

Our Ref: 22S0007

27 November 2023

Chrofi Architects  
3/1 The Corso  
MANLY NSW 2095

**Attention: Mr. Tobias Grund (Designer)**

Dear Tobias,

**RE: 469-483 Balmain Road Development - Transport Impact Assessment (Addendum Letter)**

We refer to the request from Mr Matthew di Maggio from Ethos Urban on the 16 November 2023 for PeopleTrans to undertake a further assessment of the parking and loading compliance for the development in the context of recent changes made by Chrofi Architects in response to Council comments on the original Development Application.

These changes, as we understand it, relate primarily to the request from Council to relocate the bicycle parking to basement level 1 and the re-alignment of the wall fronting Cecil Street and the subsequent parking layout changes required to support this as well as the addition of a 1-bedroom apartment which has the potential to increase the number of parking spaces required per the Council DCP.

This letter should be read in conjunction with PeopleTrans Transport Impact Assessment Report dated 22/05/23.

**Statutory Parking Requirements**

The addition of a 1-bedroom apartment results in a total of 90 apartments (increased from 89 previously) for the proposed development as indicated in Table 1.

**Table 1: Residential Development Schedule (Original TIA Table 3.2)**

| Bedrooms       | Number of apartments |
|----------------|----------------------|
| One bedroom    | 23                   |
| Two bedrooms   | 40                   |
| Three bedrooms | 27                   |
| <b>Total</b>   | <b>90</b>            |

For the residential component this is still equivalent to approximately **160 residents**, assuming an average occupancy rate of 1.75 persons per apartment which was the rate adopted in the social impact statement as part of the approved planning proposal for the site.

The implications on parking demand/requirements with the addition of a 1-bedroom apartment are detailed in Table 2 and Table 3.

**Table 2: Bicycle Parking Requirements - Residential (Original TIA Table 4.1)**

| Standard                                | Land uses  | Rate                             | User              | Requirement               | Type                |
|---|--|----------------------------------|-------------------|---------------------------|---------------------|
| Leichhardt (Inner West) DCP 2013-Part C | Residential Apartments<br><b>(90 Apartments/160 residents)</b> | 1 bicycle space per 2 dwellings  | Residents         | 45 bicycle parking spaces | Long Term-Secure    |
| Leichhardt (Inner West) DCP 2013-Part C | Residential Apartments<br><b>(90 Apartments/160 residents)</b> | 1 bicycle space per 10 dwellings | Resident Visitors | 9 bicycle parking spaces  | Short Term - Secure |
|   |  |                                  | Total             | 54                        |                     |

Table 2 indicates that the addition of a 1-bedroom apartment results in no increase in the supply of resident bicycle parking (as rounding was applied previously) with a requirement to provide a total supply of 54 bicycle parking spaces.

**Table 3: Car Parking Requirements – Residential (Original TIA Table 5.2)**

| Description            | Use                      | No of Units | Leichhardt DCP 2103 & TfNSW Rate |                           | Parking Requirement |           |
|------------------------|--------------------------|-------------|----------------------------------|---------------------------|---------------------|-----------|
|                        |                          |             | Min                              | Max                       | Min                 | Max       |
| Residential Apartments |                          |             |                                  |                           |                     |           |
| 1 Bed                  | High Density Residential | 23          | 1 space per 3 dwellings          | 1 space per 2 dwellings   | 8                   | 12        |
| 2 Bed                  |                          | 40          | 1 space per 2 dwellings          | 1 space per 1 dwelling    | 20                  | 40        |
| 3 Bed                  |                          | <b>27</b>   | 1 space per 1 dwelling           | 1.2 spaces per 1 dwelling | <b>27</b>           | <b>33</b> |
| Residential Visitors   |                          | <b>90</b>   | 1 space per 11 units             | 1 space per 8 units       | <b>9</b>            | <b>12</b> |
|                        |                          |             |                                  | <b>Total</b>              | <b>64</b>           | <b>97</b> |

Table 3 indicates that the proposed development is required to provide 64 (min) and 97 (max) car parking spaces to accommodate the parking needs of residents and their visitors.

This equates to an overall increase of 2 parking spaces for the proposed development.

The revised development plans provide a total of 64 bicycle parking spaces and 97 car parking spaces for residents which is compliant with the requirements of Leichhardt Councils DCP 2013.

The 2 additional car parking spaces have been provided as shared EV spaces for residents.

### Car Parking & Loading Compliance Assessment

It should be noted that the loading dock layout has not changed and as such remains compliant with AS2890.2:2002 as previously assessed and documented in Section 8 and Appendix D of PeopleTrans Transport Impact Assessment Report dated 22/05/23.

PeopleTrans have however undertaken a compliance review of the revised car parking layout in accordance with AS2890.1:2004 as per Drawing No's A-DA101-Rev02 and A-DA102-Rev02 and subject to incorporating minor changes indicated in **Attachment 1** the car park is compliant in relation to the car parking functionality, geometry and circulation.

We hope that the above meets with your requirements, but should you require anything further or have any further questions, please contact me on (02) 8226 8760.

Yours sincerely

**PeopleTrans**



**Alan Stewart**  
**Director**

encl. Attachment 1

**ATTACHMENT 1: PeopleTrans Car Park Compliance Review**

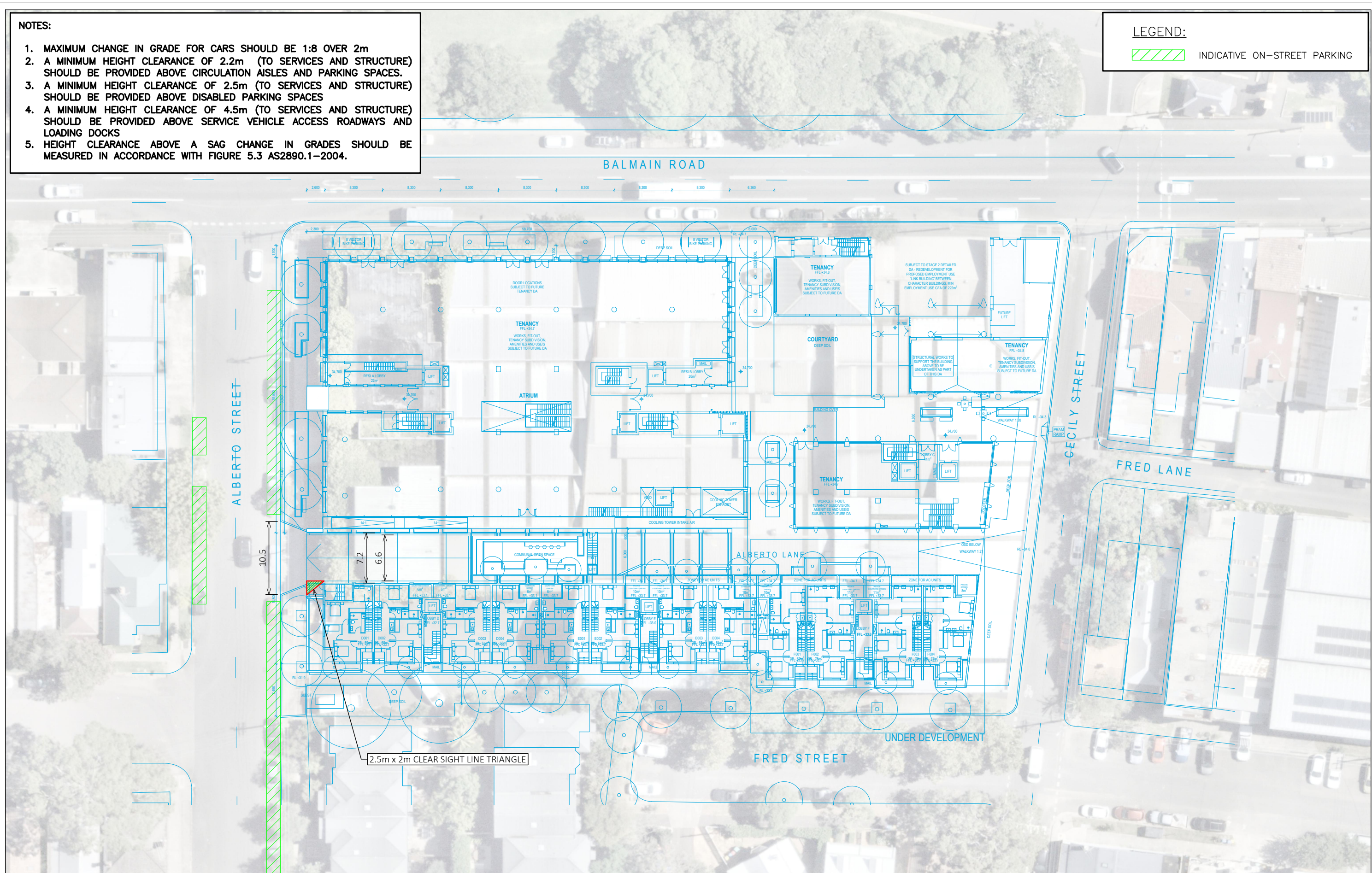


NOTES:

1. MAXIMUM CHANGE IN GRADE FOR CARS SHOULD BE 1:8 OVER 2m
2. A MINIMUM HEIGHT CLEARANCE OF 2.2m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE CIRCULATION AISLES AND PARKING SPACES.
3. A MINIMUM HEIGHT CLEARANCE OF 2.5m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE DISABLED PARKING SPACES
4. A MINIMUM HEIGHT CLEARANCE OF 4.5m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE SERVICE VEHICLE ACCESS ROADWAYS AND LOADING DOCKS
5. HEIGHT CLEARANCE ABOVE A SAG CHANGE IN GRADES SHOULD BE MEASURED IN ACCORDANCE WITH FIGURE 5.3 AS2890.1-2004.

LEGEND:

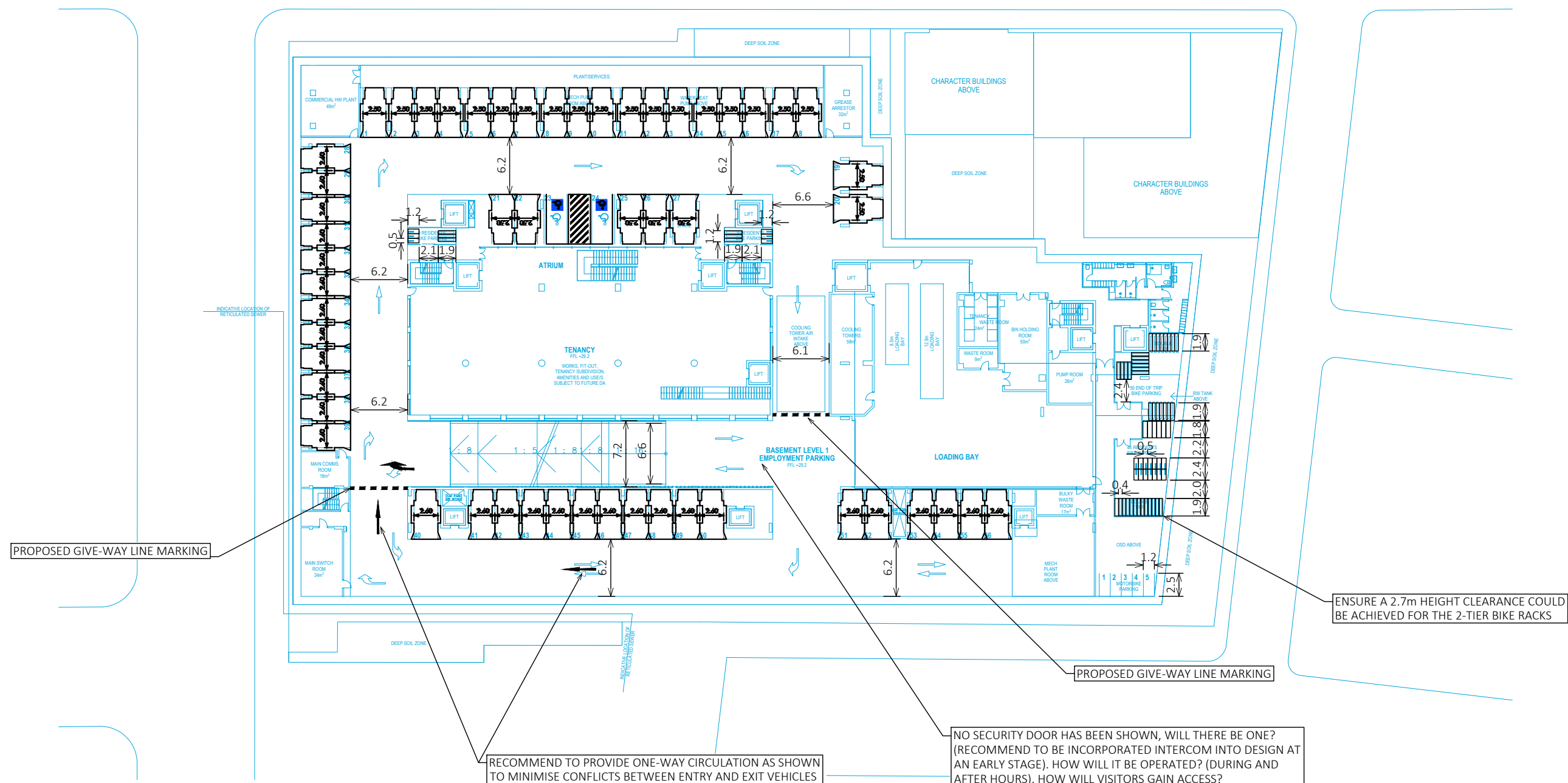
INDICATIVE ON-STREET PARKING





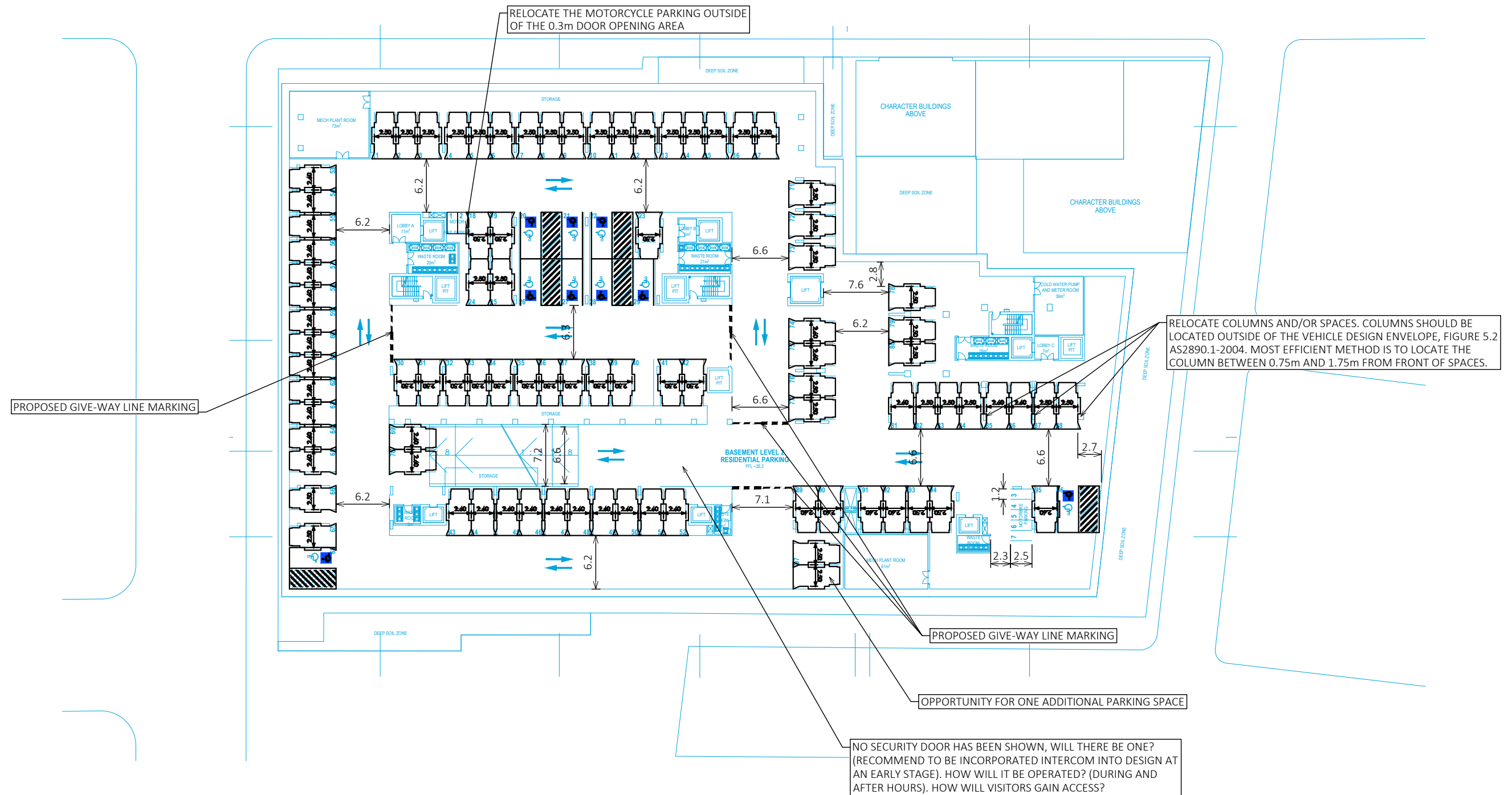
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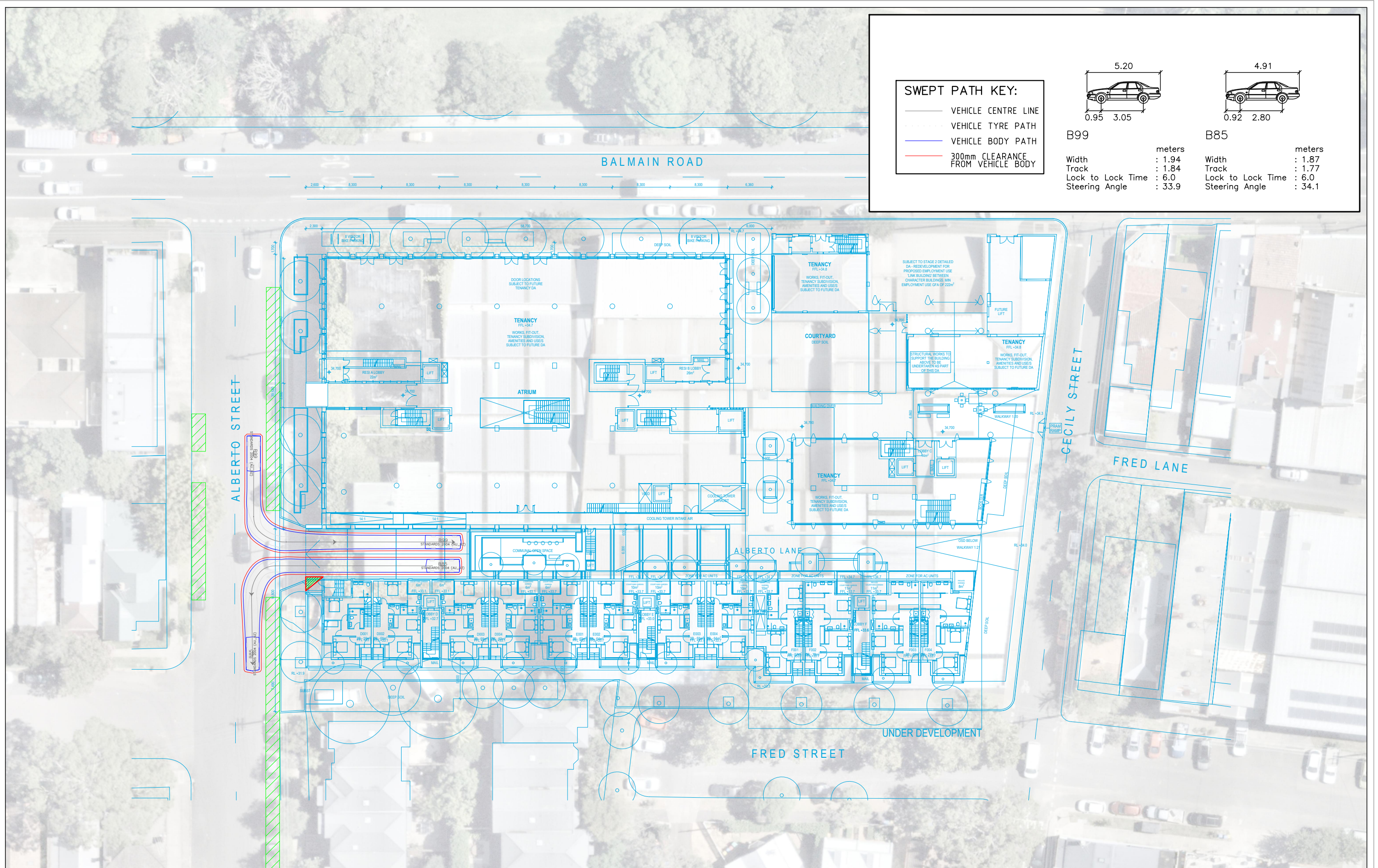


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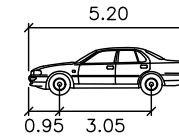






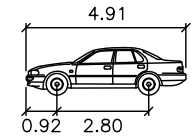
#### SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- - - VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



B99

|                   |      |
|-------------------|------|
| Width             | 1.94 |
| Track             | 1.84 |
| Lock to Lock Time | 6.0  |
| Steering Angle    | 33.9 |



B85

|                   |      |
|-------------------|------|
| Width             | 1.87 |
| Track             | 1.77 |
| Lock to Lock Time | 6.0  |
| Steering Angle    | 34.1 |





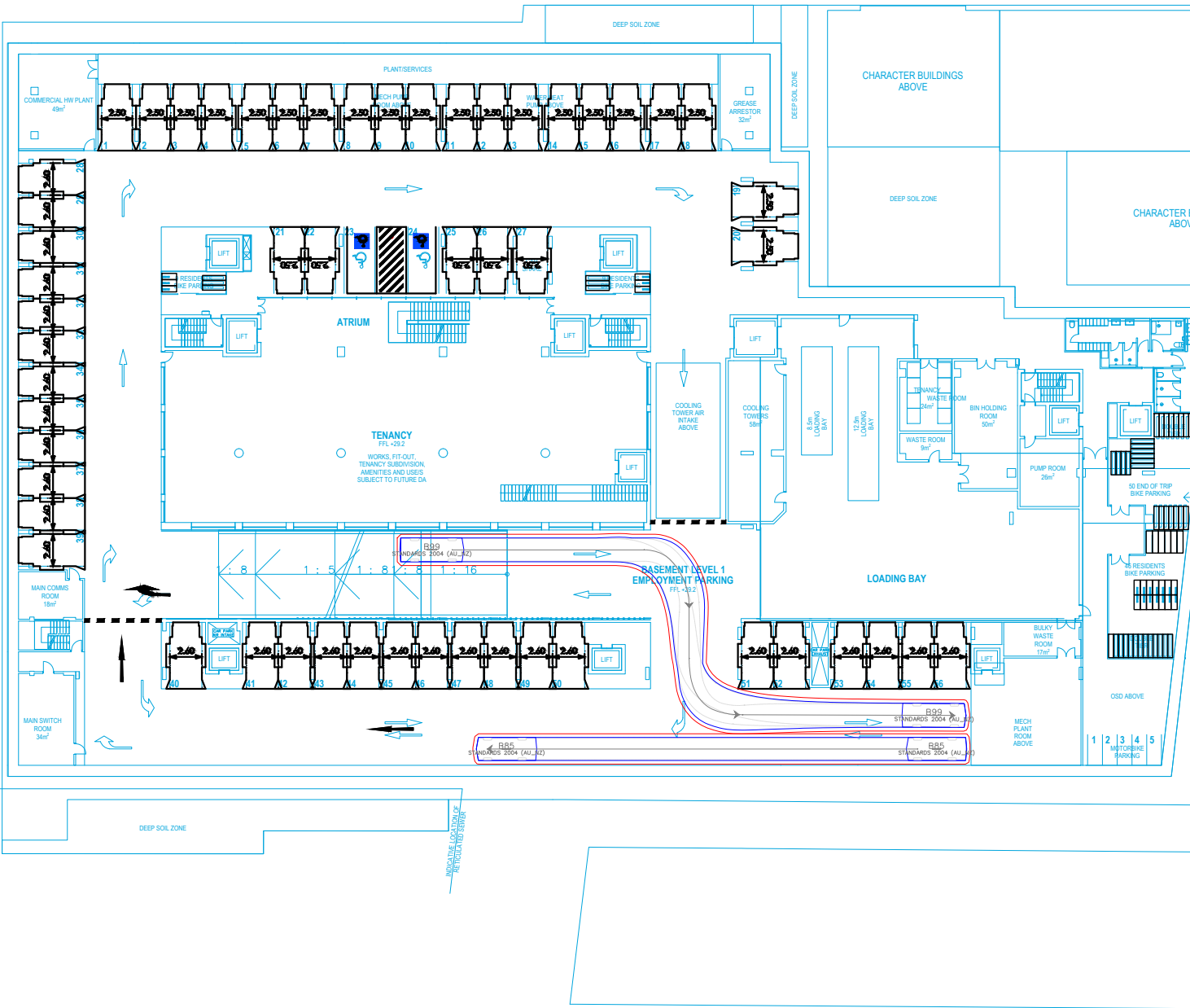
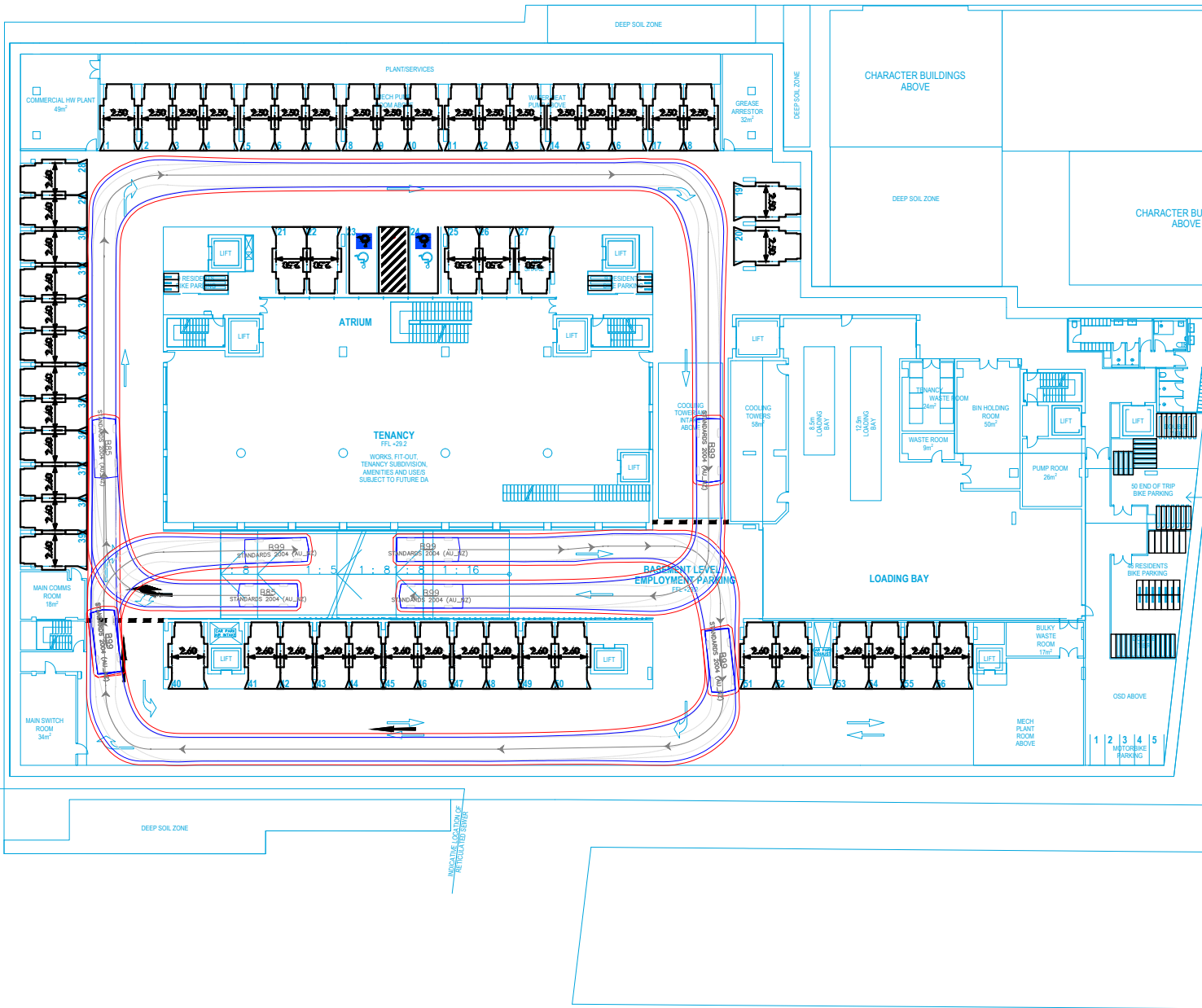
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B99

B85

|                   |        |                   |        |
|-------------------|--------|-------------------|--------|
|                   | meters |                   | meters |
| Width             | : 1.94 | Width             | : 1.87 |
| Track             | : 1.84 | Track             | : 1.77 |
| Lock to Lock Time | : 6.0  | Lock to Lock Time | : 6.0  |
| Steering Angle    | : 33.9 | Steering Angle    | : 34.1 |



SWEPT PATH KEY:

—

VEHICLE CENTRE LINE

---

VEHICLE TYRE PATH

—

VEHICLE BODY PATH

---

300mm CLEARANCE FROM VEHICLE BODY

5.20

0.95

3.05

4.91

0.92

2.80

B99

Width

: 1.94 meters

Track

: 1.84 meters

Lock to Lock Time

: 6.0

Steering Angle

: 33.9

B85

Width

: 1.87 meters

Track

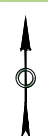
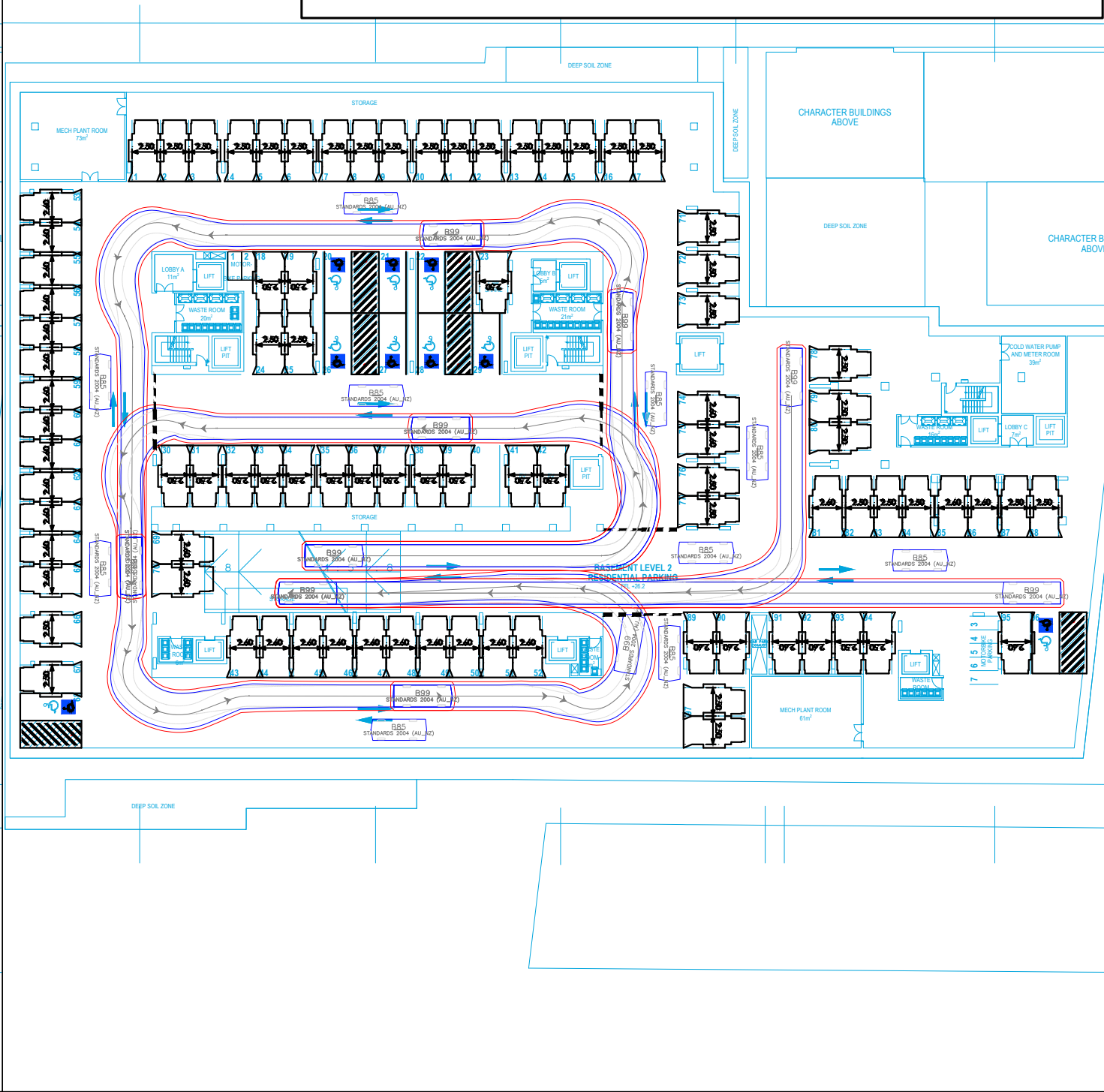
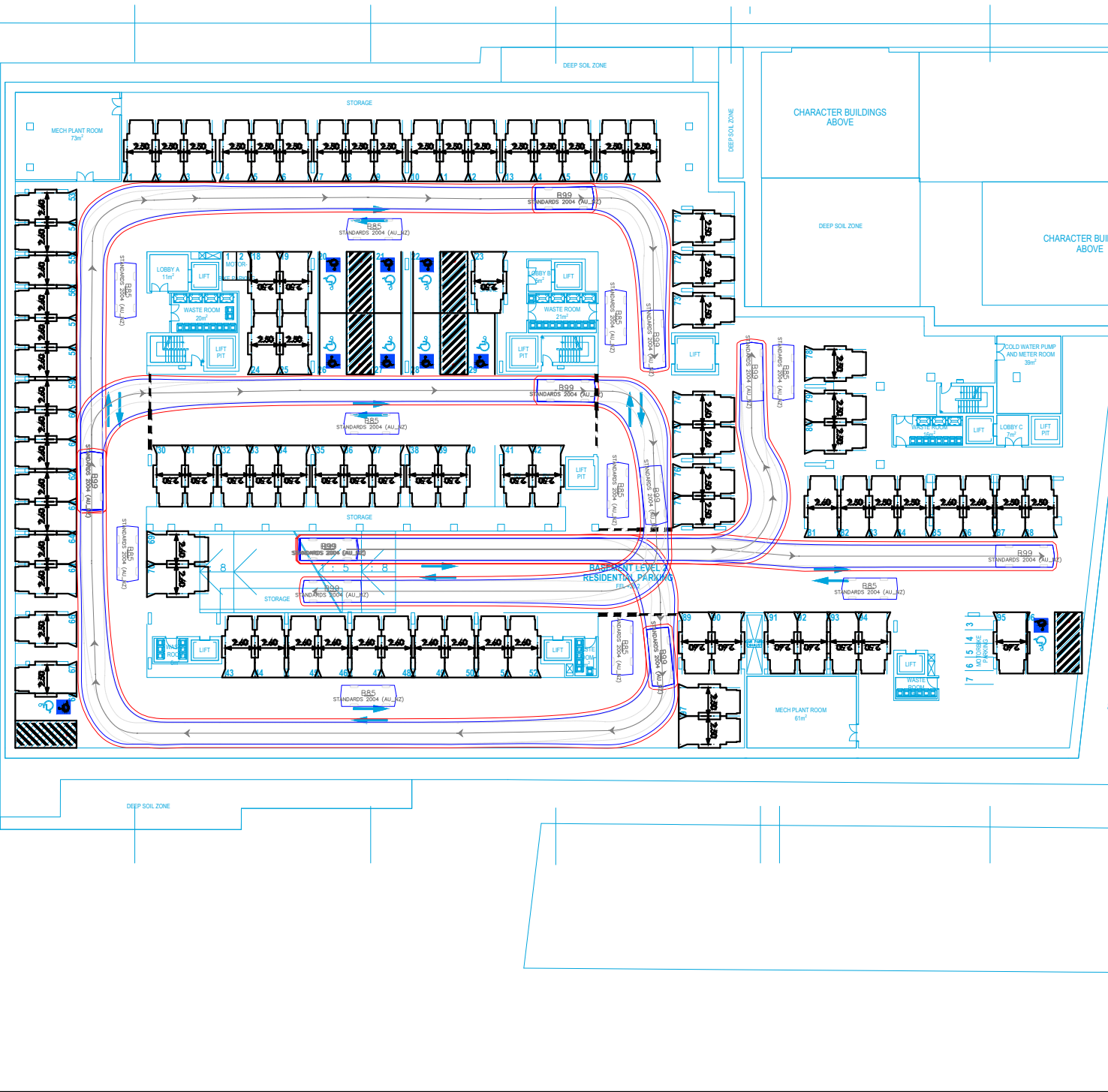
: 1.77 meters

Lock to Lock Time

: 6.0

Steering Angle

: 34.1



DRAWN:

Y.HUANG

CHECKED:

A.STEWART

DRAWING NO:

22S0007-CS-01-V1

SHEET:

06 OF 06

SCALE:

1:500 @ A3

DATE:

24.11.2023

469-483 BALMAIN ROAD, LILYFIELD

CAR PARK COMPLIANCE REVIEW

BASEMENT 2 - CONCEPT LAYOUT