

**From:** Alan Winney  
**To:** [IPCN Enquiries Mailbox](#)  
**Subject:** St Leonards South Planning Proposal - Lane Cove Council  
**Date:** Monday, 27 May 2019 5:25:02 PM

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Ms Ilona Miller  
Chair  
Independent Planning Commission  
Level 3 201 Elizabeth St  
Sydney NSW 2000

Dear Ms Miller

### **Review of St Leonards South Residential Precinct**

I appreciate being given the opportunity to present to the IPC Panel on Monday 20 May, but having subsequently viewed Lane Cove Council's submission to the IPC, would like to raise some additional points that I had not previously covered.

It would appear from Council's submission that the St Leonards South Master Plan was based on a development FSR of 2.75:1, however this did not address the purchase price paid by developers for the properties they brought.

Correspondence from Hill PDA to Council clearly states that as a consequence of properties being sold at elevated prices, would mean that an FSR of 2.75:1 would not be economically viable for the developers.

This has clearly been enunciated by developers that they cannot now afford to pay the levy required by Council to cover the cost of the proposed park between Park and Berry Roads.

This is a key component of the open space that will be required for residents of the proposed 2400 apartments to be built in the St Leonards South Precinct.

It was also noted that this open space will be impacted by overshadowing for most of the day from the 8 and 12 storey buildings that will be adjacent to the park.

As the majority of the development will be 8 to 12 storey buildings, the suggestion that the green spines will be attractive areas for residents does not take into account that these areas will be constantly in shadow from the surrounding and adjacent buildings.

The Lane Cove Council master plan when stating that the east/west links have been chosen as the best grades for accessibility, does not take into account or address the issue that due to the topography of the site, for residents in the south of the precinct, there is a step gradient for them to overcome to get to St Leonards Station and shops.

As I highlighted in my presentation to the IPC panel a report done by CARDNO on behalf of the Department of Planning and Environment, stated that 'steep grades affected all north-south routes'.

An important point that needs to be taken into consideration is when the development of Duntroon Avenue was undertaken, at the time Lane Cove Council imposed strict restrictions on the developer to achieve appropriate height, setback and design transition. When undertaking a walk with representatives of the Department of Planning, it was mentioned by a number of residents that they considered this as being appropriate development.

The fact that this was as a consequence of the guidelines imposed by Lane Cove Council, why then is this Council not applying the same principals to the St Leonards South Development, which would be deemed as being a more appropriate development.

Yours Faithfully

Alan Winney

