Attachment A8

Traffic Impact Statement

TRAFFIC IMPACT STATEMENT

43-49 Mountain Street (5 Smail Street), Ultimo

PREPARED FOR:
Evolution MIT Services Pty Ltd ATF APT Hold Trust 2

REFERENCE:
24.173r01v03

DATE:
18/09/2025

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Prepared for: Evolution MIT Services Pty Ltd ATF APT Hold Trust 2

ACN: 627 198 476 652 798 688

Reference: 24.173r01v03

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1. Introduction

1.1. Overview

This Traffic Impact Statement (TIS) report has been prepared on behalf of Evolution MIT Services Pty Ltd ATF APT Hold Trust 2 to accompany the Planning Proposal (PP) for a proposed mixed-use development at 43-49 Mountain Street (5 Small Street), Ultimo, including:

- 107 build-to-rent apartments consisting of:
    - 6 studios.
    - 74 one-bedroom apartments.
    - 27 two-bedroom apartments.
- Ground retail spaces for a combined total of 479 m^2 gross floor area (GFA).
- 19 parking spaces on the basement level, including eight tandem parking spaces.

Having regard for the above, it is evident that the development is not of a scale that requires referral of the DA to Transport for NSW (TfNSW) under Clause 2.122 of the State Environmental Planning Policy (Transport and Infrastructure) 2021.

The site is in the City of Sydney local government area (LGA) and as such, the proposed development has been assessed in accordance with the Sydney Development Control Plan 2012 and Local Environmental Plan 2012. The site has also been assessed against the requirements of the State Environmental Planning Policy (Housing) 2021.

1.2. Structure of this Report

This report documents the findings of our investigations in relation to the anticipated traffic and parking impacts of the proposed development and should be read in the context of planning documentation, prepared separately. The remainder of this report is structured as follows:

- Section 2: Describes the site and existing traffic and parking conditions in the locality.
- Section 3: Describes the proposed development.
- Section 4: Assesses the parking requirements of the development.
- Section 5: Assesses the traffic impacts of the development.
- Section 6: Discusses the proposed access and internal design arrangements.
- Section 7: Presents the overall study conclusions.

1.3. References

In preparing this report, reference has been made to the following guidelines and standards:

- Sydney Local Environmental Plan 2012 (SLEP 2012).
- Sydney Development Control Plan 2012 (SDCP 2012).
- State Environmental Planning Policy (Transport and Infrastructure) 2021.
- State Environmental Planning Policy (Housing) 2021 (Housing SEPP).
- Integrated Public Transport Service Planning Guidelines, Sydney Metropolitan Area, 2013 (Integrated Public Transport Planning Guidelines).
- Australian Standard AS 2890.1-2004, Part 1: Off-Street Car Parking (AS 2890.1).
- Australian Standard AS 2890.2-2018, Part 2: Off-Street Commercial Vehicle Facilities (AS 2890.2).
- Australian Standard AS 2890.3-2015, Part 3: Bicycle Parking (AS 2890.3).
- Transport for NSW Guide to Transport Impact Assessment 2024 (GTIA).
- National Cycling Participation Survey, CDM Research for City of Sydney, 2019 (Cycling Participation Survey).
- Austroads Guide to Traffic Management Part 11: Parking Management Techniques (AGTM11).

2. Existing Conditions

2.1. Location and Site

The site is legally described as Lot 21 in Deposited Plan 5567 and has a total area of 1,460 m^2. It is located within Ultimo, south-west of the Sydney CBD, within the City of Sydney LGA. The site is within close proximity to the Broadway Shopping Centre, University of Technology Sydney, and the University of Sydney.

The site is bordered by Smail Street to the north, Mountain Street to the east, and other commercial developments to the south and west. The site is currently zoned Mixed Use (MU1) but is largely vacant and occupied by a small commercial office shed of around 180 m^2 and a heritage listed substation.

One 5-metre-wide combined entry and exit vehicle access is provided to the existing site from Smail Street at the site's northwest corner. Access to the site at this location is currently controlled via swing doors providing access to the entirety of the site. Internally, the site contains a large at-grade hardstand area which is used for storage of materials, traffic circulation, servicing and loading, and car and truck parking. Review of aerial imagery suggests the site can accommodate 5—10 cars parked on site at any one time.

Figure 1 and **Figure 2** provide an appreciation of the site's location in a broad and local context, respectively.

2.2. Road Network

The road hierarchy in the vicinity of the site is shown by **Figure 1**, with the following roads considered noteworthy:

- **Great Western Highway**: forms part of a TfNSW Highway, HW 5, which runs in an east-west direction from Quay Street at Haymarket to Bathurst in the west. North of Quay Street, it continues as George Street which forms an unclassified regional road and extends northwards through the Sydney CBD. Near the site, it is subject to 50 km/h speed zoning restrictions and accommodates three lanes of traffic in each direction, flaring to provide turn bays at intersections. A combination of parking restrictions operates near the site, and nearside lanes in both directions operate as bus lanes during AM (6—10am) and PM (3—7pm) peak periods.

- **Mountain Street**: a local road which runs in a north-south alignment between Blackwattle Lane and Broadway. It is subject to 40 km/h speed zoning restrictions and permits two-way travel through a two-lane width roadway. No Stopping and time restricted (1P) parallel parking restrictions operate near the site.

- **Smail Street**: a local road which runs in an east-west alignment between Blackwattle Lane and Bay Street. It is subject to 40 km/h 'high pedestrian activity area' speed zoning restrictions and carries a single lane of travel in each direction. No Stopping and time restricted (1P) parallel parking restrictions operate near the site.

- **Kettle Lane**: a local road which runs in a north-south alignment between Mountain Lane and St Barnabas Street. It is subject to 40 km/h speed zoning restrictions and permits two-way travel through a narrow, single-lane width roadway. No Stopping and No Parking restrictions operate along its length.

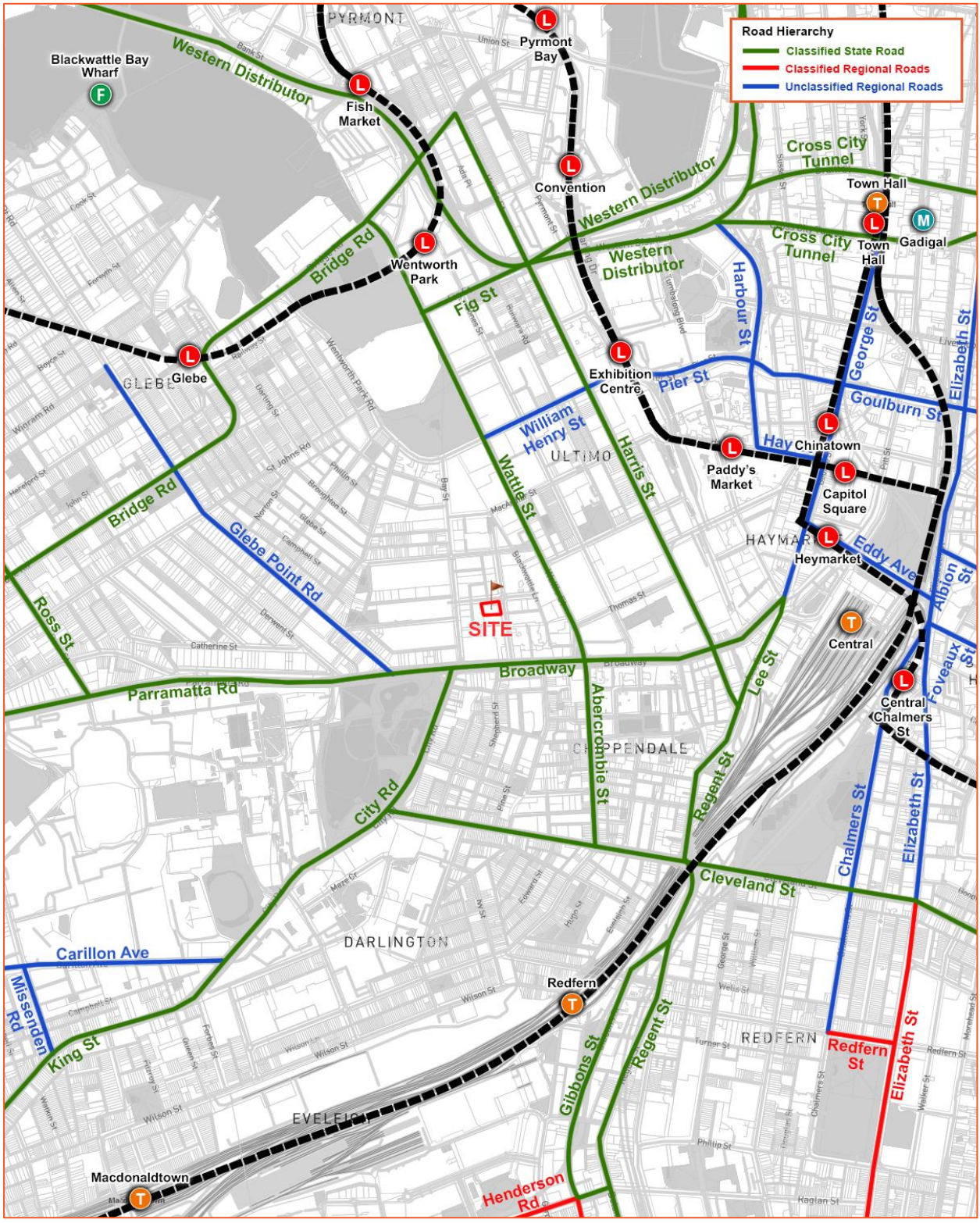


Figure 1: Location and Road Hierarchy Plan

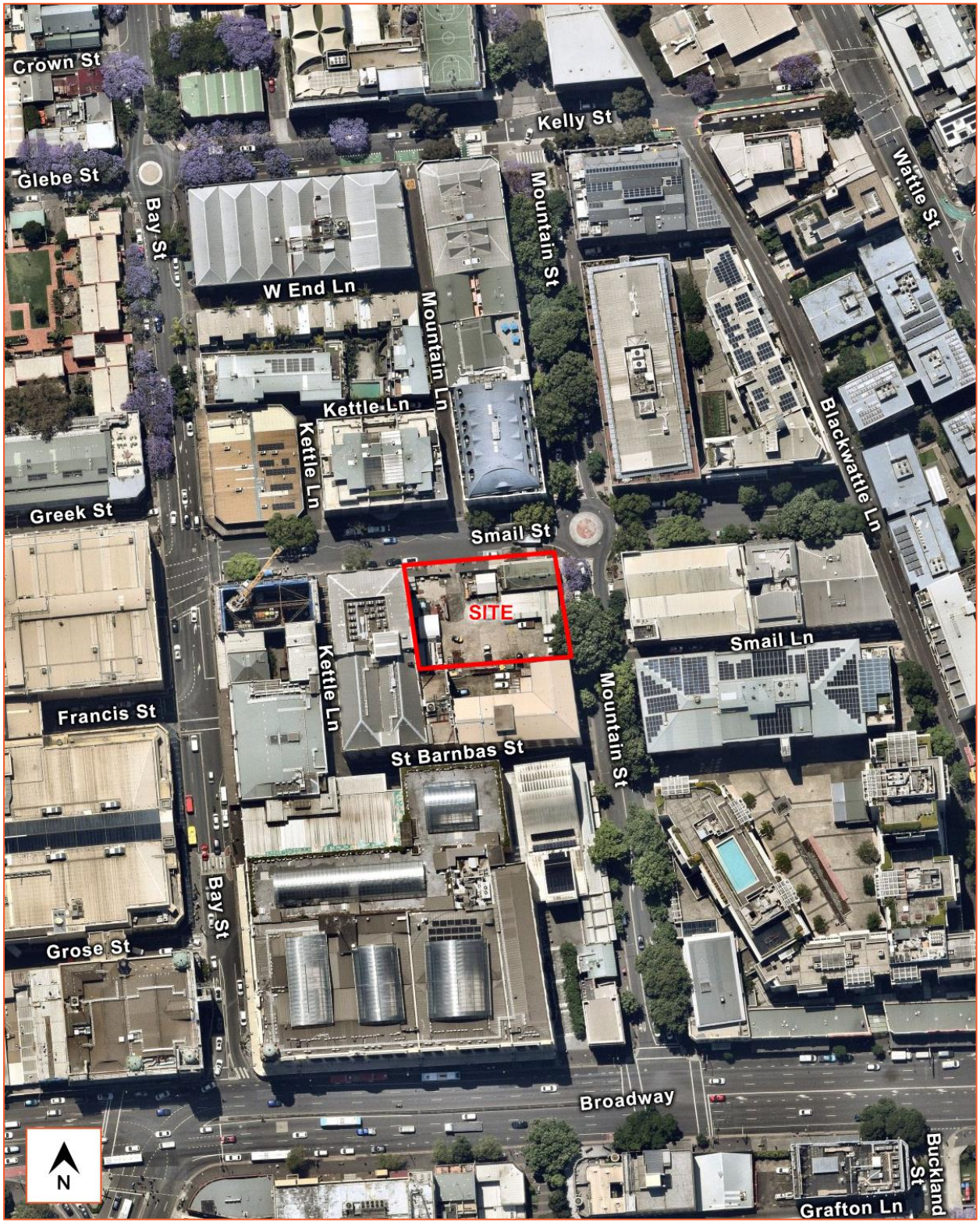


Figure 2: Site Plan

2.3. Public and Active Transport

2.3.1. Rail Services

The Integrated Public Transport Planning Guidelines states that the walking catchment for metropolitan railway stations includes all areas within an 800-metre radius of a station. It can be seen from **Figure 3** that Central Railway Station is located just outside this catchment, which provides linkages to all regions of the Sydney metropolitan area and several regional centres across NSW. Accordingly, residents and employees of the proposed development would have excellent access to the Sydney rail network.

Central Railway Station is serviced by the T1–2, T4, T8–9 Lines and the M1 Line. **Table 1** shows the notable town centres that are accessible along these Lines and the average service headways during peak and off-peak periods.

Table 1: Rail Services

RAILWAY LINE	NOTABLE TOWN CENTRES ALONG LINE	AVERAGE HEADWAY
T1 North Shore	Berowra, Hornsby, Gordon, Lindfield, Chatswood, North Sydney, Sydney CBD & Parramatta	Weekdays: 15 minutes Weekends: 15 minutes
T1 Western	Either Emu Plains, Penrith, St Marys or Richmond, Schofields then: Blacktown, Seven Hills, Parramatta, Lidcombe, Strathfield, Redfern and Sydney CBD	Weekdays: 5-15 minutes Weekends: 5-15 minutes
T2 Inner West & Leppington Line	Leppington, Glenfield, Liverpool, Cabramatta, Parramatta or Parramatta then: Lidcombe, Homebush, Strathfield, Ashfield, Redfern & Sydney CBD	Weekdays: 8-10 minutes peak / 30 minutes off peak Weekends: 15 minutes
T4 Eastern Suburbs & Illawarra Line	Cronulla or Waterfall, then: Sutherland, Hurstville, Wolli Creek, Redfern, Sydney CBD & Bondi Junction	Weekdays: 20 minutes peak / 30 minutes off peak Weekends: 30 minutes
T8 Airport & South Line	Macarthur, Campbelltown, East Hills, Revesby, Turrella, Wolli Creek, International Airport, Domestic Airport, Sydney CBD, Redfern, & Sydenham	Weekdays: 3-7 minutes peak / 7-8 minutes off peak Weekends: 4-11 minutes
T9 Northern Line	Hornsby, Epping, Strathfield, Redfern, Sydney CBD, North Sydney, Chatswood, Lindfield & Gordon	Weekdays: 5-15 minutes Weekends: 5-15 minutes
M1 Metro North West & Bankstown Line	Rouse Hill, Kellyville, Bella Vista, Baulkham Hills, Castle Hill, Cherrybrook, Epping, Macquarie Park, North Ryde, Chatswood, Crows Nest, Victoria Cross, Barangaroo, Sydney CBD, Martin Place, Gadigal, Central, Waterloo & Sydenham	Weekday peak: 5 minutes Weekday off-peak: 10 minutes Weekends: 10 minutes

2.3.2. Light Rail Services

The Integrated Public Transport Planning Guidelines states that the walking catchment for metropolitan light rail stations includes all areas within an 800-metre radius of a station. It can be seen from **Figure 3** that the site is within 800 metres of two light rail stations, with others such as the hub at Central falling just outside this catchment. Accordingly, residents and employees of the proposed development would have excellent access to the Sydney light rail network.

Table 2 shows the notable town centres that are accessible along the L1–3 Lines and the average service headways during peak and off-peak periods.

Table 2: Light Rail Services

LIGHT RAIL LINE	DESCRIPTION	AVERAGE HEADWAY
L1 Dulwich Hill Line	Dulwich Hill to Central	Weekdays: 5-15 minutes Weekends: 8-15 minutes
L2 Randwick Line	Circular Quay to Randwick	Weekdays: 8-12 minutes Weekends: 10-15 minutes
L3 Kingsford Line	Circular Quay to Juniors Kingsford	Weekdays: 8-12 minutes Weekends: 10-15 minutes

2.3.3. Bus Services

The Integrated Public Transport Planning Guidelines states that the walking catchment for metropolitan bus services includes all areas within a 400-metre radius of a bus stop. As can be seen from **Figure 3**, the site is situated within 400 metres of several bus stops, including the major bus hub of Railway Square. Accordingly, the site falls within the walking catchment, with residents and employees expected to utilise these services for journeys to and from the proposed development.

These closely located bus stops serve several bus services with destinations across the Sydney metropolitan area, and as such the site has excellent access to the Sydney bus network. Some key bus services accessible via these stops are summarised by **Table 3**.

Table 3: Bus Services

ROUTE NO.	ROUTE (TO / FROM)	ROUTE DECRIPTION	AVERAGE HEADWAY
352	Marrickville Metro to Bondi Junction	Via Newtown, Darlington, Chippendale, Darlinghurst, Paddington, Centennial Square	Weekdays: 15 - 30 minutes Weekends: 30 minutes
370	Coogee to Glebe Point	Via Randwick, Kensington, Erskineville, Newtown, Darlington	Weekdays: 10 minutes Weekends: 10 minutes
412	Campsie to City Martin Place via Earlwood & Dulwich Hill	Via Clemton Park, Earlwood, Marrickville, Camperdown, Chippendale	Weekdays: 30 minutes Weekends: 30 minutes
413	Campsie to Central Pitt St	Via Ashbury, Summer Hill, Lewisham, Camperdown, Chippendale	Weekdays: 30 minutes Weekends: 30 minutes
422	Kogarah to Central Pitt St	Via Rockdale, Wolli Creek, Tempe, Sydenham, St Peters, Camperdown, Chippendale	Weekdays: 15 - 20 minutes Weekends: 20 - 30 minutes
423	Kingsgrove to City Martin Place	Via Clemton Park, Earlwood, Marrickville, Enmore, Darlington, Chippendale	Weekdays: 10 - 15 minutes Weekends: 10 minutes
426	Dulwich Hill to City Martin Place	Via Marrickville, Enmore, Darlington, Chippendale	Weekdays: 10 - 15 minutes Weekends: 15 - 20 minutes
428	Canterbury to City Martin Place	Via Lewisham, Enmore, Darlington, Chippendale	Weekdays: 5 - 10 minutes Weekends: 10 - 15 minutes

ROUTE NO.	ROUTE (TO / FROM)	ROUTE DECRIPTION	AVERAGE HEADWAY
430	Sydenham to City Martin Place	Via Marrickville, Enmore, Darlington, Chippendale	Weekdays: 10 - 15 minutes Weekends: 20 minutes
431	Glebe Point to City Martin Place	Via Chippendale	Weekdays: 20 minutes Weekends: 15 - 30 minutes
433	Balmain Gladstone Park to Central Pitt St	Via Rozelle, Forest Lodge, Chippendale	Weekdays: 10 minutes Weekends: 10 - 15 minutes
438N	Abbotsford to City Martin Place (Night Service)	Via Wareemba, Five Dock, Haberfield, Leichhardt, Camperdown, Chippendale	Weekdays: 11 Service only Weekends: 11 Services on Saturday / 5 Services on Sunday
440	Bondi Junction to Rozelle	Via Centennial Square, Darlinghurst, Chippendale, Camperdown, Leichhardt, Lilyfield	Weekdays: 10 minutes Weekends: 15 minutes
461N	Burwood to City Hyde Park (Night Service)	Via Fiver Dock, Haberfield, Camperdown, Chippendale	Weekdays: 9 Services only Weekends: 5 Services only on Saturday/ 4 Services only on Sunday
470	Lilyfield to City Martin Place	Via Annandale, Chippendale	Weekdays: 10 - 15 minutes Weekends: 15 minutes
480	Strathfield to Central Pitt St via Homebush Rd	Via Enfield, Burwood Heights, Ashfield, Camperdown, Chippendale	Weekdays: 30 - 60 minutes Weekends: 1 hour on Saturday / No services on Sunday
483	Strathfield to Central Pitt St via South Strathfield	Via Enfield, Burwood Heights, Ashfield, Camperdown, Chippendale	Weekdays: 30 minutes Weekends: 30 minutes
501	Parramatta to Central Pitt St via Victoria Rd & Pyrmont	Via Rydalmere, Ermington, West Ryde, Ryde, Gladsville, Huntleys Cove, Drummoyne, Rozelle, Ultimo	Weekdays: 5 minutes Weekends: 10 - 15 minutes

2.3.4. Cycle Network

Figure 3 shows that the site has good access to the local bicycle network with off-road cycle paths provided along Lee Street and Regent Street to the south, The Goods Line to the west and north, and Wattle Street and Castlereagh Street to the east.

Further on-road facilities and low-speed local roads supplement these, providing connections across the Sydney CBD and to the wider active and public transport networks.

2.4. Existing Traffic Generation

As discussed in Section 2.1 of this report, the site currently accommodates a small commercial office and heritage substation and is largely used as car parking and for storage of miscellaneous equipment. Given this somewhat informal use, existing trip generation cannot be accurately estimated using conventional trip rates. However, given aerial imagery suggests around 5—10 cars are parked on the site at any given time, it would be reasonable to assume this number of vehicles arrive in the morning of a typical day and then depart in the evening.

2.4.1. Retail

The GTTGD recommends application of weekday PM peak period trip generation rates for 'speciality shops' of 5.6 vehicle trips per 100 m^2 GLA but does not provide a respective rate for the weekday AM peak, given demand during this time would typically be much lower. Accordingly, the PM peak rate has been factored down by 50% to estimate an AM peak trip generation rate of 2.8 vehicle trips per 100 m^2 GLA.

Application of these rates to the existing retail area results in the following estimated traffic generation:

- 10 vehicle trips / hour (5 in, 5 out) during the AM peak period.
- 19 vehicle trips / hour (10 in, 9 out) during the PM peak period.

The above assumes a 50% outbound and 50% inbound split for visitors, given trade is generally passing with both in and outbound trips occurring within the same hour.

2.4.2. Commercial

The TDT 2013/04a recommends application of weekday AM and PM peak period trip generation rates for office blocks of 1.6 and 1.2 trips / 100 m^2 GLA / hour during the AM and PM peak period, respectively.

Application of these rates to the existing commercial area results in the following estimated traffic generation:

- 119 vehicle trips / hour (95 in, 24 out) during the AM peak period.
- 89 vehicle trips / hour (17 in, 72 out) during the PM peak period.

The above assumes an 80% inbound and 20% outbound split for workers during the AM peak, noting employees would typically arrive for work in the weekday morning, and vice versa for the PM peak.

2.4.3. Summary

It is reiterated that conventional and published trip generation rates within GTTGD and TDT 2013/04a are generally based on sites with unconstrained parking, which is not the case at the subject development.

It is unlikely that the existing development, which provides only a modest amount of car parking on part of the ground floor, would generate over 100 vehicle trips per hour during the typical commuter weekday AM and PM peak periods.

Given the site's highly accessible location and constraints placed on car parking, it is estimated that the vast majority of users of the site would use public or active transport for travel.

Notwithstanding, it is considered that the most relevant use of the above is to determine the net change in traffic generation resulting from the proposed development and ensuring that consistent approaches are adopted. Discussion on estimated traffic generation is provided in Section 5.

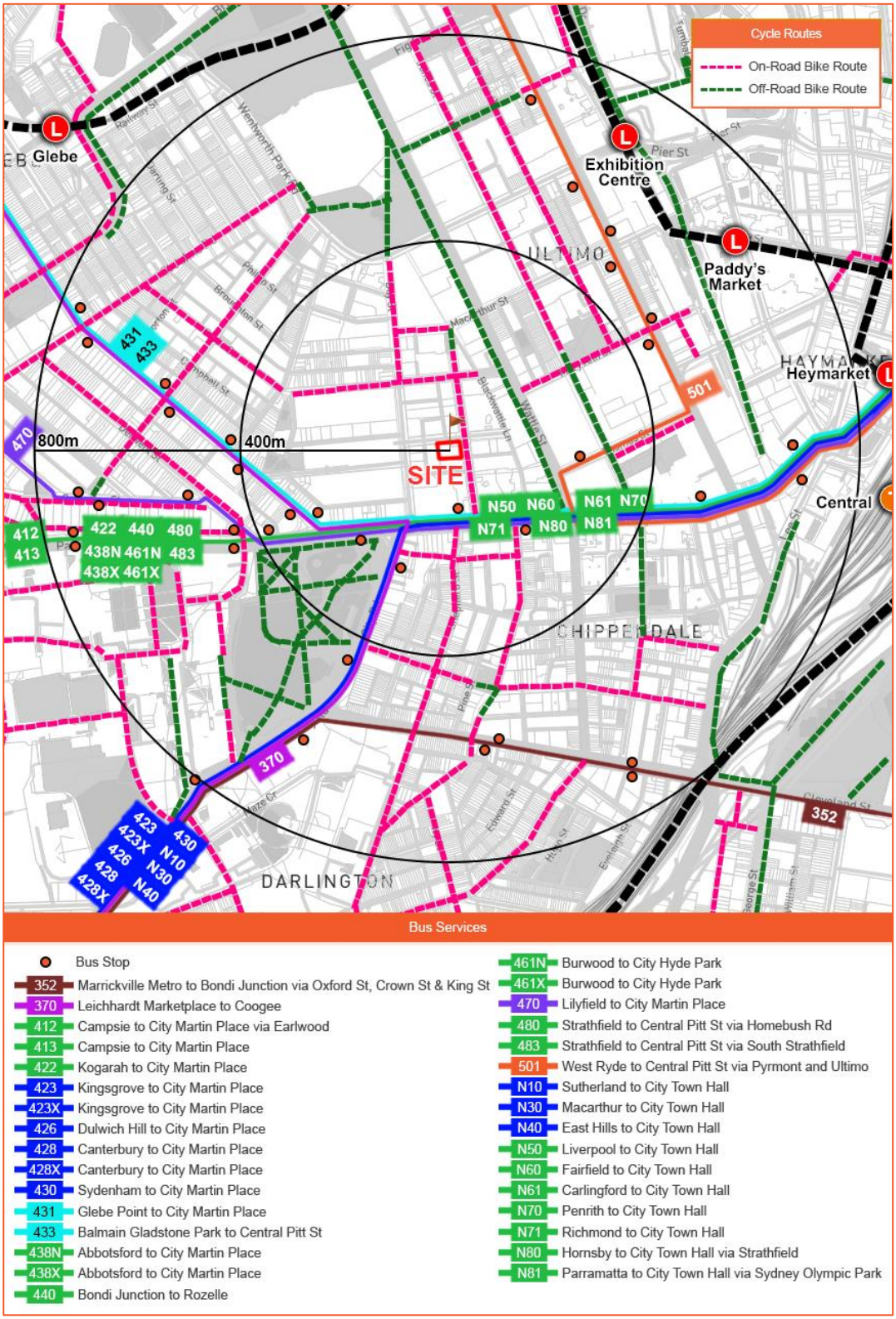


Figure 3: Public & Active Transport Services

3. Proposed Development

A detailed description of the proposed development for which approval is now sought, is outlined in planning documentation prepared separately. Specifically, consent is sought for a mixed-use development including:

- 107 build-to-rent apartments consisting of:
    - 6 studios.
    - 74 one-bedroom apartments.
    - 27 two-bedroom apartments.
- Ground retail spaces for a combined total of 479 m^2 GFA.
- 19 parking spaces on the basement level, including eight tandem parking spaces.

The parking and traffic implications arising from the proposed development are discussed in Sections 4 and 5, respectively. A copy of the relevant architectural drawings, prepared by Bates Smart Architects, is included in Appendix A.

4. Parking and Access Report

4.1. Car Parking

4.1.1. Build-to-Rent Housing

Clause 3.11.4(1) of SDCP 2012 provides that *"Where the development comprises a land use not specified in the Sydney LEP 2012, the proposed rate of car parking provision is to be justified via a Parking and Access Report."*

The proposed build-to-rent land use is not specifically itemised in SDCP 2012 or SLEP 2012, and as such a bespoke approach has been adopted to assess the car parking requirement for the development, following a literature review of available standards and controls for comparable developments across NSW. The findings of this review are discussed herein.

Housing SEPP

Relevant parts of Clause 74 of the Housing SEPP stipulate car parking rates for 'build-to-rent housing' uses as follows.

> ***74 Non-discretionary development standards—the Act, s 4.15***
>
> *(1) The object of this section is to identify development standards for particular matters relating to development for the purposes of build-to-rent housing that, if complied with, prevent the consent authority from requiring more onerous standards for the matters.*
>
> ***Note—***
> *See the Act, section 4.15(3), which does not prevent development consent being granted if a non-discretionary development standard is not complied with.*
>
> *(2) The following are non-discretionary development standards in relation to the carrying out of the development to which this Part applies—*
>
> *(d) unless a relevant planning instrument specifies a lower number –*
>
> *(i) for land within an accessible area—0.2 parking spaces for each dwelling, or*
>
> *(ii) otherwise—0.5 parking spaces for each dwelling, or*
>
> *(iii) if a relevant planning instrument specifies a requirement for a lower number of parking spaces—the lower number specified in the relevant planning instrument,*

The Housing SEPP defines 'accessible area' as follows:

> ***accessible area** means land within –*
>
> *(a) 800m walking distance of a public entrance to –*
>
> *(i) a railway station, or*

(ii) a wharf from which a Sydney Ferries ferry service operates, or

(b) 400m walking distance of –

(i) a public entrance to a light rail station, or

(ii) for a light rail entrance with no entrance – a platform of the light rail station, or

(b) 400m walking distance of a bus stop used by a regular bus service, within the meaning of the Passenger Transport Act 1990, that has at least 1 bus per hour servicing the bus stop between –

(i) 6am and 9pm each day from Monday to Friday, both days inclusive, and

(ii) 8am and 6pm on each Saturday and Sunday

Public and active transport accessibility discussed in Section 2.3 demonstrates that the site is within an 'accessible area' as defined by the Housing SEPP. Accordingly, the car parking rate outlined in Clause 74(2)(d)(i) of the Housing SEPP would apply to the proposed development, which for a 107-apartment development would result in 21 car parking spaces.

This is not a minimum requirement; however, rather Clause 74(1) notes that the object of these requirements is to identify development standards that, if complied with, prevent Council from requiring more onerous standards for the matters. It notes that Council is not prevented from granting development consent if this standard is not complied with.

In response, the proposal provides 19 car parking spaces, which is considered satisfactory given SLEP 2012 generally espouses maximum car parking rates as a means of reducing private car use.

4.1.2. Retail

Clause 7.7(d) of SLEP 2012 provides the formula for determining car parking provision for a retail premises on category D land which has a floor space ratio greater than 3.5:1, as follows:

$$M = (G \times A) / (50 \times T)$$, where:

- **M** is the maximum number of parking spaces.
- **G** is the GFA of the retail premises.
- **A** is the site area.
- **T** is the total GFA of the entire building, including the residential component.

Application of this calculation to the proposed retail floor space would result in a maximum permitted number of retail car spaces of two spaces.

4.2. Car Share Parking

Clause 3.11.2 of SDCP 2012 stipulates a minimum car share scheme parking rate based on the number of car spaces provided at the proposed development. The car share scheme parking rate is based on the Land Use and Transport Integration (LUTI) map which shows the development falling under Category 'A' with a rate of 1 per 50 car spaces.

Assessment against SDCP 2012 finds the site is required to provide zero car share parking spaces. In response, the proposal provides zero car share parking spaces and is therefore considered acceptable.

4.3. Accessible Car Parking

Clause 7.8.5 of the SDCP 2012 Schedules requires that one accessible space be provided for every 20 car spaces or part thereof. As 19 car spaces are proposed at the development, the proposal should provide one accessible car parking space.

4.4. Motorcycle Parking

Clause 7.8.4 of the SDCP 2012 Schedules requires that one motorcycle space be provided for every 12 car spaces as separate parking for motorcycles. As 19 car spaces are proposed at the development, the proposal requires two motorcycle parking spaces.

4.5. Bicycle Parking

Clause 69(1)(h) of the Housing SEPP requires that "*the build-to rent housing will include adequate bicycle and motorcycle parking spaces*". SDCP 2012 in turn states a bicycle parking rate of "1 per dwelling" for residential accommodation plus "1 per 10 dwellings" for visitors and "1 per 250 m^2 area" for shops.

As 107 apartments and 479 m^2 GFA are proposed at the development, the site should target 119 bicycle parking spaces.

4.6. Servicing and Waste Collection

Neither the SLEP 2012 nor SDCP 2012 specify a rate for the provision of service vehicle parking for build-to-rent housing developments; however, SDCP 2012 does specify a minimum service vehicle parking rate for 'residential buildings and serviced apartments', being 1 space for the first 50 dwellings plus 0.5 spaces for every 50 dwellings thereafter. SDCP 2012 also provides service vehicle rates for 'shops, shopping centres' at 1 space per 350 m^2 GFA up to 2,000 m^2.

Totalling the requirements for the two land uses would result in a requirement for three service bays, though the size of these is not nominated by SDCP 2012.

The site proposes provision of one ground level loading dock capable of accommodating vehicles up to an 8.8-metre medium rigid vehicle (MRV). This loading dock contains a vehicle turntable upon which servicing and waste collection vehicles would stand whilst servicing the site. This turntable will enable forward entry and exit

movements for trucks at the site. The proposed loading dock would be actively managed through development of a Loading Dock Management Plan (LDMP), which could be required by Council via an appropriately worded condition of consent.

This LDMP would set out the management protocol for the bay to ensure it is used in a safe and efficient manner between all tenants of the site, thereby reducing the impact to other road users. The LDMP will coordinate and stagger all service and waste collection vehicles in such a manner that operations will work efficiently with the one proposed bay.

5. Traffic Impacts

5.1. Trip Generation

5.1.1. Build-to-Rent Apartments

GTIA does not provide traffic generation rates for build-to-rent housing developments. However, given the nature of the development, it has been considered that the build-to-rent housing component of the development is comparable to that of a 'high-density residential flat building'.

Accordingly, the AM and PM peak traffic generation rates for high-density residential flat buildings under GTIA have been adopted. This is however deemed an conservative assumption, given the trip generation rates for high density residential developments are based on different demographic users. Despite this, the GTIA rates are adopted without adjustment.

Application of these rates to the build-to-rent housing results in the following estimated traffic generation:

- 20 vehicle trips / hour (3 in, 17 out) during the AM peak period.
- 16 vehicle trips / hour (14 in, 2 out) during the PM peak period.

The above assumes an 80% outbound and 20% inbound split for residents during the AM peak, noting residents would typically depart for work in the weekday morning, and vice versa for the PM peak.

5.1.2. Retail

The GTIA recommends application of a weekday (Thursday) PM peak period trip generation rate for specialty shops of 3.2 trips / 100 m^2 gross leasable floor area (GLFA) / hour. No respective rate is given for the weekday AM peak, which is therefore assumed as generating traffic at a rate of half that of the evening peak, given speciality retail shops are generally either not open during the commuter morning traffic peak (7—9am) or are not generating as many trips if they are. A conversion between GFA and GLFA of 75% is adopted.

Application of these rates to the proposed retail area results in the following estimated traffic generation:

- 6 vehicle trips / hour (3 in, 3 out) during the AM peak period.
- 12 vehicle trips / hour (6 in, 6 out) during the PM peak period.

The above assumes a 50% outbound and 50% inbound split for visitors, given retail trade is generally occurring with both in and outbound trips occurring within the same hour.

5.1.3. Summary

The proposed development would result in the following total number of trips during the weekday AM and PM peak periods:

- 26 vehicle trips / hour (6 in, 20 out) during the AM peak period.
- 28 vehicle trips / hour (20 in, 8 out) during the PM peak period.

This however is not a net increase as it does not consider trips generated by the existing development detailed in Section 2.4. Existing trip generation has been assumed as seven vehicle trips per hour during each peak period, reflecting the number of vehicles observed by aerial imagery to be parked at the site. The net increase in trips generated as a result of the PP would be as follows:

- 19 vehicle trips / hour (-1 in, 20 out) during the AM peak period.
- 21 vehicle trips / hour (20 in, 1 out) during the PM peak period.

5.2. Traffic Impacts

The anticipated net increase traffic generation of the proposed development is therefore small at around 20 vehicles per hour, or one vehicle every three minutes. This is under the conservative adoption of trip generation rates for sites with unconstrained car parking, which is not the case at the subject site given car parking would be constrained in accordance with the objectives of SLEP 2012. The likely trip generation resulting from the site would be lower.

There will therefore be no material traffic impacts on the nearby local streets and accordingly, no external improvements will be required to facilitate the development. The traffic impacts of the proposed development are therefore considered acceptable.

6. Design Aspects

6.1. Access

The proposed vehicular access arrangements have been designed in accordance with the relevant width, grade, and visibility requirements of the respective AS 2890 guidelines and are considered satisfactory.

With 19 car parking spaces of User Class 1A, the proposed development requires a Category 1 Driveway under Table 3.1 of AS 2890.1, being a combined entry and exit driveway of width 3.0 metres to 5.5 metres. The requirements of AS 2890.2 are also considered given the site access would accommodate vehicles up to an 8.8-metre MRV. In response, the development proposes a combined entry and exit driveway which satisfies the requirements under AS 2890.1.

6.2. Internal Design

The internal parking arrangements generally comply with the relevant requirements of AS 2890, including the:

- Car and motorcycle space dimensions, grades and aisle widths, in accordance with Clause 2.4 of AS 2890.1.
- Internal roadway widths and grades, in accordance with Clause 2.5 of AS 2890.1.
- Design vehicle envelope required for clearance to columns, walls, and obstructions, in accordance with Clause 5.2 of AS 2890.1.
- Headroom and ground clearances, in accordance with Clause 5.3 of AS 2890.1.
- Service vehicle and loading arrangements, in accordance with AS 2890.2.
- Bicycle parking arrangements, in accordance with AS 2890.3.

Critical movements have been assessed by swept path analysis where necessary, and the parking areas of the proposed development are considered satisfactory. Any minor amendments considered necessary (if any) can be dealt with prior to the release of a Construction Certificate.

It is noted that the design of the vehicle access and car parking arrangements as shown by the architectural drawings provided at **Appendix A** are considered appropriate for this stage. Post-consent, it is likely that further refinement of the design will be required as more detail is incorporated into the drawings which will be assessed and resolved prior to the release of a Construction Certificate.

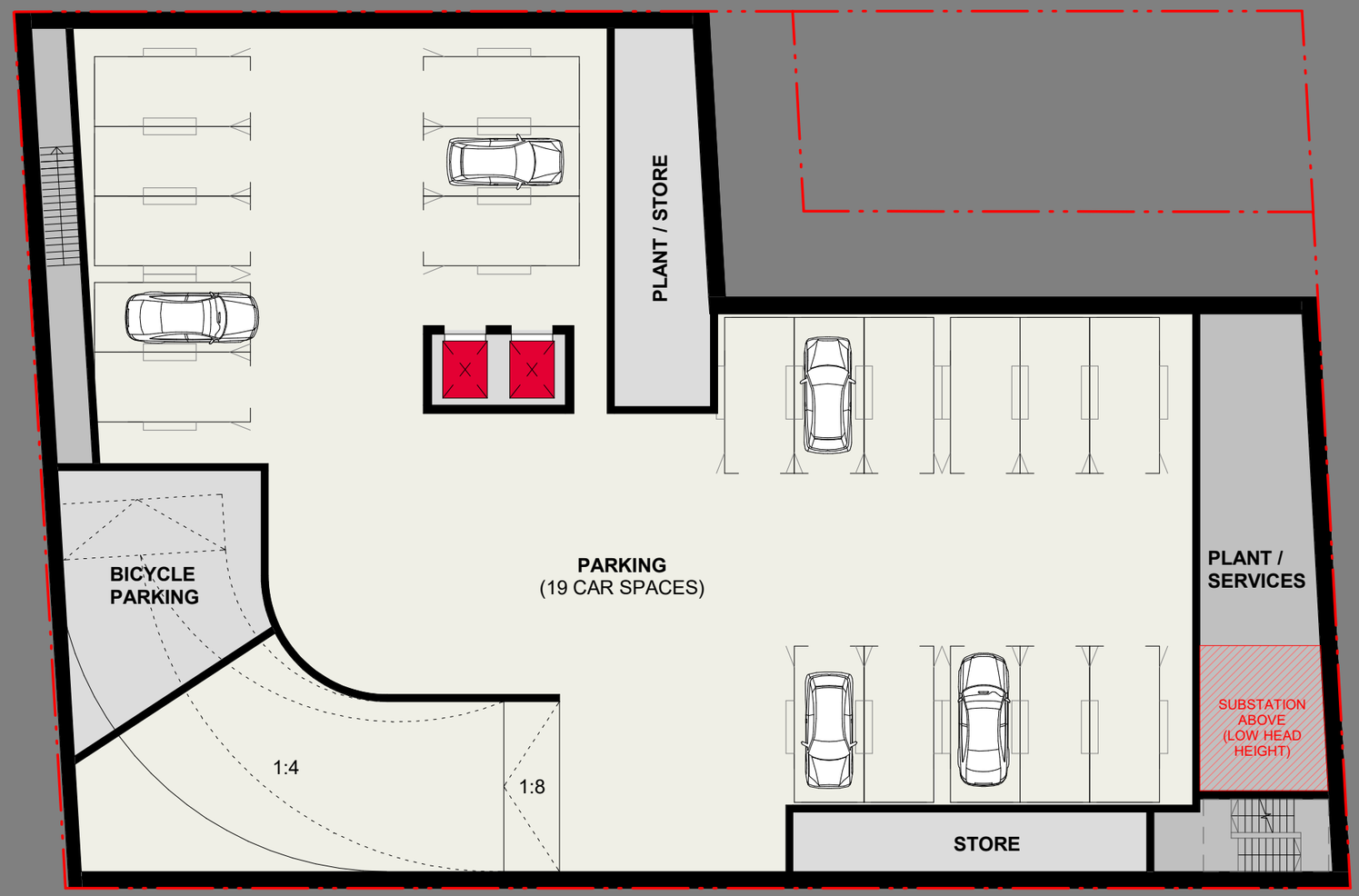
7. Conclusions

In summary:

- The PP seeks consent for rezoning for a mixed-use build-to-rent development. Specifically, development consent is sought for:
    - 107 build-to-rent apartments consisting of:
        - 6 studios.
        - 74 one-bedroom apartments.
        - 27 two-bedroom apartments.
    - Ground retail spaces for a combined total of 479 m^2 GFA.
    - 19 parking spaces on the basement floor.
- Car parking at the site has been assessed in accordance with the Housing SEPP and Council's planning controls to determine a suitable level of provision. In response, 19 car parking spaces are proposed at the site which is considered acceptable.
- The traffic generation assessment confirms that the development will have a negligible impact on the performance of the external road network and is therefore considered acceptable.
- The proposed access and internal parking arrangements comply with the relevant requirements of AS 2890.1, AS 2890.2, AS 2890.3 and AS 2890.6. Any minor amendments considered necessary (if any) can be dealt with prior to the release of a Construction Certificate.

It is therefore concluded that the proposed development is supportable on traffic planning grounds

Appendix A



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PRELIMINARY

BATESSMART™

NSW Nominated Responsible Architects:
Kellie Payne Reg. 6454 / Philip Vivian Reg. 6696 / Guy Lake Reg. 7119 / Matthew Allen Reg. 8498

Bates Smart Architects Pty Ltd ABN 68 094 740 986

41-49 Mountain St, Ultimo

BASEMENT 1
S12603
1 : 200 @ A3

Drawing no. PP03.B1 Rev. A

SMAIL ST

VEHICLE ENTRY / EXIT

RL 6.900

RL 6.590

RL 6.050

RL 5.500

RL 5.660

RL 6.200

RL 7.200

1-3 SMAIL STREET

FIRE ESC (BASEMENT)

STAIR CREST RL7.200

OSD, RWT & WSUD BELOW DRIVEWAY

RETAIL
88.68 m²
RL 6.300

3 m

REPURPOSED SUBSTATION
RETAIL
111.95 m²

LANEWAY

3 m

RESI WASTE ROOM
21m²

LOBBY
RL 6.300

FIRE ESC.

FIRE ESC.

SERVICES

LOADING

MRV

1:8

1:4

1:8

RETAIL
AMENITIES
20m²

CORRIDOR

RETAIL
355.8 m²
RL 6.150

WASTE HOLDING ROOM
80m²

SUB

STAIR CREST RL6.950

FIRE ESC (BASEMENT)

MOUNTAIN ST

55 MOUNTAIN STREET

TREE TO BE REMOVED

407

PRELIMINARY

BATESSMART™

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41-49 Mountain St, Ultimo

GROUND FLOOR
S12603
1 : 200 @ A3

Drawing no. PP03.00

Rev. A