

WINTEN NO. 52 PTY LTD

TRANSPORT ASPECTS OF  
PLANNING PROPOSAL FOR  
PROPOSED RESIDENTIAL  
DEVELOPMENT,  
177-183 GREENWICH ROAD,  
GREENWICH

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## I. INTRODUCTION

- I.1 Colston Budd Rogers and Kafes Pty Ltd has been retained by Winten No. 52 Pty Ltd to review the transport aspects of a planning proposal for a residential development at 177 – 183 Greenwich Road at Greenwich. The site is on the western side of Greenwich Road, as shown in Figure I.
- I.2 The site is occupied by four dwellings, which each have access from Greenwich Road. The current applicable floor space ratio (FSR) is 0.8:1; this would enable 15 residential apartments on the site. The planning proposal includes a FSR of 1.7:1, which would provide for some 29 residential apartments on the site.
- I.3 The transport aspects of the planning proposal are reviewed in the following chapter.

## 2. TRANSPORT ASPECTS OF PLANNING PROPOSAL

### 2.1 The transport aspects of the planning proposal are reviewed through the following sections:

- site location and road network;
- potential scale of development;
- policy context;
- public and active transport;
- parking provision;
- access, servicing and internal layout;
- traffic generation; and
- summary.

#### Site Location and Road Network

2.2 The site is on the western side of Greenwich Road, between Chisholm Street to the north and Landenburg Place to the south, at Greenwich, as shown in Figure 1. It is occupied by four residential dwellings. Vehicular access is provided to each dwelling by separate driveways from Greenwich Road. Surrounding land use is generally residential. The Gore Bay Terminal is opposite the site on the eastern side of Greenwich Road.

2.3 Greenwich Road runs south from the Pacific Highway and River Road, providing access to Greenwich. Its intersections with Pacific Highway and River Road are controlled by traffic signals. In the vicinity of the site, Greenwich Road provides for one traffic lane in each direction with a 50 kilometre per hour speed limit and

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parking permitted on both sides, clear of intersections. South of the site there is no parking permitted on the western side of the road. On the eastern side of the road, adjacent to the terminal, time restricted parking is provided during the day (10 hour parking). A footpath is provided on the western side of the road. Greenwich Road forms part of a bus route.

- 2.4 Greenwich Road carries low to modest traffic flows in the vicinity of the site.

#### Potential Scale of Development

- 2.5 The existing zoning includes a FSR of 0.8:1 which provides for some 15 residential apartments on the site. The planning proposal includes a FSR of 1.7:1, which would provide for some 29 residential apartments on the site. The difference between the existing permissible scale of development and that envisaged in the planning proposal is therefore some 14 apartments.

#### Policy Context

- 2.6 There are a number of strategic state policies which are relevant to future development in the Sydney metropolitan area. The policies include the Greater Sydney Region Plan (A Metropolis of Three Cities), Future Transport Strategy 2056 and the State Infrastructure Strategy. These policies are discussed below.
- 2.7 The Greater Sydney Region Plan (A Metropolis of Three Cities) provides a framework for planning for Sydney's growth to 2056. It identifies a number of districts in the Sydney metropolis: the Eastern City, Central City, Western City, North and South Districts.
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- 2.8 The Future Transport Strategy 2056 provides a framework for planning for and delivering transport infrastructure for the state over the next 40 years. The NSW State Infrastructure Strategy 2022–2042 sets out the government’s infrastructure vision for NSW over the next 20 years.
- 2.9 A series of district plans set out the planning priorities and actions for each district in the greater Sydney region. The North District Plan, in which Greenwich is located, includes a number of planning priorities to improve productivity. Of relevance to the subject planning proposal, these planning priorities include:
- N5: providing housing supply, choice and affordability, with access to jobs, services and public transport; and
  - N12: delivering integrated land use and transport planning and a 30-minute city.

#### Public and Active Transport

- 2.10 The site is close to bus stops on Greenwich Road. Local bus services are provided by Busways North West.
- 2.11 Route 265 connects Lane Cove with North Sydney via Greenwich. Services includes stops at North Sydney, Waverton, Wollstonecraft and St Leonards stations. Services also include a stop at Greenwich Point Wharf. Services operate seven days per week.
- 2.12 There are ferry wharves at Greenwich and Greenwich Point. Sydney Ferries operates services which connect Circular Quay with Cockatoo Island via Balmain, Birchgrove, Greenwich Point and Woolwich. The Greenwich Point Wharf is being upgraded with work expected to be completed by the end of the year.
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- 2.13 Captain Cook Cruises operates commuter services on the Lane Cover River including stops at Greenwich. Services operate during weekday morning and afternoon peak periods, connecting Hunters Hill, Lane Cove, Longueville, Northwood, Greenwich, Balmain East and Circular Quay.
- 2.14 A footpath is provided adjacent to the site, and there is a bicycle lane on Greenwich Road adjacent to the site. The Lane Cove Council Bike Plan (2019) identifies improvements to the bicycle route between Greenwich and St Leonards Station.
- 2.15 The site is therefore readily accessible by public transport services, with connections to nearby CBDs including North Sydney and Sydney. The proposed development will therefore be readily accessible by public transport.
- 2.16 The proposed development would increase residential densities close to existing public transport services.
- 2.17 The proposed development will therefore satisfy the objectives of the Greater Sydney Region Plan and North District Plan as follows:
- enabling residents to readily access bus and ferry services close to the site;
  - providing appropriate on-site parking to encourage greater public transport use and increase the proportion of trips by public transport; and
  - providing increased residential development near employment centres in North Sydney and the Sydney CBD, close to other services and facilities.
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### Parking Provision

2.18 Part R of the Lane Cove Development Control Plan (Traffic, Transport and Parking) indicates that residential flat buildings should provide:

- 0.5 spaces per studio;
- one space per one bedroom unit;
- 1.5 spaces per two bedroom unit;
- two spaces per unit with three or more bedrooms;
- one visitor space per four units;
- one car wash bay per 50 units for developments larger than 20 units;
- one disabled parking space per adaptable unit; and
- one disabled parking space per 50 car spaces for visitors.

2.19 The DCP also indicates that bicycle parking should be provided as follows:

- one bicycle parking space per 15 car spaces for residents; and
- one bicycle rack, plus one rack per 10 dwellings for visitors.

2.20 Parking is proposed to be provided in the development having regard to the above rates. The final parking provision will be determined at the development application stage.

### Access, Servicing and Internal Layout

2.21 Vehicular access to the development would be provided from Greenwich Road. The driveway would be located towards the southern end of the site, generally in the location of the existing site driveway to number 183. The three other existing

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driveways on Greenwich Road would be removed, providing for additional on-street parking.

- 2.22 The driveway will provide access to parking on the lower ground and two basement levels, with internal ramps connecting the parking levels.
- 2.23 At the time of a development application, the driveway, parking levels and internal layout will be provided in accordance with the Australian Standard for Parking Facilities (Part 1: Off-street car parking), AS 2890.1:2004.

#### Traffic Generation

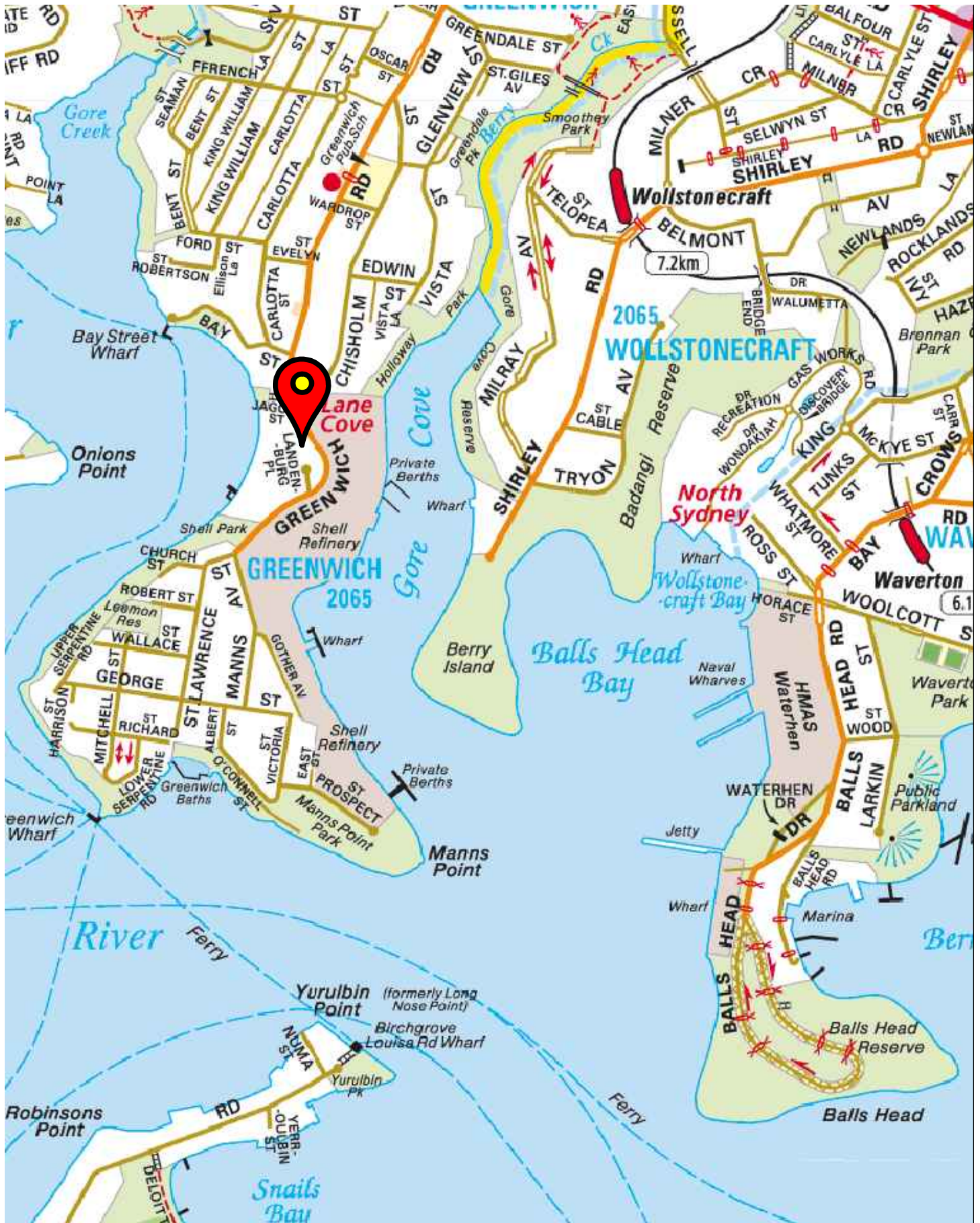
- 2.24 Traffic generated by the proposed development will have its greatest effects during weekday morning and afternoon peak periods when it combines with other traffic on the surrounding road network.
- 2.25 Surveys undertaken by TfNSW indicate that residential apartments generate some 0.15 to 0.19 vehicles per hour per apartment during weekday peak hours. The development would therefore have a very low traffic generation of some four to six vehicles per hour two-way at peak times, equivalent to an average of one vehicle every 10 to 15 minutes. Importantly, the difference between the scale of development permissible under the current controls and that envisaged in the planning proposal would be some two or three vehicles per hour. Such low traffic generations would not have noticeable effects on the operation of the surrounding road network.

Summary

2.26 In summary, the main points relating to the transport aspects of the planning proposal are as follows:

- i) the reference scheme includes some 29 residential apartments;
- ii) the planning proposal is consistent with the planning for the North District;
- iii) the site is readily accessible by public transport services;
- iv) the development would increase residential densities close to existing public transport services and is close to nearby services and facilities in North Sydney and the Sydney CBD;
- v) appropriate on-site parking will be provided;
- vi) access will be provided from Greenwich Road;
- vii) access, internal circulation and layout will be provided in accordance with Australian Standards;
- viii) traffic generation of the proposed development would be very low, equivalent to an average of only one vehicle every 10 to 15 minutes at peak times;

- ix) the difference between the existing permissible development and that envisaged in the planning proposal is only two or three vehicles per hour; and
- x) such low traffic generations would not have noticeable effects on the operation of the surrounding road network.



Location Plan