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Attention: Taylor Vernon – Senior Urban Planner

RE: Planning Proposal, 41 McLaren Street, North Sydney

Dear Taylor,

I refer to our recent discussions on this project in relation to the Gateway Review Justification Assessment (GRJA) prepared by the NSW Department of Planning & Environment (DPE). The GRJA was requested by North Sydney Council and its purpose is to, “*outline the planning proposal, the reasons why the original Gateway determination was made and to consider and assess the request for a review of a Gateway determination*”.

It is noted that Ason Group has previously undertaken traffic and parking analysis of the subject proposal, including the preparation of a Traffic Impact Assessment dated 31 August 2017 (the 2017 TIA).

## Background

The GRJA indicates that one of Council's comments is that additional information required under Condition 1(e), “*should have been conducted during the process of the assessment of the planning proposal and certainly prior to the issue of the Gateway determination*”.

Condition 1(e) states the following:

**Condition 1(e)** – *assess the traffic and parking impacts of the proposal. And consider no increase in the provision of on-site parking beyond that currently accommodated within the site*

Whilst this condition directly references the existing commercial car parking on-site, it is understood that the true intention of the condition is traffic related and that the overall objective is to manage future peak hour traffic from/to the Site such that it is less than or equal to the traffic generation of the current commercial development on the Site.

The conclusion of the GRJA is that Condition 1(e) is, “*required to be completed to the satisfaction of the PPA prior to agency and community consultation*” and if the condition has not, “*been satisfied, agency and community consultation cannot be commenced*”.

## Objective

The purpose of the assessment covered by this Traffic Statement is to satisfy Condition 1(e) as required by the GRJA. In order to do this – and having consideration for the true intention of the condition to manage future traffic generation – the objective of the assessment is to analyse the traffic generation of the proposed parking provision and compare it with the traffic generation associated with the on-site parking currently accommodated within the Site.

The following section summarises the findings of the assessment. It is worth noting that in accordance with the wording of Condition 1(e), no increase in on-site parking was considered; however, in order to reduce traffic impacts below current levels, the Proposal's parking provision delivers a significant reduction in commercial car parking on-site. This approach acknowledges that commercial (office) car parking – which is categorised as ‘destination’ parking – generally has high traffic generating characteristics as

employees with access to a parking space are very likely to drive to work regardless of a Site's accessibility to public and alternative transport.

For the same reason, the provision of residential 'origin' car parking has less of an impact on peak hour traffic generation. In other words, if an employee does not have access to a parking space at their place of work (destination) they are unlikely to drive to work regardless of whether they have 1 or several parking spaces at their residence (origin).

## **Traffic and Parking Assessment**

### Existing Site Traffic Generation

The Site currently accommodates an 8-storey commercial development with 91 parking spaces across 2 basement levels. Because the development accommodates a 'constrained' level of parking, it is appropriate to base traffic generation on a 'trip per parking space' rate.

Using survey data from the *2013 RMS Guide to Traffic Generating Developments – Updated traffic surveys* (the RMS Guide Update) the 2017 TIA adopted the following peak hour traffic generation volumes for the existing commercial development with 91 car parking spaces:

- 35 trips during the AM peak hour @ 0.38 trips per parking space
- 29 trips during the PM peak hour @ 0.32 trips per parking space

The trip rates adopted were based on survey data for a commercial development located at 100 Arthur Street, North Sydney, which is considered comparable to the existing development in terms of parking provision and public transport accessibility noting its close proximity to North Sydney railway station.

### Planning Proposal Traffic Generation

The Planning Proposal seeks to deliver a mixed-use commercial and residential development on the subject site. In terms of car parking, the Planning Proposal would provide a total of 192 parking spaces (in accordance with Council's DCP) consisting of:

- 18 commercial parking spaces, and
- 174 residential parking spaces.

It is noteworthy that the Planning Proposal aims to deliver a significant reduction in on-site commercial (destination) parking spaces from the existing 91 spaces to just 18 spaces.

Based on the 2017 TIA adopted trip rates, the commercial component of the proposed mixed-use development with 18 parking spaces would generate:

- 7 trips during the AM peak hour
- 6 trips during the PM peak hour

With regard to the residential component, we have reviewed the survey data of the RMS Guide Update and consider the following 'trip per parking space' rates for residential development as relevant having regards for the characteristic of the proposed residential development:

- St Leonards:
  - 0.10 trips per space (AM peak hour)
  - 0.09 trips per space (PM peak hour)
- Chatswood:
  - 0.05 trips per space (AM peak hour)
  - 0.07 trips per space (PM peak hour)

It is noteworthy that when compared with the commercial parking trip rate, the relatively low traffic generation per space confirms that residential 'origin' car parking has significantly lower traffic impacts than commercial 'destination' car parking.

Using the 'higher' (more onerous) trip rates the residential component with 174 parking spaces would conservatively generate:

- 17 trips during the AM peak hour @ 0.10 trips per parking space
- 12 trips during the PM peak hour @ 0.07 trips per parking space

Accordingly, the proposed mixed-use development is forecast to generate a total of:

- 24 trips during the AM peak hour
- 18 trips during the PM peak hour

#### Comparative Traffic Generation Analysis

By comparing the above with the adopted traffic generation of the existing commercial development with 91 commercial parking spaces, the analysis concludes that the Planning Proposal's mixed-use development – with a significantly reduced commercial car parking provision – would generate:

- 11 fewer trips during the AM peak hour, a 31% reduction in traffic
- 11 fewer trips during the PM peak hour, a 38% reduction in traffic

#### **Conclusion**

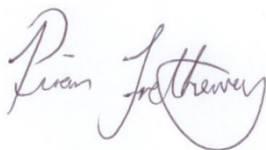
In accordance with the GRJA and its requirement that Condition 1(e) be completed prior to agency and community consultation, the above analysis was undertaken to assess the traffic and parking impacts of the Proposal.

The analysis concludes that the proposed mixed-use development with 192 residential parking spaces – and a significantly reduced commercial car parking provision of just 18 spaces – is anticipated to result in a significant reduction of 31-38% in commuter peak hour traffic attributable to the Site.

In summary, the analysis demonstrates that the mixed-use development proposal does achieve the overall objective of Condition 1(e) and would manage future peak hour traffic from/to the Site such that it is less than or equal to the traffic generation of the current commercial development on the Site. It is therefore concluded that Condition 1(e) has been satisfied.

I trust the above is satisfactory for your current requirements. Should you have any queries, please contact the undersigned.

Yours sincerely,



Piran Trethewey

**Director – Ason Group**

