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Craig Wrightson  
General Manager, Lane Cove Council  
PO Box 20  
LANE COVE NSW 1595

YH (CIS)

12 December 2017

Dear Mr Wrightson,

**RE: ST LEONARDS SOUTH MASTERPLAN**

Thank you for the opportunity to comment on the Draft Plans for St Leonards South Residential Precinct. The proposed increase in residential density in close proximity to public transport and the provision of additional community facilities is supported in principle. We would also like to highlight some potential opportunities and issues for your consideration to further enhance the plans to provide an optimal urban outcome for the precinct.

#### **Overshadowing of Newlands Park**

- Newlands Park is one of the larger public open spaces in the St Leonards / Crows Nest area and it enjoys high levels of amenity. The proposed increase in density and height will result in additional overshadowing of Newlands Park. Efforts to minimise solar impacts on the park will ensure that the park will continue to be an asset to the area and continue to be well used by the community.

#### **Walking and cycling**

- A new pedestrian crossing should be explored on the eastern leg of the Pacific Highway/Reserve Road/Berry Road intersection to improve pedestrian access to the northern side of the Pacific Highway.
- Curb build-outs can be considered as a positive alternative option to all proposed pedestrian refuge islands. Threshold treatments should also be considered as part of the design of these build-outs to further prioritise pedestrian movement across the precinct. Water sensitive Urban Design features should also be considered to increase permeable surface coverage and address drainage constraints.
- Shared paths are generally not supported due to their impact on priority pedestrian environments. Cyclists should be accommodated within slow speed, mixed traffic environments on all local roads. Separated cycling facilities should not be required where access by higher speed through traffic is minimised.
- It is understood that Lane Cove's existing policy position is to support the delivery of separated cycling facilities on the Pacific Highway. These separated facilities should be shown in plans and explored as part of the development of this precinct.

- Consideration should be given to how pedestrian access is facilitated through the significant level change between Canberra Avenue/Lithgow Street and the proposed St Leonards Plaza. In addition to public elevators, public escalators may be considered as a means of facilitating walking in a precinct with challenging topography.

### **Public Transport**

- A taxi rank/pick-up/drop-off zone on Christie Street, North Sydney should be considered as an alternative to the Plaza taxi rank / kiss'n'ride proposal, which may complicate the plaza bus stop/interchange design.
- Although not directly related to the Draft Plans for the St Leonards South Residential Precinct, there is an opportunity to relocate the southbound bus stop at the intersection Pacific Highway/Oxley Street to the southern side of the intersection, adjacent to the proposed location of the Crow's Nest Metro portal to provide greater accessibility and maximise opportunities for interchange.

### **Traffic**

- There will likely be increased traffic generation associated with the proposal. It is recommended that Lane Cove Council consider the setting of maximum parking requirements for all new development such that there is "no net increase in traffic" in this highly accessible area (sub-10 minute walk to St Leonards, Wollstonecraft and the future Crow's Nest Stations) should be included as part of this planning proposal.
- Carriageway narrowing should be considered as a way of minimising traffic speeds and improving active transport environments within the precinct.
- Consideration could also be given to the closure of the southern end of Canberra Avenue to vehicle traffic as well as a combined build-out/threshold treatment at the southern end of Duntroon Avenue. Deleting the northern leg of the River Road/Russel Street/Canberra Avenue intersection, removing the Russel Street slip-lane and delivering a simplified River Road/Russel Street signalised intersection may provide a more balanced approach to improving pedestrian safety/amenity while minimising the impacts of these improvements on the traffic capacity of River Road.

Thank you again for providing North Sydney Council with the opportunity of providing comment on the proposal.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Joseph Hill', is written over a circular stamp or seal. The signature is somewhat stylized and overlaps the circular shape.

**Joseph Hill**  
**DIRECTOR CITY STRATEGY**