1 May 2019

Dear IPC Panel

I write this letter to voice my concerns to the Planning proposal for the St Leonards South Residential Precinct for the high density rezoning.

**Appropriate transitions to lower scale buildings**

The rezoning plan in effect is rezoning street after street of a pre-existing one storey residential houses. As residents we fear oversized generic structures - ‘carpet’ rezoning that merely store more people and become just someplace that you sleep is an unacceptable situation and St Leonards deserve a better plan from Council.

We would expect any rezoning plan to follow common sense guidelines that would look at housing density constraints consistent with the surrounding area and neighbourhood, with adequate setbacks and building heights to be consistent with current zoning.

Transition to lower scale buildings in the plan is non-existent and single dwelling houses are forced to face very high walls from these developments. This is an unacceptable outcome.

We need a variety of housing stock as noted in the District Plans 2036 and St Leonards South does not have this option instead concentrating on maximum high residential density.

**Cumulative traffic impacts**

Highlighted below are the concerns with some of the significant issues around this proposal:

1. The limitations of the studies/assessments carried out where these studies did not cover all the relevant issues to the site or the locality;

1. The superficial nature of the studies, that is limited assessment and approach (issues covered in a limited manner);

1. Issues raised by residents and other government agencies were not examined;

1. The studies not matching previously provided for the same development (with no new assessments or testing and even with reduced numbers of assumptions for traffic); and

1. No genuine assessments provided for adjoining high density developments in the locality for cumulative effect. In other words the numbers are not correct and only improving as different consultant adopting different figures for the same intersections.

**Plan for improved active transport connections**

The high density residential developments in St Leonards have significant number of issues in terms of “bottlenecks” for car traffic, pedestrian traffic flow and parking. These include:

1. The only street exit from a large catchment area is Berry Road, onto the Pacific Highway. Berry Road has the only permissible right turn to the Pacific Highway. Greenwich Road does not allow for a right turn from River Road, hence Berry Road is the main feeder (this is true each morning including Saturdays where it is very constraint and limited to turn – and is very busy).

1. The area around the new development will be exposed more to the rat-run to the Pacific Highway with no easy solution. It will be much harder to figure out a solution after the fact and after the high development has been built.

1. The Pacific Highway in the St Leonards area is not coping with the existing traffic and the number of motor vehicles. It is always congested, chaotic, has too many vehicles, noisy and brings a lot of pollution to the surrounding area - especially at peak time.

1. Public transport is already congested and over flowing. Buses and trains are filled to capacity at peak times. NSW Railway is aiming to build a third track but this is not likely to happen any time soon but in the next few years until then there will be high congestion across the network until capacity is brought in line.

Also in St Leonards South due to the terrain of the land there is no validation that would justify this type of high density zoning. There is no justification for this rezoning that is attempting to build more in an area that needs less chaos.

There are other compelling reasons why this rezoning plan is unacceptable and is not in context for the area since:

* Our area has already met the targets set by the State Government for the whole council LGA for 2050.
* It will put an unsustainable strain on our infrastructure;
* Rezoning will be adding a minimum of 2,400 units and a minimum of 5,000 new residents. This is more than 86% increase to the existing residents;
* In St Leonards there are more than 4,000 units either proposed or just approved in the 3 councils LGA including Willoughby, North Sydney and Lane Cove Council;
* The size and scale of the rezoning will be an overdevelopment on each site without adequate controls;
* Setbacks, transitions and building heights inconsistent with current area;
* This area is not suited for high density due to the steep topography, inclination, street gradient and the blocks pitch (refer to consultants reports provided on Council website);
* The shadowing that will arise from the poor design of the proposed developments which will not achieve the required 2 hours of sunlight;
* The high density will be overwhelming and unacceptable due to size and scale to the surrounding area;
* The old buildings on the Pacific Highway have been deprived the opportunity to be rejuvenated;
* Traffic will be directed onto Berry Road from these developments when it is already congested and to turn into the Pacific Highway is not easy (refer to the traffic report which supports this point of view due to the traffic congestions being generated);
* Traffic generated by the development will produce unacceptable consequences on the Pacific Highway;
* The plan will increase traffic and congestion in the entire precinct and affect nearby suburbs;
* There is a lack of expansive green parks that residents need;
* The plan will exacerbate the existing parking problems for all with commuters;
* Walking and bicycling paths are not planned well and safety will be affected;
* Education and health facilities will suffer more;
* Inconsistency with State Government plans for this area – due to IT, Medical and long term employment that is required for St Leonards;
* Need to preserve the character of residential single dwellings;
* Our aesthetic enjoyment of our neighbourhood.

Most of us feel that our homes are worth preserving and the streets are worth saving from this rezoning that has no respect for proper transition, setbacks, accurate assessment of cumulative effects for St Leonards.

I hope that the IPC panel members will consider each morning how residents can cope with all the additional high density, more people, less amenities, more commuters, less parking, less open green space and more chaos – which is not included in any on the planning proposal or any Council assessment reports.

I urge the IPC NOT to endorse this plan and not to accept the re-zoning of this area. Please consider this in line with the context as explained above.

Yours faithfully

Alexi Jubian

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