

Our Ref: 20033110B-241212

12 December 2024

Architecture Urbaneia Pty Ltd
Suite 111, 6-8 Clarke Street
CROWS NEST NSW 2065

Attention: Mr Mo Chehelnabi

Dear Mo,

**RE: 1-27A WALTER ST & 452-460 WILLOUGHBY RD, WILLOUGHBY
PROPOSED RESIDENTIAL DEVELOPMENT (DA-2024/159) – CAR
PARKING ASSESSMENT**

As requested, MLA Transport Planning (MLA) has conducted a car parking assessment for the above proposed development in response to Council's email dated 3 December 2024. The results are contained herein.

This traffic statement with the parking assessment results has been prepared as an addendum to the Traffic and Parking Assessment Report (Ref: 20033r04c-241212, dated 12 December 2024), which has been revised since its original submission with the development application in July 2024, and should be read in conjunction with that report.

MLA has conducted the car parking assessment with consideration to car parking requirements outlined in the Council's Willoughby Development Control Plan 2023 (WDCP 2023), the State Environmental Planning Policy (Housing) 2021 (Housing SEPP), and the Willoughby Development Control Plan 2006 (WDCP 2006).

Table 1 provides a summary of the parking assessment results, with the detailed assessment included in Attachment One.

Table 1: Car Parking Assessment

Building	Housing SEPP Car Parking Requirement	WDCP 2023 + Housing SEPP Car Parking Requirement	WDCP 2006+ Housing SEPP Car Parking Requirement	Proposed Car Parking Provision†
Building B	22	20	25	22
Building C	35	34	43	38
Building D	60	46	60	45
Building E	42	42	50	42
Building F	42	42	50	42
Car Spaces	-	-	-	2
Manager Space	-	-	-	1
Total	201	184	228	192

† including a total of 25 visitor car parking spaces

The future development is proposed with a total of 192 car parking spaces, comprising 164 spaces for residents, 25 for visitors, two car share spaces, and one manager car space. This parking provision has been provided generally in accordance with the parking assessment based on WDCP 2023 and Housing SEPP requirements, resulting in eight car parking spaces more than the requirement. As such, the proposed car parking proposed is not expected to create any adverse impacts on parking in the surrounding area.

We trust the materials contain herein addresses the queries from Council. Should you have any further questions, please do not hesitate to contact us.

Yours sincerely,



Michael Lee
Director

Encl. Attachment One – Car Parking Assessment Results

Attachment One

Car Parking Assessment Results

20033 1-27A Walter St and 452-460 Willoughby Rd, Willoughby

Parking Assessment - SEPP 2021 Car Parking Requirement

Building B

Apartment Mix	Non-AH Dwellings			AH Dwellings			All Dwellings		Proposed Parking (Residents + Visitors)
	No. of Dwellings	SEPP 2021 Car Parking Rate	Car Parking Rquirement	No. of Dwellings	SEPP 2021 Car Parking Rate	Car Parking Rquirement	No. of Dwellings	Car Parking Requirement	
- 1-Bedroom Units	1	0.5 spaces per dwelling	0.5	2	0.4 spaces per dwelling	0.8	3	1.3	-
- 1-Bedroom + Study Units	0	0.5 spaces per dwelling	0	1	0.4 spaces per dwelling	0.4	1	0.4	-
- 2-Bedroom Units	2	1.0 space per dwelling	2	1	0.5 spaces per dwelling	0.5	3	2.5	-
- 2-Bedroom + Study Units	2	1.0 space per dwelling	2	2	0.5 spaces per dwelling	1	4	3	-
- 3-Bedroom Units	1	1.5 spaces per dwelling	1.5	0	1.0 space per dwelling	0	1	1.5	-
- 3-Bedroom+ Study Units	2	1.5 spaces per dwelling	3	0	1.0 space per dwelling	0	2	3	-
- 4-Bedroom Units	7	1.5 spaces per dwelling	10.5	0	1.0 space per dwelling	0	7	10.5	-
- Resident Sub-Total	15	-	19.5	6	-	2.7	21	22.2	-
Total Requirement	-	-	20	-	-	3	-	22	22

Building C

Apartment Mix	Non-AH Dwellings			AH Dwellings			All Dwellings		Proposed Parking (Residents + Visitors)
	No. of Dwellings	SEPP 2021 Car Parking Rate	Car Parking Rquirement	No. of Dwellings	SEPP 2021 Car Parking Rate	Car Parking Rquirement	No. of Dwellings	Car Parking Requirement	
- 1-Bedroom Units	1	0.5 spaces per dwelling	0.5	0	0.4 spaces per dwelling	0	1	0.5	-
- 1-Bedroom + Study Units	5	0.5 spaces per dwelling	2.5	0	0.4 spaces per dwelling	0	5	2.5	-
- 2-Bedroom Units	12	1.0 space per dwelling	12	0	0.5 spaces per dwelling	0	12	12	-
- 2-Bedroom + Study Units	1	1.0 space per dwelling	1	2	0.5 spaces per dwelling	1	3	2	-
- 3-Bedroom Units	9	1.5 spaces per dwelling	13.5	0	1.0 space per dwelling	0	9	13.5	-
- 3-Bedroom+ Study Units	0	1.5 spaces per dwelling	0	0	1.0 space per dwelling	0	0	0	-
- 4-Bedroom Units	3	1.5 spaces per dwelling	4.5	0	1.0 space per dwelling	0	3	4.5	-
- Resident Sub-Total	31	-	34	2	-	1	33	35	-
Total Requirement	-	-	34	-	-	1	-	35	38

Building D

Apartment Mix	Non-AH Dwellings			AH Dwellings			All Dwellings		Proposed Parking (Residents + Visitors)
	No. of Dwellings	SEPP 2021 Car Parking Rate	Car Parking Rquirement	No. of Dwellings	SEPP 2021 Car Parking Rate	Car Parking Rquirement	No. of Dwellings	Car Parking Requirement	
- 1-Bedroom Units	0	0.5 spaces per dwelling	0	0	0.4 spaces per dwelling	0	0	0	-
- 1-Bedroom + Study Units	0	0.5 spaces per dwelling	0	0	0.4 spaces per dwelling	0	0	0	-
- 2-Bedroom Units	0	1.0 space per dwelling	0	0	0.5 spaces per dwelling	0	0	0	-
- 2-Bedroom + Study Units	0	1.0 space per dwelling	0	0	0.5 spaces per dwelling	0	0	0	-
- 3-Bedroom Units	0	1.5 spaces per dwelling	0	0	1.0 space per dwelling	0	0	0	-
- 3-Bedroom+ Study Units	40	1.5 spaces per dwelling	60	0	1.0 space per dwelling	0	40	60	-
- 4-Bedroom Units	0	1.5 spaces per dwelling	0	0	1.0 space per dwelling	0	0	0	-
- Resident Sub-Total	40	-	60	0	-	0	40	60	-
Total Requirement	-	-	60	-	-	0	-	60	45

20033 1-27A Walter St and 452-460 Willoughby Rd, Willoughby

Parking Assessment - SEPP 2021 Car Parking Requirement

Building E

Apartment Mix	Non-AH Dwellings			AH Dwellings			All Dwellings		Proposed Parking (Residents + Visitors)
	No. of Dwellings	SEPP 2021 Car Parking Rate	Car Parking Rquirement	No. of Dwellings	SEPP 2021 Car Parking Rate	Car Parking Rquirement	No. of Dwellings	Car Parking Requirement	
- 1-Bedroom Units	0	0.5 spaces per dwelling	0	0	0.4 spaces per dwelling	0	0	0	-
- 1-Bedroom + Study Units	0	0.5 spaces per dwelling	0	1	0.4 spaces per dwelling	0.4	1	0.4	-
- 2-Bedroom Units	11	1.0 space per dwelling	11	7	0.5 spaces per dwelling	3.5	18	14.5	-
- 2-Bedroom + Study Units	6	1.0 space per dwelling	6	6	0.5 spaces per dwelling	3	12	9	-
- 3-Bedroom Units	9	1.5 spaces per dwelling	13.5	0	1.0 space per dwelling	0	9	13.5	-
- 3-Bedroom+ Study Units	3	1.5 spaces per dwelling	4.5	0	1.0 space per dwelling	0	3	4.5	-
- 4-Bedroom Units	0	1.5 spaces per dwelling	0	0	1.0 space per dwelling	0	0	0	-
- Resident Sub-Total	29	-	35	14	-	6.9	43	41.9	-
Total Requirement	-	-	35	-	-	7	-	42	42

Building F

Apartment Mix	Non-AH Dwellings			AH Dwellings			All Dwellings		Proposed Parking (Residents + Visitors)
	No. of Dwellings	SEPP 2021 Car Parking Rate	Car Parking Rquirement	No. of Dwellings	SEPP 2021 Car Parking Rate	Car Parking Rquirement	No. of Dwellings	Car Parking Requirement	
- 1-Bedroom Units	0	0.5 spaces per dwelling	0	0	0.4 spaces per dwelling	0	0	0	-
- 1-Bedroom + Study Units	0	0.5 spaces per dwelling	0	2	0.4 spaces per dwelling	0.8	2	0.8	-
- 2-Bedroom Units	6	1.0 space per dwelling	6	5	0.5 spaces per dwelling	2.5	11	8.5	-
- 2-Bedroom + Study Units	11	1.0 space per dwelling	11	7	0.5 spaces per dwelling	3.5	18	14.5	-
- 3-Bedroom Units	7	1.5 spaces per dwelling	10.5	0	1.0 space per dwelling	0	7	10.5	-
- 3-Bedroom+ Study Units	5	1.5 spaces per dwelling	7.5	0	1.0 space per dwelling	0	5	7.5	-
- 4-Bedroom Units	0	1.5 spaces per dwelling	0	0	1.0 space per dwelling	0	0	0	-
- Resident Sub-Total	29	-	35	14	-	6.8	43	41.8	-
Total Requirement	-	-	35	-	-	7	-	42	42

All Buildings

Apartment Mix	Non-AH Dwellings			AH Dwellings			All Dwellings		Proposed Parking (Residents + Visitors)
	No. of Dwellings	SEPP 2021 Car Parking Rate	Car Parking Rquirement	No. of Dwellings	SEPP 2021 Car Parking Rate	Car Parking Rquirement	No. of Dwellings	Car Parking Requirement	
- 1-Bedroom Units	2	0.5 spaces per dwelling	1	2	0.4 spaces per dwelling	0.8	4	2	-
- 1-Bedroom + Study Units	5	0.5 spaces per dwelling	2.5	4	0.4 spaces per dwelling	1.6	9	4	-
- 2-Bedroom Units	31	1.0 space per dwelling	31	13	0.5 spaces per dwelling	6.5	44	38	-
- 2-Bedroom + Study Units	20	1.0 space per dwelling	20	17	0.5 spaces per dwelling	8.5	37	29	-
- 3-Bedroom Units	26	1.5 spaces per dwelling	39	0	1.0 space per dwelling	0	26	39	-
- 3-Bedroom+ Study Units	50	1.5 spaces per dwelling	75	0	1.0 space per dwelling	0	50	75	-
- 4-Bedroom Units	10	1.5 spaces per dwelling	15	0	1.0 space per dwelling	0	10	15	-
- Resident Sub-Total	144	-	183.5	36	-	17.4	180	201	-
Total Requirement	-	-	184	-	-	17	-	201	189

Note: In addition to the proposed parking provisions for residents (164 spaces) and visitors (25 spaces), two car share spaces (one on each site) and one manager car space (on Site 1) are also proposed, resulting in a total provision of 192 car parking spaces.

20033 1-27A Walter St and 452-460 Willoughby Rd, Willoughby

Parking Assessment - WDCP 2023 + SEPP 2021 Car Parking Requirement

Building B

Apartment Mix	Non-AH Dwellings			AH Dwellings			All Dwellings		Proposed Parking (Residents + Visitors)
	No. of Dwellings	WDCP 2023 Car Parking Rate	Car Parking Rquirement	No. of Dwellings	SEPP 2021 Car Parking Rate	Car Parking Rquirement	No. of Dwellings	Car Parking Rquirement	
- 1-Bedroom Units	1	0.5 spaces per dwelling	0.5	2	0.4 spaces per dwelling	0.8	3	1.3	-
- 1-Bedroom + Study Units	0	0.5 spaces per dwelling	0	1	0.4 spaces per dwelling	0.4	1	0.4	-
- 2-Bedroom Units	2	1.0 space per dwelling	2	1	0.5 spaces per dwelling	0.5	3	2.5	-
- 2-Bedroom + Study Units	2	1.0 space per dwelling	2	2	0.5 spaces per dwelling	1	4	3	-
- 3-Bedroom Units	1	1.0 space per dwelling	1	0	1.0 space per dwelling	0	1	1	-
- 3-Bedroom+ Study Units	2	1.0 space per dwelling	2	0	1.0 space per dwelling	0	2	2	-
- 4-Bedroom Units	7	1.0 space per dwelling	7	0	1.0 space per dwelling	0	7	7	-
- Resident Sub-Total	15	-	14.5	6	-	2.7	21	17.2	-
- Visitors	-	1.0 space per 7 dwellings	2.1	-	1.0 space per 7 dwellings	0.9	-	3.0	-
Total Requirement	-	-	17	-	-	4	-	20	22

Building C

Apartment Mix	Non-AH Dwellings			AH Dwellings			All Dwellings		Proposed Parking (Residents + Visitors)
	No. of Dwellings	WDCP 2023 Car Parking Rate	Car Parking Rquirement	No. of Dwellings	SEPP 2021 Car Parking Rate	Car Parking Rquirement	No. of Dwellings	Car Parking Rquirement	
- 1-Bedroom Units	1	0.5 spaces per dwelling	0.5	0	0.4 spaces per dwelling	0	1	0.5	-
- 1-Bedroom + Study Units	5	0.5 spaces per dwelling	2.5	0	0.4 spaces per dwelling	0	5	2.5	-
- 2-Bedroom Units	12	1.0 space per dwelling	12	0	0.5 spaces per dwelling	0	12	12	-
- 2-Bedroom + Study Units	1	1.0 space per dwelling	1	2	0.5 spaces per dwelling	1	3	2	-
- 3-Bedroom Units	9	1.0 space per dwelling	9	0	1.0 space per dwelling	0	9	9	-
- 3-Bedroom+ Study Units	0	1.0 space per dwelling	0	0	1.0 space per dwelling	0	0	0	-
- 4-Bedroom Units	3	1.0 space per dwelling	3	0	1.0 space per dwelling	0	3	3	-
- Resident Sub-Total	31	-	28	2	-	1	33	29	-
- Visitors	-	1.0 space per 7 dwellings	4.4	-	1.0 space per 7 dwellings	0.3	-	4.7	-
Total Requirement	-	-	32	-	-	1	-	34	38

Building D

Apartment Mix	Non-AH Dwellings			AH Dwellings			All Dwellings		Proposed Parking (Residents + Visitors)
	No. of Dwellings	WDCP 2023 Car Parking Rate	Car Parking Rquirement	No. of Dwellings	SEPP 2021 Car Parking Rate	Car Parking Rquirement	No. of Dwellings	Car Parking Rquirement	
- 1-Bedroom Units	0	0.5 spaces per dwelling	0	0	0.4 spaces per dwelling	0	0	0	-
- 1-Bedroom + Study Units	0	0.5 spaces per dwelling	0	0	0.4 spaces per dwelling	0	0	0	-
- 2-Bedroom Units	0	1.0 space per dwelling	0	0	0.5 spaces per dwelling	0	0	0	-
- 2-Bedroom + Study Units	0	1.0 space per dwelling	0	0	0.5 spaces per dwelling	0	0	0	-
- 3-Bedroom Units	0	1.0 space per dwelling	0	0	1.0 space per dwelling	0	0	0	-
- 3-Bedroom+ Study Units	40	1.0 space per dwelling	40	0	1.0 space per dwelling	0	40	40	-
- 4-Bedroom Units	0	1.0 space per dwelling	0	0	1.0 space per dwelling	0	0	0	-
- Resident Sub-Total	40	-	40	0	-	0	40	40	-
- Visitors	-	1.0 space per 7 dwellings	5.7	-	1.0 space per 7 dwellings	0.0	-	5.7	-
Total Requirement	-	-	46	-	-	0	-	46	45

20033 1-27A Walter St and 452-460 Willoughby Rd, Willoughby

Parking Assessment - WDCP 2023 + SEPP 2021 Car Parking Requirement

Building E

Apartment Mix	Non-AH Dwellings			AH Dwellings			All Dwellings		Proposed Parking (Residents + Visitors)
	No. of Dwellings	WDCP 2023 Car Parking Rate	Car Parking Rquirement	No. of Dwellings	SEPP 2021 Car Parking Rate	Car Parking Rquirement	No. of Dwellings	Car Parking Requirement	
- 1-Bedroom Units	0	0.5 spaces per dwelling	0	0	0.4 spaces per dwelling	0	0	0	-
- 1-Bedroom + Study Units	0	0.5 spaces per dwelling	0	1	0.4 spaces per dwelling	0.4	1	0.4	-
- 2-Bedroom Units	11	1.0 space per dwelling	11	7	0.5 spaces per dwelling	3.5	18	14.5	-
- 2-Bedroom + Study Units	6	1.0 space per dwelling	6	6	0.5 spaces per dwelling	3	12	9	-
- 3-Bedroom Units	9	1.0 space per dwelling	9	0	1.0 space per dwelling	0	9	9	-
- 3-Bedroom+ Study Units	3	1.0 space per dwelling	3	0	1.0 space per dwelling	0	3	3	-
- 4-Bedroom Units	0	1.0 space per dwelling	0	0	1.0 space per dwelling	0	0	0	-
- Resident Sub-Total	29	-	29	14	-	6.9	43	35.9	-
- Visitors	-	1.0 space per 7 dwellings	4.1	-	1.0 space per 7 dwellings	2.0	-	6.1	-
Total Requirement	-	-	33	-	-	9	-	42	42

Building F

Apartment Mix	Non-AH Dwellings			AH Dwellings			All Dwellings		Proposed Parking (Residents + Visitors)
	No. of Dwellings	WDCP 2023 Car Parking Rate	Car Parking Requirement	No. of Dwellings	SEPP 2021 Car Parking Rate	Car Parking Requirement	No. of Dwellings	Car Parking Requirement	
- 1-Bedroom Units	0	0.5 spaces per dwelling	0	0	0.4 spaces per dwelling	0	0	0	-
- 1-Bedroom + Study Units	0	0.5 spaces per dwelling	0	2	0.4 spaces per dwelling	0.8	2	0.8	-
- 2-Bedroom Units	6	1.0 space per dwelling	6	5	0.5 spaces per dwelling	2.5	11	8.5	-
- 2-Bedroom + Study Units	11	1.0 space per dwelling	11	7	0.5 spaces per dwelling	3.5	18	14.5	-
- 3-Bedroom Units	7	1.0 space per dwelling	7	0	1.0 space per dwelling	0	7	7	-
- 3-Bedroom+ Study Units	5	1.0 space per dwelling	5	0	1.0 space per dwelling	0	5	5	-
- 4-Bedroom Units	0	1.0 space per dwelling	0	0	1.0 space per dwelling	0	0	0	-
- Resident Sub-Total	29	-	29	14	-	6.8	43	35.8	-
- Visitors	-	1.0 space per 7 dwellings	4.1	-	1.0 space per 7 dwellings	2.0	-	6.1	-
Total Requirement	-	-	33	-	-	9	-	42	42

All Buildings

Apartment Mix	Non-AH Dwellings			AH Dwellings			All Dwellings		Proposed Parking (Residents + Visitors)
	No. of Dwellings	WDCP 2023 Car Parking Rate	Car Parking Requirement	No. of Dwellings	SEPP 2021 Car Parking Rate	Car Parking Requirement	No. of Dwellings	Car Parking Requirement	
- 1-Bedroom Units	2	0.5 spaces per dwelling	1	2	0.4 spaces per dwelling	0.8	4	2	-
- 1-Bedroom + Study Units	5	0.5 spaces per dwelling	2.5	4	0.4 spaces per dwelling	1.6	9	4	-
- 2-Bedroom Units	31	1.0 space per dwelling	31	13	0.5 spaces per dwelling	6.5	44	38	-
- 2-Bedroom + Study Units	20	1.0 space per dwelling	20	17	0.5 spaces per dwelling	8.5	37	29	-
- 3-Bedroom Units	26	1.0 space per dwelling	26	0	1.0 space per dwelling	0	26	26	-
- 3-Bedroom+ Study Units	50	1.0 space per dwelling	50	0	1.0 space per dwelling	0	50	50	-
- 4-Bedroom Units	10	1.0 space per dwelling	10	0	1.0 space per dwelling	0	10	10	-
- Resident Sub-Total	144	-	140.5	36	-	17.4	180	159	-
- Visitors	-	1.0 space per 7 dwellings	20.6	-	1.0 space per 7 dwellings	5.1	-	25.7 say 25	-
Total Requirement	-	-	161	-	-	23	-	184	189

Note: In addition to the proposed parking provisions for residents (164 spaces) and visitors (25 spaces), two car share spaces (one on each site) and one manager car space (on Site 1) are also proposed, resulting in a total provision of 192 car parking spaces.

20033 1-27A Walter St and 452-460 Willoughby Rd, Willoughby

Parking Assessment - WDCP 2006 + SEPP 2021 Car Parking Requirement

Building B

Apartment Mix	Non-AH Dwellings			AH Dwellings			All Dwellings		Proposed Parking (Residents + Visitors)
	No. of Dwellings	WDCP 2006 Car Parking Rate	Car Parking Rquirement	No. of Dwellings	SEPP 2021 Car Parking Rate	Car Parking Rquirement	No. of Dwellings	Car Parking Rquirement	
- 1-Bedroom Units	1	1.0 space per dwelling	1	2	0.4 spaces per dwelling	0.8	3	1.8	-
- 1-Bedroom + Study Units	0	1.0 space per dwelling	0	1	0.4 spaces per dwelling	0.4	1	0.4	-
- 2-Bedroom Units	2	1.0 space per dwelling	2	1	0.5 spaces per dwelling	0.5	3	2.5	-
- 2-Bedroom + Study Units	2	1.0 space per dwelling	2	2	0.5 spaces per dwelling	1	4	3	-
- 3-Bedroom Units	1	1.25 spaces per dwelling	1.25	0	1.0 space per dwelling	0	1	1.25	-
- 3-Bedroom+ Study Units	2	1.25 spaces per dwelling	2.5	0	1.0 space per dwelling	0	2	2.5	-
- 4-Bedroom Units	7	1.25 spaces per dwelling	8.75	0	1.0 space per dwelling	0	7	8.75	-
- Resident Sub-Total	15	-	17.5	6	-	2.7	21	20.2	-
- Visitors	-	1.0 space per 4 dwellings	3.8	-	1.0 space per 4 dwellings	1.5	-	5.3	-
Total Requirement	-	-	21	-	-	4	-	25	22

Building C

Apartment Mix	Non-AH Dwellings			AH Dwellings			All Dwellings		Proposed Parking (Residents + Visitors)
	No. of Dwellings	WDCP 2006 Car Parking Rate	Car Parking Rquirement	No. of Dwellings	SEPP 2021 Car Parking Rate	Car Parking Rquirement	No. of Dwellings	Car Parking Rquirement	
- 1-Bedroom Units	1	1.0 space per dwelling	1	0	0.4 spaces per dwelling	0	1	1	-
- 1-Bedroom + Study Units	5	1.0 space per dwelling	5	0	0.4 spaces per dwelling	0	5	5	-
- 2-Bedroom Units	12	1.0 space per dwelling	12	0	0.5 spaces per dwelling	0	12	12	-
- 2-Bedroom + Study Units	1	1.0 space per dwelling	1	2	0.5 spaces per dwelling	1	3	2	-
- 3-Bedroom Units	9	1.25 spaces per dwelling	11.25	0	1.0 space per dwelling	0	9	11.25	-
- 3-Bedroom+ Study Units	0	1.25 spaces per dwelling	0	0	1.0 space per dwelling	0	0	0	-
- 4-Bedroom Units	3	1.25 spaces per dwelling	3.75	0	1.0 space per dwelling	0	3	3.75	-
- Resident Sub-Total	31	-	34	2	-	1	33	35	-
- Visitors	-	1.0 space per 4 dwellings	7.8	-	1.0 space per 4 dwellings	0.5	-	8.3	-
Total Requirement	-	-	42	-	-	2	-	43	38

Building D

Apartment Mix	Non-AH Dwellings			AH Dwellings			All Dwellings		Proposed Parking (Residents + Visitors)
	No. of Dwellings	WDCP 2006 Car Parking Rate	Car Parking Rquirement	No. of Dwellings	SEPP 2021 Car Parking Rate	Car Parking Rquirement	No. of Dwellings	Car Parking Rquirement	
- 1-Bedroom Units	0	1.0 space per dwelling	0	0	0.4 spaces per dwelling	0	0	0	-
- 1-Bedroom + Study Units	0	1.0 space per dwelling	0	0	0.4 spaces per dwelling	0	0	0	-
- 2-Bedroom Units	0	1.0 space per dwelling	0	0	0.5 spaces per dwelling	0	0	0	-
- 2-Bedroom + Study Units	0	1.0 space per dwelling	0	0	0.5 spaces per dwelling	0	0	0	-
- 3-Bedroom Units	0	1.25 spaces per dwelling	0	0	1.0 space per dwelling	0	0	0	-
- 3-Bedroom+ Study Units	40	1.25 spaces per dwelling	50	0	1.0 space per dwelling	0	40	50	-
- 4-Bedroom Units	0	1.25 spaces per dwelling	0	0	1.0 space per dwelling	0	0	0	-
- Resident Sub-Total	40	-	50	0	-	0	40	50	-
- Visitors	-	1.0 space per 4 dwellings	10.0	-	1.0 space per 4 dwellings	0.0	-	10.0	-
Total Requirement	-	-	60	-	-	0	-	60	45

20033 1-27A Walter St and 452-460 Willoughby Rd, Willoughby

Parking Assessment - WDCP 2006 + SEPP 2021 Car Parking Requirement

Building E

Apartment Mix	Non-AH Dwellings			AH Dwellings			All Dwellings		Proposed Parking (Residents + Visitors)
	No. of Dwellings	WDCP 2006 Car Parking Rate	Car Parking Rquirement	No. of Dwellings	SEPP 2021 Car Parking Rate	Car Parking Rquirement	No. of Dwellings	Car Parking Requirement	
- 1-Bedroom Units	0	1.0 space per dwelling	0	0	0.4 spaces per dwelling	0	0	0	-
- 1-Bedroom + Study Units	0	1.0 space per dwelling	0	1	0.4 spaces per dwelling	0.4	1	0.4	-
- 2-Bedroom Units	11	1.0 space per dwelling	11	7	0.5 spaces per dwelling	3.5	18	14.5	-
- 2-Bedroom + Study Units	6	1.0 space per dwelling	6	6	0.5 spaces per dwelling	3	12	9	-
- 3-Bedroom Units	9	1.25 spaces per dwelling	11.25	0	1.0 space per dwelling	0	9	11.25	-
- 3-Bedroom+ Study Units	3	1.25 spaces per dwelling	3.75	0	1.0 space per dwelling	0	3	3.75	-
- 4-Bedroom Units	0	1.25 spaces per dwelling	0	0	1.0 space per dwelling	0	0	0	-
- Resident Sub-Total	29	-	32	14	-	6.9	43	38.9	-
- Visitors	-	1.0 space per 4 dwellings	7.3	-	1.0 space per 4 dwellings	3.5	-	10.8	-
Total Requirement	-	-	39	-	-	10	-	50	42

Building F

Apartment Mix	Non-AH Dwellings			AH Dwellings			All Dwellings		Proposed Parking (Residents + Visitors)
	No. of Dwellings	WDCP 2006 Car Parking Rate	Car Parking Requirement	No. of Dwellings	SEPP 2021 Car Parking Rate	Car Parking Requirement	No. of Dwellings	Car Parking Requirement	
- 1-Bedroom Units	0	1.0 space per dwelling	0	0	0.4 spaces per dwelling	0	0	0	-
- 1-Bedroom + Study Units	0	1.0 space per dwelling	0	2	0.4 spaces per dwelling	0.8	2	0.8	-
- 2-Bedroom Units	6	1.0 space per dwelling	6	5	0.5 spaces per dwelling	2.5	11	8.5	-
- 2-Bedroom + Study Units	11	1.0 space per dwelling	11	7	0.5 spaces per dwelling	3.5	18	14.5	-
- 3-Bedroom Units	7	1.25 spaces per dwelling	8.75	0	1.0 space per dwelling	0	7	8.75	-
- 3-Bedroom+ Study Units	5	1.25 spaces per dwelling	6.25	0	1.0 space per dwelling	0	5	6.25	-
- 4-Bedroom Units	0	1.25 spaces per dwelling	0	0	1.0 space per dwelling	0	0	0	-
- Resident Sub-Total	29	-	32	14	-	6.8	43	38.8	-
- Visitors	-	1.0 space per 4 dwellings	7.3	-	1.0 space per 4 dwellings	3.5	-	10.8	-
Total Requirement	-	-	39	-	-	10	-	50	42

All Buildings

Apartment Mix	Non-AH Dwellings			AH Dwellings			All Dwellings		Proposed Parking (Residents + Visitors)
	No. of Dwellings	WDCP 2006 Car Parking Rate	Car Parking Requirement	No. of Dwellings	SEPP 2021 Car Parking Rate	Car Parking Requirement	No. of Dwellings	Car Parking Requirement	
- 1-Bedroom Units	2	1.0 space per dwelling	2	2	0.4 spaces per dwelling	0.8	4	3	-
- 1-Bedroom + Study Units	5	1.0 space per dwelling	5	4	0.4 spaces per dwelling	1.6	9	7	-
- 2-Bedroom Units	31	1.0 space per dwelling	31	13	0.5 spaces per dwelling	6.5	44	38	-
- 2-Bedroom + Study Units	20	1.0 space per dwelling	20	17	0.5 spaces per dwelling	8.5	37	29	-
- 3-Bedroom Units	26	1.25 spaces per dwelling	32.5	0	1.0 space per dwelling	0	26	33	-
- 3-Bedroom+ Study Units	50	1.25 spaces per dwelling	62.5	0	1.0 space per dwelling	0	50	63	-
- 4-Bedroom Units	10	1.25 spaces per dwelling	12.5	0	1.0 space per dwelling	0	10	13	-
- Resident Sub-Total	144	-	165.5	36	-	17.4	180	183	-
- Visitors	-	1.0 space per 4 dwellings	36.0	-	1.0 space per 4 dwellings	9.0	-	45	-
Total Requirement	-	-	202	-	-	26	-	228	189

Note: In addition to the proposed parking provisions for residents (164 spaces) and visitors (25 spaces), two car share spaces (one on each site) and one manager car space (on Site 1) are also proposed, resulting in a total provision of 192 car parking spaces.

Traffic and Parking Assessment

1-27A Walter St & 452- 460 Willoughby Rd, Willoughby Proposed Residential Development

Traffic and Parking Assessment

Report Version: Final

Report Date: 12 December 2024

Report Reference: 20033r04c-241212

Client: Walter Projects Pty Ltd

Table of Contents

1	Introduction	1
2	Existing Conditions	2
2.1	Site Description	2
2.2	Road Network.....	3
2.3	Public Transport	4
2.4	Pedestrian and Cycle Network.....	5
3	Development Description	7
3.1	Proposed Development.....	7
3.2	Proposed Access Arrangement	9
3.3	Loading Facility	9
4	Parking Assessment.....	11
4.1	Car Parking Requirements.....	11
4.2	Adequacy of Car Parking Spaces	15
4.3	Adaptable/Accessible Parking.....	16
4.4	Bicycle Parking.....	17
4.5	Motorcycle Parking	17
4.6	Service and Delivery Vehicle Requirements	18
4.7	Car Park and Loading Area Design Review.....	18
5	Traffic Assessment	20
5.1	Previous Modification Traffic Assessment.....	20
5.2	Traffic Generation and its Effects Arising from this Application.....	20
6	Summary and Conclusion	22

List of Figures

Figure 2.1: Site Locality Plan	3
Figure 2.2: Bus Network.....	5
Figure 2.3: Cycle Network	6
Figure 3.1: Building Locations	7

List of Tables

Table 2.1: Available Bus Services at the Subject Site.....	4
Table 3.1: Proposed Apartment Mix by Building	8
Table 3.2: Proposed Affordable Housing Units.....	8
Table 4.1: Car Parking Assessment (WDCP 2023 & Housing SEPP).....	11

Appendices

Appendix A	Architectural Car Park Layout Plans
Appendix B	Swept Path Diagrams
Appendix C	TfNSW Concurrence Letter

1 Introduction

MLA Transport Planning (MLA) prepares this traffic and parking impact assessment report on behalf of Walter Projects Pty Ltd. The report presents the findings of a traffic and parking assessment into a proposed residential development at 1-27A Walter Street and 452-460 Willoughby Road, Willoughby.

The proposed development involves the construction of five residential flat buildings with various heights across two sites. The future development is proposed to accommodate a total of 180 residential apartments. The proposed development would be served by two basement car parks containing 192 car parking spaces with vehicular accesses from Walter Street.

Separately, the site has an existing approval (DA-2021/300, as modified) permitting the site to be developed into five residential flat buildings accommodating a total of 154 units over basement car parking. The approved development is currently under construction and is expected to be completed by 2025.

This report accompanies an amending development application (DA) to be lodged with Willoughby City Council (Council) seeking approval for the proposed development.

The remainder of the report is set out as follows:

- Chapter 2 discusses the existing conditions including a description of the subject site
- Chapter 3 provides a brief description of the proposed development
- Chapter 4 assesses the proposed on-site parking provision and the internal car park layout
- Chapter 5 examines the traffic generation of the proposed development and its impact, and
- Chapter 6 presents a summary and conclusion of the assessment.

2 Existing Conditions

2.1 Site Description

The subject site is located at 1-27A Walter Street and 452-460 Willoughby Road, Willoughby and falls within the local government area of Willoughby City Council. It is legally described as:

- Lot 1 DP1084753
- Lot 12 DP129153
- Lot 2 DP1161181
- Lots 1, 2 & 3 DP150607
- Lots 1 & 2 DP590018
- Lots 361 & 362 DP1032203
- Lot 35 DP1037751
- Lot 34 DP1037751
- Lot 33 DP508777
- Lots 1 & 2 DP166910
- Lot 1 DP168467
- Lot 30 DP977055
- Lot 11 DP129153
- Lot 1 DP178525
- Lot 1 DP75133
- Lot 1 DP81135
- Lot 1 DP1161181, and
- Lot 1 DP 1239384.

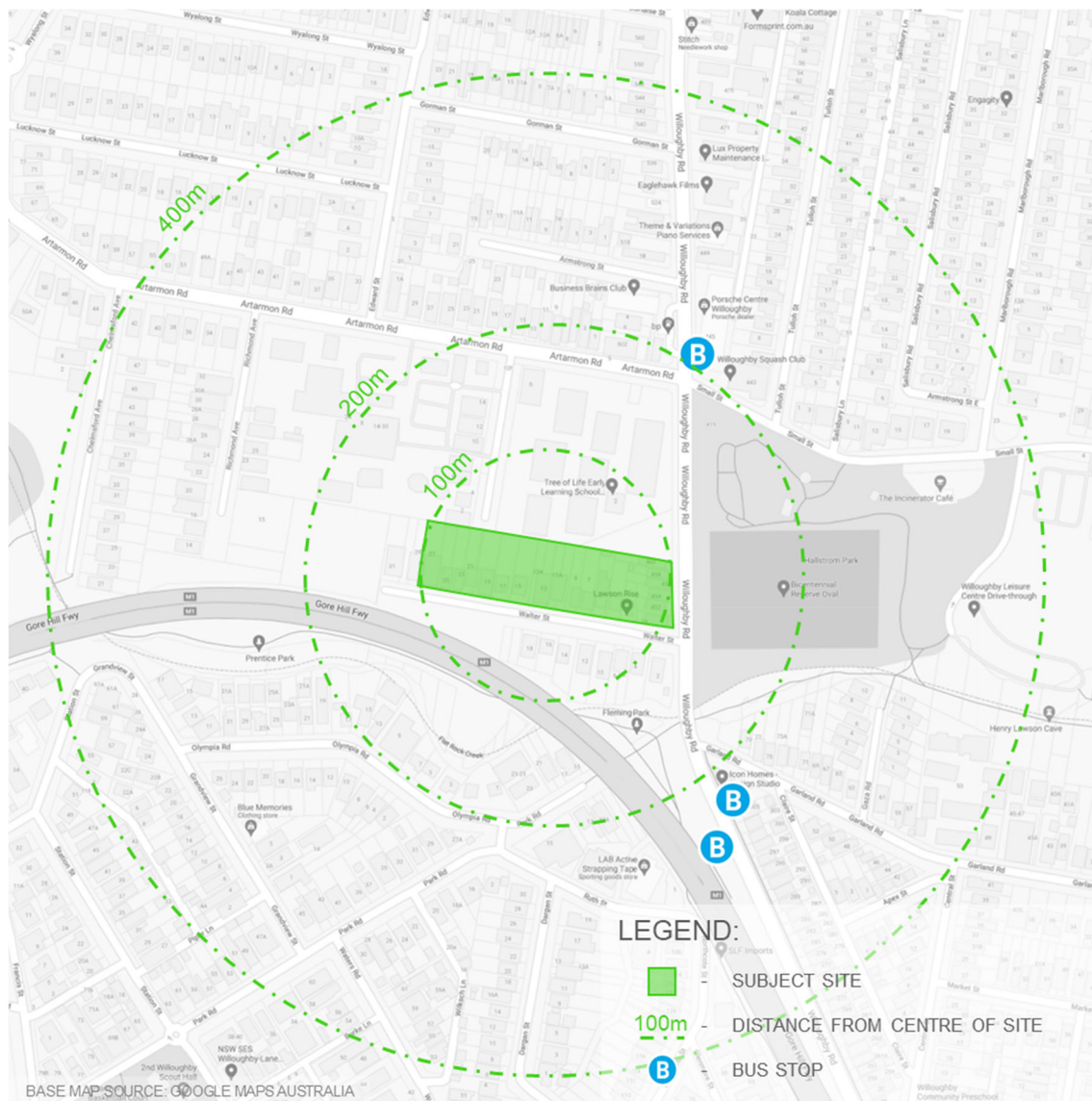
The overall site is generally rectangular in shape. The site is bounded by Willoughby Road to the east, Walter Street to the south and existing and future residential dwellings to the west and north.

The subject site is located near Willoughby Road retail strip containing numerous services and amenities such as shops, medical facilities, restaurants and gymnasiums. It is also well located within walking distances to existing public transport nodes.

The location of the subject site and its surrounding environs are presented in Figure 2.1.

The site is currently occupied by low density residential dwellings.

Figure 2.1: Site Locality Plan



2.2 Road Network

The road network in the vicinity of the subject site includes Willoughby Road, Walter Street, Garland Road. Below is a description of the local road network.

2.2.1 Willoughby Road

Willoughby Road is a declared State Road under the jurisdiction of Transport for New South Wales (TfNSW). Together with Mowbray Road and Penhurst Street, Willoughby Road forms Main Road (MR) 641 which is part of the arterial road network linking Willoughby and Roseville (and other northern Sydney suburbs) with Sydney CBD.

In the vicinity of the site, Willoughby Road is generally aligned in a north-south direction and is configured as a four-lane, two-way road.

Clearway restrictions are in place from 6:00am to 10:00am in the northbound carriageway and from 3:00pm to 7:00pm in the southbound carriageway. In addition, "NO PARKING" restriction also applies outside of the clearway time periods.

Willoughby Road has a sign posted speed limit of 60km/hr.

2.2.2 Walter Street

Walter Street is two-lane, two-way local road under the jurisdiction of Willoughby City Council. It is aligned in an east-west direction forming a cul-de-sac at its western end. It is configured with one traffic lane and one parking lane in each direction. Walter Street is located in an area sign posted with a speed limit of 50km/hr.

At present, it forms a T-intersection with Willoughby Road operating under priority control with traffic movements permitted in all directions.

2.2.3 Garland Road

Garland Road is another two-lane, two-way local road under the administration of Willoughby City Council. It is aligned in an east-west direction and terminates at its eastern end near Flat Rock Drive while at its western end it forms a signalised T-intersection with Willoughby Road. Garland Road has one traffic lane in each direction with kerbside parking permitted on both sides of the road. Garland Road is located within a 50km/hr speed limit area.

2.3 Public Transport

The subject site is located in close proximity to existing bus stops on Willoughby Road providing regular scheduled bus services to Sydney CBD and other major destinations across Sydney. The bus services are operated by State Transit.

A review of bus service availability in the vicinity of the site is summarised in Table 2.1.

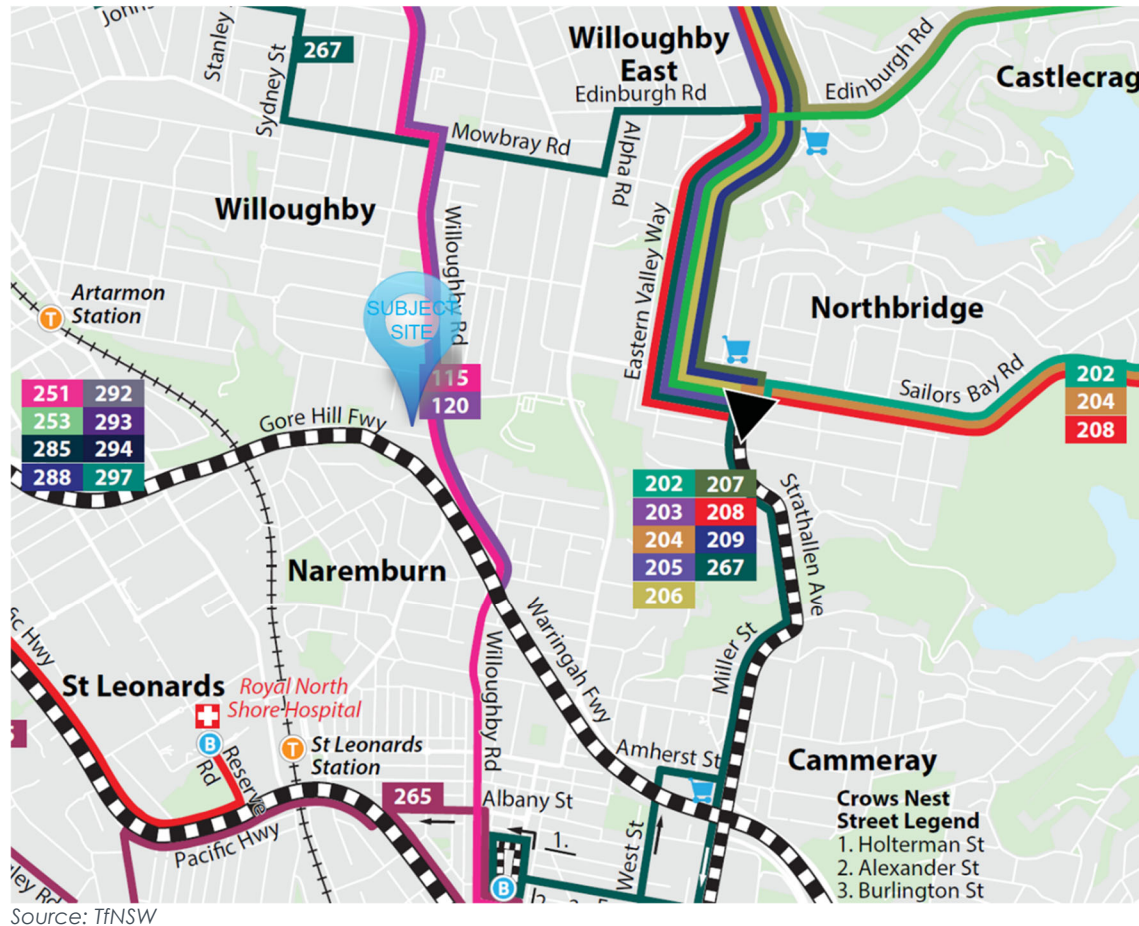
Table 2.1: Available Bus Services at the Subject Site

Route No.	Route Description	Weekday Peak Period Frequency
115	Chatswood to City Bridge St via North Sydney	20 mins
120	Chatswood to City QVB	10 mins

Note: Peak periods are from 6:30am to 9:30am in the morning and from 3:30pm to 6:30pm in the evening.

Figure 2.2 shows a map of the existing available bus services in the vicinity of the subject site.

Figure 2.2: Bus Network

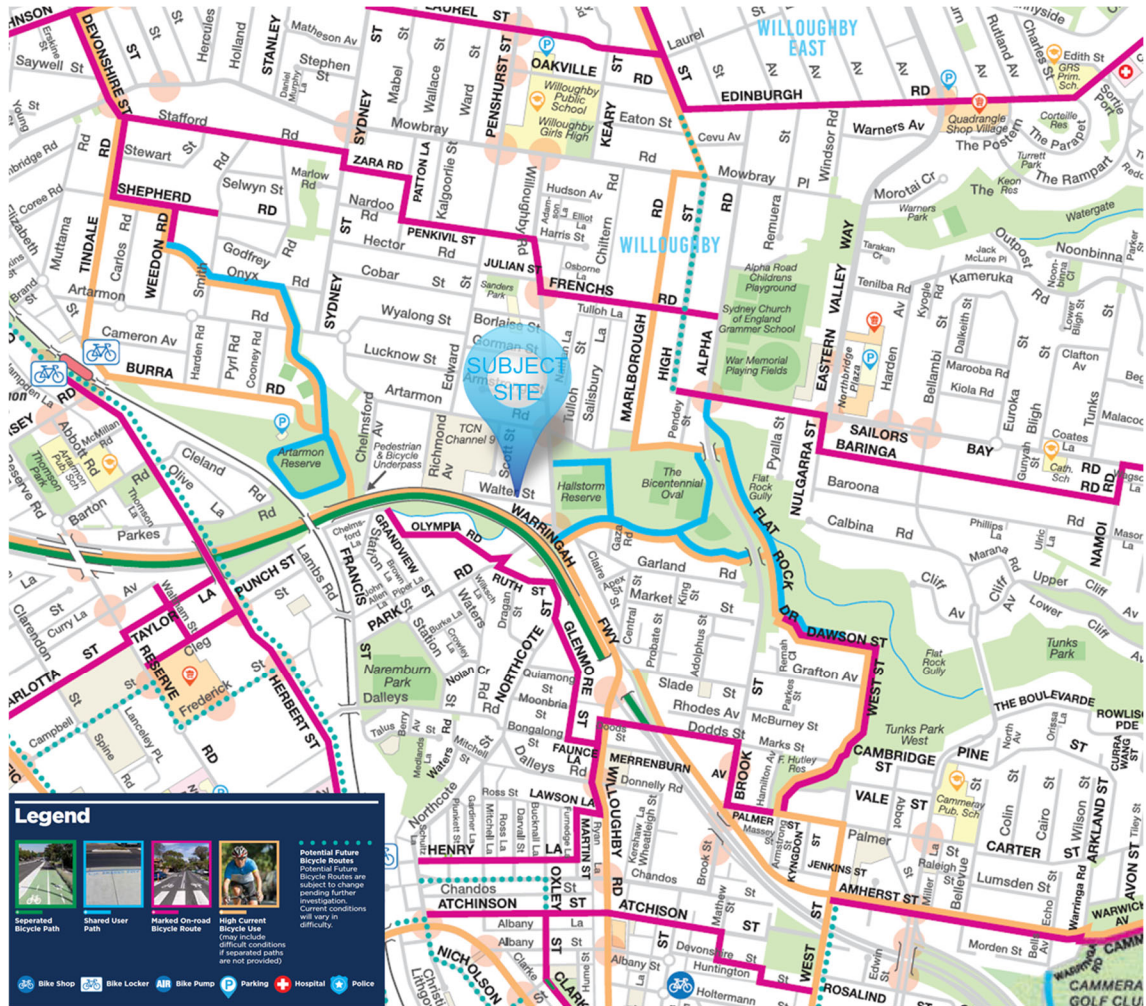


2.4 Pedestrian and Cycle Network

At present, fully constructed pedestrian footpaths are available along either side of all roads in the vicinity of the subject site.

The available cycle routes in the vicinity of the site are shown in Figure 2.3.

Figure 2.3: Cycle Network



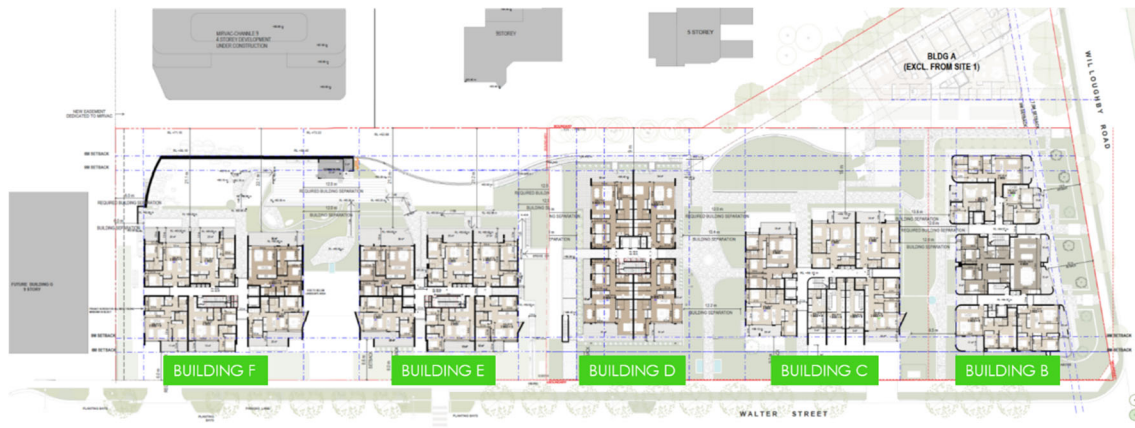
Source: Willoughby City Council

3 Development Description

3.1 Proposed Development

The proposed development involves the demolition of all existing buildings on the subject site and construct in their place five residential flat buildings (Buildings B, C, D, E and F). Building B is proposed as a 5-storey building, Building C as a 7-storey building, Building D as an 11-storey building, and Buildings E and F as 10-storey buildings. The locations of the proposed buildings are shown in Figure 3.1.

Figure 3.1: Building Locations



The proposed buildings will accommodate 180 residential apartments with the following apartment mix:

- 1-bedroom units – 4
- 1-bedroom units plus studio – 9
- 2-bedroom units – 44
- 2-bedroom units plus studio – 37
- 3-bedroom units – 26
- 3-bedroom units plus studio – 50, and
- 4-bedroom units – 10.

Table 3.1 provides a breakdown of the proposed apartment mix by building.

Table 3.1: Proposed Apartment Mix by Building

Building	1-Bed Units	1-Bed + S Units	2-Bed Units	2-Bed + S Units	3-Bed Units	3-Bed + S Units	4-Bed Units	Total
Building B	3	1	3	4	1	2	7	21
Building C	1	5	12	3	9	0	3	33
Building D	0	0	0	0	0	40	0	40
Building E	0	1	18	12	9	3	0	43
Building F	0	2	11	18	7	5	0	43
Total	4	9	44	37	26	50	10	180

Of the 180 proposed residential apartments, 36 are proposed to be designated as affordable housing. These affordable housing units are distributed across the site as presented in Table 3.2.

Table 3.2: Proposed Affordable Housing Units

Building	1-Bed Units	1-Bed + S Units	2-Bed Units	2-Bed + S Units	3-Bed Units	3-Bed + S Units	4-Bed Units	Total
Building B	2	1	1	2	0	0	0	6
Building C	0	0	0	2	0	0	0	2
Building D	0	0	0	0	0	0	0	0
Building E	0	1	7	6	0	0	0	14
Building F	0	2	5	7	0	0	0	14
Total	2	4	13	17	0	0	0	36

The proposed development includes two separate car parking areas.

The car park beneath Buildings B, C and D (Site 1) is proposed generally as a 2-level basement car park with an additional level for the part of the car park directly beneath Building D. The other car park is a 3-level basement car park located beneath Buildings E and F (Site 2).

The two proposed car parking areas have a total of 192 car parking spaces including 25 visitor car parking spaces, two car share spaces and one Site Manager car parking space.

It is noted that the layout of the basement car parks on both sites are generally consistent with that approved in DA-2021/300.

It is also noted that the basement car park for Buildings B, C and D, which is located adjacent to the adjoining site at No. 462 Willoughby Road, Willoughby, has been designed with sufficient flexibility to permit the two sites to share access off Walter Street instead of an additional access of Willoughby Road for No. 462 Willoughby Road.

In addition, two loading areas are proposed to accommodate service vehicles up to Council's 10.5m long waste collection vehicle.

The architectural car park plans are contained in Appendix A.

3.2 Proposed Access Arrangement

As noted previously, the proposed development includes two separate basement car parking areas – one located beneath Buildings B, C and D and the other one beneath Buildings E and F. The proposed car parks are proposed with their independent accesses located off Walter Street.

Each car park access is proposed as a combined entry and exit driveway.

The access to the proposed car park beneath Buildings B, C and D is proposed to be located on Walter Street between Buildings B and C. The access to the proposed car park beneath Buildings E and F is proposed to be located on Walter Street beneath Building F.

It is noted that the above proposed access arrangements to both sites are consistent with that approved in DA-2021/300 in all aspects.

All redundant vehicle crossovers will be removed with kerb and gutter re-instated to Council's requirements and in accordance with relevant design guidelines.

3.3 Loading Facility

Two separate loading areas are proposed as part of this proposed development as described below.

The loading areas are proposed to be located within their respective basement car park. This is to comply with the request from the Willoughby Design Excellence Review Panel undertaken as part of the original development application.

Service vehicles accessing the loading areas within the basement will share access with general traffic.

The proposed loading areas have been designed to accommodate service vehicles up to Council's 10.5m waste collection vehicle. An additional 2.0m deep area is

proposed at the rear of the loading bay to facilitate loading and unloading of the service vehicle from the rear.

The proposed loading areas will accommodate all service vehicles including waste collection, removalist trucks and large bulky items deliveries (refrigerators, televisions, washing machines) etc.

Consistent with the relevant consent conditions in DA-2021/300, service vehicle travel path from the street to the loading bay in each basement and any required manoeuvring area used by service vehicles have been provided with a headroom of 4.1m.

Similarly to the proposed access arrangements, the proposed loading facility in each basement are consistent with that approved in DA-2021/300.

4 Parking Assessment

4.1 Car Parking Requirements

Car parking requirements for the non-affordable component of the proposed development have been assessed against the Council's *Willoughby Development Control Plan 2023* (WDCP 2023), specifically Part F Transport and Parking Management, while car parking requirements for the affordable units have assessed against the State Environmental Planning Policy (Housing) 2021 (Housing SEPP). The parking assessment is presented in Table 4.1.

Table 4.1: Car Parking Assessment (WDCP 2023 & Housing SEPP)

Proposed Land Use	No. of Dwellings Area	WDCP 2023 Parking Rates	Car Parking Requirement
Buildings B, C & D (Non-Affordable)			
- 1-Bedroom Dwellings	2 Apts	0.5 spaces per dwelling	1
- 1-Bedroom + Studio Dwellings	5 Apts	0.5 spaces per dwelling	3
- 2-Bedroom Dwellings	14 Apts	1.0 space per dwelling	14
- 2-Bedroom + Studio Dwellings	3 Apts	1.0 space per dwelling	3
- 3-Bedroom Dwellings	10 Apts	1.0 space per dwelling	10
- 3-Bedroom + Studio Dwellings	42 Apts	1.0 space per dwelling	42
- 4-Bedroom Dwellings	10 Apts	1.0 space per dwelling	10
'- Residential Sub-Total	86 Apts	-	83
- Visitors	-	1 space per 7 dwellings	12
<i>Sub-Total</i>	-	-	95
Buildings B, C & D (Affordable)			
- 1-Bedroom Dwellings	2 Apts	0.4 spaces per dwelling	1
- 1-Bedroom + Studio Dwellings	1 Apts	0.4 spaces per dwelling	0
- 2-Bedroom Dwellings	1 Apts	0.5 space per dwelling	1
- 2-Bedroom + Studio Dwellings	4 Apts	0.5 space per dwelling	2

Proposed Land Use	No. of Dwellings Area	WDCP 2023 Parking Rates	Car Parking Requirement
- 3-Bedroom Dwellings	0 Apts	1.0 space per dwelling	0
- 3-Bedroom + Studio Dwellings	0 Apts	1.0 space per dwelling	0
- 4-Bedroom Dwellings	0 Apts	1.0 space per dwelling	0
¹ - Residential Sub-Total	8 Apts	-	4
- Visitors [§]	-	1 space per 7 dwellings	1
<i>Sub-Total</i>	-	-	5

Buildings B, C & D (Non-Affordable + Affordable)

- 1-Bedroom Dwellings	4 Apts	-	2
- 1-Bedroom + Studio Dwellings	6 Apts	-	3
- 2-Bedroom Dwellings	15 Apts	-	15
- 2-Bedroom + Studio Dwellings	7 Apts	-	5
- 3-Bedroom Dwellings	10 Apts	-	10
- 3-Bedroom + Studio Dwellings	42 Apts	-	42
- 4-Bedroom Dwellings	10 Apts	-	10
¹ - Residential Sub-Total	94 Apts	-	87
- Visitors	-	1 space per 7 dwellings	13
<i>Sub-Total</i>	-	-	100

Buildings E & F (Non-Affordable)

- 1-Bedroom Dwellings	0 Apts	0.5 spaces per dwelling	0
- 1-Bedroom + Studio Dwellings	0 Apts	0.5 spaces per dwelling	0
- 2-Bedroom Dwellings	17 Apts	1.0 space per dwelling	17
- 2-Bedroom + Studio Dwellings	17 Apts	1.0 space per dwelling	17
- 3-Bedroom Dwellings	16 Apts	1.0 space per dwelling	16
- 3-Bedroom + Studio Dwellings	8 Apts	1.0 space per dwelling	8
- 4-Bedroom Dwellings	0 Apts	1.0 space per dwelling	0
¹ - Residential Sub-Total	58 Apts	-	58

Proposed Land Use	No. of Dwellings Area	WDCP 2023 Parking Rates	Car Parking Requirement
- Visitors	-	1 space per 7 dwellings	8
<i>Sub-Total</i>	-	-	66
Buildings E & F (Affordable)			
- 1-Bedroom Dwellings	0 Apts	0.4 spaces per dwelling	0
- 1-Bedroom + Studio Dwellings	3 Apts	0.4 spaces per dwelling	1
- 2-Bedroom Dwellings	12 Apts	0.5 space per dwelling	6
- 2-Bedroom + Studio Dwellings	13 Apts	0.5 space per dwelling	7
- 3-Bedroom Dwellings	0 Apts	1.0 space per dwelling	0
- 3-Bedroom + Studio Dwellings	0 Apts	1.0 space per dwelling	0
- 4-Bedroom Dwellings	0 Apts	1.0 space per dwelling	0
¹ - Residential Sub-Total	28 Apts	-	14
- Visitors [§]	-	1 space per 7 dwellings	4
<i>Sub-Total</i>	-	-	18
Buildings E & F (Non-Affordable + Affordable)			
- 1-Bedroom Dwellings	0 Apts	-	0
- 1-Bedroom + Studio Dwellings	3 Apts	-	1
- 2-Bedroom Dwellings	29 Apts	-	23
- 2-Bedroom + Studio Dwellings	30 Apts	-	24
- 3-Bedroom Dwellings	16 Apts	-	16
- 3-Bedroom + Studio Dwellings	8 Apts	-	8
- 4-Bedroom Dwellings	0 Apts	-	0
- Residential Sub-Total	86 Apts	-	72
- Visitors	-	1 space per 7 dwellings	12
<i>Sub-Total</i>	-	-	84
All Buildings (Non-Affordable)			
- 1-Bedroom Dwellings	2 Apts	0.5 spaces per dwelling	1

Proposed Land Use	No. of Dwellings Area	WDCP 2023 Parking Rates	Car Parking Requirement
- 1-Bedroom + Studio Dwellings	5 Apts	0.5 spaces per dwelling	3
- 2-Bedroom Dwellings	31 Apts	1.0 space per dwelling	31
- 2-Bedroom + Studio Dwellings	20 Apts	1.0 space per dwelling	20
- 3-Bedroom Dwellings	26 Apts	1.0 space per dwelling	26
- 3-Bedroom + Studio Dwellings	50 Apts	1.0 space per dwelling	50
- 4-Bedroom Dwellings	10 Apts	1.0 space per dwelling	10
'- Residential Sub-Total	144 Apts	-	141
- Visitors	-	1 space per 7 dwellings	20
<i>Sub-Total</i>	-	-	<i>161</i>

All Buildings (Affordable)

- 1-Bedroom Dwellings	2 Apts	0.4 spaces per dwelling	1
- 1-Bedroom + Studio Dwellings	4 Apts	0.4 spaces per dwelling	2
- 2-Bedroom Dwellings	13 Apts	0.5 space per dwelling	7
- 2-Bedroom + Studio Dwellings	17 Apts	0.5 space per dwelling	9
- 3-Bedroom Dwellings	0 Apts	1.0 space per dwelling	0
- 3-Bedroom + Studio Dwellings	0 Apts	1.0 space per dwelling	0
- 4-Bedroom Dwellings	0 Apts	1.0 space per dwelling	0
'- Residential Sub-Total	36 Apts	-	17
- Visitors ^s	-	1 space per 7 dwellings	5
<i>Sub-Total</i>	-		<i>22</i>

All Buildings (Non-Affordable + Affordable)

- 1-Bedroom Dwellings	4 Apts	-	2
- 1-Bedroom + Studio Dwellings	9 Apts	-	4
- 2-Bedroom Dwellings	44 Apts	-	38
- 2-Bedroom + Studio Dwellings	37 Apts	-	29
- 3-Bedroom Dwellings	26 Apts	-	26

Proposed Land Use	No. of Dwellings Area	WDCP 2023 Parking Rates	Car Parking Requirement
- 3-Bedroom + Studio Dwellings	50 Apts	-	50
- 4-Bedroom Dwellings	10 Apts	-	10
'- Residential Sub-Total	180 Apts	-	159
- Visitors	-	1 space per 7 dwellings	Say 25
Total (Say)	-	-	184

§ – The Housing SEPP does not include a car parking rate for visitors. Therefore, the car parking rate from WDCP 2023 has been adopted.

Based on WDCP 2023 and Housing SEPP requirements presented in Table 4.1, the proposed development is required to provide a total of 184 car parking spaces including 25 visitor car parking spaces. The required distribution of the required car parking spaces across the two sites are as follows:

- Site 1:
 - residents – 87 car parking spaces
 - visitors – 13 car parking spaces
 - sub-total – 100 car parking spaces
- Site 2:
 - residents – 72 car parking spaces
 - visitors – 12 car parking spaces
 - sub-total – 84 car parking spaces.

4.2 Adequacy of Car Parking Spaces

It is proposed to provide a total of 192 car parking spaces to serve the proposed development. The distribution of the proposed car parking spaces are as follows:

- Site 1:
 - residents – 92 car parking spaces
 - visitors – 13 car parking spaces
 - car share – 1 car parking space
 - Site Manager – 1 car parking space
 - sub-total – 107 car parking spaces
- Site 2:
 - residents – 72 car parking spaces

- visitors – 12 car parking spaces
- car share – 1 car parking space
- sub-total – 85 car parking spaces.

As such, the proposed car parking provision exceeds WDCP 2023 and Housing SEPP requirements by eight car parking spaces.

Separately, it is noted that the previous approval for the site approves a total of 219 car parking spaces comprising:

- 177 x resident car parking spaces
- 39 x visitor car parking spaces
- 2 x car share spaces, and
- 1 x manager car space.

In addition to the above car parking allocations, it is also proposed to provide four additional car parking spaces for use as electric vehicle charging bays. Site 1 is proposed to be provided with three charging bays while Site 2 is proposed to be provided with one charging bay. The charging bays will be designated as common areas similar to visitor car parking spaces and shared area of an accessible car space.

4.3 Adaptable/Accessible Parking

WDCP 2023 requires adaptable/accessible parking to be provided based on the proposed development building class. The proposed development is a residential flat building development with a Class 2 building classification.

Furthermore, WDCP 2023 requires residential flat buildings with more than three storeys to have 50 per cent of its dwellings to be adaptable. In this case, a total of 90 dwellings (comprising 47 dwellings in Site 1 and 43 dwellings in Site 2) are required to be adaptable (based on a total of 180 apartments being proposed).

For Class 2 buildings, WDCP 2023 requires the following adaptable/accessible parking to be provided:

- residents – one adaptable car parking space per four adaptable dwellings, and
- visitors – one accessible visitor car parking space in parking area with more than 50 car parking spaces.

Based on the above requirements from WDCP 2023, the proposed development is required to provide:

- 23 adaptable car parking spaces for residents (12 in Site 1 basement car park and 11 in Site 2 basement car park), and

- two accessible car parking spaces for visitors (one in each basement car park).

It is proposed to provide 51 adaptable car park spaces for residents in Site 1 and 18 adaptable car park spaces for residents in Site 2 and three accessible car parking spaces for visitors (one in Site 1 basement and two in Site 2).

The proposed adaptable/accessible car parking spaces provisions complies with WDCP 2023 requirements and therefore are satisfactory.

4.4 Bicycle Parking

The relevant required bicycle parking provision rates from WDCP 2023 are as follow:

- residents – one Class A or B bicycle parking space per 20 units, and
- visitors – one Class C bicycle parking space per 20 units.

On this basis, the proposed development with 180 dwellings is required to provide 18 bicycle parking spaces comprising:

- Buildings B, C and D:
 - 5 x resident bicycle parking spaces
 - 5 x residential visitor bicycle parking spaces
- Buildings E and F:
 - 4 x resident bicycle parking spaces
 - 4 x residential visitor bicycle parking spaces.

It is proposed to provide a total of 26 bicycle parking spaces comprising:

- nine resident bicycle parking spaces and five visitor parking spaces in Buildings B, C and D
- seven resident bicycle parking spaces and five visitor parking spaces in Buildings E and F.

Therefore, the proposed bicycle parking provisions comply with WDCP 2023 requirements.

4.5 Motorcycle Parking

WDCP 2023 requires motorcycle parking to be provided at a rate of one motorcycle parking space per 20 car parking spaces for residents and one motorcycle parking space per 10 motorcycle parking spaces for visitors.

Based on a total provision of 107 car parking spaces for Buildings B, C and D, WDCP 2023 requires a total of five motorcycle parking spaces including one motorcycle parking space for visitors to be provided. Similarly, for Buildings E and F with 85 car parking spaces, WDCP 2023 requires a total of four motorcycle parking spaces for residents and one motorcycle parking space for visitors to be provided.

It is proposed to comply with the above requirement.

4.6 Service and Delivery Vehicle Requirements

Consistent with the previous approval, it is proposed to provide two on-site loading areas for the proposed development – one for Buildings B, C and D, and another one for Buildings E and F.

The proposed loading areas have been designed to accommodate service vehicles up to Council's 10.5m long waste collection vehicle. It is also noted that the proposed loading areas will also be used by other service vehicles such as removalist vehicles and other delivery vehicles.

Therefore, the proposed loading areas are satisfactory.

4.7 Car Park and Loading Area Design Review

It is noted that the basement car park layouts in both sites are generally consistent with the previous approved as discussed below.

The Australian Standard indicates that car parking spaces for residents can be provided as Class 1A parking facility. The Australian Standard requires Class 1A car parking spaces to have dimensions of 2.4m wide by 5.4m long with an aisle width of 5.8m.

The Australian Standard also requires the design of the accessible car spaces and the adjacent shared areas to comply with AS2890.6. AS2890.6 requires accessible car parking spaces and associated shared area to have dimensions of 2.4m wide by 5.4m long with a headroom of 2.5m. The visitor accessible car parking spaces have been designed to comply with these requirements.

The car park review also assessed the following design elements:

- an additional of width of 0.3m has been provided for car spaces adjacent to a wall
- all columns are located outside of the parking space design envelope
- minimum clear head heights of 2.2m for general car parking spaces and 2.5m for accessible/adaptable parking spaces are provided within the basement car park as required by AS2890.1, AS2890.6 and WDCP 2023

- the width and length of the parking spaces and the width of the aisle comply with the minimum requirements stipulated in AS2890.1
- the proposed driveways include pedestrian sight triangles at the boundary measuring 2.0m by 2.5m as per AS2890.1 Figure 3.3
- the first 6m of all access ramps/driveways has a maximum vertical grade of 1:20 in accordance with AS2890.1
- maximum vertical grade of 1:4 with 2m transitions at 1:8 have been provided along ramps used by passenger vehicles in accordance with AS2890.1, and
- maximum vertical grade of 1:6.5 with 1:16 transitions have been provided along ramp used by service vehicle in accordance with AS2890.2.

The design of the proposed parking layout generally complies with the design requirements set out in the Australian Standard for car parking facilities in AS2890.1, AS2890.2 and AS2890.6.

In relation to the design of the loading areas, the proposed loading areas have been designed to accommodate service vehicles up to Council's 10.5m long waste collection vehicle. Swept path diagrams showing a 10.5m waste truck assessing the loading areas are contained in Appendix B. It is proposed for service vehicles to share access with general traffic accessing the car parks from Walter Street.

Both of the proposed loading areas have been designed with a 4.1m headroom above the loading bay and along travel paths to and from the loading areas including any truck manoeuvring areas. The proposed headroom of 4.1m is consistent with the relevant consent conditions in the previous approval.

Therefore, the design of the proposed car park, loading area and associated elements is satisfactory.

5 Traffic Assessment

5.1 Previous Modification Traffic Assessment

As noted previously, the site has an existing approval (DA-2021/300, as modified) permitting it to be developed into five residential flat buildings accommodating a total of 154 residential dwellings.

The accompanying traffic assessment for DA-2021/300/D indicates that using a traffic generation rate of 0.19 vehicle trips per hour per apartment the approved development with 154 apartments is expected to generate 30 vehicle trips per peak hour during the busiest period (cf. 31 vehicle trips per peak hour from the preceding approved development with 164 apartments).

The same traffic assessment report also indicates that the traffic study conducted for the masterplan/planning proposal that went on to inform the original approval in DA-2021/300 has assessed the traffic impacts due to a future residential development on the subject site generating 67 vehicle trips per peak hour or 116 per cent of the traffic generation of the approved development. The masterplan traffic study found that the nearby intersections would have satisfactory operation in the future with acceptable level of service.

5.2 Traffic Generation and its Effects Arising from this Application

Using the same traffic generation rate adopted in the previous traffic study, the proposed development on the subject site with 180 residential apartments is expected to generate 34 vehicle trips per peak hour.

This level of development traffic is considered to be low especially when compared to the existing traffic flows on Willoughby Road (approximately 3,000 vph). The estimated development traffic represents approximately one per cent of the existing traffic on Willoughby Road noting that daily fluctuations can vary by up to ± 15 per cent. As such, the proposed development by itself would not create any noticeable adverse traffic impacts.

It is further noted that the estimated development traffic for the current proposal is three vehicle trips more than the development traffic estimated for the approved development in DA-2021/300/D. A difference of three vehicle trips is not expected to

create any material change in traffic performance and as such will not have any discernible traffic effects to the local road network.

It is further noted that estimated development traffic for the current proposal is approximately 51 per cent of the development traffic that was adopted in the masterplan traffic study (i.e. 67 vehicle trips per peak hour as noted above) to assess the traffic effects in the local area. The masterplan traffic study found that the nearby intersections would have satisfactory operation in the future. Therefore, the current proposed development is not expected to create traffic impacts any worse than the masterplan proposed development and/or the approved development.

In light of the above, traffic effects arise from the current proposed development would be satisfactory.

Separately, it is not that TfNSW has provided their concurrence for the proposed development. TfNSW agrees that the proposed development will not create any adverse traffic impacts on the local road network. The concurrence letter from TfNSW, which is contained Appendix C, states "*the proposed development is unlikely to have a significant impact on the classified road network*".

6 Summary and Conclusion

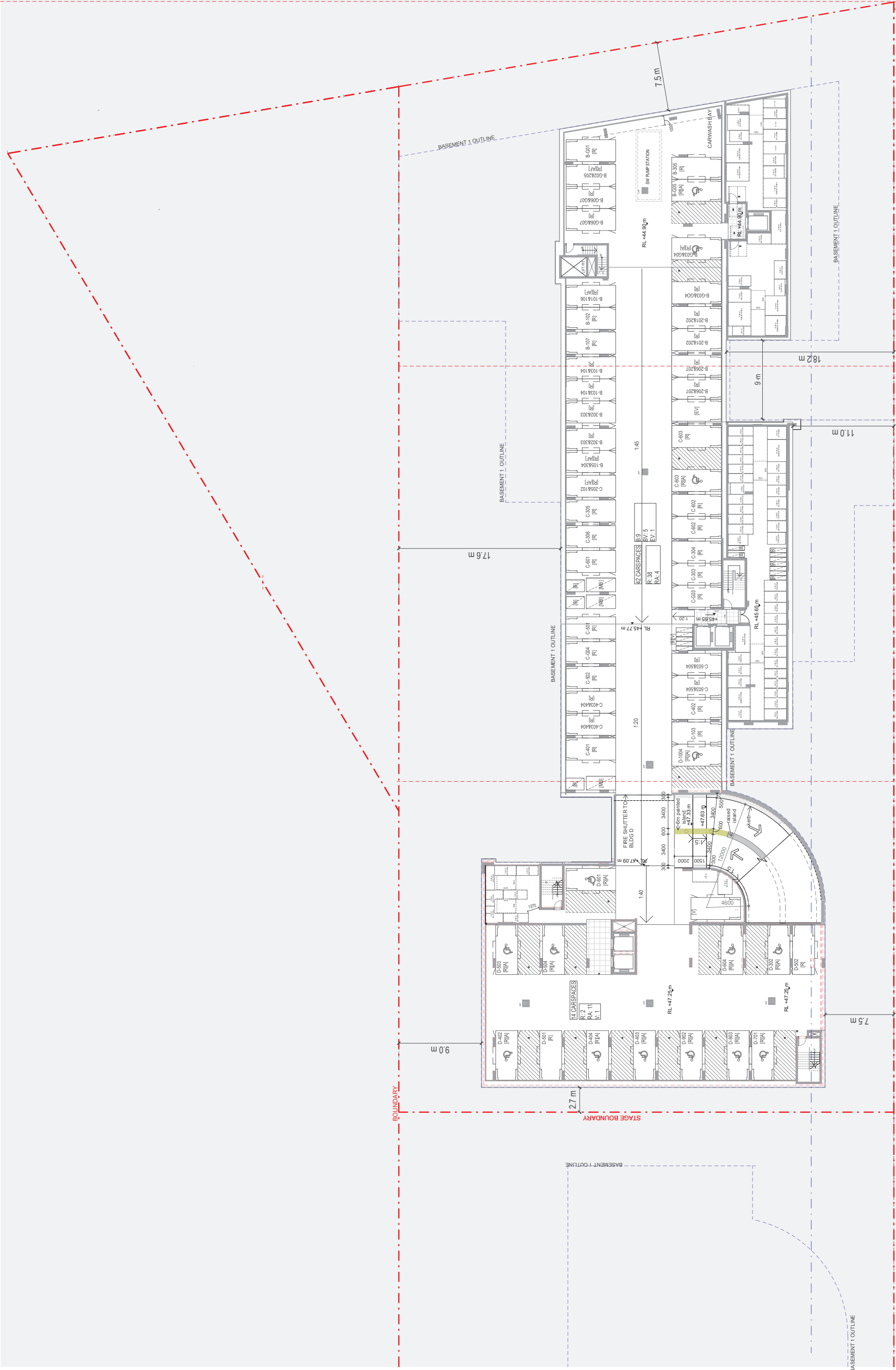
This report examines the traffic and parking implications of a proposed residential development at 1-27A Walter Street and 452-460 Willoughby Road, Willoughby. The salient findings of this assessment are presented below.

- The proposed development involves demolition of existing buildings on the site and construct in their place five residential flat buildings with various heights across accommodating a total of 180 residential apartments across two sites.
- The proposed development includes two separate basement car parks containing a total of 192 car parking spaces with vehicular accesses from Walter Street.
- Based on WDCP 2023 and Housing SEPP requirements, the proposed development is required to provide a total of 184 car parking spaces comprising 159 resident car parking spaces and 25 visitor car parking spaces.
- The proposed development provides a total of 192 car parking spaces comprising 164 resident car parking spaces, 25 visitor car parking spaces, two car share parking spaces and one Site Manager car parking space. The proposed car parking provisions exceed WDCP 2023 parking provision by eight car parking spaces.
- Bicycle and motorcycle parking spaces are proposed to be provided in compliance with WDCP 2023.
- An on-site loading facility within each basement car park is proposed to serve the proposed development. It has been designed to accommodate service vehicles up to Council's 10.5m waste collection vehicle. The loading areas also include an additional 2.0m deep area at the rear of the loading bays to facilitate loading and unloading of the service vehicles.
- The design of the car park and the loading area complies with and/or meets the design intents stipulated in the relevant Australian Standard for car parking facilities, namely AS2890.1:2004, AS2890.2:2018, AS2890.3:2015 and AS2890.6:2022.
- The proposed development has been estimated to generate 34 vehicle trips per peak hour during the busiest peak period. This level of development traffic is considered to be low and will not create any noticeable traffic impacts to the local road network as discussed in this report.

Overall, from a traffic and parking perspective the proposed development is considered to be satisfactory.

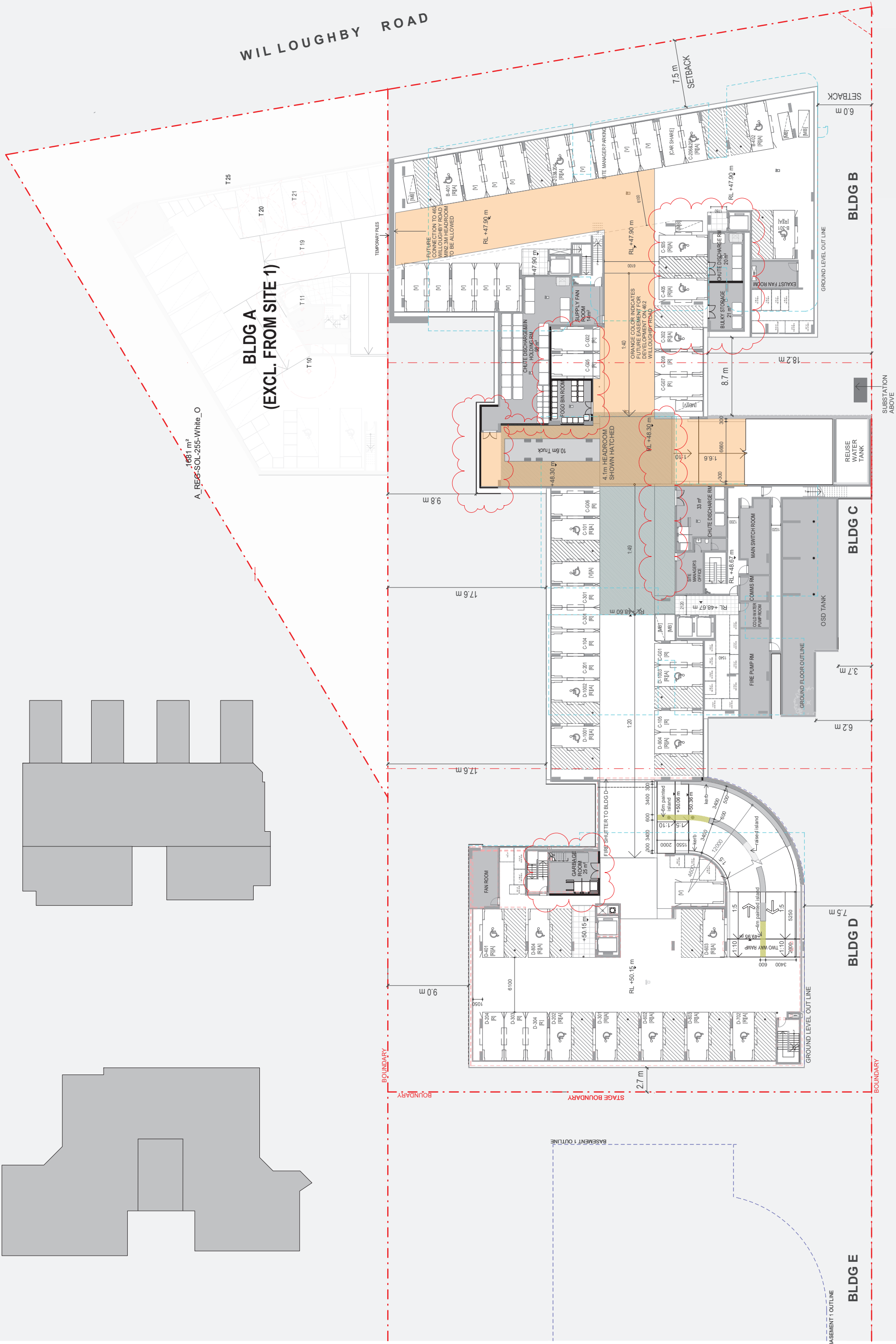
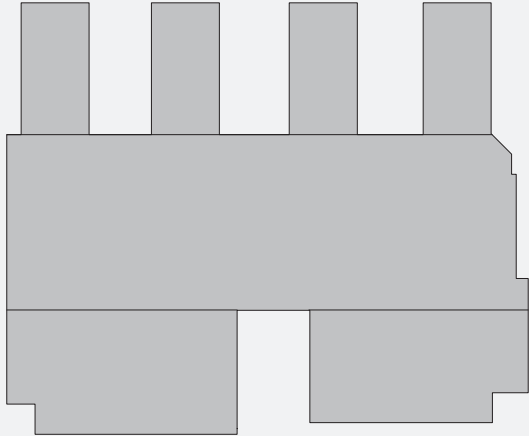
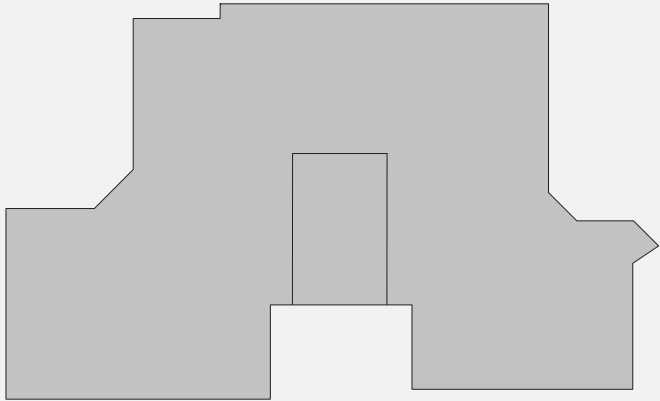
Appendix A

Architectural Car Park Layout Plans



PARKING & STORAGE ALLOCATION HAVE BEEN AMENDED

Rev	Description	Date	Notes			UNIT FAMILIES			architect ure			Client	Drawing	Scale @ A1: 1 : 200 (Half Scale @ A3)	Date: 01/11/2024	Drawn by: Author	Checked by: Checker	Revision	Drawing Number																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
			AMENDING DA SUBMISSION	AMENDED APPROVED DA OUTLINE	NEW ELEMENTS	APPROVED DA	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES									UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES	UNIT FAMILIES



PARKING & STORAGE ALLOCATION HAVE BEEN AMENDED

WALTER STREET

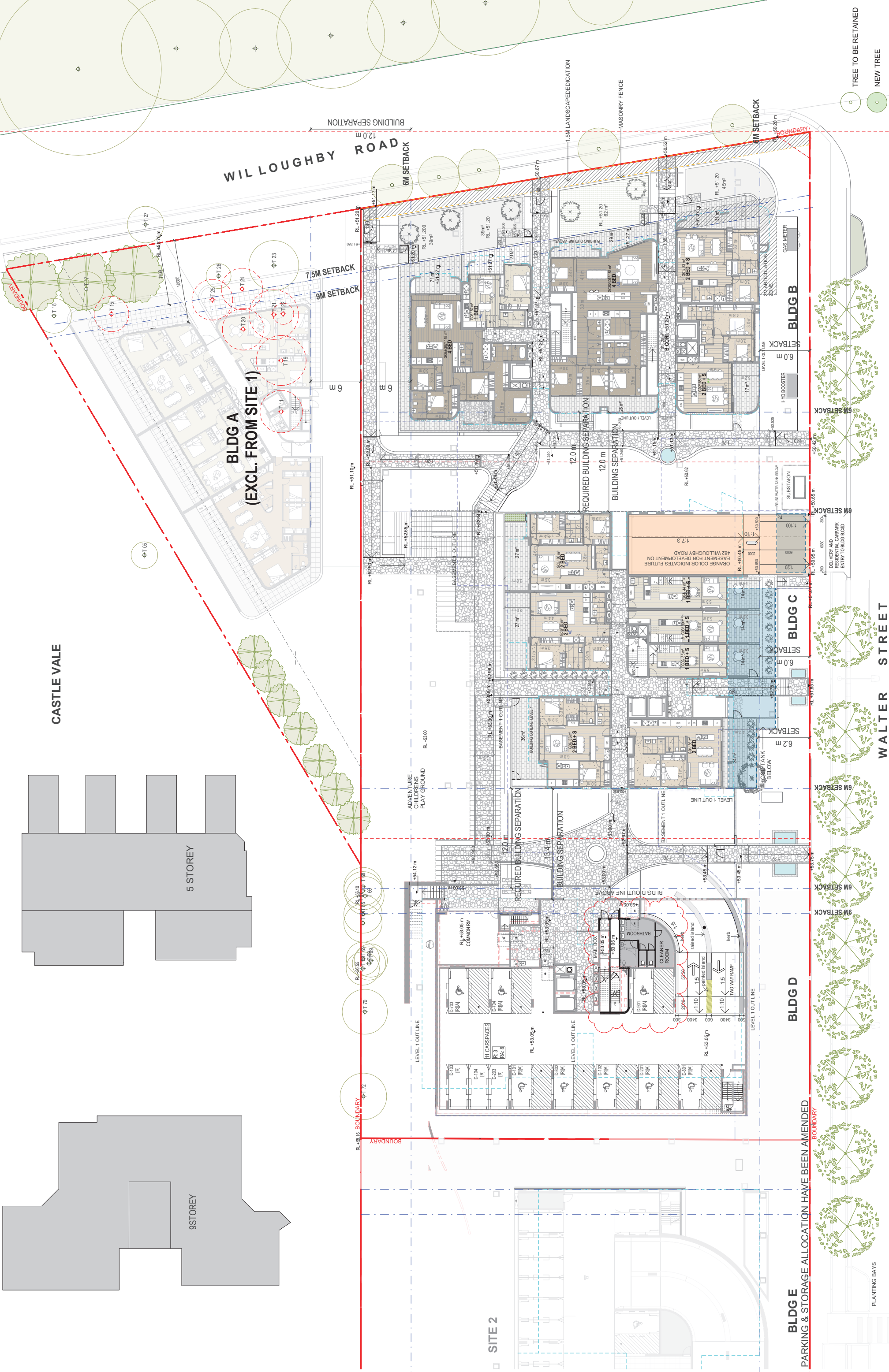
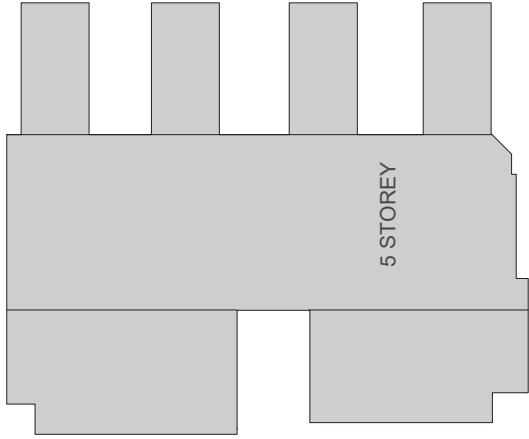
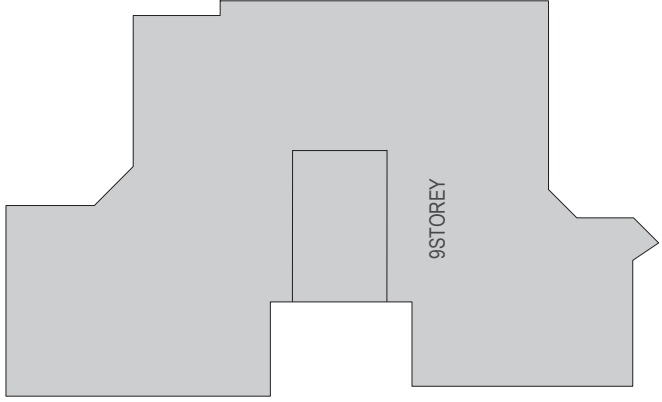
Rev	Description	Date
D	REVISED DA SUBMISSION	18/11/2024
E	REVISED GARBAGE ROOMS IN SITE1 BASEMENT 1&SITE 2 GR FLOOR AND PARKING ALLOCATION	27/11/2024

Client
WALTER PROJECTS
Project
1-27A WALTER STREET & 452-460 WILLOUGHBY ROAD, WILLOUGHBY

Drawing
SITE 1 BASEMENT -1

Scale @ A1: 1 : 200
Date: 27/11/2024
Drawn by: Author
Issued For: Issued For:
Drawing Number
Revision
A.102/ST1

Checked by: Checker
Revision
E



CASTLE VALE

BLDG A
(EXCL. FROM SITE 1)

BLDG E
PARKING & STORAGE ALLOCATION HAVE BEEN AMENDED

BLDG D

BLDG C

BLDG B

SITE 2

Rev	Description
D	AMENDING DA SUBMISSION
E	DRAFT REVISED DA

Date	08/07/2024
Date	01/11/2024

Notes
- - - - - AMENDED APPROVED DA OUTLINE
- - - - - NEW ELEMENTS
- - - - - APPROVED DA

ABN 60160207818, M. CHELHUBI REGD. ARCHITECT NO. 7057
SUITE 111/ 63 CLARKE ST. CROWS NEST, NSW 2056
T: 02 8094 8420 M: 061 404110316
www.architectureurbaneia.com.au



architecture
urbaneia

Graphic scale	0 1 2 4 8 12 1200
---------------	-------------------

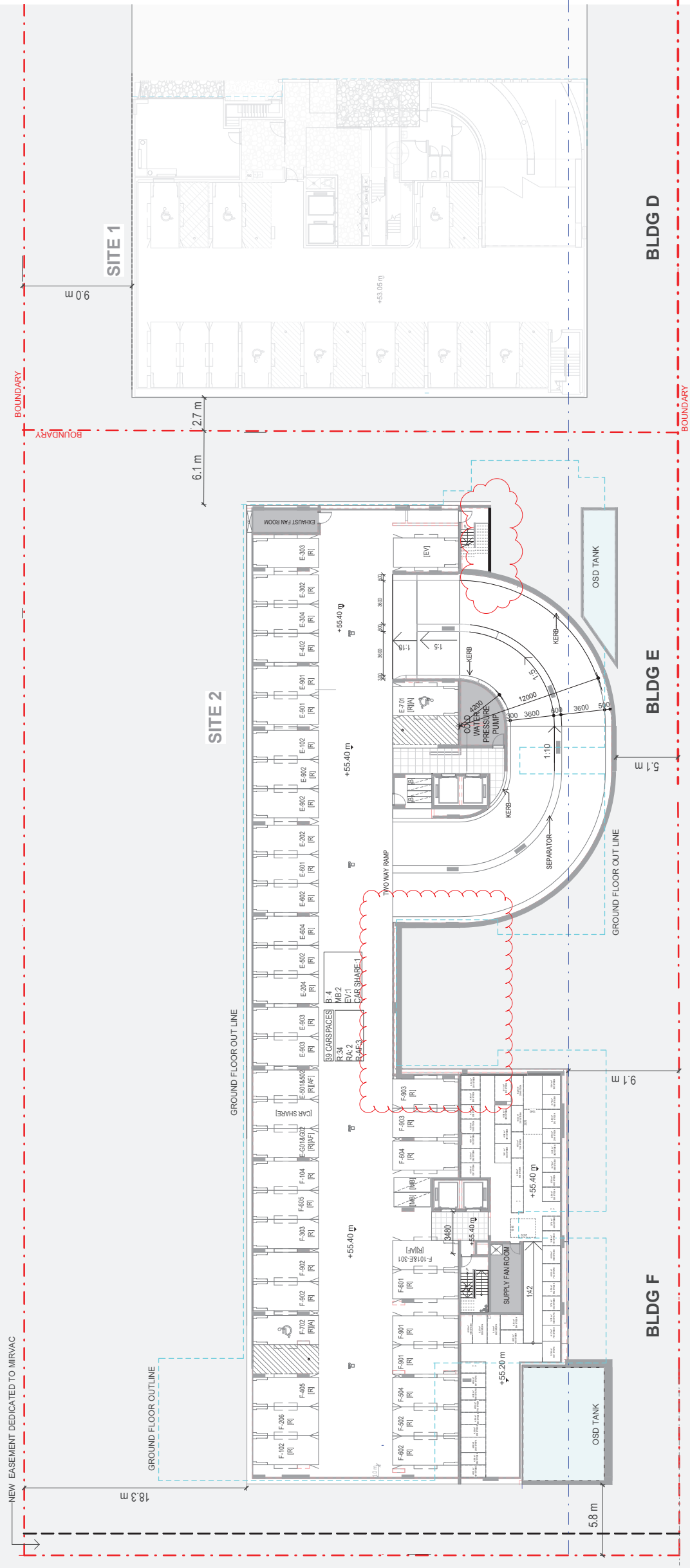
Client
WALTER PROJECTS

Project
1-27A WALTER STREET & 452-460 WILLOUGHBY ROAD, WILLOUGHBY


Drawing
SITE 1 GROUND FLOOR

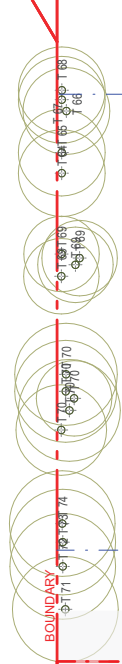
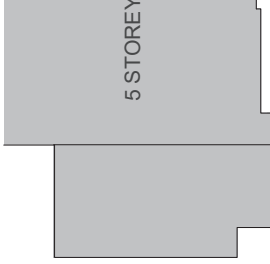
Scale @ A1: 1 : 200
(Half Scale @ A3)
Date: 01/11/2024
Drawn by: YK
Checked by: MC
Issued For:
Drawing Number
Revision
A.103/ST1
E

Scale @ A1: 1 : 200
(Half Scale @ A3)
Date: 01/11/2024
Drawn by: YK
Checked by: MC
Issued For:
Drawing Number
Revision
A.103/ST1
E



PARKING & STORAGE ALLOCATION HAVE BEEN AMENDED


Rev	Description	Date	Notes	Client	Project	Drawing	Scale @ A1: 1 : 200 (Half Scale @ A3)	Date: 01/11/2024	Drawn by: Author	Checked by: Checker	Revision: K
J	AMENDING DA SUBMISSION	08/01/2024	<div><div><div>--- AMENDED APPROVED DA OUTLINE</div><div>--- NEW ELEMENTS</div><div>--- APPROVED DA</div></div><div><div>GRAPHIC SCALE</div><div>0 1 2 4</div><div>8 12</div></div></div>	WALTER PROJECTS	1-27A WALTER STREET & 452-460 WILLOUGHBY ROAD, WILLOUGHBY	SITE 2 BASEMENT -1					
K	DRAFT REVISED DA	01/11/2024	<div><div>ABN 50168027818 M. CHELUNABIREQ ARCHITECTNO. 7057 SUITE 111/6-8 CLARKE ST. CROWS NEST, NSW 2056 T: 02 8994 8420 M: 061 404110316 www.architectureurbaneia.com.au</div><div> architecture urbaneia</div></div>								



Scale @ A1: 1 : 200
 Date: 27/11/2024
 Drawn by: Author
 Issued For:
 Drawing Number

Revision

N

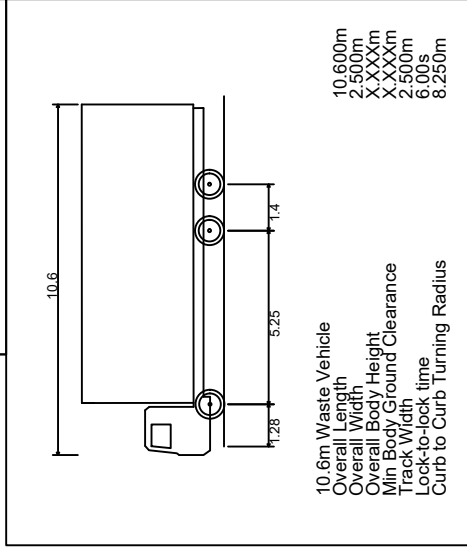
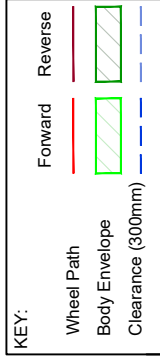


(Half Scale @ A3)

Appendix B

Swept Path Diagrams

NOTE: NUMBERS IN CIRCLE INDICATE THE NUMBER OF MOVEMENTS REQUIRED TO COMPLETE THE MANOEUVRE.



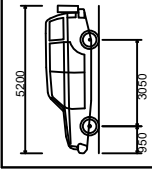
DATE:	SCALE:
27 NOVEMBER 2024	1:250@A3

DRAWING NO.:	REV:
20033CAD023D-001	D

DRAWING TITLE:
SWEPT PATH ANALYSIS - 10.6M
WASTE VEHICLE ACCESSING
LOADING BAY - SITE 1

PROJECT:
1-27A WALTER ST AND 452-462
WILLOUGHBY RD,
WILLOUGHBY PROPOSED
RESIDENTIAL DEVELOPMENT



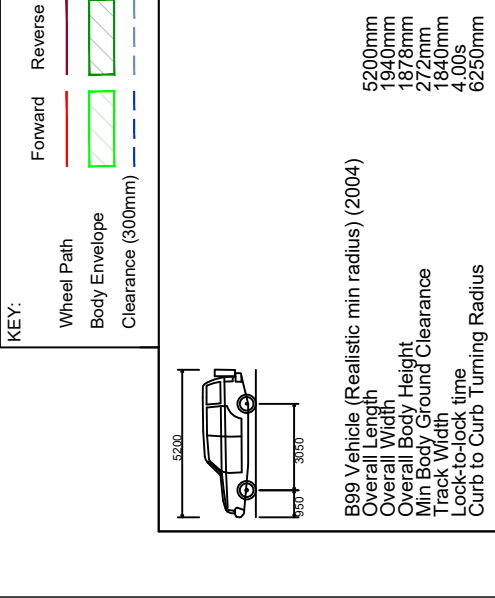


B99 Vehicle (Realistic min radius) (2004)

DATE:	27 NOVEMBER 2024	SCALE:	1:250@A3
DRAWING NO.:	20033CAD023D-002	REV:	D

DRAWING TITLE:
SWEPT PATH ANALYSIS - B99
VEHICLES (RESIDENT TRAFFIC)
EXITING SITE 1 BASEMENT

PROJECT:
1-27A WALTER ST AND 452-462
WILLOUGHBY RD,
WILLOUGHBY PROPOSED
RESIDENTIAL DEVELOPMENT



DATE: 27 NOVEMBER 2024	SCALE: 1:250@A3
DRAWING NO.: 20033CAD023D-004	REV: D
DRAWING TITLE: SWEEP PATH ANALYSIS - B99 VEHICLES (RESIDENT TRAFFIC) ENTERING AND EXITING SITE 2 BASEMENT	
PROJECT: 1-27A WALTER ST AND 452-462 WILLOUGHBY RD, WILLOUGHBY PROPOSED RESIDENTIAL DEVELOPMENT	

Appendix C

TfNSW Concurrence Letter

23 August 2024

TfNSW Reference: SYD24-01417/01
Council Reference: DA-2024/159 (CNR-71993)



Mr Hugh Phemister
Chief Executive Officer
Willoughby City Council
PO BOX 57
Chatswood NSW 2057

Attention: Peter Wells

**AMENDMENTS TO THE APPROVED RESIDENTIAL FLAT BUILDINGS
452 WILLOUGHBY ROAD, WILLOUGHBY**

Dear Mr Wells,

Reference is made to Council's referral dated 8 August 2024 regarding the abovementioned application which was referred to Transport for NSW (TfNSW) for comment in accordance with Clause 2.122 of the *State Environment Planning Policy (Transport and Infrastructure) 2021*.

TfNSW has reviewed the submitted application and raises no objection as the proposed development is unlikely to have a significant impact on the classified road network.

Should you have any further inquiries in relation to this matter, please contact Shengxi Lin, Development Assessment Officer, via email at development.sydney@transport.nsw.gov.au.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Aleks Tancevski".

Aleks Tancevski
Senior Manager Land Use Assessment Eastern
Planning and Programs, Greater Sydney Division

OFFICIAL



MLA Transport Planning

Level 14 | 275 Alfred St
North Sydney | NSW | 2060

PO Box 628
Chatswood | NSW | 2057

www.mlatp.com.au