

27 July 2024

Ref: 23189

The General Manager
Lane Cove Council
PO Box 20
LANE COVE NSW 1595

Attention: Craig Wrightson
service@lanecove.nsw.gov.au

Dear Mr Wrightson,

**Areas 1, 2, and 4, St Leonards
4-8 Marshall Ave, 1-5 Canberra Ave & 2-8 Holdsworth Ave, St Leonards
Proposed Modifications to an Approved Residential Apartment Development
s4.55(6A) Traffic & Parking Assessment Report**

Introduction

CJP has been engaged by New Hope Group/Evergreen Property & Investment, to prepare this Traffic & Parking Assessment Report (TPAR) in support of a s4.55 modification application to Lane Cove Council, involving the proposed modifications to a residential apartment development located at the abovementioned address, approved under DA79/2022. In this regard, the proposed modification application will be known as s4.55(6A). In particular, the proposed modifications involve a four-level basement design, comprising a total of 325 car parking spaces for 311 apartments.

Development Approval History – DA79/2022

Based on Council's DA tracker, DA79/2022 was originally approved by the Sydney North Planning Panel on 11 April 2023, involving the demolition of the 10 (former) dwelling houses on the site and the construction of three residential flat buildings (ranging in size from 12 to 19-storeys) and comprising a total of 232 apartments.

Off-street parking in the original DA79/2022 scheme was approved for a total of 347 cars, 19 motorcycles, 84 bicycles, 5 car wash bays and 3 loading bays within a four-level basement. Vehicular access in the original DA79/2022 scheme was approved to be provided via a new 8.3m wide entry/exit driveway located towards the southern end of the Canberra Avenue site frontage.

Since then, a number of s4.55 modification applications have been approved, with the most recent being:

- s4.55 (Mod 4), involving further design modifications, resulting in a reduction of 1 apartment (down to 233) and an increase of 3 residential visitor car parking spaces (up to 45).
- s4.55 (Mod 5), involving the extension of basement level 4 and the addition of a new fifth basement level, both incorporating additional parking, resulting in an overall provision of 405 car spaces.
- s4.55 application involving an amended scheme with 232 apartments (including a portion of affordable units), and the deletion of basement level 5, resulting in 316 car spaces within the four-level basement design, comprising 246 residential spaces & 70 visitor spaces.

Proposed Development

As noted in the foregoing, the proposed s4.55(6A) application involves the modifications to a residential apartment development on the subject site, approved under DA79/2022.

The proposed modification scheme comprises a total of 311 apartments across the four towers, including a portion of affordable units that have been put in place under the SEPP (Housing) 2021.

Off-street parking in the Modification scheme is proposed for a total of 325 cars within the four-level basement design, comprising 281 residential spaces & 44 visitor spaces. The approved vehicular access driveway location and waste collection arrangements remain generally unchanged from the DA79/2022 scheme. The proposed development schedule is provided in the table below.

Table 1 – Proposed Modification Development Schedule				
Description	Affordable SEPP Apartments	BTS Apartments	BTS Townhouses	Total
1 bedroom dwelling	18	38	-	56
2 bedroom dwelling	68*	120	-	188*
3 bedroom dwelling	-	34	15	49
4 bedroom dwelling	-	12	6	18
Total Dwellings	86	204	21	311
Resident Parking				281
Visitor Parking				44
Total Car Parking				325
Motorcycle Parking				19
Bicycle Parking				110
Car Wash Bays				7 [#]
Loading Bays				3

* including 28 "Council" units

including 5 as shared visitor spaces

The table below provides a comparison of the various development and s4.55(6A) modification applications.

Table 2 – Approved and Proposed Development Schedule					
Description	Approved DA79/2022	Approved s4.55 Mod 4	Approved s4.55 Mod 5 B4 extension & new B5	Approved Four-Level Basement s4.55 Modification	Proposed s4.55(6A) Uplift Modification
1 bedroom dwelling	46	46	46	46	56
2 bedroom dwelling	131	132	132*	132*	188*
3 bedroom dwelling	40	36	36	36	49
4 bedroom dwelling	15	19	19	19	18
Total Dwellings	232	233	233	233	311
Resident Parking	305	285	335	246	281
Visitor Parking	42	45	70	70	44
Total Car Parking	347	330	405	316	325
Motorcycle Parking	19	19	27	24	19
Bicycle Parking	84	84	110	110	110
Car Wash Bays	5	5	7	7	7 [#]
Loading Bays	3	3	3	3	3

* including 28 affordable

including 5 as shared visitor spaces

A complete set of architectural plans have been prepared by Rothelowman to accompany this s4.55(6A) modification application and are provided under separate cover.

The following is a list of changes between the abovementioned separate but concurrent s4.55 application currently under assessment with Council, and this proposed new s4.55(6A) scheme.

Table 3 – List of Proposed Changes under s4.55(6A) Application

Proposed change	Reason
Private garages, DDA spaces, motorcycles and storage cages relocated	For compliance
Total car space provision revised	To suit the four-level basement design
Basement storage cage sizes revised	For compliance, due to removal of basement level 5
Car spaces required revised, based on latest parking rates from TfNSW – Category 1 in Table 8.4 of the new Guide to Transport Impact Assessment V1.1	As requested by client
Unit T1.607 has been changed to SEPP affordable unit. Unit T2.1004 has been changed to BTS	As requested by client
T4 Level 1 lobby increased in size	As requested by client
GFA calculations revised for increase in T4 Level 1 lobby	For compliance
Car wash bays relocated. 5 x car wash bays serve as dual-use visitor parking	As requested by client
Minor basement service layout revisions for structure and services coordination	For structure and services coordination

Car Parking Requirement

The minimum off-street car parking requirements applicable to this s4.55(6A) modification application are specified in Table 2 of Lane Cove Council's DCP 2010 Part R for sites located within 400m of St Leonards railway station.

Notwithstanding, the site is located within 800m walking distance of St Leonards railway station, therefore the proposed development is also subject to the parking requirements specified in SEPP 65, and, in turn, the Apartment Design Guide and RMS Guide to Traffic Generating Developments. Comparison therefore needs to be drawn between the off-street car parking rates for residential flat buildings outlined in Council's DCP and also the RMS Guide, to determine the lesser requirement.

In this regard, St Leonards is identified as a 'Strategic Centre' in the *A Plan for Growing Sydney* document and therefore the visitor parking rates for Metropolitan Regional (CBD) Centres, as noted in the RMS Guide, are applicable, and as per the guidance provided by DPE in the technical note "*Car parking requirements in SEPP 65*".

It's also worth noting that TfNSW's new Guide to Transport Impact Assessment specifies the same parking rates for high density residential developments in "Category 1" locations, as the abovementioned "CBD" rates from the RMS Guide, that is:

- Within 15 minute walk to a Strategic Centre – Very high
- Within 30 minute public transport to a Strategic, Regional or Metropolitan Centre – Very high
- Car mode share (all trips) – Medium
- Density (people/km²) – High

Based on the proposal for 311 apartments, the proposed s4.55(6A) scheme requires the provision of a minimum of 279 car parking spaces, comprising 235 residential spaces and 44 visitor spaces, as set out in Table 4 on the following page.

That requirement is satisfied in the proposed Modification 6A scheme by the provision 325 car parking spaces, comprising 281 residential spaces and 44 visitor spaces.

Table 4 – Minimum Off-Street Car Parking Requirements						
Lane Cove DCP 2010				RMS Guide/TfNSW Guide to TIA		
Use	Rate	Quantity	Requirement	Rate	Quantity	Requirement
1 bedroom	0.5 spaces/unit	56	28 spaces	0.4 spaces/unit	56	22 spaces
2 bedroom	0.9 spaces/unit	188	169 spaces	0.7 spaces/unit	188	132 spaces
3 bedroom	1.4 spaces/unit	49	69 spaces	1.2 spaces/unit	49	59 spaces
3 bedroom	2 spaces/unit	18	36 spaces	1.2 spaces/unit	18	22 spaces
Sub-Total		311	302 spaces		311	235 spaces
Visitors	1 space/5 units	311	62 spaces	1 space/7 units	311	44 spaces
Total			364 spaces			279 spaces

Alignment with Contemporary Guidelines and Controls

Many LGAs across Greater Sydney are recognising the benefits that reduced car parking requirements, particularly for developments with good public transport access, brings in terms of reduced traffic congestion and improved urban amenity. Maximum parking rates are being introduced for residential land uses in some super high-density areas to offer developments greater levels of flexibility in the way on-site parking is provided that take into consideration the parking needs of future residents.

In recent years, in conjunction with the urban regeneration of sites which are served by a strong level of public transport, reduced and maximum car parking rates for visitor car parking have been introduced in a number of areas across Sydney. Table 5 provides a number of examples where the rate of visitor car parking for residential developments is below (and in some cases well below) the rate of *1 space per 7 unit* proposed for the subject site.

Table 5 – Comparison of Contemporary Guidelines & Controls for Visitor Parking	
Area/Guidelines	Specified Visitor Car Parking Rate
City of Sydney	City of Sydney LEP 1 space / 10 apartments (maximum rate)*
Willoughby Council – Review of Parking Rates document (February 2021)	1 space / 7 apartments (maximum rate)
Parramatta Road Corridor Urban Transformation Strategy (PRCUTS)	0 spaces / apartment (maximum rate)
North Ryde Station Precinct	1 space / 10 apartments (maximum rate)
Rhodes East Precinct	1 space / 20 apartments (maximum rate)
Ivanhoe Estate – Macquarie Park	1 space / 10 apartments
St Leonards / Crows Nest area within North Sydney Council	0 spaces / apartment (maximum rate)
St Leonards South (Area 1, 2 & 4)	1 space / 7 units

* For sites on "Category B" land, based on Land Use and Transport Integration Map

Other Parking Requirement

The "other" off-street parking rates applicable to the proposed Modification application (i.e. bicycles, motorcycles, car wash bays & loading bays) are also specified in Lane Cove Council's DCP 2010 Part R.

Application of Council's DCP 2010 "other" parking rates to the various components of the proposed Modification 6A scheme yields an off-street parking requirement of 109 bicycle spaces, 19 motorcycle spaces, 6 car wash bays and 3 loading bays.

Table 6 – Proposed s4.55(6A) Modification Bicycle, Motorcycle, Car Wash Parking & Loading Requirements – DCP 2010

Description	Parking Rate	s4.55(6A) Modification Requirement	Proposed s4.55(6A) Modification Parking Provision
Bicycle parking	Residents: 1 space/4 dwellings Visitors: 1 rack plus 1 rack/10 dwellings	Residents: 77.7 Visitors: 31.1 Total: 108.8 (109)	Residents: 78 Visitors: 32 Total: 110
Motorcycle parking	1 space/15 car spaces	18.6 (19)	19
Car wash bay	1 space/50 dwellings	6.2 (6)	7 [#]
Loading bay		3	3

including 5 as shared visitor spaces

The above parking requirements are satisfied in the proposed Modification 6A scheme by the provision of 110 bicycle spaces (78 residents & 32 visitors), 19 motorcycle spaces, 7 car wash bays (including 5 shared visitor spaces) and 3 loading bays.

Design Layout Compliance

The geometric design layout of the vehicular access and parking arrangements proposed under this s4.55(6A) application have been reviewed and are in compliance with the relevant requirements of AS2890.1:2004, AS2890.2:2018, AS2890.3:2015 & AS2890.6:2009, as well as DCP 2010 and relevant consent conditions of DA79/2022. Importantly, the design allows all vehicles to enter and exit the site in a forward direction at all times.

Whilst the proposed layout has been designed in accordance with the above Australian Standards, it is expected that a series of consent conditions will also require certification of the design at the Construction Certificate stage (CC), should the new modification application be approved, as per DA79/2022. This can and will be undertaken in due course.

Conclusion

In summary, this proposed s4.55 application, known as s4.55(6A), involves the modifications to a residential apartment development on the subject site, approved under DA79/2022.

The proposed s4.55(6A) scheme comprises a total of 311 apartments across the four towers, including a portion of affordable units that have been put in place under the SEPP (Housing) 2021.

Off-street parking in the s4.55(6A) scheme is proposed for a total of 325 cars within the four-level basement design, comprising 281 residential spaces & 44 visitor spaces. The approved vehicular access driveway location and waste collection arrangements remain generally unchanged from the DA79/2022 scheme.

Based on the findings contained within this report, the following conclusions are made:

- the site is located in close proximity to a variety of public and active transport options, including St Leonards railway station,
- the proposed development is expected to result in a negligible change in vehicle trips during the weekday morning and afternoon peak periods when compared to the previously approved schemes and will not result in any unacceptable traffic implications to the surrounding road network
- the proposed visitor parking rate aligns with Transport for NSW Guidelines;

- the proposed visitor car parking rate remains above that in place for many similar urban renewal areas across Sydney with strong access to public transport;
- The future Crows Nest metro station will further strengthen public transport accessibility to the site and reduce reliance by private vehicles;
- reducing the overall car parking numbers for the site will contribute to an improved traffic outcome on the surrounding road network.
- the proposed development makes provision for 325 car parking spaces, 19 motorcycle parking spaces, 110 bicycle parking spaces (including 32 visitors), 7 car wash bays (including 5 shared visitor spaces) and 3 loading bays, which satisfies Council's DCP 2010, SEPP 65, ADG and RMS Guide numerical parking requirements
- the proposed vehicular access and parking area design complies with the relevant requirements of the AS2890 series.

In light of the foregoing assessment, it is therefore concluded that the proposed modification application is supportable on vehicular access, traffic, parking and servicing grounds and will not result in any unacceptable implications.

Please do not hesitate to contact me should you have any comments or questions.

Kind regards



Chris Palmer
Director
B.Eng (Civil), MAITPM