



753 Pacific Highway & 15 Ellis Street, Chatswood Planning Proposal Traffic & Transport Report

Prepared for:
Ellis Street Development Pty Ltd

16 September 2020

The Transport Planning Partnership

E: info@tpp.net.au

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Planning Proposal Traffic & Transport Report

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APPENDICES

A. RMS CORRESPONDENCE – SP2 ZONE

1 Introduction

This *Traffic and Transport Report* has been prepared to accompany a Planning Proposal by Ellis Street Development Pty Ltd for land at Chatswood described as SP6576, No. 753 Pacific Highway Chatswood and SP53910 No. 15 Ellis Street, Chatswood.

The site is located some 250 metres from the Chatswood Transport Interchange and has been identified by the *Chatswood CBD Planning and Urban Design Strategy* (the CBD Strategy) as a site within the corridor between the Chatswood CBD and Mowbray Road which has opportunities for increased development density.

The Planning Proposal seeks to amend the Willoughby Local Environmental Plan 2012 (WLEP 2012) and rezone the land zoned R4 High Density Residential to B4 Mixed Uses. A narrow strip of land zoned SP2 Infrastructure is to be retained.

It is acknowledged that in July 2020, the NSW Department of Planning, Industry and Environment (the Department) provided Willoughby City Council (Council) with endorsement of the amended *Chatswood CBD Planning and Urban Design Strategy*. The endorsement was subject to the inclusion of the recommendations of the *Chatswood CBD Strategic Study – Future (Transport) Conditions Report* prepared by ARUP.

Both the Chatswood CBD Planning and Urban Design Strategy and the Chatswood CBD Strategic Study – Future Conditions Report set the vision and development context for the planned growth and evolution of the Chatswood CBD and its surrounds. The site of the planning proposal for 753 Pacific Highway and 15 Ellis Street are part of this vision.

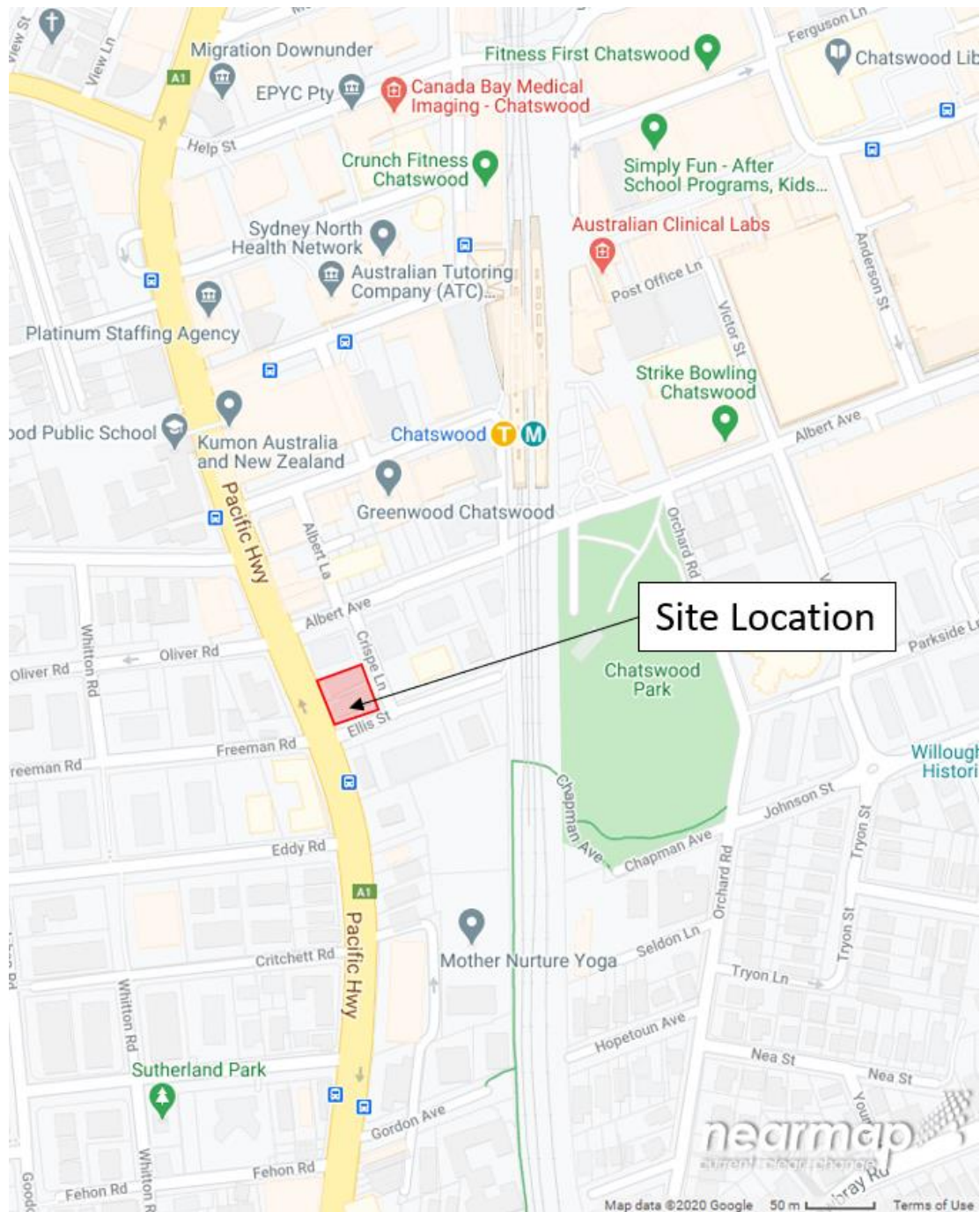
The purpose of the traffic and transport assessment presented herein, is to consider the transport implications of the planning proposal for the site in the context of these planning strategies. Specifically, the assessment considers the consistency of the Planning Proposal with the transport objectives, assumptions and planned supporting infrastructure for the future development of the Chatswood CBD.

2 The Site

2.1 Site Location

The Planning Proposal site is bounded by Pacific Highway to the west, Ellis Street to the south and Crispe Lane to the east (see Figure 2.1).

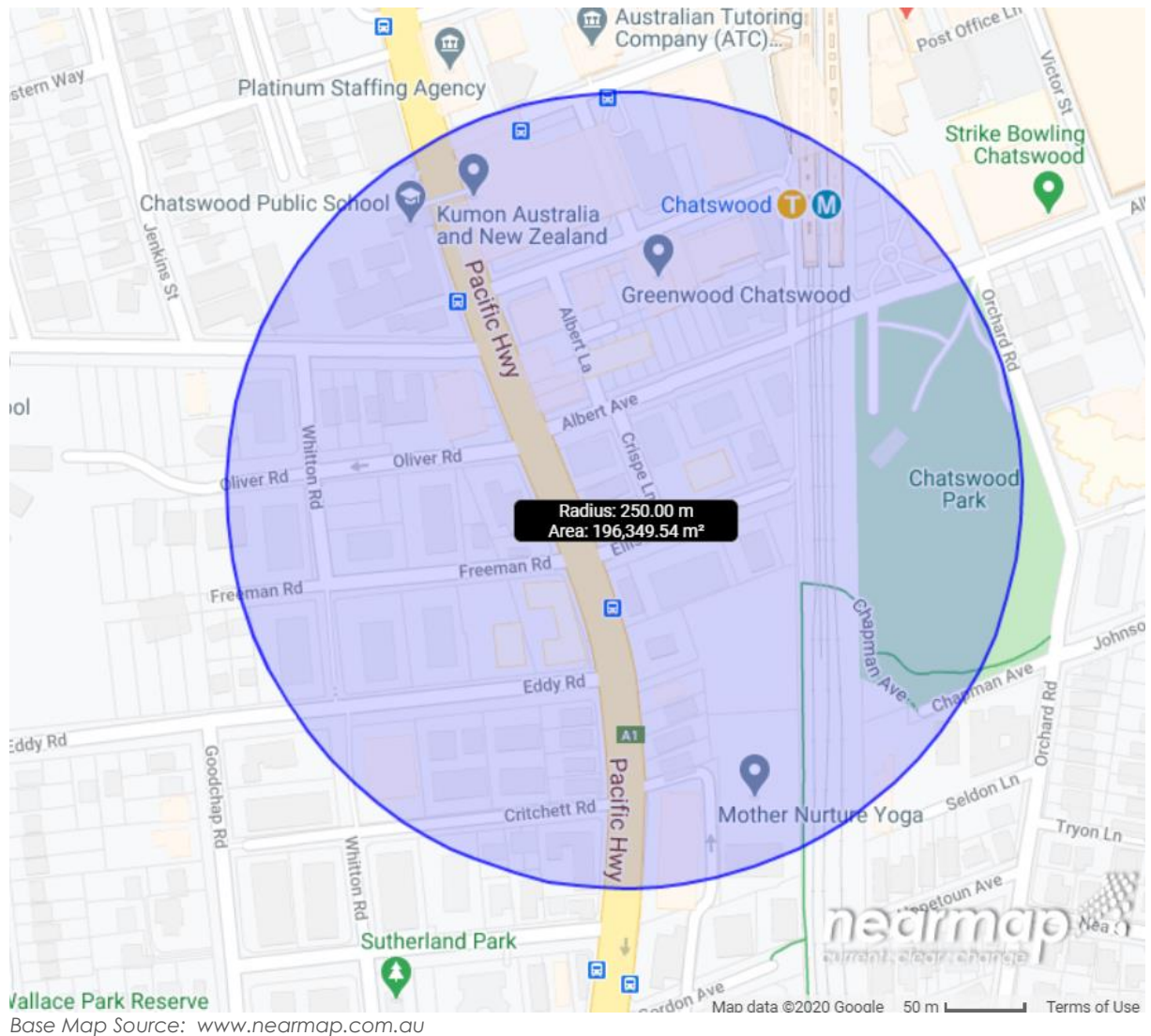
Figure 2.1: Site Location



Base Map Source: www.nearmap.com.au

As shown in Figure 2.2, the site is located approximately 250m of the Chatswood Transport Interchange which offers excellent access to a range of rail, metro and bus services along with the range of education, retail, commercial and civic facilities within the Chatswood CBD.

Figure 2.2: Proximity to Chatswood Transport Interchange



2.2 Existing Conditions

The site is currently occupied by two separate medium density residential flat buildings comprising a total of 14 residential apartments.

On site car parking for the buildings on the site is currently provided via a number of driveways along the site's frontage to Ellis Street and Crispe Lane. The extent of existing vehicle crossovers (driveways) is shown in Figure 2.3.

Figure 2.3: Existing Site Vehicle Access Driveways



Base Map Source: www.nearmap.com.au

The Pacific Highway is a State Road and an arterial road providing the primary vehicle link between the City CBD and Hornsby. At the site, the Pacific Highway currently provided 6 traffic lanes with lane configurations subject to peak period tidal flow arrangements.

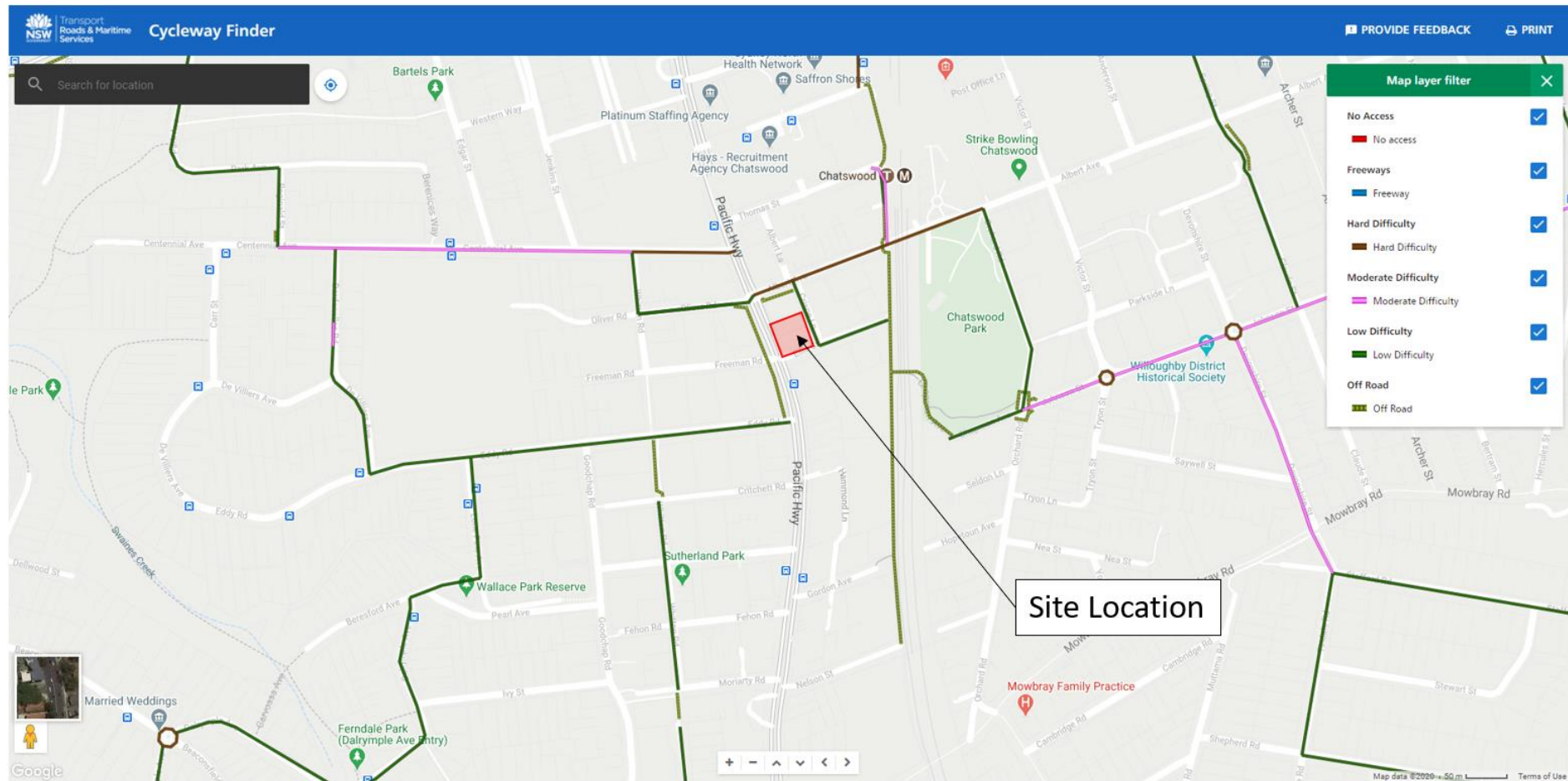
Albert Street, to the north of the site, provides a collector road link between the Highway and Chatswood along the southern side of the Chatswood CBD and a crossing of the railway line.

Ellis Street is a local street running from the Pacific Highway to a cul-de-sac at the railway line. Ellis Street effectively provides access to the residential properties along Ellis Street and a link to Crispe Lane.

Crispe Lane is a rear lane serving vehicle access driveways to the site and adjacent residential developments.

Crispe Lane is currently a designated on-road cycle route providing cycle access to the Chatswood CBD and surrounds.

Figure 2.4: Existing Cycle Linkages Surrounding the Site



Base Map Source: www.nearmap.com.au

3 Overview of Planning Proposal

3.1 Amendments to the WLEP 2012

The Planning Proposal for the site is seeking to amend the WLEP 2012 to rezone the whole of the site zoned R4 High Density Residential to B4 Mixed Use.

The rezoning would include redevelopment incentives for the subject land parcels, designed to encourage site consolidation and redevelopment in accordance with the development outcomes envisaged in the Chatswood CBD Strategy and subject to provision of public benefits in the form of affordable housing, road widening and additional developer levies.

The proposed building envelope can accommodate 1,113m² of floor space within a 2-4 storey podium and residential apartment tower above, with rooftop plant level.

3.2 Concept Plans

While it is noted that a future detailed development application (DA) would be prepared and lodged following the approval of the Planning Proposal and development control plan, concept plans have been prepared by Architecture Urbaneia to indicate likely built form, potential yields, set back arrangements and vehicle access arrangements.

The concept plans indicate a provision of :

- 55 residential apartments with a mix of 1, 2 and 3 bedrooms
- 1,113m² of commercial / retail floorspace
- Basement parking facility providing:
 - Access via a combined entry / exit driveway at Crispe Lane
 - 62 on site car parking spaces
 - motorcycle parking
 - secure bicycle parking
 - Courier, maintenance, loading bay
- At grade waste collection / delivery area with a drive through facility allowing vehicles to enter and exit in a forward direction.

The concept plans include a 7 metre building set back from the site boundary to the Pacific Highway.

This setback would include the 3 metre wide SP2 zoned land and an additional 4 metre setback as envisaged by the Chatswood CBD Strategy. The 7 metre setback will create an opportunity to implement significant landscaping and public domain improvements along the Pacific Highway.

4 Transport Assessment of Planning Proposal

4.1 Planning Proposal within the Chatswood CBD Context

4.1.1 Strategic Context

As noted above, the subject Planning Proposal site is located within a precinct identified by the Chatswood CBD Strategy as an area for future increased development density.

At its core the CBD Strategy is a comprehensive document that provides a platform for growth, management and direction of the Chatswood CBD for the next 20 years. The intention of the CBD Strategy is to boost and support new commercial development and promote good urban design within the CBD which align with the actions and priorities of the North District Plan.

In developing the CBD Strategy, it is recognised that the envisaged future development will bring increasing travel demands to, from and within the Chatswood CBD.

Thus, the *Chatswood CBD Strategic Transport Study*¹ (CCSTS) was undertaken to assess the impact of increased employment and dwelling forecasts outlined in the Chatswood CBD Strategy on the future transport network in Chatswood.

The study was undertaken in collaboration with Willoughby City Council and Transport for NSW (TfNSW). The study compares the existing TfNSW forecasts for increased travel demands compared to those resulting from the Chatswood CBD Strategy to identify transport infrastructure improvements beyond planned infrastructure to accommodate growth associated with the Chatswood CBD Strategy.

4.1.2 Planned Transport Infrastructure Improvements

As identified in the CCSTS there are a number of significant planned transport infrastructure schemes and initiatives that are planned for the Chatswood CBD and surrounds. These transport improvements include:

- Sydney Metro
- Willoughby Integrated Transport Study (ITS) directions for managing travel demand
- Chatswood to St Leonards Bicycle Route Improvement Plan
- Pacific Highway shared path (pedestrian & cyclists)

¹ *Chatswood CBD Strategic Transport Study, Future Conditions Report* prepared by ARUP, August 2020

- Anderson Street cycling improvements
- Chatswood CBD parking guidance system
- Rapid Bus Link (F-Line)

Each of these transport infrastructure improvements will improve the accessibility for movement to, from and within the Chatswood CBD.

4.1.3 Findings of the Chatswood CBD Strategic Transport Study

The key findings from the Chatswood CBD Strategic Transport Study are summarised to be:

- Chatswood will be a major centre in the future attracting a large number of inbound trips in the AM Peak (strong focus on employment trips). The Chatswood Interchange will be the focal point of these trips and this will have significant implications on the urban realm in the vicinity of the interchange.
- Walking will continue to be a major mode within the CBD precinct with walking trip connections between land use densification and the interchange.
- Cycling trips will increase, however, cycle infrastructure improvements will be required to increasing the anticipated mode share to cycling.
- Private vehicle trips will increase despite a mode shift to public transport.
- The finding of the CCSTS conclude that the Chatswood CBD Strategy will have an impact in the same order of magnitude as the current TfNSW forecasts and it is expected that the future Chatswood CBD transport network will be able to accommodate the envisaged future demands.

While the CCSTS concluded that the impact of the increased employment and residential development envisaged by the Chatswood CBD Strategy can be accommodated by the future transport network, the study made numerous recommendations as to further measures that could be used to refine and support Council's aspirations for the Chatswood CBD as set out in the Chatswood CBD Strategy.

These recommendations can be summarised to be:

- Walking and Cycling
 - Further support for bicycle network improvements
 - Provisions to encourage additional 'end of trip' facilities in the CBD
- Land Use and Public Realm
 - Movement and place approach to the CBD public realm
 - Focus on key corridors and space allocation within each corridor

- Public Transport
 - Harness the opportunities created with increased pedestrian traffic, particularly around the Interchange
 - Investigate bus capacity improvements
 - Accessing the capacity of the Interchange for all modes and introduction of the F-line services.
- Travel Demand Management
 - Measures to support sustainable travel patterns
- Road Network and Parking
 - Consider speed limit changes to encourage active / safe streets
 - Adjust major traffic flows to encourage pedestrian activity on key corridors
 - Parking management
 - Promote car share and on-demand facilities
 - Review parking rates for developments within the CBD to support demand management.
- Loading and servicing
 - Optimise on street loading operations and management
 - Encourage on-site loading for new developments with forward in / forward out vehicle movements.

4.1.4 Implications of Chatswood CBD Strategic Transport Study to Planning Proposal Site

As noted above, the Planning Proposal site at 753 Pacific Highway and 15 Ellis Street Chatswood has been identified within the Chatswood CBD Strategy as a site in a precinct envisaged for development with increased density.

As such the potential redevelopment of the Planning Proposal site was included in the assessment of future Chatswood CBD transport infrastructure needs, namely the Chatswood CBD Strategic Transport Study.

The findings of the study were that the future transport and road network for the Chatswood CBD would adequately accommodate the future demands of employment and residential growth in the Chatswood CBD including the Planning Proposal site.

With particular reference to the Planning Proposal site, the Chatswood CBD Strategic Transport Study did not identify a need for road widening or capacity improvements of the Pacific Highway / Albert Street intersection.

Thus the retention of the site's SP2 zoned land along the Pacific Highway frontage is not required for road widening (ie. additional traffic lanes).

Consultation with the then NSW Roads and Maritime Service (now TfNSW) was undertaken by the representatives of Ellis Street Development Pty Ltd regarding the future needs for the SP2 zoned land on the Planning Proposal site's frontage to the Pacific Highway.

Correspondence dated 17 June 2019 (see Appendix A) from Roads and Maritime Services stated that:

- Roads and Maritime can confirm it has no plans to utilise the SP2 zoned land on 753 Pacific Highway and 15 Ellis Street for future road widening;
- Roads and Maritime have subsequently provided updated advice to Willoughby City Council in order to remove the SP2 zoned land from Council's Local Environmental Plan
- Roads and Maritime support Council's plans for a future shared path along the eastern side of the Pacific Highway, which would need to be facilitated within the existing sites.

As described in Section 3 of this report, the Planning Proposal for the site includes the rezoning of the land R4 residential portions of the site to a B4 Mixed uses zoning. It has been proposed to retain the SP2 zoning as requested by Council. Notwithstanding this the rezoning of the SP2 Land would have been consistent with the findings of the Chatswood CBD Strategic Transport Study and the Roads and Maritime advice regarding the SP2 land.

It is noted that the Planning Proposal includes a significant setback of the building alignment along the Pacific Highway frontage such that there are provisions for the future shared path or road widening

4.2 Local Context

4.2.1 Parking Provisions

The requirements for on site car parking provisions are currently specified in the Willoughby DCP 2013. The DCP applies reduced parking rates for developments located with a "railway precinct" such as the Planning Proposal site.

For a "railway precinct" site, the DCP specifies the following parking rates:

- Studio: 0.5 spaces / apartment
- 1 bedroom: 1.0 space / apartment
- 2 bedroom: 1.0 space / apartment
- 3+ bedroom: 1.25 spaces / apartment
- Residential visitor: 1 space / 4 apartments
- Commercial: 1 space / 110m2 GFA

It is noted that these rates are not specified as either minimum or maximum rates.

The application of these DCP parking rates to the apartment and GFA yields envisaged by the Planning Proposal would indicate an on-site parking provision of 82 on site parking spaces.

It is noted that one of the key recommendations of the Chatswood CBD Strategic Transport Study (ARUP 2020) was to undertake a review of parking rates that apply to developments within the CBD Precinct (ie. includes this Planning Proposal site) to support the Travel Demand Management approach and encourage a shift to sustainable modes of travel.

The provision of reduced and maximum parking rates for development within the CBD precinct as implied by the *Chatswood CBD Strategic Transport Study* (ARUP 2020) is consistent with Council's *Integrated Transport Strategy* (Direction 5).

The concept plans for the Planning Proposal site, indicate a provision of 64 on site car parking spaces located within basement parking levels. While indicative, the proposed parking on site parking provision is reflective a reduce parking provision provided as a measure to reduce private vehicle travel to / from the development and encouraging sustainable modes of travel.

As such the proposed indicative parking provisions is consistent with the strategic transport objectives for development within the Chatswood CBD precinct.

It is noted that the concept plans for the Planning Proposal have also indicated spatial allocations within the basement parking area for motorcycle and bicycle parking. The provision of secure and accessible motorcycle and bicycle on-site parking is encouraged as a measure to further reduce the reliance on private car modes of travel.

The concept plans for the Planning Proposal development indicate that an efficient and compliant (AS2890) car parking layout and internal vehicle circulation can be provided by the development.

4.2.2 Traffic Generation Potential of the Planning Proposal

The application of RMS (now TfNSW) traffic generation rates for the proposed residential and commercial land uses for the Planning Proposal site indicates that development of the site would generate in the order of 15 vehicle trips in the AM Peak and 11 trips in the PM peak.

Noting that the site's existing land uses generate traffic of approximately 2-3 vehicles per peak hour, the net increase in traffic flows associated with the Planning Proposal development would be in the order of 9-12 vehicle trips per peak hour.

As documented in Section 4.1, the potential increased traffic generation of the site and the surrounding Chatswood CBD, has been included in the assessment of future road network operation as presented in the *Chatswood CBD Strategic Transport Study* (ARUP 2020). The conclusion of this assessment was that the surrounding road network and planned infrastructure would adequately accommodate traffic generated by the Planning Proposal site and surrounding development in the Chatswood CBD.

Notwithstanding the above, the generation of 9-12 additional peak period vehicle trips by the Planning Proposal site with access to / from Crispe Street would not have a discernible impact on the existing operation of the surrounding road network. Specifically, the function of Crispe Lane as a local access road would not be adversely impacted by the proposed development.

4.2.3 Site Access Arrangements

The concept plans for the Planning Proposal provide a vehicle access (entry / exit) driveway at Crispe Lane servicing the basement car parking facility.

The provision of vehicle access to / from the car park at Crispe Lane is consistent with the function of Crispe Lane as a local access road facilitating vehicle access to properties.

The access driveway is suitably located with setbacks from the Ellis Street intersection.

To facilitate forward entry and forward exit movements of service vehicles (including waste collection) an entry only driveway is proposed at Ellis Street at the location of the existing access to on site parking.

The provision of this access will allow a "drive through" arrangement whereby service vehicles can efficiently access the loading bay and maintain a forward vehicle path of travel (see Figure 4.1).

The service vehicle access arrangements have been provided to accommodate a Council garbage truck and a Heavy Rigid Vehicle (HRV) as defined by AS2890.1. It is noted that based on the relatively small size of the commercial floor space it is envisaged that Council's garbage vehicle would be largest vehicle expected to access the site rather than a HRV.

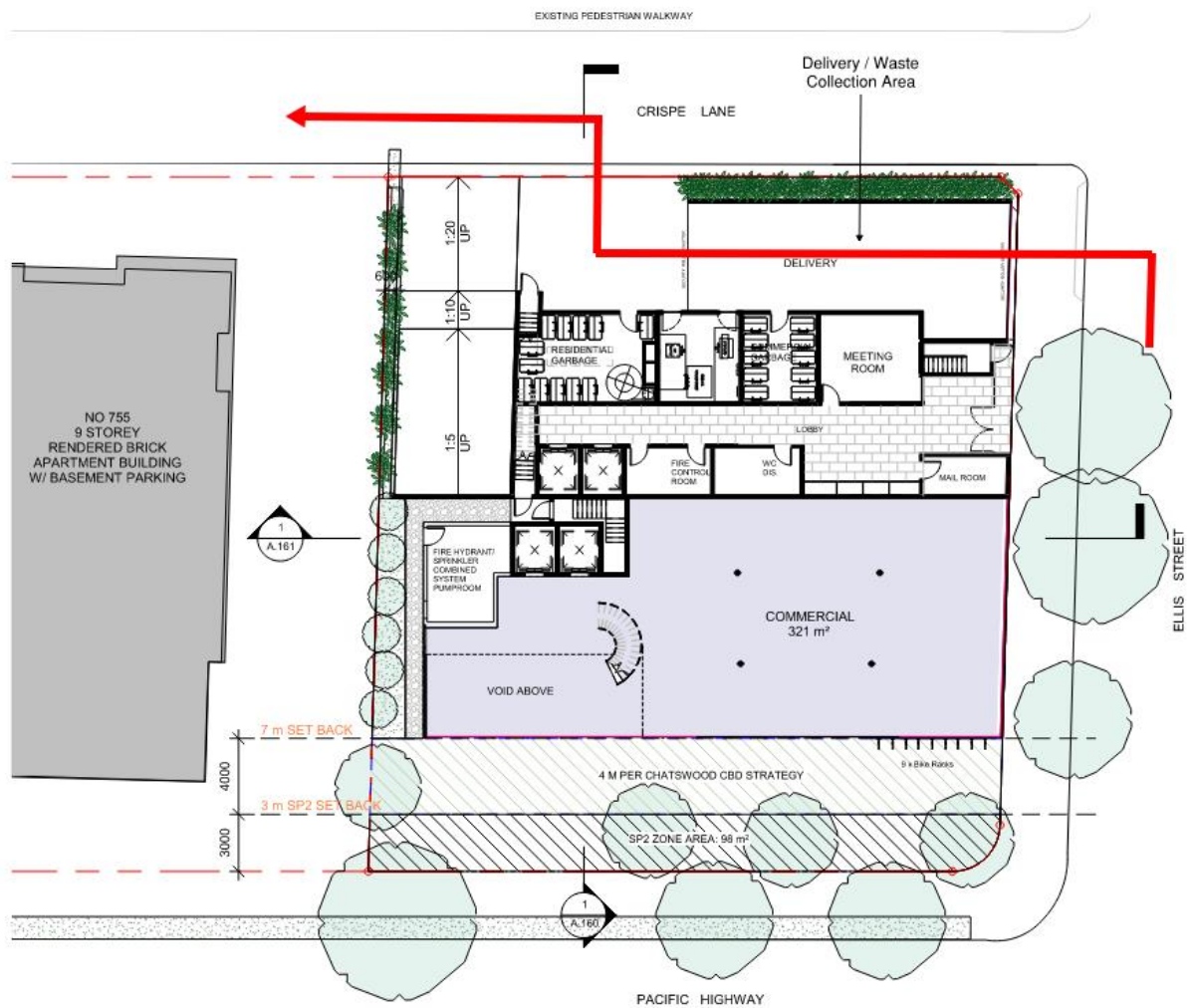


Figure 4.1: Service Vehicle Access Arrangements

4.2.4 Pacific Highway Frontage and Building Setback

As shown in the Concept Plans (see Figure 4.1), the Planning Proposal includes a significant setback (7 metres) of the building line from the site's boundary line on the Pacific Highway frontage, which accommodates 3m wide of land for future public domain dedication for a shared pedestrian and cycle path including landscaping.

As noted in Section 4.1, the *Chatswood CBD Strategic Transport Study* (ARUP 2020) concluded that the provision of land along the site's Pacific Highway frontage is not required for road widening purposes and requested this land be rezoned. This has been confirmed by correspondence from the RMS (see Appendix A).

Notwithstanding this, the planning proposal includes the retention of the SP2 Infrastructure zone Land along the Pacific Highway frontage as requested by Council.

5 Conclusions

Based on the analysis and assessment presented within this report, the following conclusions are made with regard to the Planning Proposal for the site located at 753 Pacific Highway and 15 Ellis Street, Chatswood:

- The future development of the Planning Proposal site (as proposed) has been considered as part of the *Chatswood CBD Strategic Transport Study* (ARUP 2020). This study concluded that the existing and planned transport infrastructure for the Chatswood CBD will adequately accommodate the travel demands associated with future development within the CBD as envisaged by the Chatswood CBD Strategy.
- The existing SP2 zoned land on site's frontage to the Pacific Highway is not required to accommodate road widening of the Highway. Confirmation from RMS recommends that the SP2 zoned land be rezoned to reflect the zoning on the remaining portion of the site. Notwithstanding this, the SP2 land has been retained as requested by Council.
- The dedication of a significant building set-back along the site's frontage to the Pacific Highway will allow for public domain improvements and provisions for potential shared pedestrian / cycle path ways or future road widening.
- The net change in traffic generated by the site will be minor and will not have discernible impact on the operation of the surrounding road network.
- The Concept Plans for the Planning Proposal indicates that development can be satisfactorily accommodated on the site with regard to:
 - Vehicle access arrangements
 - On-site parking provisions
 - Internal vehicle circulation
 - Service vehicle and waste collection arrangements

In conclusion, the proposed on-site car parking, bicycle parking and service vehicle facilities are satisfactory for the proposed development and represent a development that is consistent with the broader transport planning strategies that will be implemented for the Chatswood CBD.

Appendix A

RMS Correspondence – SP2 Zone

17 June 2019

Daniel Barber
Development and Planning Manager
Central Element
Level 17, 100 Miller Street
North Sydney NSW 2060

Dear Mr Barber,

753 PACIFIC HIGHWAY AND 15 ELLIS STREET, CHATSWOOD

Reference is made to your ongoing email correspondence between yourself and Mr Dean Simmonds, Network Development Leader, as well as your subsequent meeting with Roads and Maritime Services on 22 May 2019 with respect to the existing SP2 zoned land on the subject properties.

Roads and Maritime can confirm it has no plans to utilise the SP2 zoned land on 753 Pacific Highway and 15 Ellis Street, Chatswood for future road widening. Roads and Maritime have subsequently provided updated advice to Willoughby City Council in order to remove the SP2 zoned land from Council's Local Environmental Plan.

Further, as discussed at your meeting with Roads and Maritime on 22 May 2019, Roads and Maritime support Council's plans for a future shared path along the eastern side of the Pacific Highway, which would need to be facilities within the existing sites.

Should you wish to discuss this matter further, please contact Mr Dean Simmonds, on 0429 184 710.

Yours sincerely



Colin Langford
Director, North West Precinct

The Transport Planning Partnership
Suite 402 Level 4, 22 Atchison Street
St Leonards NSW 2065

P.O. Box 237
St Leonards NSW 1590

02 8437 7800

info@tpp.net.au

www.tpp.net.au