

WINTEN PROPERTY GROUP

TRANSPORT ASPECTS OF  
PLANNING PROPOSAL FOR  
PROPOSED MIXED USE  
DEVELOPMENT, CHRISTIE  
STREET & LITHGOW  
STREET, ST LEONARDS

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## I. INTRODUCTION

- I.1 Colston Budd Hunt and Kafes Pty Ltd has been retained by Winten Property Group to review the transport aspects of a planning proposal for a mixed use development on Christie Street and Lithgow Street at St Leonards. The site is bounded by Christie Lane to the north, commercial development to the south, Christie Street to the east and Lithgow Street to the west, as shown in Figure I.
- I.2 The site has development consent for a commercial development of some 31,211m<sup>2</sup> with vehicular access from Lithgow Street. We prepared a report<sup>1</sup> in support of the approved development.
- I.3 The planning proposal would provide for a mixed use development including some 6,855m<sup>2</sup> commercial, 905m<sup>2</sup> retail and 450 residential units, with vehicular access from Lithgow Street. This represents a FSR of 14:1 for the site.
- I.4 There are also planning provisions which would provide for a larger development on the site, including some 3,866m<sup>2</sup> commercial, 4,170m<sup>2</sup> retail (including a 3,230m<sup>2</sup> supermarket plus 940m<sup>2</sup> specialty retail) and 628 residential units.
- I.5 Council is undertaking a master planning process for the St Leonards South precinct, adjacent to the site. This report will therefore form an input to council's master planning process.

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<sup>1</sup> Traffic Report for Proposed Commercial Development, Christie Street & Lithgow Street, St Leonards, November 2011.

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- I.6 We have reviewed the transport aspects of the planning proposal in the following chapter.

## 2. TRANSPORT ASPECTS OF PLANNING PROPOSAL

2.1 The transport aspects of the planning proposal are reviewed through the following sections:

- site location and road network;
- approved development;
- potential scale of development;
- policy context;
- St Leonards South strategy;
- public transport, walking and cycling;
- travel access guide;
- parking provision;
- access, servicing and internal layout;
- traffic generation; and
- summary.

### Site Location and Road Network

2.2 The site is south of the Pacific Highway at St Leonards and is bounded by Christie Lane to the north, commercial development to the south, Christie Street to the east and Lithgow Street to the west, as shown in Figure 1.

2.3 Surrounding land use is mainly commercial and retail development. St Leonards railway station is north of the site, on the northern side of the Pacific Highway. The railway line runs along the western side of Lithgow Street. There is residential development south of the site on Lithgow Street.

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- 2.4 The road network in the vicinity of the site includes Pacific Highway, Herbert Street, Christie Street, Lithgow Street, Albany Street, Nicholson Street, Oxley Street and Christie Lane. The Pacific Highway is a major link in Sydney's arterial road network, connecting the harbour crossings with the north shore. It generally provides a four to six lane divided carriageway with two or three traffic lanes in each direction. Major intersections are signalised with additional lanes for turning traffic. Clearways operate during peak periods in the direction of peak traffic flow. There are bus stops on both sides of Pacific Highway close to the site.
- 2.5 Herbert Street runs north from the Pacific Highway at a signalised intersection. There are twin right turn lanes on the highway for turns into Herbert Street. It forms part of a route connecting St Leonards with Artarmon. It provides access to commercial and residential development and provides for one traffic lane and one parking lane in each direction, clear of intersections.
- 2.6 Christie Street intersects the Pacific Highway at a signalised intersection. The section of Christie Street south of the highway is one-way southbound from the highway. South of Christie Lane, Christie Street provides for one traffic lane and one parking lane in each direction, clear of intersections. Christie Street provides access to commercial development and is closed south of Nicholson Street.
- 2.7 Lithgow Street has an unsignalised t-intersection with Pacific Highway, adjacent to the site. Turns at the intersection are limited to left in/left out by the median in Pacific Highway. Traffic turning from Pacific Highway into Lithgow Street must then turn left into Christie Lane. South of Christie Lane, Lithgow Street is one-way northbound, before reverting to two-way in the residential section north of Oxley Street. On-street parking is a mix of parallel and angle parking and is time restricted and metered. There is a taxi rank on the western side of Lithgow
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Street at Pacific Highway. Lithgow Street provides access to residential and commercial properties. South of Oxley Street, Lithgow Street is closed.

- 2.8 Albany Street intersects Pacific Highway between Christie Street and Oxley Street at a signalised intersection. It forms part of a route through St Leonards and Crows Nest. It provides for one traffic lane and one parking lane in each direction, clear of intersections, and provides access to commercial and residential development.
- 2.9 Nicholson Street connects Oxley Street with Christie Street. It provides for one traffic lane and one parking lane in each direction, clear of intersections. Nicholson Street provides access to commercial development. The intersections of Nicholson Street with Christie Street and Oxley Street are unsignalised t-intersections.
- 2.10 Oxley Street connects to the Pacific Highway at a signalised intersection, south of the site. Right turns from the highway into Oxley Street are not permitted. The western part of Oxley Street provides access to commercial and residential development. It provides for one traffic lane and one parking lane in each direction, clear of intersections. On street parking is a mix of angle and parallel parking. The intersection of Oxley Street with Lithgow Street is an unsignalised t-intersection, with Lithgow Street having priority.
- 2.11 Christie Lane connects Lithgow Street with Christie Street on the northern side of the site. It is one-way eastbound and provides one traffic lane, with no stopping on the northern side and no parking on the southern side. The intersections of Christie Lane with Lithgow Street and Christie Street are unsignalised t-intersections, with Christie Lane the minor road.
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- 2.12 The traffic arrangements in this precinct, including one-way southbound traffic in Christie Street at Pacific Highway, one way northbound traffic in the commercial section of Lithgow Street and all traffic left from Lithgow Street southbound into Christie Lane, means that most commercial traffic exiting the commercial precinct on the southern side of Pacific Highway must use Nicholson Street and Oxley Street. Vehicles entering the commercial part of Lithgow Street must also use Oxley Street.
- 2.13 Council's planning for the area identifies a new laneway connecting Lithgow Street with Christie Street, on the southern boundary of the site. The existing Christie Lane would become a pedestrian connection only. The northern section of Lithgow Street, between the Pacific Highway and the new laneway, would become a shared zone.
- 2.14 Council also has a plan for a new plaza on the southern side of Pacific Highway, connecting across the railway line and integrating with the western side of the site.

#### Approved Development

- 2.15 The site has development consent for a commercial development of some 31,211m<sup>2</sup> with vehicular access from Lithgow Street.

#### Potential Scale of Development

- 2.16 The planning proposal would provide for a mixed use development including some 6,855m<sup>2</sup> commercial, 905m<sup>2</sup> retail and 450 residential units, with vehicular access from Lithgow Street. This represents a FSR of 14:1 for the site.
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- 2.17 There are also planning provisions which would provide for a larger development on the site, including some 3,866m<sup>2</sup> commercial, 4,170m<sup>2</sup> retail (including a 3,230m<sup>2</sup> supermarket plus 940m<sup>2</sup> specialty retail) and 628 residential units.

Policy Context

- 2.18 There are a number of strategic state policies which are relevant to future development in the Sydney metropolitan area. The policies include NSW 2021, A Plan for Growing Sydney and The NSW Long Term Transport Master Plan. These policies are discussed below.

□ NSW 2021

- 2.19 NSW 2021: A Plan to Make NSW Number One sets targets to increase the proportion of commuter trips made by public transport for various areas within Sydney by 2016, including:

- 80 per cent in the Sydney CBD;
- 50 per cent in the Parramatta CBD;
- 20 per cent in the Liverpool CBD; and
- 25 per cent in the Penrith CBD.

- 2.20 It also has targets to:

- improve road safety, reduce fatalities to 4.3 per 100,000 population by 2016;
  - double the mode share of bicycle trips made in the metropolitan area by 2016; and
  - increase the proportion of the population living within 30 minutes by public transport of a city or major centre in the metropolitan area.
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□ A Plan for Growing Sydney

2.21 A Plan for Growing Sydney provides a strategic plan to accommodate an additional 1.6 million people, 664,000 houses and 689,000 jobs.

2.22 The plan includes the following goals and actions to achieve them:

○ Goal 1: a competitive economy with world class services and transport

Actions:

- grow a more internationally competitive Sydney CBD;
- grow Greater Parramatta – Sydney's second CBD;
- establish a new priority growth area – Greater Parramatta to the Olympic Peninsula;
- transform the productivity of western Sydney through growth and investment;
- enhance capacity at Sydney's gateways and freight networks;
- expand the Global Economic Corridor;
- grow strategic centres – providing more jobs closer to home;
- enhance linkages to regional NSW;
- support priority economic sectors;
- plan for education and health services to meet Sydney's growing needs; and
- deliver infrastructure.

○ Goal 2: a city of housing choice, with homes that meet our needs and lifestyles

Actions:

- accelerate housing supply across Sydney;
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- accelerate urban renewal across Sydney – providing homes closer to jobs;
  - improve housing choice to suit different needs and lifestyles; and
  - deliver timely and well planned greenfield precincts and housing.
- Goal 3: a great place to live with communities that are strong, healthy and well balanced  
Actions:
    - revitalize existing suburbs;
    - create a network of interlinked, multipurpose open and green spaces across Sydney;
    - create built environments; and
    - promote Sydney's heritage, arts and culture.
  - Goal 4: a sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources  
Actions:
    - protect our natural environment and biodiversity;
    - build Sydney's resilience to natural hazards; and
    - manage the impacts of development on the environment.
- NSW Long Term Transport Master Plan

2.23 The NSW Long Term Transport Master Plan has been developed, in association with A Plan for Growing Sydney and State Infrastructure Strategy, to support NSW 2021. The key measures identified are as follows:

- providing a fully integrated transport system;
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- providing a modern railway system and increase capacity by 60 per cent;
- providing a modern light rail system in the CBD;
- providing a modern bus system to complement the rail networks;
- connect the motorway network, including WestConnex, F3/M2 link and F6;
- reduce congestion in the CBD, including removing the monorail, increasing light rail, improving pedestrian links, increasing ferry use, providing increased capacity on the rail system and improved walking and cycling infrastructure;
- support the growth of new economic centres including the north west and south west rail links, new roads in growth areas and new bus infrastructure;
- connect regional communities through major highway upgrades, and improved rail, bus and air services;
- improve freight efficiency and productivity;
- improve access to Sydney Airport and Port Botany;
- boost walking, cycling and its integration with public transport; and
- preserve future transport corridors.

2.24 The Plan for Growing Sydney defines St Leonards as a 'Strategic Centre', highlighting its importance in the metropolitan area in terms of employment and future development.

2.25 The plan provides a number of priorities specifically relating to St Leonards as follows:

- work with council to retain a commercial core in St Leonards for long term employment growth;
- work with council to provide additional mixed-use development in St Leonards including offices, health, retail, services and housing;

- support health related land uses and infrastructure around Royal North Shore Hospital;
- work with council to investigate potential future employment and housing opportunities associated with a Sydney Rapid Transit train station and St Leonards/Crows Nest.

#### St Leonards South Strategy

- 2.26 In the context of the above policy documents, council is undertaking a master planning process for the St Leonards South precinct, adjacent to the site.
- 2.27 The first stage of the strategy has been summarized in a precinct report which provides a baseline about the precinct's existing physical and environmental characteristics, urban services, traffic and social aspects.
- 2.28 The second stage of the process will explore growth scenarios as a means of meeting the potential increase in residential and employment targets under the Plan for Growing Sydney. This component will be undertaken in the first part of 2015.
- 2.29 As part of the strategy, council is undertaking Paramics micro-simulation modelling to examine existing traffic conditions in the area and identify options to accommodate future development. This report and the subject planning proposal will therefore form an input to council's master planning process.

#### Public Transport, Walking and Cycling

- 2.30 The site is across the road from St Leonards railway station. St Leonards is on the North Shore Line (Berowra – Parramatta via the City).
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- 2.31 Services on the North Shore Line through St Leonards operate on a five to 10 minute headway in each direction. During weekday peak periods, services are more frequent.
- 2.32 Local bus services are provided by Sydney Buses. These services link St Leonards with surrounding areas. There are major bus stops on the Pacific Highway just north of the site, at St Leonards station, as well as other stops on the highway. Bus services provide links to all surrounding areas, including the city, North Shore and areas to the west.
- 2.33 There are good pedestrian links between the site and surrounding areas, including St Leonards railway station, bus stops on Pacific Highway and other commercial and retail development in St Leonards. Signalised intersections close to the site include signalised pedestrian crossings. There is a pedestrian connection under the Pacific Highway at Lithgow Street to connect to the railway station.
- 2.34 As previously discussed, there is a taxi rank on Lithgow Street south of the Pacific Highway, just north of the site.
- 2.35 The site therefore has excellent access to public transport services. The proposed development will therefore be readily accessible by public transport, walking and cycling.
- 2.36 The proposed development would increase employment, retail and residential densities close to existing public transport services. The accessibility of the site and the area will be improved by the council's proposed plaza over the railway line and connection to the site, particularly for pedestrians.
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- 2.37 To support accessibility by bicycles, appropriate bicycle parking, in accordance with appropriate controls, should be provided.
- 2.38 The proposed development will therefore satisfy the objectives of NSW 2021, A Plan for Growing Sydney and the NSW Long Term Transport Master Plan policy package as follows:
- enabling commuters and residents to readily access trains and buses close to the site;
  - providing pedestrian connections to and through the site, to improve accessibility for users and the general public;
  - better integrating the southern part of St Leonards by combining with council's plaza to provide improved pedestrian connectivity over the railway line;
  - providing an appropriate level of on-site parking, with reference to appropriate council and RMS requirements, to encourage greater public transport use and increase the proportion of trips by public transport;
  - providing a mixed use development, including commercial, residential and retail uses within the town centre, close to other commercial and retail facilities to reduce the need for external travel;
  - being located within a major employment, health and education centre, as well as being readily connected to Chatswood, North Sydney, Macquarie Park and the Sydney CBD; and
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- providing for an increase in the proportion of the population living within 30 minutes by public transport of a city or major centre in the metropolitan area.

#### Travel Access Guide

- 2.39 To encourage travel modes other than private vehicle, it is proposed to adopt a travel demand management approach, through a travel access guide to meet the specific needs of the site, future employees, residents and visitors. The specific requirements and needs of the future employees and residents and visitors, including access to major surrounding employment centres, will be incorporated in the travel access guide to support the objectives of encouraging the use of public transport.
- 2.40 The principles of the travel access guide, to be developed by the applicant in consultation with the building owner, council, RMS, Sydney Buses and other stakeholders, will include the following:
- encourage the use of public transport, including rail services through St Leonards and bus services along Pacific Highway;
  - work with public transport providers to improve services;
  - encourage employees to car pool where possible;
  - encourage public transport by employees through the provision of information, maps and timetables;
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- ❑ raise awareness of health benefits of walking (including maps showing walking routes);
- ❑ encourage cycling by providing safe and secure bicycle parking, including the provision of lockers and change facilities;
- ❑ provide appropriate on-site parking provision, consistent with the objective of reducing traffic generation.

2.41 The travel access guide may take a variety of forms including a green transport plan or work place travel plan. The travel access guide will assist in delivering sustainable transport objectives by considering the means available for reducing dependence solely on cars for travel purposes, encouraging the use of public transport and supporting the efficient and viable operation of public transport services, and will be prepared by future tenants prior to occupation of the building.

#### Parking Provision

2.42 Part R of the Lane Cove Development Control Plan includes the following parking requirements for mixed use development near St Leonards railway station:

- offices: one parking space per 100m<sup>2</sup> plus one disabled space per 10 car spaces;
  - shops: one space per 110m<sup>2</sup>;
  - 0.5 spaces per studio/one bedroom apartment;
  - one space per two bedroom apartment;
  - two spaces per three bedroom apartment; and
  - one space per four dwellings for visitors.
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- 2.43 The parking rate for commercial uses is considered appropriate. The parking rate for non-supermarket retail of one space per 110m<sup>2</sup> is low. By comparison, RMS guidelines suggest a provision of 4.5 spaces per 100m<sup>2</sup> for non-supermarket retail.
- 2.44 Given the mix of uses proposed (and hence the potential for overlapping demands), as well as the site's good accessibility by public transport, a lower visitor parking requirement would be appropriate.
- 2.45 As previously noted, the proposed development would include the following:
- 6,855m<sup>2</sup> commercial;
  - 905m<sup>2</sup> net retail; and
  - 46 studio, 170 one bedroom, 187 two bedroom and 47 three bedroom apartments.
- 2.46 On this basis, the Council parking requirement is 585 spaces, including 75 commercial spaces, eight retail spaces, 389 resident spaces and 113 visitor spaces.
- 2.47 By comparison, Part D of the DCP includes lower parking rates for the commercial component of mixed use development in St Leonards (maximum one space per 110m<sup>2</sup>) and lower residential parking requirements (1.5 spaces per three bedroom apartment). It is considered appropriate that high density development near railway stations should provide lower parking rates.
- 2.48 By comparison, the RMS "Guide to Traffic Generating Developments" suggests the following parking requirements for high density residential in sub-regional centres and CBDs:
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Sub-regional centres:

- 0.6 spaces per one bedroom apartment;
- 0.9 spaces per two bedroom apartment;
- 1.4 spaces per three bedroom apartment; and
- one space per five apartments for visitors.

CBDs:

- 0.4 spaces per one bedroom apartment;
- 0.7 spaces per two bedroom apartment;
- 1.2 spaces per three bedroom apartment; and
- one space per seven apartments for visitors.

2.49 On these bases (and based on 4.5 spaces per 100m<sup>2</sup> for the retail use), the development would require:

- 570 spaces, including 75 commercial spaces, 41 retail spaces, 364 resident spaces and 90 visitor spaces (based on the residential parking rates for sub-regional centres). This provision is similar to the overall Council requirement;
- 454 spaces, including 75 commercial spaces, 41 retail spaces, 274 resident spaces and 64 visitor spaces (based on the residential parking rates for CBDs).

2.50 We consider it likely that parking for the residential component would be somewhere between the RMS rates for sub-regional centres and CBDs. Given the mix of uses proposed (and hence the potential for overlapping demands), as well as the site's good accessibility by public transport, a lower visitor parking requirement would be appropriate.

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- 2.51 We consider that combining the retail and residential parking areas would be appropriate, to make more efficient use of the parking. At times when residential visitor demand is higher (such as in the evenings), retail demands would be lower and more parking would therefore be available for visitors. Appropriate pedestrian access will be provided between the retail/visitor parking and the residential apartments.
- 2.52 The proposed parking provision for the development would achieve the objective of reduced traffic generation.
- 2.53 The DCP also indicates that commercial development should provide one bicycle space per 300m<sup>2</sup> for employees plus one bicycle space plus one bicycle space per 800m<sup>2</sup> for visitors. Retail development should provide one bicycle space per 50m<sup>2</sup> for employees plus two bicycle spaces plus one bicycle space per 200m<sup>2</sup> over 200m<sup>2</sup>. Residential apartments should provide one bicycle space per four dwellings for residents plus one bicycle space plus one bicycle space per 10 dwellings for visitors. Motor cycle parking of one space per 15 parking spaces should also be provided.

#### Access, Servicing and Internal Layout

- 2.54 Vehicular access to the site would be provided from the future closed part of Lithgow Street, underneath the plaza. Separate access points would be provided for the resident/tenant parking and the publicly accessible spaces. Internal ramps would connect the parking levels.
- 2.55 The access points to the car park and loading docks would be provided in accordance with the Australian Standard for Parking Facilities (Part 1: Off-street car parking and Part 2: Off-street commercial vehicle facilities), AS 2890.1:2004 and AS 2890.2 – 2002.
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- 2.56 As previously noted there will be overlapping parking demands associated with the retail parking and visitor parking for the residential components. It is therefore proposed to provide the parking for these components in a common area, with appropriate access from this area to the residential apartments. This will make more efficient use of the parking for these components, the peak uses for which will not coincide. Retail parking will be busier during the day, and residential visitor parking busier at night.
- 2.57 A loading dock would be underneath the retail uses. The dock would provide deliveries to the retail and commercial components, as well as garbage collection. The dock will provide for service vehicles including 12.5 metre rigid trucks and 19 metre semi trailers. Service vehicles will be able to enter and exit the site in a forward direction.
- 2.58 Within parking areas, parking space dimensions, aisle widths, ramp grades, transitions, column locations and height clearances would be provided in accordance with AS 2890.1:2004 and AS 2890.2 – 2002.

#### Traffic Generation

- 2.59 Traffic generated by the proposed development will have its greatest effects during weekday morning and afternoon peak periods when it combines with other traffic on the surrounding road network.
- 2.60 Surveys undertaken by RMS include the following traffic generation rates for development:
- 0.46 and 0.35 vehicles per hour per 100m<sup>2</sup> for commercial development during weekday morning and afternoon peak hours respectively; and
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- 0.14 and 0.07 vehicles per hour per apartment for high density residential apartments close to public transport.
- 2.61 On this basis, the commercial and residential components would have the following traffic generations:
- commercial: some 25 to 30 vehicles two-way during weekday morning and afternoon peak hours; and
  - residential: some 65 and 35 vehicles per hour two-way during weekday morning and afternoon peak hours respectively.
- 2.62 The RMS guidelines indicate that specialty shops generate some five vehicles per hour per 100m<sup>2</sup> two-way respectively during weekday afternoon peak hours. However, the site has excellent accessibility to public transport and other surrounding developments.
- 2.63 The proposed retail uses, being located in a sub-regional centre with significant surrounding residential and employment uses, would cater for customers already in the area. Their traffic generation would therefore be reduced.
- 2.64 Traffic generation of the retail uses is therefore likely to be in the range 2.5 to five vehicles per hour per 100m<sup>2</sup>, two-way. On this basis, the retail uses would have a traffic generation of some 25 to 45 vehicles per hour two-way during weekday afternoon peak hours. During the morning peak hour, the traffic generation would be lower at some 10 to 20 vehicles per hour (based on 35 per cent of the afternoon traffic generation).
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- 2.65 As noted above, given the location of the development, the surrounding customer base and the excellent accessibility of the site by public transport, traffic generation would be toward the lower end of the above range.
- 2.66 Total traffic generation would therefore be as follows:
- some 100 to 120 vehicles per hour two-way during weekday morning peak hours; and
  - some 90 to 110 vehicles per hour two-way during weekday afternoon peak hours.
- 2.67 These generations compare to the approved commercial development on the site which would have a generation of some 140 and 110 vehicles per hour two-way during weekday morning and afternoon peak hours respectively.
- 2.68 The traffic generation of the proposed development with 14:1 FSR would therefore be similar to the approved development on the site.
- 2.69 If the larger development was provided, the main difference would be the potential provision of a supermarket and more residential apartments.
- 2.70 The RMS guidelines indicate that supermarkets generate some 15 vehicles per hour per 100m<sup>2</sup> two-way respectively during weekday afternoon peak hours. However, as previously noted, the site has excellent accessibility to public transport and other surrounding developments.
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- 2.71 Traffic generation of the supermarket is therefore likely to be in the range 7.5 to 15 vehicles per hour per 100m<sup>2</sup>, two-way. On this basis, the supermarket and retail uses would have a traffic generation of some 275 to 550 vehicles per hour two-way during weekday afternoon peak hours. During the morning peak hour, the traffic generation would be lower at some 100 to 200 vehicles per hour.
- 2.72 The commercial and residential components would have the following traffic generations:
- commercial: some 15 to 20 vehicles two-way during weekday morning and afternoon peak hours; and
  - residential: some 90 and 50 vehicles per hour two-way during weekday morning and afternoon peak hours respectively.
- 2.73 Total traffic generation of the larger scale of development would therefore be as follows:
- some 210 vehicles per hour two-way during weekday morning peak hours; and
  - some 350 vehicles per hour two-way during weekday afternoon peak hours.
- 2.74 The increase in traffic generation would therefore be some 70 and 240 vehicles per hour two-way during weekday morning and afternoon peak hours respectively, compared to the approved development.
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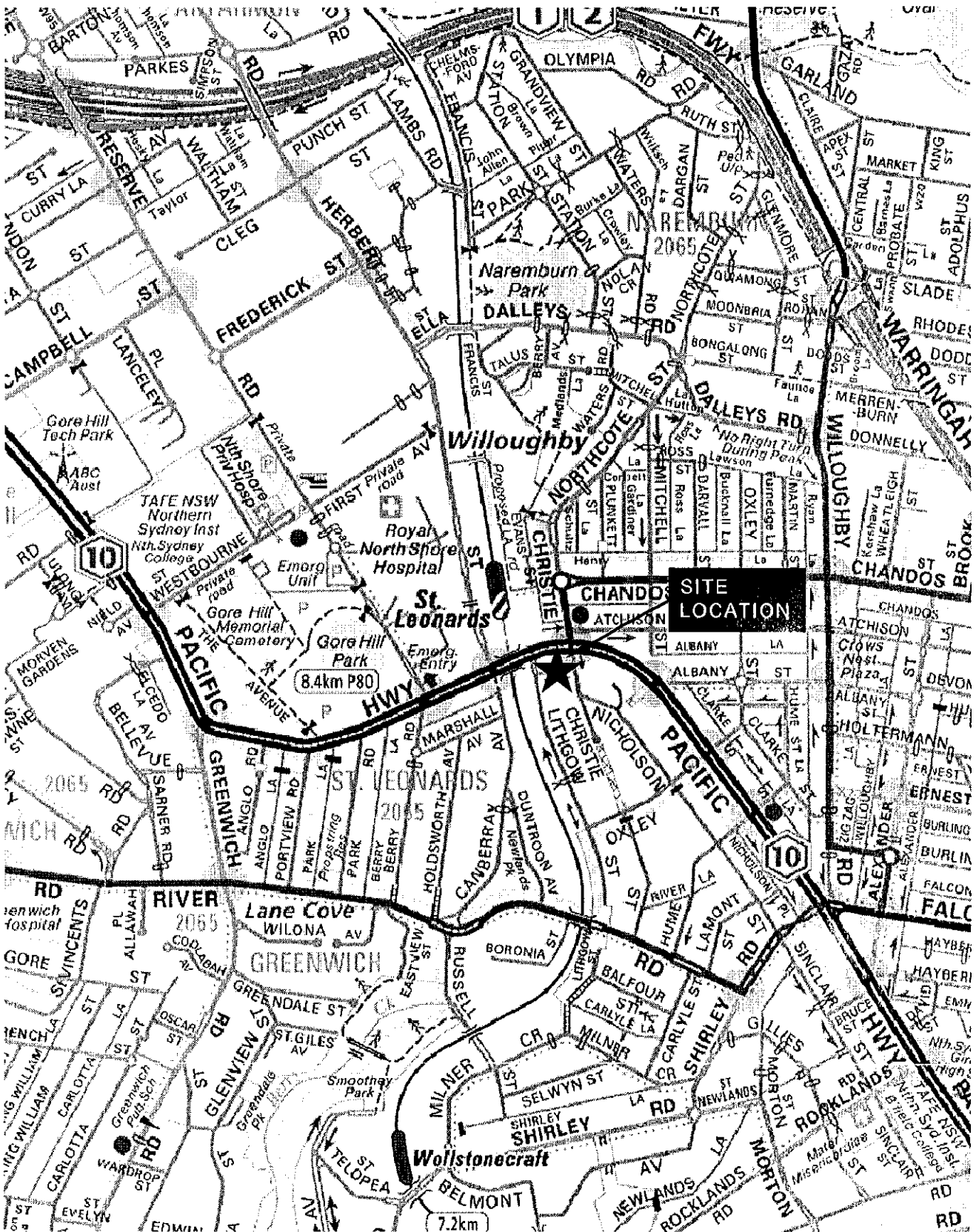


- 2.75 The planning proposal for the site will form an input to the St Leonards South precinct planning study, with its traffic effects of a 14:1 FSR and the potential larger development being considered as part of that study.

Summary

- 2.76 In summary, the main points relating to the transport aspects of the planning proposal are as follows:
- i) part of the site has development consent for a commercial development of some 31,211m<sup>2</sup>;
  - ii) council is undertaking a planning study for the St Leonards South precinct, including a traffic micro-simulation model for the area;
  - iii) the planning proposal would provide for a mixed use development including some 6,855m<sup>2</sup> commercial, 905m<sup>2</sup> retail and 450 residential units, equivalent to a FSR of 14:1;
  - iv) there are also planning provisions which would provide for a larger development, including some 3,866m<sup>2</sup> commercial, 4,170m<sup>2</sup> retail and 628 residential units;
  - v) the planning proposal is consistent with the planning for St Leonards as a strategic centre;
  - vi) the development would increase employment, retail and residential densities close to existing public transport services and is consistent with government objectives to reduce private car travel and encourage public transport use;
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- vii) appropriate on-site parking for cars and bicycles will be provided, consistent with reduced parking provision for locations with good public transport access;
- viii) access, internal circulation and layout will be provided in accordance with Australian Standards;
- ix) the traffic generation of the proposed development with 14:1 FSR would be similar to the approved development on the site;
- x) the increase in traffic generation as a result of a larger development would be some 70 and 240 vehicles per hour two-way during weekday morning and afternoon peak hours respectively, compared to the approved development; and
- xi) the planning proposal for the site will form an input to the St Leonards South precinct planning study, with its traffic effects being considered as part of that study.



Location Plan