

# LETTER

## Transport Engineering

REF: N139021

DATE: 5 November 2019

GFM Investment Management (GFMIML)  
as Trustee for the GFM Home Trust  
C/- Grocon Developments NSW Pty Ltd  
Level 4, 161 Castlereagh Street  
SYDNEY NSW 2000

Attention: Ms. Clair Boenne

Dear Clair

**RE: 524-542 PACIFIC HIGHWAY, ST LEONARDS – TRAFFIC GENERATION ANALYSIS**

### Background

GTA Consultants (GTA) previously completed a transport impact assessment for the proposed development to support a planning proposal for the site at 524-542 Pacific Highway, St Leonards, as outlined in Table 1.

**Table 1: Development proposal**

Use	Dwelling type	Size
Residential	1 bedroom	109
	2 bedrooms	239
	3 bedrooms	18
	<b>Total</b>	<b>366 apartments</b>
Commercial office space	-	5,471m <sup>2</sup> GFA
Child care	-	603m <sup>2</sup> GFA with 8 staff and potential for 32 children
Retail/ shop	-	118m <sup>2</sup> GFA
Gymnasium	-	677m <sup>2</sup> GFA and 18 staff
Commercial lobby	-	45 sqm

Grocon has since commissioned GTA to complete additional traffic analysis for the development site, to understand the difference in traffic generation between the submitted planning proposal and a policy compliant commercial-only scheme.

## Traffic Generation Analysis

### Option 1: Development Proposal

As part of the original transport impact assessment (GTA, November 2018), traffic generation for the proposal was calculated based on the car parking provision of 160 spaces. The proposal includes 112 residential and 48 commercial spaces, which is less than the requirements of the Lane Cove Development Control Plan, however it is considered acceptable (and indeed preferable) given the location of the site to be near St Leonards Station and the proposed Crows Nest metro station. Utilising traffic generation rates from the Roads and Maritime Services Guide to *Traffic Generating Developments* 2002 (the Guide) and Updated Traffic Surveys technical direction (TDT 2013/04a), the proposal was estimated to generate up around 65 and 62 vehicle trips in the AM and PM peak hours respectively. This is summarised in Table 2.

**Table 2: Anticipated traffic generation – Development Proposal**

Land use	Period	Traffic generation rates	Vehicle movements (vehicle trips per hour)
High density residential flat dwellings (112 car spaces)	AM peak	0.15 vehicle trips/ car space	17
	PM peak	0.12 vehicle trips/ car space	14
Commercial (48 car spaces)	AM peak	1 vehicle trip/ car space	48
	PM peak		
<b>Total</b>	<b>AM peak</b>	-	<b>65</b>
	<b>PM peak</b>	-	<b>62</b>

It is noted that Transport for NSW (TfNSW) and Roads and Maritime Services were consulted with respect to the planning proposal (pre-Gateway), with no objections or significant concerns raised. The TfNSW response letter is included as Attachment 1.

### Option 2: Compliant Commercial Development

With an assumed FSR of 17:1 for the site, an all-commercial development would result in approximately 28,412 square metres GFA. Utilising standard TDT 2013/04a traffic generation rates, this results in an anticipated traffic generation of 455 and 341 in the AM and PM peak hours respectively, as summarised in Table 3.

**Table 3: Anticipated traffic generation – Commercial-only Scheme**

Land use	Period	Traffic generation rates	Vehicle movements (vehicle trips per hour)
Commercial	AM peak	1.6 trips per 100 square metres GFA	455
	PM peak	1.2 trips per 100 square metres GFA	341

It is noted that the previous transport assessment was completed based on a trips per car parking space basis, with commercial spaces expected to generate one trip per space. Assuming the same parking provision as Option 1 proposal (160 spaces), however noting that these would now all be allocated to commercial uses, the proposed parking provision under an all-commercial development scenario would generate up to 160 trips in both the AM and PM peak periods. This is a minimum increase in traffic generation of approximately 150 per cent (circa 100 trips) from the submitted planning proposal, due to the residential use generating significantly less vehicle movements than the commercial use.

I trust the above provides an adequate summary of the likely difference in traffic generation of both development scenarios and demonstrates that commercial floor area and/ or parking spaces generates more traffic than a similar quantum of high density residential development. Opportunities for a combination of living and working in the Precinct may also further reduce traffic generation. Should you have any questions or require any further information, please do not hesitate to contact me on (02) 8448 1800.

Yours sincerely

**GTA CONSULTANTS**

A handwritten signature in black ink that reads "B. Maynard". The signature is fluid and cursive, with a period at the end.

**Brett Maynard**  
**Director**

encl.

Attachment 1 – TfNSW Response Letter

# ATTACHMENT 1

## TfNSW Response Letter

Christopher Fenton  
EG Funds Management  
Governor Phillip Tower  
Level 21, 1 Farrer Place  
SYDNEY NSW 2000

Dear Mr. Fenton

**Pre-Gateway Consultation for Planning Proposal – 524-542 Pacific Highway, St Leonards**

Thank you for your email dated 18 July 2019 inviting Transport for NSW (TfNSW) to review and comment on the subject matter. Roads and Maritime Services has jointly reviewed the subject matter and this letter is offered as a collectively response.

It is noted that the following documents are provided in the aforesaid email:

- The planning proposal completed by Ethos Urban
- The architectural scheme completed by PTW
- The traffic study completed by GTA

It is understood that the proposal has been lodged with Council and is currently at pre-Gateway stage. Therefore, a preliminary review of the proposal is provided.

It is noted that the proposed changes to the planning controls at the subject site are largely consistent with the controls recommended in the draft SLCN plan except for a lower non-residential FSR. On this note, it is recommended that the proposal should consider the relevant effects if it needs to comply with the recommended planning controls in the draft SLCN plan.

It is also noted that the documents indicate some concepts in relation to a vehicular egress to the Pacific Highway and waiting bays for the use of car lifts. A more detailed review on these matters would be required at the later development stage. As you may appreciate, this pre-Gateway consultation should not be viewed as an approval to the proposal and TfNSW would offer further review once the proposal is formerly referred by Council during the public exhibition process.

Thank you again for early consultation of your proposal and we appreciate the opportunity of reviewing it. For future correspondence regarding development proposal, please send it to [development@transport.nsw.gov.au](mailto:development@transport.nsw.gov.au).

Yours sincerely



13/8/2019

Mark Ozinga  
**Principal Manager, Land Use Planning and Development**  
**Customer Strategy & Technology**

CD19/05948