

27 May 2019

Ms Ilona Millar  
Chair  
Independent Planning Commission  
Level 3  
201 Elizabeth Street  
Sydney NSW 2000

Dear Ms Millar

## **Planning Proposal for the St Leonards South Residential Precinct**

### **Scale of residential development – Traffic**

One of the matters which the IPC has been asked to consider is the scale of residential development contained in the St Leonards South planning proposal.

The proposal contemplates an additional 2,400 dwellings (4,800 – 5,000 occupants) in the St Leonards South precinct. It does not appear that traffic issues arising from the proposed rezoning have been adequately dealt with.

The report by Transport Modellers Alliance (**TMA**) dated 8 June 2015 recommended that, for traffic flows to be workable, the number of dwellings in the rezoned area should be limited to 2,000.

The report by TEF Consulting dated 21 September 2017 considers the position where the number of dwellings in the rezoned area is 2,400 and appears to conclude that traffic is workable.

Thus the report by TEF Consulting seems to be quite inconsistent with that of TMA.

I note in passing that, in the TEF Consulting report, the modelling was based on 2013 traffic surveys. Why are we asked to rely on such old data?

Potential delays and blockages at the Berry Road/Pacific Highway intersection appear to be of particular concern.

TEF Consulting concludes that traffic is workable if certain infrastructure improvements are made. For the St Leonards South precinct, the recommended infrastructure improvements are:

1. a new road connection between Berry Road and Park Road; and
2. removal of the roundabout at the intersection of Marshall Ave/Berry Road and replacement with a Give Way intersection. (Note that TEF Consulting does not even firmly recommend this measure, saying that it should be further investigated in detail at the Development Application stage.)

It is not clear why congestion at the Berry Road/Pacific Highway intersection would be relieved if:

1. a new road connection between Berry Road and Park Road is made. (The purpose of this connection would be to enable vehicles in Park Road to have access to Berry Road in order to be able to make a right-hand turn on to the Pacific Highway. This will result in an increase, not a lessening, in traffic through the Berry Road/Pacific Highway intersection.)
2. the roundabout at the intersection of Marshall Ave/Berry Road is replaced with a Give Way intersection (which would not reduce traffic volumes, but just lengthen delays on one of the entrances to that intersection).

Nor is it clear how these two minor infrastructure adjustments (or perhaps only one if the roundabout remains intact) will serve to reduce traffic increases in the area.

It is certainly not clear how the road system in and around the precinct, already congested and not presently coping from time to time, will handle the increased vehicular flows which will inevitably arise from the 2,400 dwellings proposed for the precinct, quite apart from the massive number of new dwellings under construction or planned just outside the precinct.

An unworkable traffic system arising from the proposed rezoning is completely unacceptable.

It is but one example which shows that the proposed scale of the St Leonards South proposal should be rejected.

Sincerely

David Turner  
Greenwich NSW