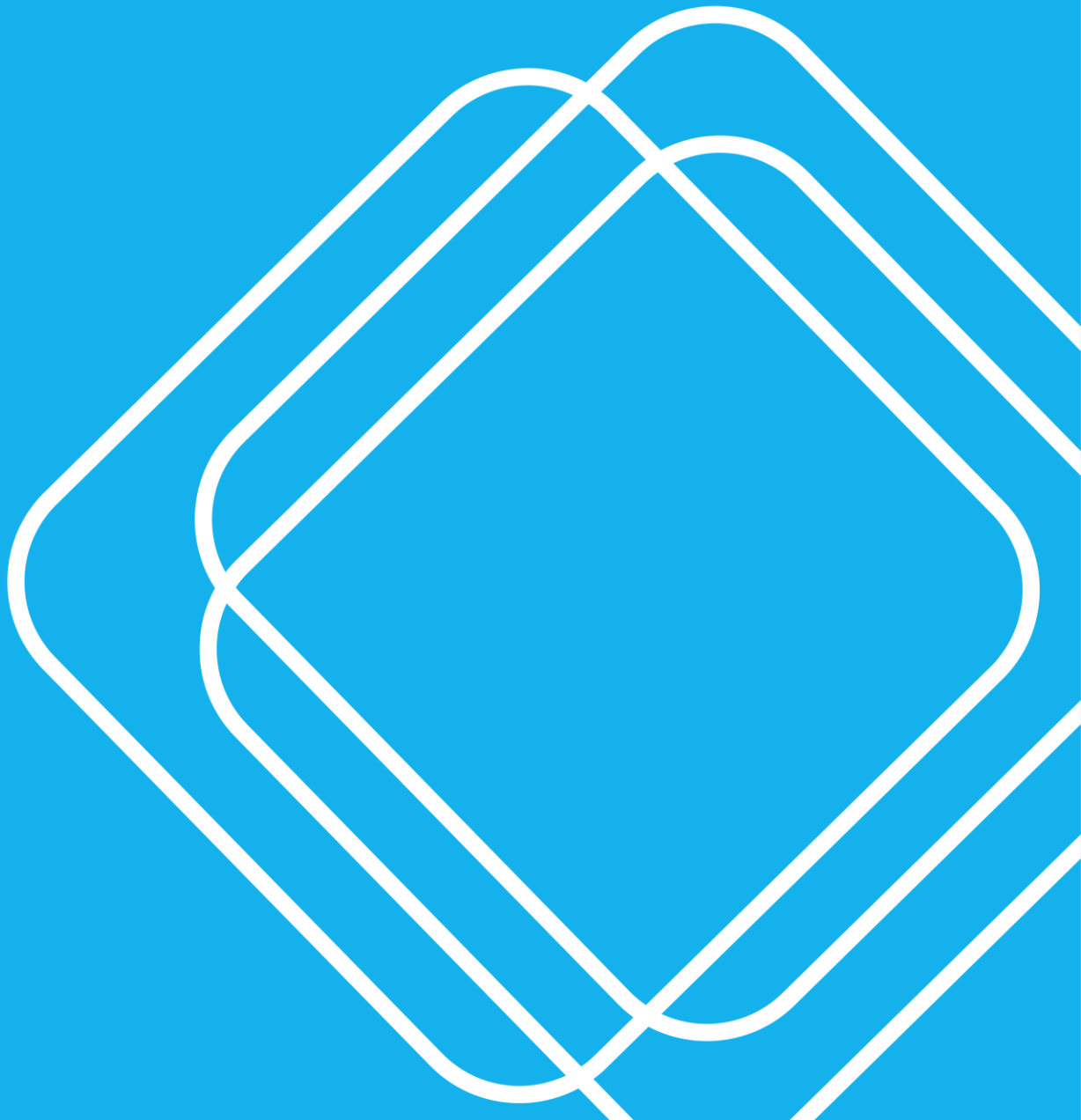
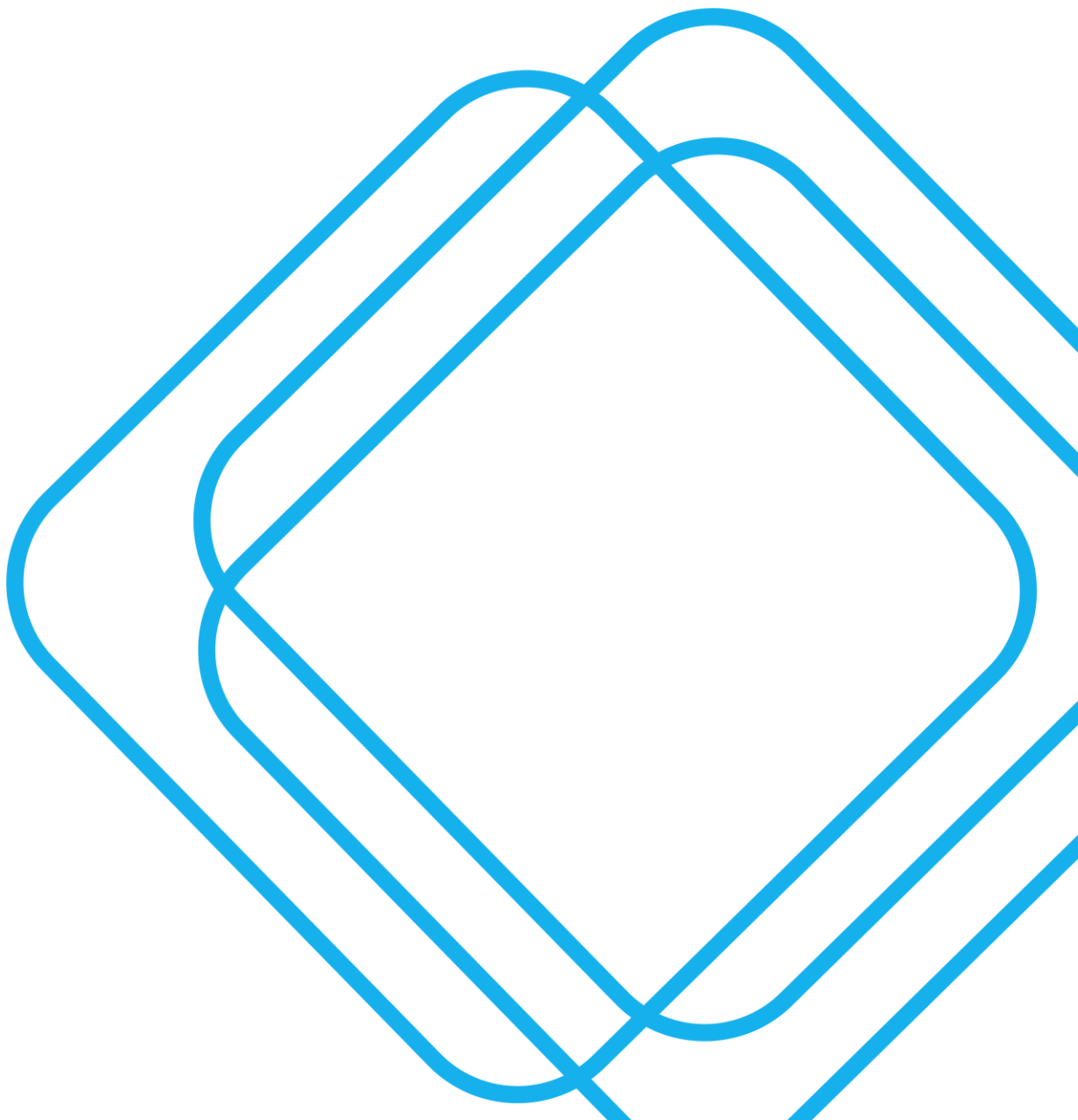


7 CONCORD AVENUE, CONCORD WEST

Addendum Traffic Report

15 SEPTEMBER 2020





Quality Assurance

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Executive Summary

This addendum traffic report provides further information to the Sydney Eastern City Planning Panel on the planning proposal to amend zoning, Floor Space Ratio and height controls for 7 Concord Avenue, Concord West (Lot 1 DP 219742).

The site at 7 Concord Avenue was identified by Canada Bay Council for redevelopment and is located within the 2014 Draft Concord West Precinct Masterplan and the Homebush Precinct of the 2016 Parramatta Road Urban Transformation Strategy (PRUTS). The proposed rezoning is from IN1 General Industrial to R3 Medium Density Residential. While the site is about 15,020m², it has a large warehousing building and attached two-storey brick office building comprising a total gross floor area (GFA) of about 5,870m².

An initial planning proposal, supported by a traffic and parking assessment, was lodged in 2015. This was followed by a revised planning proposal in 2016 and a Rezoning Review Request in 2017. A Gateway Determination was issued in January 2018 by the Sydney Central Planning Panel noting that the planning proposal should proceed subject to certain conditions, including submission of a revised traffic impact assessment, which was submitted as part of the updated planning proposal in August 2018. The planning proposal is now with the Sydney Eastern City Planning Panel for determination.

This addendum traffic report has undertaken a review of the previous traffic studies, assessed and developed responses to items raised by TfNSW, and evaluated transport initiatives that would further support the development.

This traffic and transport review has indicated the following:

- New pedestrian / cycle shared paths are proposed along the boundaries of the site that integrate into existing and planned north-south and east-east active transport connections. Along with bicycle parking proposed in line with rates specified in the *Concord West Precinct Masterplan: Traffic, Transport, Accessibility and Parking Report* for Canada Bay Council (GTA, May 2014), this should support active transport travel.
- The North Strathfield Metro station would provide interchange capability and reduce crowding on the busy T9 Northern Line. Combined with the significant reduction in travel time to Sydney and Parramatta CBDs, this has the potential to significantly change the travel behaviour within the Homebush Precinct, thereby supporting renewal of the precinct.
- Parking has been provided in line with the reduced maximum parking rates specified in the PRUTS.
- The modelled road network surrounding the site currently provides motorists with a satisfactory level of service (LOS D or better).
- The proposed development, while forecast to generate similar or slightly more trips than the current operational uses on the site during the AM and PM peak hours, is unlikely to cause significant impacts to traffic operations on the surrounding road network.
- The 2014 traffic study for the Concord West Precinct Masterplan considered the impact of 785 dwellings on the rezoned industrial lands, including the 7 Concord Avenue site. Comparing the indicative yield in the 2014 Masterplan to the yield that has been sought approval for in planning proposals / development applications, indicates that the 7 Concord Avenue proposal is within the 785-dwelling development envelope. The conclusion from the 2014 traffic study was that, with the upgrades noted at the George Street / Pomeroy Street intersection, the study area could accommodate the traffic generation associated with the Victoria Avenue Primary School and the indicative dwelling yield of 785 dwellings.
- Network upgrades proposed by Canada Bay Council as part of the traffic and transport planning for the Concord West Precinct and the Homebush Precinct in the PRUTS have considered the broader traffic and transport infrastructure requirements to service additional demand generated by future land uses, including the proposal. Discussions with Canada Bay Council indicate that the George Street / Pomeroy Street intersection upgrade that was identified to cater for the Victoria Avenue Primary School and 785 dwellings on the rezoned industrial land, which includes the 7 Concord Avenue site, is in the detailed design stage and is planned to be implemented by Council in the next few years.
- DPIE is in the process of preparing a Special Infrastructure Contribution (SIC) levy that will be the mechanism to fund delivery of state infrastructure, including any new road and public domain improvements relating to the area, which includes the site.

- Canada Bay Council have a Local Contributions Plan, with an identified map covering the Concord West Precinct, which includes the 7 Concord Avenue site. Where appropriate, shareway, stormwater, public domain, road and pathway levies will need to be paid to Council.

From the review undertaken, it is concluded that the rezoning and development of the site is consistent with the Concord West Masterplan, and the supporting traffic report, and Homebush Precinct plans and, from a traffic and transport perspective, is unlikely to have significant impacts on the surrounding road, pedestrian and public transport networks.

1.0 Introduction and background

This addendum traffic report provides further information to the Sydney Eastern City Planning Panel on the planning proposal to amend zoning, Floor Space Ratio (FSR) and height controls for 7 Concord Avenue, Concord West (Lot 1 DP 219742).

The site at 7 Concord Avenue is located within the 2014 Draft Concord West Precinct Masterplan and was identified by Canada Bay Council as a site for redevelopment. The site is also located within the Homebush Precinct of the 2016 Parramatta Road Urban Transformation Strategy (PRUTS).

The site is currently zoned as IN1 General Industrial with a maximum building height of 12 metres and FSR of 1:1. The planning proposal is to rezone the site to R3 Medium Density Residential with a maximum building height of 25 metres and FSR of 1.6:1. While the site is about 15,020m² in size, it currently contains a large warehousing building and attached two-storey brick office building comprising a total gross floor area (GFA) of about 5,870m².

An initial planning proposal, supported by an Assessment of Traffic and Parking Implications report (TTPA, Dec 2015), was lodged in 2015 to facilitate redevelopment of the site for medium density housing by amending the Canada Bay LEP 2013. This was followed by a revised planning proposal in 2016 and a Rezoning Review Request in 2017.

A Gateway Determination was issued in January 2018 by the Sydney Central Planning Panel, the relevant planning authority, noting that the planning proposal should process subject to certain conditions. With regard to traffic and transport, a traffic impact assessment (TIA) that considered an assessment of the proposal, agency submissions from Transport for NSW (TfNSW) and Roads and Maritime Services (now also TfNSW) and work completed as part of the PRUTS should be undertaken. The TIA was completed by TSA and submitted in the updated planning proposal in August 2018.

The planning proposal is now with the Sydney Eastern City Planning Panel for determination. This addendum traffic report presents:

- A review of the previous traffic studies undertaken;
- An assessment of the responses to items raised by TfNSW;
- An evaluation of transport initiatives that would support the development; and
- A summary and conclusion.

2.0 Review of previous traffic studies

2.1 Assessment of Traffic and Parking Implications, TPA, December 2015

This traffic and parking study assessed the initial proposal that included about 300 apartments and the following traffic, transport and parking features:

- 300 basement parking spaces for residents (1 space per apartment) and 30 parking spaces for visitors, deliveries, removalists, etc (1 space per 10 apartments) on the new roadway running along the eastern part of the site between Station Street and Concord Avenue; and
- 300 bicycle spaces and 25 bicycle spaces for visitors, along with a north-south shared path along the western edge of the site (providing part of the envisaged route along the eastern side of Homebush Bay Drive), an east-west shared path along the northern site boundary connecting to the north-south path and a shared path along Station Avenue connecting to the north-south path.

The George Street / Pomeroy Street intersection was identified as the key intersection in the precinct. Intersection analysis indicated the intersection was operating at level of service (LOS) C in the AM peak hour and LOS D in the PM peak hour under 2015 conditions.

The study noted that the transport planning work for the Concord West Precinct Masterplan, including the new Victoria Avenue Primary School, had identified upgrade works for the George Street / Pomeroy Street intersection to maintain the existing level of service at the intersection with 785 dwellings on the rezoned lands in the precinct.

The traffic assessment used average residential trip generation rates, though lower rates than those used in the *Concord West Precinct Masterplan: Traffic, Transport, Accessibility and Parking Report* for Canada Bay Council (GTA, May 2014), and argued that the traffic generation of the proposed development would be very similar to that of the former manufacturing use on the site and significantly less than that assessed for the Masterplan traffic study. As a result, the study concluded there would be no adverse or unsatisfactory traffic or parking implications from the proposed development. This is discussed further in section 3.1.

2.2 Traffic and Transport Impact Statement, TSA, August 2018

This TIA assessed a revised proposal of 261 apartments with 219 basement parking spaces for residents, 26 basement parking spaces for visitors and 20 parking spaces for visitors, deliveries, removalists, etc on the new roadway running along the eastern part of the site between Station Street and Concord Avenue. The cycling and pedestrian provision remains as per the initial planning proposal.

The TIA provided a review of the PRUTS and noted that the site is located within the Homebush Precinct and that traffic studies are to be undertaken by the relevant local authorities to inform transport initiatives for the eight precincts along Parramatta Road, including the Homebush Precinct. This is discussed further in section 3.3.

A review of the performance of the George Street / Pomeroy Street intersection was presented, with the intersection still operating at LOS C in the AM peak hour and LOS D in the PM peak hour under 2018 conditions.

The TIA also presented an argument for the use of lower trip generation rates than used in the *Concord West Precinct Masterplan: Traffic, Transport, Accessibility and Parking Report* for Canada Bay Council (GTA, May 2014) and therefore, that the development was not anticipated to generate any additional impact on the overall performance of the surrounding road network over the current zoning. This is discussed further in section 3.1.

The TIA also noted that the *Concord West Precinct Masterplan: Traffic, Transport, Accessibility and Parking Report* for Canada Bay Council (GTA, May 2014) specified the following upgrades at the George Street / Pomeroy Street intersection. The status of this intersection upgrade is discussed in section 4.3:

“The George Street/ Pomeroy Street intersection is to be upgraded (via a consent condition) as part of the primary school (Victoria Avenue) development within the study area. A new left turn slip lane and 30m short auxiliary left turn lane will be provided on George Street (north approach).

Additional intersection upgrades are recommended based on the likely traffic capacity required for the indicative site yields (i.e. total 785 dwellings). It is proposed to lengthen the ‘No Parking’ restriction on the south approach from 40 m to 120m (i.e. to Malta Street) during the AM peak periods, consistent with the existing ‘No Parking’ restriction during the PM peak periods (3:00 to 7:00pm). The works will increase the capacity of the north (additional intersection approach lane) and south (additional queuing area and more capacity for the right turn) approaches to the intersection during the AM peak hour.”

3.0 Responses to items raised by TfNSW

TfNSW and Roads and Maritime Services (now also TfNSW) raised items of concern in the agency submissions to the revised planning proposal in March / April 2018. The main items related to the consistency of the planning proposal with the PRUTS in terms of trip generation rates and parking rates, and the precinct-wide traffic study and modelling to be undertaken for the Homebush Precinct.

3.1 Trip generation rates

The site is currently zoned as IN1 General Industrial with about 5,870m² GFA. As there is not a 'General Industrial' classification in the trip generation rate guidance, a review of various trip generation rate sources was undertaken. Table 3-1 presents the vehicle trips that could be generated from the current approved industrial facility on the site in the AM and PM peak hours using TfNSW-accepted guidance.

Table 3-1 Trip generation of current site

Guidance	Gross Floor Area (m ²)	Vehicle trip generation rates (per 100m ² GFA)		Peak hour vehicle trips ¹	
		AM peak hour	PM peak hour	AM peak hour	PM peak hour
Technical Direction TDT 2013/04a, Aug 2013 (Business parks and industrial estates – Sydney Average)	5,870	0.52	0.56	31	33
Guide to Traffic Generating Development v2.2, October 2002 (Business parks) ²	5,870	1.1	1.1	65	65
ITE Trip Generation Manual (General Light Industrial, 10 th Edition) ³	5,870	0.68	0.68	40	40
Average				45	46

Note 1: Peak hour trips rounded up to the nearest whole number

Note 2: No PM peak hour provided, so assumed the same as AM peak hour for robustness

Note 3: Rate converted from per square feet to per square metres. No AM peak hour provided, so assumed the same as PM peak hour for robustness

It is worth noting that the current zoning has an FSR of 1:1. Therefore, an industrial facility with a GFA of 15,020m² could be built on the site. Using the rates in Table 3-1, this could potentially generate an average of about 120 vehicles in each peak hour. An industrial facility would also generate heavy vehicles, typically over 10% of the total trip generation for an industrial estate, based on RMS survey data quoted in *Guide to Traffic Generating Development v2.2* (RTA,2002).

The proposed rezoning is to R3 Medium Density Residential with provision for around 261 residential dwelling units. The 2015 and 2018 TIAs used average vehicle trip generation rates for high density residential dwelling from the TfNSW guidance (TDT 2013/04a). The submission from RMS (now TfNSW) was that the “*traffic generation rates assumed for the future land use are the Sydney average high-density residential trip rates from Roads and Maritime’s Technical Direction TDT2013/04a, which are derived from sites with high accessibility to employment, shops and services, close proximity to public transport and high public and active transport mode share. Further detail should be provided to justify application of these rates with reference to journey to work mode share data for the subject locality. It is preferred that a trip generation rate is used from a comparable site with similar journey to work mode share and accessibility characteristics. Alternately a comparable site should be surveyed.*”

While the 2018 TIA presents arguments for the use of the Sydney average high density trip generation rate, namely the site’s proximity to public transport, the pedestrian infrastructure between the site and public transport and the non-car journey to work (JTW) mode share of 48% for residents within the surrounding precinct, a further review of the JTW mode share for the precinct was undertaken by SCT Consulting to address the comment.

Table 3-2 presents the vehicle trip generation rates and JTW mode shares for surveyed high density residential flat dwellings in the Sydney metropolitan area from the latest RMS Technical Direction TDT 2013/04a. The reported non-car JTW mode share for the precinct of 48% is closest to Site 4 Rockdale and Site 5 Parramatta. Although Site 6 Liberty Grove is the closest geographically, the non-car JTW mode share is quite a bit lower (32%) and there are some questions about potential traffic movements through the Liberty Grove site that are not generated by the site, as described in the 2015 TIA report. Site 6 Liberty Grove has therefore not been included in the comparison.

Table 3-2 Vehicle trip generation rates and mode shares for surveyed high density residential flat dwellings

Surveyed location	Weekday vehicle trip generation			Journey to work % mode share		
	AM peak (veh / unit)	PM peak (veh / unit)	Daily (veh / unit)	Car driver	Car passenger	Non-car
Site 1: St Leonards	0.14	0.07	0.77	22%	5%	73%
Site 2: Chatswood	0.14	0.12	1.23	23%	12%	64%
Site 3: Cronulla	0.07	0.11	0.93	31%	1%	67%
Site 4: Rockdale	0.32	0.18	2.25	42%	15%	43%
Site 5: Parramatta	0.27	0.12	1.67	33%	9%	57%
Site 6: Liberty Grove	0.28	0.41	3.14	48%	20%	32%
Site 7: Strathfield	0.10	0.06	1.16	28%	3%	69%
Site 10: Pyrmont	0.18	0.10	1.03	34%	6%	60%

Source: Roads and Maritime Technical Direction TDT 2013/04a: Guide to Traffic Generating Developments: Updated traffic surveys, Appendix B1

Based on the above review of Table 3-2, Table 3-3 presents the number of vehicle trips that could be generated from the proposed site development in the AM and PM peak hours using the Sydney average trip rates and the site-specific trip rates from the Rockdale and Parramatta survey sites. The trip generation rates used in the *Concord West Precinct Masterplan: Traffic, Transport, Accessibility and Parking Report* for Canada Bay Council (GTA, May 2014) have also been included for comparison.

Table 3-3 Trip generation of proposed development

Guidance	Dwelling units	Vehicle trip generation rates (per unit)		Peak hour vehicle trips ¹	
		AM peak hour	PM peak hour	AM peak hour	PM peak hour
Technical Direction TDT 2013/04a, Aug 2013 (High density residential flat dwellings – Sydney Average)	261	0.19	0.15	50	40
Technical Direction TDT 2013/04a, Aug 2013 (High density residential flat dwellings – Site 4 Rockdale)	261	0.32	0.18	84	47
Technical Direction TDT 2013/04a, Aug 2013 (High density residential flat dwellings – Site 5 Parramatta)	261	0.27	0.12	71	32
Guide to Traffic Generating Development v2.2, October 2002 (High density residential flat building) ² / Concord West Precinct Masterplan: Traffic, Transport, Accessibility and Parking Report	261	0.29	0.29	76	76
Average				70	49

Note 1: Peak hour trips rounded up to the nearest whole number

Note 2: No PM peak hour provided, so assumed the same as AM peak hour for robustness

Based on the analysis undertaken, Table 3-4 presents a summary of vehicle trips generated from the site, which indicates that the proposed development is forecast to generate slightly more trips (~20 vehicle trips) in the AM peak hour and roughly similar vehicle trips in the PM peak hour compared to the current approved industrial facility on the site. This level of increase (about one extra car every three minutes in the AM peak hour) is unlikely to cause significant impacts to traffic operations on the surrounding road network.

Compared to the potential maximum industrial facility that could be developed on the site, the proposed development would generate about 50-70 fewer vehicles per hour and fewer heavy vehicle trips on the surrounding road network.

Table 3-4 Summary of trip generation comparison

Zoning	Peak hour vehicle trips ¹					
	AM peak hour			PM peak hour		
	Min	Max	Ave	Min	Max	Ave
Current – IN1 General Industrial	31	65	45	33	65	46
Proposed – R3 Medium Density Residential	50	84	70	32	76	49
Net increase in traffic	19	19	25	-1	21	3

Note 1: Peak hour trips rounded up to the nearest whole number

The new roadway between Station Avenue and Concord Avenue is planned to operate as a northbound one-way road, i.e. all traffic enters the site from Station Avenue and exits onto Concord Avenue. This would assist in alleviating any impact on Station Avenue and Concord Avenue, and George Street and King Street north of Victoria Avenue, as the one-way optimises traffic flow and any additional traffic generated from the site, that is 20 vehicles per hour, would be split across the entry and exit routes, until they re-join at the George Street / Victoria Avenue intersection.

3.2 Parking rates

The submission from RMS (now TfNSW) stated that “*the subject traffic assessment proposes a higher parking rate than what [is] recommended in the PRCUTS for the Homebush Precinct. The proposed parking provision should be in accordance with the PRCUTS documents.*”

The parking rates used in the initial planning proposal for 300 apartments was 1 resident car parking space per dwelling and 0.1 visitor parking spaces per dwelling. This was consistent with the maximum parking rates specified in the *Concord West Precinct Masterplan: Traffic, Transport, Accessibility and Parking Report* for Canada Bay Council (GTA, May 2014).

The revised proposal for 261 apartments has adopted the maximum parking rates for the Homebush Precinct contained in the *Parramatta Road Urban Transformation Precinct Transport Report* (UrbanGrowth NSW, November 2016), which are:

- Resident parking:
 - Studio: 0.3 spaces per dwelling
 - 1-bed: 0.5 spaces per dwelling
 - 2-bed: 0.9 spaces per dwelling
 - 3-bed: 1.2 spaces per dwelling
- Visitor parking: 0.1 spaces per dwelling.

These parking rates were used to develop the basement parking provision of 219 spaces for residents and 26 spaces for visitors.

3.3 Precinct-wide traffic studies and modelling

The *Parramatta Road Urban Transformation Precinct Transport Report* (UrbanGrowth NSW, November 2016) noted that “*Prior to any rezoning commencing, a Precinct wide traffic study and supporting modelling will be required to be completed which considers the proposed land uses and densities, as well as future WestConnex conditions, and identifies the necessary road improvements and upgrades that will be required to be delivered as part of any proposed renewal in the Homebush Precinct.*”

Discussions with DPIE and Council in August 2020 indicate that a precinct-wide traffic study was started a few years ago but was not concluded. With the announcement of the planned North Strathfield Metro Station, the traffic study has been put on hold and will need to be restarted as the future year demand forecasts will change with a Metro station in the precinct.

TfNSW has also confirmed that traffic modelling to inform rapid assessments are to be undertaken for the PRUTS precincts, but the timeframe for this modelling is still unconfirmed, with no one yet appointed to start work.

Despite this, the proposed development was envisaged and modelled as part of the 2014 Concord West Masterplan. The masterplan was supported by the *Concord West Precinct Masterplan: Traffic, Transport, Accessibility and Parking Report* (GTA, May 2014), as well as subsequent traffic assessments. The consensus of this prior work was that the proposed development can proceed with little to no effect on the existing road network. The announcement of the precinct and the works undertaken so far pre-date the announcement of the planned North Strathfield Metro Station and delaying the development while waiting for a new 2020 traffic model for future year infrastructure would appear unwarranted.

3.4 Cumulative precinct development

As noted in section 3.3, the *Concord West Precinct Masterplan: Traffic, Transport, Accessibility and Parking Report* for Canada Bay Council (GTA, May 2014) provided an assessment of the impact of the cumulative development of the rezoned industrial lands and the Victoria Avenue Primary School within the Concord West Precinct.

The 2014 traffic study considered the impact of 785 dwellings on the rezoned industrial lands, which included the 7 Concord Avenue site. The traffic study noted that, during the AM peak hour, the additional traffic generated by the rezoned industrial lands, including 7 Concord Avenue, was forecast to represent 40% of the additional George Street (north of Pomeroy Street) traffic volumes, with the primary school accounting for 60% of the additional traffic.

The breakdown of proposed dwelling units from the 2014 Masterplan compared to the number of dwelling units sought approval for in planning proposals / development applications is presented in Table 3-5. This indicates that the development yield being sought approval for is within that envisaged in the 2014 Masterplan, which has already been tested from a traffic perspective. The conclusion from the traffic study was that, with the upgrades already noted at the George Street / Pomeroy Street intersection, the study area could accommodate the traffic generation associated with the Victoria Avenue Primary School and the indicative dwelling yield of 785 dwellings.

Table 3-5 Masterplan dwelling units compared to that sought in development applications

Site	Indicative dwelling units in 2014 Masterplan	Dwelling units sought in planning proposals / development applications
176-184 George Street, Concord West	157	157
3 King Street, Concord West	20	20
25 George Street, North Strathfield	126	156
2, 2A and 4 Rothwell Avenue, Concord West	141	86
7 Concord Ave, Concord West	255	261
202 George Street, Concord West	86	Not submitted yet
1 King Street, Concord West	No residential	No residential
Total	785	680

Source: Concord West Masterplan, JBA, 2014

4.0 Transport initiatives to support the development

4.1 Reduced parking provision

The parking rates used in the initial planning proposal was 1 resident car parking space per dwelling and 0.1 visitor parking spaces per dwelling. This was consistent with the maximum parking rates specified in the *Concord West Precinct Masterplan: Traffic, Transport, Accessibility and Parking Report* for Canada Bay Council (GTA, May 2014). Using these rates for the revised proposal would have generated parking provision of 261 spaces for residents and 26 spaces for visitors.

The revised proposal has adopted the maximum parking rates for the Homebush Precinct contained in the *Parramatta Road Urban Transformation Precinct Transport Report* (UrbanGrowth NSW, November 2016), which recommends a parking provision of 219 spaces for residents and 26 spaces for visitors. This is a reduction of 42 parking spaces in the basement parking compared to what would have been provided using the Concord West Precinct rates.

The on-street parking provision for visitors, deliveries, removalists, etc on the new roadway running along the eastern part of the site between Station Street and Concord Avenue was also reduced from 30 spaces to 20 spaces.

The reduction in parking provision should assist in reducing car dependence by residents and hence the overall volume of vehicle usage generated by the site, particularly during the peak hours.

4.2 Active transport proposals

The following active transport measures are proposed as part of the site development:

- Bicycle parking rates in line with the those specified in the *Concord West Precinct Masterplan: Traffic, Transport, Accessibility and Parking Report* for Canada Bay Council (GTA, May 2014); and
- New pedestrian / cycle shared paths along the boundaries of the site that integrate into existing and planned north-south and east-east active transport connections. This is indicated in Figure 4–1, an extract from the *Concord West Precinct Masterplan: Traffic, Transport, Accessibility and Parking Report* for Canada Bay Council (GTA, May 2014). Works planned for the wider precinct are identified in Council's contribution plan (7.11) and infrastructure schedule associated with the PRUTS.

These active transport initiatives should assist in promoting travel by active transport to and from the site. The formalisation of the eastern pathway is for the public benefit and assists with the completion and connection of the shared pathway network for the precinct and wider catchment.

4.3 Network upgrades

The *Concord West Precinct Masterplan: Traffic, Transport, Accessibility and Parking Report* for Canada Bay Council (GTA, May 2014) identified upgrade works for the George Street / Pomeroy Street intersection to maintain the existing level of service at the intersection with the development of the Victoria Avenue Primary School and 785 dwellings on the rezoned industrial lands in the precinct.

Discussions with Canada Bay Council indicate that this intersection upgrade is in the detailed design stage and is planned to be implemented in the next few years. Through the detailed design process, various site constraints, geometric issues and non-compliance with standards were identified with the original concept and a revised configuration is currently being developed. This is still subject to TfNSW approval and further design work. Initial traffic modelling of the revised concept indicates the performance is likely to be similar to the original concept.

With the upgrade at the George Street / Pomeroy Street intersection, the completed traffic studies have shown that traffic generation associated with the Victoria Avenue Primary School and the indicative dwelling yield of 785 dwellings, which includes the 7 Concord Avenue site, can be accommodated.

Figure 4–1 Potential Bicycle Network Upgrades as part of the Concord West Precinct Masterplan



Source: Extract from Concord West Precinct Masterplan: Traffic, Transport, Accessibility and Parking Report for Canada Bay Council (GTA, May 2014)

4.4 Sydney Metro West

Confirmation of a Metro station at North Strathfield along the proposed Sydney Metro West was announced by the NSW Government in Oct 2019. The Metro station location, adjacent to the existing North Strathfield Station, is about 1.5km walking distance from the site and therefore unlikely to attract large numbers of residents walking to and from the site. However, it has the potential to significantly change the mode share of other residents within the surrounding precinct and provide additional capacity to the rail network in the area, relieving the T9 Northern Line, while improving commuter choice. The Metro station is planned to immediately serve residents within walking and cycling distance, visitors to the nearby residential and educational areas and visitors to the local entertainment, retail or dining attractions, but its effects will be precinct wide.

Currently, travel by public transport from North Strathfield Station to either Parramatta CBD or Sydney CBD is about 30 minutes. A similar trip on Sydney Metro West would be reduced significantly to about 10 minutes, increasing the attractiveness of travel by public transport with the new Metro line. A Metro station would also provide interchange capability and reduce crowding on the busy T9 Northern Line. This has the potential to significantly change the travel behaviour within the Homebush Precinct, thereby supporting renewal of the precinct.

4.5 Contributions

The planning proposal seeks to identify and self-nominate the site as “Intensive Redevelopment Area” as per Clause 6.9 and 6.10 in the Canada Bay LEP 2013. This clause will ensure a consistent mechanism is undertaken and satisfactory arrangements are made for the designated state public infrastructure (includes regional roads and other infrastructure), before development occurs at the site.

DPIE is in the process of preparing a Special Infrastructure Contribution (SIC) levy that will be the mechanism to fund delivery of state infrastructure, including any new road and public domain improvements relating to the area, which includes the site. Canada Bay Council have a Local Contributions Plan, with an identified map covering the Concord West Precinct, which includes the 7 Concord Avenue site. Where appropriate, shareway, stormwater, public domain, road and pathway levies will need to be paid to Council.

5.0 Summary and conclusion

This traffic and transport review has indicated the following:

- New pedestrian / cycle shared paths are proposed along the boundaries of the site that integrate into existing and planned north-south and east-east active transport connections. Along with bicycle parking proposed in line with rates specified in the *Concord West Precinct Masterplan: Traffic, Transport, Accessibility and Parking Report* for Canada Bay Council (GTA, May 2014), this should support active transport travel.
- The North Strathfield Metro station would provide interchange capability and reduce crowding on the busy T9 Northern Line. Combined with the significant reduction in travel time to Sydney and Parramatta CBDs, this has the potential to significantly change the travel behaviour within the Homebush Precinct, thereby supporting renewal of the precinct.
- Parking has been provided in line with the reduced maximum parking rates specified in the PRUTS.
- The modelled road network surrounding the site currently provides motorists with a satisfactory level of service (LOS D or better).
- The proposed development, while forecast to generate similar or slightly more trips than the current operational uses on the site during the AM and PM peak hours, is unlikely to cause significant impacts to traffic operations on the surrounding road network.
- The 2014 traffic study for the Concord West Precinct Masterplan considered the impact of 785 dwellings on the rezoned industrial lands, including the 7 Concord Avenue site. Comparing the indicative yield in the 2014 Masterplan to the yield that has been sought approval for in planning proposals / development applications, indicates that the 7 Concord Avenue proposal is within the 785-dwelling development envelope. The conclusion from the 2014 traffic study was that, with the upgrades noted at the George Street / Pomeroy Street intersection, the study area could accommodate the traffic generation associated with the Victoria Avenue Primary School and the indicative dwelling yield of 785 dwellings.
- Network upgrades proposed by Canada Bay Council as part of the traffic and transport planning for the Concord West Precinct and the Homebush Precinct in the PRUTS have considered the broader traffic and transport infrastructure requirements to service additional demand generated by future land uses, including the proposal. Discussions with Canada Bay Council indicate that the George Street / Pomeroy Street intersection upgrade that was identified to cater for the Victoria Avenue Primary School and 785 dwellings on the rezoned industrial land, which includes the 7 Concord Avenue site, is in the detailed design stage and is planned to be implemented by Council in the next few years.
- The necessary road contributions for the development of the site has been included in the amendment of the LEP. However, it is understood that DPIE is in the process of preparing a Special Infrastructure Contribution (SIC) levy that will be the mechanism to fund delivery of state infrastructure, including any new road and public domain improvements relating to the area, which includes the site.
- Canada Bay Council have a Local Contributions Plan, with an identified map covering the Concord West Precinct, which includes the 7 Concord Avenue site. Where appropriate, shareway, stormwater, public domain, road and pathway levies will need to be paid to Council.

From the review undertaken, it is concluded that the rezoning and development of the site is consistent with the Concord West Masterplan, and the supporting traffic report, and Homebush Precinct plans and, from a traffic and transport perspective, is unlikely to have significant impacts on the surrounding road, pedestrian and public transport network.

