

Reference: P0796A

6 November 2025

Homes NSW
4 Parramatta Square, 12 Darcy Street
Parramatta NSW 2150

Attention: Alex Murphy

Subject: Telopea Stage 1A (SSD-14378717) – Amending DA Transport Statement

Dear Alex,

Introduction and proposed amendments

An amending DA is to be lodged with the Department of Planning, Housing and Industry (DPHI) as it relates to changes to Stage 1A of the Telopea Concept Plan (SSD-14378717). The changes largely relate to refinements of:

- apartment mix including mix of social, affordable and market housing
- apartment and private open space area requirements
- car parking provisions and layouts.

Table 1 provides a summary of the proposed Stage 1A development schedule.

Table 1: Stage 1A development schedule

Building	Description	Number of dwellings
Building A – social housing	1-bedroom	18
	2-bedroom	8
	3-bedroom	0
Building B1 – affordable housing	1-bedroom	28
	2-bedroom	56
	3-bedroom	15
Building B2 – social housing	1-bedroom	46
	2-bedroom	28
	3-bedroom	0
Building C – social housing	1-bedroom	11
	2-bedroom	35
	3-bedroom	0
Building D – market housing	1-bedroom	37
	2-bedroom	41
	3-bedroom	11

Building	Description	Number of dwellings
Building E – market housing	1-bedroom	25
	2-bedroom	46
	3-bedroom	18
Total		423

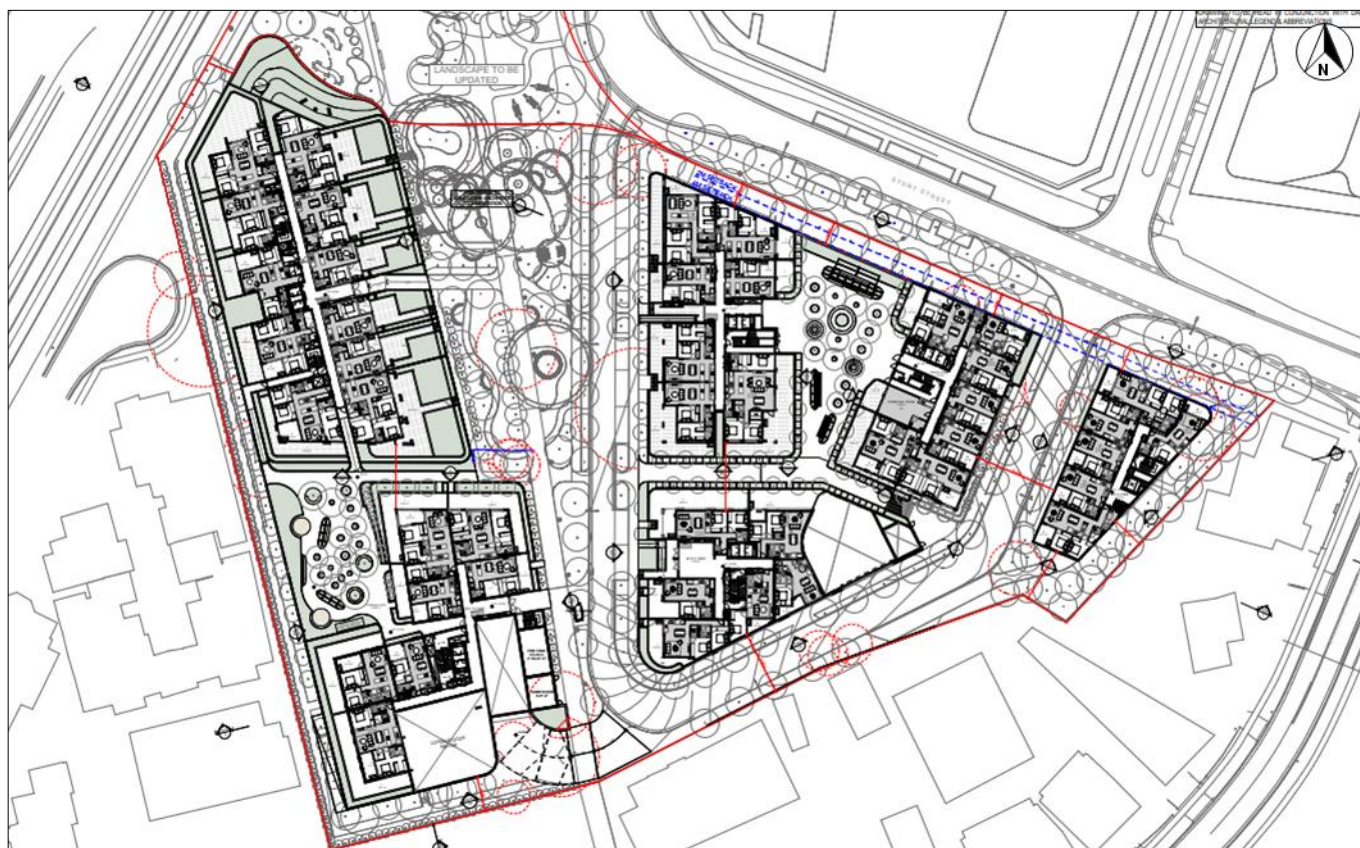


Figure 1: Upper ground floor plan

Source: Drawing number: PLA-AR-DA0100, Revision N prepared by Plus Architecture dated 4 November 2025

Homes NSW has engaged Ason Group to provide a transport statement to support the amending DA.

Parking appraisal

Car parking

Section 8.2.7.2.3 of the Parramatta Development Control Plan 2023 (DCP 2023) outlines the car parking requirements for developments within the Telopea Local Centre. Table 2 sets out the car parking requirements for the proposed development based on the relevant rates from DCP 2023. Noting Buildings A, B1, B2 and C would be serviced by one basement and Buildings D and E would be serviced by a separate basement, Table 2 outlines the car parking requirements associated with each basement separately.

Table 2: DCP 2023 car parking requirements

Buildings	Description	Number of dwellings	Car parking rate (spaces/dwelling)	Car parking requirement (spaces)
Buildings A, B1, B2 and C	1-bedroom	103	0.6	62
	2-bedroom	127	0.9	114
	3-bedroom	15	1.4	21
	Visitor	-	0.2	49
	Buildings A, B1, B2 and C subtotal			246
Buildings D and E	1-bedroom	62	0.6	37
	2-bedroom	87	0.9	78
	3-bedroom	29	1.4	41
	Visitor	-	0.2	36
	Buildings C and D subtotal			192
Total				438

It is noted Buildings A, B2 and C include social housing, while Building B1 includes affordable housing. At the time the SSDA was lodged, the Affordable Rental Housing SEPP (ARH SEPP) was in force which included lower parking rates for developments comprising social and affordable housing. It is noted that the Housing SEPP has since replaced the ARH SEPP, however the ARH SEPP still applies for the development as it was in force at the time the SSDA was lodged.

The ARH SEPP states that if a development application is made by a social housing provider for development on land in an accessible area and car parking is provided in accordance with the following minimum rates, it prevents the consent authority from requiring more onerous parking requirements for the development:

- 1 bedroom: 0.4 spaces per dwelling
- 2-bedroom: 0.5 spaces per dwelling
- 3-bedroom: 1 space per dwelling.

No visitor parking rate is stipulated in the ARH SEPP.

Having consideration this, Table 3 outlines the car parking requirements for the proposed development with consideration of the ARH SEPP requirements.

Table 3: ARH SEPP car parking requirements

Buildings	Description	Number of dwellings	Car parking rate (spaces/dwelling)	Car parking requirement (spaces)
Buildings A, B1, B2 and C	1-bedroom	103	0.4	41
	2-bedroom	127	0.5	64
	3-bedroom	15	1	15
	Buildings A, B1, B2 and C subtotal			120
Buildings D and E	1-bedroom	62	0.4	25
	2-bedroom	87	0.5	44
	3-bedroom	29	1	29
	Buildings C and D subtotal			98
Total				218

Table 4 provides an assessment of the proposed parking provision for each basement car park against the DCP 2023 and ARH SEPP car parking requirements. For the purposes of this assessment, the eight on-street spaces along the private access road have been counted towards the visitor parking allocation for Buildings A, B1, B2 and C.

Table 4: Adequacy of proposed car parking provision

Building	Description	DCP 2023 car parking requirement (spaces)	ARH SEPP car parking requirement (spaces)	Proposed car parking provision (spaces)
Building A, B1, B2 and C	Resident spaces	198	120	120
	Visitor spaces	49	0	8 ^[1]
Building D and E	Resident spaces	155	98	161
	Visitor spaces	36	0	36
Total		438	218	325

[1] Includes eight on-street spaces along the private access road

Table 4 indicates the proposed parking provision and allocation between residents and visitors within each basement car park meets the minimum non-discretionary standards outlined in the ARH SEPP and is considered acceptable.

Motorcycle parking

DCP 2023 specifies that motorcycle parking should be provided at a rate of one space per 50 car parking spaces or part thereof. Based on the proposed provision of 325 car parking spaces, this equates to a requirement for seven motorcycle spaces.

A total of 10 motorcycle parking spaces are proposed which therefore meets the above requirements.

Bicycle parking

Section 8.2.7.2.3 of the DCP 2023 outlines the bicycle parking requirements for developments within the Telopea Local Centre. Table 2 sets out the bicycle parking requirements for the proposed development based on the relevant rates from DCP 2023.

Table 5: DCP 2023 bicycle parking requirements

Use	Number of dwellings	Description	Bicycle parking rate	Bicycle parking requirement (spaces)
Residential apartments	423	Resident spaces	1 space/dwelling	423
		Visitor spaces	1 space/15 dwellings	28
Total				451

Table 2 indicates 451 bicycle parking spaces are required, including 423 resident spaces and 28 visitor spaces.

A total of 64 formal bicycle spaces are proposed for residents, plus a further 28 bicycle spaces for visitors. In addition, storage cages would be provided for residents which would be able to accommodate at least a further 359 resident bicycle spaces, ensuring the above bicycle parking requirements are met.

Car parking and loading layout review

The car parking and loading areas has been reviewed against the requirements of the Australian Standard for Off Street Car Parking (AS/NZS2890.1:2004 and AS2890.6:2022) and Off Street Commercial Vehicle Facilities (AS2890.6:2018). This assessment included a review of the following:

- access arrangements
- bay and aisle width
- adjacent structures
- circulation roads and ramps.

The review indicates that the car parking and loading layout is generally consistent with the relevant Australian Standards and is expected to operate satisfactorily, subject to detailed design. Vehicle access arrangements remain consistent with the previous scheme from December 2023, with all vehicle access provided via the new Mews Street. The circulation aisles and car parking space dimensions meet or exceed the minimum dimensional requirements outlined in AS/NZS2890.1:2004 and would facilitate efficient movement throughout. The general car park circulation is simple and appropriate given the proposed land uses and expected traffic generation.

The proposed loading arrangements for Buildings B1, B2 and C remain consistent with the previous scheme from December 2023. A new parallel bay proposed on the private access road to accommodate loading and waste collection for Building A, suitable for vehicles up to 12.5 metre heavy rigid vehicles. This arrangement is considered acceptable and appropriate, noting the small building footprint of Building A and the inability for loading to be completed below the residential apartments. The parallel bay also avoids the need for trucks to perform reverse manoeuvres along the private access road. A new loading area is also proposed on the lower ground floor level of Buildings D and E to accommodate loading and waste collection by vehicles up to 12.5 metre heavy rigid vehicles. Adequate passing opportunities are incorporated along the access ramp to accommodate the unlikely scenario of a large truck using the ramp simultaneously with an oncoming car, ensuring smooth and safe vehicle movement. Common measures such as warning lights, signage, convex mirrors and building management practices would ensure intended use of the loading dock, including advanced warning in the unlikely event that the loading dock is fully occupied. Fire appliance access has also been considered in the design with regard to booster locations and can suitably be accommodated as per the fire access strategy.

Key swept paths for the car park and loading areas are provided in Appendix A.

Traffic appraisal

The Transport and Accessibility Impact Assessment¹ that supported the 2021 SSDA (herein referred to as the 2021 TAIA) considered a scheme of 443 market-housing apartments for Stage 1A. The current scheme comprises 423 apartments which is a decrease from the previous scheme, noting also that there is now a proportion of social and affordable housing proposed which has lower traffic generating characteristics than market housing.

Table 6 summarises the forecast traffic generation of the amended Stage 1A (including the change in forecast traffic generation compared to the original Stage 1A scheme) based on the traffic generation rates adopted by the 2021 TAIA.

Table 6: Traffic generation estimates

Scenario	Description	Number of dwellings	Traffic generation rate (vehicle trips per hour)		Traffic generation estimate (vehicle trips per hour)	
			AM	PM	AM	PM
Scheme assessed in 2021 TAIA	Market housing	443	0.25/dwelling	0.25/dwelling	111	111
Subtotal					111	111
Current scheme	Market housing	178	0.25/dwelling	0.25/dwelling	45	45
	Affordable housing	99	0.12/dwelling	0.12/dwelling	12	12
	Social housing	146	0.04/dwelling	0.04/dwelling	6	6
Subtotal					63	63
Difference from original Stage 1A scheme					-48	-48

The current Stage 1A proposal is forecast to generate 63 vehicle trips in the morning and evening peak hours. Notably, this is 48 fewer vehicle trips than previously forecast for Stage 1A, and therefore the amended Stage 1A proposal would have a lower traffic impact on the surrounding road network.

The above traffic generation rates were adopted from the 2021 TAIA, which in turn referenced several transport assessments that were instrumental in providing for the broader Telopea Precinct's Rezoning Approval in 2019. There have been subsequent discussions with TfNSW regarding potential variations to traffic generation rates. A Trip Generation Sensitivity Test² was completed in 2023 which confirmed most of the trip rates adopted were endorsed by TfNSW. However, it noted that TfNSW recommended slightly higher trip generation rates for the social housing component of the Telopea Concept Plan. The 2023 sensitivity test demonstrated that the higher traffic generation rates would not have a material impact on the conclusions outlined in the original 2021 TAIA.

Notwithstanding the above, Table 7 presents a summary of the forecast traffic generation of Stage 1A (including the change in forecast traffic generation compared to the original Stage 1A scheme) based on the sensitivity rates previously assessed in 2023.

¹ Telopea Concept Plan Area and Stage 1A, Transport and Accessibility Impact Assessment, reference P0796r05 prepared by Ason Group dated 30 July 2021

² Telopea Concept Plan and Stage 1A Residential (SSD-14378717), Response to TfNSW Request for Information, Trip Generation Sensitivity Test prepared by Ason Group dated 22 June 2023

Table 7: Traffic generation estimates (sensitivity rates)

Scenario	Description	Number of dwellings	Traffic generation rate (vehicle trips per hour)		Traffic generation estimate (vehicle trips per hour)	
			AM	PM	AM	PM
Scheme assessed in SSDA TAIA	Market housing	443	0.25/dwelling	0.25/dwelling	111	111
Subtotal					111	111
Current scheme	Market housing	178	0.25/dwelling	0.25/dwelling	45	45
	Affordable housing	99	0.12/dwelling	0.12/dwelling	12	12
	Social housing	146	0.20/dwelling	0.23/dwelling	29	34
Subtotal					86	91
Difference from original Stage 1A scheme					-25	-20

Consistent with the analysis using the 2021 TAIA rates, the sensitivity rates still result in a reduction in forecast traffic, with the current Stage 1A proposal generating between 20 and 25 fewer vehicle trips than the traffic generation previously forecast for Stage 1A.

Summary

This amending DA relates to changes to Stage 1A of the Telopea Concept Plan (SSD-14378717). The changes largely relate to refinements of apartment yields, mix and basement car parking layouts.

The proposed parking provision and allocation between residents and visitors within each basement car park meets the minimum non-discretionary standards outlined in the ARH SEPP and are considered acceptable. The proposed car parking and loading layout is generally consistent with the relevant Australian Standards and is expected to operate satisfactorily.

The amended Stage 1A proposal is estimated to generate around 63 vehicle trips in the AM and PM peak hours based on the traffic generation rates adopted in the TAIA that supported the 2021 SSDA. This is 48 fewer vehicle trips than previously forecast for Stage 1A, and therefore the amended Stage 1A proposal would have a lower traffic impact on the surrounding road network. Even when considering the sensitivity traffic generation rates that were previously assessed in consultation with TfNSW, the amended Stage 1A proposal is still expected to have a lower traffic impact on the surrounding road network compared to that previously forecast for Stage 1A.

Overall, the amended Stage 1A proposal is supported from a transport and parking perspective.

We trust this transport statement provides the necessary information. Should you have any questions, please do not hesitate to contact the undersigned.

Sincerely,



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Appendix A Vehicle swept paths



GENERAL NOTES

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SCALE	1:300

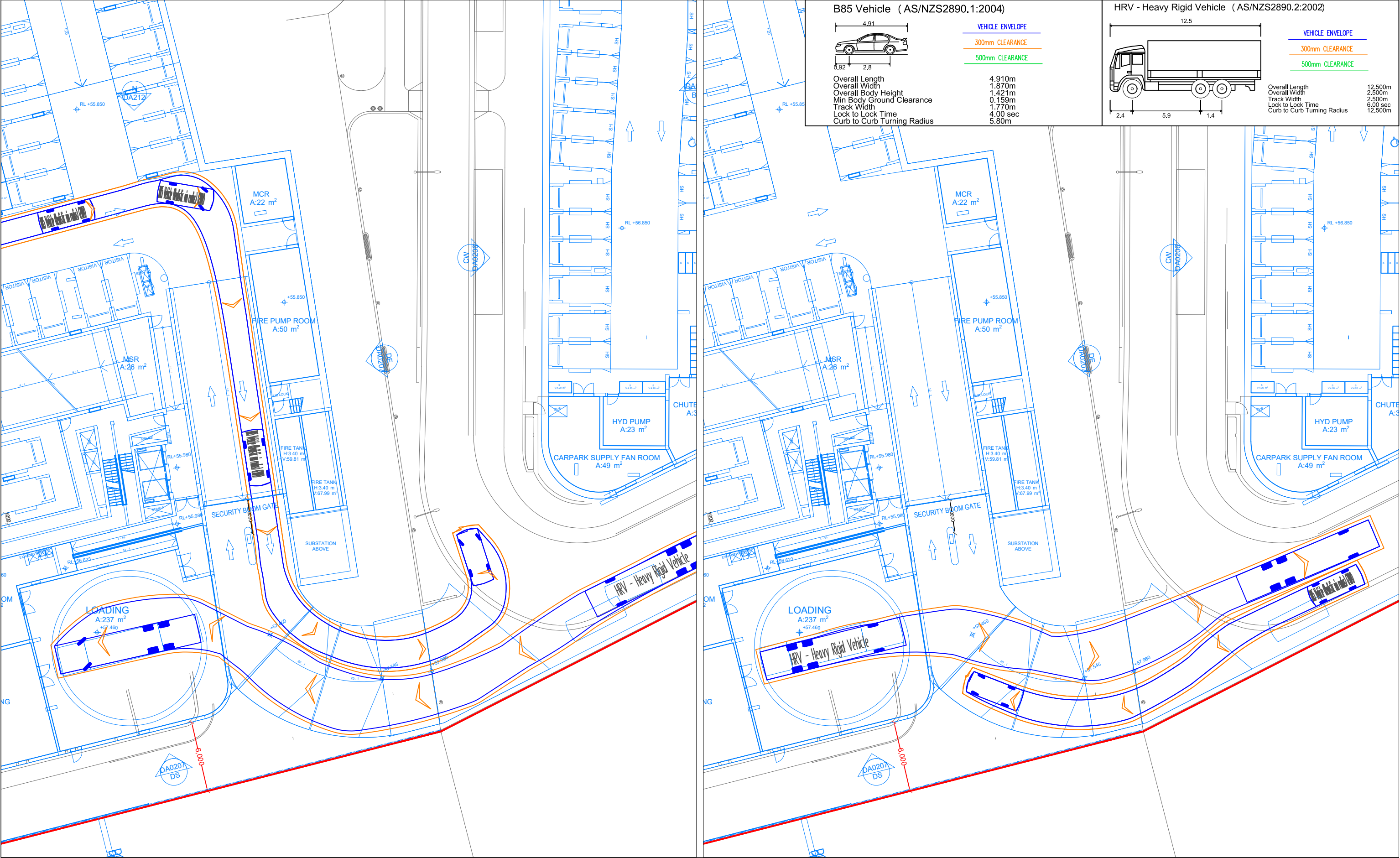
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DATE	06.11.2025
SCALE	0 10 20

CLIENT	Homes NSW
PROJECT	P0796A
	Sturt Street, Telopea

DOCUMENT INFORMATION	
HRV Waste Truck Swept Path Analysis	
Loading Docks Entry & Exit Movements	
FILE NAME	AG0796A - 01- v08.dwg
SHEET	AG01

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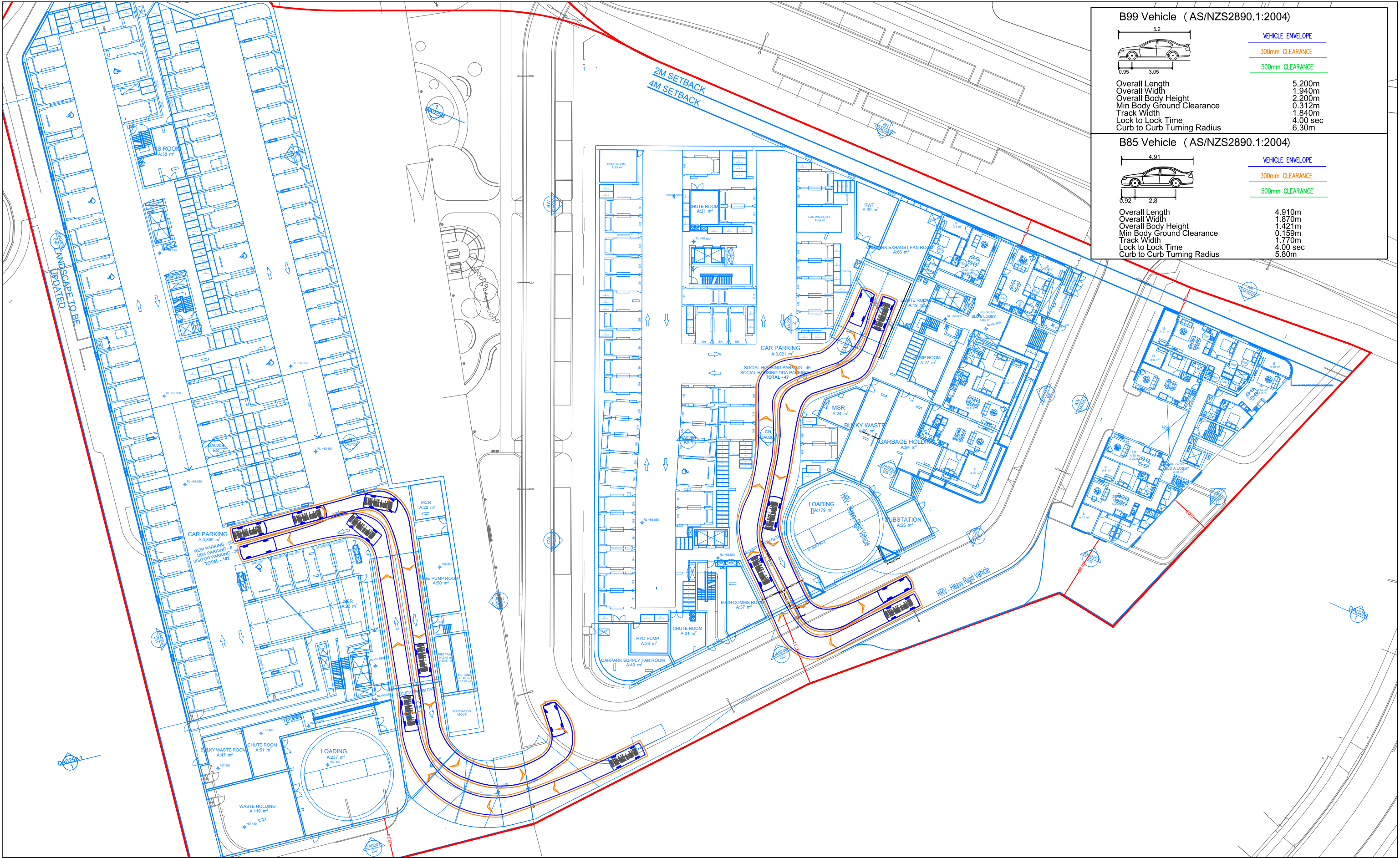
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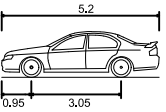
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	M. Brinums	06.11.2025	P0796A	Loading Docks Entry & Exit Movements	
SCALE	01020		Sturt Street, Telopea	FILE NAME	SHEET
				AG0796A - 01- v08.dwg	AG02

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B99 Vehicle (AS/NZS2890.1:2004)



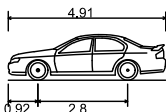
VEHICLE ENVELOPE

300mm CLEARANCE

500mm CLEARANCE

Overall Length 5.200m
Overall Width 1.940m
Overall Body Height 2.200m
Min Body Ground Clearance 0.312m
Track Width 1.840m
Lock to Lock Time 4.00 sec
Curb to Curb Turning Radius 6.30m

B85 Vehicle (AS/NZS2890.1:2004)



VEHICLE ENVELOPE

300mm CLEARANCE

500mm CLEARANCE

Overall Length 4.910m
Overall Width 1.870m
Overall Body Height 1.421m
Min Body Ground Clearance 0.159m
Track Width 1.770m
Lock to Lock Time 4.00 sec
Curb to Curb Turning Radius 5.80m

GENERAL NOTES

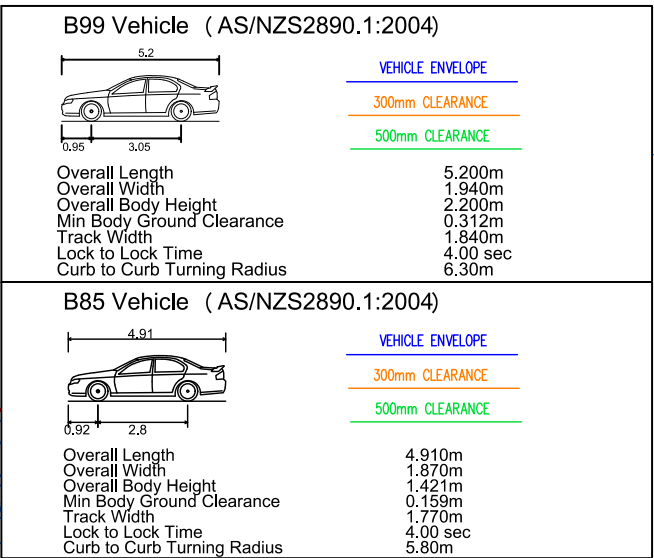
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Homes NSW	P0796A
	Sturt Street, Telopea

DOCUMENT INFORMATION	
Swept Path Analysis	
Site Access and Lower Ground Circulation	
FILE NAME	SHEET
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