



45-53 Macleay Street, Potts Point

Transport Impact Assessment

Prepared for:

Time & Place

18 February 2025



PROJECT INFORMATION

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Client:	Time & Place
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Prepared By:	JMT Consulting

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1 Introduction

1.1 Background

This Transport Impact Assessment has been prepared by JMT Consulting on behalf of Time and Place Ltd (the Applicant) to accompany a Concept State Significant Development Application (SSDA) for a mixed-use development at 45-53 Macleay Street, Potts Point (the site).

1.2 Site description

The site is within the City of Sydney Local Government Area (LGA). It has an area of 1,289sqm and is legally described as SP 934. The site currently accommodates a 12-storey residential flat building comprising 80 studio apartments, and associated car parking.

The site is in Potts Point, which is well serviced by public amenities such as a supermarket, cafes, destination retail shops and a library. Further afield is the Sydney CBD and the Royal Botanic Gardens to the west, and Elizabeth Bay and Rushcutters Bay to the east. The site is within convenient walking distance (750m) of Kings Cross Train Station which provides rail connections to Bondi Junction and South Sydney. It also benefits from access to local bus services along Macleay Street which run every 10 minutes on average throughout the day and connect the site with Potts Point, Central Station and Barangaroo.



Figure 1 Site location

1.3 Proposal description

The project seeks concept approval pursuant to section 4.22 of the EP&A Act for a 13-storey mixed-use shop-top housing development comprising three levels of basement car parking, ground floor retail and residential above.

The project will include 15% affordable housing for a 15-year period to utilise the height and floor space bonuses in the Housing SEPP. The proposal will comply with the maximum height and FSR controls for the site when utilising the bonuses provisioned for under the Housing SEPP for affordable housing provision, and the Sydney LEP 2012 for design excellence.

1.4 State Environmental Planning Policy (Transport & Infrastructure) 2021

With regards to the State Environmental Planning Policy (Transport & Infrastructure – T&I SEPP) 2021 the following is noted:

- The site does not have a direct frontage to a classified road, therefore not triggering the assessment requirements of clause 2.119 of the SEPP.
- The site does not adjoin a road with an annual average daily traffic volume of more than 20,000 vehicles, therefore not triggering the assessment requirements of the T&I SEPP; and
- The proposal will provide for fewer than 300 dwellings and is not expected to impact the operation of the local road network and is therefore not considered to be ‘traffic generating development’ as defined under Schedule 3 of the T&I SEPP.

1.5 Response to SEARs

This report has been prepared in response to the Secretary's Environmental Assessment Requirements (SEARs) for SSD- 79316759 relevant to traffic and transport as summarised in Table 1 below.

Table 1 SEARs requirements

SEARs Item	Description of Requirement - SSD- 79316759	Response
Item 9. Transport	Provide a Transport Impact Assessment (TIA) in accordance with the processes and methodology recommended in the Guide to Transport Impact Assessment (GITA) published by TfNSW.	As per the recently released GTIA the subject development is considered to have a 'low' impact level given the proposal does not meet the criteria for either Columns 2 and 3 of Schedule 3 in the State Environmental Planning Policy (Transport and Infrastructure) 2021. The GTIA recommends the development of a 'Transport Impact Statement' for this scale of development, covering the following items: - site location and context (see section 2.1 – 2.4) - development scale and access arrangements (see section 1.3, 3.1 – 3.3) - trip generation and distribution (see section 3.8) The above items have been addressed in this report.
	If the construction of the development would cause interruptions to regular pedestrian and transport routes (including public transport, active transport or general traffic), a preliminary Construction Traffic (or Transport) Management Plan (CTMP) should be prepared as part of the TIA to mitigate any such impacts.	The site is not located on a major on-road (bus) public transport corridor nor is it adjacent to a major road. Therefore future construction of the development is not forecast to cause significant disruptions to public transport, pedestrians, cyclists or general road users. A detailed CTMP will be prepared prior to any works commencing on site, this requirement can be reinforced via a suitably worded consent condition. Key principles and mitigation measures to be adopted to manage the traffic related impacts of construction are around in Section 3.10 of this document.

2 Existing Conditions

2.1 Site location and vehicle access

The site at 45-53 Macleay Street is located in the suburb of Potts Point, approximately 2km east of the Sydney CBD. A multi-storey residential building is currently located on the site which contains approximately 80 single bedroom units with associated on-site car parking. The site has frontage to Macleay Street, McDonald Street and McDonald Lane and is zoned B4 mixed use. Vehicle access is provided via a driveway on McDonald Street as illustrated in Figure 2 below.



Figure 2 Site location and vehicle access

2.2 Existing travel patterns

Journey to work data from for people living in the immediate vicinity of the site¹ is shown in Figure 3. The data indicates that only 23% of current residents drive to work, with the majority either catching public transport or walking. This low proportion of people relying on car to access their workplace reflects the strong accessibility of the site by public transport and good walking connections to the nearby Sydney CBD.

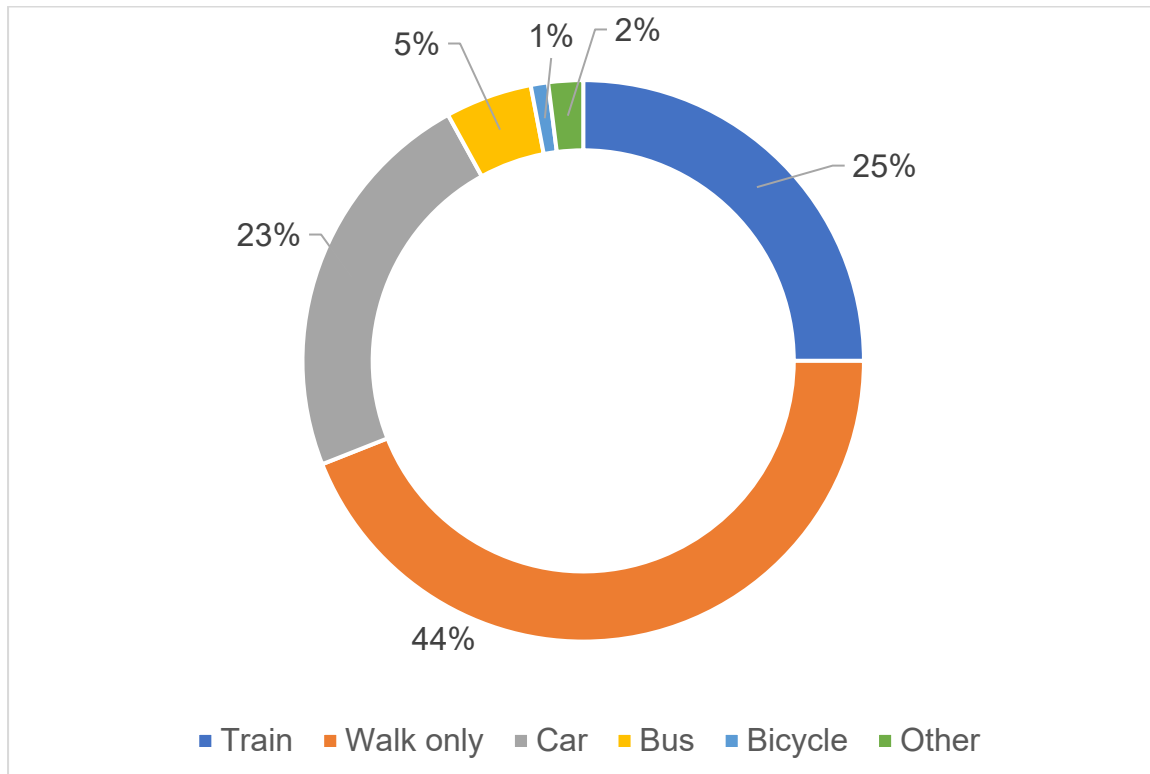


Figure 3 Existing travel patterns of residents adjacent to the site

¹ Corresponding to residents within Statistical Area 1 (SA1) 113305

2.3 Public transport

The site is located in close proximity to bus and train services making it suitable for residential development.

The closest bus stops are located adjacent to the site on Macleay Street, servicing the 311 public bus route. The 311 runs every 10 minutes on average throughout the day and provides a connection between Potts Point, Central Station / Railway Square and Barangaroo / Millers Point.

Kings Cross train station is easily accessible from the site - located approximately 800m away as the crow flies, or just over a 10 minute walk. Kings Cross station is located on the T4 Eastern Suburbs and Illawarra Line, providing direct services into the Sydney CBD as well as key centres such as Bondi Junction, Redfern, Kogarah and Hurstville. Services operate every 3-4 minutes during peaks.

A summary of the public transport servicing the site is provided in Figure 4.

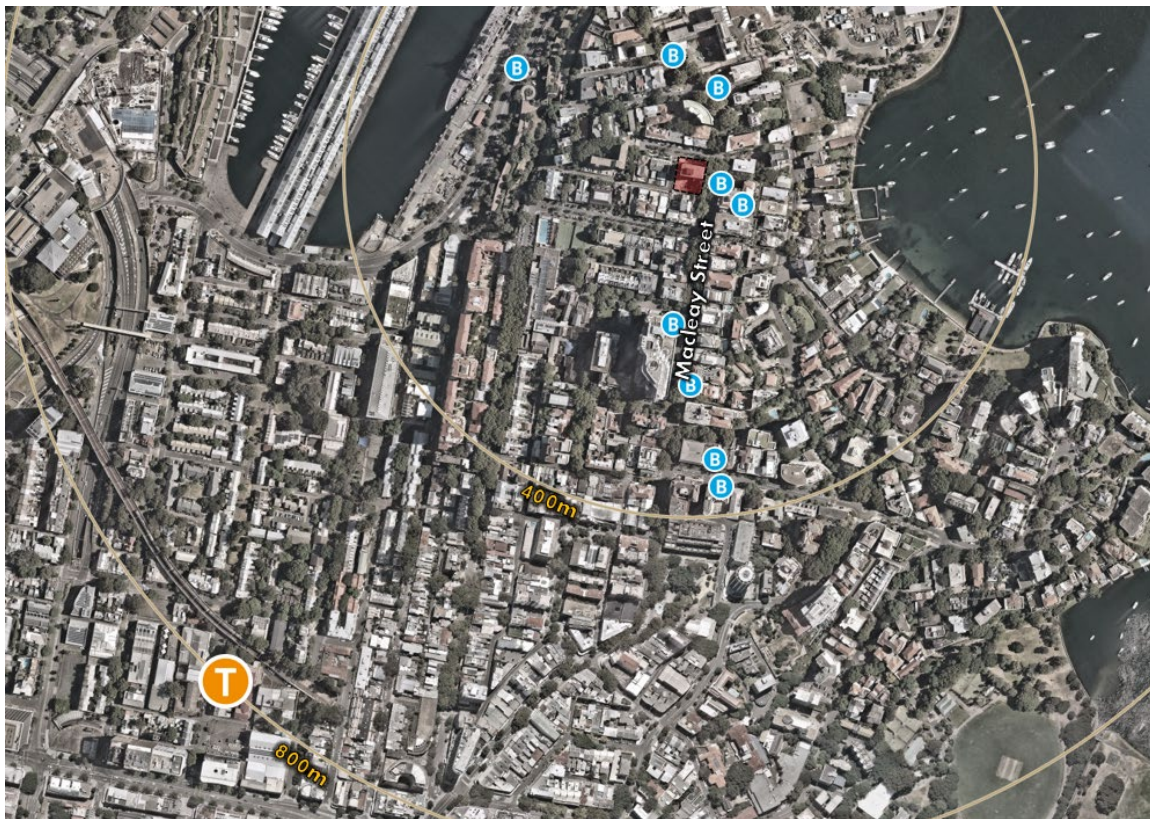


Figure 4 Existing public transport services

3 Transport Assessment

3.1 Proposed site access

Figure 6 below outlines the proposed site access strategy under the reference scheme prepared for the concept proposal which includes:

- Retention of the existing vehicle access driveway on McDonald Street to cater for cars and bicycles to enter a basement parking area. This same driveway will be used for service vehicles to access a ground floor loading dock area. The driveway width has been minimised (based on swept path analysis) to reduce the extent of driveway crossover provided on McDonald Street.
- Pedestrian access into the site via Macleay Street.

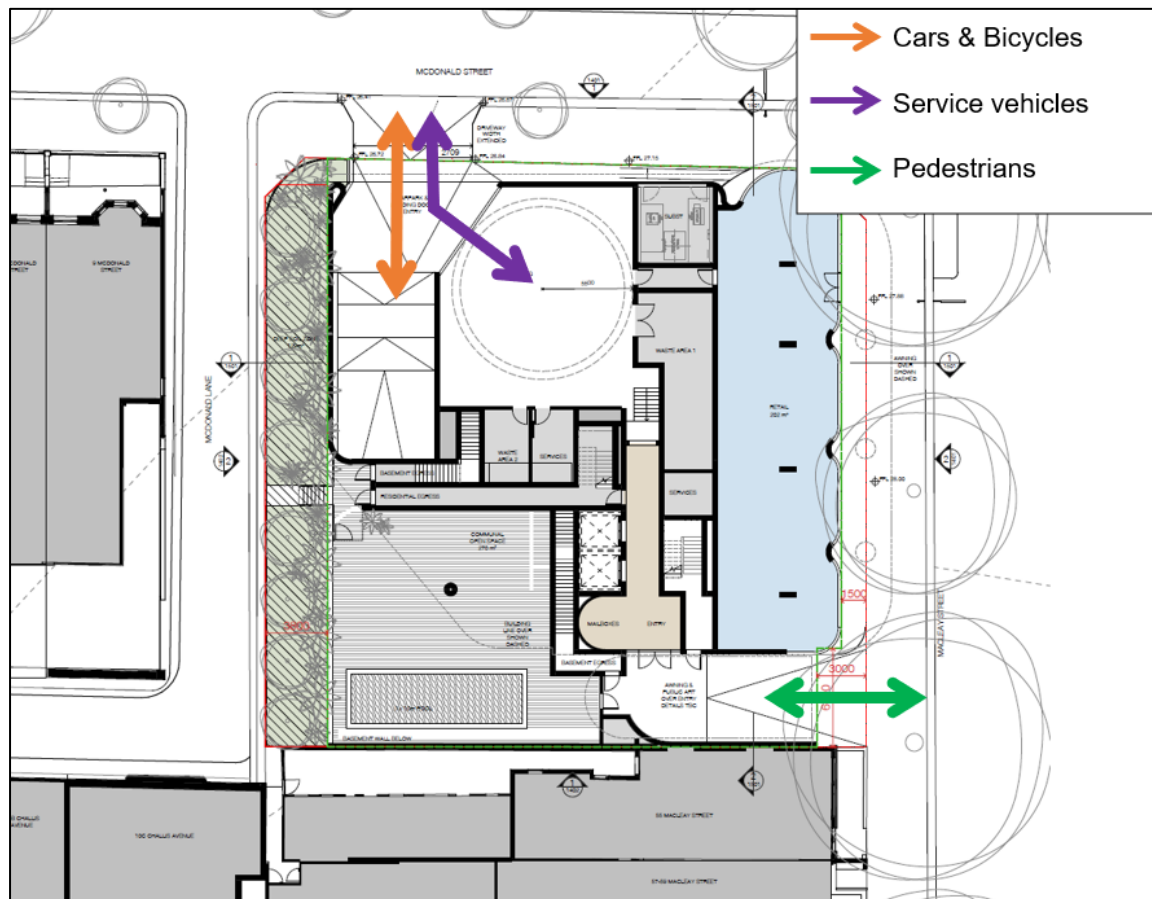


Figure 6 Proposed site access strategy

The car park access driveway and entry/exit ramp has been designed to accommodate the simultaneous two-way movement of traffic into and out of the site. This is demonstrated through the swept path analysis shown in Figure 7.

The access ramp has been designed with appropriate gradients and transitions to avoid vehicles 'bottoming out'. The design also provides for a 300mm freeboard above the level of McDonald Street to comply with City of Sydney requirements in relation to flood management

Vehicle manoeuvring from all directions on McDonald Street is possible with the reference design, with no alterations required to the existing landscaped median or on-street car parking.

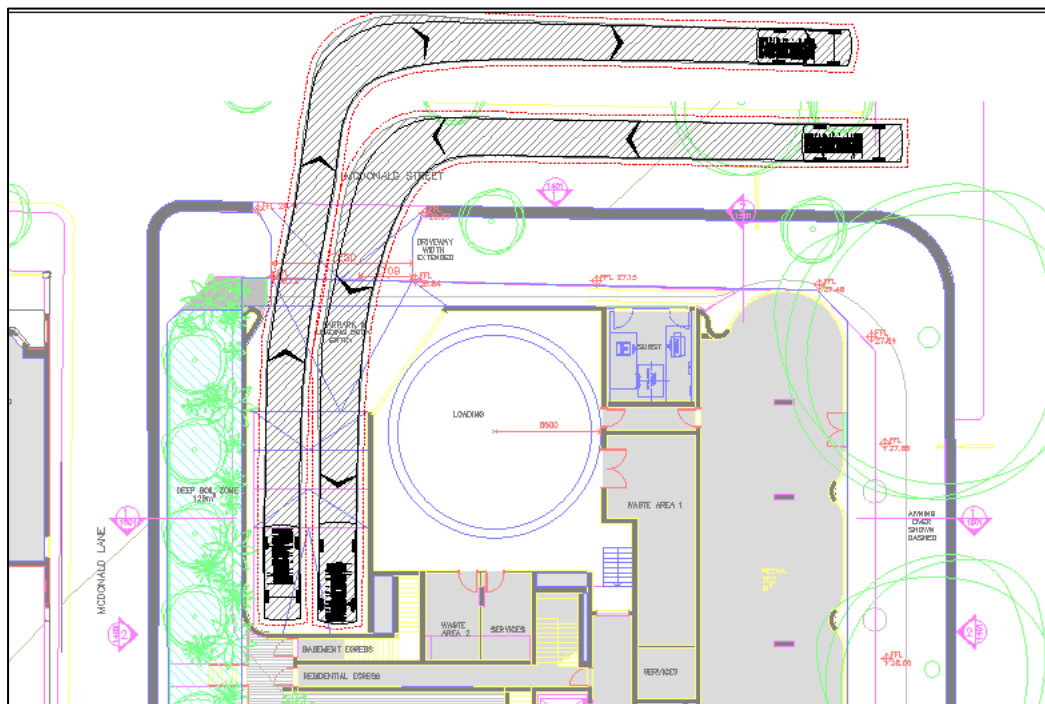


Figure 7 Swept path analysis – simultaneous vehicle entry and exit

3.2 On-street car parking

As the proposal would accommodate all car parking and loading on-site, as well as retain the existing vehicle access driveway location, no existing on-street car parking would be impacted by the proposal.

3.3 Loading and servicing

The development proposes an enhancement to current arrangements by providing for dedicated loading / servicing within the development site – in accordance with the City of Sydney’s guidelines for waste management in new development. A single loading bay has been provided which meets the requirements of the City of Sydney DCP (2012), which notes that 1 service vehicle parking space is required for the first 50 dwellings or serviced apartments of a development.

The loading bay and driveway has been designed to accommodate a 10.6m long City of Sydney waste collection vehicle. The access driveway has been carefully designed to provide appropriate gradients and transitions so that vehicles can adequately manoeuvre into and out of the space, in accordance with Australian Standards for off-street parking (commercial vehicles) AS 2890.2. A 4m clearance height is provided within the loading dock to accommodate a Council waste collection vehicle as well as large delivery vehicles.

Access to the loading bay is provided via the access driveway on McDonald Street as shown in the swept path analysis in Figure 8. An 11m diameter turntable is provided so that vehicles can enter and exit the site in a forwards direction. This provides a significant improvement to the current environment by providing for all loading activity on site, compared to current conditions which require service vehicles to utilise on-street parking areas.

The final design of the loading dock will be carried out at the detailed Development Application stage of the project.

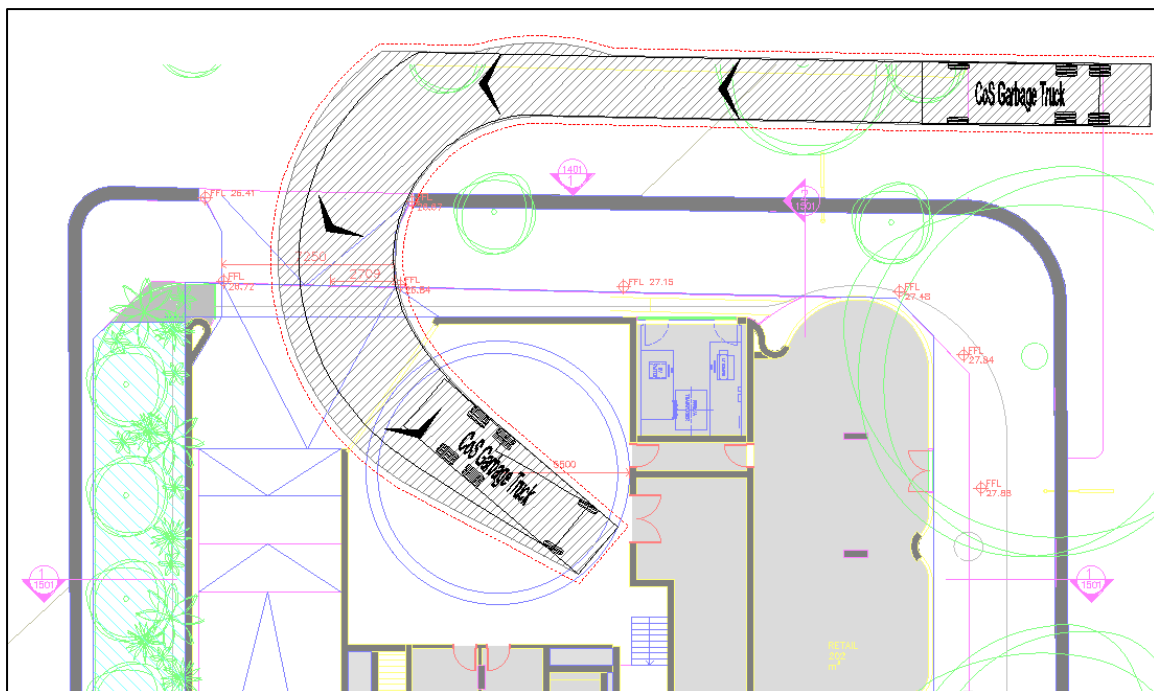


Figure 8 Proposed loading arrangements

3.4 Car parking provision

The following sections outline the parking provision proposed for the reference scheme. It should be noted that the reference scheme is conceptual in nature and further investigations will need to be undertaken at subsequent stages to confirm the final parking number and layout. The final car parking requirements and provision for the site will be confirmed at the Development Application (DA) stage of the project.

3.4.1 Residential parking

Based guidance for in-fill affordable housing noted in Part 2, Division 1 of the State Environmental Planning Policy (Housing) 2021 ('Housing SEPP'), a consent authority may not refuse an in-fill affordable housing development, if the following **minimum** parking requirements met:

- For dwellings used for affordable housing
 - For each dwelling containing 1 bedroom – at least 0.4 parking spaces
 - For each dwelling containing 2 bedrooms – at least 0.5 parking spaces
 - For each dwelling containing at least 3 bedrooms – at least 1 parking space
- For dwellings not used for affordable housing
 - For each dwelling containing 1 bedroom – at least 0.5 parking spaces
 - For each dwelling containing 2 bedrooms – at least 1 parking spaces
 - For each dwelling containing at least 3 bedrooms – at least 1.5 parking spaces.

Car parking for residential uses is to be provided in accordance with the minimum parking rates noted in the SEPP as summarised in Table 2. This demonstrates that the proposed residential car parking provision for the reference scheme is compliant with the minimum parking requirements for in-fill affordable housing noted in Part 2, Division 1 of the Housing SEPP 2021. The final car parking numbers will be confirmed as part of a future detailed Development Application for the site.

Table 2 Car parking – residential uses

Type		No. of units	Parking Requirements		Proposed Parking
			Minimum Parking Rate	Minimum No. of Spaces	
Non- Affordable Housing	1 bed	0	0.5	41	45
	2 bed	0	1.0		
	3/4 bed	27	1.5		
Affordable Housing	1 bed	4	0.4	4	
	2 bed	1	0.5		
	3/4 bed	2	1.0		
Total		34	-	45	

3.4.2 Visitor car parking

Visitor car parking is to be provided in accordance with the maximum parking rates outlined in Council's LEP. Based on the 34 residential apartments approximately 5 visitor car parking spaces could be provided. The reference scheme submitted with the Concept SSDA includes 5 visitor car parking spaces and is therefore considered appropriate.

3.4.3 Retail car parking

Four parking spaces for the retail uses are proposed – aligning with the maximum parking controls specified in the City of Sydney LEP for retail uses of 1 space / 50m².

3.5 Car park design

The car park has been designed in accordance with AS2890.1 with respect to ramp gradients, circulation aisle widths and car space dimensions. A review of the plans has found that the car park layout complies with the requirements of AS2890.1-2004 for Class 1 parking areas (aisles minimum 5.8 metres wide with parking spaces 2.4 metres wide by 5.4 metres long and 2.4 metre wide shared zones for accessible spaces).

Accessible parking spaces (including adjacent shared areas) are provided in the basement which has been designed in accordance with AS2890.6.

The final car parking layout will be confirmed at the time of the detailed Development Application for the site.

3.6 Motorcycle parking

The City of Sydney Development Control Plan (DCP) requires the following rates of motorcycle parking to be provided within residential developments:

- 1 space / 12 parking spaces = 3 motorbike spaces

The design has made provision for four motorcycle parking spaces within the basement layout – exceeding the minimum DCP requirement.

3.7 Bicycle parking

The City of Sydney Development Control Plan (DCP) requires the following rates of bicycle parking to be provided within residential developments:

- Residents: 1 space / dwelling
- Visitors: 1 space / 10 dwellings
- Retail staff: 1 space per 250m²
- Retail visitors: 2 spaces plus 1 space per 100m² over 100m²

The proposal complies with the DCP by providing space for 34 bicycle parking spaces for residents within individual storage areas located within the basement car park. Visitor bicycle parking will be provided for residential visitors.

The final location and layout of the bicycle parking will be confirmed at the time of the detailed Development Application for the site.

3.8 Traffic generation and road network impacts

Given the excellent public transport access and constrained parking environment on the subject site, the forecast traffic generation for the proposal has been determined based on the Sydney wide average traffic generation rates as published by TfNSW in the 2024 Guide to Transport Impact Assessment (GTIA) document.

The proposed retail component of the development is expected to serve the local walk-up catchment, especially during the peak hours. Given the context of the site as well as the limited parking space proposed, it is assumed that the generation of the retail component will be low and based on the number of parking spaces provided.

The forecast traffic generation is summarised in Table 3 below and demonstrates that the proposal would generate 10 and 11 vehicles during the morning and afternoon peak hours respectively. This would be in line or less than that generated by the existing site containing approximately 80 one bedroom apartments with associated car parking. This level of traffic generation is considered negligible in the context of the surrounding road network and would not impact its operation.

Table 3 Forecast traffic generation

Scenario	Site area / dwellings / GFA	Peak hour traffic generation rate		Forecast Traffic Generation	
		AM peak hour	PM peak hour	AM peak hour	PM peak hour
Existing site	80 units	0.19 / unit	0.15 / unit	-15	-12
Future site	34 units	0.19 / unit	0.15 / unit	+6	+5
	4 retail parking spaces	1 / parking space	1 / parking space	+5	+5
Site traffic generation				+11	+10
Net traffic generation (existing minus proposed)				-4	-2

3.9 Green travel plan

3.9.1 Background

A Green Travel Plan (GTP) is a package of measures put in place by the development occupants to try and encourage more sustainable travel. It is a means for a development to demonstrate a commitment and take a pro-active step towards improving the environmental sustainability of its activities.

More generally, the principles of a GTP are applied to all people travelling to and from a site. Government authorities are placing increasing emphasis on the need to reduce the number and lengths of motorised journeys and in doing so encourage greater use of alternative means of travel with less negative environmental impacts than the car.

3.9.2 Objectives

The main objectives of the GTP are to reduce the need to travel and promotion of sustainable means of transport. The more specific objectives include:

- High mode share for public transport, cycling and walking to work journeys;
- Ensuring adequate facilities are provided at the site to enable the tenants and visitors of the development to commute by sustainable transport modes;
- Reduce the number of car journeys associated with business travel;
- Facilitate the sustainable and safe travel of occupants; and

- Raise awareness of sustainable transport amongst tenants of the development.

3.9.3 Potential measures

A suite of potential measures is described below to be implemented as part of the GTP, which can be developed further as the Planning Proposal progresses.

Table 4 List of potential GTP measures

Action	Responsibility
Cycling	
Provide sufficient cycle parking to meet needs, which is easily accessible and secure	Developer
Provide adequate cycle parking facilities for staff, residents and visitors (final number to be confirmed during the DA stage of the project)	Developer
Public E-Bike charging station provided as a concept in the indicative reference scheme as a public benefit	Developer
Ensure cycle parking is clearly visible or provide signage to direct people to cycle bays	Building manager
Produce a map showing cycle routes and bike stands in the area	Building manager
Supply a communal toolkit for staff consisting of puncture repair equipment, a bike pump, a spare lock and lights.	Building manager
Promote the participation in annual events such as 'Ride to Work Day'	Tenants
Walking	
Identify tenants living near work that may be interested in walking to work	Building manager
Identify through the travel survey what incentives might need to be put in place for non-walkers to consider a mode shift	
Public Transport	
Develop a map showing public transport routes in the area	Building manager
Put up a noticeboard with leaflets and maps showing the main public transport routes to and from the site	Building manager
Carshare / Carpooling	
Establish a car pooling program to help people find someone to share in their daily commute.	Building manager and tenants
Develop a map showing car-share spots in the area to encourage staff and visitors to use a shared car (e.g. GoGet) if they are required to drive	Building manager and tenants
General actions	
Promotion including: • Allow staff the flexibility to commute outside peak periods to reduce overall congestion and travel time. • Identify a tenant/champion to complete travel coordinator duties • Provide a welcome pack upon initial occupation of each tenant which includes details around sustainable travel options	Tenants

3.9.4 Monitoring and review

In order for the GTP to be effective, it must be reviewed on a regular basis. It is important to ensure that the GTP is meeting its objectives and having the intended impact on car use and transport choices. The GTP should be reviewed on a yearly basis by undertaking travel surveys. It is recommended that the mode shares are first reviewed at least 18 months after occupation, to allow activity levels to settle at the site.

3.10 Construction traffic management

Prior to the commencement of construction for the site, a detailed CPTMP will be prepared. This will be reinforced through an appropriately worded condition of consent, with the purpose of the CTPMP to assess the proposed access and operation of construction traffic associated with the proposed development with respect to safety and capacity. The Contractor will be responsible for preparing the CTPMP, ensuring the following are addressed:

- Proposed construction vehicle routes;
- Indicative construction programme;
- Expected construction vehicle types and volumes;
- Car parking arrangements and site access during construction;
- Safety measures to minimise impacts to pedestrians and cyclists; and

The Contractor will also be responsible for monitoring and coordinating all vehicles entering and exiting the site.

Mitigation measures will be adopted during construction to ensure traffic movements have minimal impact on surrounding land uses and the community in general, and would include the following:

- Trucks to minimise the use of local streets for access to the construction site;
- Trucks to enter and exit the site in a forward direction;
- Pedestrians near the ingress/egress points will not be held unnecessarily.
- At construction vehicle access/egress points, priority is to be given to trucks accessing the site over trucks egressing the site so as to have no impact to traffic flow on surrounding roads (unless exceptional circumstances do not permit)
- Trucks to not circulate on the road network to wait to enter the site (unless exceptional circumstances do not permit)
- Restrict construction vehicle activity to designated routes which do not utilise any local roads;

- Truck drivers will be advised of the designated truck routes to/ from the site;
- Construction access from the external road network to mainly occur at signalised intersection;
- Pedestrian movements adjacent the construction site will be managed and controlled by site personnel where required;
- Pedestrian warning signs and construction safety signs/devices to be utilised in the vicinity of the site and to be provided in accordance with WorkCover requirements;
- Construction activity to be carried out in accordance with approved hours of work;
- Truck loads would be covered during transportation off-site;
- Establishment and enforcement of appropriate on-site vehicle speed limits which would be reviewed depending on weather conditions or safety requirements;
- Activities related to the construction works would not impede traffic flow along adjacent roads;
- Materials would be delivered and spoil removed during standard construction hours;
- Construction vehicles not to queue on adjacent streets;
- During site induction, workers will be informed of the existing bus and metro network servicing the site;
- To support construction workers in utilising public transport, appropriate arrangements will be made for any equipment/ tool storage and drop-off requirements; and
- Development and enforcement of driver charter.

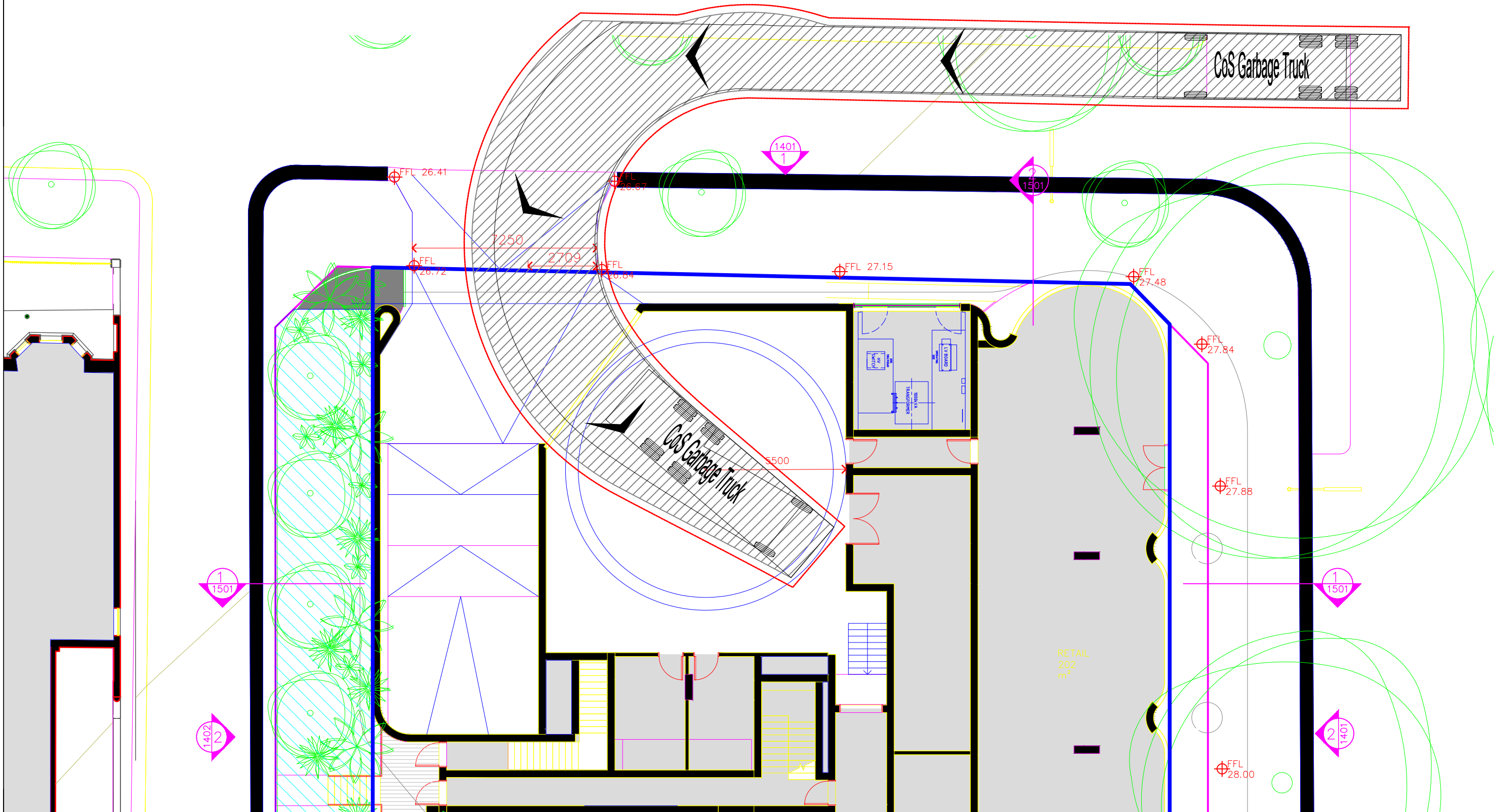
4 Summary

This transport assessment has been prepared by JMT Consulting on behalf of Time and Place to accompany a Concept State Significant Development Application to City of Sydney Council for the development of a mixed use building located at 45-53 Macleay Street, Potts Point. Key findings of the assessment are as follows:

- The site has good access to nearby public transport, with bus stops located adjacent to the site on Macleay Street that service key destinations including the Sydney CBD. The site is also within walking distance of Kings Cross train station.
- A single vehicle driveway entry/exit to the site via McDonald Street would be provided under the proposal which would accommodate both cars and service vehicles.
- The proposal includes car parking spaces within the basement of the building for residents and visitors, as well as a ground floor loading area to accommodate a 10.6m long City of Sydney waste collection vehicle.
- The proposal would generate approximately 10 vehicles in the peak hour of the day which is commensurate or less than the traffic movements generated by the existing site uses. This level of traffic generation is considered negligible in the context of the surrounding road network and would not impact its operation.
- Bicycle parking is to be provided for residents and visitors in accordance with City of Sydney requirements.

In the above context, the traffic and transport impacts arising from the proposal are considered acceptable.

Appendix A: Vehicle Swept Path Analysis



Client
Time & Place

Date
13.02.25

Job Title
45-53 Macleay Street, Potts Point

Job No
2157

Drawing Title
Turning Paths
Waste Truck Access

Drawing No
SKT01

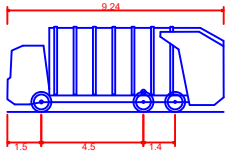
Drawing Status
For Information

Legend

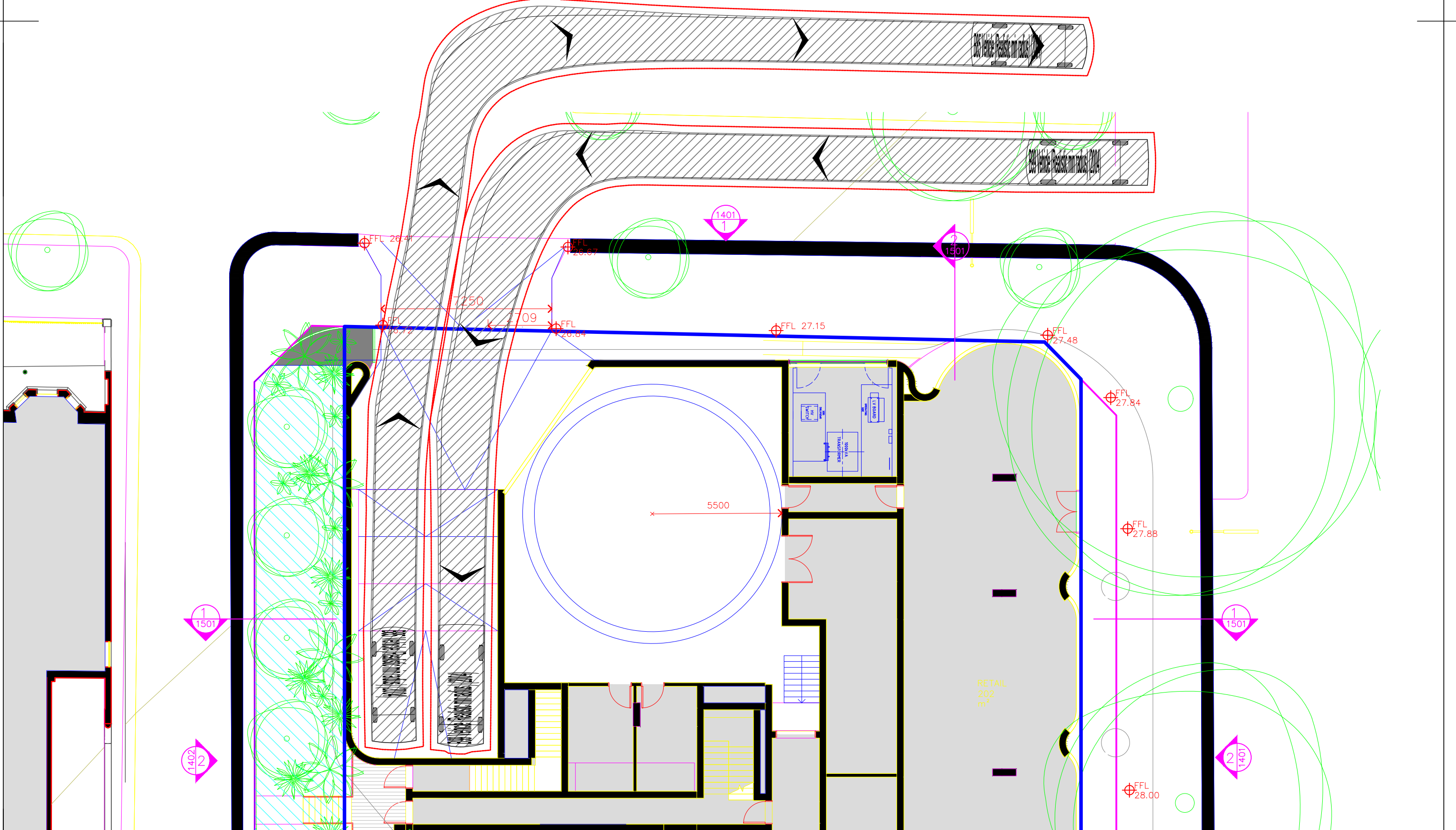
- Body Envelope
- 300mm Envelope
- 600mm Envelope
- Wheel Envelope

Scale at A3
1:150

Vehicle type(s)



CoS Garbage Truck
Overall Length 9.240m
Overall Width 2.600m
Overall Body Height 3.800m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to Lock Time 5.00s
Curb to Curb Turning Radius 10.000m



Client
Time & Place

Date
13.02.25

Job Title
45-53 Macleay Street, Potts Point

Job No
2157

Drawing Title
Turning Paths
Car entry / exit

Drawing No
SKT02

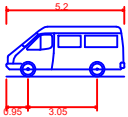
Drawing Status
For Information

Legend

- Body Envelope
- 300mm Envelope
- 600mm Envelope
- Wheel Envelope

Scale at A3
1:150

Vehicle type(s)



B99 Vehicle (8m min radius) (2004)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to Lock Time
Curb to Curb Turning Radius

5.200m
1.640m
2.200m
0.312m
1.840m
4.00 sec
8.000m