



25 February 2021

TfNSW Reference: Syd18/01863  
DPIE ref: 2020SNH005

Planning Panels Secretariat  
Locked Bag 5022  
Parramatta NSW 2124  
Attention: Kim Holt

Dear Ms Holt,

**NOTICE OF EXHIBITION – SYDNEY NORTH PLANNING PANEL  
2020SNH005 – NORTH SYDNEY – PP\_2020\_NORTH\_004\_00  
173-179 WALKER STREET AND 11-17 HAMPDEN STREET, NORTH SYDNEY**

Thank you for the opportunity to comment on the above proposal which was referred to Transport for NSW (TfNSW) in correspondence from the Sydney Planning Panel dated 29 October 2020. We apologise for the delay in responding, and appreciate the additional time provided.

TfNSW has now reviewed the submitted documentation and notes that the planning proposal seeks to amend North Sydney LEP 2013 (NSLEP) for the site at 173-179 Walker Street and 11-17 Hampden Street North Sydney to:

- increase the maximum height of buildings from 12m to RL133;
- establish a maximum FSR of 6.1:1;
- introduce a new Special Provisions Map within the NSLEP, and identify the precinct on the map as 'Area 1'; and
- amend Part 6 Additional Local Provisions to include clause 6.20 'East Walker Street Precinct' to establish controls associated with lot amalgamation, overshadowing and community infrastructure, whilst also including a building height incentive allowing for a maximum height of RL148.

Detailed comments on the proposal are provided at **Attachment A** for Council's consideration prior to the making of the plan.

Should you have any questions or further enquiries in relation to this matter, please don't hesitate to contact Tricia Zapanta via email at:  
[development.sydney@transport.nsw.gov.au](mailto:development.sydney@transport.nsw.gov.au).

Yours sincerely

Cheramie Marsden  
**Senior Manager – Strategic Land Use  
Land use, Networks & Development, Greater Sydney**

**ATTACHMENT A: TfNSW COMMENTS ON PLANNING PROPOSAL FOR 173-179  
WALKER STREET AND 11-17 HAMPDEN STREET NORTH SYDNEY**

(February 2021)

**Trip generation**

The Transport Assessment has used a person trip generation rate of 0.6 trips / dwelling, resulting in 152 trips for the proposed 254 units, with 30 trips assigned to the car driver mode. Using a TfNSW trip rate of 0.19 (Sydney average for major centres) in the AM / PM peak per unit applicable to major strategic centres located near excellent public transport services and nodes such as North Sydney results in approx. 50 car trips which is still relatively minor. The site's location and proximity to North Sydney train station, the future Victoria Cross metro station and bus services, as well as potential changes in future working arrangements such as working from home, may reduce potential vehicle trips even further.

**Car parking – on and off street**

- It is noted that the car parking rates applicable to the site is consistent with the East Walker Street precinct and are lower than Council's maximum DCP parking rate and TfNSW parking rates for metropolitan centres - resulting in approx. 208 parking spaces for the 254 proposed units. Given the site's proximity to two major train stations and bus services to / from the Sydney CBD, and noting potential changes in working arrangements in the future, a further reduction in car parking provision would be strongly supported.
- As the site is being redeveloped and adequate parking is provided within the development, TfNSW suggests the removal of parking along the frontage of 173-179 Walker Street (southbound traffic) should be considered to allow the relocation of the proposed driveway further north away from potential conflict points / queuing at the Berry Street / Walker Street intersection. Consultation with any adjoining residents or businesses impacted by the loss of on-street parking would be the responsibility of the proponent.
- Consideration should be given to the removal of on-street parking for the northbound traffic on Walker Street, south of Hampden Street particularly opposite the proposed driveway location. The swept path diagram submitted in the TIA does not adequately demonstrate that the right turn movement into the site and northbound passing vehicles is achievable without the need for removal of some on-street parking. However, removing some of the on-street parking, the swept path can be adjusted to show a Service Vehicle (8.8m) passing a B99 vehicle waiting to turn right into the site.
- North Sydney Council has confirmed they do not allow waste collection from inside private properties. It is noted that the proposal has considered this with all waste collection to occur on-street. Furthermore, the proposal should incorporate a 'bin holding area' within 2m of the kerb-line. Other waste collection arrangements need to be explored to comply with North Sydney Council's requirements. Alternative options should include movement and swept path diagrams to demonstrate garbage truck manoeuvres and submitted at DA stage.

**Noise attenuation**

The site's location and frontage to Warringah Freeway will require consideration of appropriate noise attenuation measures through design measures, architectural treatments, setbacks, durable materials and landscaping to mitigate future residents against noise, vibration and environmental impacts of major road traffic. Council should be satisfied that any noise mitigation controls throughout the relevant DCP is appropriately aligned with this requirement.

## **Warringah Freeway Upgrade**

The WFU project will be in construction for a period of approximately 4 years (ending ~third quarter 2025). Given the proposed development at 173 Walker Street is adjacent to the WFU works, it is requested that close consideration be given to any potential overlaps in terms of construction activities, haulage routes and access as this could impact the delivery of the upgrade. Also consideration on cumulative community impacts in the local area will need to be made.