

Our Ref: 15018

11 January 2018

TWT Property Group Pty Ltd
Level 5, 55 Chandos Street
St Leonards NSW 2065

Attention: Mr Nelson Silva

Dear Nelson,

**RE: 23 – 35 ATCHISON STREET, ST LEONARDS (SITE 1) – PLANNING PROPOSAL
TRANSPORT IMPACT ASSESSMENT**

As requested by TWT Property Group Pty Ltd (TWT), The Transport Planning Partnership (TPPP) has undertaken a transport assessment of the planning proposal for the site located at 23 - 35 Atchison Street, St Leonards.

TWT is proposing to lodge a Planning Proposal with North Sydney Council (Council) seeking approval to rezone the 'Site' at 23-35 Atchison Street for the purpose of constructing a mixed-use development.

Location of the Site

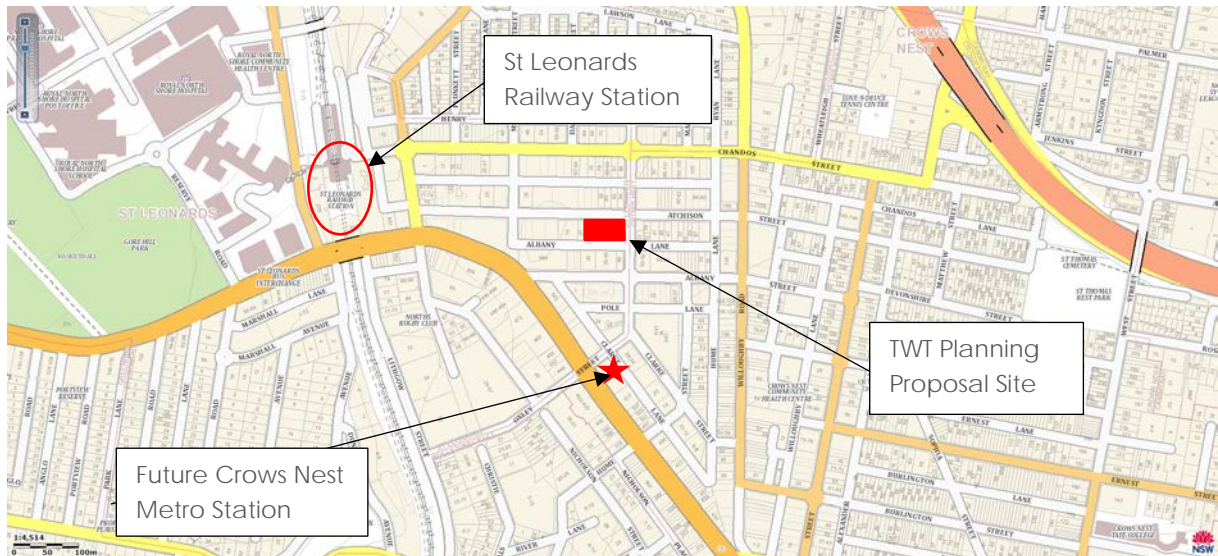
The Site is generally bound by Atchison Street, Oxley Street and Albany Lane in St Leonards. The property lots which make up the Site are shown in Figure 1.

The Site is located within easy walking distance of:

- St Leonards Railway Station and Bus Interchange;
- High frequency bus routes along the Pacific Highway and Willoughby Road;
- St Leonards town centre;
- Crows Nest urban village with its restaurants and retail land uses;
- Royal North Shore Hospital, which is a major employer in the area; and
- To be constructed Sydney Metro Crows Nest Station.

The proximity of the Site to the above transport infrastructure is shown in Figure 2.

Figure 1 – Planning Proposal Site Location



Source : www.maps.six.nsw.gov.au

Figure 2 – Proximity of Site to Transport Infrastructure



Source : AJ+C, July 2016

Background to Transport Assessment of the Planning Proposal Site

In August 2014, GTA Consultants prepared a Transport Impact Assessment¹ as part of a Planning Proposal for a larger land holding by TWT in St Leonards. The author of the GTA report (Jason Rudd) is now the Director at TPPP and author of this report. Subsequent addendums were prepared by GTA and TPPP² to consider changed traffic and transport outcomes associated with modified development yields.

The 2014 proposal included the 23-35 Atchison Street site as part of the proposal.

This assessment considered the traffic implications to surrounding road network associated with the development of 102 residential apartments and 3,165m² of non-residential floor space on the site.

The assessment which included traffic surveys and SIDRA modelling of existing road network conditions considered the net change to traffic generation of the site and concluded that:

"there is adequate capacity in the surrounding road network to cater for the traffic generated by the proposed development".

Through consultation with Council and the Department of Planning a modified Planning Proposal was presented to the Joint Regional Planning Panel (JRPP) in November 2015 in which the residential yields were reduced and non-residential floor space increased to better align with Council's strategic objective of retaining and promoting commercial floor space within the St Leonards CBD.

In response to the JRPP and developments within the St Leonards Planning Precinct, TWT is currently seeking rezoning approval for only 23-35 Atchison Street.

With regard to traffic and transport, the purpose of this report is to present the assessment findings with regard to:

- Comparative assessment of the existing and proposed Planning Proposal traffic generation potential for the Site;
- Consideration of existing traffic conditions in St Leonards generally; and
- Consideration of Sydney Metro transport infrastructure improvements and other strategic planning policy frameworks.

¹ Chandos Street and Atchison Street St Leonards, Planning Proposal Transport Impact Assessment (GTA Consultants, 5 August 2014) Main Author Jason Rudd now at TPPP

² New Life St Leonards Planning Proposal – Transport Impact Assessment Addendum #2 (August 2016) prepared by The Transport Planning Partnership.

Strategic Transport Planning Context for St Leonards

A PLAN FOR GROWING SYDNEY

This NSW Government Plan (2014) provides an outline of the transport infrastructure and actions to facilitate and support Sydney's growing population. St Leonards is identified in this document as a strategic health, education and employment centre. Further growth in employment and housing is considered for St Leonards as a result of the planned Sydney Metro station at Crows Nest which will add to the existing public transport infrastructure, namely the St Leonards Railway Station and bus interchange.

NSW LONG TERM TRANSPORT MASTER PLAN

The residential and economic growth of St Leonards as a major employment hub is supported by the NSW Long Term Transport Master Plan which seeks to improve the integration of all modes. The North West Rail Link is considered as an important piece of infrastructure connecting the NW growth areas to the St Leonards Employment Hub.

SYDNEY METRO – CROWS NEST STATION

In May 2016, Transport for NSW released an Environmental Impact Statement for the Sydney Metro – City and Southwest, Chatswood to Sydenham metro line.

The Sydney Metro includes construction of a rail way station at "Crows Nest" with entrances at Oxley Street and Hume Street. An extract from the EIS is reproduced below (Figure 3) showing the new station details.

As shown in Figure 2 above, the new Metro Station will be located within 3 minutes' walk of the Planning Proposal Site. This will be in addition to the St Leonards Railway Station which is located within 5 minutes walk of the Site.

As such future employees, residents and visitors of the Site will have a choice of two separate rail lines to use each within very convenient walking distance.

It is considered that the development of the Sydney Metro with a station in such close proximity will enhance the attractiveness of public transport as a mode of travel and further increase the already high levels of public transport use by people to and from St Leonards.

Figure 3 – Proposed Sydney Metro Crows Nest Station



Source: Sydney Metro, Chatswood to Sydenham Environmental Impact Assessment (May 2016) prepared by Jacobs Group (Australia) and Arcadis Australia Pacific Pty Ltd

NORTH SYDNEY COMMUNITY STRATEGIC PLAN (2013)

This Plan provides a range of objectives and directions aimed at addressing transport issues identified by the community. The prioritised community issues include:

- High level of vehicle congestion;
- Lack of on street parking; and
- Impacts to pedestrian accessibility and amenity.

The directions outlined by Council promote the use of public and active transport.

ST LEONARDS / CROWS NEST PLANNING STUDY – PRECINCTS 2 & 3

The Planning Study for St Leonards / Crows Nest – Precincts 2 & 3 was adopted by North Sydney Council in May 2015. The plan was prepared to manage the high level of development interest near St Leonards Station, protect jobs and deliver much needed public domain and services. The study moves away from the ‘stepping down’ principle for key landholdings located in the centre.

INTERIM STATEMENT ON THE FUTURE OF CROWS NEST, ST LEONARDS AND THE ARTARMON INDUSTRIAL AREA (AUGUST 2017)

On 4 August 2017 the NSW Government released its Interim Statement on the future of Crows Nest, St Leonards and the Artarmon industrial area. The statement includes a draft vision, objectives, guiding principles and 10 character statements that are to guide future development and infrastructure delivery in the precinct over the next 20 years.

The Precinct is identified as a Strategic Centre in the Greater Sydney Commission’s (GSC) draft North District Plan. The importance of the Precinct as a key employment centre in Sydney, combined with a new metro station at Crows Nest presents a unique opportunity for renewal and a co-ordinated plan for the Precinct. The NSW Government is looking to provide new homes and jobs located close to transport and social infrastructure such as open space and schools.

The DPE is proceeding to Stage Two of the study which will identify areas within the Precinct suitable for redevelopment and guide future development and infrastructure delivery over the next 20 years. A Special Infrastructure Contribution will be developed to fund new infrastructure.

Overview of Planning Proposal Development Yields

The Planning Proposal for 23-35 Atchison Street seeks approval to demolish the existing commercial / retail buildings on the site to construct a mixed use development comprising a commercial / retail podium with a single residential tower.

Basement parking would be provided with vehicle access from Albany Lane. The design concepts would also allow public through site links between Albany Lane and Atchison Street.

It is understood that the planning proposal for 23-35 Atchison Street would include:

- Non Residential Floor Space (GFA) = 3,165 m²
- Residential (Apartments) = 102 apartments
- Car Parking = 92 spaced (including 2 car share spaces)

It is noted that the envisaged car parking provisions shown in Table 1 reflect the relevant car parking controls set out in North Sydney Council's Development Control Plan (DCP) 2013.

Furthermore, bicycle parking, car share and loading dock facilities will need to be accommodated within the development proposals in line with Council's DCP requirements.

Traffic Generation Potential of Planning Proposal Site

The traffic generation potential of the current Planning Proposal for the Site has been estimated utilising the RMS guidelines (TDT 2013/04a) and specifically the surveyed results of St Leonards site contained in the RMS guidelines.

The estimated traffic generation of the current proposal is shown in Table 1.

Table 1 – TWT Planning Proposal Estimated Traffic Generation – 23-35 Atchison St

Land Use	Apartments / Floor Area (m ²)	Traffic Generation Rate (veh/hr)		Traffic Generation Trips (veh/hr)	
		AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr
Residential	102 apartments (10,127m ²)	0.14 trips / apartment	0.07 trips / apartment	14	7
Non-Residential	5 car spaces (3,165m ²)	1 trip / car space	2 trips / car space	5	10
Total				19	17

In considering the traffic implications of the Planning Proposal site, it is considered important to assess the net change in traffic generation potential between the existing site uses (ie. commercial / retail uses) with the proposed site uses.

The traffic generation of the existing Site uses have been estimated based on surveys of the existing on site parking provisions and applying the same traffic generation rate for commercial uses as set out in Table 1.

The existing Site use traffic generation is shown in Table 2 and compared with the potential traffic generation of the proposed site uses.

Table 2 indicates that with the Planning Proposal for the site, there is expected to be a net decrease to the total volume of traffic accessing the site during the AM and PM peak hour periods compared with the existing site uses.

Table 2 – Comparison of Traffic Generation Potential – Existing Site Use & Planning Proposals

	Traffic Generation (veh / hr)
Existing On-site Car Parking Spaces (Office Uses)	33 spaces
Existing Office Uses Traffic Generation Rate - AM / PM	1 trip per parking space ¹ .
Existing Office Uses Traffic Generation - AM / PM	33 veh / hr
Existing Smash Repair Site Traffic Generation	4 / 6 veh / hr
Existing Traffic Generation AM / PM	37 / 39 veh / hr
Planning Proposal Traffic Generation (See Table 1)	19 / 17 veh / hr
Net Change Existing v Planning Proposal	-18 to -22 veh / hr

Notes: (1) Existing parking spaces are generally commercial tenant spaces, with little to no retail parking. Hence AM rate applied to both AM / PM (2) Existing Smash Repair traffic generation based on observation surveys undertaken by TPPP (2017)

This is a direct result from the reduction in parking spaces allocated to office uses (ie 33 spaces) and the removal of the existing vehicle repair business which by its very nature generates vehicle movements with the drop off and / pick up of vehicles for repair.

Implication of Planning Proposal Traffic Generation

As noted above, the Planning Proposal Site is currently occupied by a range of commercial / retail uses, each of which generates existing traffic. This existing traffic generation would not occur and be replaced by traffic associated with the Planning Proposal, should it proceed.

As shown in Table 2 some 33 car parking spaces are currently provided on site within the existing uses of the Planning Proposal Site. In addition to these spaces a car repair business operates from one of the lots (31 Atchison Street).

It is noted that Planning Proposal would reduce the existing number of on site car parking spaces allocated to non-residential development. The reduction of car parking spaces will increase the attractiveness of alternate modes of transport (ie. public and active transport) for non-residential land uses.

As shown in Table 2, the reduction of “destination” car parking spaces for non-residential land uses will potentially result in a nett decrease of Site traffic generation with the Planning Proposal development.

Moreover, the planning proposal is consistent with the strategic transport objectives for the St Leonards precinct as outlined above. And, along with the existing and planning improvements to public transport, the planning proposal on the 23-35 Atchison Street site, will be part of the development of a major employment hub supported by housing and services.

Parking and Vehicle Access Arrangements

The proposed car parking provisions for the planning proposal site would be provided in accordance with North Sydney Council's Development Control Plan. This would include car and bicycle parking provisions.

It is intended to include provisions for car share parking within the basement car park.

The site is currently serviced by some 5 driveways and additional direct accessed parking spaces.

Vehicle access to the site is proposed to be via a single driveway accessed via Albany Lane with all redundant driveways removed. This arrangement would remove existing vehicle driveways along Atchison Street and thereby promote pedestrian accessibility and amenity.

Summary and Conclusion

This report has been prepared to consider the traffic implications associated with the modified Planning Proposal for the TWT Property Site at 23-35 Atchison Street, St Leonards.

The potential traffic and transport implications of development on the Site has been considered as part of previous Planning Proposals.

The assessment presented in this report has concluded that:

- Compared to the existing uses of the Site, the reduction of non-residential car parking spaces (ie. destination parking) by the Planning Proposal will potentially result in a nett reduction in total site peak AM and PM period traffic generation compared with existing Site uses.
- The construction of the Sydney Metro rail line with a new station within 3 minutes walk of the Site will facilitate urban developments such as the Planning Proposal and further enhance St Leonards functionality as a Transit orientate hub for travel to, from and through the centre.
- The planning proposal is consistent with the transport objectives of the various state and local government strategic plans for the St Leonards precinct.

Should you have any queries regarding the above or require further information, please do not hesitate to contact us at TTPP Pty Ltd on (02) 8437 7800.

Yours sincerely,

A handwritten signature in black ink that reads 'Jason Rudd'.

Jason Rudd
Director