

Technical Memorandum

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Subject Alfred Street Precinct Masterplan Integrated Basement Scheme Review

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1. Background

1.1 Purpose

This technical memorandum outlines the assessment of access location options for the proposed integrated basement scheme for Alfred Street Precinct Masterplan. The integrated scheme involves consolidating the basement car parking of 263–269 Alfred Street and 271–273 Alfred Street into a single, coordinated layout.

1.2 Policy context

The access locations were assessed with reference to Austroads Guide to Road Design (AGRD), NSW Movement and Place Framework, Australian Standards AS2890 and North Sydney Development Control Plan 2025 (DCP).

1.3 Site

The site comprises 263–269 Alfred Street and 271–273 Alfred Street, located in North Sydney. The combined site has frontage to Alfred Street North to the east, Little Alfred Street to the west, and Whaling Road to the south.

This assessment considers four access options, as identified through correspondence with OCG dated 22 June 2026.

Job number 312844-07
Date 02 July 2026

2. Basement Access Assessment

2.1 Entry and Exit Options

For the location of access to / from the integrated basement, four (4) options have been assessed. These are shown in Figures 1-4.

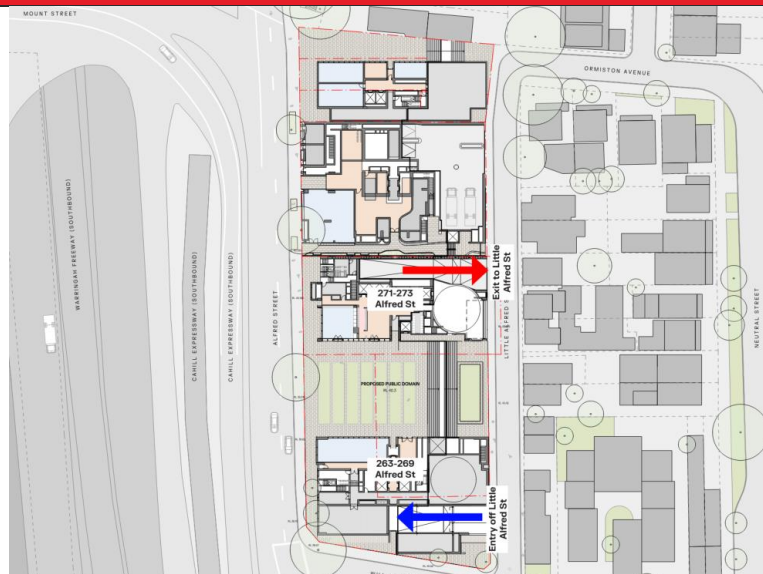
Option 1a	Entry / exit
 The site plan for Option 1a shows a building complex with a central courtyard. The plan includes labels for Mount Street, Marnham Freeway (Southbound), Chull Freeway (Southbound), Alfred Street, Little Alfred Street, Ormiston Avenue, and Neutral Street. The building is divided into sections labeled 271-273 Alfred St and 263-269 Alfred St. A red arrow indicates the entry into 263-269 Alfred Street from Little Alfred Street. A blue arrow indicates the exit from 271-273 Alfred Street via Little Alfred Street. A red dashed line outlines the proposed full-down area.	Entry into 263-269 Alfred Street from Little Alfred Street Exit from 271-273 Alfred Street via Little Alfred Street

Figure 1. Option 1a

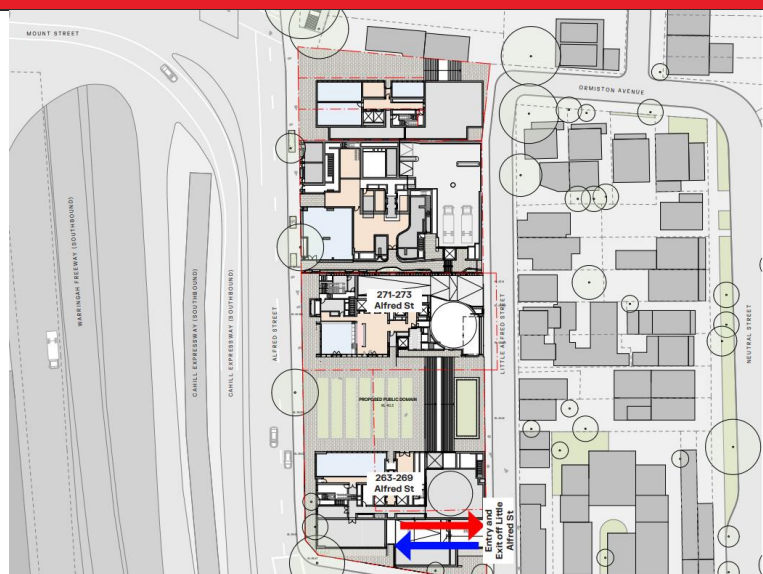
Option 1b	Entry / exit
 The site plan for Option 1b shows the same building complex as Option 1a. The plan includes labels for Mount Street, Marnham Freeway (Southbound), Chull Freeway (Southbound), Alfred Street, Little Alfred Street, Ormiston Avenue, and Neutral Street. The building is divided into sections labeled 271-273 Alfred St and 263-269 Alfred St. A red arrow indicates the entry into 263-269 Alfred Street from Little Alfred Street. A blue arrow indicates the exit from 263-269 Alfred Street via Little Alfred Street. A red dashed line outlines the proposed full-down area.	Entry into 263-269 Alfred Street from Little Alfred Street Exit from 263-269 Alfred Street via Little Alfred Street

Figure 2. Option 1b

Job number 312844-07
Date 02 July 2026

Option 2a	Entry / exit
Figure 3. Option 2a	Entry into 263-269 Alfred Street from Whaling Road Exit from 271-273 Alfred Street via Little Alfred Street

Option 2b	Entry / exit
Figure 4. Option 2b	Entry into 263-269 Alfred Street from Whaling Road Exit from 263-269 Alfred Street via Whaling Road

Job number 312844-07
Date 02 July 2026

2.2 Method of Assessment

The following considerations have been applied to the four access and egress options:

2.2.1 Driveway clearance

In accordance with Austroads Guide to Road Design (Parts 4 and 4A) and AS/NZS 2890.1:2004 Clause 3.2.3, vehicular access is to be set back a minimum of 6 m from the tangent point of the kerb return at intersecting streets. This ensures that access is located outside the functional intersection area and minimises conflicts with turning movements.

While the exact required setback will vary depending on intersection geometry, road hierarchy, and traffic conditions, a greater separation distance (typically in the order of 10 m or more measured along the kerb) is commonly adopted in practice to align with Austroads guidance on intersection spacing, sight distance, and operational performance.

Increased separation assists in reducing turning conflicts, minimising the potential for queuing to extend into adjacent intersections or access points, and maintaining adequate sight distance for both drivers and pedestrians. Proposals that do not achieve sufficient separation may result in reduced operational efficiency, increased vehicle conflicts, and diminished safety outcomes.

2.2.2 Road Hierarchy

Where a site is bounded by roads of differing hierarchy, the NSW Movement and Place Framework principles seek to prioritise access from lower-order roads where feasible. In this context, Whaling Road would be classified as a higher-order road relative to Little Alfred Street and is therefore intended to prioritise through-movement.

Accordingly, Transport for NSW (TfNSW) and the Department of Planning, Housing and Infrastructure (DPHI) generally discourage direct property access from higher-order roads where suitable alternatives are available. Any such arrangement would be expected to require further justification.

These principles are also present in North Sydney Development Control Plan 2025 (Part D, Section 4.3.3), which states that where a site is serviced by both a primary street and a rear laneway, vehicular access should be provided from the laneway. The DCP also requires that driveway design minimises queuing impacts on the public road network. As such, access from a laneway or lower-order road is preferred where possible.

2.2.3 Vehicular Traffic

Whaling Road accommodates higher traffic volumes relative to Little Alfred Street, resulting in a more complex operating environment. Access arrangements on higher-volume roads may increase the likelihood of conflicts between site traffic and through-movements, as well as elevate safety risks for both vehicles and pedestrians. Consequently, access from lower-volume roads is generally preferred from both an operational and safety perspective.

Job number 312844-07
Date 02 July 2026

2.2.4 Sight Distance and Safety

The location of site access points can influence sight distance and visibility for drivers. Access points positioned in close proximity to intersections or other features may restrict visibility of approaching vehicles, pedestrians, or turning movements.

Vehicles entering and exiting the site may also introduce additional turning conflicts, particularly where interaction with nearby intersection movements occurs. Poor visibility or constrained geometry can reduce driver reaction time and increase the risk of collisions. Accordingly, careful consideration of sight distance and access placement is critical to ensuring safe operation.

2.3 Access and Egress Optioneering

Table 1 summarises the findings of the options assessment based on the criteria outlined in Section 0. Green cells indicate acceptable design, whereas orange cells generally represent non-compliance (or the need for more modification).

Table 1. Integrated basement scheme options assessment

Options	Driveway Clearance (2.2.1)	Road Hierarchy (2.2.2)	Vehicular Traffic (2.2.3)	Sight Distance and Safety (2.2.4)
1a	Entry/exit driveway satisfies minimum 10m clearance	Entry/exit on laneway	Entry/exit on lower volume road	Entry/exit driveway will not affect sight distance on any nearby intersections
1b	Entry/exit driveway does not appear to satisfy minimum 10m clearance	Access/egress on laneway	Entry/exit on lower volume road	Entry/exit driveway will affect sight distance on Whaling Road / Little Alfred Street intersection
2a	Entry driveway does not appear to satisfy minimum 10m clearance	Entry on higher priority road	Entry on higher volume road	Entry driveway will affect sight distance on Whaling Road / Little Alfred Street intersection
2b	Entry/exit driveway does not appear to satisfy minimum 10m clearance	Entry/exit on higher priority road	Entry/exit on higher volume road	Entry/exit driveway will affect sight distance on Whaling Road / Little Alfred Street intersection

Options 1b and 2b do not satisfy the minimum 10 m clearance between the driveway and the nearest intersection. As a result, both options are likely to compromise sight distance at the Little Alfred Street / Whaling Road intersection and adversely affect its safe and efficient operation. In addition, Option 2b proposes both access and egress on Whaling Road, a higher-order road with greater traffic volumes, which is not preferred from both a safety and network function perspective.

Job number 312844-07
Date 02 July 2026

Option 2a presents a similar issue, with the access driveway on Whaling Road failing to meet the minimum 10 m clearance requirement and also being located on a higher-order road.

While Option 1b simplifies vehicle wayfinding through a combined entry and exit, its proximity to the intersection (within 10 m) increases the likelihood of conflicts with vehicles entering and exiting Little Alfred Street at the Whaling Road intersection, thereby reducing overall safety and operational efficiency.

In contrast, Option 1a satisfies the minimum driveway clearance requirements and locates access and egress on a laneway, which is consistent with best practice and relevant planning controls.

3. Summary

Keys findings of this memo are:

- Option 1a is the preferred entry and exit arrangement, as it satisfies the minimum 10 m clearance between the driveway and the nearest intersection and is located on a laneway.
- Options 1b, 2a and 2b appear not to satisfy the minimum 10 m clearance between the access driveway and the intersection and will affect sight distance at the Whaling Road / Little Alfred Street intersection.
- Access in Options 2a and 2b are located on higher-priority and higher-volume roads.

4. Next Steps

The detailed design of the integrated basement scheme will need to comply with North Sydney Development Control Plan (2025), State Environmental Planning Policy (Housing) 2021, Austroads Guide to Road Design, Australian Standards AS2890.