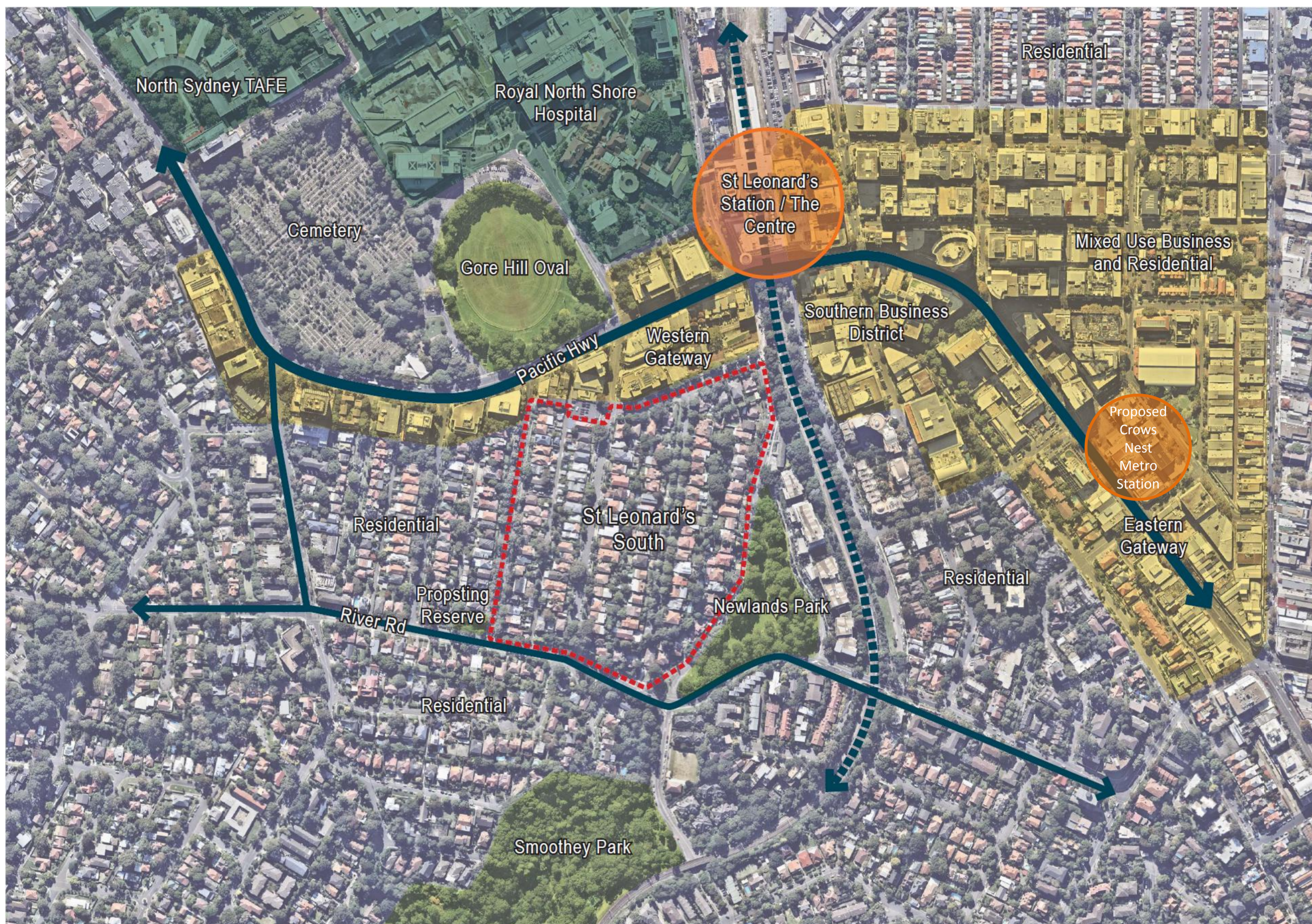




Lane Cove Council

ST LEONARDS SOUTH RESIDENTIAL PRECINCT

Welcome



The role of the display

This display provides an overview of the draft Plans for future growth in the St Leonards South Residential Precinct. The plan and supporting documents were prepared for Council by consultants Annand Associates Urban Design, Oculus, PTC consultants, TEF consulting, GLN Planning, HillPDA, Dawbin Architects Pty Ltd.

Council seeks your views on the Planning Proposal and invites you to list the key issues of importance to you and make a submission by 5pm on 5th January 2018.

A report on the community's comments will then be presented to Council in early 2018. For ongoing information, and to receive e-newsletters, please visit:-

www.lanecove.nsw.gov.au/CouncilConsultations/Pages/HaveYourSayonStLeonardsSouthResidentialPrecinctDraftPlans.aspx

Background to the Display

A series of meetings were previously held to engage the local community in the early stages of the draft Master Plan. These included:-

- ❖ A Scoping Workshop with Council staff and the Community Liaison Committee (held on 28 August 2014);
- ❖ An Enquiry by Design Workshop with staff, the CLC, government representatives and adjacent councils (on 16 – 18 September 2014);
- ❖ An Information Session with the local community at the Greenwich Seniors Centre (on Saturday 11 October 2014);
- ❖ A Community Workshop (held at Council on Thursday 16 October 2014).

The draft Master Plan was presented to Council on 8 December 2014 and exhibited the plan until 1 May 2015. During the exhibition period, two meetings were arranged for the local community:-

- ❖ A Community Drop-in Session at the Greenwich Seniors Centre (on Saturday 7 February 2015); and
- ❖ A Community Information Session at Council (on Tuesday 21 April 2015).

Now at the Planning Proposal stage in 2017, Council is holding two Community Drop-in sessions on:-

- ❖ Thursday 16 November 2017 from 5pm to 8pm at the Greenwich Seniors Centre; and
- ❖ Saturday 9 December 2017 from 10am to 3pm at the Greenwich Community Centre.

Why was the Master Plan undertaken?

The Metropolitan Strategy for Sydney, first issued in 2005, identified St Leonards as a Specialised Centre, specifying that residential and employment growth is to be located around urban centres and rail stations.

The most recent State Government plans, *Draft Greater Sydney Region Plan* and *Revised Draft North District Plan* have continued to identify St Leonards as priority area for housing and employment.

It is important that the future of precincts such as St Leonards South in the vicinity of such growth should be carefully considered. Following Council's work in the area, the State Government announced the St Leonards/Crows Nest precinct, as a 'Priority Precinct', whereby the State undertakes the planning for the area, which is likely to be publicly exhibited next year. Council will seek to ensure that its views and the local community are incorporated into that process.



Current Transport and Links

The precinct is within walking distance of St Leonards rail-bus hub and the proposed Metro Station at Crows Nest, and Council sought to prepare for future growth pressures, and to work within its community to ensure any future development, if and when it is considered appropriate, has regard to infrastructure capacity, the need for controlled growth (timing, zoning, heights) and improved amenity for both existing and new residents.

Closer urban living enables better access to the CBD and other shopping centres, jobs, education and health facilities and recreational activities. At the same time there is increased demand for parklands, child care centres, schools and other infrastructure that provide services and amenity in response to population growth.

In response to these requirements, a number of developments have occurred around St Leonards Station. These include apartments and a mixed use tower on the north side of Marshall Avenue, applications for mixed use towers on Pacific Highway near Friedlander Place and numerous similar developments also underway around the north and east of the station in the Willoughby and North Sydney sides of the centre.

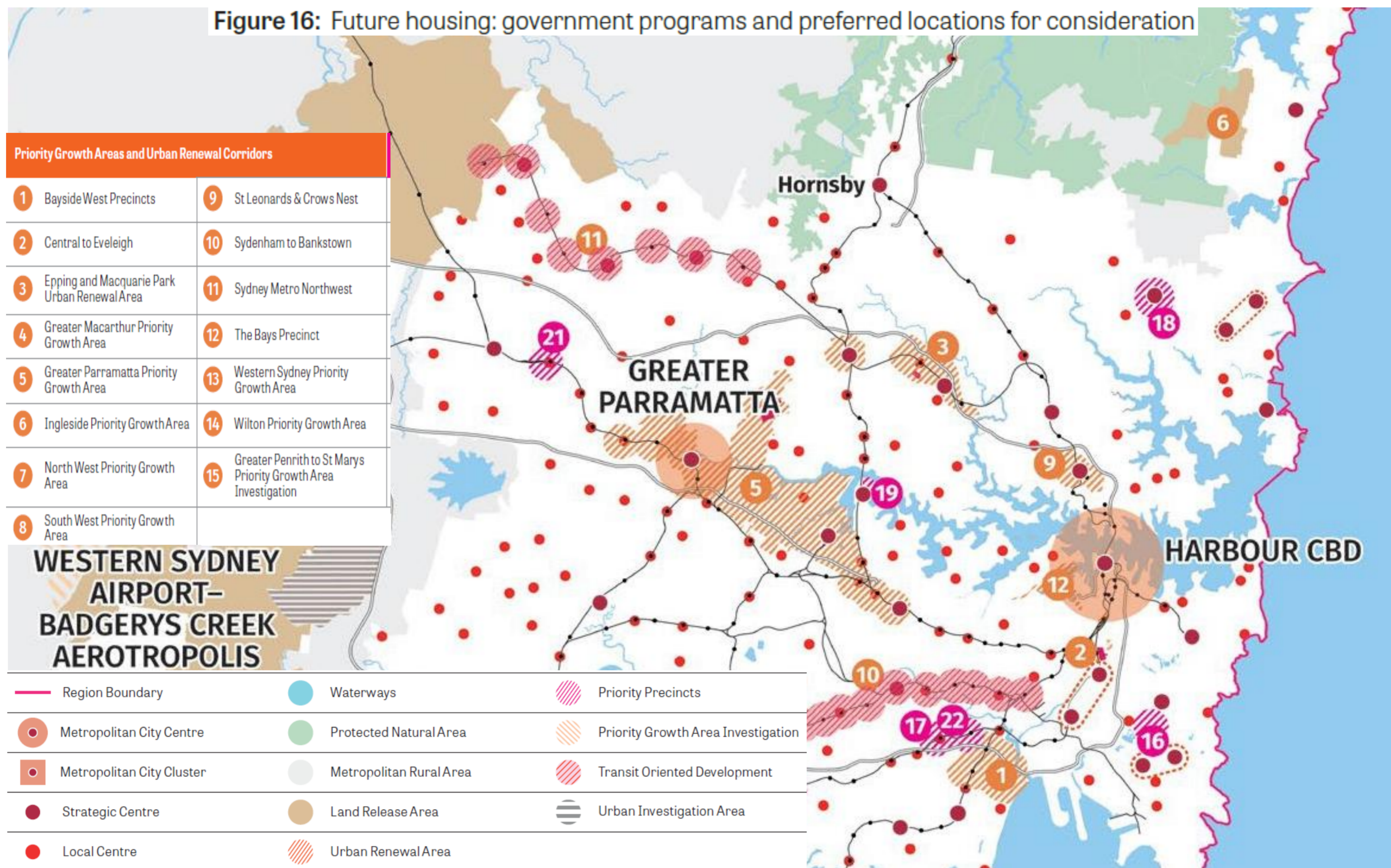
Council is planning a landscaped above Rail Plaza of approximately 5,000 m² immediately south of Pacific Highway, with a new bus interchange, to provide much-needed open space and improved transport infrastructure for residents, workers and visitors to St Leonards.

These opportunities, challenges and expectations were investigated, considered by consultants and taken to the community for comment. Existing and future retail and business areas along the Highway were also considered as part of this study.

The St Leonards South Community Liaison Committee, set up by Council and a range of members of the public from within the precinct, discussed and informed the previous Master Planning process for over two years.

Council then appointed Annand Associates Urban Design ('AAUD'), following an Expressions of Interest selection process with applications submitted from fifteen firms. 'AAUD' and traffic and economic consultants worked together with Council as the project coordinator.

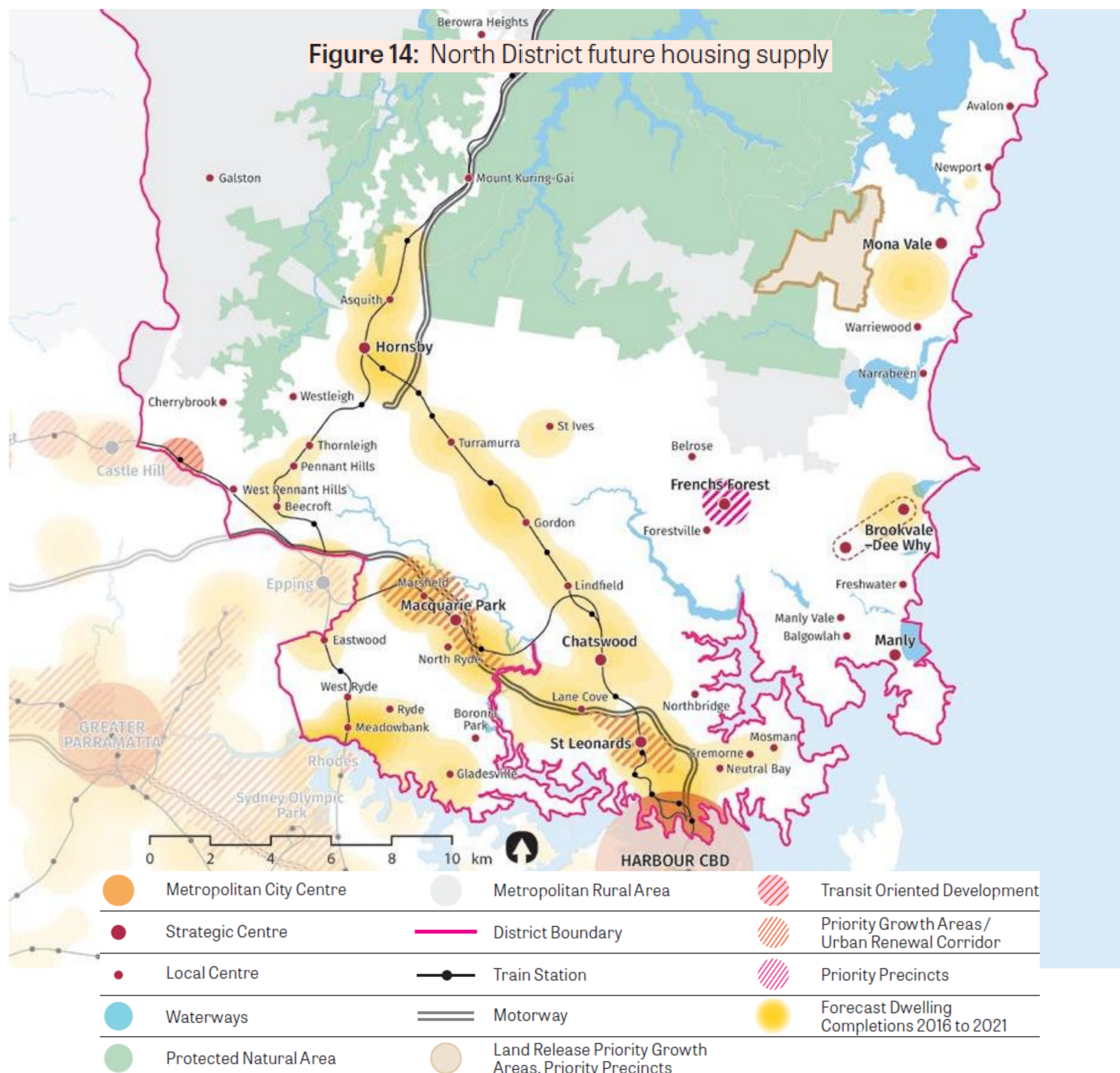
St Leonards: A Strategic Context



Source: Draft Greater Sydney Region Plan, (2017), page 53

In both the **Draft Greater Sydney Region Plan** and **Revised Draft North District Plan**, St Leonards is identified as a:

- ❖ **Health and education precinct and Priority Precinct** – “to grow jobs, housing and infrastructure within the precinct” (Revised Draft North District Plan, page 20). with a focus on “Transformative corridor delivery including targeted development focused on housing diversity around a centre and transit node/rail station” (Revised Draft North District Plan, page 21).
- ❖ **Priority Growth Area and Urban Renewal Corridor** – with a focus on “Transformative corridor delivery including: new land release areas; city shaping transport investment and urban renewal; and infrastructure schedules and funding options” (Draft Greater Sydney Region Plan, page 34).
- ❖ **Strategic Centre** - expectation for “co-location of a wide mix of land uses, including residential” (Draft Greater Sydney Region Plan, page 103) as well as “areas identified for commercial uses, and where appropriate, commercial cores” (Revised Draft North District Plan, page 61).



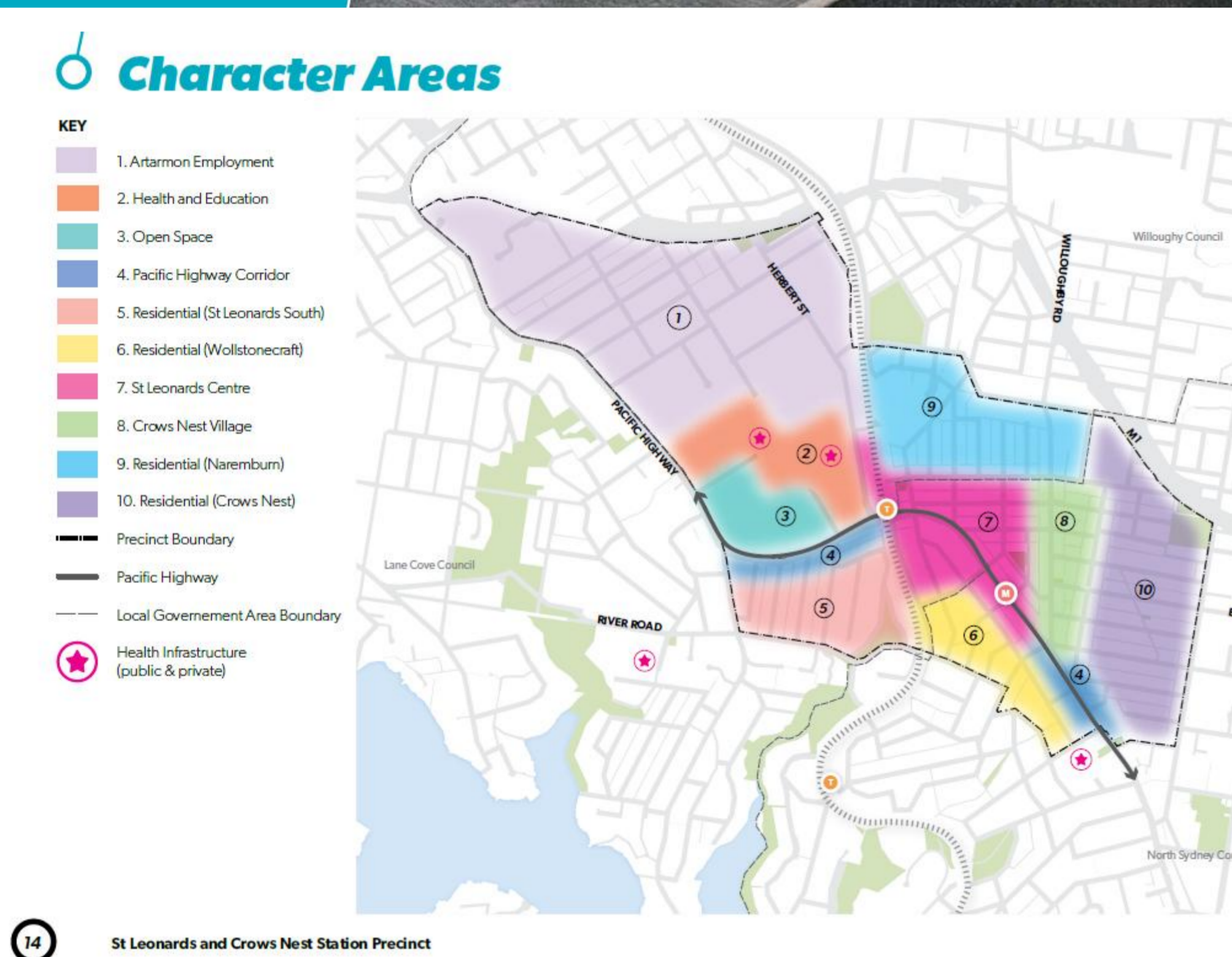
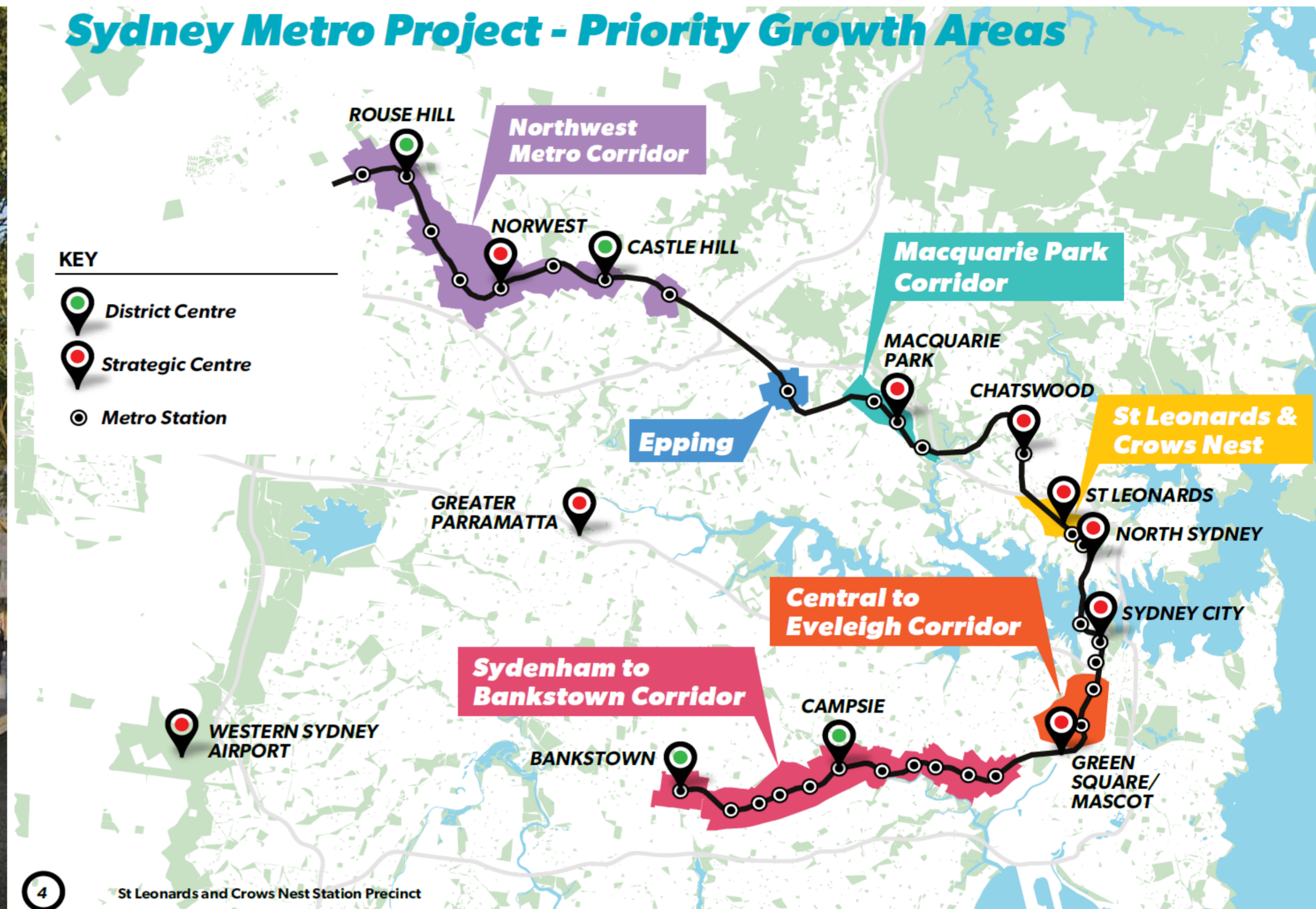
Source: Revised Draft North District Plan, (2017), page 37

State Government's Interim Statement

In July 2016, the then Minister for Planning announced the strategic planning investigation of the St Leonards and Crows Nest Station Precinct. It will be broken up into 3 stages:

1. *Interim Statement – was released and shown below*
2. *Land Use and Infrastructure Implementation Plan (to be released in 2018); and*
3. *Delivery.*

The Department has reviewed recent strategic planning work by all three councils to inform a single comprehensive plan for the St Leonards and Crows Nest town centre. We have also analysed existing employment in the Precinct and a review of future employment demands and requirements, together with preliminary specialist studies, which is available on NSW Planning & Environment's website.



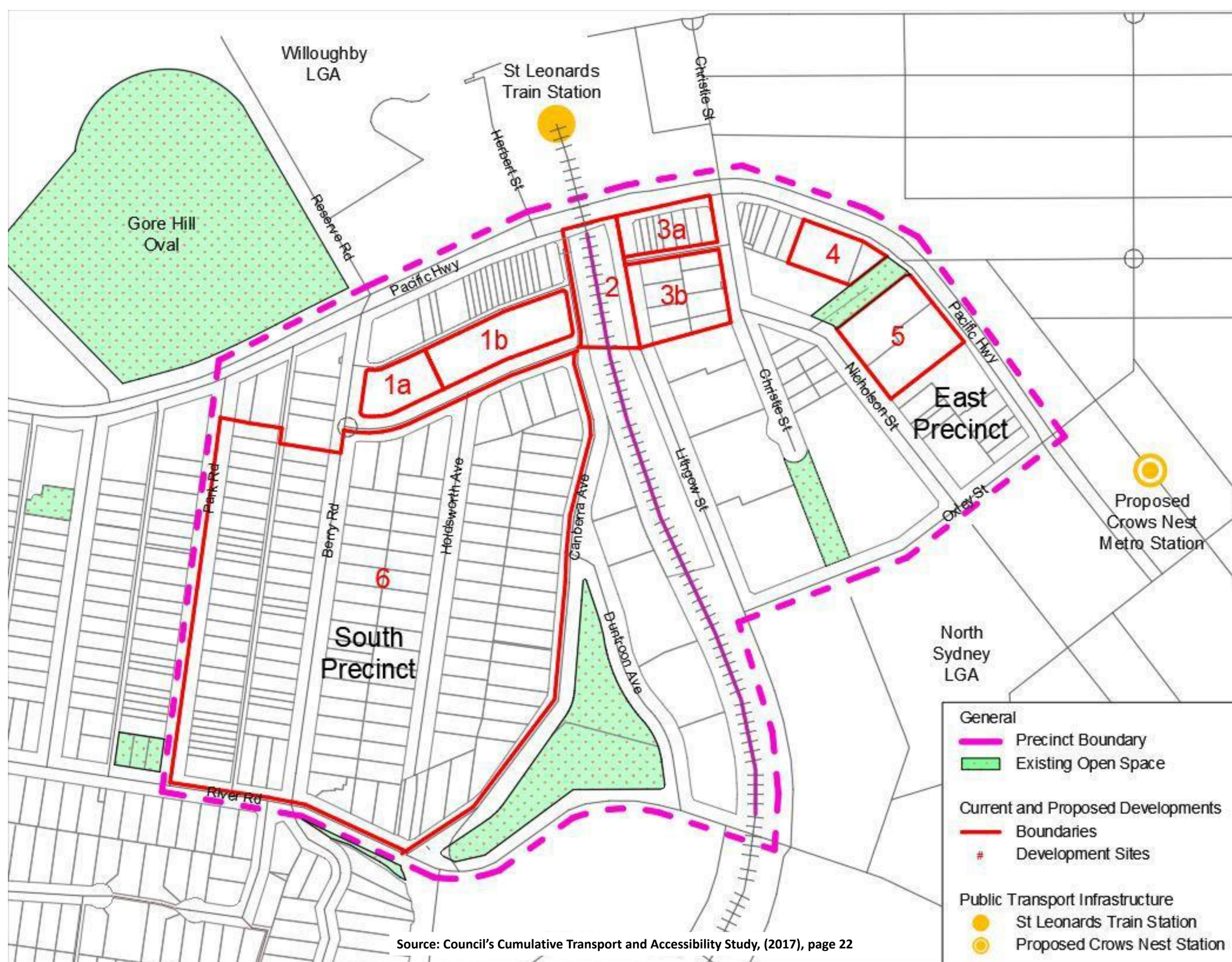
Character Area	Opportunities and Key Considerations
4. Pacific Highway Corridor	<ul style="list-style-type: none"> The Pacific Highway Corridor is proposed to be an activated, high density mixed use corridor with a key focus on employment. Create additional employment floorspace and investigate new opportunities for employment, particularly lower floor uses. Synergies and associated employment uses between the health and education uses around Royal North Shore, North Shore Private and Mater Hospitals and increasing employment capacity will be promoted. Whilst retaining the key function of the Pacific Highway, new walking and cycling connections will be investigated as well as an improved public domain and minimising overshadowing impacts to the south.
5. Residential (St Leonards South)	<ul style="list-style-type: none"> St Leonards South is proposed to be a higher density residential area over time. Increased densities will be focused in those areas closest to St Leonards station. Key matters for consideration include traffic, access and connections, provision of open space, schools and minimising overshadowing.
7. St Leonards Centre and Crows Nest Station	<ul style="list-style-type: none"> The St Leonards Centre and Crows Nest Station area is proposed to be a true high density centre that ensures the Precinct strengthens its role as a major commercial centre in Sydney. Minimum employment floorspace controls will be required to ensure employment capacity and diversity will meet the job needs of future generations. It will support a mix of commercial, retail, community, residential and public domain uses that complement St Leonards and Crows Nest. An improved public domain through varied building types, improved connections and a high quality streetscape will be delivered. It will provide for the social, cultural and civic needs of the community as the Precinct grows. Key matters for consideration include amalgamation of key sites to ensure good design outcomes can be achieved, appropriate heights and densities to ensure amenity is not compromised, minimising overshadowing impacts to the south, open space requirements, the prioritisation of pedestrians and traffic minimisation.

Why is Council proceeding with it's plans ahead of the St Leonards/Crows Nest Station Investigation Precinct by NSW Planning & Environment?

- ❑ Council adopted the St Leonards South Master Plan on 13 July 2015. The subsequent Planning Proposal was submitted in May 2016. This area wasn't announced as a Potential Priority Precinct until July 2016 – therefore, Council's Planning Proposal for St Leonards South takes precedence.
- ❑ Prior to exhibition, NSW Planning & Environment reviewed the documents and determined that they are consistent with the work currently being undertaken by the Department. This was confirmed in its advice to Council on 20 October 2017.
- ❑ The Land Use and Infrastructure Implementation Plan (Stage 2) will be a higher level document and will not be as detailed as Council's St Leonards South studies and plans. It will seek to "guide future development and infrastructure delivery over the next 20 years" – with a focus on State/Regional based Infrastructure.
- ❑ 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.

Cumulative Developments in St Leonards – (Lane Cove LGA)

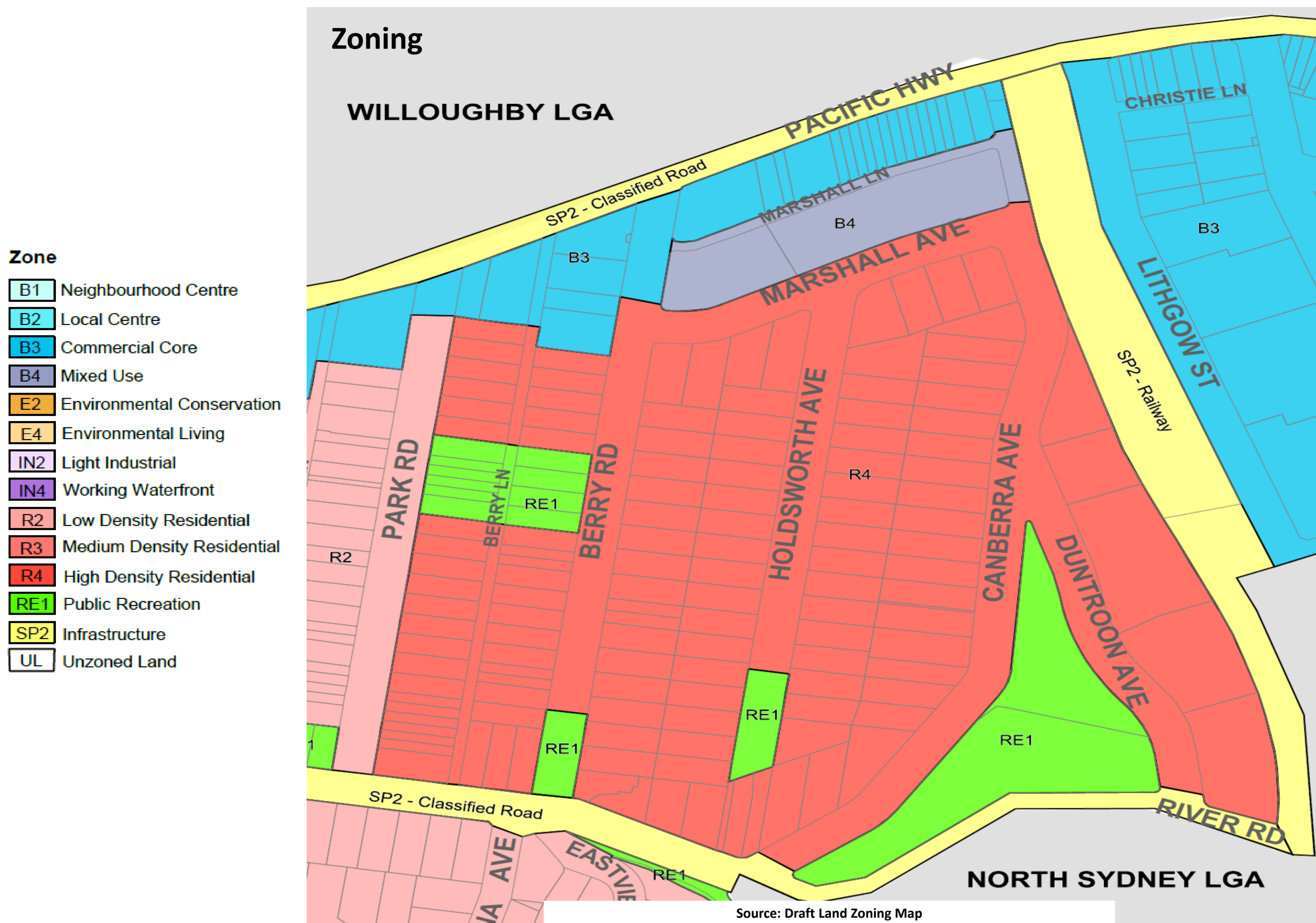
The following map and table highlights the significant development since 2010.



Site Number	Description of development
1a	A completed 8 storey tower accommodating 105m ² retail at the ground level and 66 dwellings above (already built).
1b	Approved 5 & 29 storey buildings accommodating 290 m ² commercial space (levels 1 & 3) and 269 dwellings above (currently being constructed).
2	Council's proposed 5,000 m ² plaza over the railway line connecting the eastern and southern precincts.
3a	A proposed 10 storey high commercial tower with 17,000 m ² commercial floor space.
3b	A proposed new supermarket, 1000 m ² public library and retail floor space with a gross floor area of 4,796 m ² and two 29 & 43 storey towers accommodating 700 dwellings above.
4	A proposed 43 storey tower accommodating 5,628 m ² commercial space (over 4 to 6 storeys) and 495 residential dwellings above.
5	Approved 27 & 37 storey towers accommodating 8,263 m ² commercial space (over 2 to 4 storeys) and 539 residential dwellings above (currently being constructed).
6	Planning Proposal for St Leonards South Rezoning area to provide transitional built form of approximately 2,400 new dwellings .

Draft Local Environmental Plan amendment

The Planning Proposal establishes the proposed zones, building heights, floor space ratio, land acquisition, and lot amalgamations for the precinct.

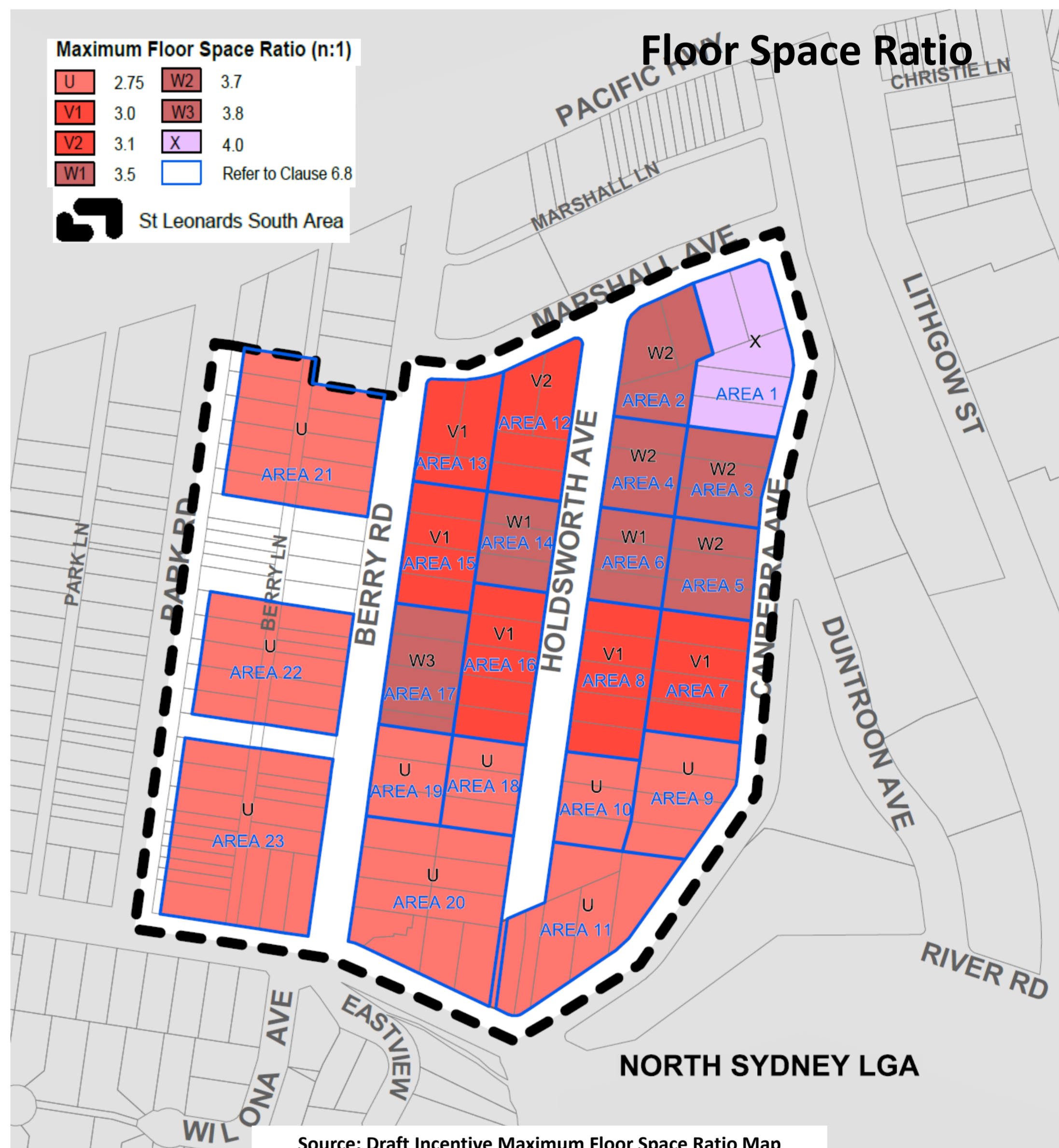
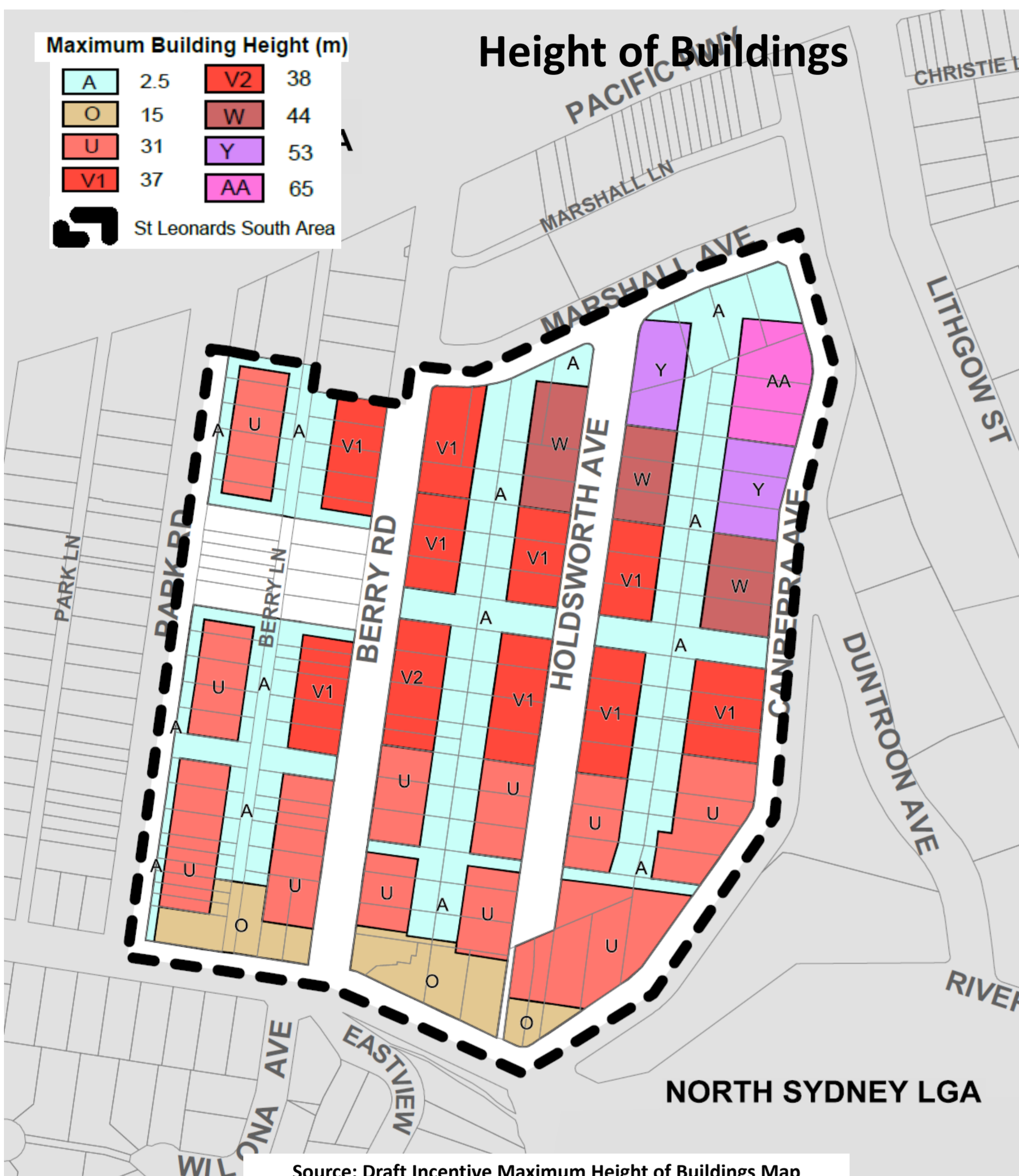


Draft Local Environmental Plan amendment

Local Environmental Plan Incentives

The Planning Proposal will retain the existing Height and Floor Space Ratio as the base scheme. In order to achieve the floor space and height that would be required for the redevelopment of the houses into units, all development will need to comply with the various site requirements. These include the preferred land amalgamation pattern and compliance with the Landscape Master Plan (for private and public open space). Further identified 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.

The potential Height and Floor Space Ratio from this compliance is contained in the Incentive Maximum Height of Buildings Map and Incentive Maximum Floor Space Ratio Map shown below. To ensure that these Local Environmental Plan incentives are not varied, the Proposal includes a separate clause which will prevent applicants from changing development standards (i.e. floor space ratios and height limits).



Key Worker Housing

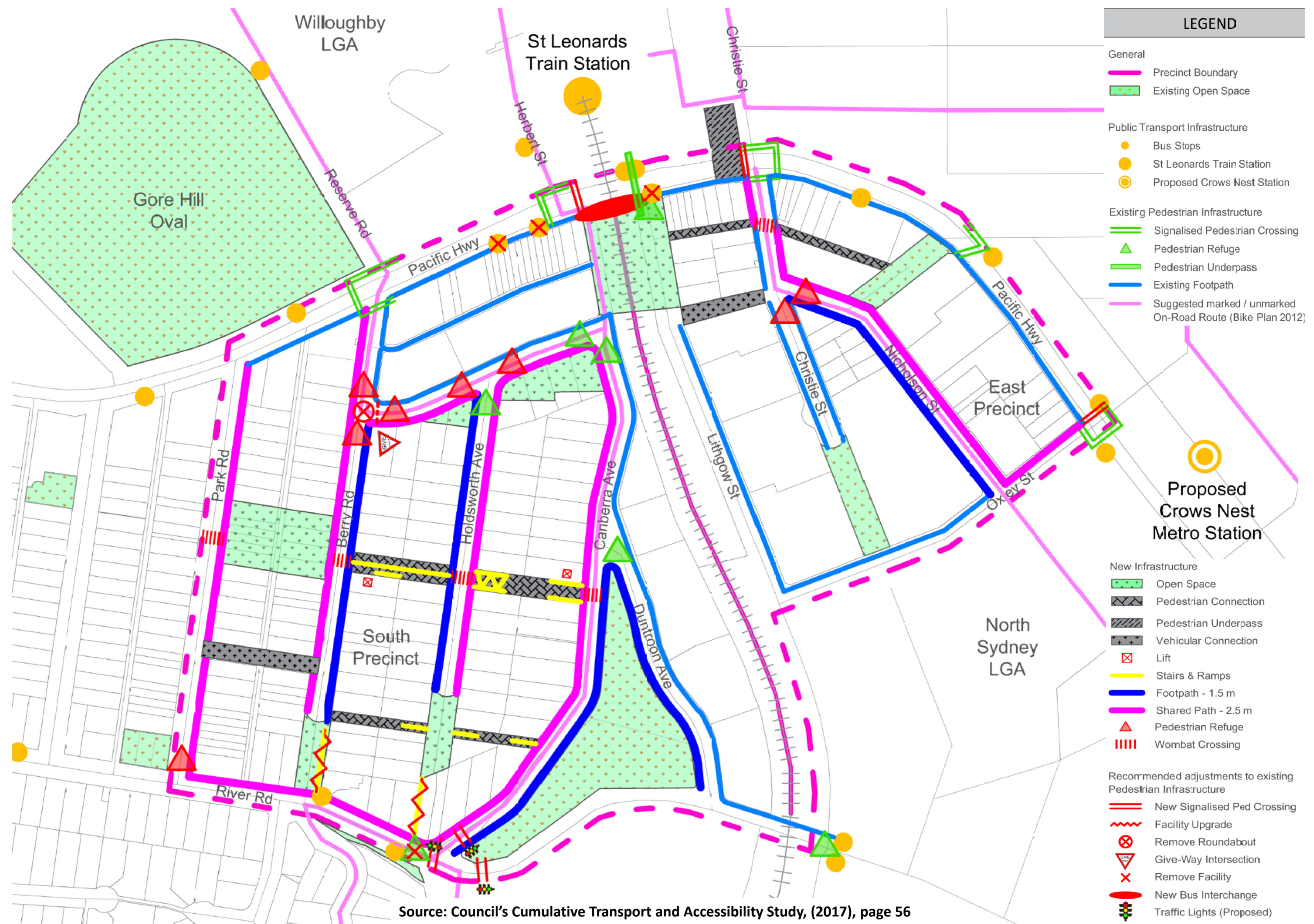
The sites which will be required to deliver Key Worker housing are shown in the red circles. The HillPDA advice on Affordable Housing concluded that it is not possible for all sites to provide Key Worker Housing in perpetuity through the LEP bonus mechanism.

This targeted approach will yield approximately 34 units to support Key Worker Housing in perpetuity.

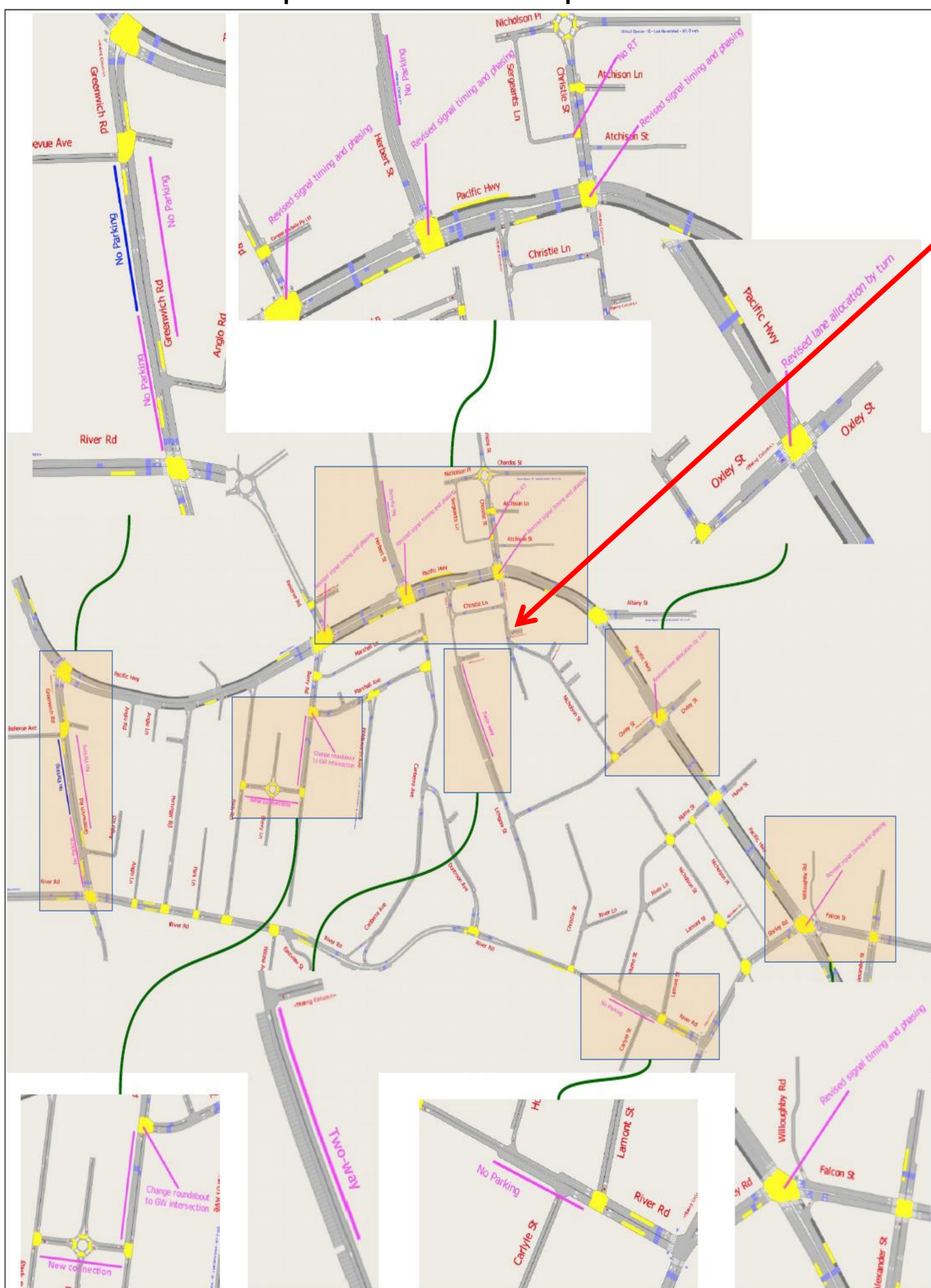


Draft Local Environmental Plan amendment – supporting studies

Recommended Pedestrian, Bike and Public Transport Infrastructure (combined)



Proposed Traffic Network Improvements



Other Studies

Heritage Study – Dawbin Architects

The existing provisions of the Planning Proposal included:

- a targeted location of the local park immediately opposite the heritage items in Park Road, and
- significant stepping back of future building facades in the vicinity of these heritage items both at the street level and progressively up the western side of the building.

It concludes that these provisions will minimise the impact of development to an acceptable level on the heritage items at 3, 5, and 7 Park Road.

Economic Feasibility analysis – HillPDA

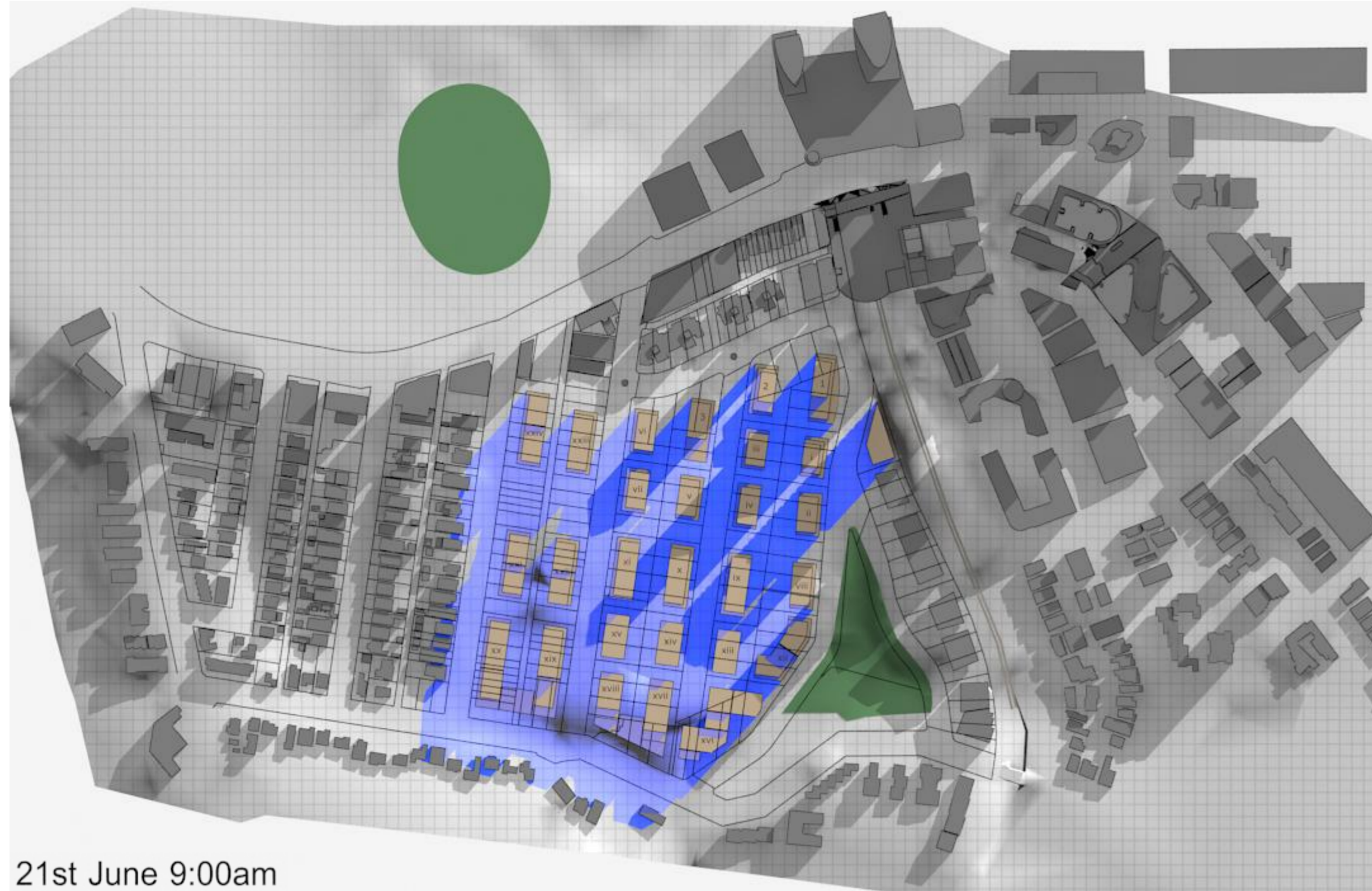
Work done during the 2014/2015 Master Plan was independently reviewed and assessed by HillPDA (see Frequently Asked Questions for more details).

Additional work was done in 2017 to assess the economic impacts of Open Space Acquisition, Affordable Housing and Community Facilities. These studies incorporated recent sales data to ensure a high level of accuracy.

All three HillPDA studies have helped to inform the viability of the built form balanced against public benefits proposed in these amendments.

Cumulative Shadow Impacts

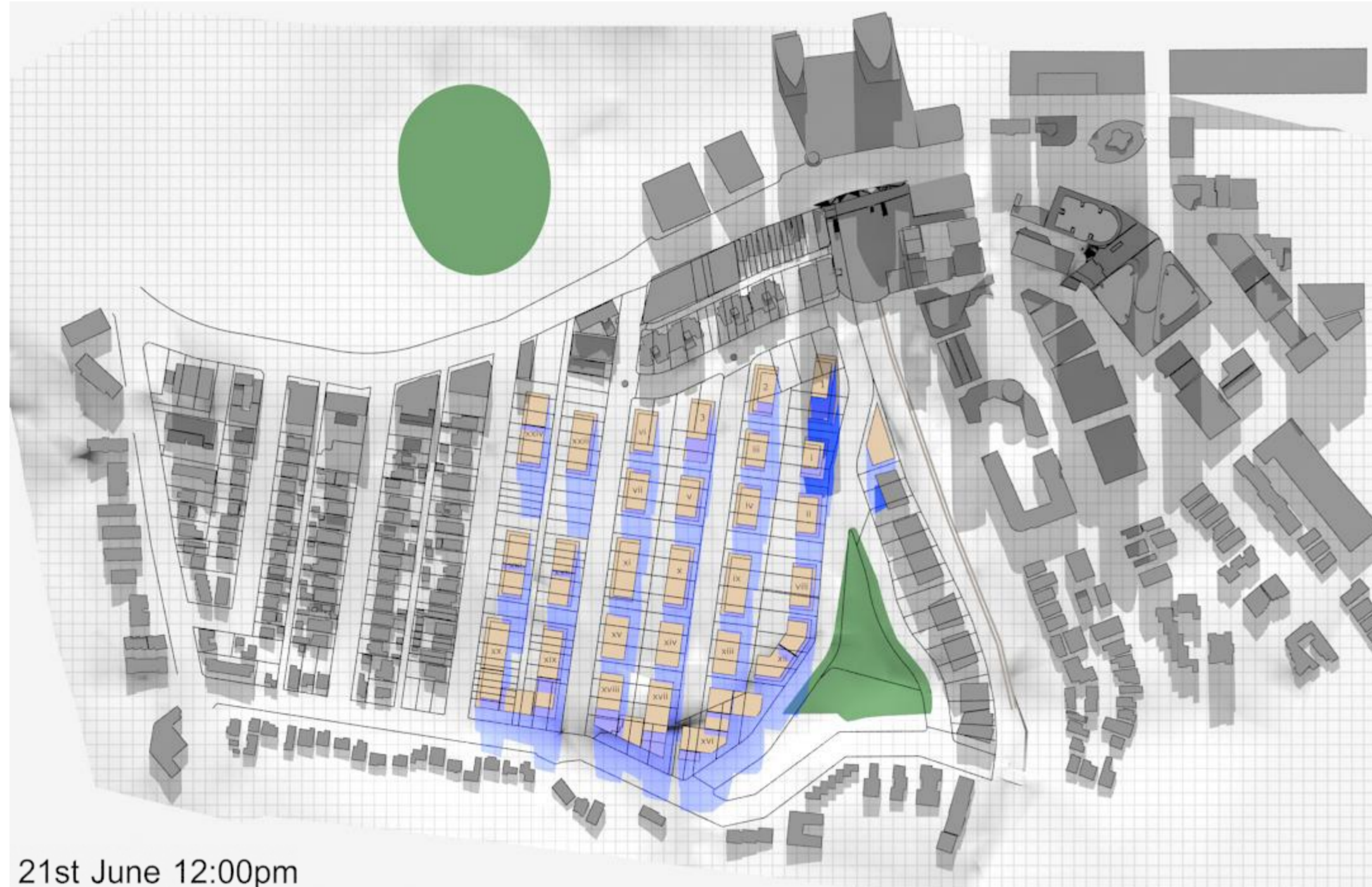
Please note that grey shadows indicate existing/proposed buildings outside the precinct. Blue shadows indicate the indicative building envelope.



21st June 9:00am



21st June 10:30am



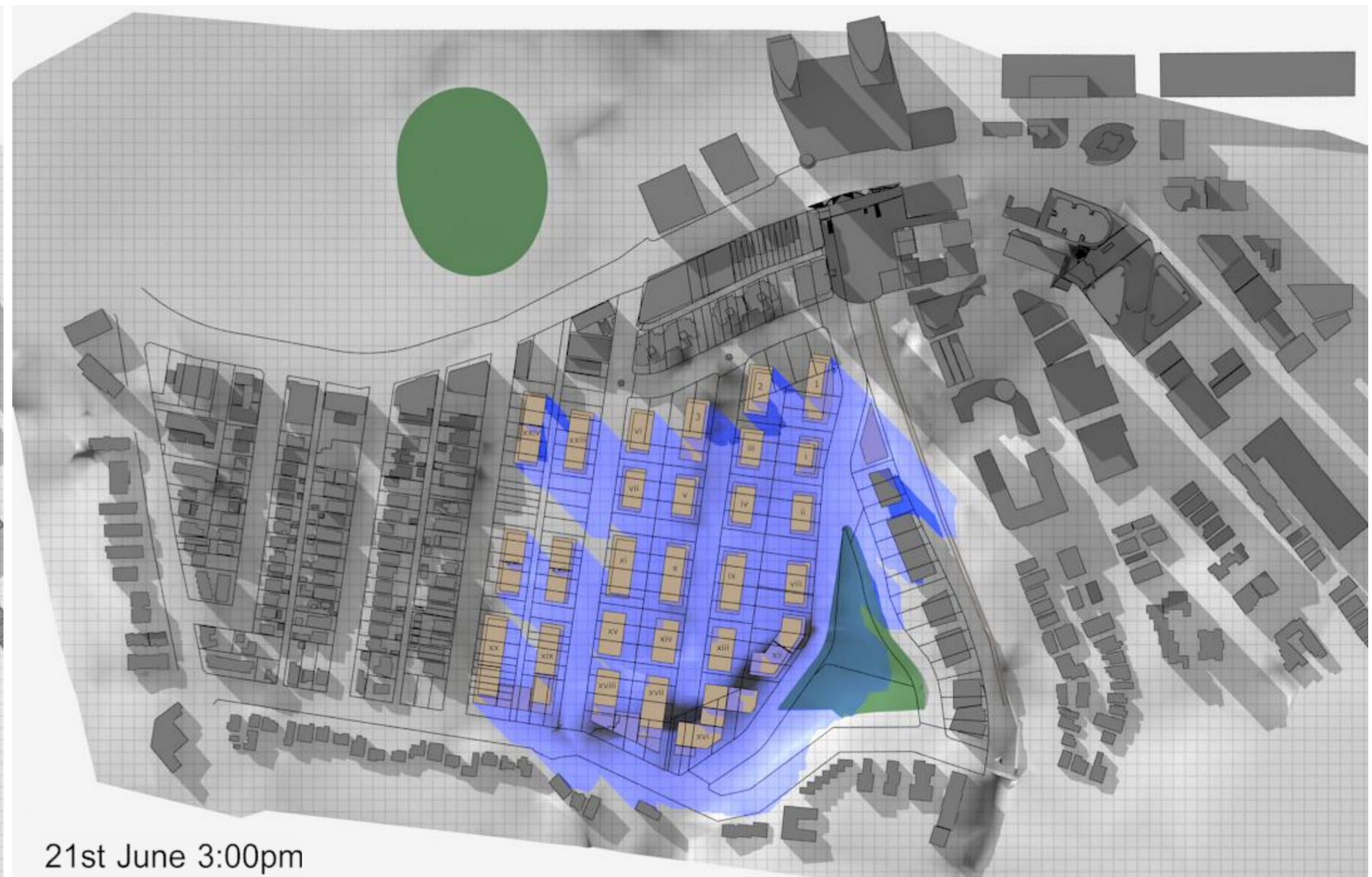
21st June 12:00pm



21st June 1:30pm



21st June 2:00pm



21st June 3:00pm

Built form analysis focused on:-

- Ensuring the precinct did not shadow the low scale residential precinct to the south;
- Given the proximity to adjoining residential houses – a high level of street tree planting is provided to obtain visual transition; and
- ensuring buildings within the precinct would generally be able to achieve the minimum provisions of SEPP65 and the accompanying Apartment Design Guide.

While previous building envelope modelling indicated that most buildings would generally be able to comply with most of the ADG provisions, 2 hours solar access in mid-winter has proved difficult to achieve across the precinct. Due to the south facing slope of the precinct, some buildings are only able to achieve 1.5 hours solar access in mid-winter. Objective 4A-1 (pg 79) of the ADG makes allowances for this:

“Achieving the design criteria may not be possible on some sites. This includes:

- where greater residential amenity can be achieved along a busy road or rail line by orientating the living rooms away from the noise source
- on south facing sloping sites**
- where significant views are oriented away from the desired aspect for direct sunlight

Design drawings need to demonstrate how site constraints and orientation preclude meeting the design criteria and how the development meets the objective”.

These, along with other, controls have been implemented in a site-specific Development Control Plan for the St Leonards South area.

As part of Council’s resolution, a SEPP 65 Design Review Panel will also be established for this precinct.

Draft Development Control Plan

KEY

- ★ DESTINATIONS
- OPEN SPACE CIRCULATION - private
- OPEN SPACE CIRCULATION - public
- MULTI-PURPOSE FACILITIES



The Liveable Precinct

The draft Development Control Plan information below provides greater detail to the Planning Proposal provisions.



Draft Community Infrastructure Map



Fig 8.5 Public Infrastructure

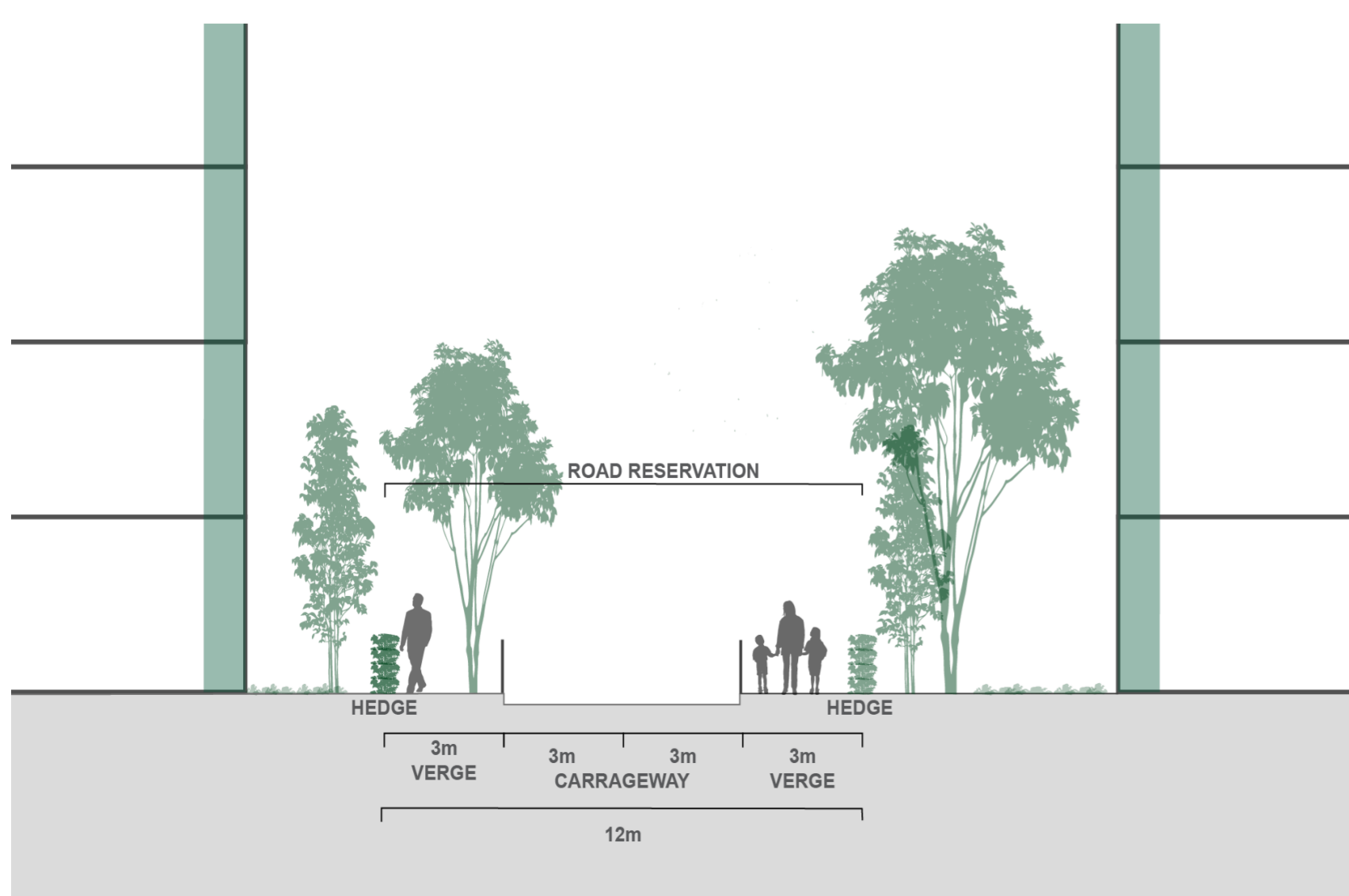


Fig 8.6 (a) Section of New Connecting Road between Berry & Park Road (item c.)

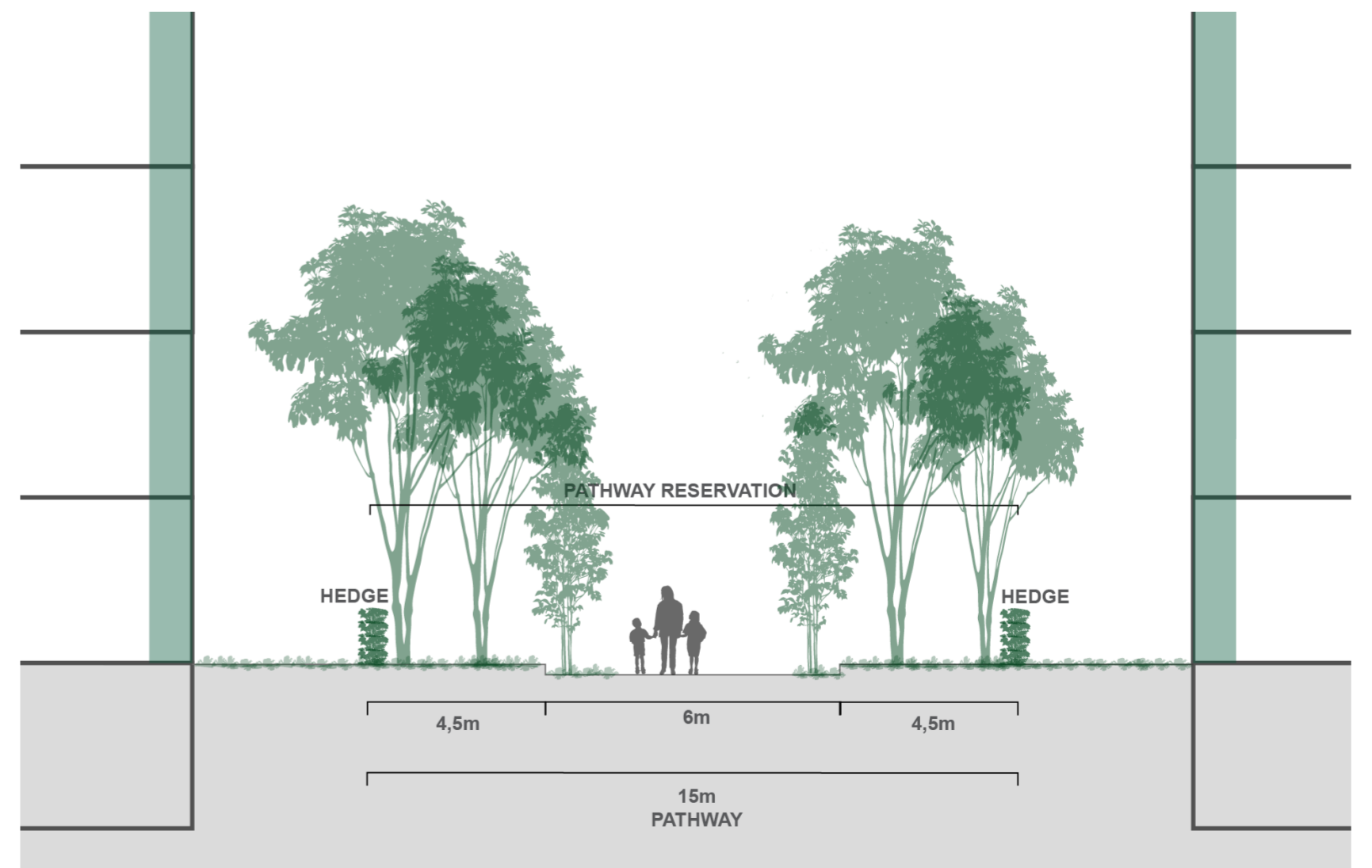


Fig 8.6(b) Section of New E-W Path between Holdsworth Avenue & Berry Road (item d.)

Draft Development Control Plan

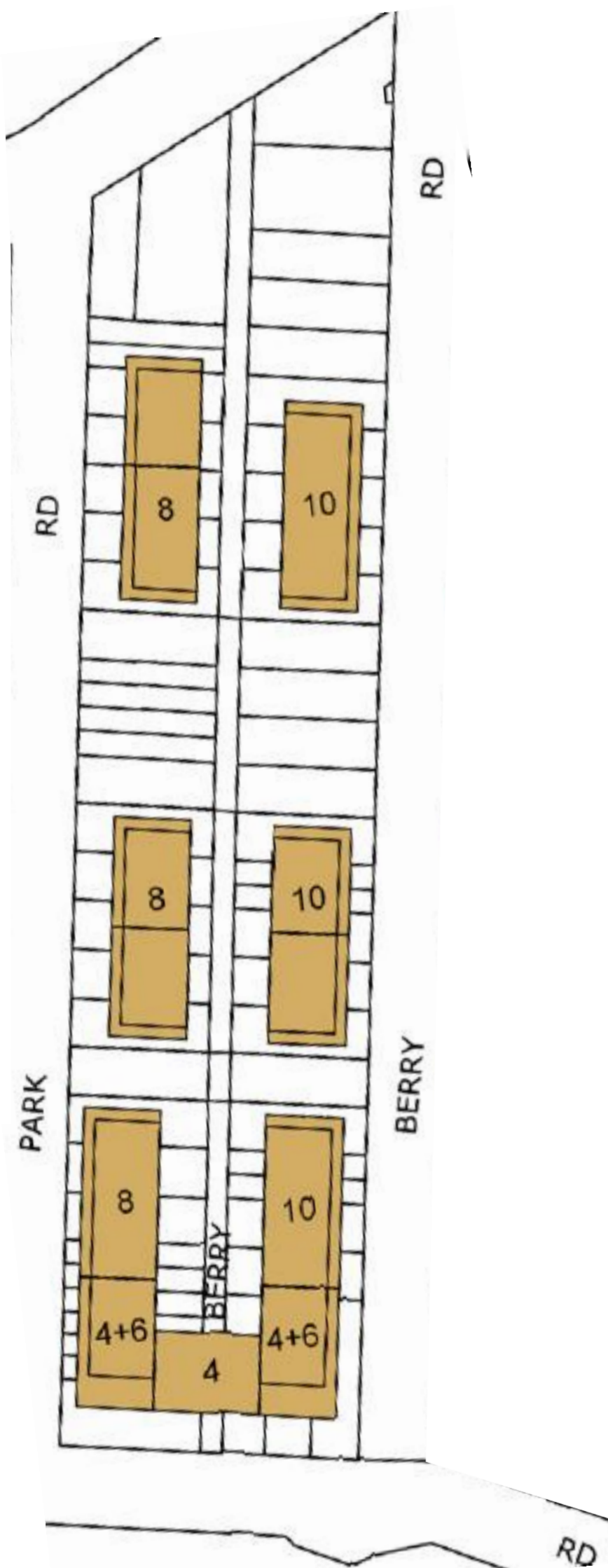
Street Setbacks



Control	Provision	Notes/Location	
Building Setbacks	A	<ul style="list-style-type: none"> 4m at street level + 3m at and above Level 6 	To Canberra, Marshall, Holdsworth & Berry (1-19) + east (21-23)
	B	<ul style="list-style-type: none"> 4m at street level +3m at and above Level 3 +3m at and above Level 6 	To Park Road (south) (23)
	C	<ul style="list-style-type: none"> 10m at street level +3m at and above Level 3 +3m at and above Level 6 	To Park Road (north) (21 & 22)
	D	<ul style="list-style-type: none"> 10m at street level +7m at and above Level 4 +7m at and above Level 6 	River Road (20, 23 and 11)
Building Separation	As per ADG / SEPP No 65		
Building Depth	Maximum depth 18-22m		

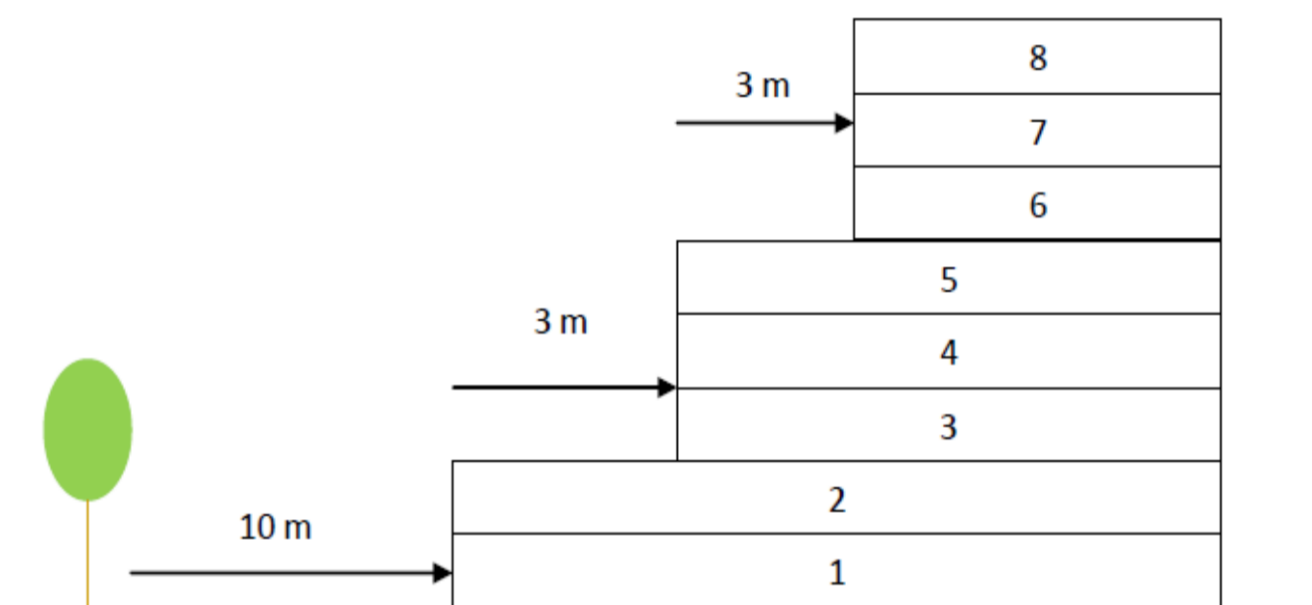
Figure 8.8 Building Setbacks / Building Depth

Interface with low density – Park and River Roads



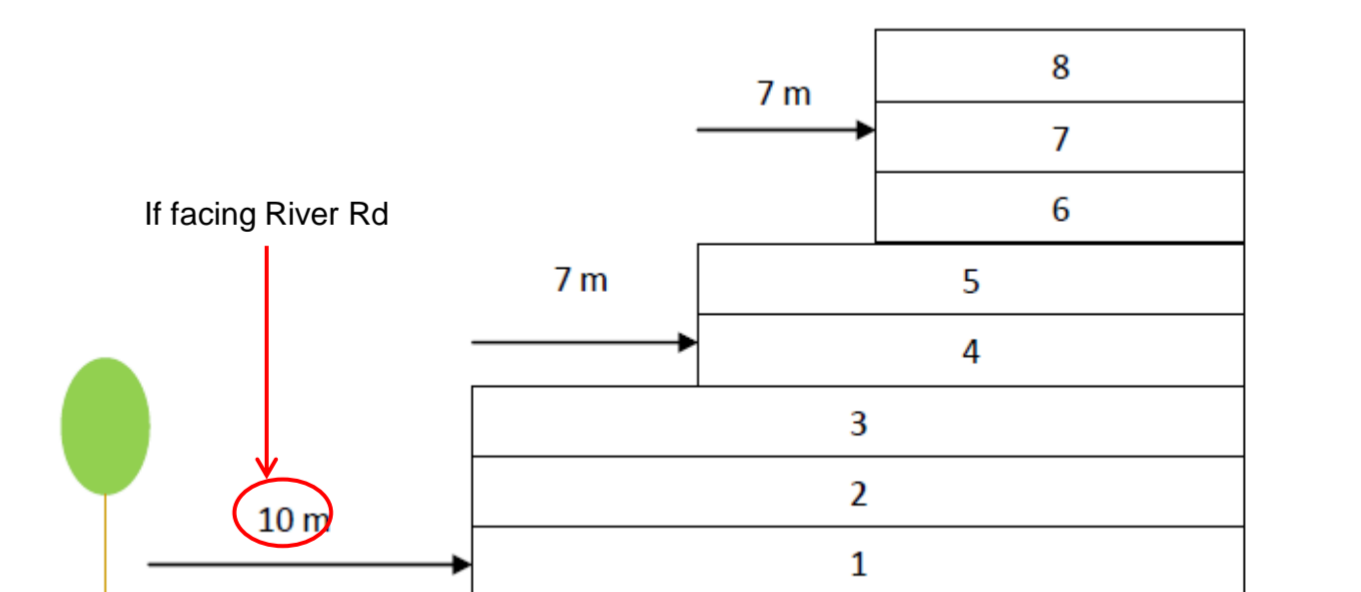
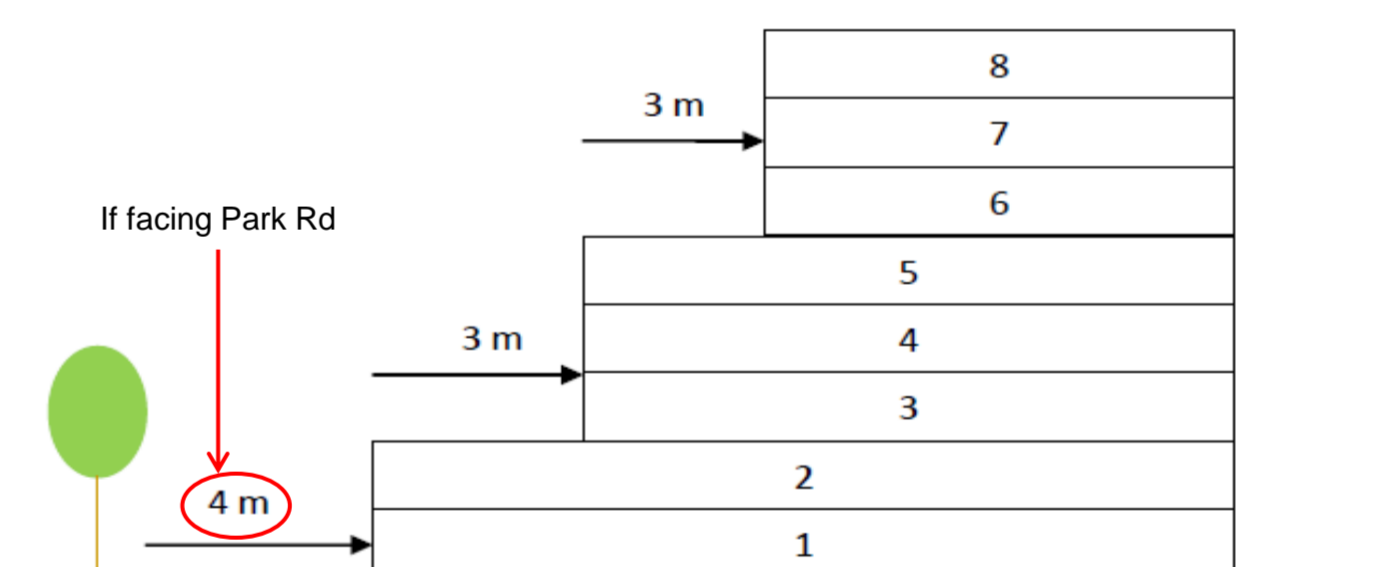
North and central areas

- ❖ 10m setback from Park Rd, by 'relocating' not selling lane to avoid additional FSR
- ❖ 2-storey component fronting Park Road



South area (to River Rd)

- ❖ Steeper topography, and opposite low density, means less design flexibility
- ❖ 4m setback from Park Rd with 2 storeys
- ❖ 10 m setback from River Rd
- ❖ 4 storeys to River Road to continue north/south
- ❖ Lane integrated into Landscaped area, not sold
- ❖ Multi directional facade articulation



Note that strong street planting, fences/ hedges, 10m setbacks (level 1 and 2) and 3m setbacks above will create a comfortable transition across Park Road

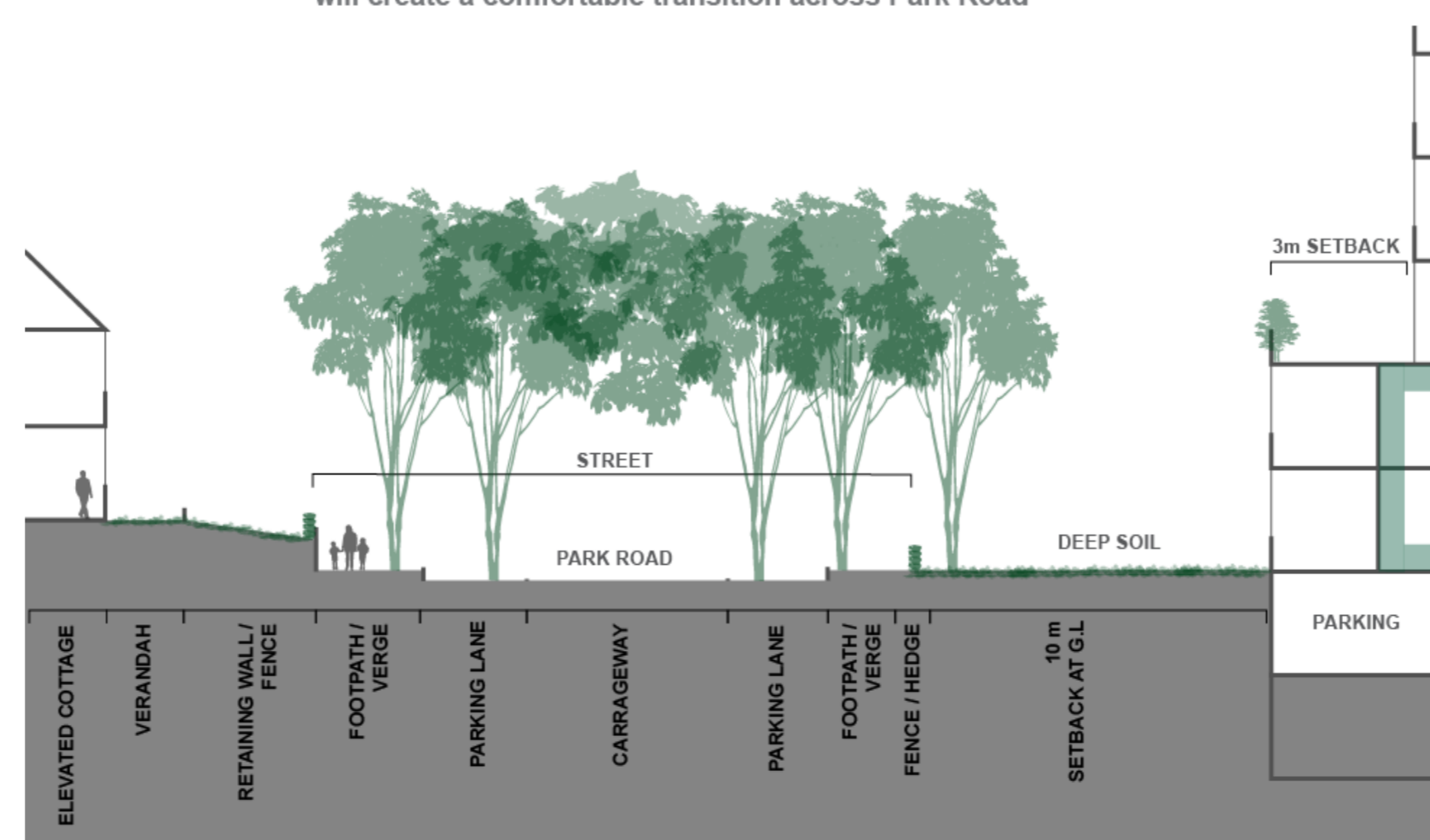
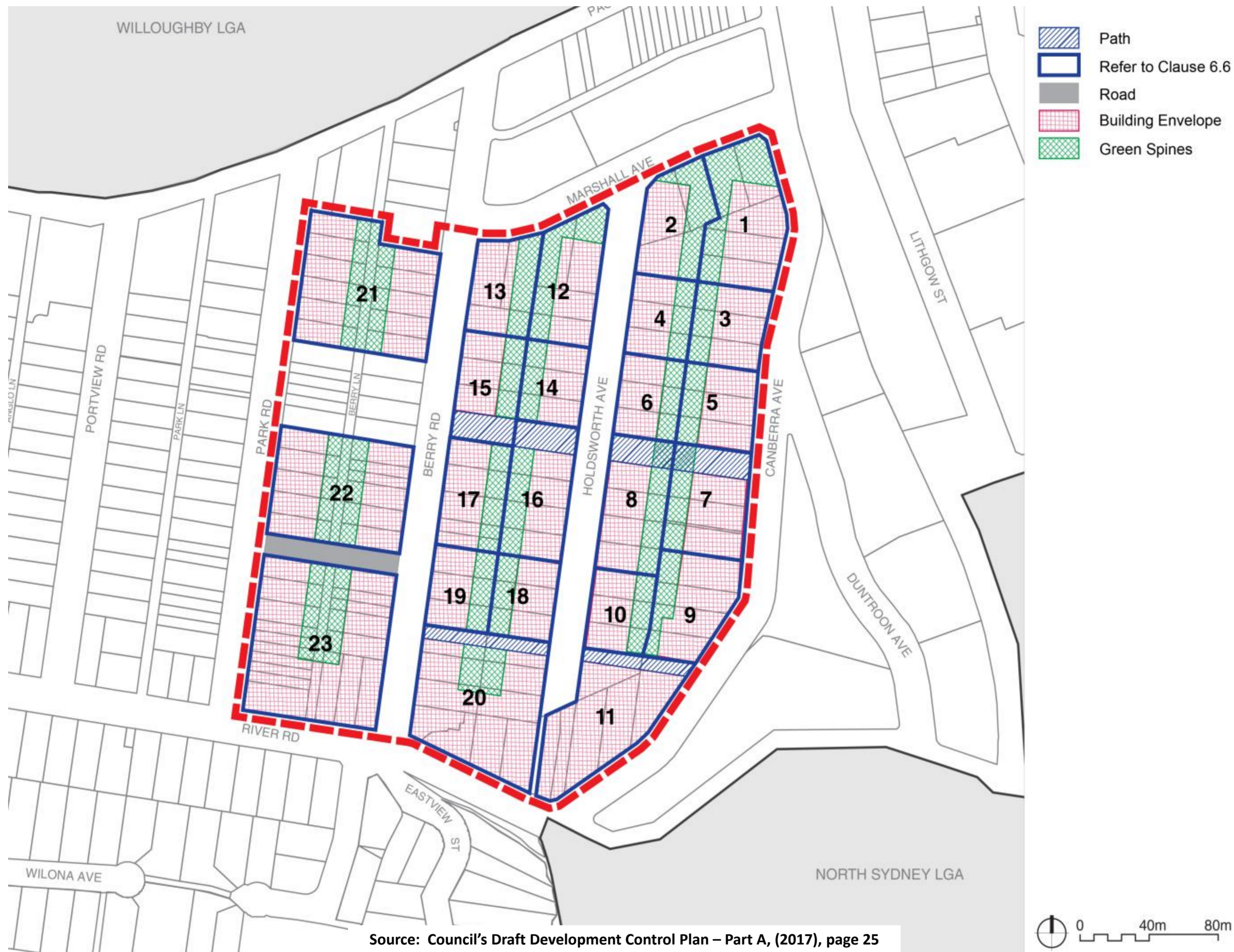


Fig 8.12 Density Transition

Draft Development Control Plan

Bonuses for Public Benefits



The following tables expand upon the LEP Incentive maps.

It sets out nominated amalgamation packages, approximate minimum areas required for amalgamations, the Maximum FSR, the Maximum Building Height of envelope (as per map shown above) and the required outcomes which must be delivered in order to qualify for these incentives.

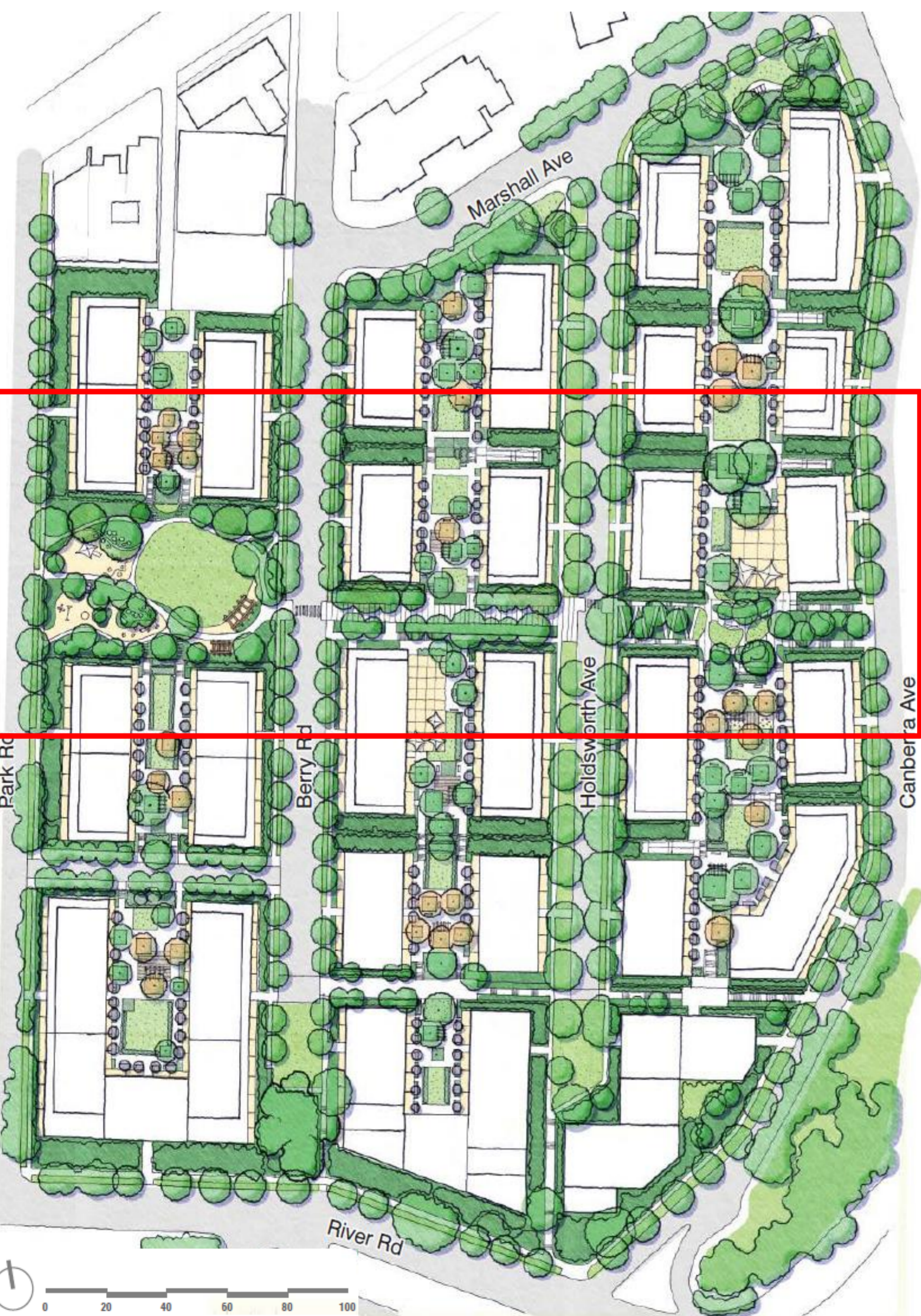
Special Provisions Area	Minimum site area	Maximum FSR	Maximum Height of Building (storeys)	Outcomes
Area 1	3,000m ²	4:1	(19)	a) Approximately 900sqm of public open space (Marshall Avenue); b) consistency with the St Leonards South Landscape Master Plan; c) Component of Key Worker Housing; and d) Consolidate into a single lot.
Area 2	2,000m ²	3.7:1	(15)	a) Approximately 400sqm of public open space (Marshall Avenue); b) consistency with of the St Leonards South Landscape Master Plan; c) Component of Key Worker Housing; and d) Consolidate into a single lot.
Area 3	1,600m ²	3.7:1	(15)	a) Component of Key Worker Housing; b) consistency with the St Leonards South Landscape Master Plan; and c) Consolidate into a single lot.
Area 4	1,500m ²	3.7:1	(12)	a) Component of Key Worker Housing; b) consistency with the St Leonards South Landscape Master Plan; and c) Consolidate into a single lot.
Area 5	1,500m ²	3.7:1	(12)	a) A multi-purpose (child care centre and community hall) facility of 600sqm minimum at ground floor level; b) Child care centre to Council specification c) With direct connection to an outdoor play space of 450sqm; d) Consistency with part A of the St Leonards South Landscape Master Plan; and e) Consolidate into a single lot.
Area 6	1,500m ²	3.5:1	(10)	a) Component of Key Worker Housing; b) Consistency with part A of the St Leonards South Landscape Master Plan; and c) Consolidate into a single lot.
Area 7	2,500m ²	3:1	(10)	a) A 15m wide, path linking Canberra Avenue and Holdsworth Avenue; b) consistency with part A of the St Leonards South Landscape Master Plan; and c) Consolidate into a single lot.
Area 8	2,500m ²	3:1	(10)	a) A 15m wide, landscaped path linking Canberra Avenue and Holdsworth Avenue; b) Consistency with the St Leonards South Landscape Master Plan; and c) Consolidate into a single lot.
Area 9	2,500m ²	2.75:1	(8)	a) Consistency with the St Leonards South Landscape Master Plan; and b) Consolidate into a single lot.
Area 10	1,500m ²	2.75:1	(8)	a) Consistency with the St Leonards South Landscape Master Plan; and b) Consolidate into a single lot.
Area 11	4,000m ²	2.75:1	(8 & 4)	a) A 6m wide, path linking Canberra Avenue and Holdsworth Avenue; b) Consistency with part A of the St Leonards South Landscape Master Plan; and c) Consolidate into a single lot.
Area 12	2,500m ²	3.1:1	(12)	a) Approximately 400sqm of public open space (Marshall Avenue); b) Consistency with the St Leonards South Landscape Master Plan; and c) Consolidate into a single lot.
Area 13	1,600m ²	3:1	(10)	a) Component of Key Worker Housing; b) Consistency with the St Leonards South Landscape Master Plan; and c) Consolidate into a single lot.
Area 14	1,600m ²	3.5:1	(10)	a) Component of Key Worker Housing; b) Consistency with the St Leonards South Landscape Master Plan; and c) Consolidate into a single lot.
Area 15	2,000m ²	3:1	(10)	a) A 15m wide, shareway/path linking Berry Road and Holdsworth Avenue; b) Consistency with part A of the St Leonards South Landscape Master Plan; and c) Consolidate into a single lot;
Area 16	2,500m ²	3:1	(10)	a) A 15m wide, shareway path linking Berry Road and Holdsworth Avenue; b) consistency with the St Leonards South Landscape Master Plan; and c) Consolidate into a single lot;
Area 17	2,200m ²	3.8:1	(10)	a) A multi-purpose (child care centre and community hall) facility of a minimum of 600sqm minimum at ground floor level; b) Child care centre to Council specification c) With direct connection to an outdoor play space of about 450sqm; d) Consistency with the St Leonards South Landscape Master Plan; and e) Consolidate into a single lot;
Area 18	1,500m ²	2.75:1	(8)	a) Consistency with the St Leonards South Landscape Master Plan; and b) Consolidate into a single lot.
Area 19	1,500m ²	2.75:1	(8)	a) Consistency with the St Leonards South Landscape Master Plan; and b) Consolidate into a single lot.
Area 20	5,200m ²	2.75:1	(8, 6, & 4)	a) A 6m wide path linking Berry Road and Holdsworth Avenue; b) Consistency with the St Leonards South Landscape Master Plan; and c) Consolidate into a single lot.
Area 21	4,500m ²	2.75:1	(8 - 10)	a) Consistency with the St Leonards South Landscape Master Plan; and b) Consolidate into a single lot;
Area 22	4,200m ²	2.75:1	(8 - 10)	a) Consistency with the St Leonards South Landscape Master Plan; and b) Consolidate into a single lot;
Area 23	6,400m ²	2.75:1	(10, 8, 6 & 4)	a) Consistency with the St Leonards South Landscape Master Plan; and b) Consolidate into a single lot.

Draft Landscape Master Plan

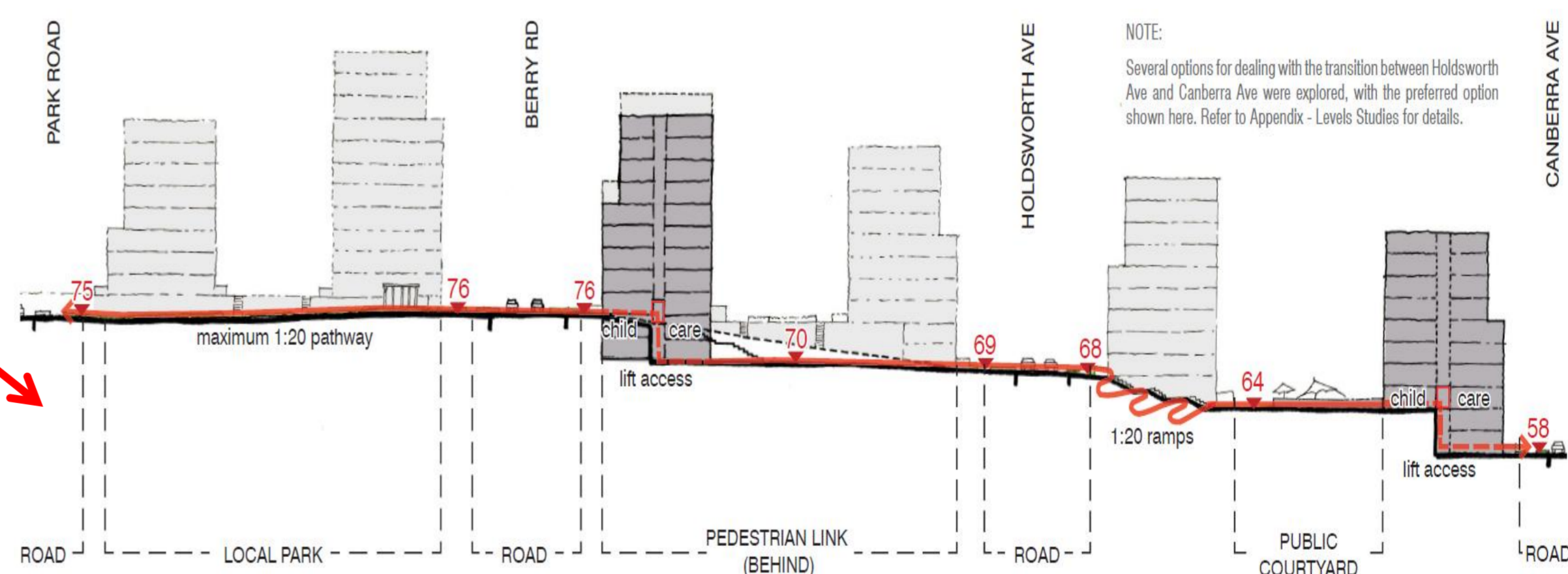
The Draft Landscape Master Plan will form a section within the precinct-specific DCP for St Leonards South. It also provides the basis for much of the Draft Section 94 Development Contributions Plan.

In order to promote and deliver the designs explained in this document, all future Development Applications in this precinct will be required to be constructed and completed to its exact specifications in order to qualify for the LEP Incentive Height of Buildings and Floor Space Ratios components. The Draft Landscape Master Plan document demonstrates the interrelationship of the public and private open space typologies. This level of detail has not been previously undertaken by Council (or indeed many councils) and is designed to ensure a consistent high quality of private and public open space, undergrounding of power and retention of significant trees in the precinct.

Overall Precinct Vision



Preferred Design – Combined approach



Preferred Design – Cross Section of East-West connections

Definitions

Liveability based on existing research, a liveable community is 'one that is safe, attractive, socially cohesive and inclusive and environmentally sustainable; with diverse housing linked by convenient public transport, walking and cycling infrastructure to employment, public open space, local shops, health and community services, and leisure and cultural opportunities'.

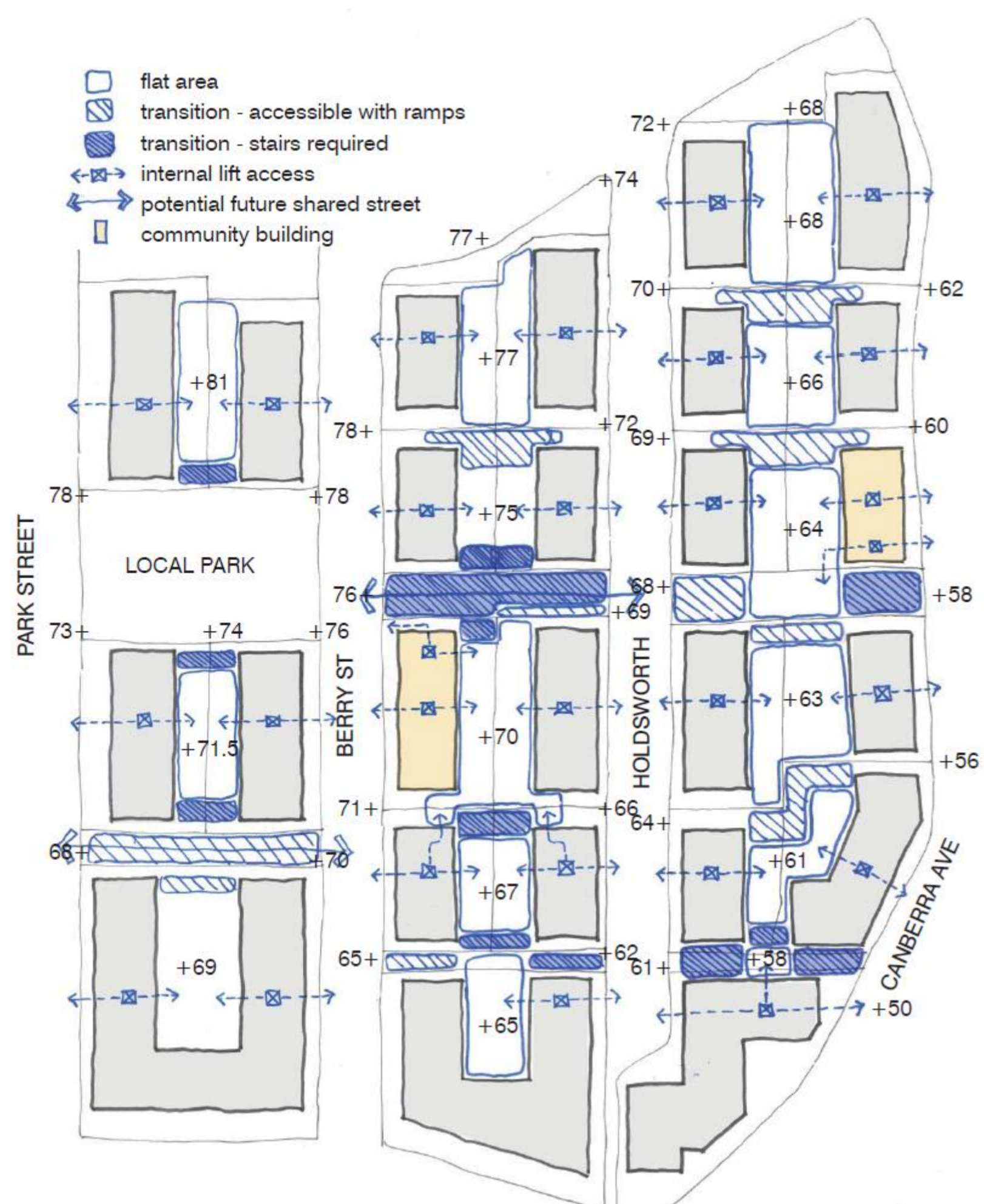
(Source: Creating liveable cities in Australia, 2017 presentation)

Amenity is the desirable or useful feature or facility of a building or place which is situated in a convenient location, close to all local amenities. That place is considered to be pleasant, agreeable and enjoyable.

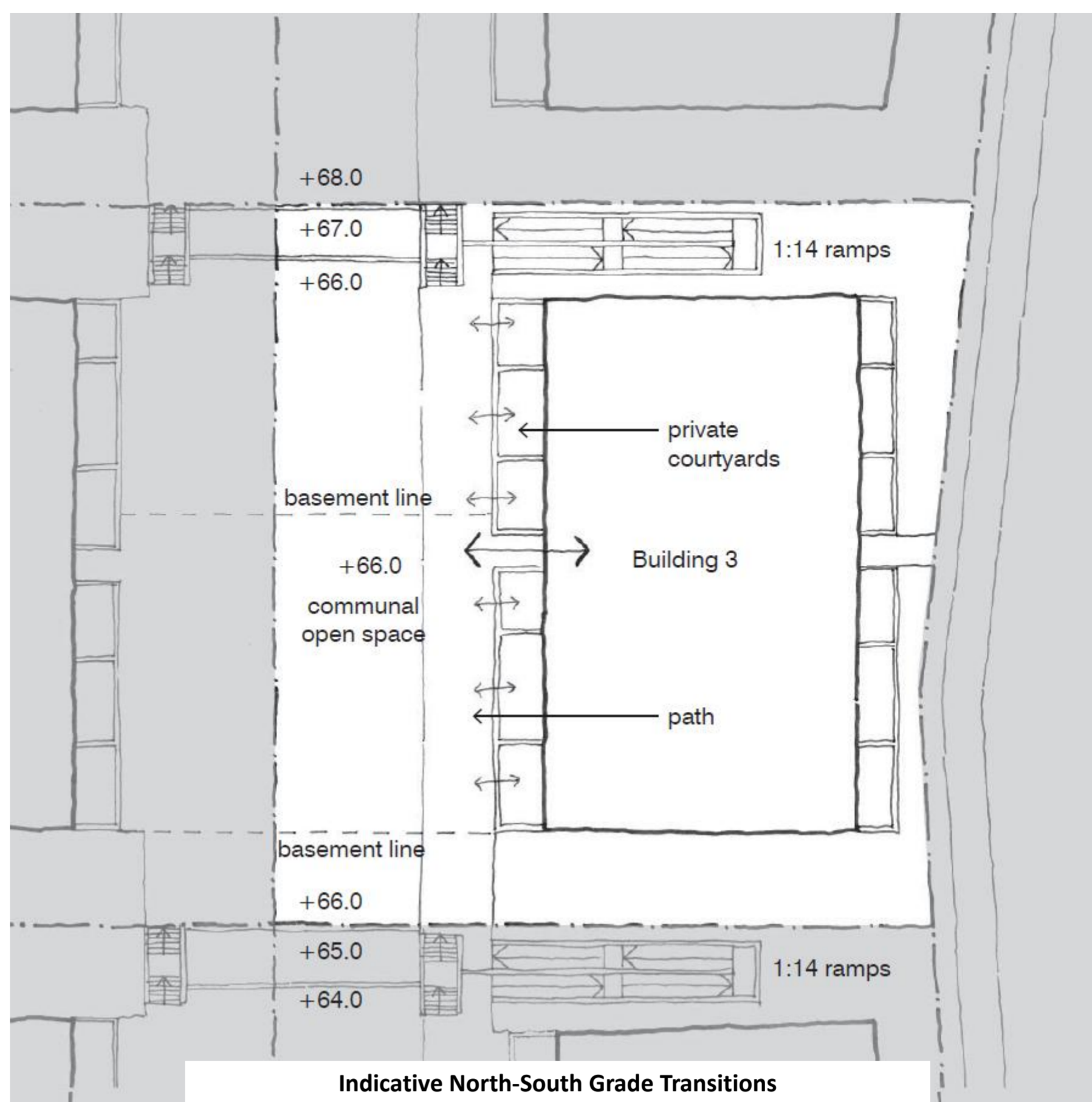
Connectivity (or permeability) refers to the directness of links and the density of connections in a transport network. A highly permeable network has many short links, numerous intersections, and minimal dead-ends. As connectivity increases, travel distances decrease and route options increase, allowing more direct travel between destinations, creating a more accessible and resilient transportation system.

Draft Landscape Master Plan – Important Elements

Levels

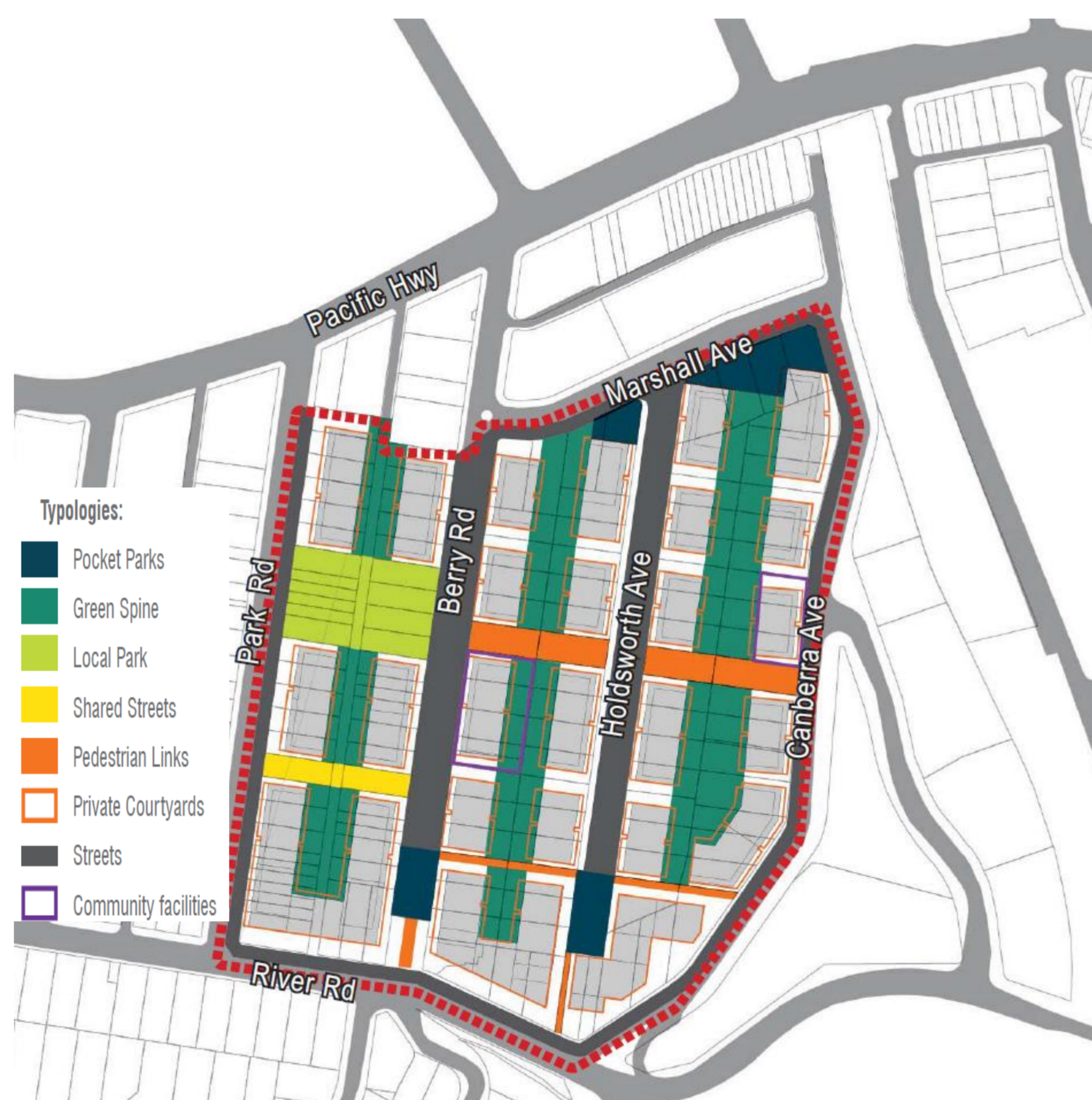


Finished Ground levels



Indicative North-South Grade Transitions

Open Space Typologies & Facilities Matrix



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	
Newlands Park (existing)	1000m+	1ha	Passive recreation, informal sports, community gatherings, urban tree canopy	Informal	●		●			●	●			●	●	●	●	●	●	●		●	●	●	●	●	●				●	●		●	●		
Local Park	1000m+	3775m2	Passive recreation, informal sports, events, community gatherings	Informal	●	●	●	●	●	●	●			●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●		
Propsting Reserve (existing)	400m	950m2	Passive recreation, urban tree canopy	Informal			●			●									●	●			●											●	●		
Pocket Parks	400m	500-1250m2	Passive recreation, urban tree canopy	Informal			●			●										●			●												●	●	
Shared Streets	n/a	12m wide	Pedestrian, cycle & vehicle circulation	Informal						●	●												●												●	●	
Pedestrian Links	n/a	6m wide	Pedestrian circulation	Informal			●			●	●												●													●	●
Green Spine	Adjoining Apt buildings	25-30m wide	Passive recreation, urban tree canopy	Formal	●	●	●	●	●	●	●	●	●		●				●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●		
Roof Gardens	Apt building below	varies	Passive recreation, community gardens	Formal	●	●	●	●	●	●	●	●	●							●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●		

Legend
 ● Required or Existing
 ● Desirable

Draft Landscape Master Plan – Important Elements

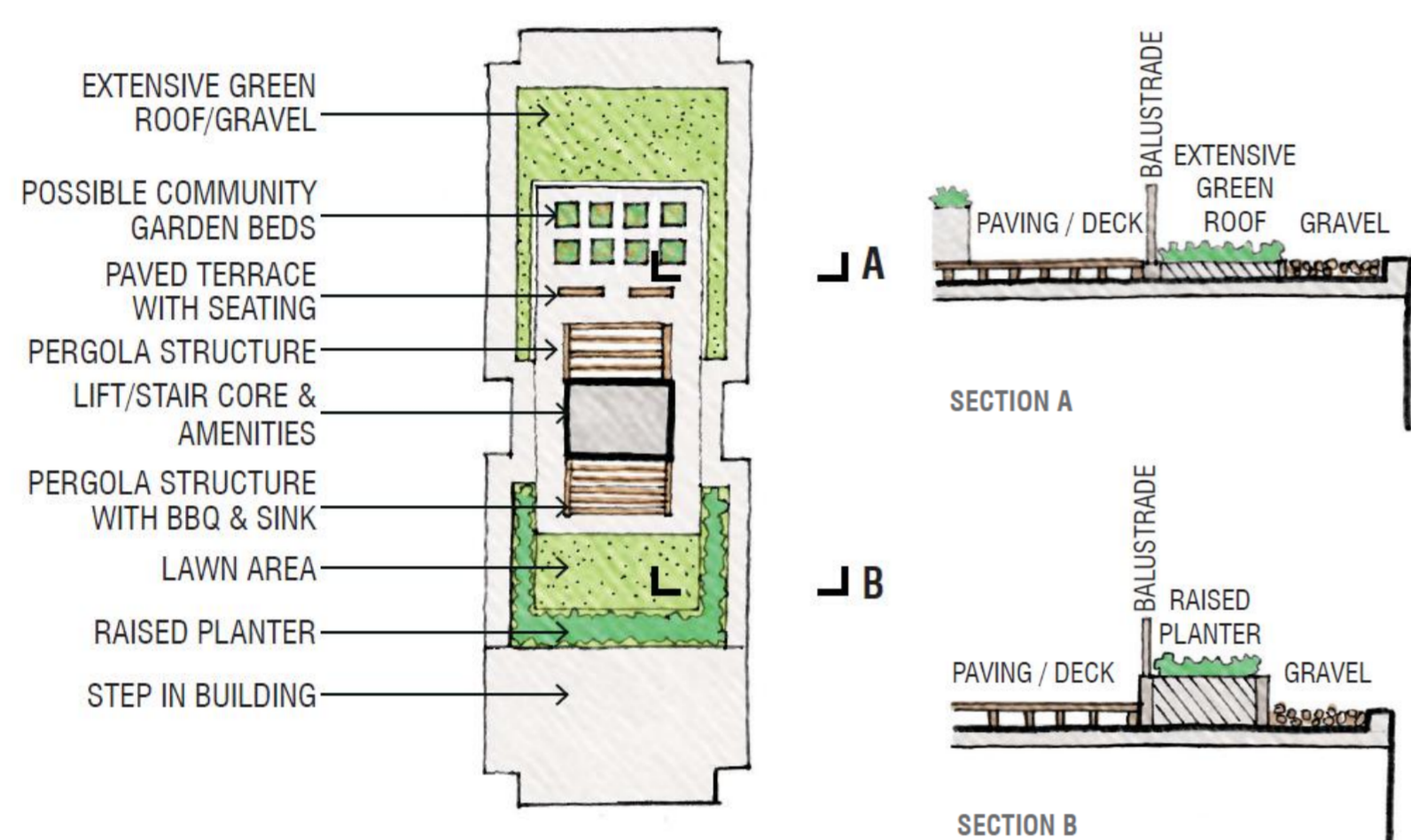
Private Open Space - Roof Gardens



Private Property Boundary and Entry Points



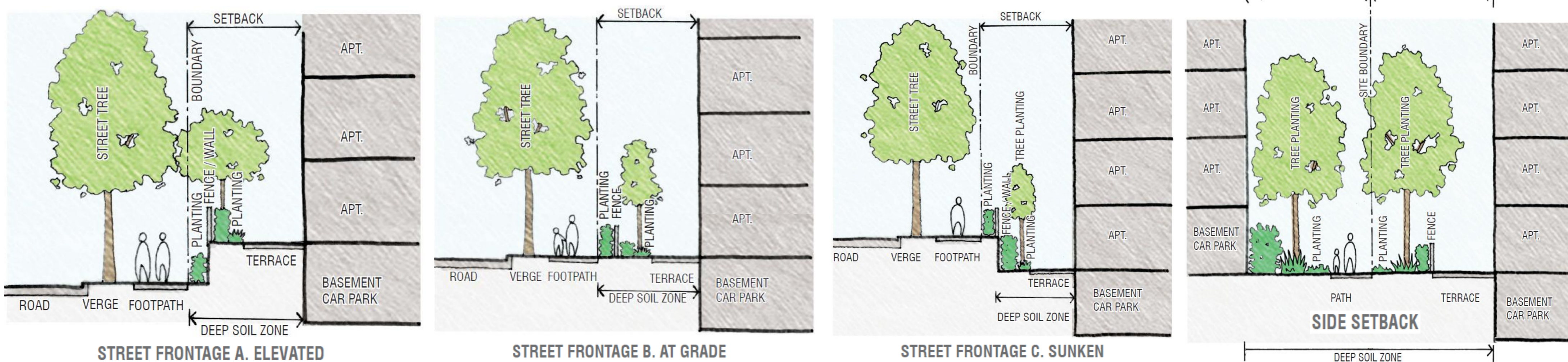
Detailed Roof top opportunities



Landscaped Setbacks



Detailed Streetscape options



Frequently Asked Questions

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.

How many dwellings will this produce?

- The proposed rezoning could potentially result in approximately 2,400 new dwellings.
- Assuming an average occupancy rate of 2 persons per dwelling (ABS data), these new dwellings could potentially equate to 4,800 residents.

Frequently Asked Questions

What is proposed for the currently commercial strip along Pacific Hwy?

- ❑ This Planning Proposal proposes no change to the Commercial Zoned properties along Pacific Highway. The current St Leonards/Crows Nest Station Investigation Precinct work being undertaken by the Department of Planning and Environment is reviewing all land use. If any change is proposed a separate Planning Proposal to amend the LEP would be required.

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.

Why is a North-South amalgamation pattern preferred?

- ❑ The existing street pattern as well as subdivision layout runs North-South. Therefore, North-South running buildings would both reflect the existing nature of the precinct, and also help to create a sense of cohesion. Such a pattern in this location maximises the amount of sunlight while reducing overshadowing that a dwelling receives.
- ❑ Maintenance of this North-South pattern would also allow for the creation of a central green spine running between the buildings increasing the amount of localised open space.

What was the original 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 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 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.

Frequently Asked Questions

What traffic modelling has been done?

- ❑ 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.

How much Open space is being provided?

- ❑ Open space is generally required proportional to population growth dependent on where that growth is occurring and timed accordingly, however, open space is increasingly being considered on its quality and accessibility.
- ❑ In total, the St Leonards South Residential precinct will have more than 16,600 m² of public open space; made up of Newlands Park, the new local Park, various pocket parks, east/west landscaped pedestrian links and part closed roads. Council's proposed over rail plaza will also provide greater connectivity and 5,000 m² (0.5 hectare) of new open space.

By upgrading and improving access to adjoining open spaces, the precinct will have access to an additional:

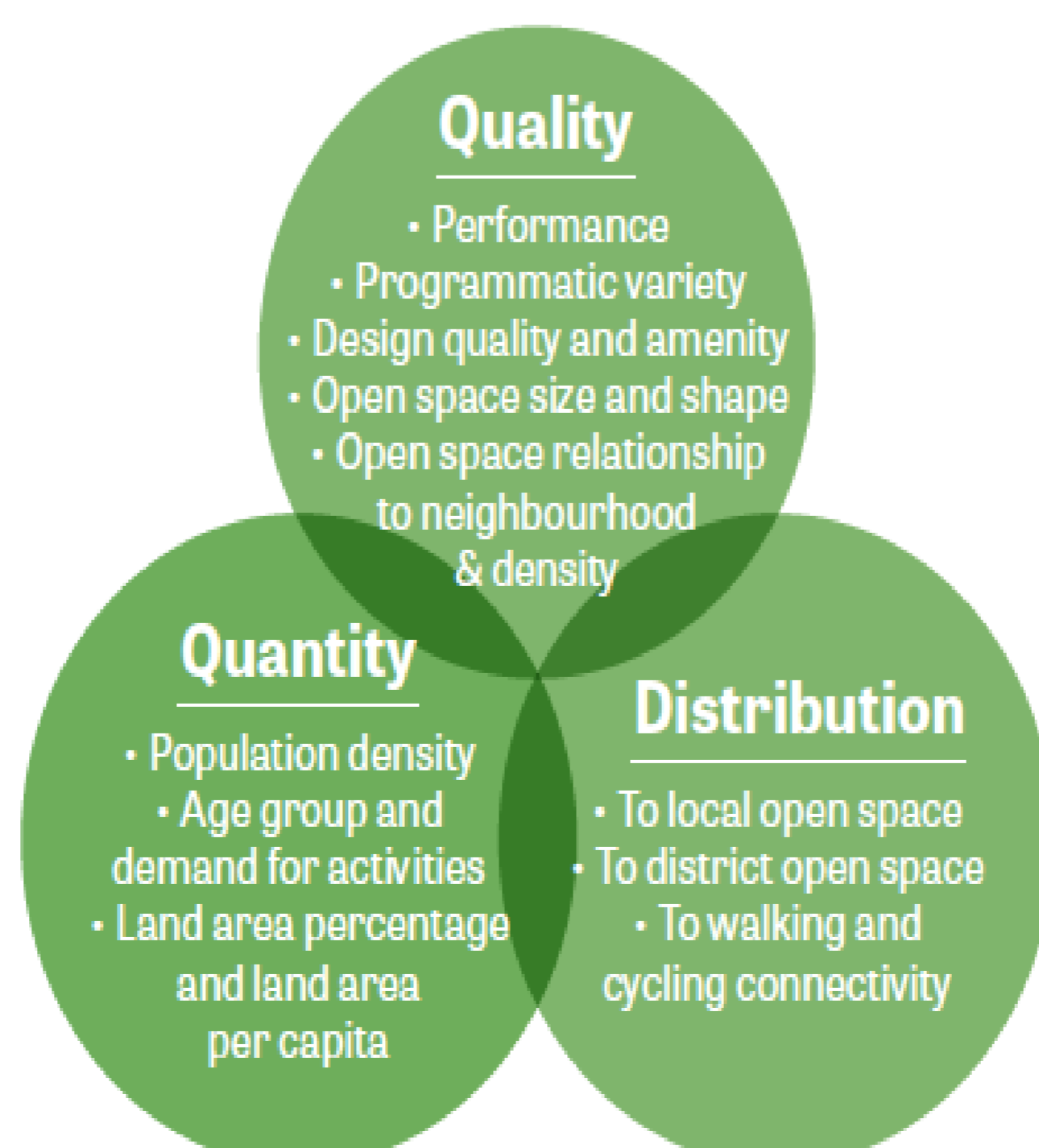
- Existing 21,000 m² (2.1 hectare) Smoothey Park; and
- Existing 33,000 m² (3.3 hectare) Gore Hill Oval.

- ❑ The Draft Greater Sydney Region Plan states that "*High density development (over 60 dwellings per hectare) should be located within 200 metres of quality open space (i.e. A park of 1 hectare in size), and all dwellings should be within 400 metres of open space.*" (page 143)

Council's Planning Proposal and supporting documents are entirely consistent with this approach.

- ❑ Due to the existing subdivision pattern, provision of a larger park within the wider precinct would most likely come from acquisition of existing properties. High land prices would significantly impact upon Council's ability to purchase these properties at current market rate and it is unlikely that the proposed developer bonus scheme would provide the funds necessary to purchase those properties.

Considerations for planning open space



Source: Draft Greater Sydney Region Plan, (2017), page 143



Thank you for visiting the Draft St Leonards South Master Plan Public Information Session

Next Steps

1. Review all of the documents on the website at:-

www.lanecove.nsw.gov.au/CouncilConsultations/Pages/HaveYourSayonStLeonardsSouthResidentialPrecinctDraftPlans.aspx

2. Send in a submission to Council (details on Council's website).

**Exhibition & submissions:
closing date is 5:00pm 5 January 2017.**

3. A report will go to the Council Meeting in the 1st Quarter of 2018 and Council will make a recommendation regarding the proposal.

For further inquiries, please contact Council's Strategic Section on 9911 3516 or at strategic@lanecove.nsw.gov.au