

**Stockland**

## 601 Pacific Highway, St Leonards

### Framework Green Travel Plan

Reference:

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# 1. Introduction

## 1.1 Background

Arup has prepared this Framework Green Travel Plan on behalf of Stockland Development Pty Ltd to support a Planning Proposal to amend the statutory planning controls that apply to 601 Pacific Highway, St Leonards (Lot 71 in Deposited Plan 749690) (the site) under North Sydney Local Environmental Plan 2013 (LEP).

The intended outcome of this Planning Proposal is to amend the LEP planning controls as follows:

- Establish a site-specific building height control, with maximum building height of RL259 metres; and
- Establish a site-specific floor space ratio (FSR) control, with a maximum FSR of 20:1.

The Planning Proposal does not amend the site's existing E2 Commercial Centre zoning. Future development aligned with the Planning Proposal is consistent with the permissible land uses and objectives of Zone E2.

The new planning controls seek to unlock the potential of a strategically-located landholding within the St Leonards centre and facilitate a new commercial building in a precinct earmarked for density uplift.

This Planning Proposal will deliver strategic planning merits commensurate with State and Local government policy and align with the St Leonards and Crows Nest 2036 Plan adopted by NSW Department of Planning, Industry and Environment (DPIE) (August 2020). Future development of the site will generate substantial public benefit and make a significant contribution to the evolving character of St Leonards town centre.

This plan has been prepared to identify measures that the development could implement to promote sustainable travel options, encourage trips by modes other than private vehicle, limit land used for car parking and address environmental effects such as pollution and noise. The transport impacts and requirements of the proposed development have been prepared by Arup in a separate report to support the Planning Proposal.

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 trips using private vehicles by encouraging greater use of alternative transport methods that have lower environmental impacts. North Sydney Council is committed to reducing car use within the municipality and the wider metropolitan area. Council have requested that a draft Travel Plan accompany Planning Proposals, in line with the North Sydney Development Control Plan (DCP) 2013.

This GTP aims to suggest measures that can have positive influences on travel behaviour for those who will use the facilities within the site. It provides an overarching framework whilst also assisting in guiding building-wide initiatives for the proposed commercial office development. The initiatives listed within this document could be implemented by the 601 Pacific Highway building management team with approval from the property owners.

## 1.2 Site location

The land to which this Planning Proposal relates is known as 601 Pacific Highway, St Leonards. The site is situated on the northern side of Pacific Highway. The site occupies one land allotment and is legally described as Lot 71 in Deposited Plan 749690 under the LEP. The site has a land area of 2,844m<sup>2</sup>, located on a prominent 'gateway' corner in St Leonards Town Centre (North Sydney LGA), as shown in Figure 1. It currently comprises a 14-storey commercial tower known as the IBM building with ground and plaza level retail plus a 158-space basement car park. St Leonards is identified as a strategic centre for which precinct planning will provide capacity for additional commercial floor space to support new jobs and achieve a high job target of 63,500 for St Leonards by 2036.



**Figure 1 Site location**

### **1.3 Proposed Development**

The site is located within a precinct identified for high-density commercial and mixed-use development along Pacific Highway between the St Leonards Train Station and Crows Nest Metro Station. The precinct envisages increased density delivered as transit-oriented development that will take advantage of the precinct's increased accessibility to deliver more jobs. Development in this precinct will create a vibrant, high amenity environment and ensure 24/7 activation between stations.

The Planning Proposal intends to modify the planning controls applied to the site, in particular the maximum building height to RL259 and the maximum FSR to 20:1. The Planning Proposal does not seek to amend the site's existing E2 Commercial Centre zoning. Future development aligned with the Planning Proposal is consistent with the permissible land uses and objectives of Zone E2. An indicative concept design for the new commercial development has been produced to accompany the Planning Proposal and comprises:

- 56,252 sqm GFA of commercial use across 41 storeys;
- 817 sqm GFA of retail located on the lower floors;
- A reconfigured vehicle access via Atchison Street;
- A loading dock servicing all uses on Basement Level 1;
- Tenant parking across four basement levels;
- Cycle parking provided on Basement Level 1 with supporting end of trip facilities on the ground level; and
- Two building lobbies providing pedestrian access from Pacific Highway and Atchison Street.

## 1.4 What is a Green Travel Plan?

A GTP is a package of measures put in place by a tenant / building manager / developer to encourage more sustainable travel whilst commuting and through the course of the working day. It is a means for an organisation to demonstrate a commitment and take a proactive step towards improving the environmental sustainability of its actions.

## 1.5 Benefits of a Green Travel Plan

The GTP can bring numerous benefits for the environmental, social and economic context of the proposed commercial office development. These include:

- The health of tenants within the site by decreasing stress, travel costs, time and broadening travel choice;
- Reducing traffic congestion;
- Improving air and noise quality; and
- Health benefits in response to obesity and an improved quality of life.

## 1.6 Green Travel Plan Framework

The GTP focused on the commercial use within the site can address the following:

- What are the objectives for the building in terms of travel 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 aim of the plan is to reduce the reliance on private vehicle for the site through maximising the use of public transport, walking and cycling in addition to the promotion of car sharing. Many of the transport provisions proposed as part of the commercial office development can support this aim.

## 1.7 Green Travel Plan objectives

The objectives of this GTP are:

- **Encourage the use of more sustainable transport modes** i.e. walking, cycling, public transport (buses, trains and future metro) and car sharing in place of higher energy consumption travel modes, such as single occupant car travel, taxi and air travel. This can be achieved by improving people's travel choices through making sustainable modes available and convenient. This plan broadly aligns with the aims of the North Sydney Transport Strategy 2017 and the North Sydney Guidance for Draft Travel Plans for Planning Proposals;
- **Raise awareness** of sustainable modes of transportation for tenants or visitors who travel 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** by reducing the need for energy intensive car, taxi or air travel through combining journeys for different purposes, travelling to alternative closer locations, or using other means of communications such as audio conferencing, video conferencing and working from home; and
- **Develop a monitoring strategy** to review and evaluate the travel plan.

## **1.8 Who does the Green Travel Plan apply to?**

The GTP can be applied to office and retail tenants, commuters travelling through the building and visitors to the various uses within the development.



## 2. Site-specific transport assessment

The proposed commercial office development will predominately be used for commercial office use with a smaller retail offering.

### 2.1 Local environment for pedestrians and cyclists

#### 2.1.1 Walking connections

Walking facilities surrounding the site are efficient with a comprehensive network of footpaths linking key attractors, such as the train station and bus stops. The site is a 4-minute walk to St Leonards Station along Pacific Highway and a 3-minute walk to the proposed Crows Nest Metro Station, also along Pacific Highway. Walking times to nearby northbound and southbound bus stops is 2-minutes.

The recently published St Leonards and Crows Nest 2036 Plan aims to improve the existing pedestrian environment by improving footpaths, crossings and facilities to enhance street activity and the walking environment. A new pedestrian link highlighted within the plan aspires to better connect pedestrians with St Leonards Train Station at Sergeants Lane. This would create a more convenient walking route between St Leonards Train Station and the site. The proposed pedestrian improvements are outlined in Figure 2.

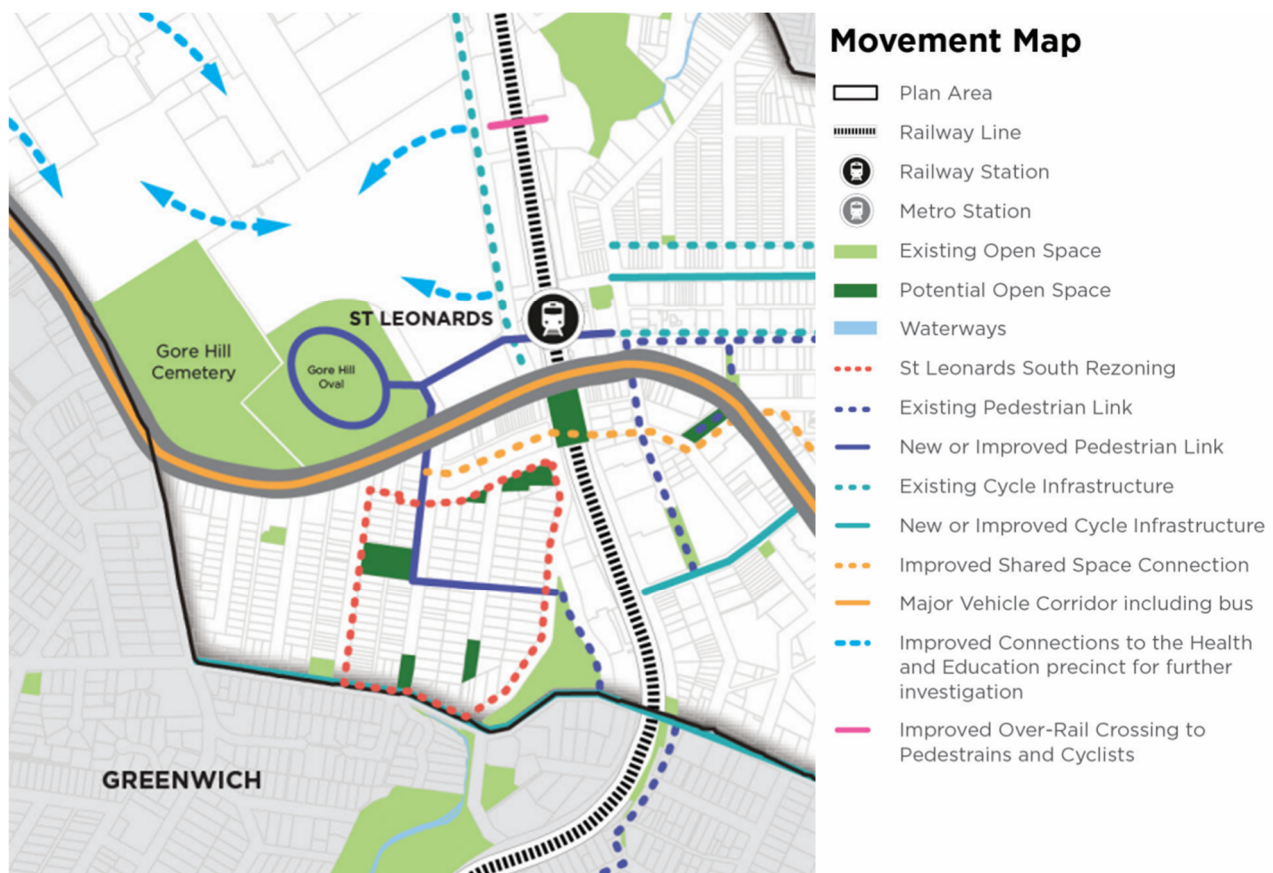


Figure 2 St Leonards and Crows Nest 2036 Plan infrastructure improvements

#### 2.1.2 Cycling network

The Northern Sydney Cycling Map, jointly prepared by a number of Sydney councils, is shown in Figure 3. Atchison Street provides an east-west cycle route to St Leonards Station, while Oxley Street and Clarke Street provide north-south cycle routes. The site is well situated to take advantage of these cycling routes.

The St Leonards and Crows Nest 2036 Final Plan also outlines opportunities to improve cycle connectivity with additional marked and separated cycle lanes and paths, proposed along Chandos Street, Nicholson Street and part of Oxley Street. The proposed development should look to capitalise upon the cycling



infrastructure investment occurring in the area to further increase the number of people cycling as the primary method of travel when accessing the site.

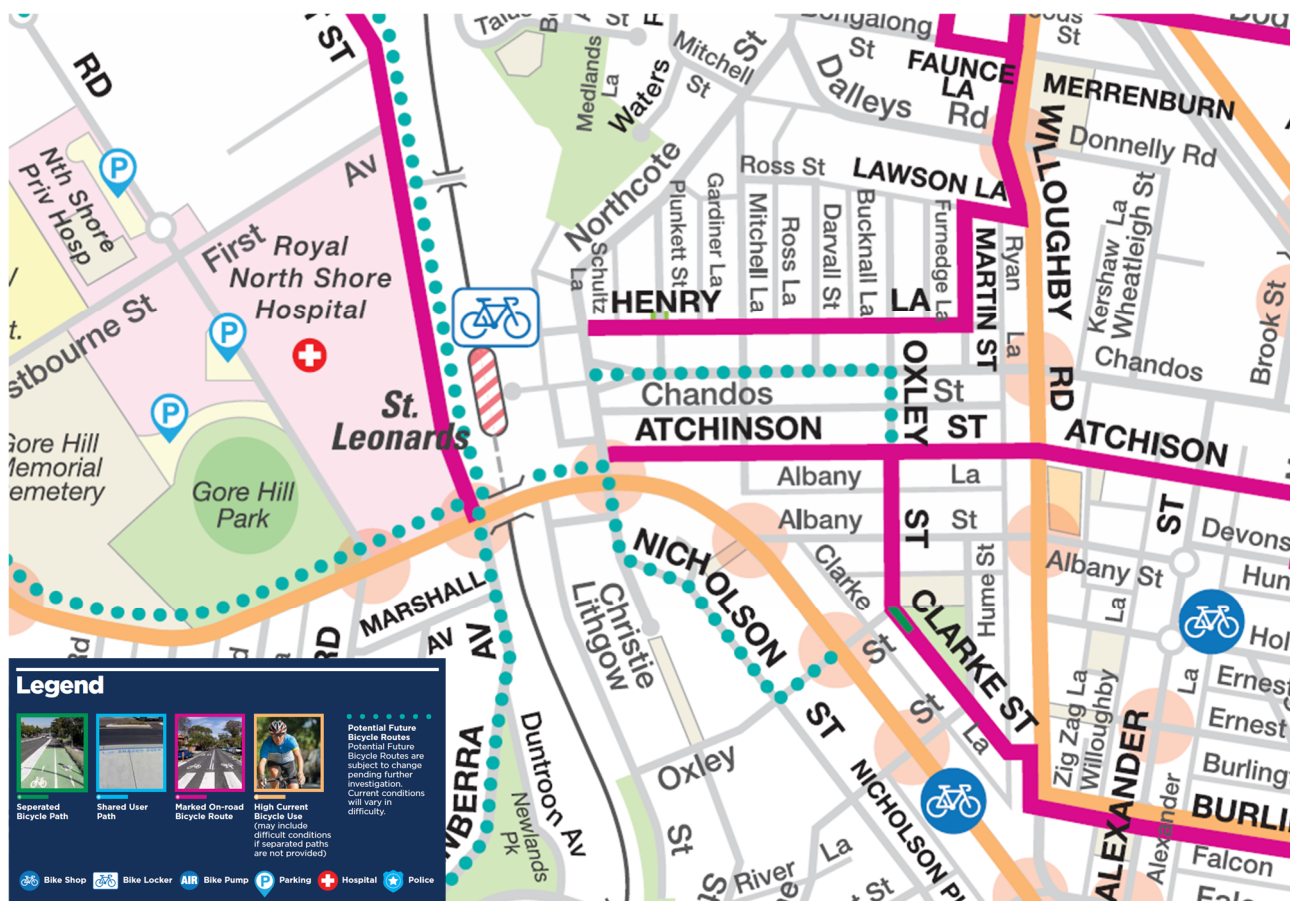


Figure 3 Northern Sydney Cycling Map

## 2.2 Public transport links that serve the site

The site has good existing access to public transport. St Leonards Station and bus stops are all within a short walk of the proposed development. Post-2024, the Crows Nest Metro Station will also be within a short walk of the proposed development. Existing public transport services combined with the future Sydney Metro services, in 2024, will result in the site being highly accessible by public transport. The routes to surrounding public transport facilities are outlined in Figure 4.



**Figure 4 Existing and future public transport around the site**

### 2.2.1 Train network

St Leonards provides access to the Sydney Trains network, including the T1 North Shore and Northern lines, and the Central Coast and Newcastle lines. The station is well connected to other major stations such as Central, Chatswood and Hornsby. The proposed development is situated a 4-minute walk from St Leonards Station.

### 2.2.2 Sydney Metro

The opening of Sydney Metro Northwest (between Chatswood and Tallawong) has improved accessibility to the site from areas such as Epping, Castle Hill and North-Western Sydney, via interchange at Chatswood. In 2024, the Sydney Metro City and South-West line between Chatswood and Bankstown is planned to open. This will provide a station at Crows Nest, which will be a 3-minute walk from the site. This link will provide high frequency services to the Sydney CBD and South-Western Suburbs. The Sydney Trains and Sydney Metro network is outlined in Figure 5.



**Figure 5 Sydney Trains and Sydney Metro networks**

### 2.2.3 Bus network

The site has access to several bus routes that run along Pacific Highway and Willoughby Road which provide connectivity to major centres such as North Sydney and the Sydney CBD, as well as various suburbs. Overall, bus stops are well served, with frequent services throughout the day and express buses operating during peak periods. The closest northbound and southbound bus stops are within a 2-minute walk of the site (200m). The existing bus routes serving the site are shown in Figure 6.

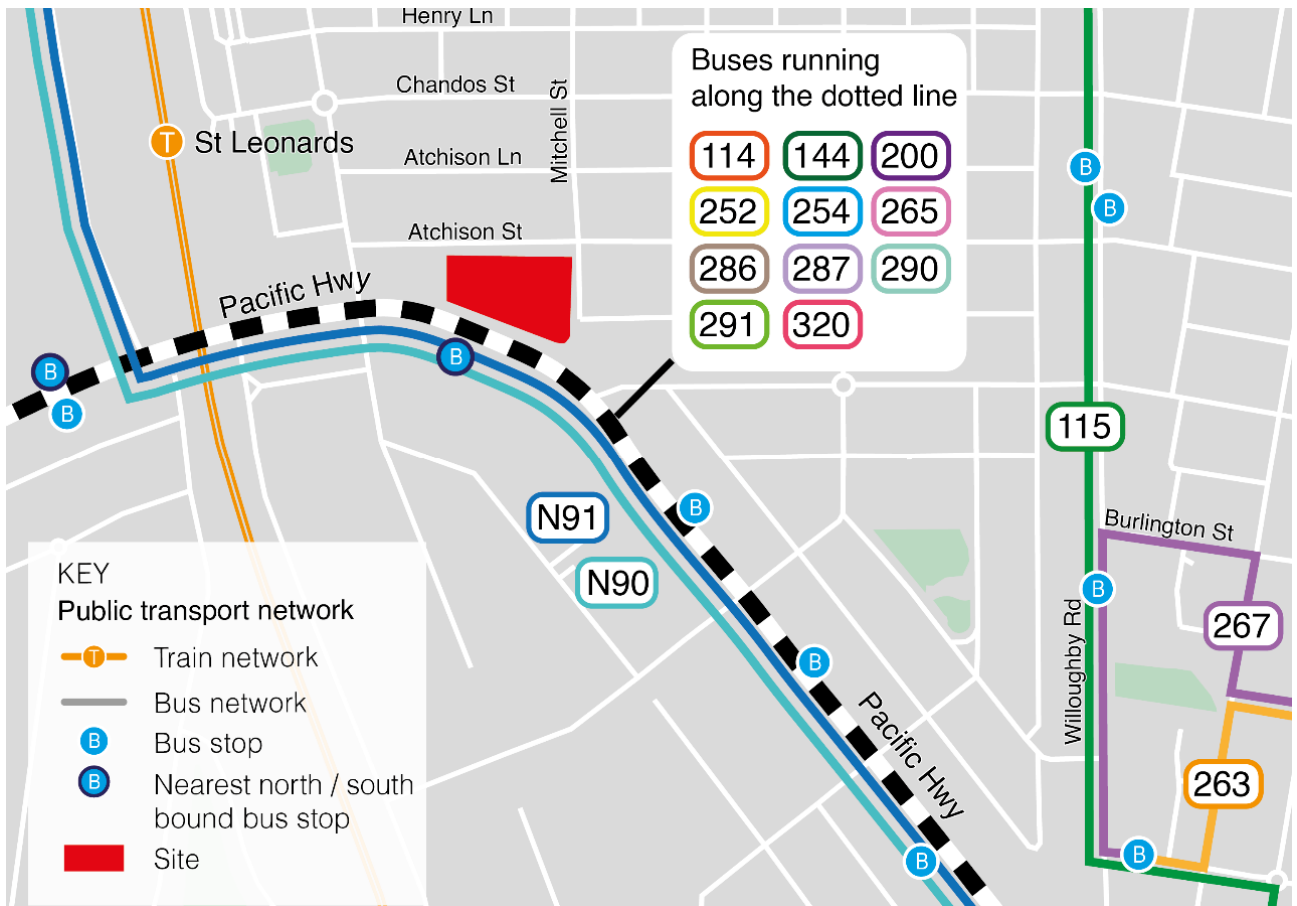


Figure 6 Bus routes in the vicinity of the site

## 3. Design features provided by the development

### 3.1 Walking connections

The proposed commercial office development provides access for pedestrians from Atchison Street and Pacific Highway. The various access to the building are outlined on Figure 7. These entrances provide convenient walking access for people accessing the site from St Leonards Station, with entrance via Atchison Street, or from the Crows Nest Metro Station and Pacific Highway bus stops, with entrance via Pacific Highway.

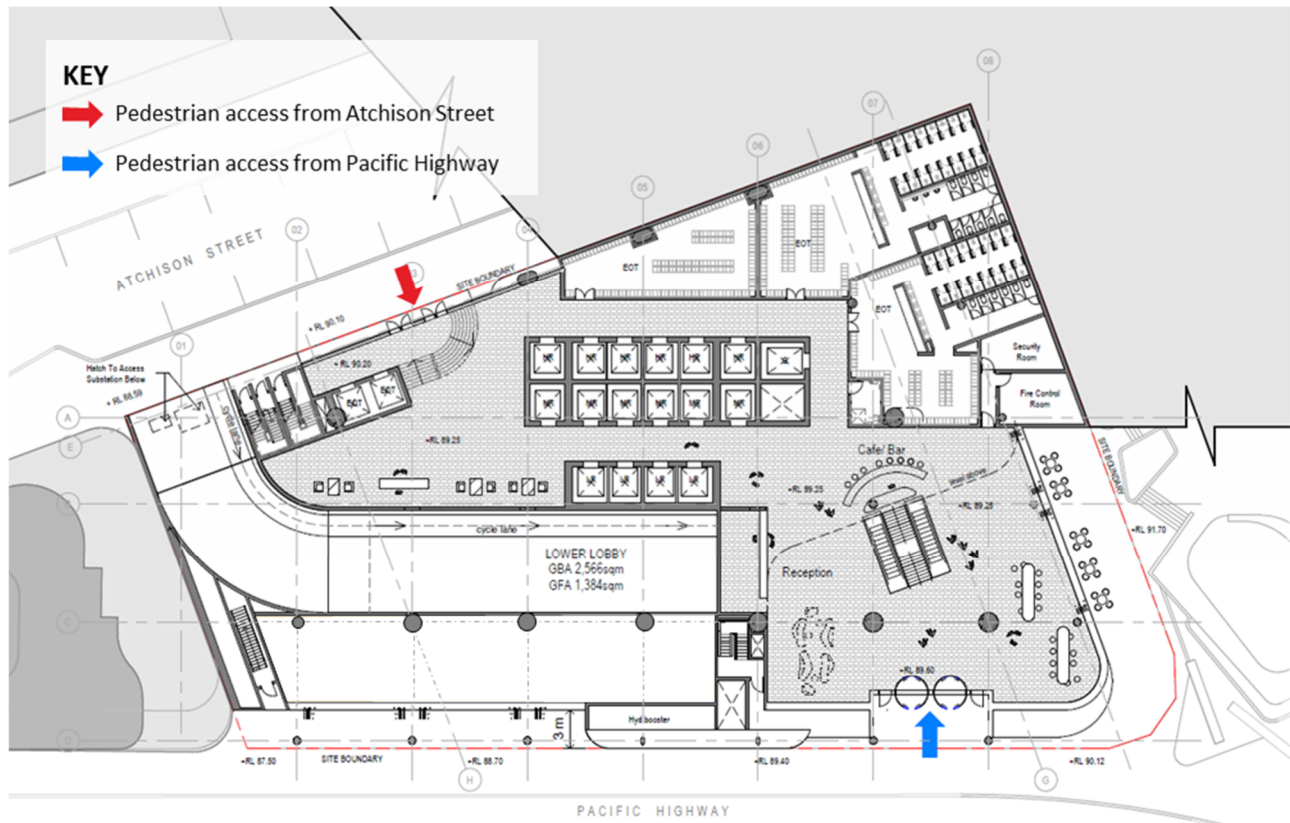


Figure 7 Pedestrian accesses

### 3.2 Facilities for cyclists

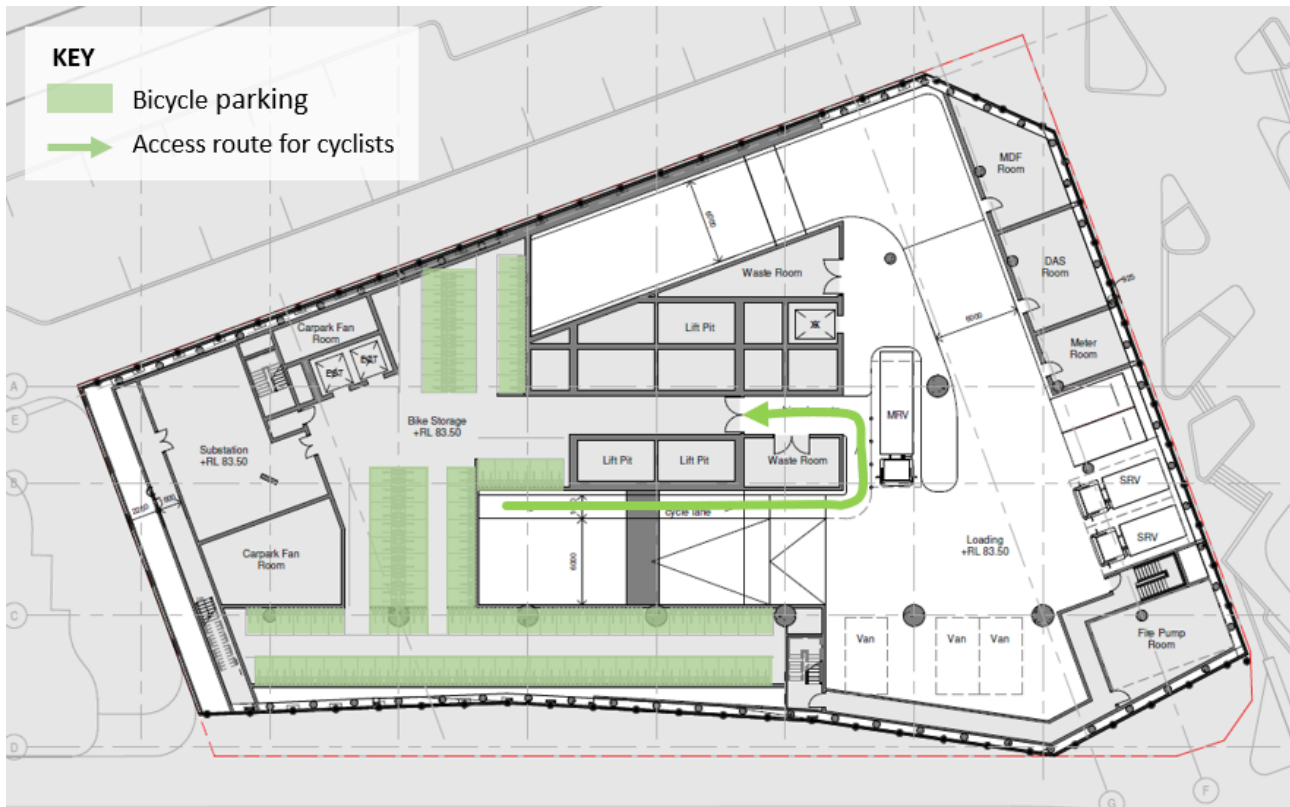
#### 3.2.1 Bicycle parking

It is proposed to provide 381 tenant bicycle parking spaces for office and shop, restaurant or café land uses. This aligns with the rates outlined in the North Sydney DCP 2013. A further 152 visitor parking spaces will be provided. The majority of cycle parking spaces will be provided on Basement Level 1. A small number of cycle parking will be provided in the public realm for visitors.

#### 3.2.2 Access to cycling facilities

The cycle parking in Basement Level 1 can be accessed via a marked lane on the left side of the vehicle ramp providing direct access prior to the loading dock. A number of lifts are also available from the ground floor level. Access arrangements to cycle parking in the basement are outlined on Figure 8.

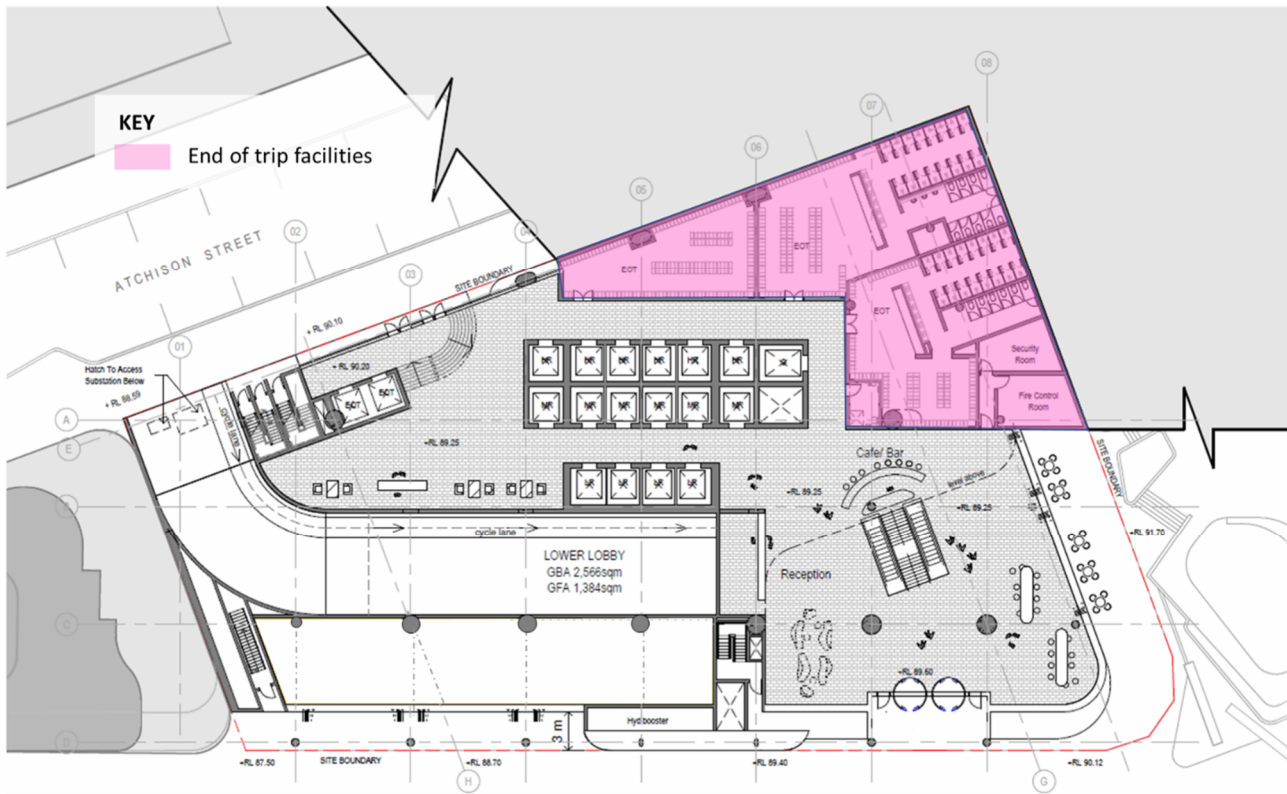




**Figure 8 Access route to cycle parking on Basement Level 1**

### 3.2.3 End of trip facilities

The future design development will determine the quantum of showers and lockers for the end of trip facilities. The provision will align with the requirements in the North Sydney DCP 2013. Indicative provisions and locations are shown on the concept proposal. The detailed design of the development will be subject to a future DA. The location of end of trip facilities within the indicative concept design are outlined on Figure 9. The facilities are located on the ground floor and lifts provide connections from the ground floor to the cycle parking on the level below.

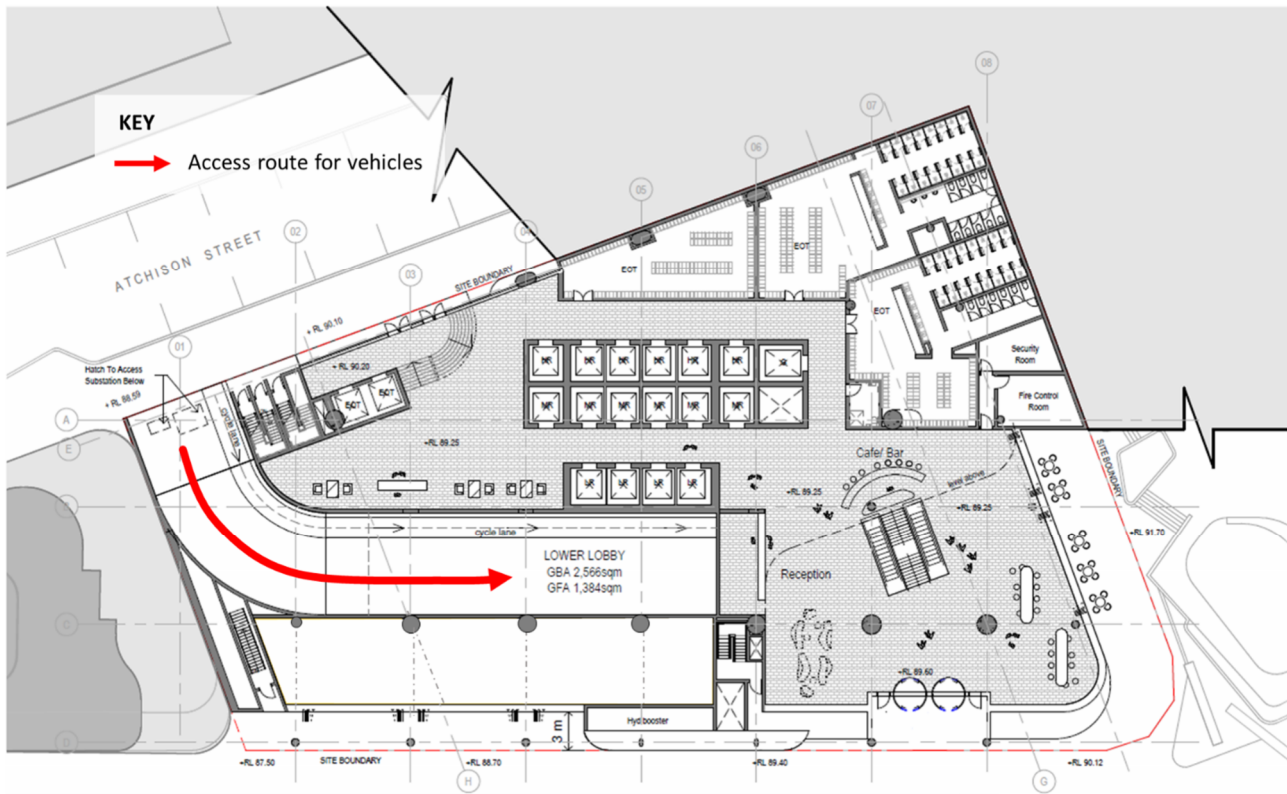


**Figure 9 Indicative location of end of trip facilities on the Ground Floor**

The combination of secure cycle parking and modern end of trip facilities is expected to encourage tenants to run or cycle to work and exercise throughout the working day. These provisions support travel by sustainable modes and will provide wider health benefits for tenants.

### 3.3 Car parking and access

The concept for the proposed commercial office development includes 128 car parking spaces across four basement levels, including 1-3 accessible parking spaces. This is within the allowable maximum parking rates outlined in the North Sydney DCP 2013. Connections to parking levels with disabled spaces will be designed to accommodate mobility impaired users, ensuring equitable access. Parking will only be provided for office tenants and workers within the food and drink premises. No visitor parking is to be provided for any of the development uses given the high public transport accessibility of the site and parking provisions on street. Vehicle access to the site will be from Atchison Street in the north-western corner of the site, as outlined in Figure 10, providing access for servicing and tenant vehicles into the various basement levels.



**Figure 10 Vehicle access from Atchison Street**

### 3.3.1 Car share

The North Sydney DCP 2013, Section 10.2.2 Car Sharing Schemes outlines recommended provisions for car sharing in commercial developments. It states that car share parking spaces should not replace more than 25% of the maximum off-street parking requirement if those car share spaces had not been provided. The installation of car share parking to replace general off-street parking is optional and at the discretion of the developer. A rate of 1 per 30 parking spaces would usually be recommended for a development of this size, based on nearby Council areas.

### 3.3.2 Motorcycle parking

The North Sydney DCP 2013 for motorcycle parking is a minimum rate of 1 space per 10 car parking spaces or part thereof. As a result, a total of 13 motorcycle parking spaces are to be provided in the basement car park. These spaces will need to be allocated in the final planning of the basements.

## 4. Operational opportunities to improve transport choices

### 4.1 Promotion of walking

GTP measures are designed to encourage more walking trips to and from the site by tenants and visitors. The GTP also aims to promote walking as a form of sustainable travel from other points of interest, such as major public transport stops which include St Leonards Station, the future Crows Nest Metro Station and other neighbouring bus stops. The end of trip facilities provided on the Ground Floor, and improved walking connections between the site and St Leonards Train Station via Sergeants Lane will encourage people to walk to and from the proposed development.

### 4.2 Promotion of cycling

As highlighted in Section 2.1.2, the proposed commercial office development has good access to neighbouring cycling networks and will provide high quality end of trip facilities. Access to secure cycle parking, changing rooms, showers and lockers will support tenants and visitors who wish to cycle and may encourage others who would not have considered cycling previously.

### 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. Improved walking connections will improve access to St Leonards Station and the future Crows Nest Metro Station.

### 4.4 Target mode share

Planning for the proposed commercial office development is based on the principles of achieving high usage of walking, cycling and public transport as methods of travel to and from the site. Considering the existing travel patterns for people working in St Leonards from the 2016 Journey to Work census data and transport provisions in and round the proposed commercial office development, target mode shares have been set. These mode share targets align with the North Sydney DCP 2013 which aims to reduce dependency on private vehicle trips. These are outlined in Table 1.

**Table 1 Target Mode Shares**

Mode of travel	2016 JTW Mode share (%)	Target Mode Share (%)
Walked only	5	10
Bicycle	1	7
Train	31	36
Bus	6	6
Taxi	0	0
Motorbike / scooter	1	1
Car, as driver	53	37
Car, as passenger	3	3

The walking and cycling mode share targets both demonstrate an increase from the existing JTW mode share. These targets are driven by the walking and cycling improvements planned by North Sydney Council and the bicycle parking and end of trip facilities within the proposed development. Following the opening of the Crows Nest Metro Station, the rail mode share is also predicted to increase as the public transport

catchment of the area will increase. The number of tenants driving to the proposed development is expected to decrease as the number of car spaces being provided is reduced significantly in comparison to the future occupancy of the building. Improvements to provisions for sustainable modes will also encourage this mode shift, along with measures to increase the occupancy of car trips such as car sharing.

#### **4.5 Car sharing platforms for business related travel**

The North Sydney DCP 2013 focuses on reducing trips by private vehicle. Car sharing could be encouraged for business related trips and Council has identified this as an emerging trend that can be used to increase vehicle occupancy. Provisions to support car sharing are outlined in Section 3.3.

Benefits for tenants who participate in car share programs include:

- Saving money as participants may be able to sell their own vehicle or save on parking, tolls and fuel costs; and
- Reduce the use of maintenance requirements for their personal vehicles.

#### **4.6 Marketing and promotion**

In addition to encouraging travel by sustainable modes, the GTP should aim to manage travel demand by reducing the number, length and timing of trips. To provide building tenants and visitors with a choice of convenient, sustainable travel options to and from the site throughout the day, the following initiatives could be promoted:

- Use of the Sydney Trains and Sydney Metro network to travel to locations within the Sydney CBD and wider Sydney Metropolitan Area;
- Walk to nearby places rather than taking a taxi or rideshare service; and
- Promote the use of share bikes that are available to the public, such as e-bikes.

Marketing and promoting the benefits of sustainable travel alternatives is crucial when encouraging staff to adopt the GTP objectives. It is essential that building occupants 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 staff to think about how they travel to work and how to encourage sustainable travel.

A more detailed GTP must be developed to accompany any future DA for the proposed commercial development.



## 5. Administration

A part of an effective GTP is to nominate personnel to administer and champion the plan from each significant size tenant of the building. The representatives could form a Travel Plan Management team enabling a consistent and organised approach for the whole building.

### 5.1 Revaluating, reviewing and monitoring mechanisms

The GTP is a constantly evolving strategy, and its success will rely on its ongoing monitoring and review. Although the objectives of the GTP will not change, it may be possible over time to redefine 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 redefine targets. Reviewing and monitoring mechanisms could include collecting data from tenants and visitors on their journeys to and from the site. The recorded data will inform modes of transport and distance travelled by each mode, from which energy consumption and emissions can be estimated.