



Reference: 12.014

28th September 2012

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Attention: Shane Geha

Re: Planning Proposal for 4-16 Northwood Road and 274 Longueville Road, Northwood

Dear Shane,

We refer to the subject site and in particular the Planning Proposal related to the change in zoning permissibility to allow for the future construction of a mixed use residential and retail development on the subject site. In this regard, we have reviewed all relevant documentation provided to us and undertaken site inspections and now advise as follows:

Existing Site

The site is located on the northern side of Northwood Road generally opposite its intersection with Kenneth Street in Northwood. The site is located approximately 2 kilometres west of the St Leonards Railway Station and lies within the Lane Cove LGA.

The site currently comprises two residential dwellings and three commercial buildings including a service station. All developments are currently limited to having both pedestrian and vehicular access via either Northwood Road or Longueville Road, such that they are otherwise land-locked.

The site was the subject of a previous approval in 2008 for the construction of 4 shops with a total floor area of 982.85m² which remains a 'live' consent. That approval includes the construction of a single basement level car park with capacity for 50 parking spaces with access via the existing signal-controlled intersection of Northwood Road with Kenneth Street (through the construction of a new approach).

Description of Surrounding Roads

The surrounding road network is shown in **Figure 3**. It can be seen that all roads in the immediate vicinity of the site are local roads under Council control. Of particular interest are:

- **Epping Road/
Gore Hill Freeway:** A Classified Main Road (SH1) that lies to the north of the subject site and which is accessed via Longueville Road. It provides the main



access to the arterial road network in the region, including the M2, Lane Cove Road and the Pacific Highway.

- **Northwood Road/
River Road** A classified Regional Road (RR 2070) that runs in an east-west direction, with Northwood Road forming a short connection between River Road East (accessing the Pacific Highway at St. Leonards) and River Road West (accessing Lane Cove) adjacent to the site. It carries in the order of 27,000 vpd in the locality.
- **Longueville Road:** A local collector road that runs in a north south direction between Epping Road in the north and River Road/Northwood Road in the south. It forms the western site boundary.
- **Kenneth Street:** A local collector road that runs generally south from Northwood Road to provide access to the Longueville Peninsula.

Directly adjacent to the site, River Road West, Longueville Road and Northwood Road form a three way signalised junction. This junction is located approximately 50 metres north-west of a secondary signalised junction of Kenneth Street with Northwood Road. These two intersections are coordinated and generally operate as a single junction.

Existing Site Traffic

The existing site traffic generation has been derived through surveys of the existing developments during the critical PM peak period. These surveys showed a peak generation of 90 veh/hr (45 in and 45 out), which were mainly associated with the existing service station located at 4-10 Northwood Road.

Proposed Development

The Planning Proposal seeks to amend the current LEP and in particular the zoning associated with the subject site. While development yields are yet to be finalised, for the purpose of this preliminary report the likely future development is conceptual but is expected to include:

- Demolition of all existing structures
- Construction of a mixed-use development including approximately 105 residential units and 1,460 m² of retail floor space including a moderate-size supermarket with 600 m² of retail and 400 m² of storage as well as 460 m² of specialty retail
- Provision of approximately 175 parking spaces accessed via the intersection of Kenneth Street and Northwood Road.

The impacts associated with this development are discussed further below.



Parking

The future parking requirements of the site are to be consistent with the minimum requirements of Lane Cove Council's DCP Part D – Commercial and Mixed Use Developments. In this regard the following parking rates are relevant:

Residential

- 1 bedroom apartment: 1.0 space per dwelling
- 2 bedroom apartment: 1.5 space per dwelling
- 3 bedroom apartment: 2.0 space per dwelling
- Visitor Parking: 1 space per 4 dwellings

Retail/Commercial Land Use

- Retail: 1 space per 40m² of GFA
- Commercial: 1 space per 40m² of GFA

It is noted that some departure from these rates may be required and this is subject to the final land use mix and associated yields. Any departure will however be subject to further detailed assessment and justification, having regard for Council and State Government objectives.

Access

Access to the development is proposed via Northwood Road as follows:

- **Ingress:** Entry to the site is proposed via a new fourth leg to the existing intersection of Northwood Road and Kenneth Street, which will allow entry movements via eastbound vehicles turning left from Northwood Road and through movements from Kenneth Street. The access will not permit any right turn movements into the site by vehicles travelling west along Northwood Road.
- **Egress** from the site is proposed via a separate exit driveway located to the southeast of the Kenneth Street intersection in the vicinity of the southern site boundary. This access will permit left out movements only with no right turn restrictions onto Northwood Road.

The proposed access arrangements have been reviewed by the Roads and Maritime Services, and in principle support has been provided in its letter dated 7th September 2012, which is included in Attachment 1 below.

Traffic Generation and Impacts

The traffic impacts associated with the application have been assessed having regard for the RMS's Guide to Traffic Generating Developments. In this regard the following traffic generation rates have been adopted to assess the likely future impacts associated with the current proposal under a worst case scenario, where no adjustment has been made for the reduced retail parking under Council's DCP compared with the RMS's retail and supermarket parking rates.



- Retail – Specialty: 4.6 trips per 100m² of GFA
- Retail – Supermarket: 12.5 trips per 100m² of GFA
- Residential: 0.4 trips per unit

These rates do however incorporate a reduction of 20% for the supermarket, to take into account the effects of linked trips. Application of these rates to the indicative yield provided above would result in the generation of approximately 188 vehicles per hour (106 in and 82 out) during the critical PM Peak period (the retail peak).

These trips are not necessarily a net increase as account would generally be taken of the existing developments on-site, which generates in the order of 90 veh/hr during the PM peak as discussed above. While this would reduce the net increase in traffic generation from 234 veh/hr to 98 veh/hr (or generally 1.5 additional vehicle movements every minute) for the purpose of this preliminary assessment, no discount has been applied, again to assess a worst case scenario.

An assessment of the impacts on the existing road network was undertaken in accordance with the requirements of the RMS. Due to the proposed access configuration the development will have no impact on the critical intersections in the vicinity which will continue to operate as summarised below:

Table 1: Existing and Future Intersection Operation

Scenario	Intersection	Peak Period	Level of Service
Existing	River Rd/Longueville Rd	AM	C
	Northwood Rd/Kenneth St		C
	River Rd/Longueville Rd	PM	C
	Northwood Rd/Kenneth Rd		D
Existing plus Development	River Rd/Longueville Rd	AM	C
	Northwood Rd/Kenneth St		C
	River Rd/Longueville Rd	PM	C
	Northwood Rd/Kenneth Rd		D

Accordingly, the application is not expected to create any unacceptable impacts on the road network. It is however reiterated that any application to amend the existing intersection design or geometry will be subject to further detailed assessment based on final land use yields, for subsequent approval by Council and the RMS. That is, this preliminary assessment is considered sufficient to demonstrate that the potential site traffic generation associated with the planning proposal can be accommodated and is supportable.



It is also expected that a further assessment of local traffic impacts will occur during subsequent development application stages once the final yields are known. However, it is expected that impacts on local roads will be moderate and manageable.

Finally the traffic modelling undertaken by TRAFFIX has been reviewed by the RMS and considered fit for purpose.

Conclusions

In summary, the Planning Proposal is considered supportable on traffic planning grounds. The impacts associated with the proposal are considered moderate and will have a manageable impact on the operation of critical intersections in the locality, based on the proposed access arrangements, which will be subject also to further detailed merit assessment.

Please contact the undersigned should you have any queries or require any further information or assistance.

Yours faithfully,

traffix



Andrew Johnson
Associate Engineer



Attachment 1

Your Reference: 12.014
Our Reference: SYD12/00422
Contact: Owen Hodgson
Telephone: 8849 2012



Transport
Roads & Maritime
Services

Traffix
Traffic and Transport Planners
PO Box 1061
POTTS POINT NSW 1335

Attention: Andrew Johnson

**PLANNING PROPOSAL FOR 4-16 NORTHWOOD ROAD AND 274 LONGUEVILLE ROAD,
NORTHWOOD. – RESPONSE TO FURTHER INFORMATION**

Dear Sir/Madam

I refer to your letter dated 5 September 2012 in response to pre-DA advice from Roads and Maritime Services (RMS) with regard to a planning proposal to rezone 4-16 Northwood Road and 274 Longueville Road, Northwood, to allow for the construction of a mixed use retail and residential development comprised of 105 residential units and 1460m² of retail uses.

RMS advises that it grants in principle agreement to the construction and signalisation of a fourth leg of the Northwood Road and Kenneth Street (TCS 936) intersection, (opposite Kenneth Street) into the proposed development, subject to the following information being supplied, to RMS satisfaction with the development application:-

- the review of intersection modelling (for both signalised intersections),
- the design and geometry of this intersection,
- the impacts of the modifications on the operation of the signals,
- the warrants for signalisation and
- a road safety audit addressing road safety concerns.

RMS in principle agreement is limited to:-

1. Modifications to TCS 936 which will restrict traffic movements at the fourth leg (opposite Kenneth Street) to:
 - a) a through traffic movement into the site from Kenneth Street; and
 - b) left turn only into the site from Northwood Road (from the north) preferably with a deceleration lane into the site.
2. Egress from the development being located to the south of the ingress, as far as possible from TCS 936 and provided via a left out only configuration
3. A full upgrade of the combined intersections to current standards, including associated pedestrian facilities.

Roads and Maritime Services

This letter is a clarification of RMS's previous letter dated 4 September 2012 and the comments provided above are informal and of a Pre-DA nature, they are not to be interpreted as binding upon the RMS and may change following formal assessment of a submitted development application from the appropriate consent authority

Please refer all the further inquiries regarding this proposal to RMS's Senior Land Use & Transport Planner, Owen Hodgson on 8849 2012.

Yours sincerely

A handwritten signature in dark ink, appearing to read 'Chris Goudanas', with a horizontal line drawn through it.

Chris Goudanas
Land Use Planning and Assessment Manager
Transport Planning, Sydney Region

7 September 2012

Cc Lane Cove Council