

Our Ref: 15018

14 July 2016

TWT Property Group Pty Ltd  
Suite 2, 9 Atchison Street  
ST LEONARDS NSW 2065

**Attention: Mr Anthony Holmes**

Dear Anthony,

**RE: NEW LIFE ST LEONARDS - CHANDOS STREET & ATCHISON STREET, ST LEONARDS  
PLANNING PROPOSAL : TRANSPORT IMPACT ASSESSMENT ADDENDUM #2**

A modified Planning Proposal is to be lodged by TWT Property Group Pty Ltd with **North Sydney Council** which seeks approval to rezone the 'Site' for the purpose of constructing a mixed use development.

The Site of the Planning Proposal includes the following properties:

- 75-79 Chandos Street;
- 58-62 Atchison Street; and
- 23-35 Atchison Street.

The Transport Planning Partnership Pty Ltd (TPPP) has been engaged by TWT Property Group to assess the traffic and transport implications of the proposed modified Planning Proposal for the Site. Specifically, Jason Rudd (Director of TPPP) was engaged to undertake the assessment as he was the author of the traffic studies prepared for the previous versions of the Planning Proposal for the Site whilst a Director of GTA Consultants.

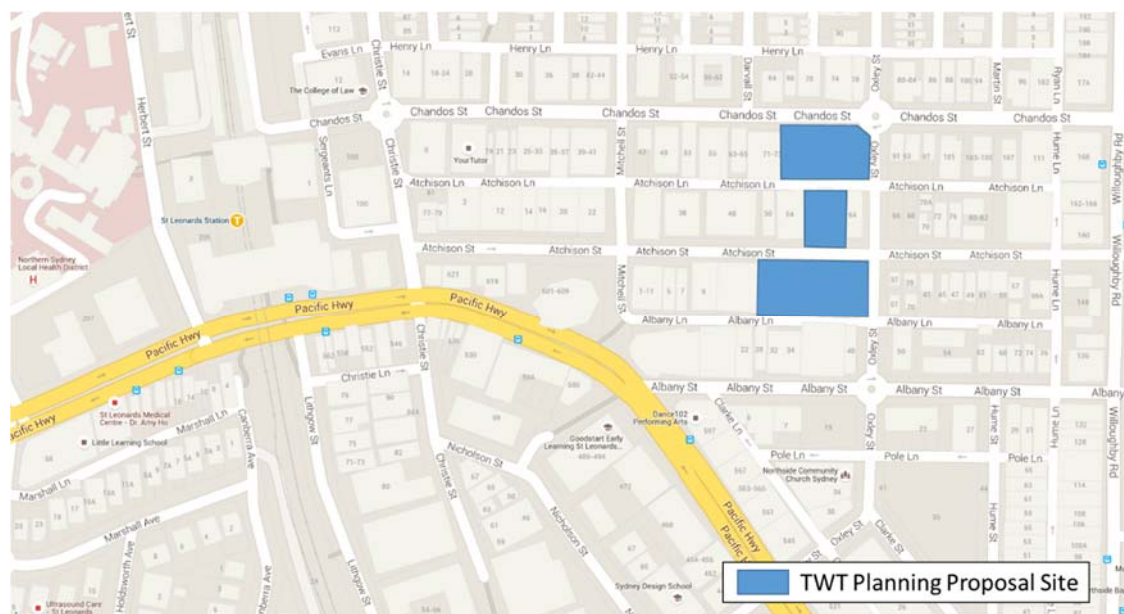
The purpose of this report is to present the assessment findings with regard to:

- Comparative assessment of various Planning Proposals for the Site;
- Consideration of existing traffic conditions in St Leonards generally; and
- Consideration of Sydney Metro transport infrastructure improvements.

## **LOCATION OF THE SITE**

The Site is generally bound by Chandos Street, Oxley Street and Albany Lane in St Leonards. The property lots which make up the Site are described above and are shown in Figure 1.

Figure 1 – Planning Proposal Site Location



Source: Google Maps 2016

The Site is located within easy walking distance of:

- St Leonards Railway Station and Bus Interchange;
- High frequency bus routes along the Pacific Highway and Willoughby Road;
- St Leonards town centre;
- Crows Nest urban village with its restaurants and retail land uses;
- Royal North Shore Hospital, which is a major employer in the area; and
- To be constructed Sydney Metro Crows Nest Station.

The proximity of the Site to the above transport infrastructure is shown in Figure 2.

## BACKGROUND TO TRANSPORT ASSESSMENT OF THE PLANNING PROPOSAL SITE

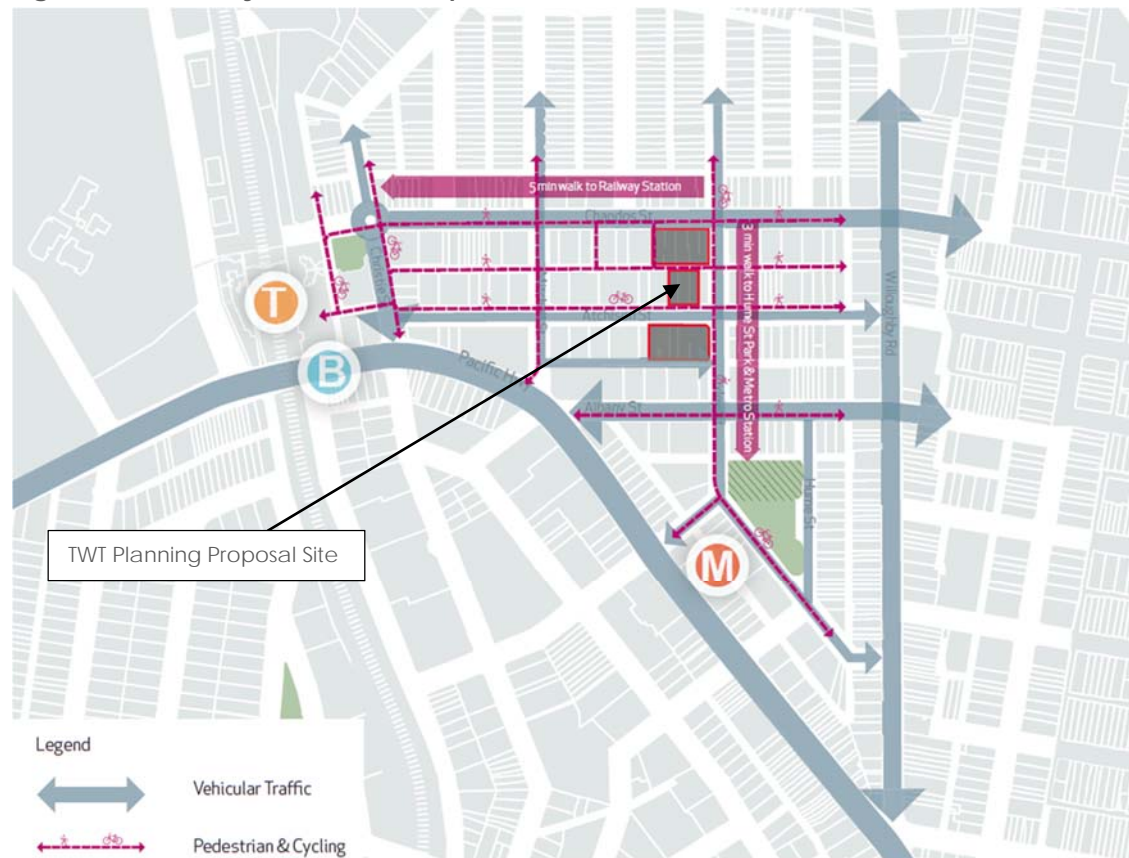
In August 2014, GTA Consultants prepared a Transport Impact Assessment<sup>1</sup> as part of a Planning Proposal for the Site. This assessment considered the traffic implications to surrounding road network associated with the development of 540 residential apartments and nearly 3,500m<sup>2</sup> of non-residential floor space on the Site.

The assessment which included traffic surveys and SIDRA modelling of existing road network conditions concluded that:

*“there is adequate capacity in the surrounding road network to cater for the traffic generated by the proposed development”.*

<sup>1</sup> Chandos Street and Atchison Street St Leonards, Planning Proposal Transport Impact Assessment (GTA Consultants, 5 August 2014)

Figure 2 – Proximity of Site to Transport Infrastructure



Source: AJ+C, July 2016

Through consultation with Council and the Department of Planning a modified Planning Proposal was presented to the Joint Regional Planning Panel (JRPP) in November 2015 in which the residential yields were reduced and non-residential floor space increased to better align with Council's strategic objective of retaining and promoting commercial floor space within the St Leonards CBD.

The modified proposal, taken to the JRPP was supported by an Addendum<sup>2</sup> to the Transport Impact Assessment prepared by GTA.

The Addendum concluded that:

*"the revised yield is anticipated to generate some 90 to 97 vehicle movements per peak hour which is comparable to the previous level of traffic generation anticipated."*

*"The revised assessment indicates that there will be minimal change to the surrounding transport network (as previously assessed by GTA) as a result of the revised development yield."*

<sup>2</sup> Chandos Street and Atchison Street St Leonards, Planning Proposal Transport Impact Assessment Addendum (GTA Consultants, 7 January 2015)

In essence the Addendum assessment concluded that the findings of the original Transport Impact Assessment (GTA 2014) remained relevant and consistent for the Planning Proposal of the Site as presented to the JRPP in November 2015.

A comparative assessment of the traffic generation associated with the various development scenarios represented by the Planning Proposals as assessed is provided in following sections of this report.

It is noted that both the GTA assessments were prepared prior to the release of the EIS for the Sydney Metro Chatswood – Sydenham Project and thus they didn't consider the potential significant benefits to St Leonards associated with a new Metro Station and the attractiveness of public transport modes of travel for potential development on the Site and St Leonards generally.

## OVERVIEW OF PLANNING PROPOSAL DEVELOPMENT YIELDS

The modified Planning Proposal is for the same Site as considered in the previous transport impact assessments.

A summary of the Planning Proposal development yield is provided in Table 1 and compared with the development yields of previous planning proposals for the Site.

**Table 1 – Planning Proposal Development Yield (Indicative)**

Land Use	Development Scenario		
	GTA Report Aug 2014	GTA Report Jan 2015	Current Proposal July 2016
Residential Apartments	540	492	360
Non Residential Floor Space (m2) Commercial / Retail / Cultural	3,493	5,848	7,845
Car Parking Spaces - residential - non-residential - total	408 9 417	368 15 383	297 29 <sup>1</sup> 326

Notes: 1. This figure does not include any relocated existing public spaces provided on Site as part of public domain improvements.

Table 1 indicates that the residential apartment yields currently proposed by the Planning Proposal are significantly less than the levels proposed as part of the August 2014 Transport Assessment. The reduction in apartments is associated with a conversion of residential to non-residential floor space.

The reduction of residential apartments is also associated with a reduction in the total number of car parking spaces envisaged to be provided on Site as part of future development.

It is noted that the envisaged car parking provisions shown in Table 1 reflect the relevant car parking controls set out in North Sydney Council's Development Control Plan (DCP) 2013.

Furthermore, bicycle parking, car share and loading dock facilities will need to be accommodated within the development proposals in line with Council's DCP requirements.

## TRAFFIC GENERATION POTENTIAL OF PLANNING PROPOSAL AND IMPLICATIONS

The traffic generation potential of the current Planning Proposal for the Site has been estimated utilising the same traffic generation rates as those presented in the previous transport assessments.

The estimated traffic generation of the current proposal is shown in Table 2.

**Table 2 – Planning Proposal (July 2016) Estimated Traffic Generation**

Land Use	Apartments / Floor Area (m2)	Traffic Generation Rate (veh/hr)		Traffic Generation Trips (veh/hr)	
		AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr
Residential	360 apartments	0.14 trips / apartment	0.07 trips / apartment	50	25
Non-Residential	7845 (29 car spaces)	1 trip / car space	2 trips / car space	29	58
<b>Total</b>				<b>79</b>	<b>83</b>

A comparison of the traffic generation potential of the current Planning Proposal (July 2016) and previously assessed development scenarios is set out in Table 3.

**Table 3 – Planning Proposal (July 2016) Estimated Traffic Generation**

Development Scenario	AM Peak (veh/hr)	PM Peak (veh/hr)
2014 - August	82	98
2015 - January	97	90
2016 - July	79	83
Nett Change 2014 to 2016	-3	-15

Table 3 indicates that the current Planning Proposal (July 2016) would generate less traffic during the peak hour periods than the development considered and assessed as part of the original Planning Proposal (August 2014).

Observations of the existing road network operation surrounding the Planning Proposal Site have been undertaken by TTPP in June 2016. These observations indicated that current traffic flows on the surrounding road network are consistent with the traffic levels surveyed in May / June 2014 as part of the original GTA transport assessment (August 2014).

Therefore, given that background traffic conditions have not change and the traffic generation potential of the Planning Proposal site has been reduced compared to the previous traffic assessments, it can be accepted that the conclusions presented in the previous traffic reports remain valid for the current proposal. Namely that the surrounding road network can adequately accommodate the traffic generation of the Planning Proposal as envisaged for the Site.

It should also be acknowledged that the Planning Proposal Site is currently occupied by a range of commercial / retail / cultural uses, each of which generates existing traffic. This existing traffic generation would not occur and be replaced by traffic associated with the Planning Proposal, should it proceed.

Observations by TTPP indicate that approximately 75 car parking spaces are currently provided on site within the existing uses of the Planning Proposal Site. In addition to these spaces a car repair business operates from one of the lots (31 Atchison Street).

It is noted that Planning Proposal would reduce the existing number of on site car parking spaces allocated to non-residential development. The reduction of car parking spaces will increase the attractiveness of alternate modes of transport (ie. public and active transport) for non-residential land uses.

Using the same traffic generation rates as applied to car parking spaces for the Planning Proposal development scenarios and observations of the car repair use, it is estimated that the existing uses of the site have the potential to generate approximately 80 and 160 trips per AM and PM peak hours respectively.

The existing potential traffic generation is compared with the current Planning Proposal traffic generation potential in Table 4.

**Table 4 – Planning Proposal (July 2016) Estimated Traffic Generation**

Development Scenario	AM Peak (veh/hr)	PM Peak (veh/hr)
Existing Site Land Uses	80	160
2016 - July	79	83
Nett Change 2014 to 2016	-1	-77



As shown in Table 4, the reduction of “destination” car parking spaces for non-residential land uses will potentially result in a nett decrease of Site traffic generation with the Planning Proposal development.

## SYDNEY METRO – CROWS NEST STATION

In May 2016, Transport for NSW released an Environmental Impact Statement for the Sydney Metro – City and Southwest, Chatswood to Sydenham metro line.

The Sydney Metro includes construction of a rail way station at “Crows Nest” with entrances at Oxley Street and Hume Street. An extract from the EIS is reproduced below showing the new station details.

Figure 3 – Proposed Sydney Metro Crows Nest Station



Source: Sydney Metro, Chatswood to Sydenham Environmental Impact Assessment (May 2016) prepared by Jacobs Group (Australia) and Arcadis Australia Pacific Pty Ltd

As shown in Figure 2 above, the new Metro Station will be located within 3 minutes' walk of the Planning Proposal Site. This will be in addition to the St Leonards Railway Station which is located within 5 minutes walk of the Site.

As such future employees, residents and visitors of the Site will have a choice of two separate rail lines to use each within very convenient walking distance.

It is considered that the development of the Sydney Metro with a station in such close proximity will enhance the attractiveness of public transport as a mode of travel and further increase the already high levels of public transport use by people to and from St Leonards.

## CONCLUSIONS

This report has been prepared to consider the traffic implications associated with the modified Planning Proposal for the TWT Property Site at St Leonards.

The potential traffic and transport implications of development on the Site has been considered as part of previous Planning Proposals.

The assessment presented in this report has concluded that:

- The road network operating conditions have been observed in 2016 to be consistent with those conditions surveyed and assessed as part of the August 2014 Transport Assessment for the Site;
- The modified Planning Proposal as represented by the July 2016 development scenario would potentially generate less traffic than previous proposals for the site. As per previous assessments it can be concluded that the surrounding road network can adequately accommodate traffic generation associated with the Planning Proposal development.
- Compared to the existing uses of the Site, the reduction of non-residential car parking spaces (ie. destination parking) by the Planning Proposal will potentially result in a nett reduction or no change compared with existing Site uses.
- The construction of the Sydney Metro rail line with a new station within 3 minutes walk of the Site will facilitate urban developments such as the Planning Proposal and further enhance St Leonards functionality as a Transit orientate hub for travel to, from and through the centre.

Should you have any queries regarding the above or require further information, please do not hesitate to contact us at TTPP Pty Ltd on (02) 8437 7800.

Yours sincerely,



Jason Rudd  
Director