



12 April 2022

Strathfield Council
65 Homebush Road
Strathfield
NSW 2135

Attention: Louise Gibson

Your reference: DA 2021/327

Dear Madam,

**UPDATED ASSESSMENT OF PARKING & TRAFFIC IMPACTS ASSOCIATED WITH A
DEVELOPMENT APPLICATION FOR A
PROPOSED MIXED-USE DEVELOPMENT
21 PARRAMATTA ROAD, HOMEBUSH**

Reference is made to your correspondence dated 16 March 2022 to Andrew Shehadeh of Omayya Holdings requesting additional information with respect to the proposed mixed-use development at 21 Parramatta Road, Homebush (DA 2021/327). Specifically, reference is made to Item 4 of your letter relating to "Basement / Parking Matters", seeking clarification with respect to the following:

- The provision and allocation of car parking spaces;
- The provision of car wash facilities;
- The provision of motorcycle parking; and
- The provision of bicycle parking.

This Practice prepared an Assessment of Parking & Traffic Impacts in support of the application on 9 December 2021.

Following receipt of your abovementioned letter, a number of alterations have been made to the originally lodged architectural plans prepared by Squillace, incorporating, but not limited to, the following:

- The reallocation of car parking spaces between residents, visitors and commercial tenancies; and
- The provision of additional bicycle and motorcycle parking.

We have been retained by Omayya Holdings to provide an updated Assessment reflecting the amended plans and specifically addressing Item 4 of your abovementioned letter.

BACKGROUND

Development consent was issued in 2014 for a mixed-use development at 21 Parramatta Road, Homebush, Homebush, comprising 231 residential apartments and six commercial tenancies. The development yield was approved to be provided within three buildings, provided over eight storeys, with all buildings being serviced by a shared basement parking area containing 443 parking spaces in conjunction with a designated loading area. Vehicular access was approved via a single driveway connecting with Powell Street.

Two of the three approved buildings, comprising some 170 residential apartments and four commercial tenancies providing a total floor area of 522m², have been constructed. The approved basement parking and servicing area has also been constructed in total, resulting in 201 parking spaces being available to service the third approved building, yet to be constructed.

A further development application was approved in 2020 for a new third building, containing 125 residential apartments, 77 serviced apartments and two commercial tenancies providing a total floor space of 339m², to be provided over 24 storeys, in place of the yet to be constructed but originally approved eight storey building. This new building was approved to be serviced by the unallocated portion of the originally approved (and constructed) basement car parking area.

The most recent application was supported by a Traffic and Parking Impact Assessment Report prepared by Varga Traffic Planning Pty. Ltd. dated December 2019. This report assessed the external impacts of the total development, concluding that the surrounding public road network is capable of accommodating the traffic generated by the development.

APPROVED DEVELOPMENT

Development consent was granted by Strathfield Council in 2020 for a new third building, provided over 24 storeys, containing the following:

- 125 residential dwellings, as follows:
 - 38 x one-bedroom dwellings;
 - 74 x two-bedroom dwellings; and
 - 13 x three-bedroom dwellings.
- 77 serviced apartments, as follows:
 - 49 x one-bedroom dwellings; and
 - 28 x two-bedroom dwellings.
- 339m² of commercial floor space.

The building was approved to be serviced by the unallocated portion of the originally approved (and constructed) basement car parking area, consisting of 201 parking spaces, provided as follows:

- 132 resident parking spaces;
- 26 visitor parking spaces;
- 7 commercial parking spaces to supplement the originally approved 10 commercial spaces provided as part of Buildings A and B); and
- 36 serviced apartment parking spaces.

PROPOSED DEVELOPMENT & SCOPE OF ASSESSMENT

A new development application has been formulated proposing an altered third building incorporating, the following:

- 214 residential apartments as follows:
 - 70 x one-bedroom dwellings;
 - 137 x two-bedroom dwellings; and
 - 7 x three-bedroom dwellings.
- A commercial floor space of 444m², to be contained within two ground floor tenancies;
- An increase in the passenger vehicle parking provision being available to service the building, from 201 spaces to 241 spaces, to be allocated as follows:
 - 195 resident parking spaces;
 - 43 visitor parking spaces; and
 - 3 commercial parking spaces (to supplement the previously approved and provided 17 spaces).
- An increase in the motorcycle parking provision being available to service the building, from 0 spaces to 6 spaces; and
- An increase in the bicycle parking provision being available to service the building, from 0 spaces to 43 spaces, to be allocated as follows:
 - 29 resident parking spaces; and
 - 14 visitor parking spaces;.

The approved site access arrangements are proposed to be retained.

This assessment makes reference to and should be read in conjunction with amended architectural plans prepared by Squillace, reduces copies of a selection of which are attached as **Appendix 1**.

ACCESS ARRANGEMENTS

The originally approved (and existing) vehicular access arrangements, comprising a single 7m wide combined ingress / egress driveway, connecting with connecting with Powell Street, approximately 65m to the north of Parramatta Road, is not proposed to be altered.

Whilst it is proposed that the number of parking spaces serviced by the driveway will be marginally increased (from 443 spaces to 483 spaces), the functional requirements of the access driveway is not proposed to be altered.

The approved site access arrangements are accordingly envisaged to continue appropriately service the proposed development.

CAR PARKING ASSESSMENT

Approved Parking Methodology

Consent was granted for the most recently approved development to be serviced by a total of 201 passenger vehicle parking spaces, being summarised within **Table 1** below in accordance with the applicable parking rates relevant to the approved development under Strathfield Council's DCP 20 relating to the Parramatta Road Corridor Area.

TABLE 1 APPROVED DEVELOPMENT OFF-STREET PARKING REQUIREMENTS DEVELOPMENT CONTROL PLAN 20			
Use	Yield	Rate	Spaces Required
Residential Spaces	38 x 1 bedroom	1 space / dwelling	38
	74 x 2 bedroom	1 spaces / dwelling	74
	13 x 3 bedroom	1.5 spaces / dwelling	19.5 (adopt 20)
Residential Visitor Spaces	125 dwellings	0.2 spaces / dwelling	25
Commercial	339m ² GFA	1 space / 50m ²	6.8 (adopt 7)
Total			164

Further, the DA traffic report prepared by Varga Traffic Planning noted that DCP 20 does not provide a car parking requirement for serviced apartments. The DA traffic report however proposed a provision (which was subsequently approved) of 36 parking spaces to service the 77 serviced apartments on the basis of the following:

- The site has excellent connectivity to reliable and frequent suburban rail / bus services offering a genuine alternative to private vehicles when given the right incentive, for instance, having limited availability of on-site parking;
- The serviced apartment online booking system will show whether on-site car parking is available at the time of booking;
- The demographic of the serviced apartment users will primarily comprise of:
 - Budget travellers seeking to minimise all costs of their travel, and seldom rent a vehicle; and
 - Business travellers who will often travel by taxi, car share or public transport and will not require a parking space
- Travellers requiring a private car can easily locate a nearby car share vehicle using services such as GoGet or Car Next Door.

The approved passenger vehicle parking provision of 201 spaces, comprising 132 resident, 26 visitor spaces, seven commercial spaces (to supplement the previously approved and proposed commercial parking provision of 10 spaces) and 36 serviced apartment spaces was accordingly considered to be satisfactorily service the approved development yield.

Proposed Residential Parking Methodology

Council Parking Requirements

Table 2 provides a summary of the applicable parking rates relevant to the currently proposed development in accordance with DCP 20.

TABLE 2 PROPOSED DEVELOPMENT OFF-STREET PARKING REQUIREMENTS DEVELOPMENT CONTROL PLAN 20			
Use	Yield	Rate	Spaces Required
Residential Spaces	70 x 1 bedroom	1 space / dwelling	70
	137 x 2 bedroom	1 spaces / dwelling	137
	7 x 3 bedroom	1.5 spaces / dwelling	10.5 (adopt 11)
Residential Visitor Spaces	214 dwellings	0.2 spaces / dwelling	42.8 (adopt 43)
Total			261

Based on the currently proposed development yield, **Table 2** identifies that a total of 261 passenger vehicle parking spaces are required in accordance with DCP 20, comprising 218 resident and 43 visitor parking spaces

The proposed amended residential parking provision of 238 passenger vehicle parking spaces, comprising 195 resident and 43 visitor parking spaces accordingly is calculated to represent a parking shortfall of 23 parking spaces with respect to DCP 20.

Reduced SEPP 65 Residential Parking Requirements

The previous sub-section of this assessment presents that the proposed passenger vehicle parking provision represents a resident parking shortfall of 23 spaces in accordance with DCP 20.

Reference is however made to the Department of Planning & Environment's *Apartment Design Guide*, which provides consistent planning and design standards for apartments across the State. It provides design criteria and general guidance about how development proposals can achieve the design quality principles identified in SEPP 65 (State Environmental Planning Policy No 65 - Design Quality of Residential Apartment Development).

Objective 3J-1 of the *Apartment Design Guide* specifies that development within 800m of a railway station or light rail stop in the Sydney metropolitan area are to use the car parking requirement for residential developments as set out in TfNSW's *Guide to Traffic Generating Developments*, or the car parking requirement prescribed by the relevant council, whichever is less.

The development is situated approximately 400m walking distance to the north-west of Homebush Railway Station, providing connectivity to the T2 Inner West & Leppington Line travelling between Parramatta / Leppington to the City. It is accordingly suitable to apply the residential parking requirements set out within TfNSW's *Guide to Traffic Generating Developments*, should that result in a reduced parking provision.

Table 3 overleaf provides the residential parking requirements for high density residential flat buildings located within Metropolitan Sub-Regional Centres contained within section 5.4.3 of TfNSW's *Guide to Traffic Generating Developments*:

TABLE 3 OFF-STREET PARKING REQUIREMENTS TfNSW'S GUIDE TO TRAFFIC GENERATING DEVELOPMENTS			
Item	Rate	Yield	Spaces Required
1 bedroom dwellings	0.6 space per dwelling	70	42
2 bedroom dwellings	0.9 spaces per dwelling	137	123.3 (adopt 124)
3 bedroom dwellings	1.4 spaces per dwelling	7	9.8 (adopt 10)
		Sub-total	176
Visitor Parking	1 space per 5 dwellings	214	42.8 (adopt 43)
		Total	219

Comparison between **Tables 2** and **3** indicates that application of TfNSW's parking rates as outlined within its *Guide to Traffic Generating Developments* results in a lower residential parking requirement than Council's DCP 20 and accordingly, is considered the appropriate control in accordance with Objective 3J-1 of the *Apartment Design Guide*.

Residential Parking Requirement Summary

Having regard to the preceding discussion, **Table 4** below provides a summary of the appropriate residential parking requirements relevant to the subject application.

TABLE 4 PROPOSED DEVELOPMENT OFF-STREET PARKING REQUIREMENTS				
Use	Yield	Rate	Source of Rate	Spaces Required
Residential Spaces	70 x 1 bedroom	1 space / dwelling	TfNSW	42
	137 x 2 bedroom	1 spaces / dwelling	TfNSW	124
	7 x 3 bedroom	1.5 spaces / dwelling	TfNSW	10
Residential Visitor Spaces	214 dwellings	0.2 spaces / dwelling	TfNSW	43
		Total		219

Table 4 indicates that the development is required to provide a minimum of 219 residential spaces, comprising 176 resident and 43 visitor spaces.

The proposed parking provision of 238 spaces, comprising 195 resident and 43 visitor parking spaces accords with the above requirements is accordingly considered to be satisfactory.

Proposed Commercial Parking Methodology

Strathfield Council's DCP 20 specifies the following locally sensitive passenger vehicle parking rates for commercial floor space:

1 space per 50m²

Whilst the proposal involves two commercial tenancies comprising a total floor area of 444m², as all commercial parking spaces servicing the total development are to be contained within basement level 1, it is prudent to assess the commercial parking provision with respect to the total development (including Buildings A, B and the proposed C). Buildings A and B were approved to provide a commercial floor space of 105m² and 417m², thereby resulting in the total development providing 966m² commercial floor space.

The following site wide commercial parking calculations are therefore provided:

$$(996\text{m}^2 / 50\text{m}^2) = 19.9 \text{ (adopt 20) spaces}$$

The total development is accordingly required to provide a cumulative commercial parking provision of 20 spaces.

The proposal involves the allocation of three parking spaces with basement level 1 to supplement to already provided and approved 17 spaces to be shared across the three buildings. The total commercial parking provision of 20 spaces is accordingly considered to be satisfactory.

OTHER PARKING CONSIDERATIONS

Car Wash

The basement parking area is approved to provide a single car wash to service all buildings. No alterations to this car wash bay yield are proposed. Council's DCP specifies that residential developments which provide more than 10 dwellings are to provide *a designated car washing bay*. The continued provision of a single car wash bay therefore appears to accord with Council's DCP.

Notwithstanding the above, if considered absolutely necessary, Council could reasonably impose a condition of consent which requires the reallocation of a currently proposed resident parking space as a second car wash bay.

Motorcycle

Council's DCP does not provide any specific requirements for motorcycle parking provision within residential developments, however it does specify that *additional parking for courier motorcycles would be desirable* for office and commercial development.

The amended architectural plans provide for six motorcycles to be provided within basement levels 1 and 2. Such a provision, equating to one space per 40 car spaces, is considered to be satisfactory.

Bicycle

Whilst Council's DCP does not provide prescriptive parking requirements for bicycle parking, it does specify that *consideration should be given to providing suitable facilities for accommodating bicycle parking ... in all residential flat and mixed-use developments*.

To address the above, the amended architectural plans provide for the following bicycle parking provision:

- 14 visitor parking spaces, provided as vertically staggered wall hung racks situated in the eastern portion of the basement level 1; and
- 29 resident parking spaces, provided as vertically staggered wall hung racks contained within the south-eastern corner of basement level 1.

The above bicycle parking yield, representing approximately one visitor bicycle space per six car spaces, is considered to be satisfactory.

INTERNAL CIRCULATION

The originally approved (and constructed) design and layout of the parking area, comprising of a series of standard 90-degree angled parking rows being serviced by adjoining circulating parking aisle is proposed to largely be retained, with the exception of the addition of a small number of parking spaces situated within the south-western corners of each of the basement parking levels and the inclusion of a small number of tandem parking spaces.

The proposed internal parking design has been assessed to continue to accord with the minimum requirements of the Australian Standards for *Parking Facilities Part 1: Off-Street Car Parking* (AS2890.1:2004) and *Parking Facilities Part 3: Bicycle Parking* (AS2890.3:2015) providing the following minimum dimensions:

- Resident, commercial staff and residential visitor car parking space width = 2.4m;
- Additional car space width adjoining obstruction = 0.3m;
- Motorcycle parking space width = 1.2m;
- Bicycle parking space width = 0.5m;
- Car parking space length = 5.4m;
- Motorcycle parking space length = 2.5m;
- Bicycle parking space depth (vertical) = 1.2m;
- Car parking aisle width = 5.8m;
- Bicycle parking aisle width = 1.5m;
- Minimum clearance = 2.2m; and
- Minimum clearance above disabled parking spaces = 2.5m.

Safe and efficient internal manoeuvring and parking space accessibility is anticipated to result, taking into consideration the above compliance with the relevant AS2890.1:2004 and AS2890.3:2015.

Assessment with respect to the disabled parking spaces is provided by others under separate cover.

Notwithstanding the above, in order to assess the internal passenger vehicle manoeuvrability within the areas of the basement car parking area subject to change, this Practice has prepared a number of swept path plans which are included as **Appendix 2**. The turning paths provided on the plans have been generated using Autoturn software and derived from B85 vehicle specifications in conjunction with 300mm manoeuvring clearances, as provided within AS2890.1:2004. In this regard, Section B4.4 of AS2890.1:2004 states the following with regard to the use of templates to assess vehicle manoeuvring:

‘Constant radius swept turning paths, based on the design vehicle’s minimum turning circle are not suitable for determining the aisle width needed for manoeuvring into and out of parking spaces. Drivers can manoeuvre vehicles within smaller spaces than swept turning paths would suggest.’

It would therefore appear that whilst the turning paths provided within AS2890.1:2004 can be utilised to provide a 'general indication' of the suitability or otherwise of internal parking and manoeuvring areas, vehicles can generally manoeuvre more efficiently than the paths indicate. The swept path plans illustrate that passenger vehicles can manoeuvre throughout and enter and exit the most difficult passenger vehicle parking spaces within the parking areas subject to change.

In consideration of this and the above discussion, the proposed internal circulation arrangements are considered to be satisfactory.

TRAFFIC IMPACTS

The following provides a summary of the traffic generating potential of the approved and proposed developments.

Approved Development Traffic Generation

It has previously been presented that the approved development involved the following yield:

- 125 residential dwellings, as follows:
 - 38 x one-bedroom dwellings;
 - 74 x two-bedroom dwellings; and
 - 13 x three-bedroom dwellings.
- 77 serviced apartments, as follows:
 - 49 x one-bedroom dwellings; and
 - 28 x two-bedroom dwellings.
- 339m² of commercial floor space.

The DA Traffic and Parking Impact Assessment Report prepared by Varga Traffic Planning Pty. Ltd. dated December 2019 assessed the external impacts of the above development yield, utilising the following traffic generation rates outlined within TfNSW's *Guide to Traffic Generating Developments*:

High Density Residential Dwellings

0.19 trips per dwelling during the AM peak period; and

0.15 trips per dwelling during the PM peak period.

Commercial

1.6 trips per 100m² GFA during the AM peak period; and

1.2 trips per 100m² GFA dwelling during the PM peak period.

Further to the above, it is noted that the Varga Traffic Report utilised peak hour traffic generation rates for high density residential dwellings on a per car space basis for serviced apartments, as follows:

High Density Residential Dwellings

0.15 trips per car space during the AM peak period; and

0.12 trips per car space during the PM peak period.

Application of the above rates to the approved development yield accordingly resulted in the following calculations:

AM Peak Hour

$$(125 \times 0.19) + 1.6(339\text{m}^2 / 100) + (36 \times 0.15) = 34.6 \text{ (adopt 35) AM peak hour trips}$$

PM Peak Hour

$$(125 \times 0.15) + 1.2(339\text{m}^2 / 100) + (36 \times 0.12) = 27.1 \text{ (adopt 28) PM peak hour trips}$$

The approved traffic generating capacity of the development is accordingly 34 AM and 29 PM peak hour vehicle trips, respectively.

Proposed Development Traffic Generation

Application of the previously adopted residential and commercial traffic generation rates to the proposed development yield of 214 dwellings and 424m² of floor space results in the following traffic generating capability:

AM Peak Hour

$$(214 \times 0.19) + 1.6(444\text{m}^2 / 100) = 47.8 \text{ (adopt 48) AM peak hour trips}$$

PM Peak Hour

$$(214 \times 0.15) + 1.2(444\text{m}^2 / 100) = 37.4 \text{ (adopt 38) PM peak hour trips}$$

The proposed traffic generating capacity of the development is accordingly calculated to be 48 AM and 38 PM peak hour vehicle trips, respectively.

of 48 AM and 39 PM peak hour vehicle trips, respectively. Such a traffic generating capacity is comparable to the previously assessed and approved traffic generating capacity for the site of 36 AM and 29 PM peak hour vehicle trips.

Assessment Of Impacts

The preceding assessment finds that the proposed development 13 additional AM peak hour vehicle trips and 10 PM peak hour vehicle trips over and above that previously approved. The proposed development is accordingly expected to generate approximately one additional vehicle movement every four to five minutes during the AM peak hour and one additional vehicle movement every six minutes during the PM peak hour over and above that previously approved. Such an extent of traffic is not projected to, in itself, result in any unreasonable impacts on the surrounding road network over and above that previously assessed and approved.

CONCLUSION

This correspondence provides an assessment of the parking and traffic impacts associated with a Development Application for a mixed-use development at 21 Parramatta Road, Homebush. Having regard to the assessment contained within this correspondence, the following conclusion is provided:

- The originally approved (and constructed) site access arrangements are not proposed to be altered and are considered to continue to be capable of servicing the proposed development in a safe and efficient manner;
- The proposed residential and commercial parking provision appropriately complies with the relevant parking requirements contained within TfNSW's *Guide to Traffic Generating Developments* and DCP 20, respectively and accordingly, is considered to be satisfactory;

- The minor alterations to the internal circulation arrangements are envisaged to continue provide motorists with safe and efficient manoeuvring during peak operational periods;
- The projected traffic generation capability of the proposed development has been calculated to be is comparable to the previously assessed and approved; and
- It is not envisaged that the proposed development will result in any measurable impacts on the overall level of safety and efficiency of the surrounding road network, over and above that previously assessed and approved.

It is considered, based on the contents of this assessment and the conclusions contained herein, there are no parking or traffic related issues that should prevent approval of the subject application. This action is therefore recommended to Council.

It would be appreciated if the information contained within this correspondence could be incorporated in Council's assessment of the subject application.

Submitted for your consideration.

Yours sincerely,



Morgan Stanbury
Director
Traffic Engineer

APPENDIX 1



BUILDING B BASEMENT CAR PARKING NUMBERS

	RETAIL (ADDITIONAL)	RESIDENTIAL	RESIDENTIAL ACCESSIBLE	RESIDENTIAL VISITOR	TOTAL
BASEMENT 1	3	41	4		48
BASEMENT 2		15	8	43	66
BASEMENT 3		55	10		65
BASEMENT 4		52	10		62
SUB-TOTAL	3	163	32	43	241 CAR SPACES

	MOTORBIKE	BICYCLE RESIDENTIAL	BICYCLE VISITOR
BASEMENT 1	3	29	14
BASEMENT 2	3	-	-
BASEMENT 3	-	-	-
BASEMENT 4	-	-	-
TOTAL	6	29	14

PROPOSED WASTE AREAS

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STATUS

DEVELOPMENT
APPLICATION

Do not scale drawing. Verify all dimensions on site. Report any discrepancies in documentation to architect. This drawing is for the purpose of council approval and as such, is not suitable for construction.

GRAPHIC SCALE



DRAWING NOTES

B	07.04.22	NEGOTIATIONS IN COUNCIL
A	03.12.21	ISSUE FOR DA
ISS	DATE	PURPOSE OF ISSUE

CLIENT

Owner

squillace

ARCHITECTURE /
INTERIORS

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Vince Squillace Reg No. 6468 (NSW),
17219 (VIC), 3677 (QLD), AR1173 (NT)

PROJECT

HOMEBUSH TOWER

21 PARRAMATTA ROAD
HOMEBUSH

DRAWING NO.

DA-096

ISSUE

B

JOB NO.

OMA2107

SCALE

As

indicated@

DATE

07.04.22

DRAWING TITLE

FLOOR PLAN - BASEMENT LEVEL 4

DRAWN BY

JP

CHECKED BY

AA





BUILDING B BASEMENT CAR PARKING NUMBERS

	RETAIL (ADDITIONAL)	RESIDENTIAL	RESIDENTIAL ACCESSIBLE	RESIDENTIAL VISITOR	TOTAL
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PROJECT
HOMEBUSH TOWER

21 PARRAMATTA ROAD
HOMEBUSH

DRAWING NO. ISSUE
DA-097 B

JOB NO. SCALE DATE
OMA2107 As indicated@ 07.04.22

DRAWING TITLE
FLOOR PLAN - BASEMENT LEVEL 3

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JP AA





BUILDING B BASEMENT CAR PARKING NUMBERS

	RETAIL (ADDITIONAL)	RESIDENTIAL	RESIDENTIAL ACCESSIBLE	RESIDENTIAL VISITOR	TOTAL
BASEMENT 1	3	41	4		48
BASEMENT 2		15	8	43	66
BASEMENT 3		55	10		65
BASEMENT 4		52	10		62
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	MOTORBIKE	BICYCLE RESIDENTIAL	BICYCLE VISITOR
BASEMENT 1	3	29	14
BASEMENT 2	3	-	-
BASEMENT 3	-	-	-
BASEMENT 4	-	-	-
TOTAL	6	29	14

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PROJECT
HOMEBUSH TOWER

21 PARRAMATTA ROAD
HOMEBUSH

DRAWING NO. ISSUE
DA-098 B

JOB NO. SCALE DATE
OMA2107 As 07.04.22
indicated@

DRAWING TITLE
FLOOR PLAN - BASEMENT LEVEL 2

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JP AA





BUILDING B BASEMENT CAR PARKING NUMBERS

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1:400 @ A3 0 5m 10m
1:200 @ A1

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ISS DATE PURPOSE OF ISSUE

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PROJECT
HOMEBUSH TOWER

21 PARRAMATTA ROAD
HOMEBUSH

DRAWING NO. ISSUE
DA-099 B

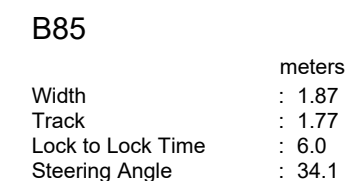
JOB NO. SCALE DATE
OMA2107 As indicated@ 07.04.22

DRAWING TITLE
FLOOR PLAN - BASEMENT LEVEL 1

DRAWN BY CHECKED BY
JP AA



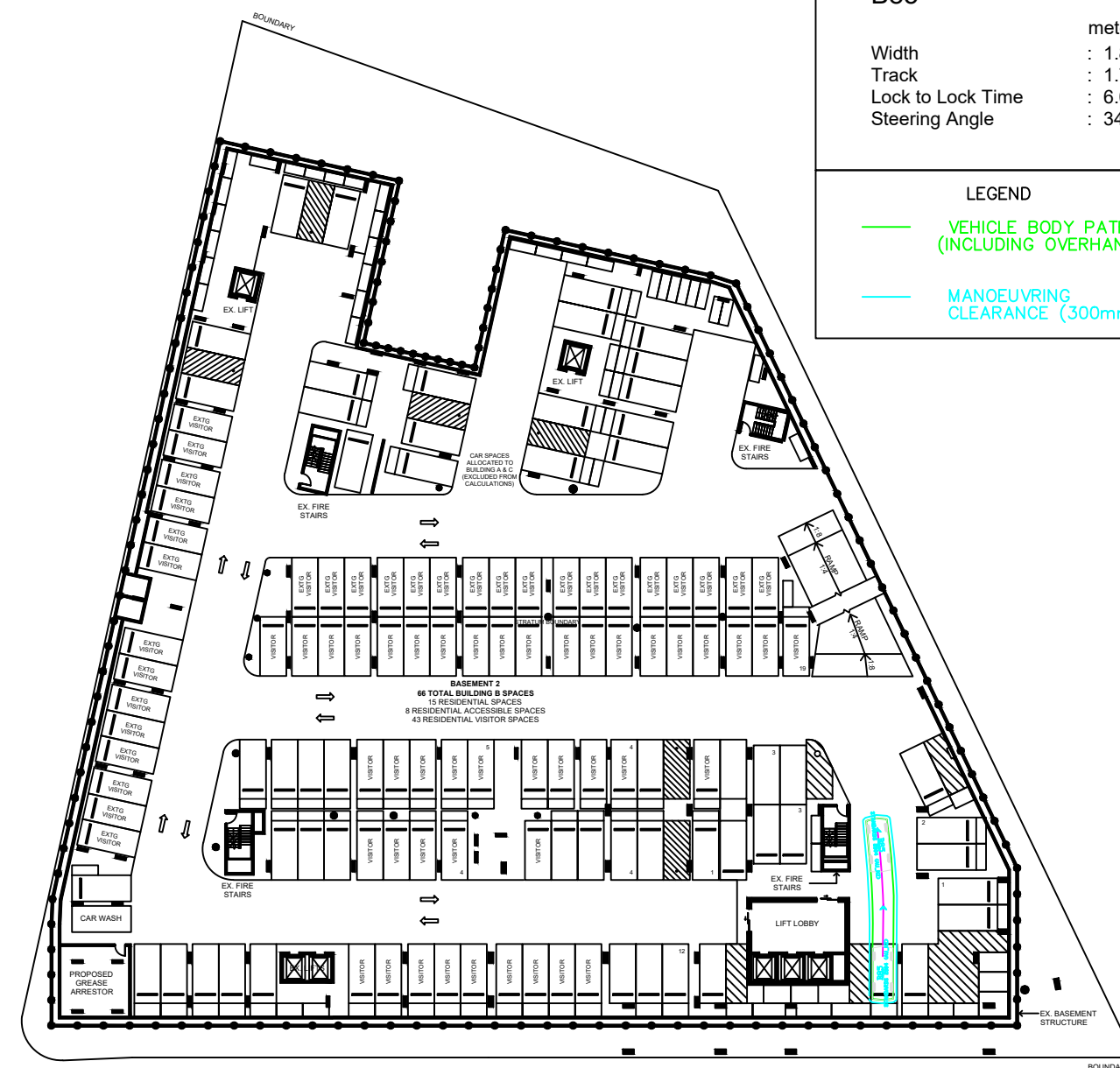
APPENDIX 2



LEGEND

— VEHICLE BODY PATH
(INCLUDING OVERHANG)

— MANOEUVRING
CLEARANCE (300mm)



STANBURY TRAFFIC PLANNING
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PH: (02) 8971 8314
MOB: 0410 561 848
EMAIL: info@stanburytraffic.com.au
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NOTES:

1. THIS PLAN IS BASED ON ARCHITECTURAL PLANS PREPARED BY SQUILLACE.
2. THE SWEEP PATHS PROVIDED ON THIS PLAN HAVE BEEN GENERATED UTILISING AUTOTURN PRO VERSION 11 IN CONJUNCTION WITH B85 PASSENGER VEHICLE MANOEUVRING SPECIFICATIONS IN ACCORDANCE WITH THE AUSTRALIAN STANDARD FOR PARKING FACILITIES PART 1:OFF-STREET CAR PARKING (AS2890.1:2004).

N	STANBURY TRAFFIC PLANNING
	PASSENGER VEHICLE SWEEPED PATHS
	BASEMENT LEVELS 2,3,4,5 PARKING SPACE INGRESS / EGRESS MOVEMENTS
	PROPOSED MIXED USE DEVELOPMENT
	21 PARRAMATTA ROAD, HOMEBUSH

SCALE: 1:100 AT A3

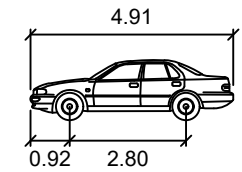
FILE: 21-225

DATE: 9/12/2021

	ISSUE
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	A
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SHEET

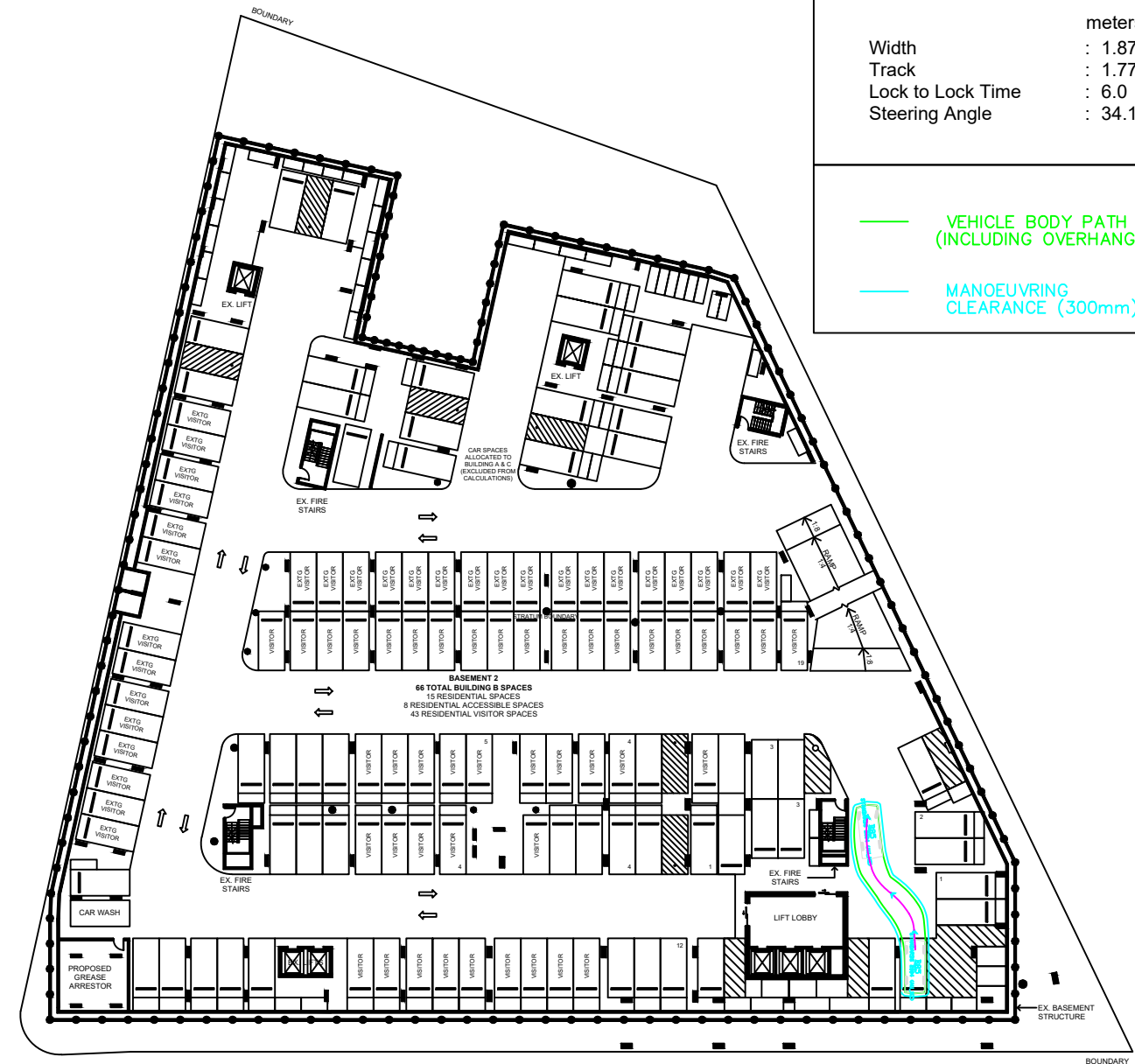
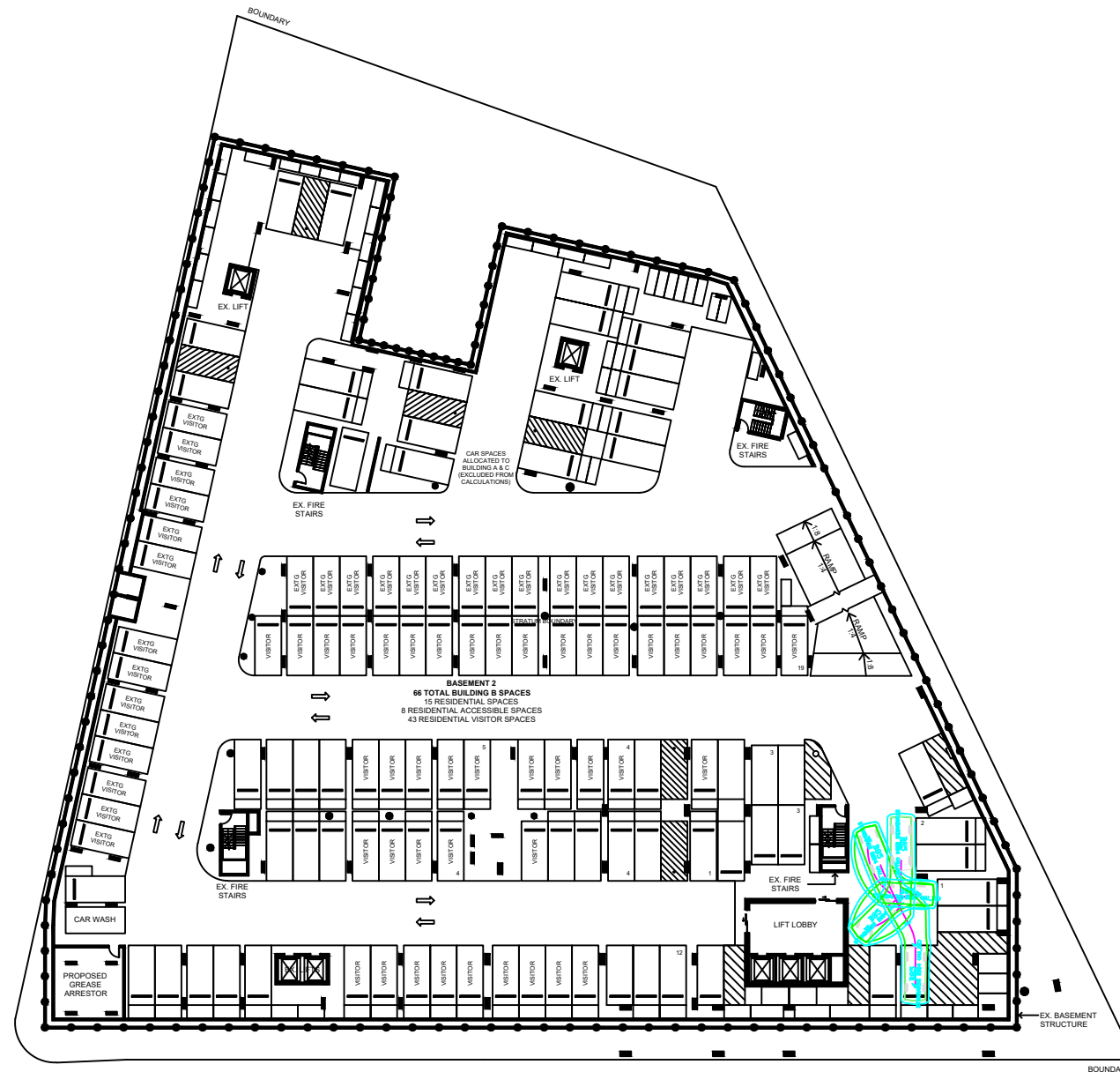


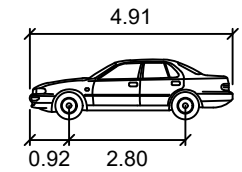
B85

meters

Width : 1.87
Track : 1.77
Lock to Lock Time : 6.0
Steering Angle : 34.1

— VEHICLE BODY PATH (INCLUDING OVERHANG)
— MANOEUVRING CLEARANCE (300mm)



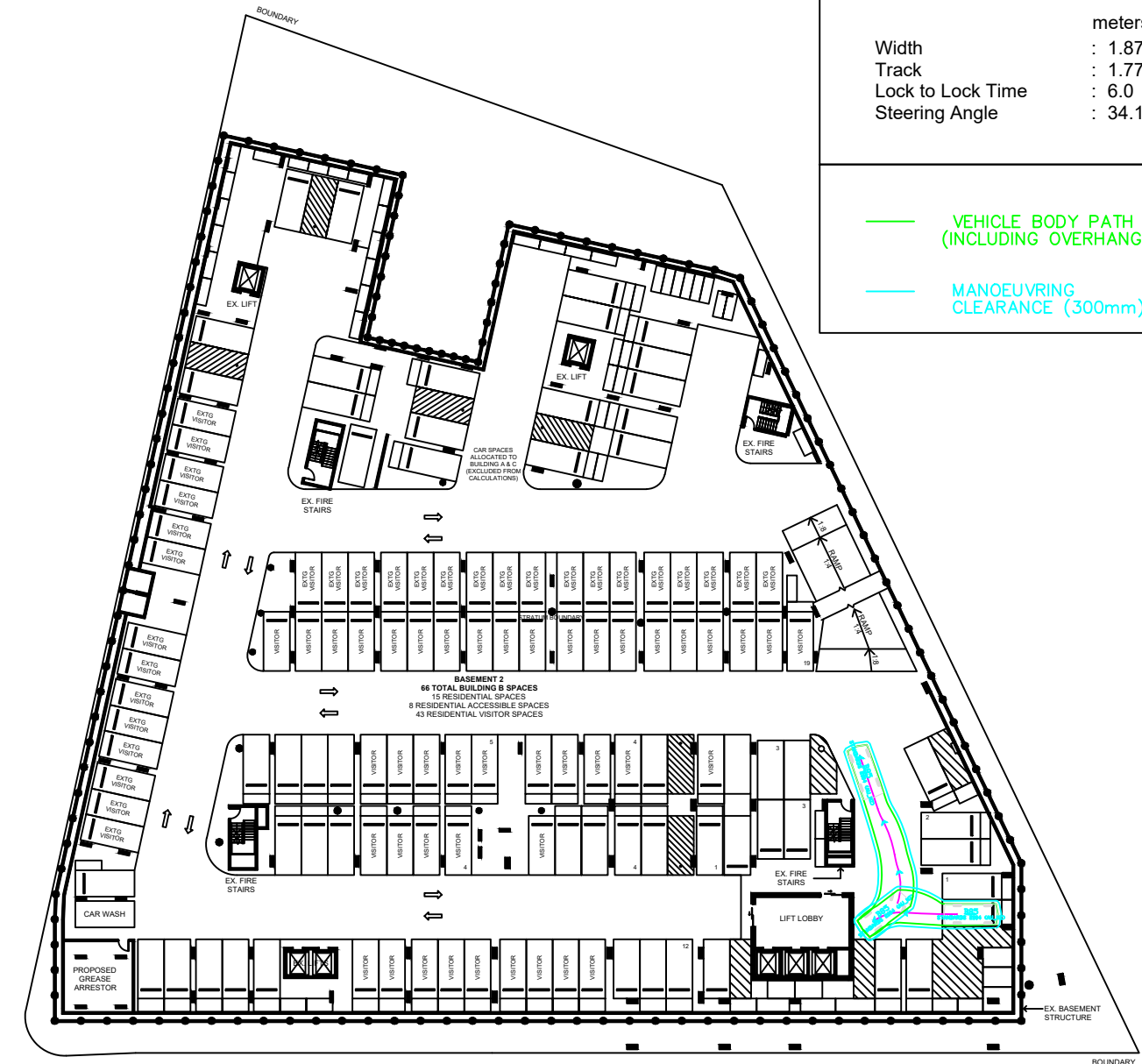
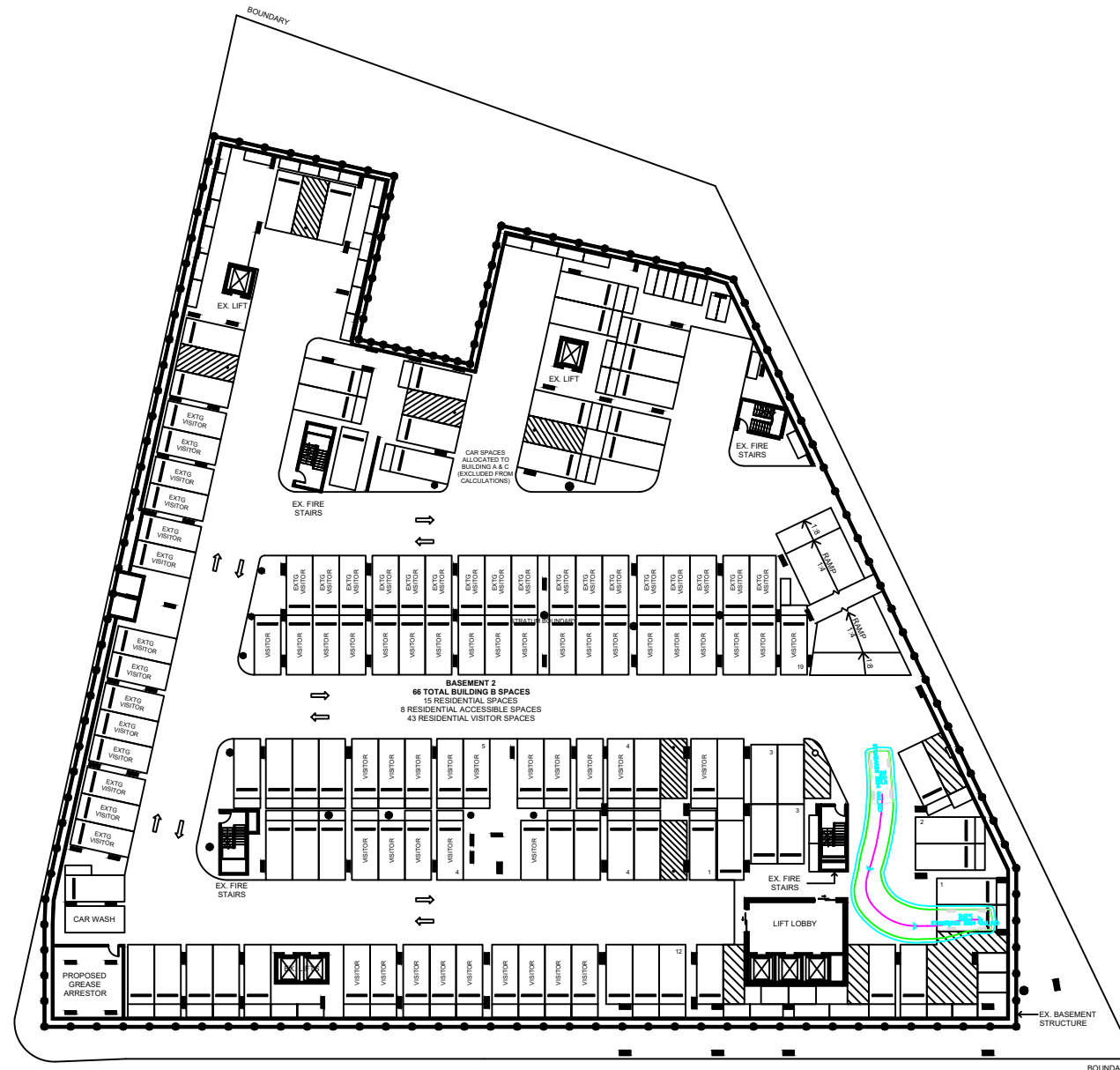


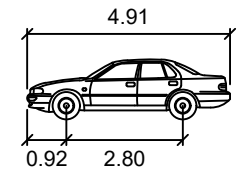
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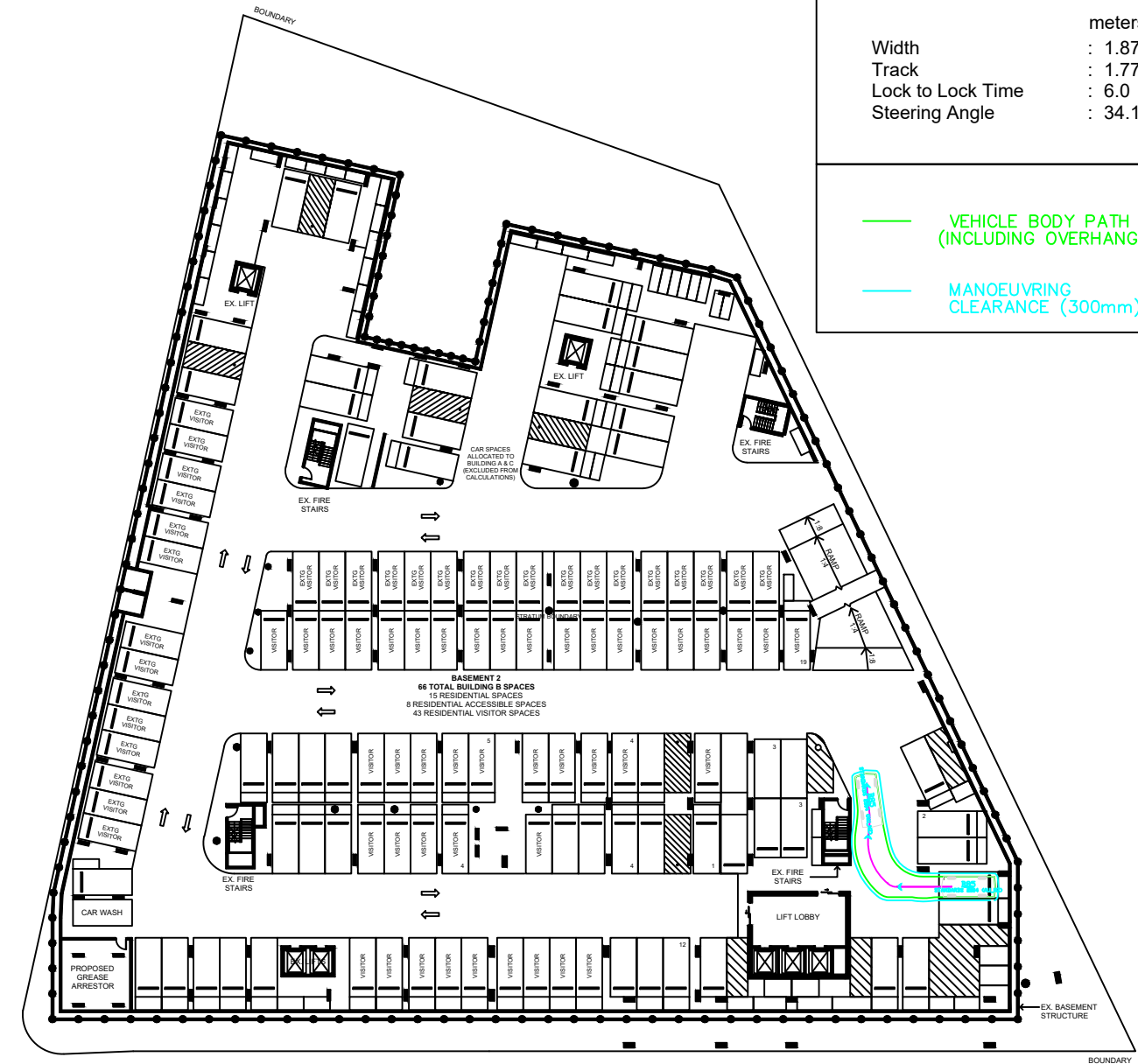
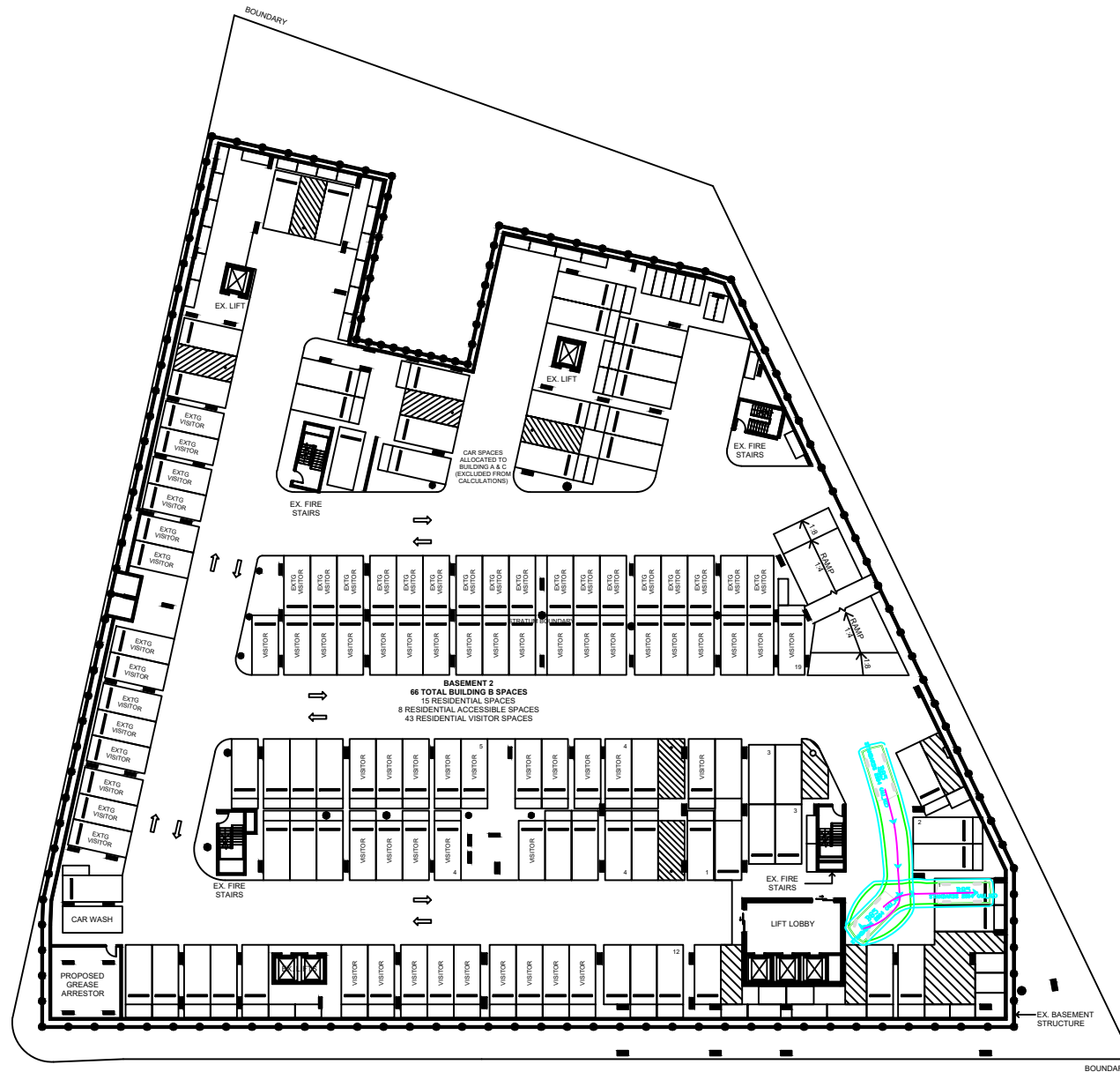


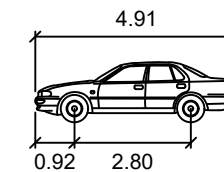
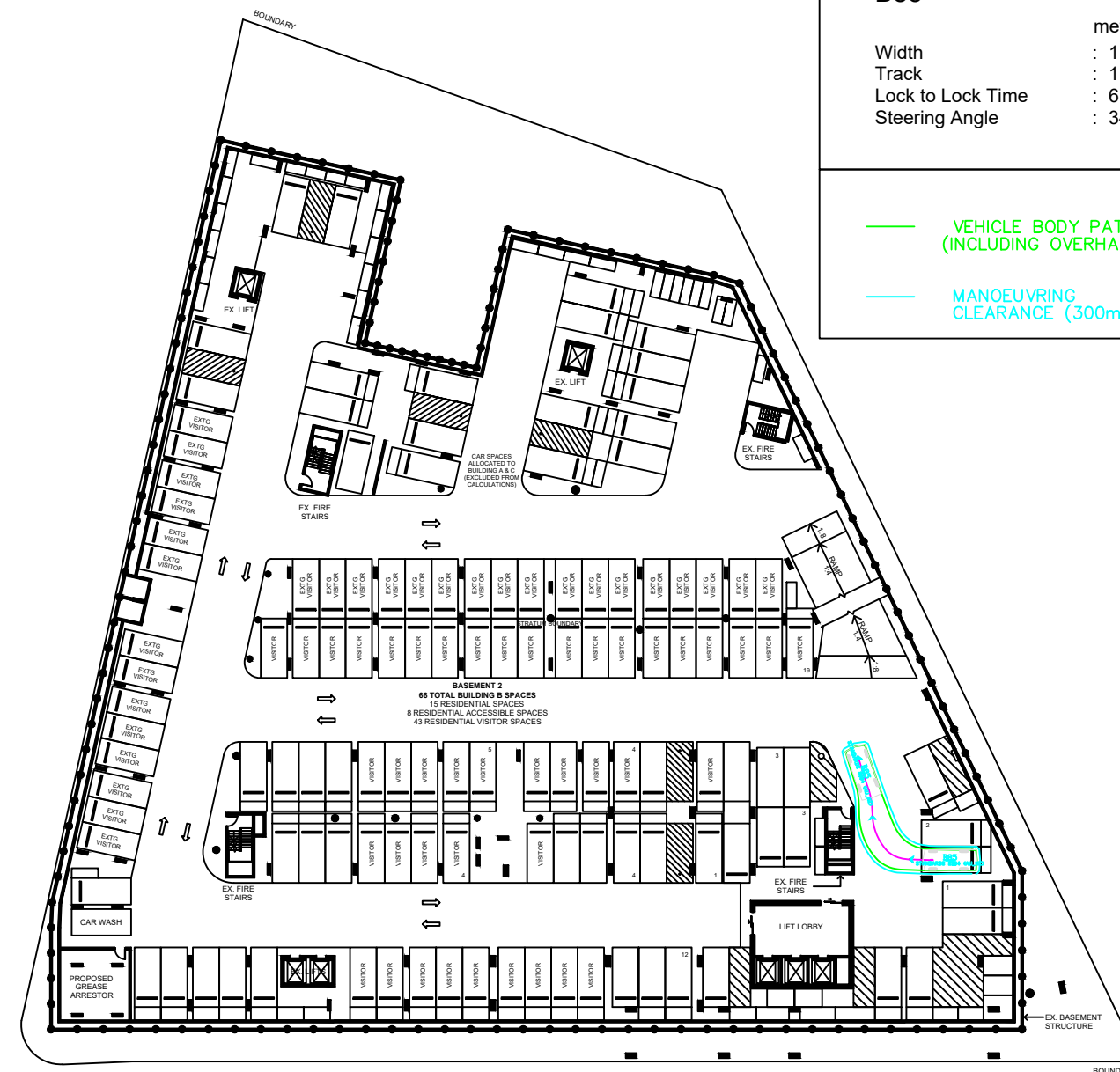
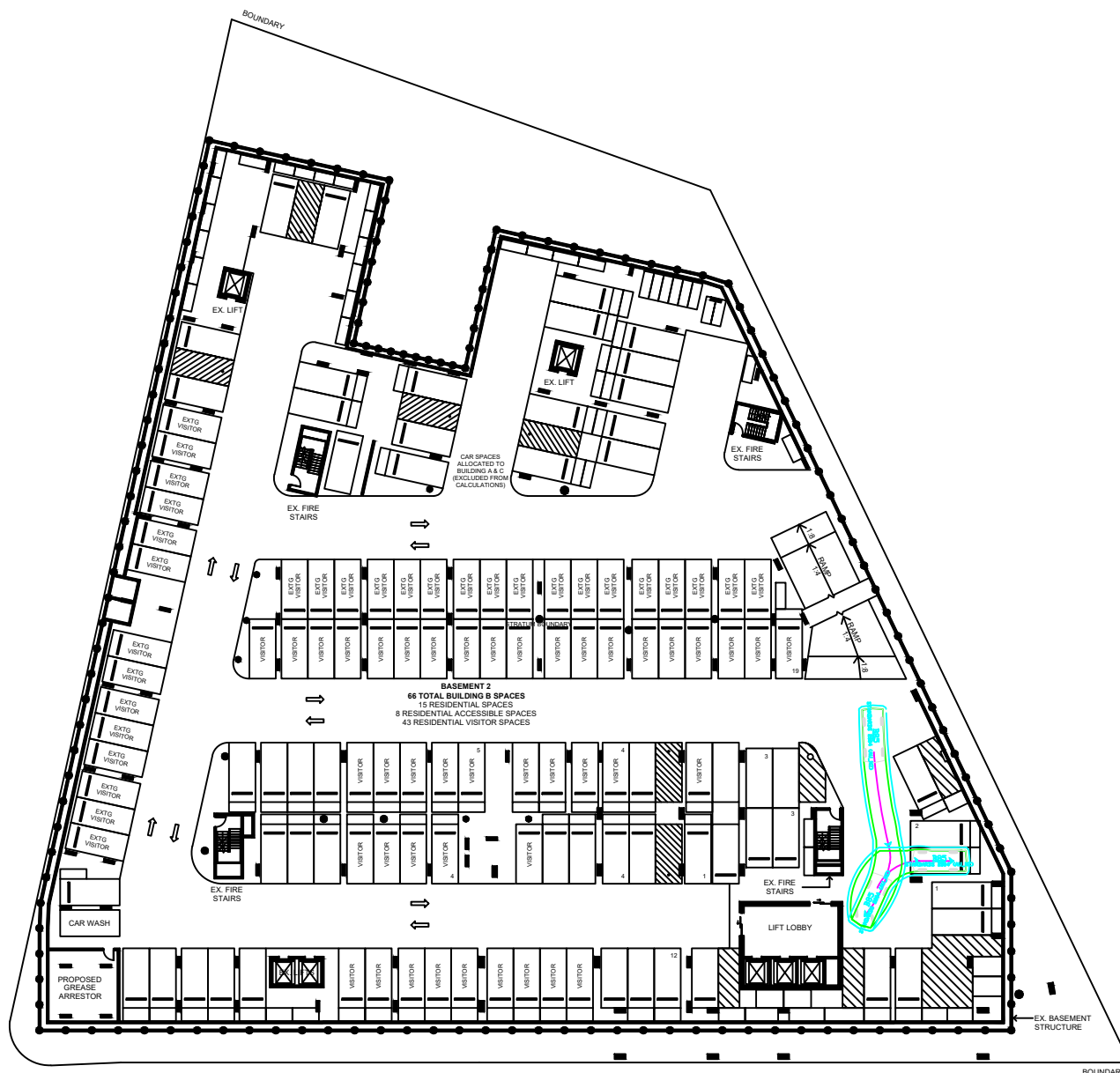
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(INCLUDING OVERHANG)

MANOEUVRING
CLEARANCE (300mm)

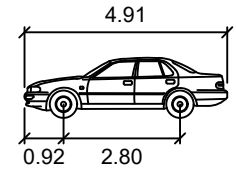




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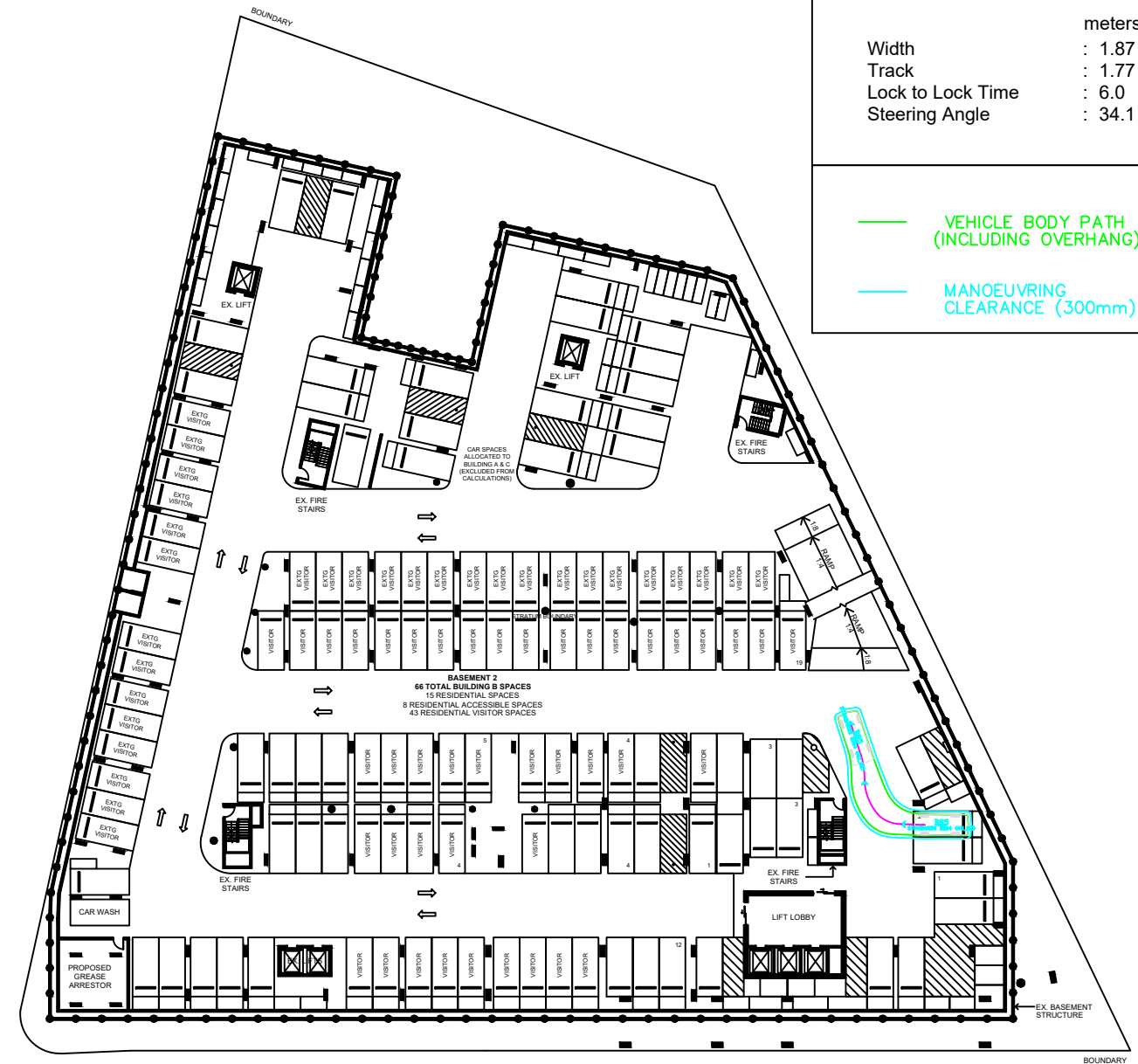
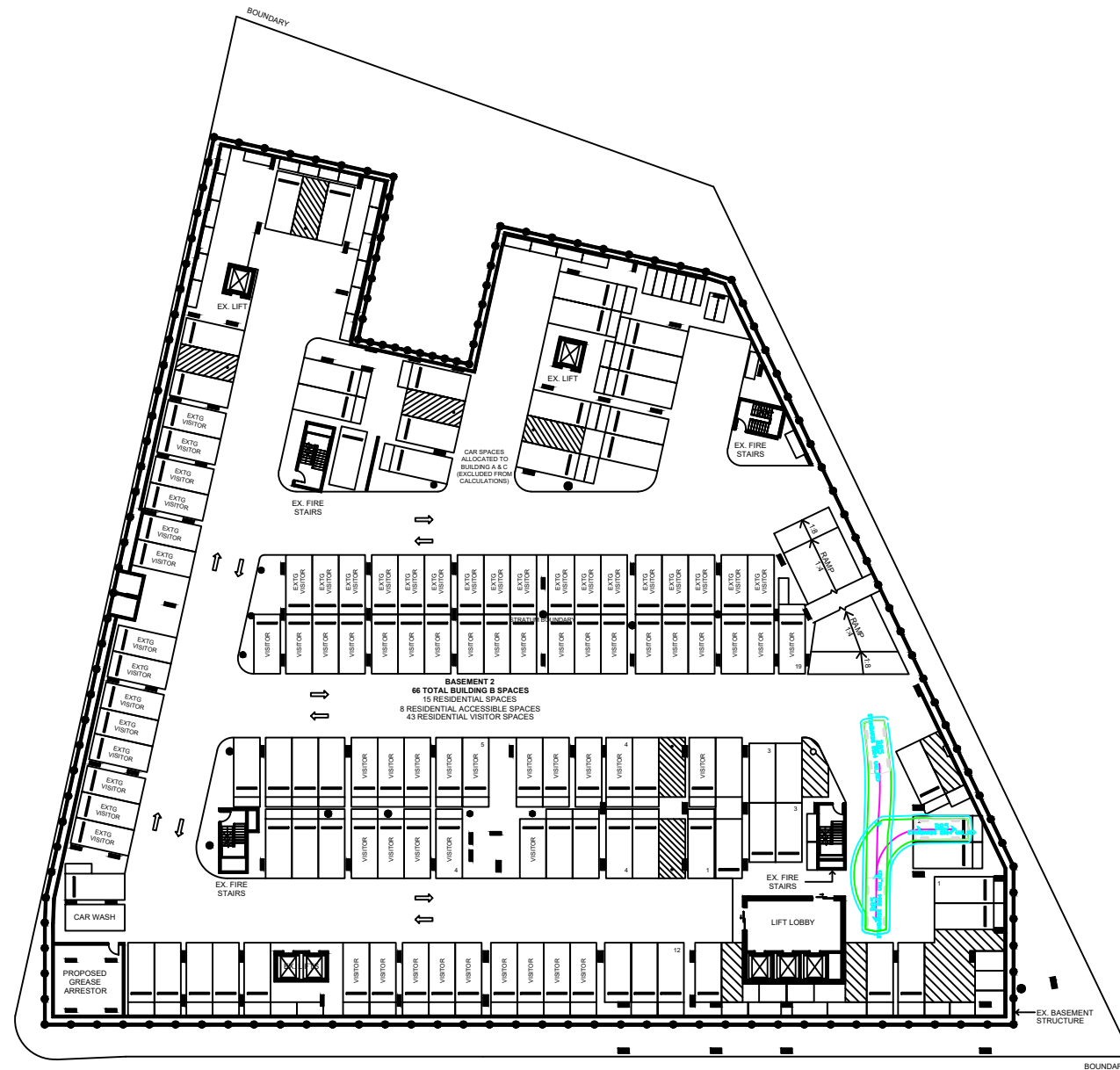


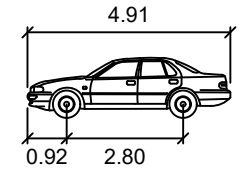
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