

speech

Arlette Jubian, [REDACTED]

Good Morning

There are several issues with the St Leonards South Planning Proposal which I will refer to as the rezoning plan. I would like to express my opposition to the Plan for a number of reasons including traffic and transport.

Recently several excessive high density residential developments were approved and constructed in the St Leonards and adjoining areas with more on the way. In St Leonards alone, excluding this proposal, there are over 4,000 new units already approved which is around 9,000 new residents, an increase of around 300% over current levels. This excludes the RNS development.

This is a massive amount of development for one small area. Any further increases in high density residential development are not justified due to a severe lack of infrastructure, services, transport and excessive traffic. The community is feeling the effects and the impact of reduced amenity and increased traffic.

My main concerns with this rezoning in relation to Traffic and Transport are as follows:

1- Cumulative traffic impacts (TOR)

Assessing the traffic impact of the proposed rezoning of St Leonards South needs to consider that the area is located at a key juncture of a vital set of link roads (eg the Pacific Highway, River, Herbert and Falcon Roads) accordingly it is essential to accurately assess the impact of this rezoning plan on immediate streets as well as across the network now and when the other proposed developments are completed in 2 or 3 years' time.

The traffic assessment reports on the rezoning had a number of shortcomings including:

- not taking a cumulative assessment of the whole area they simply concentrated on the immediate near streets, Even the new PTC report only took 4 developments into account as being cumulative.
- the reports were not comprehensive in considering all aspects for example the PTC report – which concentrated on pedestrian traffic only
- No consideration was given to the likely acceptance or adoption of the proposed changes by the RMS. For example, proposing changes to traffic management on Falcon Street or Pacific Highway are not likely to be accepted by RMS since they will impact other flows in the network.
- Most of the traffic studies have relied on reports submitted by the developers to account for new developments which have limited scope and pre-agreed objectives.
- No consideration was given to the fact that the area has a wide catchment. River Road is a major feeder road for the Lower and wider Northern side of Sydney. At the same time, the Pacific Highway has a wide catchment and covers a major hospital and a growing industrial park. This additional congestion will adversely impact emergency vehicles.
- Cumulative impact that should have been considered for example on the already heavily congested River Road include:
 - The residential towers at Greenwich Hospital

- two large developments on Greenwich road,
- RNS Hospital site developments,
- 6 large developments on the Pacific highway,
- Developments on River Road.
- Developments from the adjoining councils

The majority of the developments listed above are already approved or in the pipeline and cannot be stopped, while the St Leonards South rezoning is not final and can be stopped or reduced to leave capacity to cater for the traffic from organic and other known growth.

Currently there is already significant traffic congestion around St Leonards, it is Chaotic and very dangerous to exit out of streets on to River Road or the Pacific Highway. If this rezoning proceeds it will exacerbate a dangerous problem.

Council's own report notes that Traffic modelling indicates that further increases in densities may not be supportable in the precinct under currently-known traffic planning policies. And also notes: that "Substantial traffic measures, such as new traffic lights for Park Rd (or Portview Rd) on Pacific Hwy, would be necessary and there is no basis for confidence that RMS would agree to such changes to the regional traffic flow".

2- Plan for improved active transport connections

The St Leonards train station is already well above capacity, the figures from Sydney Trains show St Leonards at 141% capacity. Hence, the rail network will not cope with additional commuters. The Crowsnest Metro station is 5 to 6 years away while this rezoning will be finished in 2 years.

The problem will be exacerbated at the end of May when the Chatswood Metro will open. More than 4,500 commuters from the northwest will be added to the train network via St Leonards. If the train network is already at 141% capacity then the trains won't cope. This doesn't even include the additional demand from developments in North Sydney and Willoughby Council side etc. Hence a lot more commuters to come.

The new Metro and train stations are located on the other side of the Pacific Highway which has restricted pedestrian access from the precinct and any additional pedestrian access across the Pacific highway will impact traffic flow.

Therefore, this rezoning is not appropriate per the 2036 plan and does not have the elements of a TOD with the already over stretched rail network.

In short, the proposed rezoning is not good planning and will have detrimental impact on the area and residential amenities in St Leonards and should therefore not be supported.

Thank you for your time.