

Our Ref: 18387

26 April 2021

Mecone  
Level 12, 179 Elizabeth Street  
SYDNEY NSW 2000

**Attention: Ms Lauren Manias**

Dear Lauren,

**RE: ALFRED STREET PRECINCT, NORTH SYDNEY  
RESPONSE TO SUBMISSIONS**

As requested, please find herein The Transport Planning Partnership (TPPP)'s response to Department of Planning, Industry and Environment (DPIE) comments for the above Planning Proposal to accompany the Response to Submissions report.

### **Background**

In 2019, a revised Planning Proposal was lodged to North Sydney Municipal Council (Council) seeking approval to rezone the entire Alfred Precinct site from B3 Commercial Core to B4 Mixed-Use zoning and to increase the building height and floor space ratio (FSR) for the Bayer Building.

Submissions have been received by DPIE requesting further information on the impacts of the Western Harbour Tunnel and Warringah Freeway upgrade on the proposal.

In addition, there has been changes to the design of the Alfred Street Precinct site since the lodgement of the Planning Proposal to Council. Previously, the design proposed four separate vehicle access points via Little Alfred Street. The design has been amended with two separate vehicle access points via Little Alfred Street and one vehicle access point via Whaling Road.

This letter has been prepared to respond to the above submissions to DPIE and to clarify the amended vehicle access arrangements to the site.

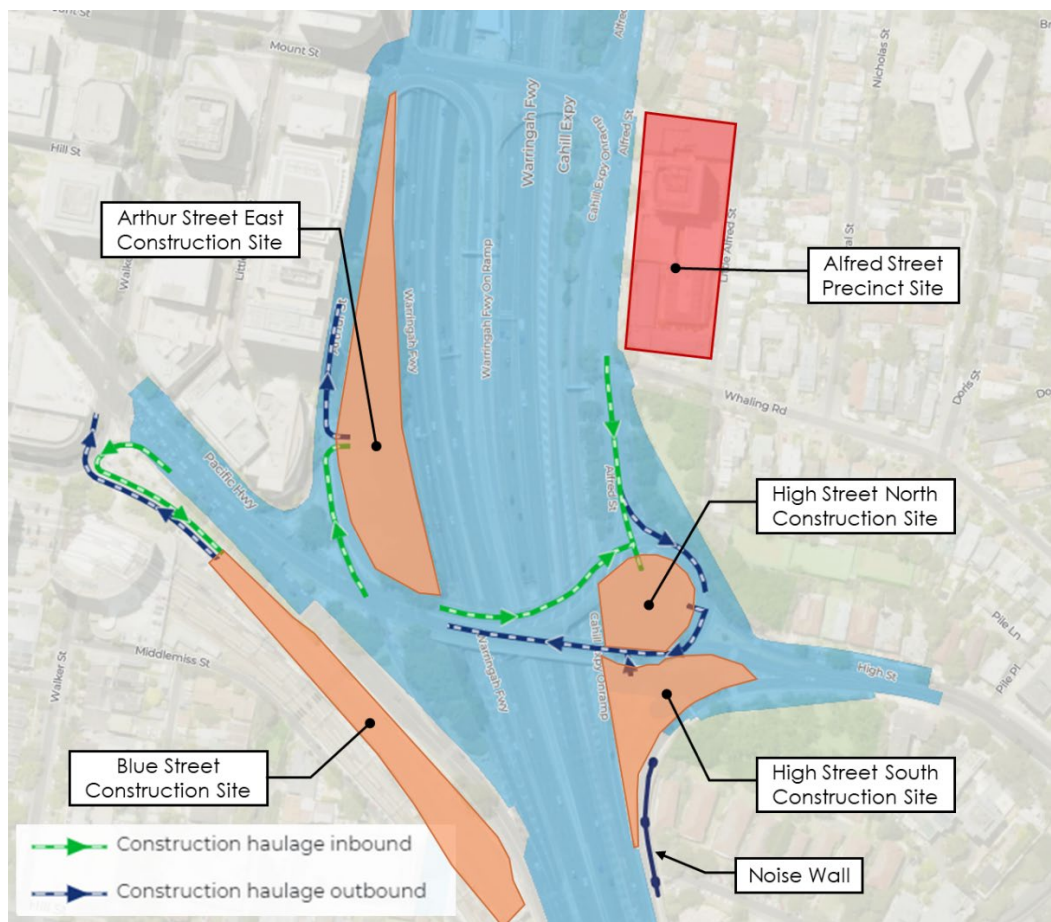
## Western Harbour Tunnel and Warringah Freeway Upgrade

The Western Harbour Tunnel and Warringah Freeway Upgrade (WHTWU) project will provide an alternative travel route across Sydney Harbour. The proposed Western Harbour Tunnel will be a new twin tunnel connection between Warringah Freeway and the upcoming WestConnex interchange at Rozelle. In addition, the Warringah Freeway will be upgraded to accommodate the future Beaches Link and the Gore Hill Freeway Connection.

### Construction Traffic Impacts

The WHTWU project has commenced early works in March/April 2021 and is anticipated to have peak construction activity in Year 2024. The technical working paper for traffic and transport prepared by Jacobs specifies four construction sites located adjacent to Warringah Freeway in North Sydney will be established with designated construction haulage routes, as shown in Figure 1.

**Figure 1: Construction Haulage Routes to/from High Street North Construction Site**



Source: TfNSW

From the above, it is anticipated that some construction vehicles would travel along Alfred Street North prior to entering High Street North and South Construction Sites.

A summary of the traffic generation of the two construction sites are presented in Table 1.

**Table 1: Construction Traffic Generation of High Street North/South Construction Sites**

Construction Site	Proposed Access Routes	Peak Vehicle Movements Per Day		AM Peak Vehicle Movements (6:00am to 10:00am)		PM Peak Vehicle Movements (3:00pm to 7:00pm)	
		Light	Heavy	Light	Heavy	Light	Heavy
High Street North	Pacific Highway, Alfred Street North	65	10	14	4	8	2
High Street South	Pacific Highway, High Street	80	15	17	6	13	2

Source: Technical Working Paper: Traffic and Transport, Jacobs

From Table 1, it is anticipated that there would be a total of 31 light vehicle movements and 10 heavy vehicle movements in the AM peak period and 21 light vehicle movements and 4 heavy vehicle movements in the PM peak period.

Assuming an even split of construction vehicles approaching the site via Alfred Street North and Pacific Highway, it is anticipated that there would be up to 15 light vehicle movements and 5 heavy vehicle movements via Alfred Street North in the AM peak period and 10 light vehicle movements and 2 heavy vehicle movements in the PM peak period.

On this basis, the construction traffic travelling along Alfred Street North is considered to be minimal and is not expected to result in any adverse impact on Alfred Street North from a traffic perspective.

### Operational Traffic Impacts

The EIS traffic report assesses the road network performance of Warringah Freeway and surrounds under a 'Do Something' (WestConnex, Western Harbour Tunnel and Warringah Freeway Upgrade projects without Beaches Link and Gore Hill Freeway Connection) and 'Do Something Cumulative' (WestConnex, Western Harbour Tunnel and Warringah Freeway Upgrade projects with Beaches Link and Gore Hill Freeway Connection) scenarios for Years 2027 and 2037.

Based on TPP's review, the following key changes to road network that would impact the site are as follows:

- Upgrade of the High Street interchange including:
  - Widening of High Street bridge to provide an additional westbound traffic lane and a new shared path on the south side of High Street.
  - Provision of new northbound on-ramp and southbound off-ramp connection to/from Warringah Freeway.
- Conversion of the Alfred Street North and High Street intersection from a roundabout to traffic signals.

- Widening of Alfred Street North between Darley Street and High Street to provide:
  - Two-lane off ramp from Warringah Freeway around Darley Street to Mount Street
  - One lane from around Darley Street to Cahill Expressway
  - Two lanes continuing on Alfred Street North to around Mount Street
  - Three lanes from around Mount Street to High Street.

Based on the above, the proposed road network changes and Beaches Link exit onto Alfred Street North would most likely alleviate “North Sydney” traffic travelling via Falcon Street and Miller Street onto Alfred Street North to turn right at the new Alfred Street North / High Street intersection. As such, traffic along Alfred Street North is expected to increase in the future, particularly in the morning peak period.

Traffic modelling undertaken by Jacobs indicates that the Alfred Street North / High Street intersection would operate at an acceptable level of service at LoS B/D in the AM/PM period in Years 2027 and 2037. It is therefore expected that the future High Street / Alfred Street North intersection would have some spare capacity to accommodate future traffic generated by the site, which will be minimal (if any).

Based on the TTPP's previous traffic assessment, the proposal is expected to result in a net reduction in traffic compared to the existing potential traffic generation of the site, as shown in Figure 2. This is a result of the proposal significantly reducing the commercial floor area onsite, compared to existing conditions, to provide high density residential.

**Figure 2: Net Changes in Traffic Generation**

Traffic Generation	AM Peak	PM Peak
Existing Traffic Generation	233	175
Future Traffic Generation	192	145
<b>Net Change</b>	<b>-41</b>	<b>-30</b>

Source: TTPP Transport Impact Assessment (dated 21 March 2019)

On this basis, the proposed operational impacts associated with the WHTWU project on the proposal is considered satisfactory.

### Site Access Arrangement

TTPP's previous traffic assessment included four separate site access points via Little Alfred Street as shown in Figure 3.

Figure 3: Previously Proposed Site Access Locations



The proposal has since been amended to three site access points, with two access points via Little Alfred Street and one site access point via Whaling Road, as shown in Figure 4. This was proposed to reduce the number of vehicle access points along Little Alfred Street and to improve traffic flows and circulation within the building.

The proposed amendments to the vehicle access points are not expected to result in any adverse traffic impacts on surrounding key intersections. It is however noted that the proposed site access off Whaling Road will result in the loss of (say) one car parking space.

The previous traffic modelling undertaken is still considered a robust assessment for the proposal, which concluded that Little Alfred Street / Whaling Road and Neutral Street / Whaling Road intersections would continue to operate satisfactory with the proposed development traffic. All vehicles will continue to enter and exit the site via the left in / left out arrangements at Alfred Street North and Whaling Road.

Figure 4: Amended Site Access Locations

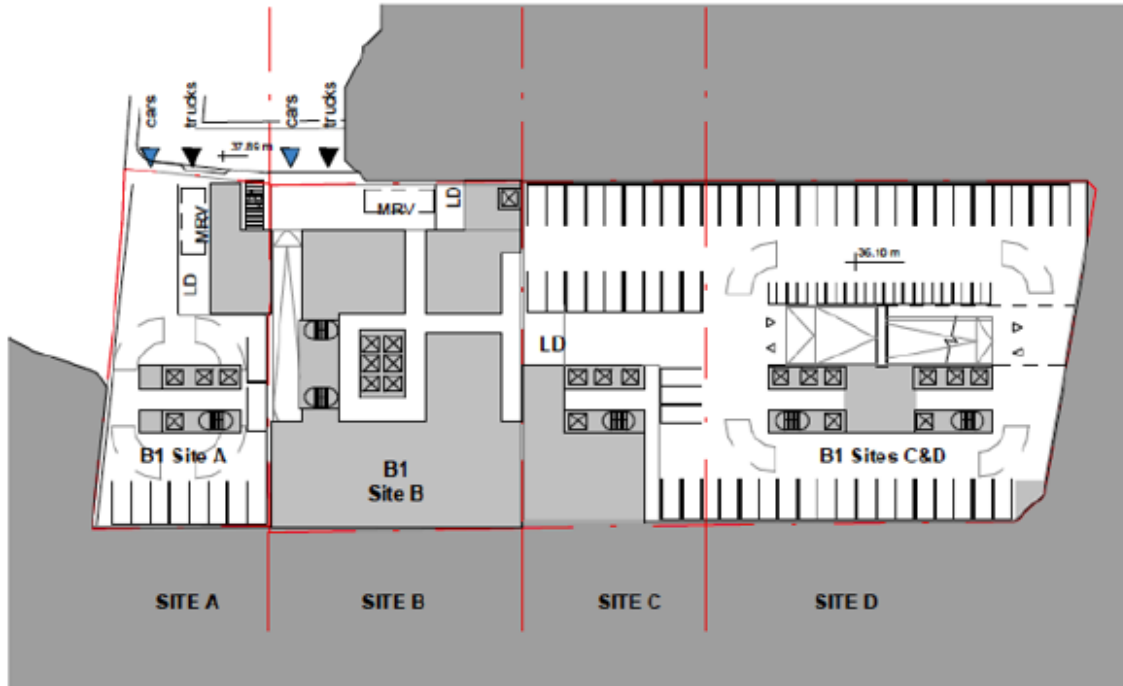


Figure D-1.10: Indicative Basement 1 illustrating vehicle access

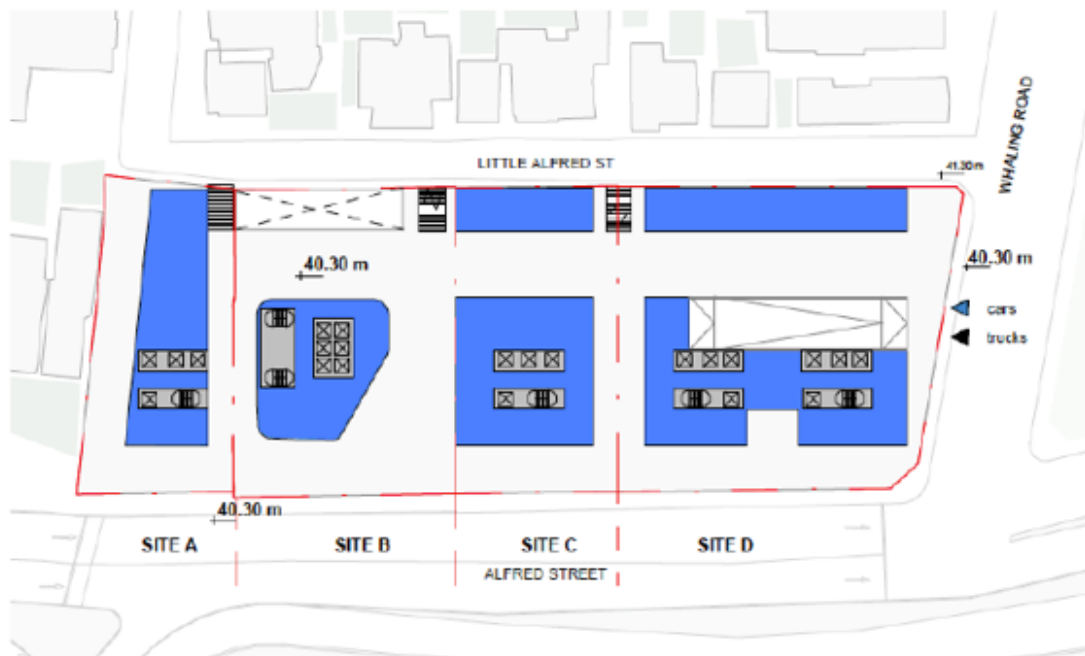


Figure D-1.11: Indicative Ground floor illustrating vehicle access

We trust the above is to your satisfaction. Should you have any queries regarding the above or require further information, please do not hesitate to contact the undersigned on 8437 7800.

Yours sincerely,



**Ken Hollyoak**  
**Director**