

13 July 2020

TfNSW Reference: SYD20/00479

Council Ref: PP/2020/3

Ms Debra Just  
The Chief Executive Officer  
Willoughby City Council  
PO Box 57  
Chatswood NSW 2057

Attention: Ian Shillington

Dear Ms Just

**Planning Proposal: 2 - 12 Chandos Street, St Leonards**

Reference is made to Council's correspondence dated 1 May 2020 regarding the above proposal, which was referred to Transport for NSW (TfNSW) for comment. It is noted that the planning proposal seeks to amend the Willoughby Local Environmental Plan 2012 as follows:

- rezone the site from B3 Commercial Core to B4 Mixed Use;
- increase the floor space ratio from 2.5:1 to 34.5:1; and
- increase in the Height of Building from 20 metres to 243 metres.

The amended planning controls will facilitate a mixed use development indicatively comprising of the following:

- 72 storeys in height (5 storeys - commercial, 61 storeys – residential, and 6 storeys for car parking.)
- 438 Residential units, 5000sqm for office space and 80sqm for a restaurant.

We note that the subject site falls within the St Leonards Crows Nest Planned Precinct. We understand there is a draft Special Infrastructure Contribution (SIC) plan proposed for development in the Precinct which will collect contributions towards State and regional infrastructure to support the future growth. If the proposal proceeds prior to finalisation of the SIC, an agreement (e.g. VPA) should be entered into to ensure developer contributions are obtained on an equitable basis towards regional transport infrastructure upgrades to support future growth in the Precinct.

Detailed comments on the proposal are provided at **Attachment A** for Council's consideration. We request that these matters are considered and addressed (where appropriate) prior to public exhibition of the planning proposal following the issue of a Gateway determination.

Thank you for the opportunity to provide advice on the subject planning proposal. Should you have any questions or further enquiries in relation to this matter, please don't hesitate to contact Ilyas Karaman on 0447 212 764 or via email: [development.sydney@transport.nsw.gov.au](mailto:development.sydney@transport.nsw.gov.au)

Yours sincerely

A handwritten signature in black ink, appearing to read 'RDavis', with a stylized flourish at the end.

Rachel Davis

**A/Senior Manager Strategic Land Use**

**Land Use, Networks & Development, Greater Sydney Division**

## **Attachment A: TfNSW Comments**

TfNSW provides the following comments on the proposal and recommends these matters be addressed prior to the exhibition and finalisation of the planning proposal:

### Pedestrian & Cycling Access to St Leonards Rail Station

TfNSW supports the recommendation in the Transport and Access Plan that consideration be given to how the proposal may be integrated with any proposed walking and cycling connection over the St Leonards Station under the draft St Leonards and Crows Nest Plan 2036.

It is noted that the architectural plans indicate a proposed access to the rail station via the new development. TfNSW would require such access to be an accessible path with the lift available 24/7 with a minimum capacity of 17 persons. Early consultation should be undertaken with TfNSW (Sydney Trains) with regards to any proposed access to the station and other specific design requirements.

### Traffic Assessment

TfNSW advises a more detailed transport assessment should be undertaken following the issue of a Gateway determination, as recommended in the Transport and Access Plan, including an updated traffic survey and intersection modelling.

The traffic modelling should consider any potential impacts from the proposal to the traffic signals at the Pacific Highway and Christie Street intersection and the intersection of Chandos Street and Christie Street, and evaluate traffic impacts in greater detail to determine any intersection upgrades that may be required. Traffic growth rate plots can be provided by TfNSW to assist in capturing the cumulative impact of Precinct growth on roads surrounding the site, for consideration in any future year modelling.

TfNSW notes that the draft St Leonards and Crows Nest Plan 2036 infrastructure list identifies potential improvements required for the intersection of Chandos Street and Christie Street, subject to further investigation. This should be considered in the assessment. Council may also wish to consider whether improvements at this location would have any impact on the subject site and whether any land may be required from the subject site to facilitate the works, which may require additional setbacks along the site boundaries.

The detailed traffic assessment should also address how vehicles may travel through Evans Lane and onto Christie Street in a safe manner without any queueing.

### State and Regional Transport Contributions

We understand there is a draft SIC levy proposed for development in the Precinct which will collect contributions towards State and regional infrastructure to support the future growth. If the subject proposal proceeds prior to finalisation of the SIC, an agreement (e.g. VPA) will be required to ensure developer contributions are obtained on an equitable basis towards regional transport infrastructure upgrades to support future growth associated in the Precinct.

### Parking

The proposal includes 200 car parking spaces, which is less than half of the recommended minimum parking requirement under Willoughby's current DCP. However, it is noted that Council's DCP provides flexibility for dispensations from the recommended minimum car parking rate, having regard to factors such as: accessibility to public transport; strategies to encourage less motor car use where sites are close to

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train stations and public transport; effects on the road network; and the provision of a Green Travel Plan.

We also note that the draft St Leonards Crows Nest Plan 2036 identifies an Objective to *“Limit the amount of car parking provided in association with new developments subject to outcomes of traffic and transport modelling”*, and includes an Action/Recommendation: *“In conjunction with Councils, review planning controls with a view to introduce maximum, or if appropriate no additional, parking in new developments.”*

Given the subject site’s substantial accessibility to public transport, with employment, shops and services within walking distance, TfNSW is supportive of measures to reduce private vehicle use including reduced parking provision, to encourage the use of the available public and active transport. Consideration could be given to provision of a maximum car parking rate within the LEP to ensure the reduction in parking provisions as proposed in the future development may be adequately supported, whilst encouraging alternative modes to private vehicle travel.

#### Green Travel Plan

The Green Travel Plan recommended in the Transport and Access Plan is supported by TfNSW, as it will both promote alternative travel modes available near the site and the intention of reducing car ownership of future residents and workers.

The Green Travel Plan should consider the following:

- Establish specific mode share targets for the development, which will encourage higher use of public transport, walking and cycling modes;
- Estimate number of residents and workers from the development and total number of daily trips (for all modes and all purposes) to be generated including peak and off peak periods. Include details of estimated locations of work for residents and residences for employees, to target specific potential mode shifts;
- Provision for micro-mobility devices such as electric bike charging stations, bike share schemes;
- Parking for end of trip facilities for employees;
- Provision of onsite parking for micro-mobility devices for residents, employees and customers;
- Provision of onsite car share schemes for residents;
- Provision for electric vehicle parking spaces and charging stations;
- Provide a Travel Access Guide with materials such as potential walking and cycling routes for residents and staff –e.g. visually map key destinations/ hubs such as CBD, Macquarie Park, St Leonards Station and Crows Nest Metro Station;
- Details of any infrastructure contributions from the development such as footpath improvements and work schedule (if applicable) that support sustainable transport modes of transport;
- Details of how travel demand will be managed in the interim period, whilst the Metro stage 2 is under construction. Provide details of anticipated mode share distribution once the Metro station is open.

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