Epic Leisure Pty Ltd

50-56 Atchison Street, St Leonards Green Travel Plan

Green Travel Plan

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Arup
Arup Pty Ltd ABN 18 000 966 165

Arup
Level 10 201 Kent Street
PO Box 76 Millers Point
Sydney 2000
Australia
www.arup.com

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		Name	Leila Kazemnezhad/ Aimy Nguyen	James Turner	James Turner
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		Name	Aimy Nguyen	James Turner	James Turner
		Signature			
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1 Introduction

1.1 Background

Epic Leisure Pty Ltd has commissioned Arup to prepare a Green Travel Plan (GTP) for the site at 50-56 Atchison Street, St Leonards (the site). The principles of a GTP are applied to people travelling to, from and within the site. Government agencies are increasingly placing greater emphasis on the need to reduce individual motorised journeys by encouraging greater use of alternative transport methods that have less environmental impacts than car usage.

The GTP aims to provide measures which will have positive influences on travel behaviour for those who will use the facilities within the precinct. It will provide an overarching framework whilst also assisting in guiding precinct wide initiatives.

This plan has been prepared in accordance with and satisfies the items raised in section 7.6.4 of the Council's assessment (3734th Council Meeting - 27 July 2020 Agenda), and the Transport Impact Assessment prepared by Arup dated 23 February 2018.

1.2 Site Location

The site is located within the North Sydney Local Government Area (LGA). It is approximately 2 kilometres north-west of North Sydney CBD and within 500 metres of St Leonards Railway Station as shown in Figure 1. It is currently zoned as *'B4 Mixed-use'* and located in the Precincts 2 & 3 under the North Sydney Development Control Plan (DCP) 2013.

St Leonards is identified as a strategic centre by the NSW Government in 'A Plan for Growing Sydney' (the old Metropolitan Strategy for Sydney) due to the area's accessibility to public transport. The area surrounding the site has a mixture of high density residential, commercial and retail uses. Therefore, users of the buildings within the precinct will predominately comprise of office workers, visitors, retail tenancies and commuters accessing Train Station and Bus Interchange. There will also be users of the precinct who use the connection via Atchison Lane to get from the precinct to St Leonards Train station and other access points.

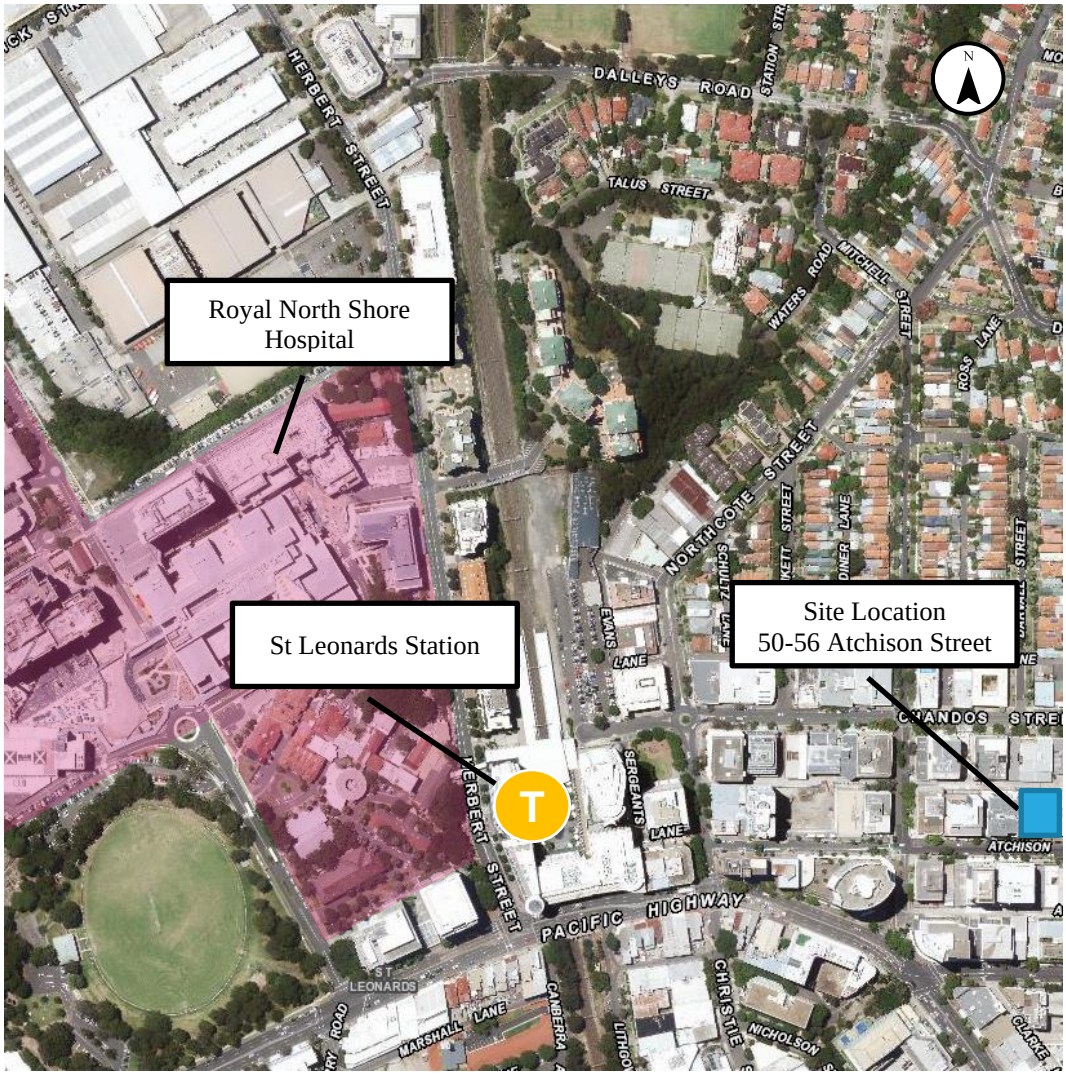


Figure 1: Site location

1.3 What is a Green Travel Plan?

A GTP is a package of measures put in place by an employer/building manager to encourage more sustainable travel whilst commuting to, from work and during the course of work. It is a means for an organisation to demonstrate a commitment and take a pro-active step towards improving the environmental sustainability of its activities.

1.4 Benefits of a Green Travel Plan

The GTP can bring numerous benefits for the environmental, social and economic context of the precinct. These include the following:

- The health of employees within the precinct can improve with the decrease in stress, costs, time and better travel choice;
- Reduces traffic congestion;
- Improved air quality; and

- Health benefits in response to obesity and an improved quality of life.

1.5 Green Travel Plan Framework

A GTP for the mixed -use building will need to address the following issues:

- What are the objectives for the building in terms of travel journeys including trips to work, retail and other land uses?
- How are the set objectives going to be met? What measures are going to be implemented and encouraged?
- Who is going to be responsible for the management, implementation and administration of the measures?
- Who does the GTP apply to?

The key element to reducing the reliance on private vehicle for the site will be maximising the use of public transport and the promotion of car share vehicles.

1.6 Green Travel Plan Objectives

The objectives of a GTP are:

- **Encourage the use of more sustainable transport modes** i.e. walking, cycling, utilising public transport (buses, trains, metro and light rails) and car sharing in place of the higher energy consumption travel modes such as single occupant car travel, taxi and air travel. This generally requires improving people's travel choices by making more travel modes available.
- **Raise awareness** of sustainable modes of transportation for employees or visitors who commute to, from and within the site.
- **Reduce traffic congestion and air pollution** around the site to enhance safer and more enjoyable journeys
- **Travel Demand Management** which reduces the need for energy intensive car, taxi or air travel by combining journeys for different purposes, travelling to alternative closer locations, or using other means of communications e.g. audio conferencing, video conferencing and working at home or other off-site locations using email or wireless telecommunications.
- **Develop, implement, monitor, evaluate and review** the progress of the travel plan strategy

1.7 Who does the Green Travel Plan apply to?

The GTP can be applied to office employees, residents, commuters travelling through the precinct along with local and international visitors who choose to use the retail areas.

2 Site-specific transport assessment

2.1 Travel behaviour

Travel to Work data from the 2016 Census for the site is shown in Figure 2. The data indicates that over 51% of the residents living in the area take the train to work.

2016 Census QuickStats

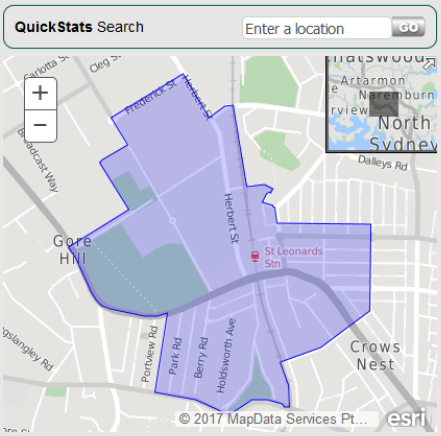
Australia | New South Wales | State Suburbs

St Leonards (NSW)

Code SSC13642 (SSC)

Search for a Community Profile

People		**5,495**
Male		49.6%
Female		50.4%
Median age		33
Families		**1,468**
Average children per family		
for families with children		1.4
for all families		0.3
All private dwellings		**3,080**
Average people per household		2
Median weekly household income		$2,327
Median monthly mortgage repayments		$2,500
Median weekly rent		$580
Average motor vehicles per dwelling		0.9



Travel to work, top responses *Employed people aged 15 years and over*	St Leonards (NSW)	%
Train	1,470	41.2
Car, as driver	759	21.3
Walked only	473	13.3
Bus	203	5.7
Worked at home	115	3.2
People who travelled to work by public transport	1,847	51.4
People who travelled to work by car as driver or passenger	881	24.5

Figure 2: Existing travel patterns

Source: ABS Census Quickstats

Mode share patterns at the site were also analysed using 2011 travel to work Census data from the Transport Performance and Analytics (TPA) from Transport for NSW. The travel to work data for travel zone 1844 was used to assess the likely mode of peak hour trips to and from the site. The location and the coverage of travel zone 1844 is shown in Figure 3. The results of the analysis are shown in Table 1.

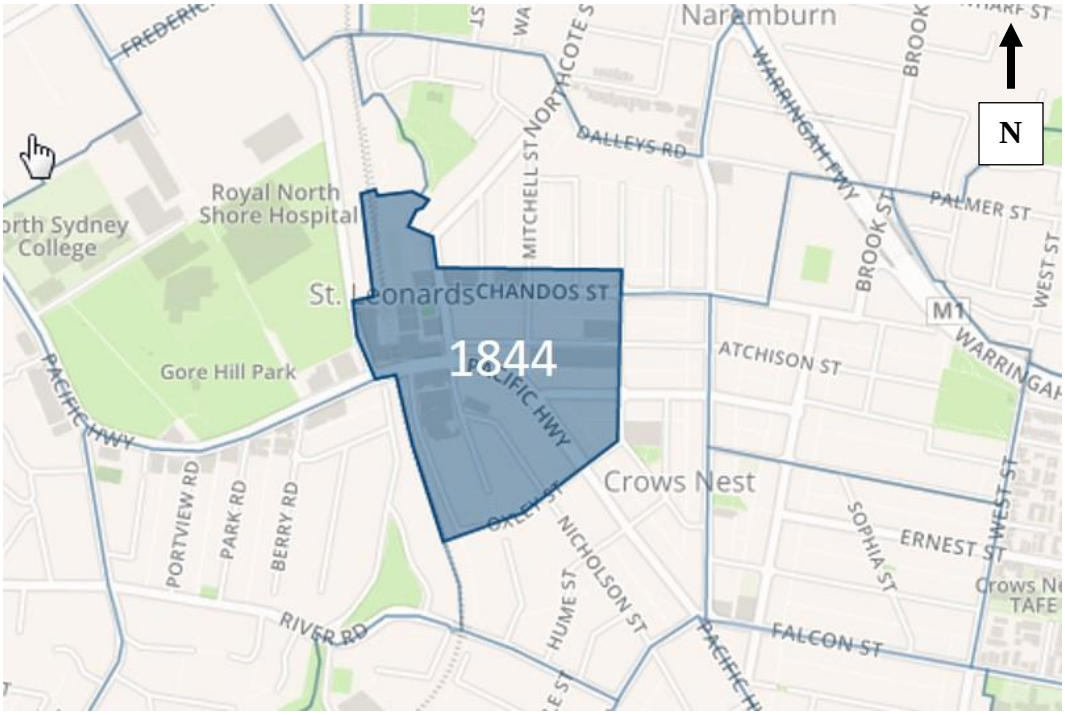


Figure 3: Journey to Work travel zone coverage (Source: TPA, 2011)

Table 1: Journey to Work travel patterns

Mode	Inbound trips to work	Outbound trips to work
Train	37%	49%
Bus	8%	15%
Car	44%	24%
Walk	5%	15%
Other	2%	2%
Mode not stated	1%	0%
Total trips	**10,938**	**1,959**

* Note: Numbers have been subject to rounding.

The travel to work data shows that residents of travel zone 1844 rely primarily on public transport to commute to work. The data reveals that commuting to work by train is the most heavily used mode of transport at 49%. This can be attributed to the close proximity of St Leonards Station and the frequency of services to the Sydney CBD and Chatswood CBD.

The travel to work data also reveals that commuters travelling to travel zone 1844 rely more heavily on car trip modes which makes up 44% of inbound trips. Commuters travelling to work by train make up 37% of inbound trips and trips made by bus make up 8%.

2.1.1 Travel times

The transport interchange at St Leonards serves a number of areas across Sydney. An accessibility map (as shown in Figure 4) illustrates the locations within 30-minute public transport travel time of the site.

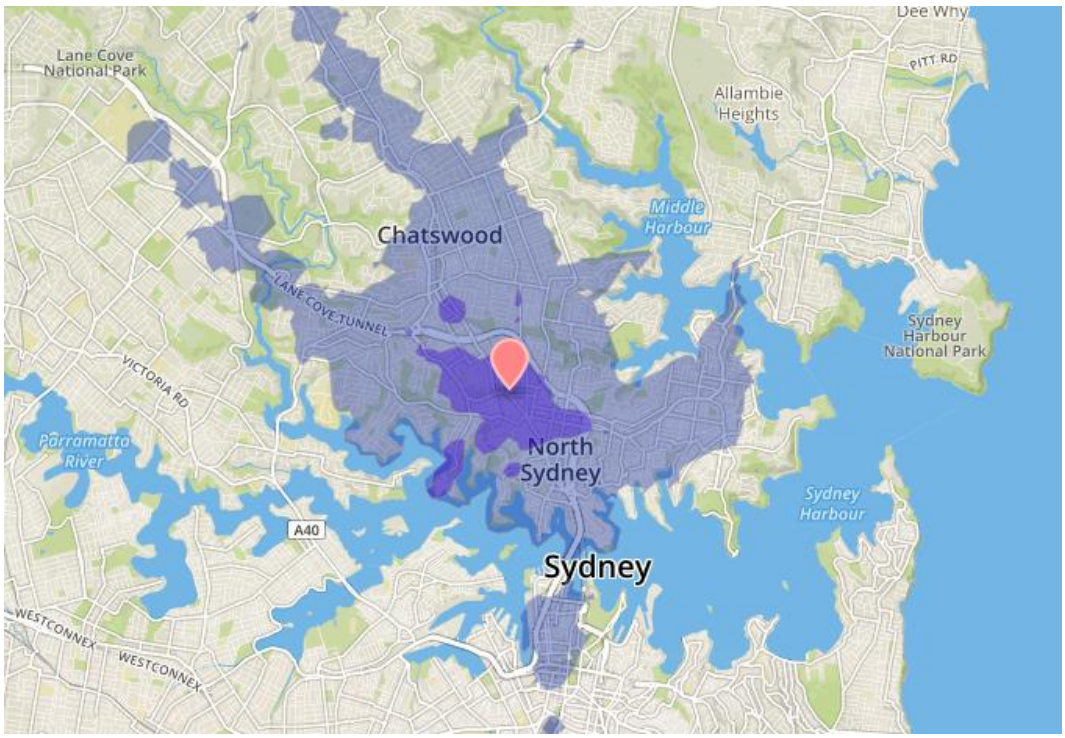


Figure 4: Locations within 30-minute public transport travel time of site

Source: Arup's T3A tool

2.2 Local environment for pedestrians and cyclists

2.2.1 Walking network

The existing walking infrastructure around the site provide good amenities to support pedestrian activity. There are currently wide footpaths and crossing facilities at traffic signal-controlled and priority intersections.

Walking facilities surrounding the site are efficient with a comprehensive network of footpaths linking key attractors, such as the railway station, bus stops and the Royal North Shore Hospital.

2.2.2 Cycling network

The recommended Roads and Maritime cycle routes are shown in Figure 5. Atchison Street provides east-west cycle routes, while Herbert Street and Canberra Avenue provide north-south cycle routes. The site is well situated to take advantage of these cycle routes to encourage use of green travel methods.

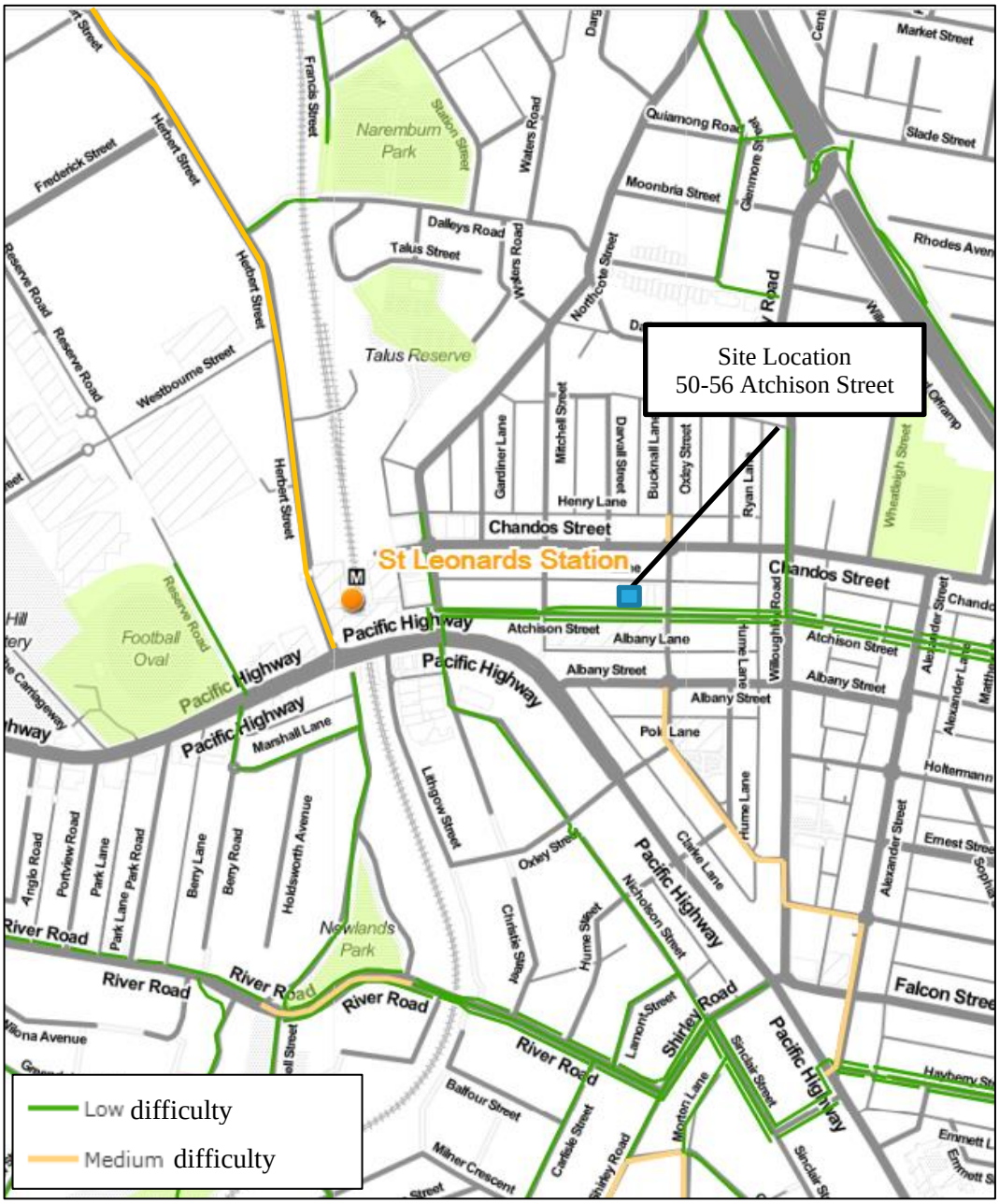


Figure 5: Roads and Maritime recommended cycle routes near the site

2.3 Public transport links that serve the site

The high mode share to public transport for residents and workers around the site is reflective of the array of available public transport services. This highlights that the site has some of the highest public transport accessibility in the St Leonards precinct.

The site has good access to public transport and is located within 400m walking distance from St Leonards Station and within 300m walking distance from bus stops located on the Pacific Highway which are illustrated in Figure 6. It is also within 350m walking distance of the future Crows Nest Metro Station.

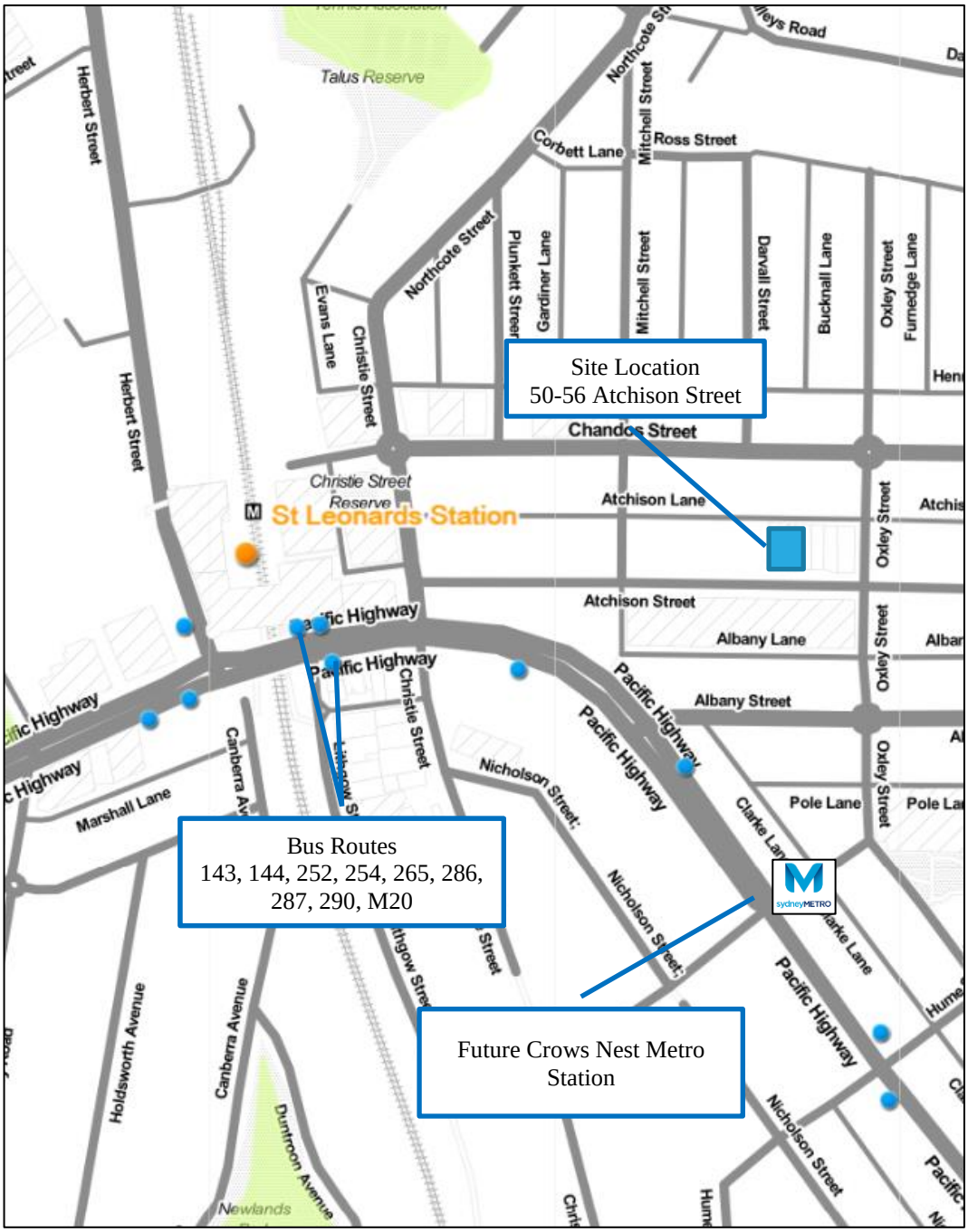


Figure 6: Existing public transport around the site

2.3.1 Train network

St Leonards Station services the T1 North Shore and Northern lines, and the Central Coast and Newcastle lines. The railway station is directly connected to other major railway stations such as Central Station, Chatswood Station and Epping Station. The railway station is well served by trains with services every three minutes during the peak periods in both directions of travel. The advent of Sydney Metro will provide additional connectivity to and from the site. From the future Crows Nest Station (approximately 250m from the site), Central Station may be reached in 11 minutes (indicative), and Sydney Metro's future Martin

Place Station in 7 minutes (indicative). The Sydney Metro route and station locations are shown in Figure 7.

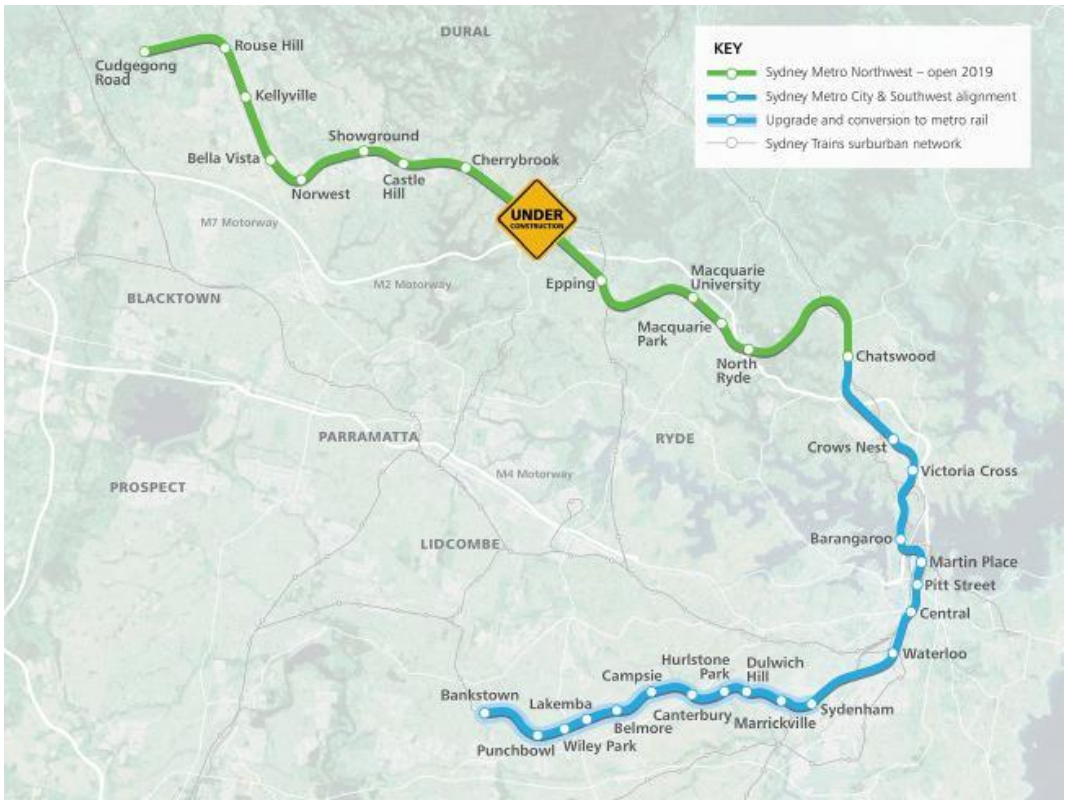


Figure 7: Sydney Metro route and station locations

2.3.2 Bus network

The existing bus routes serving the site are shown in Figure 8. Bus M20 provides access to the City via the Pacific Highway, while the other buses serve various suburbs regionally.

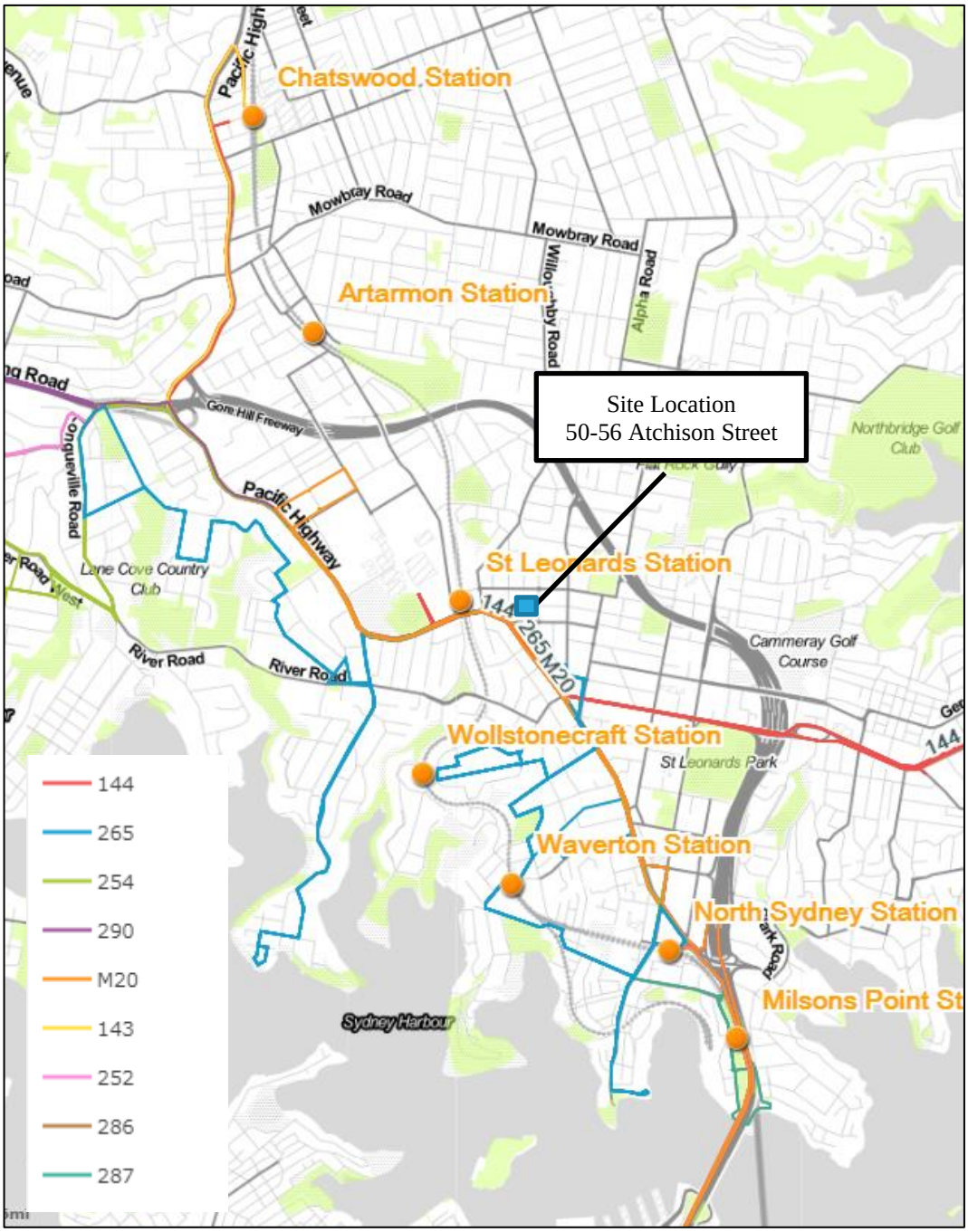


Figure 8: Bus routes serving the site

The bus routes connecting to the bus stops shown in Figure 6 are summarised in Table 2. Buses connect the local area to the Sydney CBD, Chatswood CBD, Crows Nest, Epping, Lane Cove and surrounding suburbs. The bus stops are well served, with frequent services throughout the day and express buses operating during the peak periods.

Table 2: Bus routes and frequencies

Bus Route	Service description
Route 143, Manly and Macquarie University	Services every 30 minutes throughout the day in each direction.
Route 144, Chatswood and manly via Royal North Shore Hospital	Services every 30 minutes throughout the day in each direction.
Route 252, Lane Cove West and City via Pacific Highway	Services every 30 minutes throughout the day in each direction.
Route 254, Riverview and City via Pacific Highway	Services every 30 minutes throughout the day in each direction.
Route 257, Chatswood to Balmoral Beach	Services every 30 minutes throughout the day in each direction.
Route 265, McMahons Point and Lane Cove via Greenwich Wharf	Services every 30 minutes throughout the day in each direction.
Route 286, Denistone East and City via Pacific Highway	Services every 30 minutes during the peak periods between Monday to Friday
Route 287, Ryde and Milsons Point via Pacific Highway and North Sydney	Services every 30 minutes during the peak periods between Monday and Friday in each direction
Route 290, Epping and City via Macquarie Centre and Pacific Highway	Services every 15 minutes during the peak periods between Monday and Friday in each direction Services every hour at all other times.
Route M20, Botany and Gore Hill	Services every 10 minutes during the peak periods in each direction. Services every 15 minutes at all other times.

2.3.3 Sydney Metro network

The Sydney Metro is a State Government led initiative aims to be extended into the CBD and beyond in 2024. It will run from Sydney's North West region, through the Sydney CBD and beyond to the South West. There will be stations constructed at Crows Nest in the vicinity of the site. The capacity for a metro train every two minutes bidirectional under the city will target a capacity of approximately 40,000 customers per hour. As stated by Sydney Metro, the Sydney Metro partnered with the upgrades across the existing rail network will increase the capacity of train services from around 120 an hour to up to 200 services beyond 2024.

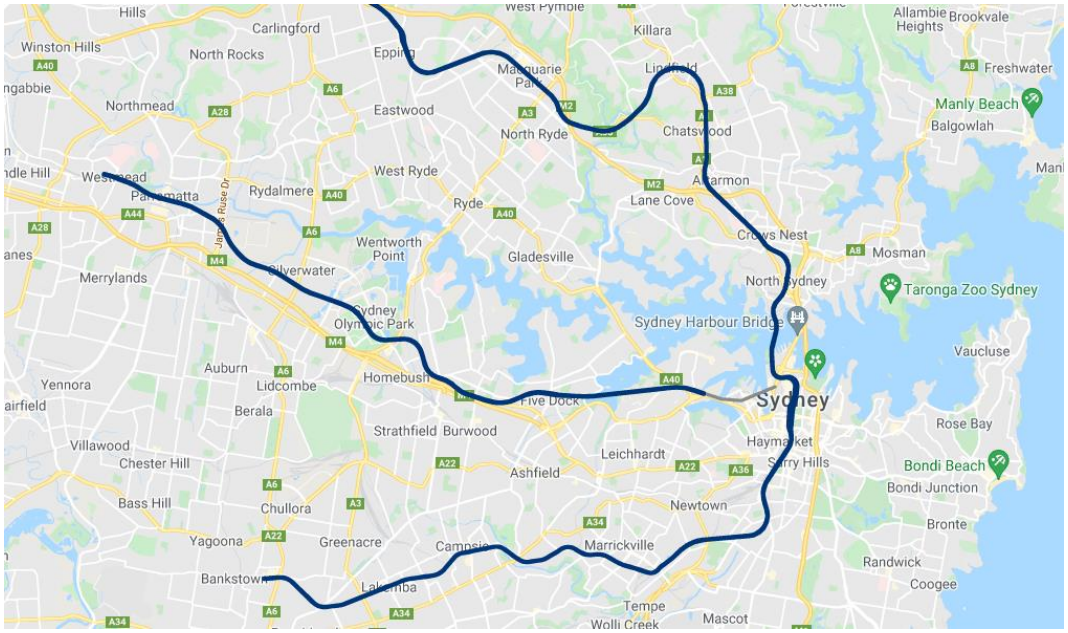


Figure 9: Sydney Metro Network

Source: Sydney Metro (https://www.sydneymetro.info/map/sydney-metro-interactive-train-map)

3 Design features provided by the development

This section summarises the proposed infrastructure for the development. Indicative architectural plans are provided in Appendix B and are intended to demonstrate how the measures identified in this Plan may be implemented.

3.1 Pedestrian linkage

The site provides pedestrian linkage through the provision of a through site link which provide pedestrian amenities and accessibility to, from and within the site as well as through the ground floor retail uses.

The pedestrian linkage aims to improve walking connections and permeability.

3.2 Facilities for cyclists

3.2.1 Bicycle parking

Bicycle parking are provided at all basement levels for use by residents and commercial facilities.

For residential uses, the following bicycle parking spaces are provided:

- Residential occupants: 59 bicycle lockers (Class A) and 3 racks, accommodating 6 bicycles (Class C). This totals 65 bicycle parking spaces for residents;
- Visitors/ customers: 6 racks, accommodating a total of 12 bicycles (Class C) provided at ground level.

For commercial uses, the following parking spaces are provided:

- Occupants: 8 racks in a locked room providing a total of 16 bicycle parking spaces (Class B); and
- Visitors/ customers: 6 racks, accommodating a total of 12 bicycles (Class C).

Access to cycling facilities must also be considered for the management of precinct. The following must be considered:

- A safe path of travel from bike parking areas to exit/entry points
- Cycling facilities must be accessible via a ramp
- Access points must be clearly identified by signage
- Access points must be subject to appropriate security or intercom systems
- Bike parking for visitors must be provided in an accessible on-grade location near a public entrance to the development and is to be signposted

3.2.2 End of trip facilities

End of trip facilities for future workers are provided by the development are outlined as followed:

- 2 showers and changing rooms for male and females; and
- 15 lockers.

End of trip (EoT) facilities are accessible via Atchison Lane and are located in basement level 02.

A plan of the EoT facilities is shown below in Figure 10.

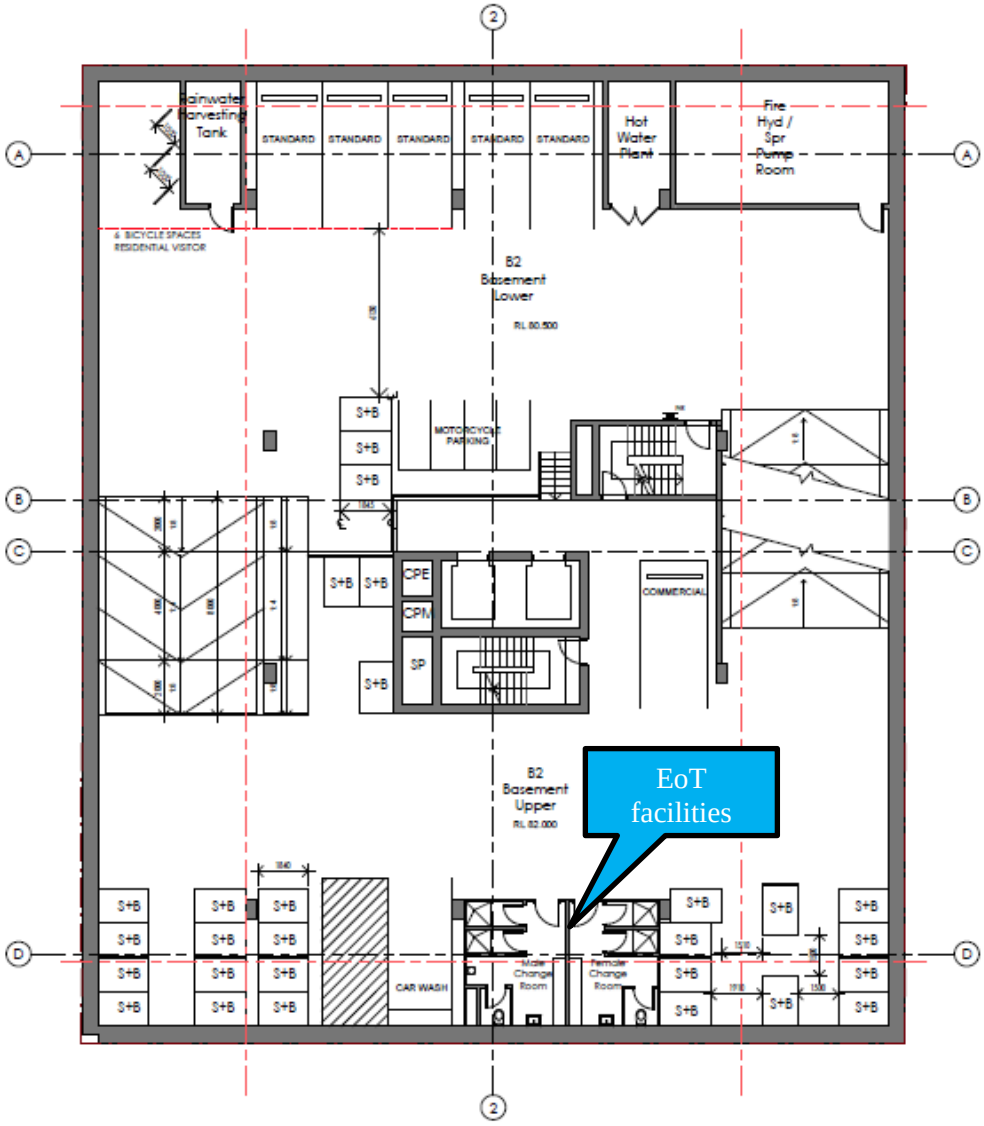


Figure 10: EoT facilities

3.3 Car parking provisions

3.3.1 Car parking numbers

The site provides 29 parking spaces which consist of the following:

- 15 residential parking spaces;
- 7 adaptable parking spaces;
- 1 accessible parking space;
- 4 commercial parking spaces;
- 1 car wash; and
- 1 car share.

The loading dock is also provided adjacent to the car park ramp, on Ground Floor fronting Atchison Lane. Loading/ unloading will be taken place from the ground level, with one (1) 8.8m mediums rigid vehicle (MRV) space proposed.

3.3.2 Car parking access

Vehicle access is maintained on Atchison Lane, with the location unchanged from the existing arrangement as shown in Figure 11.

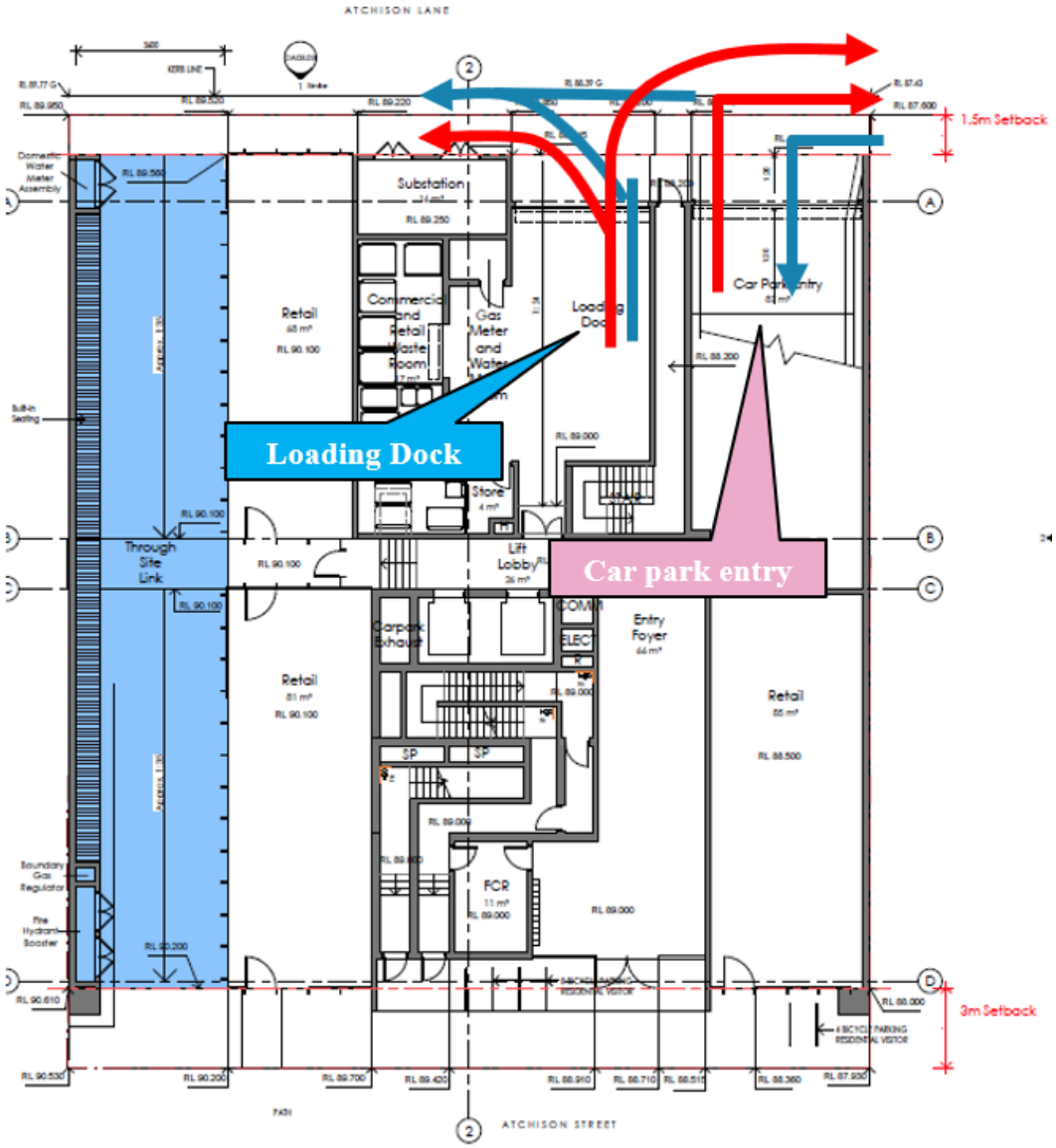


Figure 11: Ground Level layout, vehicles car park entry ramp and loading dock

3.3.3 Motorcycle provisions

In alignment with the Development Control Plan, parking provision rates for motorcycles are provided at a rate of one space for every 10 car parking spaces or part thereof. As a result, a total of 3 motorcycle parking spaces are required.

A total of 6 motorcycle parking spaces are located on the basement levels.

4 Operational opportunities for alternative transport

4.1 Promotion of walking

GTP measures are designed to encourage more walking trips to and from the site by residents, employees or visitors living within a reasonable distance. The Plan also aims to promote walking as a form of sustainable travel from other points of interests such as major public transport stops which include St Leonards Train Station, future Crows Nest Metro Station or other neighbouring bus stops.

Measures that could be provided to encourage walking include the following:

- Produce walking related articles for inclusion in on the Tenant Portal focusing on ‘walking champions’ to highlight best practise in walking to business meetings.
- Create and maintain a map of ‘useful walking routes’ containing useful routes and walk times to key parts of the precinct, including public transport and Train Stations, and neighbouring cafes or businesses.
- Create articles on the environmental benefits of walking and display them on the Tenant Portal.
- New pedestrian linkages (highlighted in Section 3.1) should be promoted and advertised to building users.

A Travel Access Guide (TAG) has been provided in Appendix A which displays key walking, cycling and public transport locations in the vicinity of the development.

4.2 Promotion of cycling

As highlighted in Section 2.2.2, the site has good access to neighbouring cycling networks and provides onsite end of trip facilities for cyclists. Access to bike storage, changing rooms, showers and lockers along with entry points being surveyed by electronic security systems will be provided.

In order to further encourage cycling to the site’s employees or visits, the following measures could be taken:

- Provide cycle maps to staff via a Tenant Portal.
- Participate in annual events such as 'Ride to Work Day'.
- Staff who cycle to work should be encouraged to form a Bicycle User Group in order to provide a body of regular cyclists who can discuss issues relating to the provision of on-site cycling facilities and the maintenance of off-site cycle routes.
- Set up ‘Bike Buddies’ scheme for less confident users interested in cycling.

As highlighted earlier in this report, there may be several commuters travelling through the precinct via pedestrian links. Because they will be travelling via foot

or bike, promotion strategies stated within this report may not be applicable to them as they will already be travelling sustainably.

4.3 Promotion of public transport

Using public transport as a mode of travel to and from the site has cost benefits for individuals along with wider benefits from an environmental, social and economic perspective. To promote the use of public transport work related trips to/from the site, the following measures could be implemented.

- Create and maintain a Tenant Portal 'Public Transport links page' containing useful links, websites or apps that outline methods of journey planning.
- Provide useful public transport maps and promotional items to potential and current public transport users.
- Provide public transport information on the website for residents, staff and visitors to the site.

4.4 Mode share

Planning for development is based on the principle of achieving high usage of public transport and active transport as methods of travel to, from and through the site.

An assessment of existing travel patterns has been conducted using 2016 Travel to Work data as outlined in section 2.1. The data shows that the residents rely primarily on public transport to commute to work. The data reveals that commuting to work by train is the most heavily used mode of transport at 49%. This can be attributed to the close proximity of St Leonards Station and the frequency of services to the Sydney CBD and Chatswood CBD.

4.4.1 Target mode share

The existing mode share and proposed mode share targets are outlined in Table 3. This has been extracted from the Traffic Impact Assessment undertaken by Arup in February 2018 and considers the objectives of the GTP. The change between the existing and proposed targets has been based on the average between existing mode share for inbound and outbound trips to work.

Table 3: Mode Share Targets

Mode	Inbound trips to work	Outbound trips to work	Average Existing Mode Share	Proposed Mode Share Target	Change (%)
	Existing mode share				
Train	37%	49%	43%	45%	+2%
Bus	8%	15%	12%	15%	+3%
Car (incl. driver and passenger)	44%	24%	34%	16%	-18%
Walk	5%	15%	10%	21%	+11%

Other (incl. cycling)	2%	2%	2%	3%	+1%
Mode not stated	1%	0%	-	-	-

A mode share target for car usage and cyclists was based on the proposed amount of bike and car parking infrastructure provided by the development and the number of people working in the precinct. To ensure that the maximum amount of parking infrastructure is used, a target of 3% for cyclists and 16% for car drivers and passengers is recommended to encourage sustainable travel methods. As a result of these targets, there has been a redistribution of travel modes shown in Table 3.

4.5 Carpooling platforms for business related travel

As the development is expected to be primarily used for residential purposes, office and retail space, carpooling could be encouraged by the building for business related trips that may be taken by car. Carpooling aims to use fewer cars on the road by reducing to number of single car trips on roads.

Benefits for residents and employees who participate in rideshare programs include:

- Saving money as participants could either sell their own vehicle or save on parking, toll and fuel costs by riding together
- Reduce the use along with the wear-and-tear of personal vehicles
- Residents and Employees could potentially create personal connections with other fellow ride share residents and employees they might not have otherwise made
- Ride share programs can foster a greater sense of community

Potential strategies the development could implement to further encourage building residents and employees to participate in carpooling and ride share include the following:

- share content via the Tenant Portal of the social, economic and environmental benefits of carpooling
- The precinct could potentially consult and partner with ride-share companies to provide more carpooling services to building residents and employees

4.6 Methods of transportation for visitors

For internal site access information, the building could consider developing an interactive map via the Tenant Portal to highlight useful walking routes nearby public transport terminals or popular cycling routes to and from the site. These maps should aim to serve as useful information to visitors who expect to visit the site or other locations that may neighbour the site.

4.7 Location and design for better access

To provide greater access, visibility and permeability for employees, visitors and commuters traveling through the site, it is essential for the development to consider designs that encourage active transportation such as walking and cycling. This can be done through providing wide footpaths, clear wayfinding and providing amenities such as seating, toilets and lighting to create a better user-experience for people walking and cycling.

5 Information for building users

5.1 Marketing and promotion

The objectives of the GTP will only be achieved with the support of the building residents, employees and visitors. Marketing and promoting the benefits of sustainable travel alternatives is crucial when encouraging staff to adopt the GTP objectives. It is essential that staff are made aware of the GTP at an early stage to emphasise the need to reduce single occupancy trips. Furthermore, increasing the awareness of a fully publicised GTP will motivate residents and staff think about how they travel to work and how to make travels more sustainable.

Methods of promotion could include providing a webpage for residents, employees or site visitors outlining travel information in relation to active or public transport alternatives. The site could also support and promote events such as National Bike Week, Bike2Work Days or walk to workday through emails, website advertisement or broadcast messages.

The Green Travel Plan will be included on the Tenant Portal, including;

- A brief description of the GTP and its objectives
- Regular tours of the office to include a visit to cycle parking areas along with the end of trip facilities
- Information on sustainable travel methods and options for reducing single occupancy trips

All residents and employees will be made aware of the details of the GTP, its objectives in enhancing the environment and the role of individuals in achieving its objectives.

The Building Management Team through their various tenant and community engagement plans can also promote objections of the GTP and coordinate initiative and events approved by the Building Owner/s.

5.2 Fewer and shorter trips

To ensure that sustainable transport options are promoted to site occupants when travelling to and from the site and to reduce the need to travel, the following measures could be implemented.

The Tenant can promote the office spaces teleconferencing facilities as an alternative to face to face meetings. This can be achieved by advertising the importance of reducing the need to travel within emails, websites or meeting agendas. This will aim to ensure that teleconference meetings are considered as a standard option in preference to face to face meetings.

5.3 Spreading travel demand

Currently the highest travel demand occurs in the peak periods between 7am and 9am and 4pm to 6pm. Public Transport services are in lower demand and road

congestion is lower during the inter-peak and off peak. The building businesses could be encouraged to implement flexible working hours allowing the employees to arrive at work and leave work during the shoulders of the peak. The building hours are between 7am – 7pm which means that employees can work flexibly around these hours. This will aim to improve the quality of travel taken via public transport and further encourage employees to use public transport.

5.4 Travel during the working day

To provide building residents, employees and visitors with a choice of convenient sustainable transport option to and from the site during the day, the following initiatives could be promoted:

- Use of the Trains network to travel to places that are on or near a train line
- Walk to places that are close by rather than taking the taxi or uber
- Implementation of a taxi pooling system for the building which would cross check for common destinations and inform the passenger of possible taxi pooling options
- Promote the use of share bikes that are available to the public such as e-bikes

5.5 Administration

A part of an effective GTP is to nominate a Travel Demand co-ordinator for each commercial tenant of the buildings. The representative could form a Travel Demand Management team enabling a consistent and organised approach for the whole building and precinct.

The role could be undertaken by an enthusiastic and high-quality communicator to promote sustainable measures that will encourage employees to consider other forms of sustainable travel rather than traveling via single occupancy trips. The co-ordinator would need to be an enthusiastic and respected member of staff who is keen to champion the cause of the GTP. Other qualities that may be appropriate include the capability of dealing with all types of people within the building and external organisations, the ability to lead by example, the ability to approach issues with a practical and balanced perspective and the capability for original and innovative thinking to raise awareness of the GTP at a local level.

Senior management support is critical to ensuring the success of any travel plan for a number of reasons such as to:

- Lead by example
- Allow budget allocations for the implementation of measures
- Give support to changes or development of policy documentation
- Suggest alternative forms of transportation

6 Revaluating, reviewing and monitoring mechanisms

The GTP is a constantly evolving strategy and its success will rely on the ongoing monitoring and review. Although the objectives of the Plan are to educate and promote site users to travel by sustainable modes will not change, it may be possible over time to re-define specific targets. Target setting should aim to reflect an ambition for continued progress. Assessing the provided targets and identifying if they are being met will provide opportunities to re-define targets. Reviewing and monitoring mechanisms could include collecting data from travel patterns from building residents, employees and visitors for journeys to and from the precinct. The recorded data will inform modes of transport and distance travelled by each mode, from which energy consumption and emissions will be estimated.

Additionally, meetings can be held to undertake reviews of measures that are in place for the precinct. The Building Management team could be responsible for the co-ordinator and promotion of the GTP. Building manager co-ordinator(s), tenant representatives and Local government representatives could undertake meetings to discuss the uses of the GTP. The objectives provided in the GTP can act as measures of success and may also be used to identify potential refinements. The management team can further engage with Council to assist in designing and operating services which aim to meet and support the needs of the precinct's users and furthermore support active and public transport.

The GTP management team can then provide a review report summarising the results of the review. The report will incorporate the results of on-going monitoring process throughout the relevant review period.

7 Conclusion

Implementation of a GTP is essential for providing access to the residential, commercial and retail uses within the development. Additionally, providing and encouraging the use of sustainable and active transportation is highly recommended within all developments across NSW.

The GTP will contribute to a healthier and higher quality of life for residents, employees and visitors whilst reducing air and noise pollution. Residential component and work environments will benefit from more productive and happier residents and staff, cost savings and reduced traffic on the surrounding context and demand for car parking. As such, the precinct will aim to be surrounded by a walkable network which is easily accessible for all people who wish to use goods and services provided by the precinct.

Appendix A

Traffic Access Guide (TAG)

A1

TRAVELLING TO 50-56 ATCHISON ST

Travelling to the site is easy using the Sydney public transport network. Active transport such as walking and cycling are the most healthy, economical and environmentally friendly alternatives to transport. However, if the distance of travel is an issue, consider using public transport in tandem with active transport. Driving is also an option to the site.

This travel access guide provides information on the various methods of accessing the site.

WALKING

There are wide footpaths and signalised pedestrian crossings near the site.

Key pedestrian connections are:

- Pacific Highway;
- Willoughby Road;
- Christie Street; and
- Chandos Street.

CYCLING

In the surrounds of the site, there are on-road cycling routes available linking across the region. Current cycleways include but not limited to:

- Atchison Street;
- Herbert Street;
- Willoughby Road; and
- Christie Street.

BICYCLE PARKING

Secure bicycle parking facilities will be available within the basement levels of the proposed development. The ground floor level will also provide bicycle parking for residen-

BUS SERVICES

Buses connect the local area to the Sydney CBD, Chatswood CBD, Crows Nest, Epping, Lane Cove and surrounding suburbs.

The nearest bus stops are located on Pacific Highway and Willoughby Road. Services are also available from St Leonards Station providing connections to surrounding suburbs.

The arrival of buses at stops along Pacific Highway and Willoughby Road can be as frequent as every 10-15 minutes during

SYDNEY METRO

The site is within a 350m walking distance from the new Metro station at Crows Nest. Access will be provided at two locations — via the corner of Clarke Street and Hume Street, and the corner of Pacific Highway and Oxley Street.

Indicative travels times to Chatswood Station is 4 minutes, and will be less than 10 minutes to the Sydney CBD.

CAR PARKING

If travelling via private vehicle, it is recommended to carpool and use electric vehicles as there are a limited number of parking spaces available in the basement of the building for residents and commercial uses. Carpooling reduces the impact on the environment and can easily be done with a group of colleagues or friends.

Site area

Walking routes

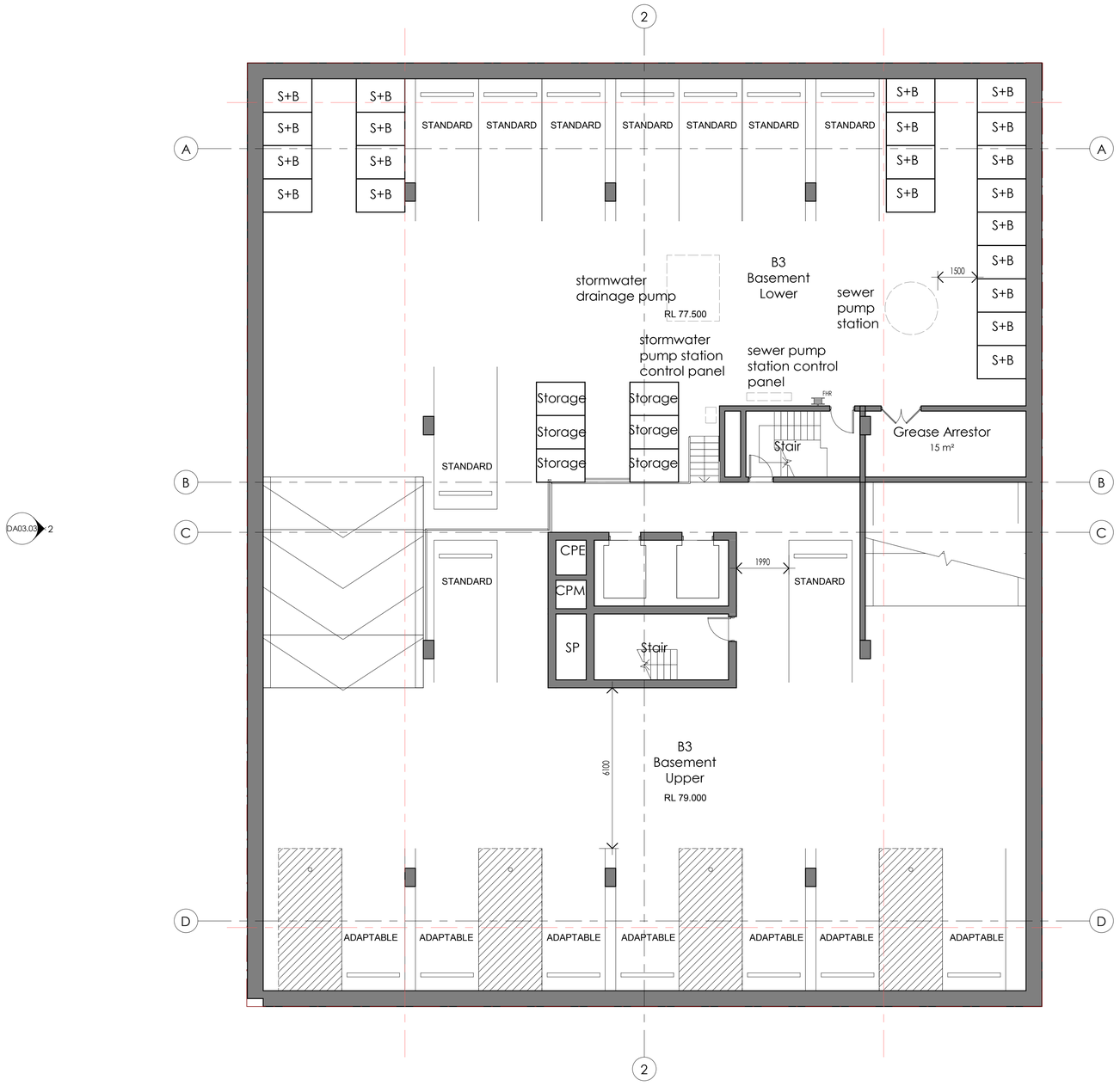
Bus stop

Crows Nest Metro Station

Appendix B

Indicative Architectural Plans

B1



BICYCLE SCHEDULE	
Description	Bicycle spaces
Bicycle Rack	8
Bicycle Rack	4
	12
Level B2 Lower	
Bicycle Rack	6
	6
Level B1 Lower	
Bicycle Rack	8
Bicycle Rack	8
Bicycle Rack	6
Bicycle Rack	6
	28

PARKING SCHEDULE TOTALS	
Parking Space Type	Count
ACCESSIBLE	1
ADAPTABLE	7
CAR WASH	1
COMMERCIAL	4
SHARE CAR	1
STANDARD	15
TOTAL	29

NOTE:

65 BICYCLE STORAGE CAGES

TOTAL NUMBER OF BICYCLE PARKING SPACES = 111

FOR INFORMATION ONLY

Rev.	Revision Description	Chk.	Date
L	Modifications in response to councils comments	SJ	16.05.2021
K	Issue for Information	SJ	25.01.2019

DO NOT SCALE from this drawing. Use given dimensions only. Check all dimensions on the job prior to commencement of shop drawings or fabrication. Any discrepancies are to be referred to the Architect/Engineer/Designer prior to commencement of work

Client

EPIC LEISURE PTY LTD

NORTH

Scale 1:100

0 1m 2m 5m 10m

Project

50 - 56 ATCHISON ST.
ST LEONARDS

KANNFINCH
Kann Finch Group Pty Ltd 50 Carrington St Sydney NSW 2000
ACN 139 614 798 Tel +61 2 9299 4111
www.kannfinch.com
Nominated Architect: Stephen Jamison NSW ARB Reg No 5108

Drawing

BASEMENT 3 FLOOR PLAN

Drawing No.
DA02.02
Revision
L

Scales
1 : 100 @ A1

Drawn Author | Checked Checker | Project No. 6309

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BICYCLE SCHEDULE	
Description	Bicycle spaces
Bicycle Rack	8
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Nominated Architect: Stephen Jamison NSW ARB Reg No 5108

Drawing

BASEMENT 2 FLOOR PLAN

Drawing No.
DA02.03
Revision
L

Scales
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Drawn
Author

Checked
Checker

Project No.
6309

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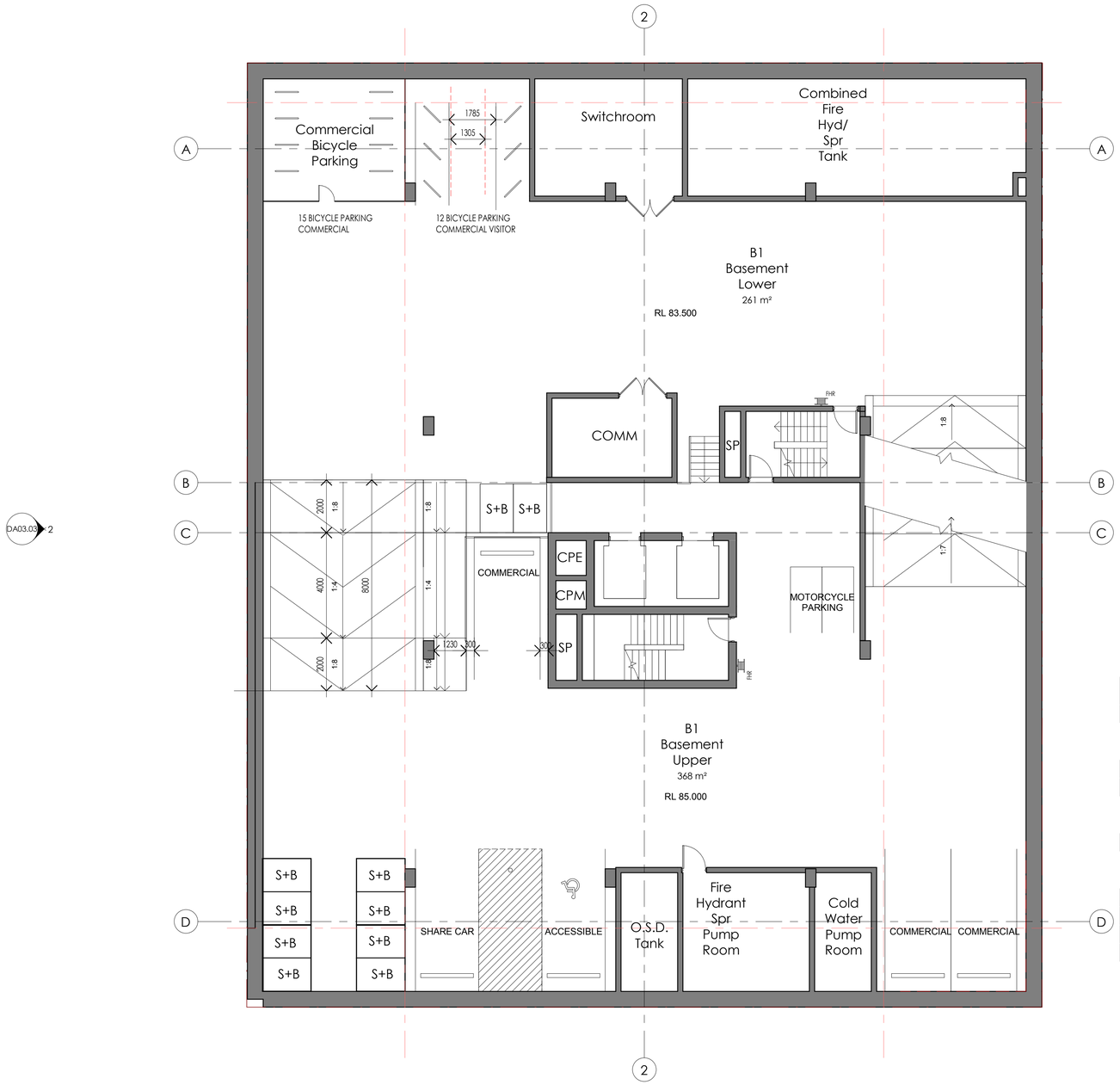

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CAR WASH	1
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Nominated Architect: Stephen Jamison NSW ARB Reg No 5108

Drawing
BASEMENT 1 FLOOR PLAN

Drawing No.
DA02.04
Revision
K

Scales
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Author

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Checker

Project No.
6309

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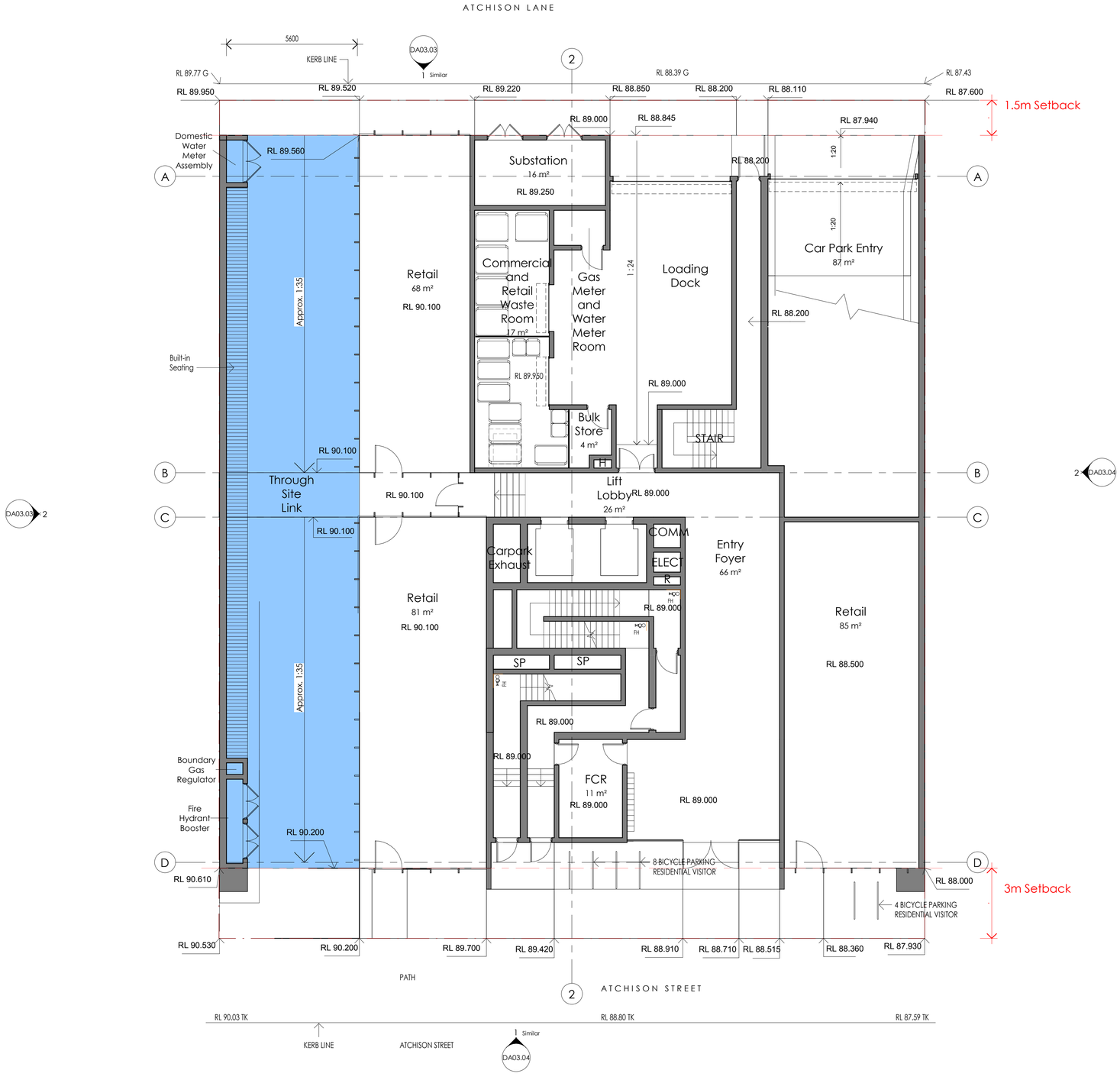

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Rev.	Revision Description	Chk.	Date
O	Modifications in response to councils comments	SJ	16.05.2021
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Drawing
GROUND FLOOR PLAN

Drawing No.
DA02.05
Revision
O

Scales
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Drawn
Author

Checked
Checker

Project No.
6309

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