



45-53 Macleay Street, Potts Point

Transport Impact Assessment

Prepared for:

T&P Chimes Development Pty Ltd

28 January 2026



PROJECT INFORMATION

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1 Introduction

1.1 Background

This Transport Impact Assessment has been prepared by JMT Consulting on behalf of T&P Chimes Development Pty Ltd (the Applicant) to accompany a State Significant Development Application (SSDA) for a shop top housing 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 proposal seeks approval for the construction and operation of a 16-storey shop-top housing development comprising:

- 44 apartments, including:
 - 23 affordable apartments on podium level 1 and 2 which will be managed by a community housing provider (CHP) for 15 years
 - 21 market apartments over 12 levels
- Ground floor retail
- Four levels of basement for parking, services and storage
- Vehicular and loading access from McDonald Street
- Landscaping and communal open space.

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 Clause 2.120 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- 83867719 relevant to traffic and transport as summarised in Table 1 below.

Table 1 SEARs requirements

SEARs Item	Description of Requirement - SSD- 83867719	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 or 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. Notwithstanding the above a preliminary CTMP has been prepared and outlined in Section 4 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 Census data 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.

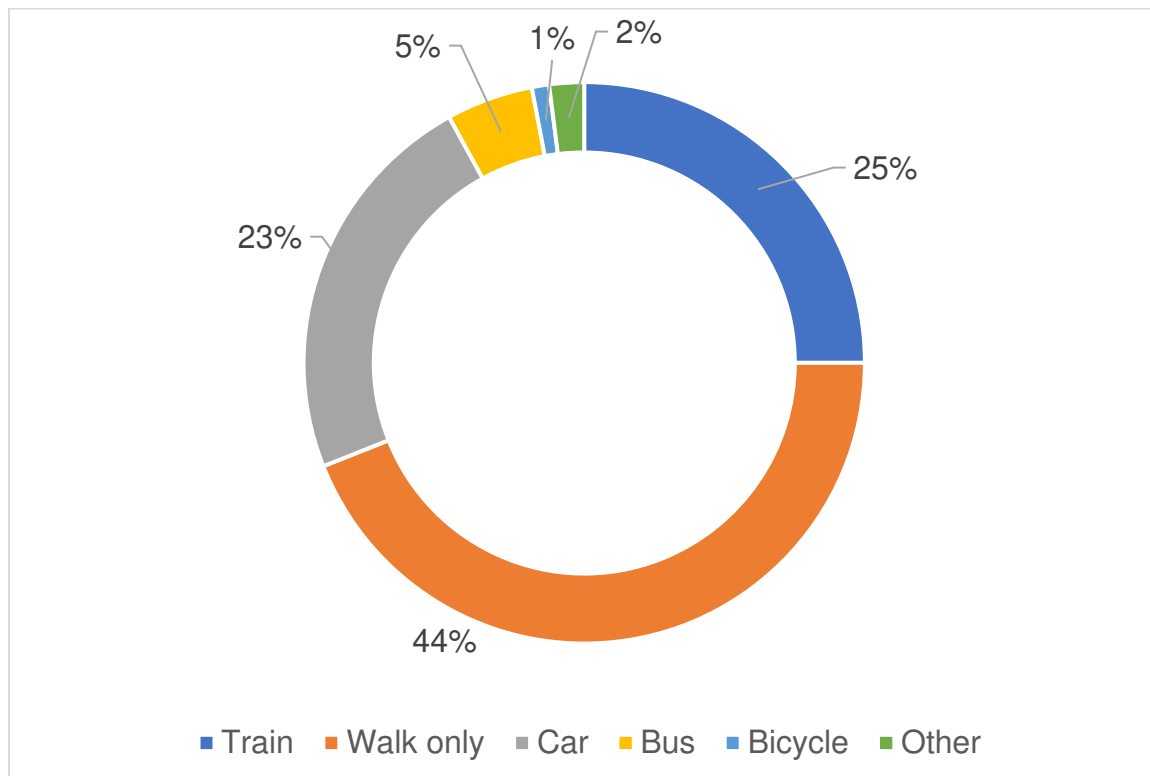


Figure 3 Existing travel patterns of residents adjacent to the site

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.

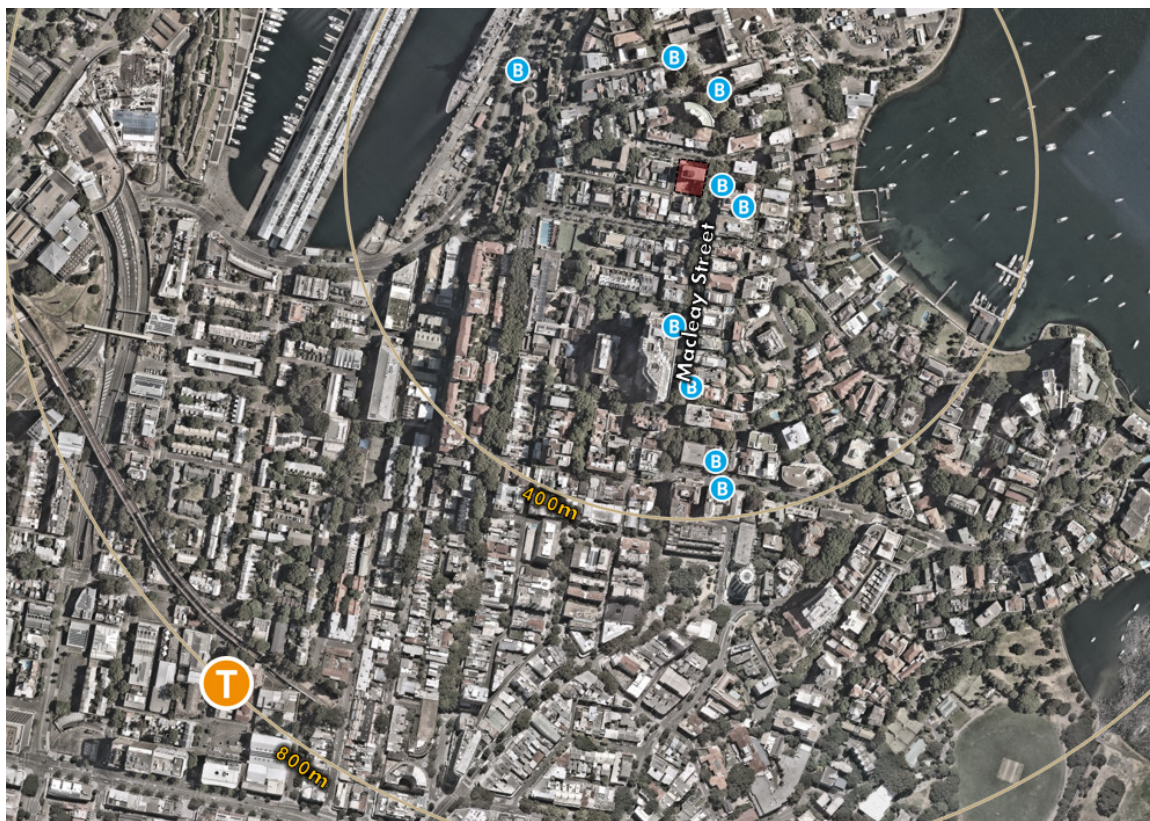


Figure 4 Existing public transport services

3 Transport Assessment

3.1 Proposed site access

Figure 6 below outlines the proposed site access strategy under the detailed application 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 to approximately 6.5m (based on swept path analysis) to reduce the extent of driveway crossover provided on McDonald Street.
- Pedestrian access into the site via a number of entry points along Macleay Street and McDonald Lane.

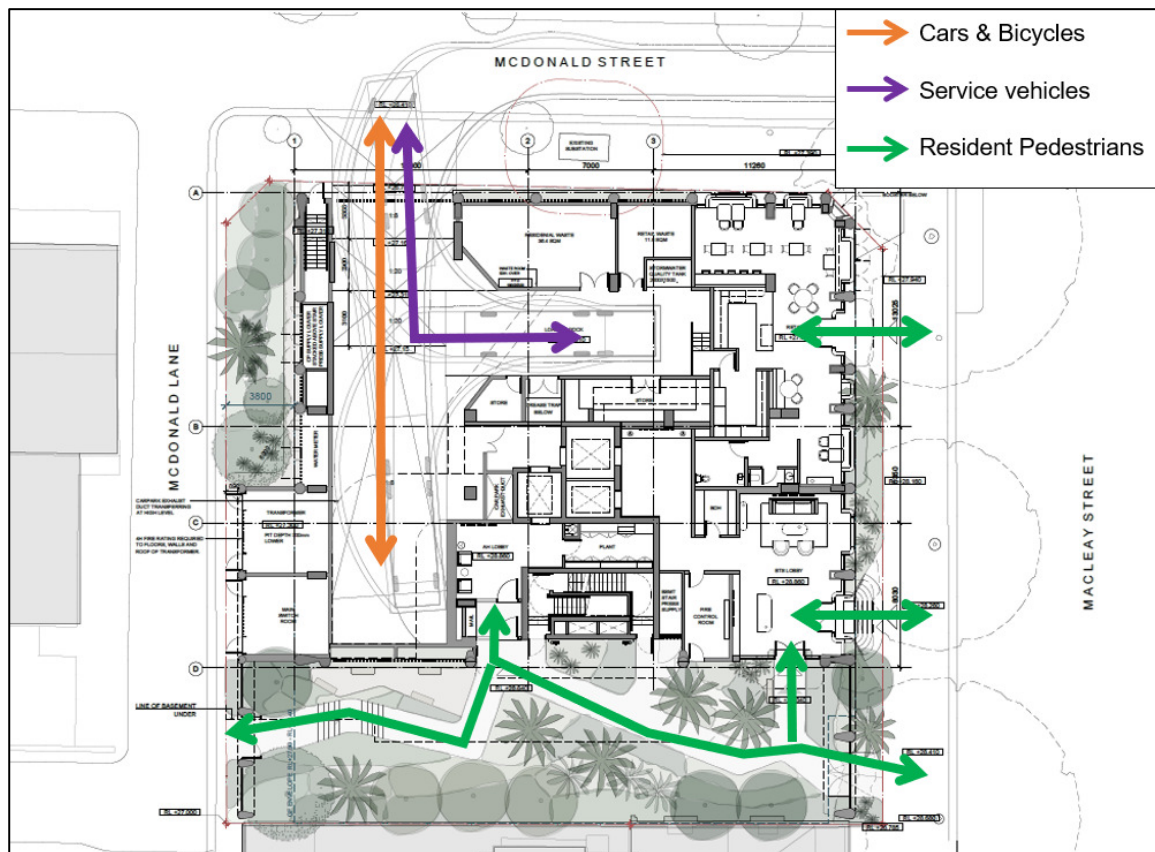


Figure 6 Proposed site access strategy

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.

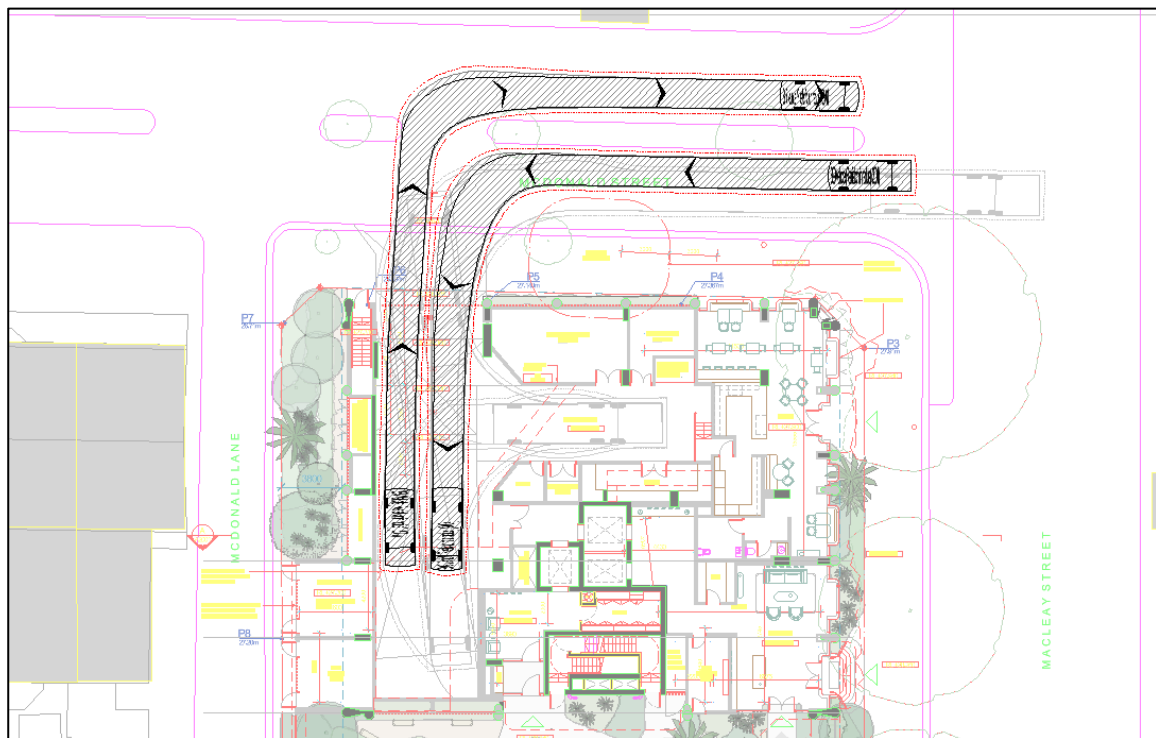


Figure 7 Swept path analysis – simultaneous vehicle entry and exit

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. The design ensures that service vehicles may enter and exit the site in a forward direction. 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 – consistent with the reference scheme envisaged under the Concept SSDA for the site. 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.

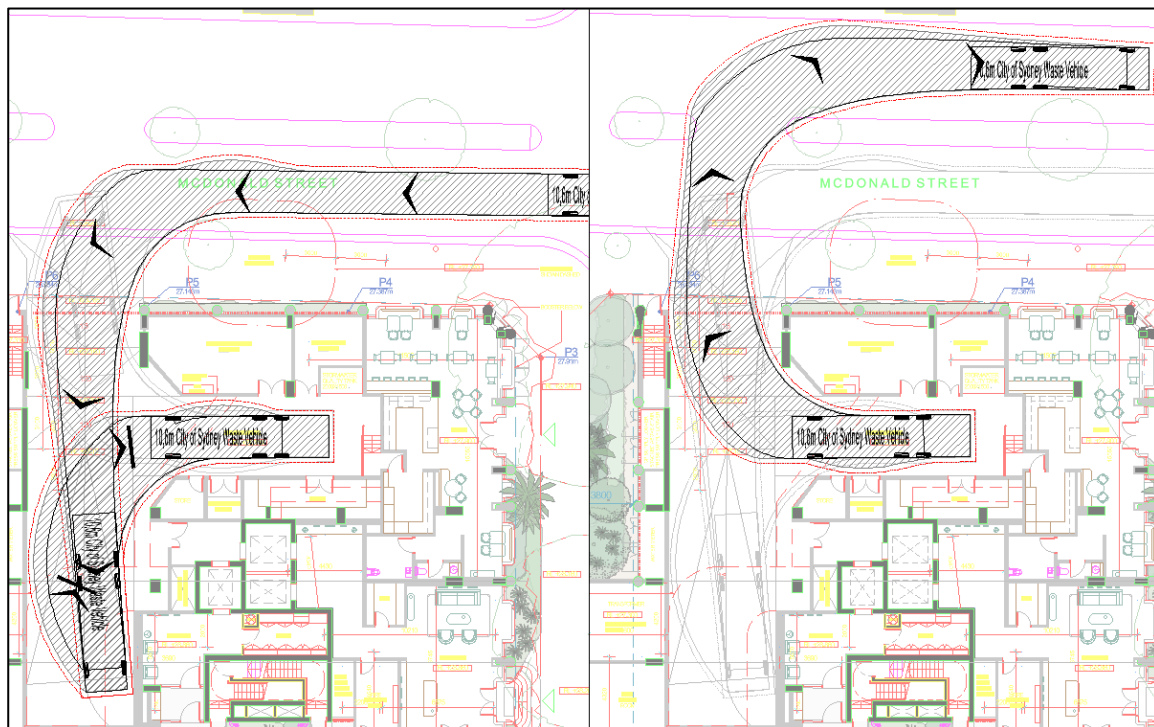


Figure 8 Swept path analysis – 10.6m Council waste truck

3.4 Car parking provision

The following sections outline the parking provision proposed for the proposal, with a summary provided below:

- Building residents: 52 spaces
- Residential visitor parking: 6 spaces
- Retail parking: 2 spaces
- Total parking: 60 spaces

3.4.1 Residential parking

As per the provisions of 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.

The minimum car parking requirement is prescribed as a non-discretionary development standard under Section 19(2)(e) and (f) of the Housing SEPP, which if complied with, prevents the consent authority from requiring more onerous standards.

Specifically, Section 4.15(2) of the EP&A Act states that if a DA complies with the non-discretionary development standards in an EPI, the consent authority:

(a) is not entitled to take those standards into further consideration in determining the development application, and

(b) must not refuse the application on the ground that the development does not comply with those standards, and

(c) must not impose a condition of consent that has the same, or substantially the same, effect as those standards but is more onerous than those standards,

and the discretion of the consent authority under this section and section 4.16 is limited accordingly.

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 proposal is compliant with the minimum parking requirements for in-fill affordable housing noted in Part 2, Division 1 of the Housing SEPP 2021.

Given the parking standard provides a **minimum rate**, the proposed car parking provision beyond the minimum rates still meets the controls in Section 19(e) and (f) of the Housing SEPP.

Further, adequate car parking provision is required to cater to the travel needs of downsizers, aging owner-occupiers and young families as public transport does not meet all the travel needs of these residents, especially for destinations not well-served by public transport. The majority of residents will use their cars on a discretionary basis and undertake trips outside of busy road network periods.

Table 2 Car parking – residential uses

Type		No. of units	Parking Requirements		Proposed Parking	
			Minimum Parking Rate	Minimum No. of Spaces*		
Non- Affordable Housing	Studio / 1 bed	0	0.5	32	52	
	2 bed	0	1.0			
	3/4 bed	21	1.5			
Affordable Housing	Studio / 1 bed	23	0.4	9		52
	2 bed	0	0.5			
	3/4 bed	0	1.0			
Total		44	-	41		

* Rounded to nearest whole number

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 44 residential apartments 6 visitor car parking spaces could be provided. The proposal includes 6 visitor car parking spaces (inclusive of one accessible parking space) and is therefore considered appropriate.

3.4.3 Retail car parking

Two parking spaces for the retail use (totalling approximately 120m² GFA) 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).

3.6 Accessible car parking

The development provides for 8 accessible car parking spaces (inclusive of one visitor parking space). These accessible parking spaces (including adjacent shared areas) are provided in the basement and have been designed in accordance with AS2890.6.

3.7 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 per 12 parking spaces = 5 motorbike spaces

The design has made provision for 6 motorcycle parking spaces within the basement layout – exceeding the minimum DCP requirement.

3.9 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 4 and demonstrates that the proposal would generate 10 and 9 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 on-site car parking. This level of traffic generation, particularly in the context of the reduction in the number of apartments compared to existing conditions, is considered negligible in the context of the surrounding road network and would not impact its operation. Additionally this level of traffic generation is consistent with that considered as part of the Concept SSDA for the site and deemed acceptable by Council, TfNSW and the consent authority.

Table 4 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	44 units	0.19 / unit	0.15 / unit	+8	+7
	2 retail parking spaces	1 / parking space	1 / parking space	+2	+2
Site traffic generation				+10	+9
Net traffic generation (existing minus proposed)				-5	-3

3.10 Green travel plan

3.10.1 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.

3.10.2 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.

3.10.3 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 project progresses.

Table 5 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	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
Promote the participation in annual events such as 'Ride to Work Day'	Tenants

Action	Responsibility
<i>Walking</i>	
Identify through the travel survey (post occupancy) what incentives might need to be put in place for non-walkers to consider a mode shift	Building manager
<i>Public Transport</i>	
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
<i>Carshare / Carpooling</i>	
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
<i>General actions</i>	
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

4 Preliminary Construction Traffic Management Plan

4.1 Overview

For the purposes of the SSDA a preliminary Construction Pedestrian Traffic Management Plan (CTPMP) has been prepared. This preliminary CPTMP outlines the key principles for how construction may be carried out on the site, subject to further planning to be undertaken during subsequent stages of the project. As the project is early in the design phase details around construction timeframes, methodology and processes are not yet confirmed.

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.

4.2 Work hours

Consistent with standard City of Sydney guidelines working hours for the project would likely be as follows:

- | | |
|--------------------------|-------------------|
| • Monday to Friday | 7.00am and 6.00pm |
| • Saturday | 8:00am and 1:00pm |
| • Sunday/ public holiday | No work |

4.3 Construction traffic routes

The construction vehicles routes to be utilised for the construction of the subject site would be selected in order to:

- Maximise vehicle use to the State and Regional road network and limit the extent of travel on residential streets;
- Avoid impacting concurrent construction projects in the vicinity of the site; and
- Minimise impacts to the public transport network

The site will be accessed by construction vehicles travelling along the State and Regional road network. Key traffic routes would be via New South Head Road, William Street, Eastern Distributor and the Cahill Expressway. All vehicles would then turn off Macleay Street to access the site as illustrated in Figure 10. These construction routes will be confirmed during the preparation of the detailed CPTMP developed prior to the commencement of construction.

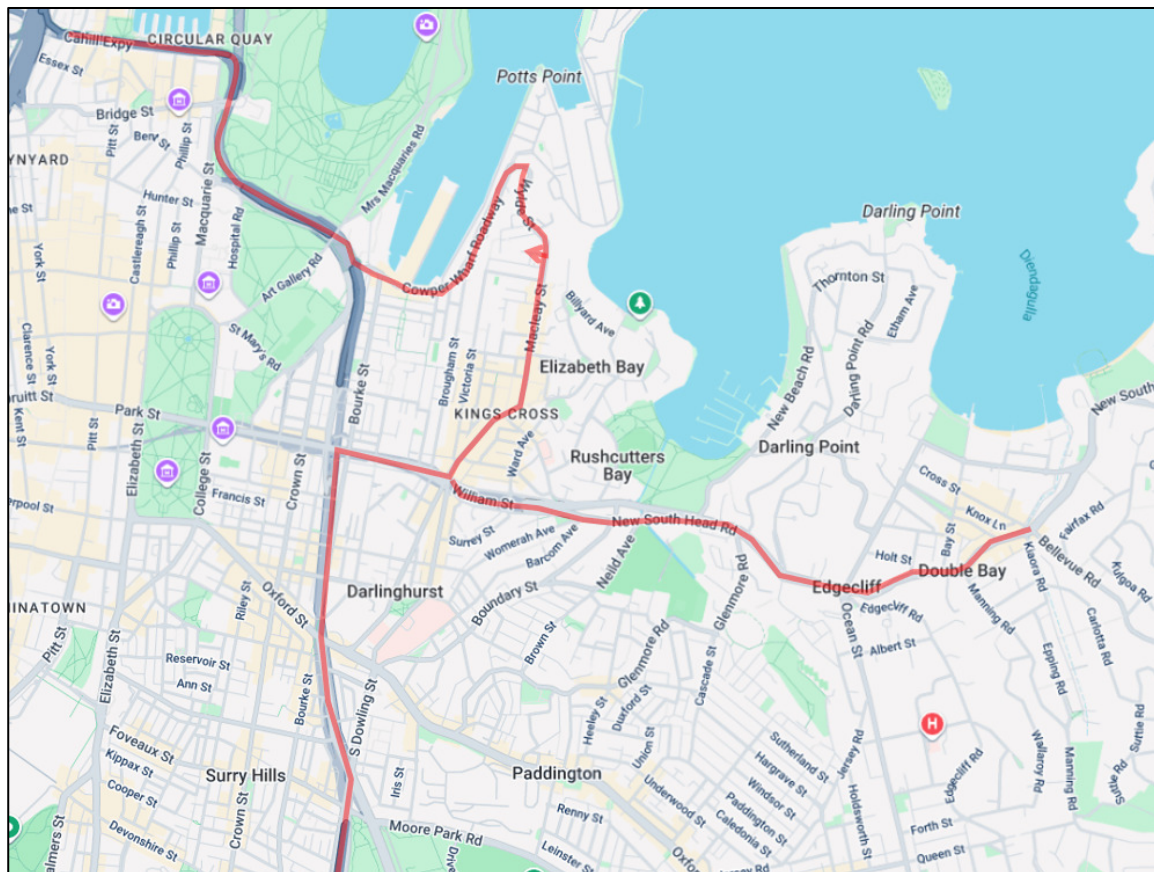


Figure 10 Potential construction vehicle routes

4.4 Construction vehicle volumes

The number of construction vehicles accessing the site on a typical day may be in the order of 10-20 vehicles. This figure will be confirmed following the appointment of a contractor and will form part of the detailed CPTMP to be prepared prior to the commencement of construction. It should be noted however that the level of construction vehicle traffic will be less than that generated during the operational phase of the project.

4.5 Works zones

To facilitate the construction project, work zones may potentially be established along the site frontages of Macleay Street and McDonald Street. The requirement for these works zones will be confirmed following the appointment of a contractor at the time of the preparation of the detailed CPTMP.

4.6 Road closures and road occupancy

It is not anticipated that the works will necessitate the need for any full road closures. Should this need arise the appointed contractor would liaise closely with Council and TfNSW and schedule these works well in advance to minimise impacts to road users.

4.7 Size and type of vehicles

The site will have various types of construction vehicles accessing the site, including:

- 12.5m Heavy Rigid Vehicles (HRVs)
- 8.8m Medium Rigid Vehicles (MRVs)
- 6.5m Small Rigid Vehicles (SRVs);
- Utes/vans

4.8 Impacts to pedestrians

Temporary fencing and hoardings will be installed along the site frontages on Macleay Street, McDonald Street and McDonald Lane to maintain pedestrian movements and ensure the safety of pedestrians walking adjacent to the construction site. Footpaths will remain open at all times to pedestrians and therefore minimal impacts are anticipated.

Traffic controllers will be positioned at vehicle site access points to manage interactions between vehicles and pedestrians on the adjoining footpath. Traffic control plans for the site access points will be developed during the preparation of the detailed CPTMP (prior to the commencement of construction) which will further

detail management arrangements to be in place to ensure the safety of pedestrians in the area.

4.9 Worker parking

Zero on-site car parking will be provided during the construction phase of the project. Staff will be encouraged to arrive to the site by public transport or park in nearby public parking stations, which is similar to arrangements for other major development projects in or on the outskirts of the Sydney CBD.

The potential car parking arrangements will be outlined within the detailed Construction Traffic Management Plan (CTMP) to be prepared prior to the commencement of works on the site. This CTMP would outline how workers will travel to the site and measures to be in place to minimise impacts to the surrounding street network. These measures may include (but are not limited to):

- During site induction staff will be informed of the existing public transport network servicing the site
- Identification of suitable off-site parking areas from where workers can either walk or use public transport to access the site; and
- To support construction workers in utilising public transport, appropriate arrangements will be made for any equipment/ tool storage and drop-off requirements

4.10 Cumulative construction impacts

There may be other construction projects occurring at the same as the proposed works at the site. Ongoing review of cumulative heavy vehicle traffic generation and coordination of heavy vehicle routes used by these projects will be undertaken on a regular basis between the appointed contractor, Council and TfNSW to minimise impacts on the road network. As other CTPMPs become available for adjacent projects, these will be reviewed by the contractor and discussions held with relevant stakeholders.

It is noted that the works at the site are anticipated to generate a relatively low level of construction vehicle activity of at most 3-5 vehicles per hour. This volume of vehicles would not impact the operation of the surrounding road network.

4.11 Emergency vehicle access

Emergency vehicle access will be maintained at all times, or if necessary site personnel will grant access to emergency vehicles entering the site itself.

The contractor will liaise with the NSW Police, Fire Brigade and emergency services agencies throughout construction and a 24-hour contact would be made available for 'out of hours' emergencies and access. The emergency services will be briefed

4.12 Mitigation measures

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)
- 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, train 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.

The appointed contractor will include the following in all subcontract procurement packages as part of a driver code of conduct:

- a copy of the approved truck routes as previously detailed in this document.
- the approved maximum truck size
- any other entry restrictions, or site access restrictions as agreed to by the authorities.

5 Summary

JMT Consulting has prepared this transport impact assessment to accompany a State Significant Development Application for a shop top housing development at 45-53 Macleay Street, Potts Point (the site). 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 car park has been designed in accordance with relevant Australian Standards AS2890.1 and AS2890.6.
- 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.