

PLANNING & INFRASTRUCTURE
Planning Unit

24 January 2023

Ms Carina Gregory
Senior Manager, Strategic Land Use
Land Use, Network & Place Planning, Greater Sydney
Transport for NSW
PO Box 973
Parramatta NSW 2124

Dear Carina,

**PP-2021-5395 DRAFT PLANNING PROPOSAL – 100 EDINBURGH RD CASTLECrag –
TRAFFIC ANALYSIS ISSUES**

I am writing in relation to your letter dated 11 November 2022 with regard to Planning Proposal PP 2021 – 5395 for the above property in Castlecrag, Willoughby. In your letter you noted:

1. An assessment of the cumulative traffic impacts as outlined in TfNSW's letter dated 7 August 2020 has not been fully addressed, noting that the site represents only 50% of development foreshadowed in Castlecrag under the Local Centres Strategy 2036.
2. Furthermore, TfNSW's comment in our previous letter requesting a revised traffic assessment that includes the future year 2036 scenario has also not been undertaken. As pointed out, the traffic analysis is based on the 2019 base year traffic flows and under this assessment the Eastern Valley Way / Edinburgh Road intersection is already operating at capacity (LoS E) in the AM and PM peak periods. The operation of the intersection beyond the 2019 base year, which also considers the cumulative traffic impacts generated by the local centres and local housing strategies, is unknown at this stage with the potential for the intersection to operate unsatisfactorily (LoS F) triggering the need for future intersection improvements.

Although the proposed development under PP2021-5395 indeed represents approximately half of the gross floor area (GFA) foreshadowed by 2036 under Council's **Willoughby Local Centre Strategy (LCS)**, it also represents almost all of the residential uplift proposed. This is shown in the following tables:

Table 1: Gross floor area (GFA) under Willoughby Local Centres Strategy 2036 (existing, proposed and uplift)

Land use	As per Willoughby Local Centres Strategy 2036		
	Existing GFA (sqm)	Potential GFA (sqm)	Increase GFA (sqm)
Residential	3,593	10,248	+6,654
Non-residential	4,760	6,287	+1,527
Total	8,353	16,535	+8,181

Note given the existing Quadrangle shopping centre has a floor area of 2,552sqm (all non-residential) and the concept plan proposal under PP202-5395 is for 1,740sqm, this represents a decrease of 812sqm in non-residential floor area.

Table 2: Gross floor area (GFA) proposed under PP2021-5395 Concept Plan

Land use	GFA proposed under PP 2021-5395 (sqm)
Residential	6,260
Non-residential	1,740
Total	8,000
Common areas etc.	1,300
Total	9,300

An assessment of both the existing and future (by 2036) Level of Service (LoS) of surrounding intersections under Council's LCS has been detailed in the **Traffic and Transport Plan (TTP – Cardno, 17 January 2020)** which Council commissioned to support the LCS.

The TTP showed that the worst LoS (for the Eastern Valley Way / Edinburgh Rd intersection) is already at a LoS 'F' in the Weekday AM peak period, and LoS 'D' in the Weekday PM and Saturday peak periods. There would be minor increases in delay times for this intersections by 2036, assuming a 100% development scenario for the whole centre.

The **Traffic Review** (Colston Budd Rogers & Kafes Pty Ltd, 1 September 2021) which accompanies PP2021-5395 provides the following commentary on the net effects of the proposal in terms of traffic generation (note the net decrease GFA figure of -772m2 differs slightly from the -812m2 above):

The planning proposal for the Quadrangle site envisages some 53 residential units and a decrease of some 772m2 in retail area. Applying the same generation rates as used in the TTP, the 53 residential units would generate an additional 10 vehicles per hour (two way) in the AM peak hour and an additional 8 vehicles per hour in the PM peak hour. Setting aside the decrease in retail area, the additional AM/PM peak hour traffic generated by the planning proposal (10 and 8 vehicles per hour, two way) is less than that assumed for the Quadrangle site in the TTP report for Castlecrag (17 and 25 vehicles per hour, two way). Thus the cumulative traffic effects of the planning proposal with other future development in Castlecrag have been considered in the TTP report.

Given the forecasting already done under the TTP and the Traffic Review, Council would suggest this an acceptable level of detail at this Planning Proposal stage. Further

assessment of traffic generation (and possible need for an upgrade of the Eastern Valley Way / Edinburgh Rd intersection) can be undertaken at the development application (DA) stage.

Council would welcome any additional comments from TfNSW following this letter. If you would like to discuss any aspects of Council's request on this matter, please do not hesitate to contact Strategic Planner Ian Shillington in the first instance on 9777 7620 or Ian.Shillington@Willoughby.nsw.gov.au or Council's Strategic Transport Planner on 9777 7655 or Andrew.Gillies@Willoughby.nsw.gov.au .

Yours sincerely,

A handwritten signature in dark ink, appearing to read 'N. Shankie-Williams', written in a cursive style.

NORMA SHANKIE-WILLIAMS
STRATEGIC PLANNING TEAM LEADER