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Department of Planning, Housing and Infrastructure

13 April 2026

Dear Sir / Madam

This document provides responses to the traffic and transport related matters raised by the Department of Planning, Housing and Infrastructure (DPHI) and City of Sydney Council (Council) in their submissions to the site at 13-17 Oxford Street and 2 Verona Street, Paddington (SSD – 87245208).

The relevant comments and associated responses, are outlined in tables on the following pages of this document.

Please do not hesitate to contact the undersigned should you have any questions in relation to this advice.

Regards



Josh Milston

Director | JMT Consulting

MIEAust CPEng

Table 1: Responses to DPHI comments

DPHI Item Number	DPHI Comment	JMT Consulting Response
23	Provide a breakdown of car parking allocation (including accessible parking) between market and affordable apartments.	The updated design provides for 58 parking spaces, allocated as follows: (i) Market apartments: - 48 regular parking spaces - 8 accessible parking spaces for the 8 adaptable units (ii) Affordable apartments - 2 accessible parking spaces for the 2 adaptable units
24	With regard to retail /cultural staff bicycle parking and access: (a) confirm how staff access to the basement bicycle parking spaces would be provided and managed. (b) confirm whether staff would have access to end -of -trip (EOT) facilities. If not, amend the proposal to provide EOT facilities , noting that these should form part of the proposal rather than part of a future tenancy fit -out development application given multiple tenancies are proposed.	(a) The bicycle parking on Level B2 can be accessed via either the main lobby area (arrival via Oxford Street) and then the passenger lift 3 down to basement level, or via the service lift through the loading dock. Staff and residents would be provided with swipe cards (or similar) to access the facility. (b) Confirming staff will be provided access to the end of trip facilities provided on basement Level 3. The EOT facilities will be provisioned as part of the base building inclusions.
25	Confirm whether motorcycle parking spaces are accessible to both residents and staff.	Motorcycle spaces will be available for both staff and residents of the building.

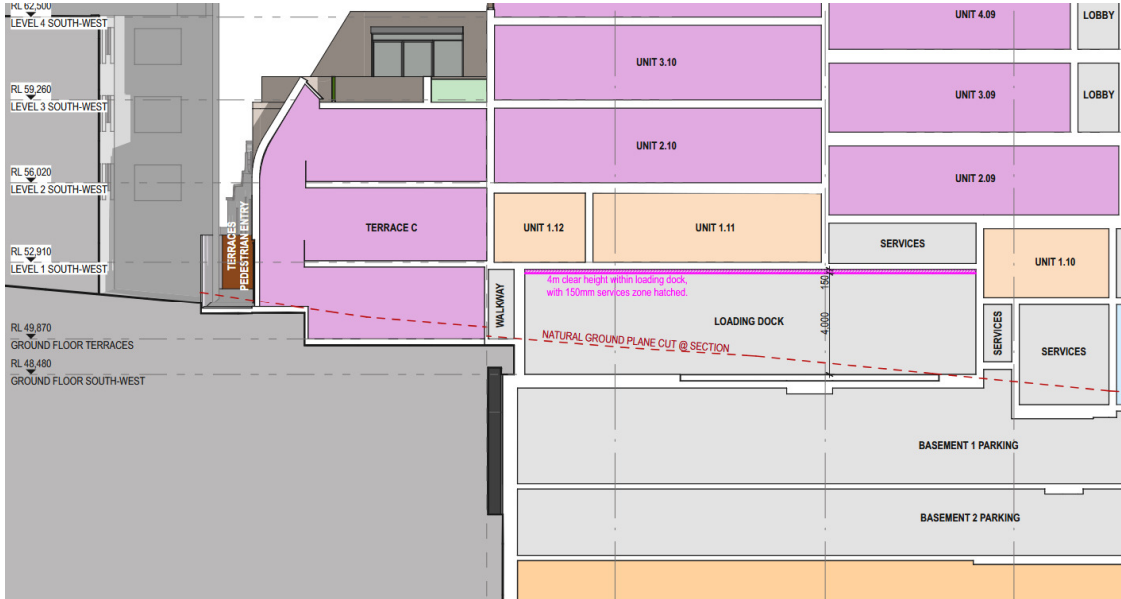
DPHI Item Number	DPHI Comment	JMT Consulting Response
26	Update the Transport Impact Assessment to demonstrate how maximum parking rates have been calculated in accordance with the Sydney LEP 2012, and provide justification for any exceedances. Should any additional parking spaces be proposed beyond the maximum rate, these must also be included within GFA calculations.	Refer to Appendix A of this document for detailed calculations regarding the provision of car parking as per the parking rates within the City of Sydney LEP. Up to 60 parking spaces could be provided on the site under the LEP parking rates. The proposed car parking provision of 58 spaces is considered suitable to accommodate resident demands and provides an appropriate balance between meeting the parking needs of future residents and managing the impacts of traffic generation. Although the total car parking of 58 spaces is slightly below the minimum requirement of 62 spaces under the Housing SEPP, it remains below the maximum number of spaces permissible under the Sydney LEP. In this context the proposed level of car parking is considered acceptable.
27	The proposal must demonstrate the provision of visitor bicycle parking in accordance with the Sydney Development Control Plan 2012, or provide further justification for any non-compliances.	Bicycle parking for visitors is to be available through existing and future bicycle rails on Oxford Street. The proposal will provide for an additional 6 rails on Oxford Street in addition to the existing rail, facilitating parking for up to 14 bicycles. It is noted that the current Verona Cinema site does not operate with any dedicated on site visitor bicycle parking, with visitors instead making use of public bike racks / poles in close proximity to the site. Under the Sydney DCP 13 visitor bicycle parking spaces would be required which accommodates residential visitors, creative visitors and retail visitors. The proposed 14 spaces is therefore considered suitable. Importantly the parking rates in the Sydney DCP consider standalone uses and do not consider opportunities for the sharing of spaces between different complementary land uses within mixed use developments. Bicycle parking demands generated by visitors to the retail and creative uses will primarily be in the evenings and on weekends, outside of peak times for residential visitors. In this context the visitor bicycle parking spaces will be efficiently shared between retail and commercial users. The installation and use of the footpath for visitor bicycle parking will trigger the requirement for an application under Section 138 of the Roads Act. In the event that this application is not supported then all visitor bicycle parking will be relocated to be within the site boundary. This requirement can be reinforced through a suitably worded condition of consent – consistent with that in place for the approved development proposal under D/2022/1169.

Table 2: Responses to Council comments

CoS Item Number	Council Comment	JMT Consulting Response
12.1	<i>Car parking</i> The proposed 50 residential parking spaces for the development exceeds the maximum 38 residential car parking spaces permitted under clause 7.5(1)(b) of the Sydney LEP 2012 and is contrary to clause 7.3 of the Sydney LEP 2012. In this instance, the Sydney LEP 2012 parking rates are not more onerous than those set out in clause 19 of the Housing SEPP and therefore prevail. The development must be amended to comply with the car parking maximums set out in the Sydney LEP 2012. A car share space should also be provided. This is to achieve the aim of Sydney LEP 2012 to encourage active and alternative transport modes and to encourage sustainable development.	The proposed car parking provision of 58 spaces is considered suitable to accommodate resident demands and provides an appropriate balance between meeting the parking needs of future residents and managing the impacts of traffic generation. Although the total car parking of 58 spaces is slightly below the minimum requirement of 62 spaces under the Housing SEPP, it remains below the maximum number of spaces permissible under the Sydney LEP. In this context the proposed level of car parking is considered acceptable.

CoS Item Number	Council Comment	JMT Consulting Response
12.2	<i>Vehicle access and car park design</i> The following amendments are required to the proposed vehicle access and car park design: i. The waiting bay is to be wholly located within the site's boundaries as cars are not permitted to queue across the footpath. ii. The proposed 8m wide driveway is to be reduced to a maximum of 6m in width to comply with the City's Technical Standards 2.6.8. iii. Confirmation of the access control method for the car park/ loading dock (location of roller shutter, intercoms etc.) is required. iv. Further details around how the single lane ramp signal system operates must be provided. Entry movements must be prioritised over exit movements and waiting bays should be shown for vehicles while the ramp is in use. v. Compliance with AS2890 series is required. Currently there is a column located in the accessible shared bay in Basement 1 and the bicycle parking area in Basement 2 which should be reconsidered. vi. It must be confirmed that the basement ramp gradients comply with AS2890.1 based on the gradients measured along the inner radius of the ramp. vii. The additional 6.5m by 2.8m loading bay is not sufficient to accommodate an MRV and should be updated as a courier bay on the plans.	i. The waiting bay is positioned wholly within the boundary as indicated in the updated architectural plans. ii. The driveway width has been minimised as far as practicable, however a wider width, compared to the generic 6m within the DCP, is required to accommodate the swept path of the 10.6m long Council waste truck as well as the on-site waiting bay. iii. A roller shutter is currently envisaged with residents to be provided with remote controls. This will be further developed during the detailed design phase of the project. iv. A waiting bay is provided at ground floor and a complementary traffic light system will be installed to managed vehicle movements on the single lane ramp. Cars will wait in the aisles of the basement should the ramp be in use by a vehicle travelling down ground level. v. Under AS2890.6 (2022) columns are permitted in shared bays in lieu of bollards. The design has been revised with accessible bays now located at basement 2. The bicycle parking area on Basement 2 has been designed in accordance AS2890.3 compliant product specifications – refer Appendix B. vi. All gradients comply with the relevant requirements under AS2890.1. This includes a 5% ramp section for 6m from the boundary for exiting vehicles so as to view any pedestrians walking along Verona Street. vii. The plans have been updated to note the additional loading space as a 'courier bay' as per Council's comments

CoS Item Number	Council Comment	JMT Consulting Response
12.3	<i>Resident/ staff bicycle parking</i> The bicycle parking area on Basement 2 appears undersized to accommodate the proposed 62 bicycles. Bicycle parking manufacturers specifications should be provided to confirm compliance with AS2890.3, including height clearance if a dual height product is provided. End of Trip facilities for staff of the should also be provided within the development.	The bicycle parking numbers within the dedicated parking area on B2 have been calculated using the Cora Bike Rack product specifications as a reference, and is compliant with AS2890.3. The layout utilises the Cora ST-L dynamic upper tier, requiring a clear height of 2400mm and 700mm spacing between bicycles, in conjunction with alternating GP-F (front-in) and GP-B (back-in) lower tiers, allowing for 400mm separation between bicycles at that level. Each dashed grey box represents one bicycle at the lower tier, with the thicker lines representing one bicycle at the upper tier. Staff end of trip facilities are provided on Basement level 3 of the building.
12.4	<i>Visitor bicycle parking</i> The single rail outside the site frontage on Oxford Street is not sufficient to accommodate visitor bicycle parking demand. Visitor bicycle parking is to be accommodated on site and is not to be located in the public domain.	Bicycle parking for visitors is to be available through existing and future bicycle rails on Oxford Street. The proposal will provide for an additional 6 rails on Oxford Street in addition to the existing rail, facilitating parking for up to 14 bicycles. It is noted that the current Verona Cinema site does not operate with any dedicated on site visitor bicycle parking, with visitors instead making use of public bike racks / poles in close proximity to the site. Under the Sydney DCP 13 visitor bicycle parking spaces would be required which accommodates residential visitors, creative visitors and retail visitors. The proposed 14 spaces is therefore considered suitable. Importantly the parking rates in the Sydney DCP consider standalone uses and do not consider opportunities for the sharing of spaces between different complementary land uses within mixed use developments. Bicycle parking demands generated by visitors to the retail and creative uses will primarily be in the evenings and on weekends, outside of peak times for residential visitors. In this context the visitor bicycle parking spaces will be efficiently shared between retail and commercial users. The installation and use of the footpath for visitor bicycle parking will trigger the requirement for an application under Section 138 of the Roads Act. In the event that this application is not supported then all visitor bicycle parking will be relocated to be within the site boundary. This requirement can be reinforced through a suitably worded condition of consent – consistent with that in place for the approved development proposal under D/2022/1169.

CoS Item Number	Council Comment	JMT Consulting Response
13.1	<i>Loading dock/ turntable design</i> i. The turntable manufacturers specifications are required to confirm compliance with AS2890.2 using the 10.6m long waste truck as the design vehicle. ii. A cross section of the driveway crossing and loading dock with all overhead services overlaid is also required to confirm a minimum 4m clear vertical height. iii. Confirmation that the proposed turntable meets the 30-tonne capacity structural rating.	i. The turntable manufacturers specifications are provided in Appendix C, confirming the turntable can accommodate the design vehicle being a 10.6m long waste truck ii. Refer to updated architectural package which includes the sectional plan as requested. This plan is reproduced in the image below. iii. As per the manufacturers specifications provided in Appendix C the turntable can accommodate a 30 tonne vehicle  <i>Sectional plan indicating 4m height clearance within loading dock</i>

Appendix A: Parking calculations as per City of Sydney LEP

Land Use	Type	No. of units	Max. Parking Rate	Max. No. of Spaces*
Residents	Studio	3	0.2 / unit	1
	1 bed	14	0.4 / unit	6
	2 bed	29	0.8 / unit	23
	3/4 bed	19	1.1 / unit	21
Sub-Total				51
Visitor ¹				9
Total		65	-	60

* Rounded to nearest whole number

¹ for each dwelling up to 30 dwellings—0.167 spaces / unit, and
for each dwelling more than 30 and up to 70 dwellings—0.1 spaces / unit, and
for each dwelling more than 70 dwellings—0.05 spaces / unit,

Appendix B: Bicycle Parking Specifications

CORA BIKE RACK

PRODUCT SPECIFICATION SHEET

STAGGERED HEIGHT LAYOUT GUIDE

DYNAMIC UPPER TIERS / DYNAMIC LOWER TIERS

There are numerous configuration possibilities for double tier systems. **Options shown are compliant with AS2890.3 (2015)**

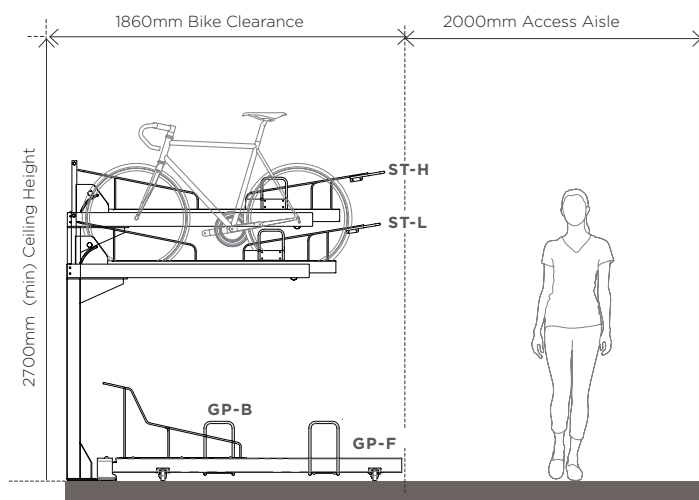


DYNAMIC UPPER/ DYNAMIC LOWER

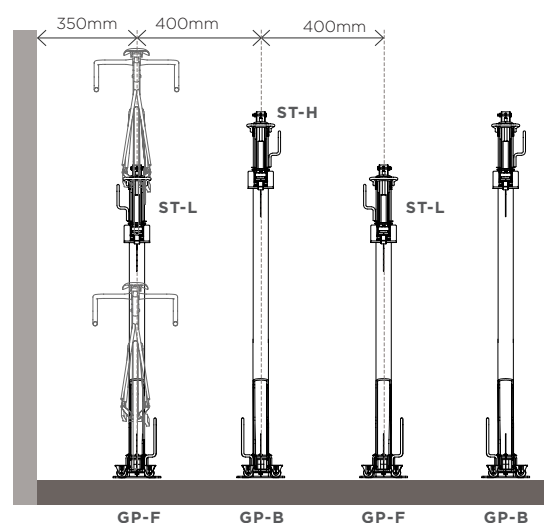
To comply with AS2890.3 (2015), minimum spacing between rack centres is:

- ▶ ST Upper Tiers: 400mm if adjacent racks are offset in height by 300mm;
- ▶ GP Lower Tiers: 400mm if adjacent racks provide head to tail parking

PERSPECTIVE VIEW WITH GP LOWER TIERS



SIDE VIEW WITH GP LOWER TIERS



FRONT VIEW WITH GP LOWER TIERS

Refer to Installation Instructions sheet for specific installation and assembly guidelines. Racks should **NOT** be installed based on this sheet alone.

CORA BIKE RACK

PRODUCT SPECIFICATION SHEET

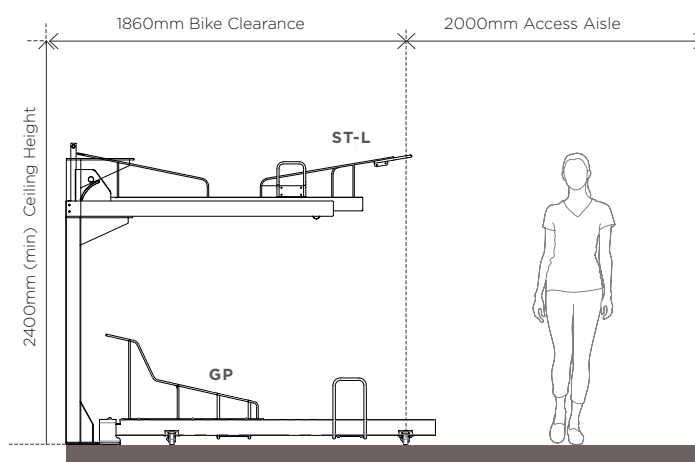
SINGLE HEIGHT LAYOUT GUIDE

DYNAMIC UPPER TIERS / DYNAMIC LOWER TIERS

There are numerous configuration possibilities for double tier systems. **Options shown are compliant with AS2890.3 (2015)**



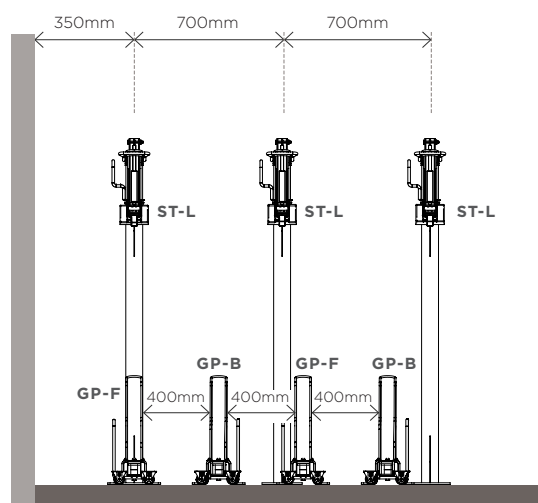
PERSPECTIVE VIEW WITH GP LOWER TIERS



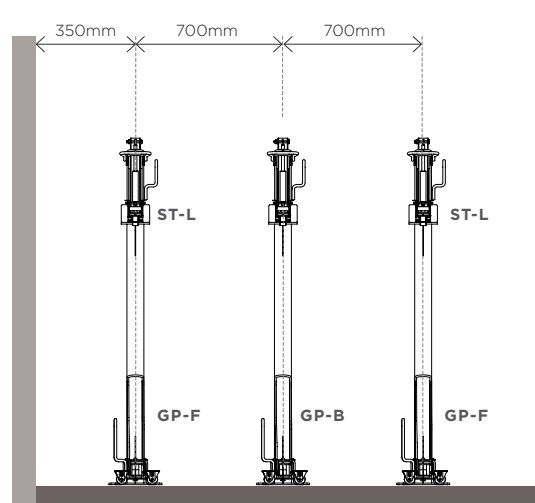
SIDE VIEW WITH GP LOWER TIERS

To comply with AS2890.3 (2015), minimum spacing between rack centres is:

- ▶ Where adjacent upper tier racks cannot be offset in height due to low ceiling clearance, single level racks can be used if spaced a minimum of 700mm apart
- ▶ GP Lower Tiers: - 400mm for maximum density; or 700mm for a symmetrical appearance



FRONT VIEW MAXIMUM DENSITY



FRONT VIEW SYMMETRICAL APPEARANCE

Refer to Installation Instructions sheet for specific installation and assembly guidelines. Racks should **NOT** be installed based on this sheet alone.

CORA BIKE RACK

PRODUCT SPECIFICATION SHEET

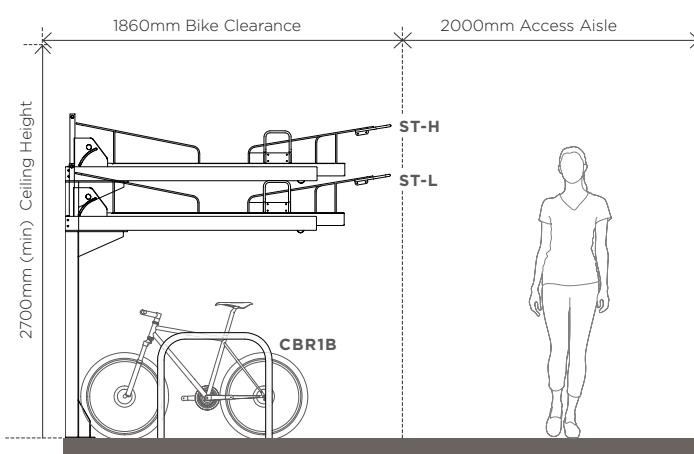
STAGGERED HEIGHT LAYOUT GUIDE

DYNAMIC UPPER TIERS / STATIC LOWER TIER

There are numerous configuration possibilities for double tier systems. **Options shown are compliant with AS2890.3 (2015)**



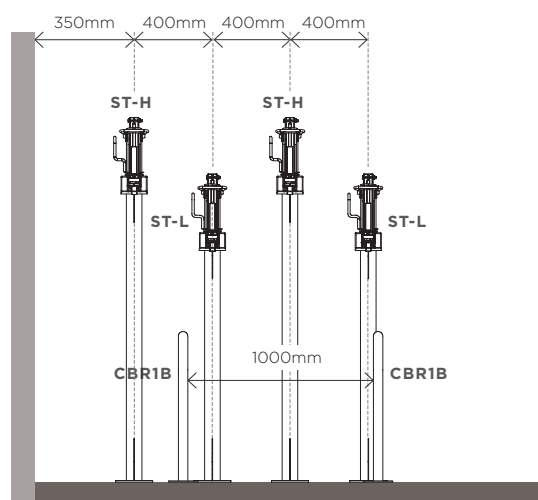
PERSPECTIVE VIEW WITH CBR1B LOWER TIERS



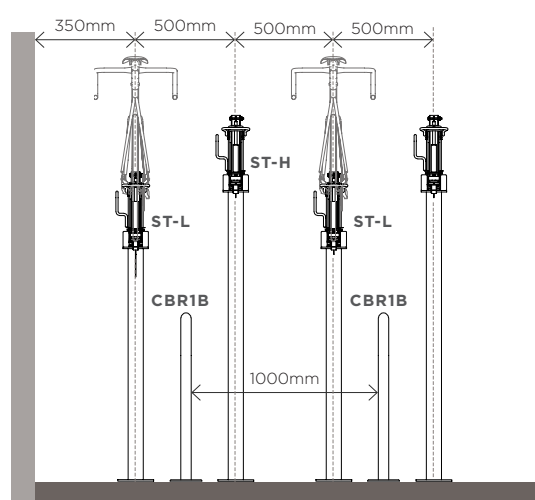
SIDE VIEW WITH CBR1B LOWER TIERS

To comply with AS2890.3 (2015), minimum spacing between rack centres is:

- ▶ ST Upper Tiers: 400mm for maximum density; or 500mm for a symmetrical appearance
- ▶ CBR1B or lower bike rails: 1000mm (500mm per bike space)



FRONT VIEW MAXIMUM DENSITY



FRONT VIEW SYMMETRICAL APPEARANCE

Refer to Installation Instructions sheet for specific installation and assembly guidelines. Racks should **NOT** be installed based on this sheet alone.

CORA BIKE RACK

PRODUCT SPECIFICATION SHEET

SINGLE HEIGHT LAYOUT GUIDE

DYNAMIC UPPER TIERS / STATIC LOWER TIER OPTIONS

There are numerous configuration possibilities for double tier systems. **Options shown are compliant with AS2890.3 (2015)**

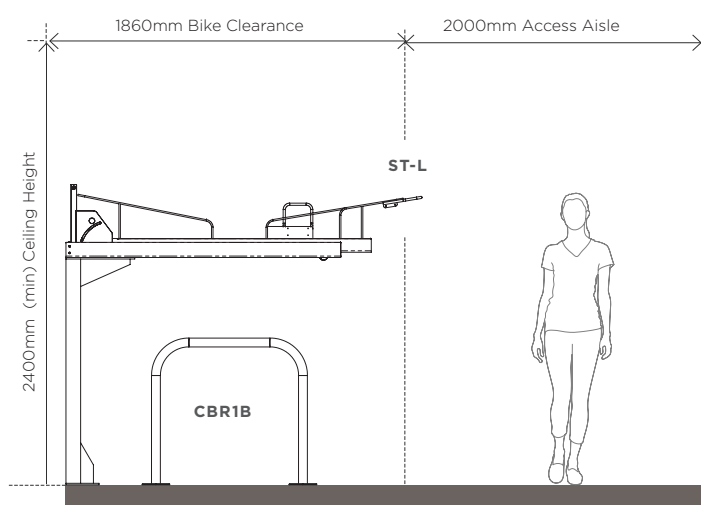


SINGLE HEIGHT DYNAMIC UPPER/ STATIC LOWER TIERS

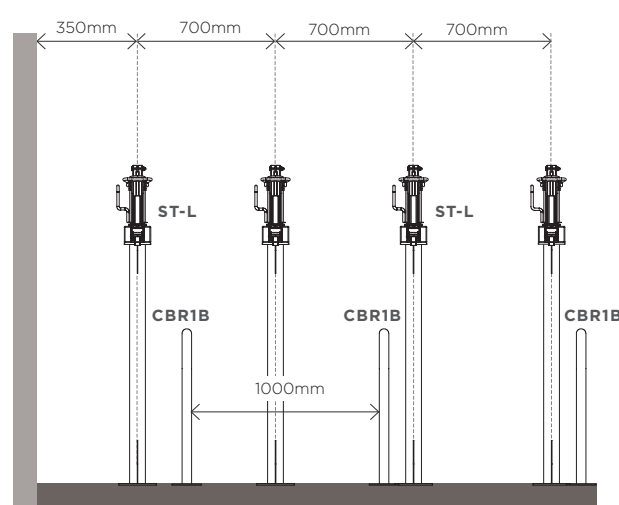
To comply with AS2890.3 (2015), minimum spacing between rack centres is:

- ▶ Where adjacent upper tier racks cannot be offset in height due to low ceiling clearance, single level racks can be used if spaced a minimum of 700mm apart
- ▶ CBR1B or lower bike rails: 1000mm

PERSPECTIVE VIEW WITH CBR1B LOWER TIERS



SIDE VIEW WITH GP LOWER TIERS



FRONT VIEW WITH CBR1B LOWER TIERS

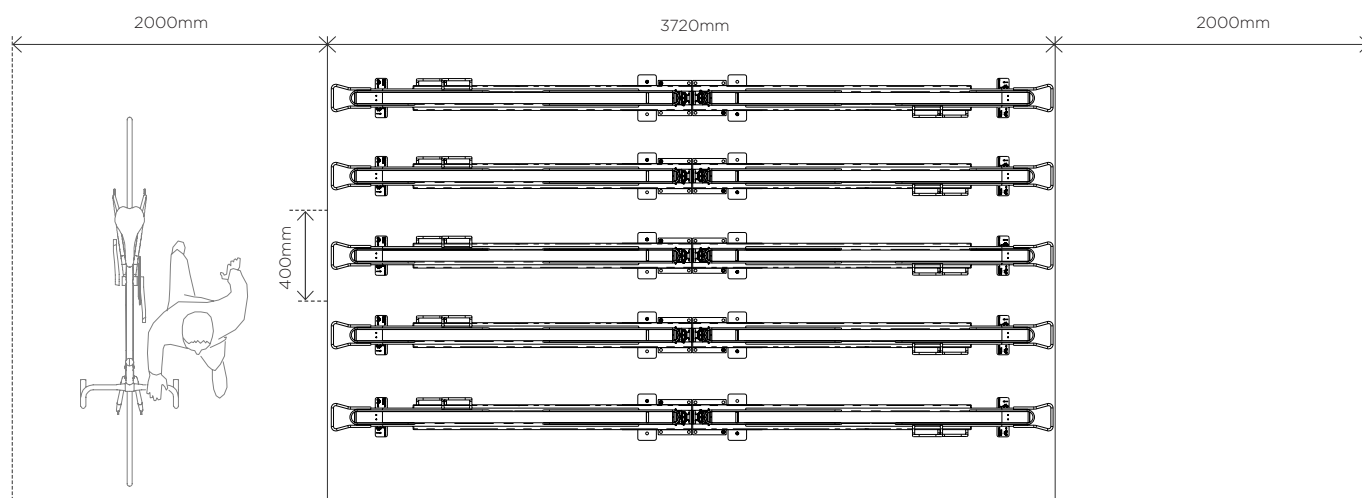
Refer to Installation Instructions sheet for specific installation and assembly guidelines. Racks should **NOT** be installed based on this sheet alone.

CORA BIKE RACK

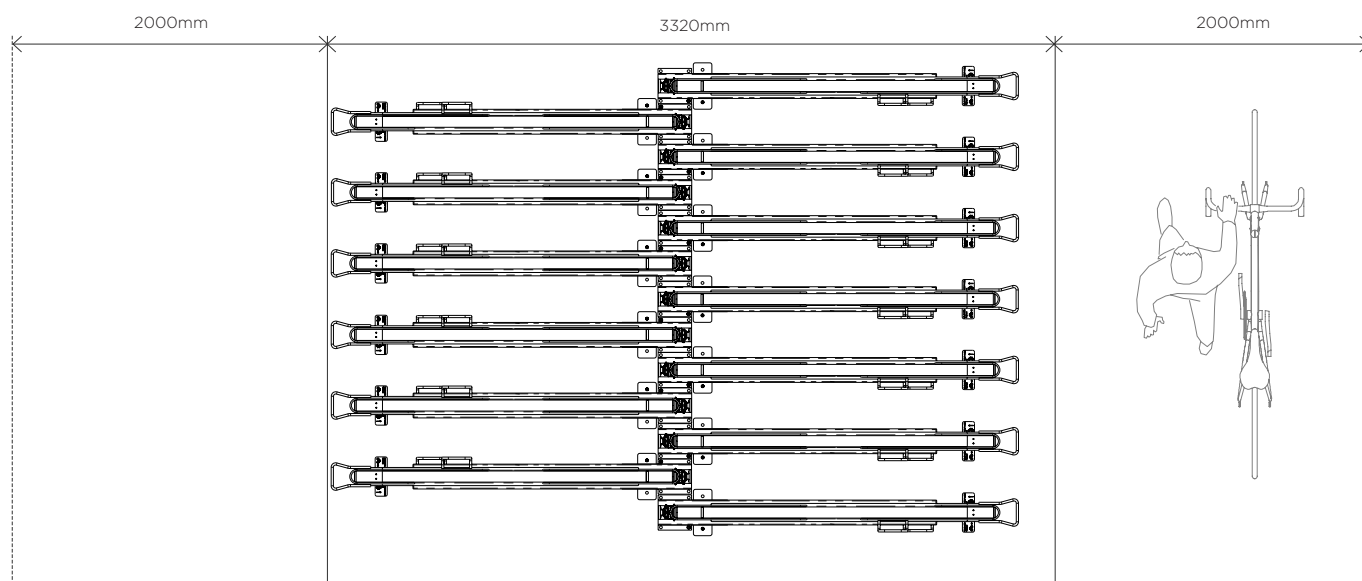
PRODUCT SPECIFICATION SHEET

BACK TO BACK & NESTED LAYOUTS

BACK TO BACK LAYOUT



NESTED LAYOUT



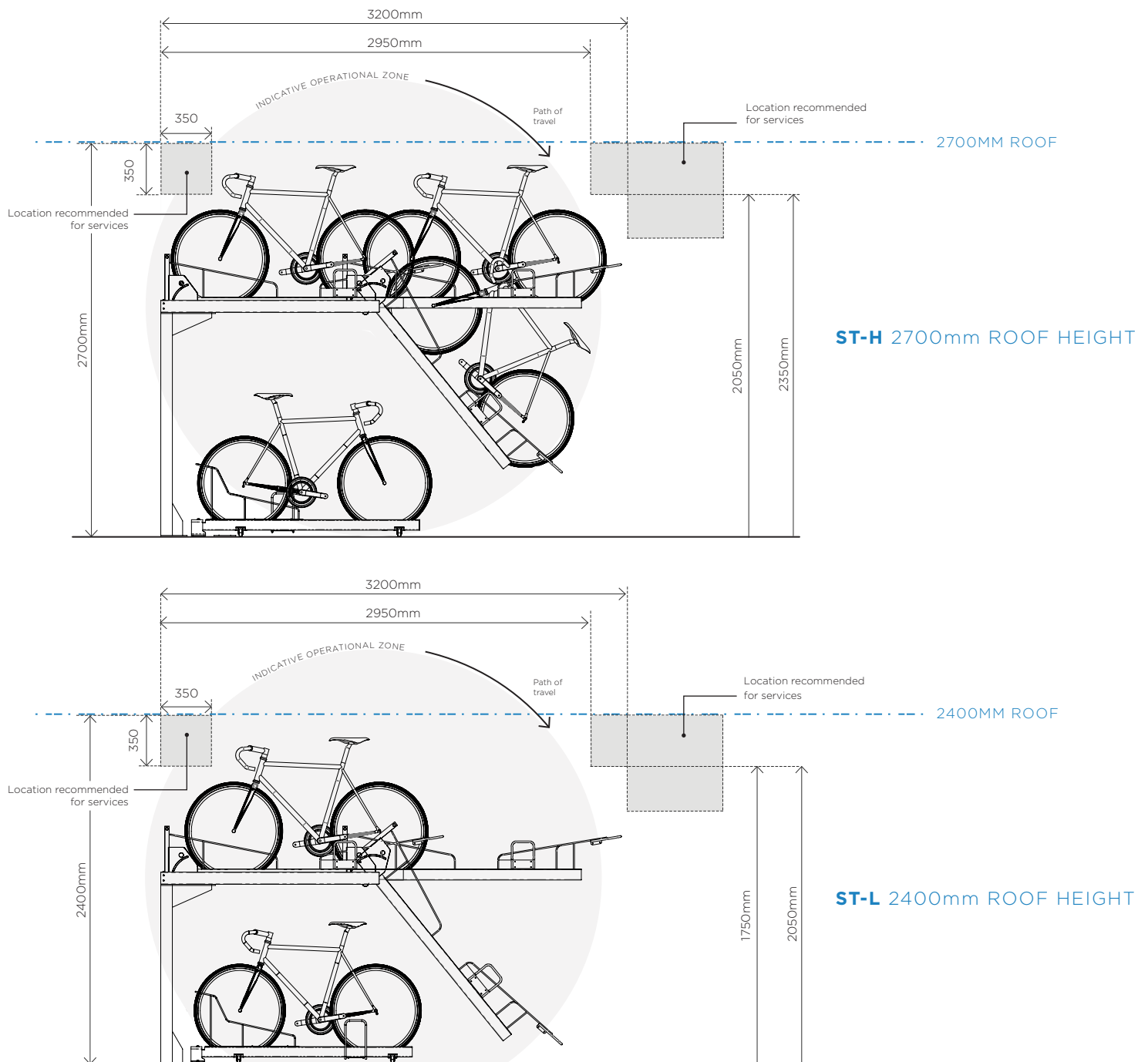
Refer to Installation Instructions sheet for specific installation and assembly guidelines. Racks should **NOT** be installed based on this sheet alone.

CORA BIKE RACK

PRODUCT SPECIFICATION SHEET

ST-L & ST-H

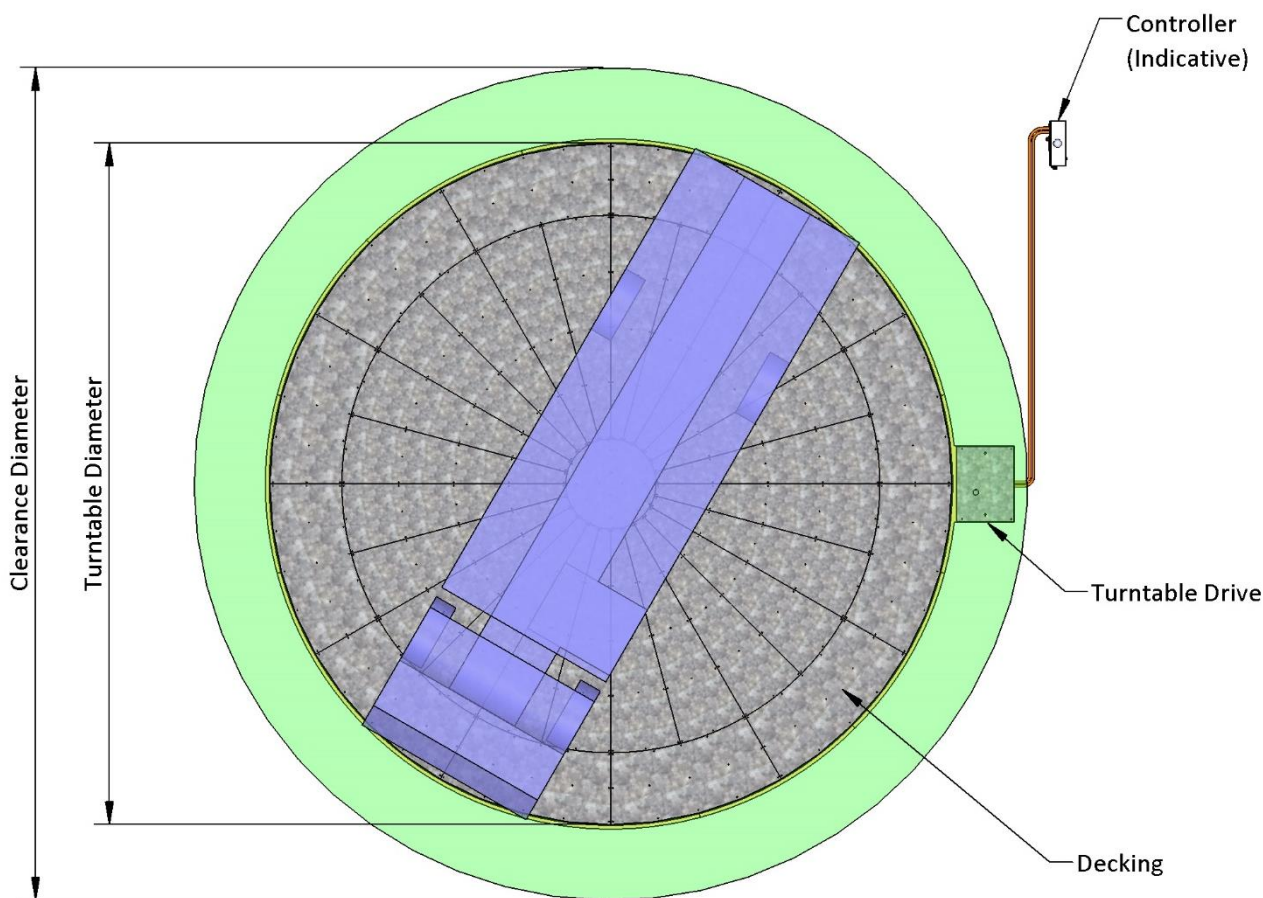
ACCESS CLEARANCE



Refer to Installation Instructions sheet for specific installation and assembly guidelines. Racks should **NOT** be installed based on this sheet alone.

Appendix C: Turntable Specifications

HTT8 to HTT11 - 250 Turntable Specification

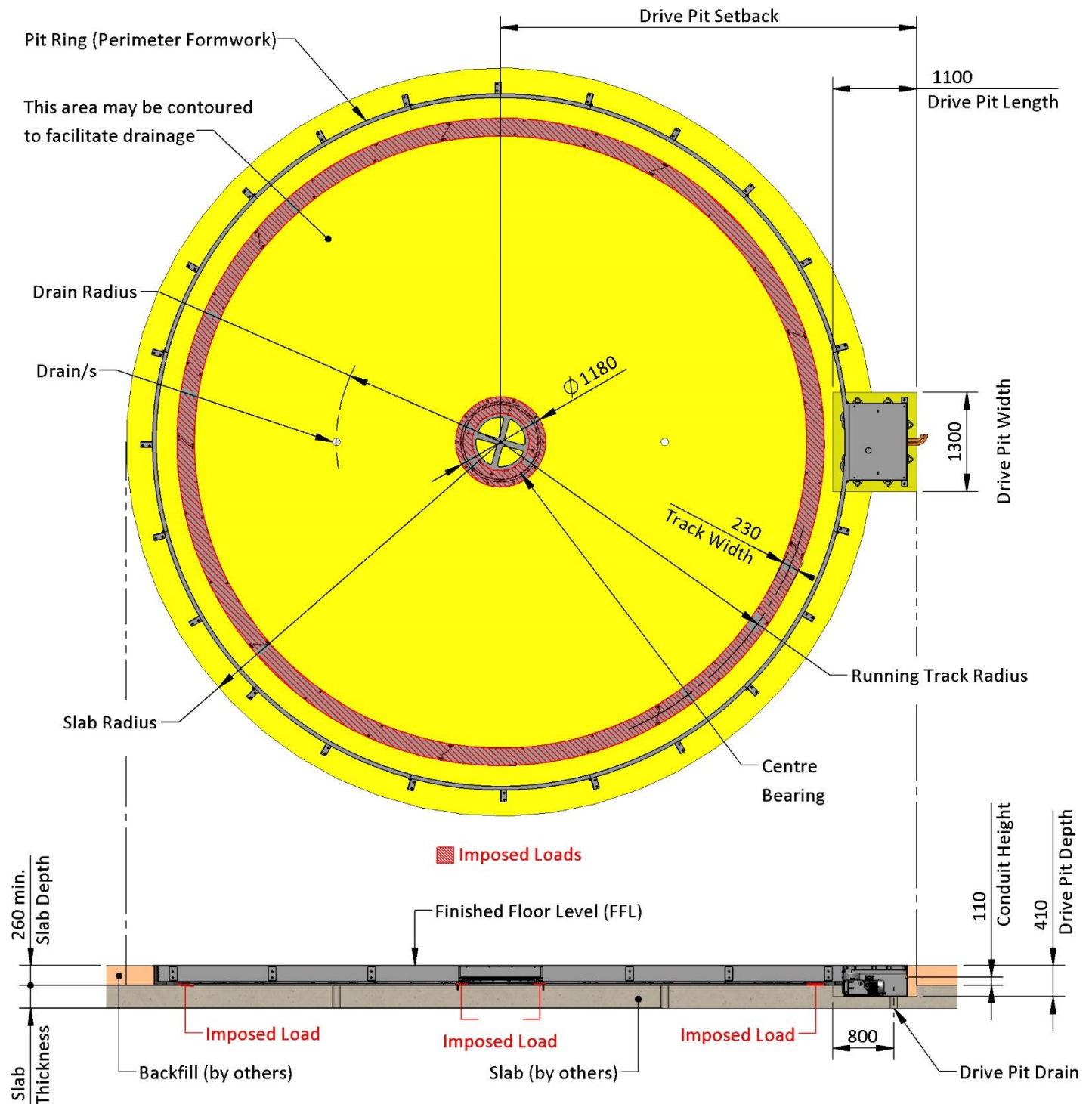


**See Specification table for dimensions*

Turntable Overview

Application:	Loading Dock, Garbage collection, suspended slabs
Platform Finish:	Hot dipped galvanised chequer plate – 5mm thick
Inspection Hatches:	Centre bearing and drive. Decking removable for access to Running Track/Drain
Corrosion Protection:	Hot dipped galvanised, zinc coating
Drive Mechanism:	Friction wheels driven powered by motor drives
Safety system: (Optional extra)	For projects where there is a chance of collision during rotation with people, building or other vehicles/objects ATC can design and supply a system to reduce risk.
Vehicle positioning system: (Optional extra)	ATC can design and supply a vehicle guidance and positional parking system to suit specific projects requirements. This system assists the driver in parking in the correct area to reduce chance of collision with people, building or other vehicles/objects.
Redundant drive: (Optional extra)	For projects where the turntable is considered critical infrastructure a redundant drive can be included. In cases of motor failure, the affected drive can be disengaged allowing the turntable to continue operation without loss of productivity.

Turtable Slab



**See Specification table for dimensions*

Slab Overview

1. The turntable slab provides the surface which the turntable is secured to via mechanical fastenings. Nominal 80mm embedment.
2. The slab size is larger than the turntable to accommodate the perimeter formwork and fixtures.
3. The overall size and shape of the slab can be made to suit the installation site provided it can accommodate the minimum required slab sizes as indicated below.
4. Once the turntable has been installed, a concrete backfill is poured up to the Pit Ring (perimeter formwork) to encase the turntable into the finished floor.
5. The imposed loads on the slab are concentrated through the Centre Bearing area and the Running tracks.

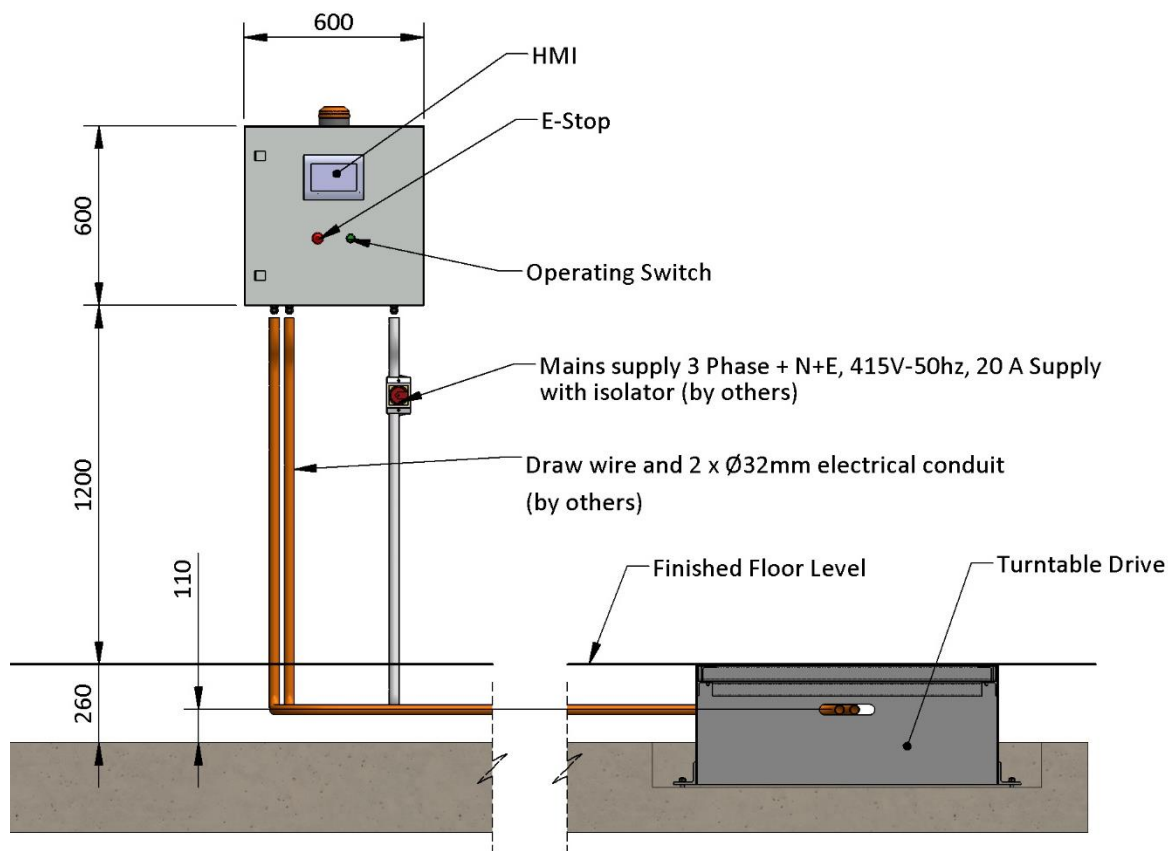
Turntable Specifications

Model	HTT8-250	HTT9-250	HTT10-250	HTT11-250
Turntable Diameter (mm)	8000	9000	10000	11000
Vehicle accommodated ⁽¹⁾	MRV	MRV	HRV	HRV
Clearance Diameter (mm) ⁽²⁾	11000	11000	14000	14000
Slab Depth (mm) ⁽³⁾	260 min.			
Slab Radius (mm)	4400	4900	5400	5900
Drain Radius (mm) ⁽⁴⁾	2500	2500	2500	2500
Drive Pit Setback (mm)	4950	5450	5950	6450
Drive Pit Width (mm)	1300			
Drive Pit Length (mm)	1100			
Drive Pit Depth (mm)	400			
Running Track Radius (mm)	3625	4125	4625	4625
Operating Capacity (kg)	30000			
Operating Speed (Nominal RPM)	0.5	0.5	0.4	0.4
Distributed Load Capacity (kPa) ⁽⁵⁾	15			
Imposed Load - Centre (kN) ⁽⁶⁾	279	346	429	512
Imposed Load - Running Track (kN/m) ⁽⁶⁾	25	27	30	35
Lateral Force on Centre Bearing ⁽⁷⁾	116	116	116	116
Minimum Concrete strength (MPa) ⁽⁸⁾	25			
Slab Thickness ⁽⁸⁾	Subject to client engineering			

Notes

- Suggested vehicle. Vehicle classification to Austroads Design Vehicles (2013).*
- Suggested clearance diameter based on the nominated vehicle positioned correctly on the turntable. This clearance zone can be reduced when an optional scanner safety system is implemented*
- Slab surface to be steel trowel finished.*
- Recommended drainage location/s shown. Actual drainage requirements specified by the client engineer which may include grease traps or sump pits.*
- Structural load capacity generally in accordance with AS/NZS 1170. Allows for full use of turntable area as a general trafficable area.*
- Imposed loads stated are, un-factored load based on the Distributed Load Capacity plus the turntable dead load.*
- Lateral Force applied based on a vehicle of maximum turntable operating capacity coming to a complete stop on the turntable from a speed of 10km/h over a distance of 1m.*
- Slab thickness and strength is to be specified by the client engineer.*

Electrical & Control



Feature	
Direction of Rotation	Bi-directional
Start-up	Soft start/stop, ramp up/ramp down
Operation	'Hold to Run' switch at control box location
Safety Inclusions	Emergency stop, isolation switch at control box location
Motor Power (kW)	1.5 x 2
RCD Type Required (by customer)	Compatible with inverters
Power Supply Required	AC – 415V 50Hz 20Amps
Minimum Wiring Design Standard	AS/NZ 3000
Max. power consumption during operation	10 amps
HMI screen	- Option for programmable Safe Operation Procedure or Safe Work Practices (SOP/SWP) - Advanced trouble shooting and fault finding - Simple integration with guidance and area scanner options
Enclosure	Lockable, IP66 rated
Operator safety (recommendations)	- Controller location should be chosen to ensure that the operator is in a safe position when operating the turntable. This includes doorways and other trafficable areas. - Consider elemental protection for operator in outdoor installations