are required to do once the target is known), based on the St Leonards East and South precincts only.