

Frasers Property Australia
Level 2, 1C Homebush Bay Drive
Rhodes NSW 2138

Attention: Robert Cauchi

**Subject: Ivanhoe Estate Stage 2 Building C4 (SSD-15822622)
Modification Application Transport Statement**

Dear Robert,

Introduction and proposal

A modification application is to be lodged with the Department of Planning, Housing and Industry (DPHI) as it relates to the approved residential development at Building C4, Stage 2 of the Ivanhoe Estate, Macquarie Park (site).

The current approval for Building C4 (SSD-15822622 MOD-3) involves construction of a residential building comprising 480 dwellings, including 269 market housing apartments and 211 social housing apartments. A total of 382 car parking spaces were to be provided on-site on the ground floor and across three basement levels. Ason Group prepared a Transport Statement¹ to support this modification application (herein referred to as the MOD 3 TIA).

The proposed modification application seeks to increase the total number of residential dwellings from 480 to 519 and revise the unit mix to increase the social housing provision. Modifications are also proposed to the loading dock and car park including removal of Basement 3, however no change are proposed to the approved site access arrangement.

Table 1 provides a summary of the proposed development schedule.

Table 1: Proposed development schedule

Use	Description	No. of dwellings/ GFA (m ²)
Social housing apartments	Studio	21 dwellings
	1-bedroom	210 dwellings
	2-bedroom	170 dwellings
Market housing apartments	Studio	9 dwellings
	1-bedroom	42 dwellings
	2-bedroom	47 dwellings
	3-bedroom	15 dwellings
	4-bedroom (townhouse)	5 dwellings
Total		519 dwellings
Community housing provider office	-	321m ²

The proposed modified ground floor plan is shown in Figure 1.

¹ : P1633I03v04, SSD-15822622 Stage 2 Building C4 Section 4.55 Application – Transport Statement, 8 September 2023

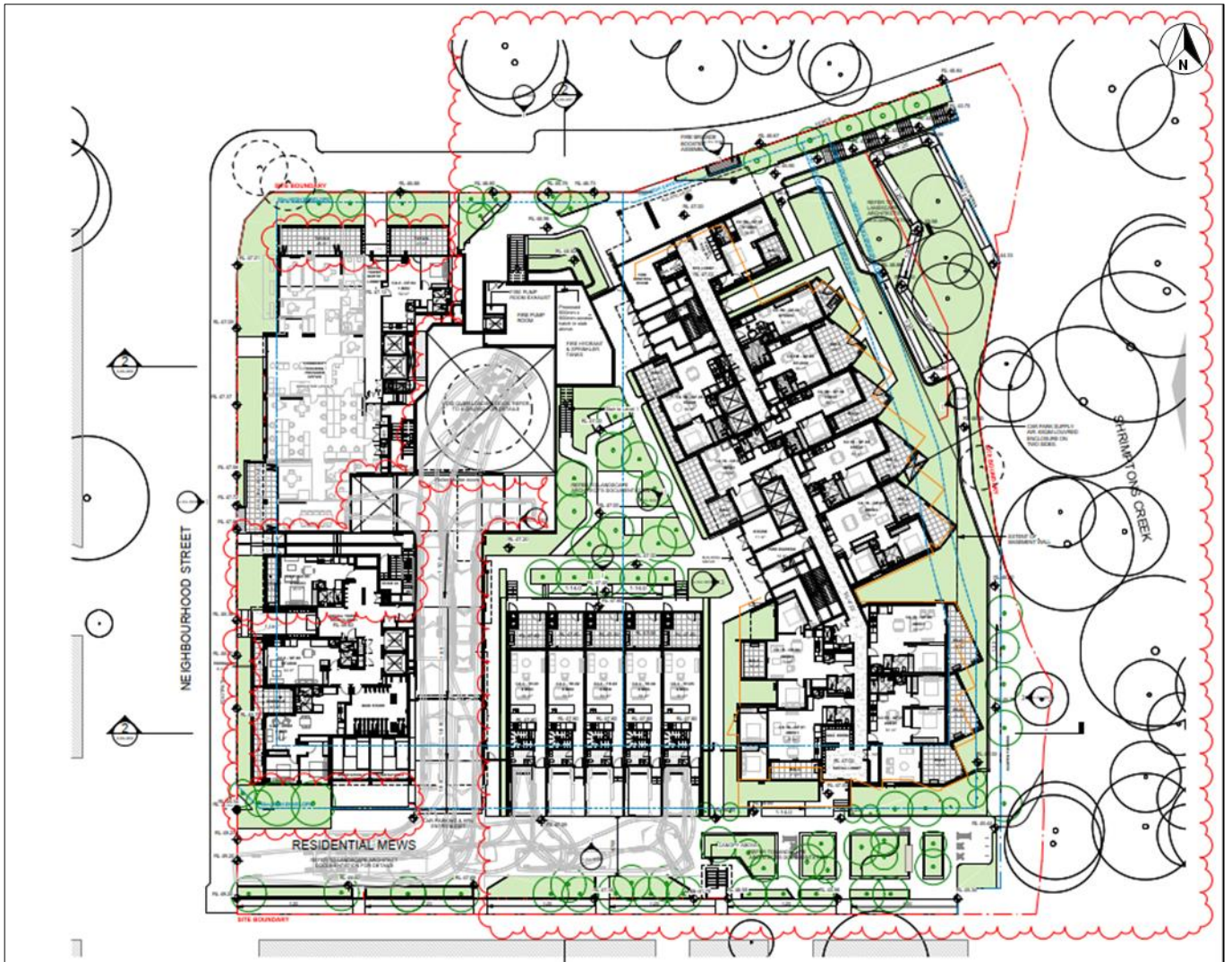


Figure 1: Proposed modified ground floor plan

Source: Cox Architecture, Midtown Lot C4, Epping Road, Ground Floor Plan, Drawing Number A-DA-2100 revision 4, 5 November 2025

Parking appraisal

Car parking

Reference has been made to the approved car parking rates stipulated in the Ivanhoe Concept Instrument (SSD-8707). The relevant car parking rates and associated requirements for the proposal are summarised in Table 2.

Table 2: Car parking requirements

Use	Description	Size	Parking rate	Parking requirements (spaces)
Social housing apartments	Studio	21 dwellings	0.5 spaces / dwelling	200.5
	1-bedroom	210 dwellings		
	2-bedroom	170 dwellings		
Market housing apartments	Studio	9 dwellings	Not required	0
	1-bedroom	42 dwellings	0.6 spaces / dwelling	25.2
	2-bedroom	47 dwellings	0.9 spaces / dwelling	42.3
	3-bedroom	15 dwellings	1.4 spaces / dwelling	21.0
	4-bedroom	5 dwellings	1.4 spaces / dwelling	7.0
	Visitor	Σ =118 dwellings	1 space / 20 dwellings	5.9
Community housing provider office	-	321m ² GFA	1 space / 100m ² GFA	3.2
Total				305.1

As shown, the Ivanhoe Concept Instrument parking rates result in a minimum requirement to provide 305.1 car parking spaces. A total of 305 car parking spaces are proposed on ground floor and across two basement levels including 201 social housing spaces, 101 market housing spaces (including six visitor spaces) and three staff parking spaces.

The deviation of 0.1 spaces from the Ivanhoe Concept Instrument minimum parking requirements is clearly minor, and the proposed parking provision and allocation are considered acceptable.

Bicycle parking

Reference has been made to the bicycle parking requirements outlined in the Ivanhoe Concept Instrument, which specifies a minimum residential bicycle parking rate of one space per dwelling. On this basis, Building C4 is required to provide at least 519 bicycle parking spaces. A total of 519 bicycle spaces are provided on-site for residents in the form of either residential storage cages or bicycle racks which therefore satisfies the requirements stipulated by the Ivanhoe Concept Instrument.

Design commentary

The revised basement loading dock and car park layouts have been reviewed against the requirements of the Australian Standard for Off Street Car Parking (AS/NZS2890.1:2004 and AS2890.6:2022), Off Street Commercial Vehicle Facilities (AS2890.2:2018) and Bicycle Parking (AS2890.3:2015). This assessment included a review of the following:

- bay and aisle width
- adjacent structures
- circulation aisles and ramps
- height clearances.

Overall, the proposed modified loading dock and car park layouts are expected to operate satisfactorily.

Consistent with the approved arrangement under SSD-15822622 MOD-3, the loading dock includes one loading bay suitable for vehicles up to and including 12.5 metre heavy rigid vehicles. A turntable is proposed within the loading dock to support a more efficient dock layout whilst ensuring vehicles are able to enter and exit in a forward direction.

All car parking spaces have been designed appropriately in accordance with the minimum requirements of a User Class 1A facility, including 2.4-metre-wide and 5.4-metre-long spaces, with minimum 5.8-metre-wide aisles.

Key vehicle swept paths have been completed and included in Appendix A. The swept paths demonstrate that service vehicles can enter the loading dock as required and exit the site in a forward direction. Car swept paths to/ from the residential mews and internal to the basement car parking levels also confirm suitable access and circulation arrangements are achieved throughout.

Traffic impact appraisal

Reference has been made to the approved traffic generation rates for SSD-8707, detailed below:

- Market housing apartments: 0.14 and 0.12 vehicle trips per dwelling during the weekday AM and PM peak hours, respectively
- Social housing apartments: 0.03 and 0.05 vehicle trips per dwelling during the weekday AM and PM peak hours, respectively
- Office: one vehicle trip per 100 square metres GFA during both the weekday AM and PM peak hours.

Table 3: Traffic generation estimates

Use	Size	Traffic generation rate (vehicle trips per hour)		Traffic generation estimate (vehicle trips per hour)	
		AM	PM	AM	PM
Social housing apartments	401 dwellings	0.03/ dwelling	0.05/ dwelling	12	20
Market housing apartments	118 dwellings	0.14/ dwelling	0.12/ dwelling	17	14
Community housing provider office	321m ² GFA	1/100m ² GFA	1/100m ² GFA	3	3
Total				32	37

Table 3 indicates that the site could be expected to generate between 32 and 37 vehicle trips in any weekday peak hour.

The MOD 3 TIA estimated that Building C4 would generate around 43 vehicle trips during the weekday AM and PM peak hours. As such, the current modification application scheme would generate less vehicle trips than what the site was previously approved to generate. This reduction in traffic generation despite an overall increase in number of dwellings is due to the much greater proportion of social housing apartments compared to the current approval which have lower traffic generating characteristics than market housing. On this basis, the proposed modification application scheme would have a lesser traffic impact on the surrounding road network than the current approval.

Overall, the proposed modifications are supported from a transport and parking perspective.

We trust the above provides the necessary information. Should you have any queries, please do not hesitate to contact the undersigned.

Sincerely,



Mack Brinums
Principal Transport Engineer



Jay Wu
Transport Engineer

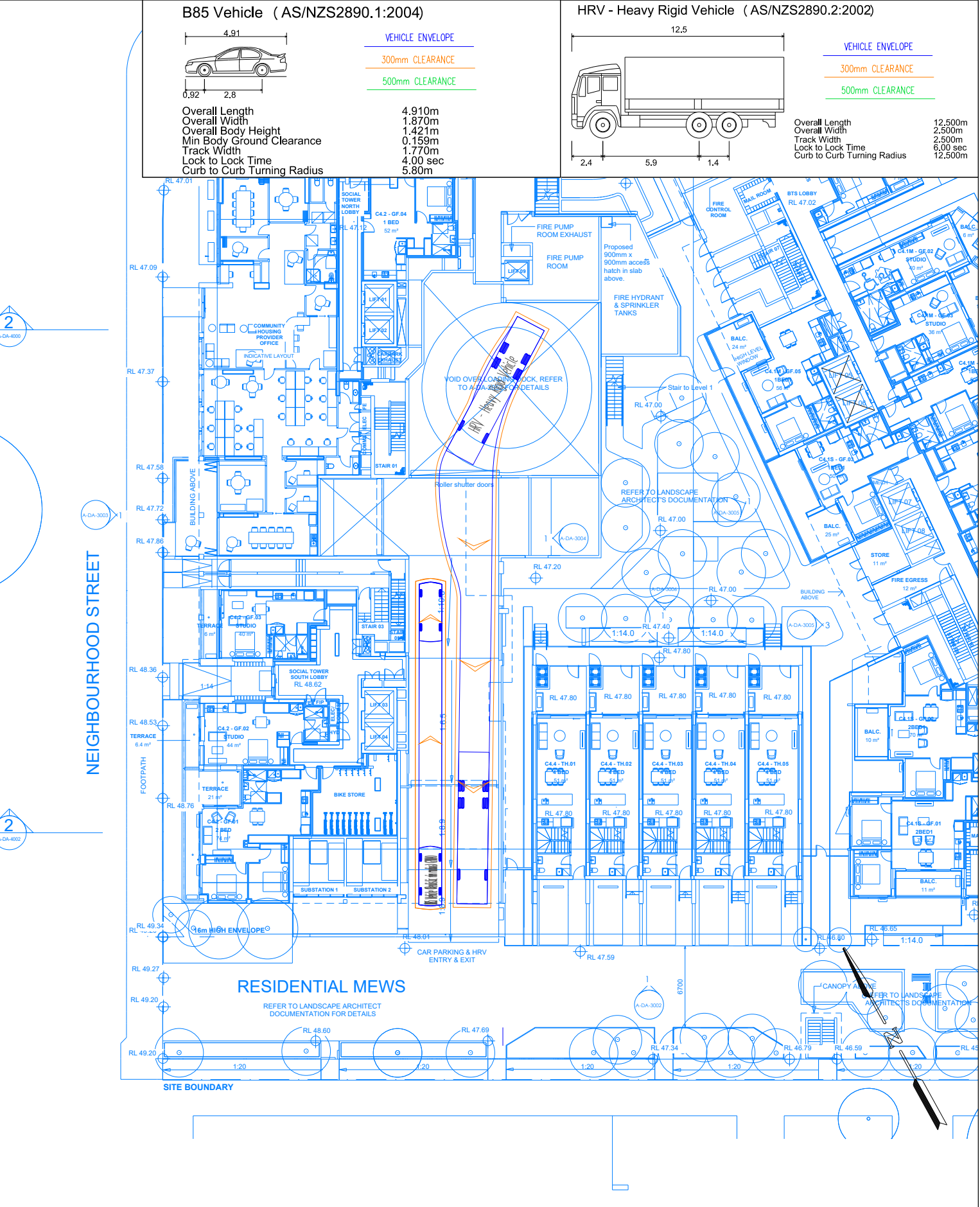
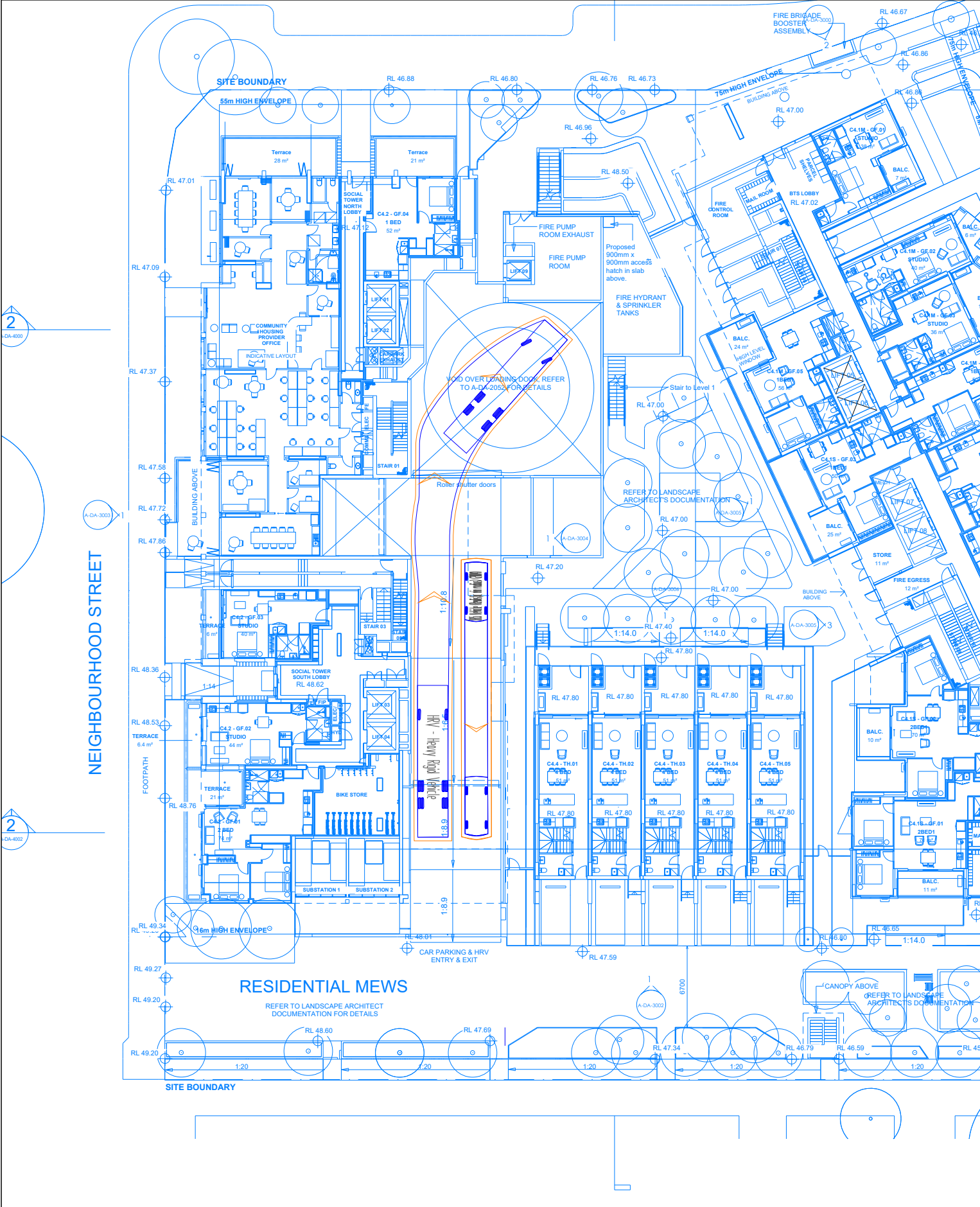
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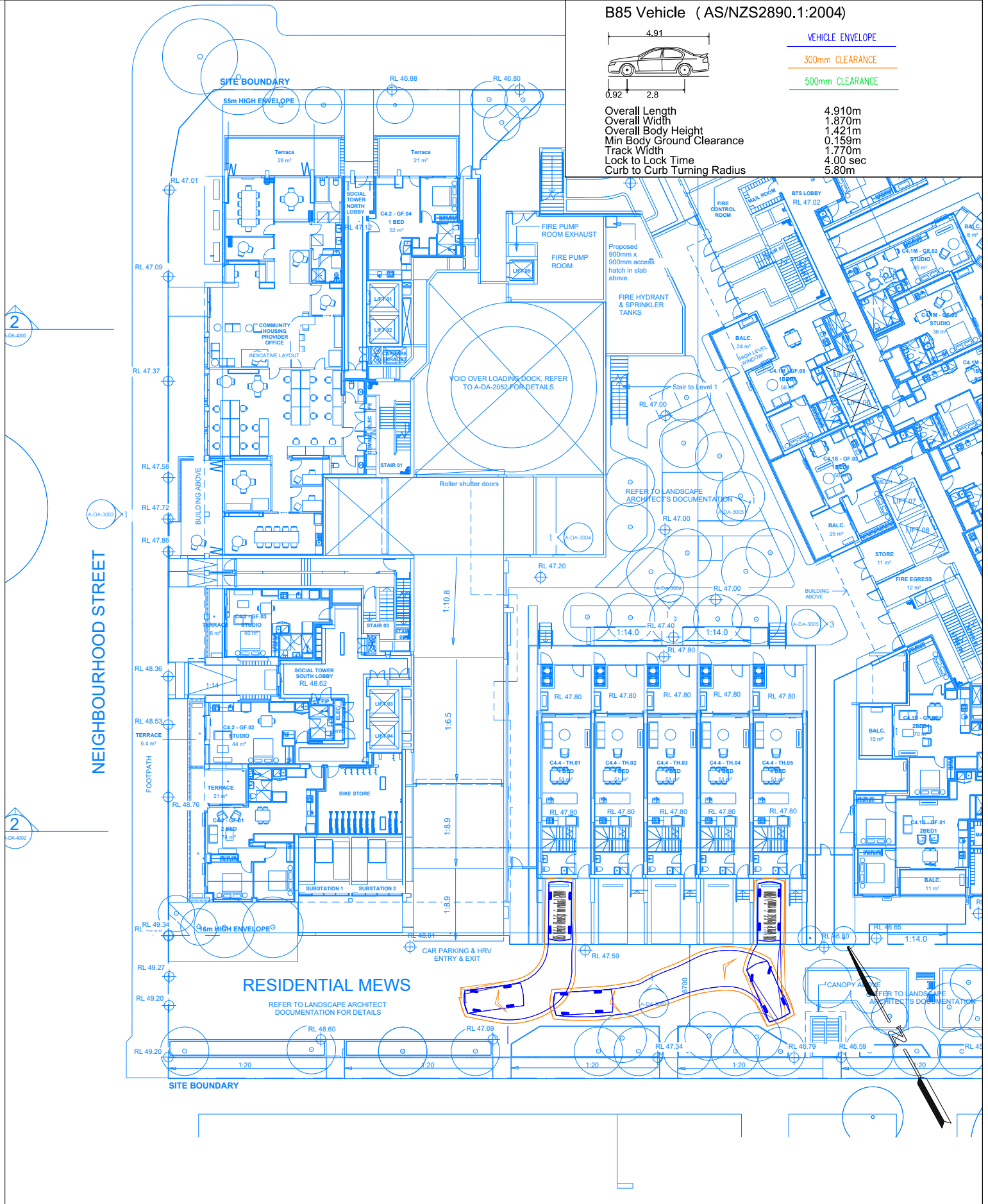
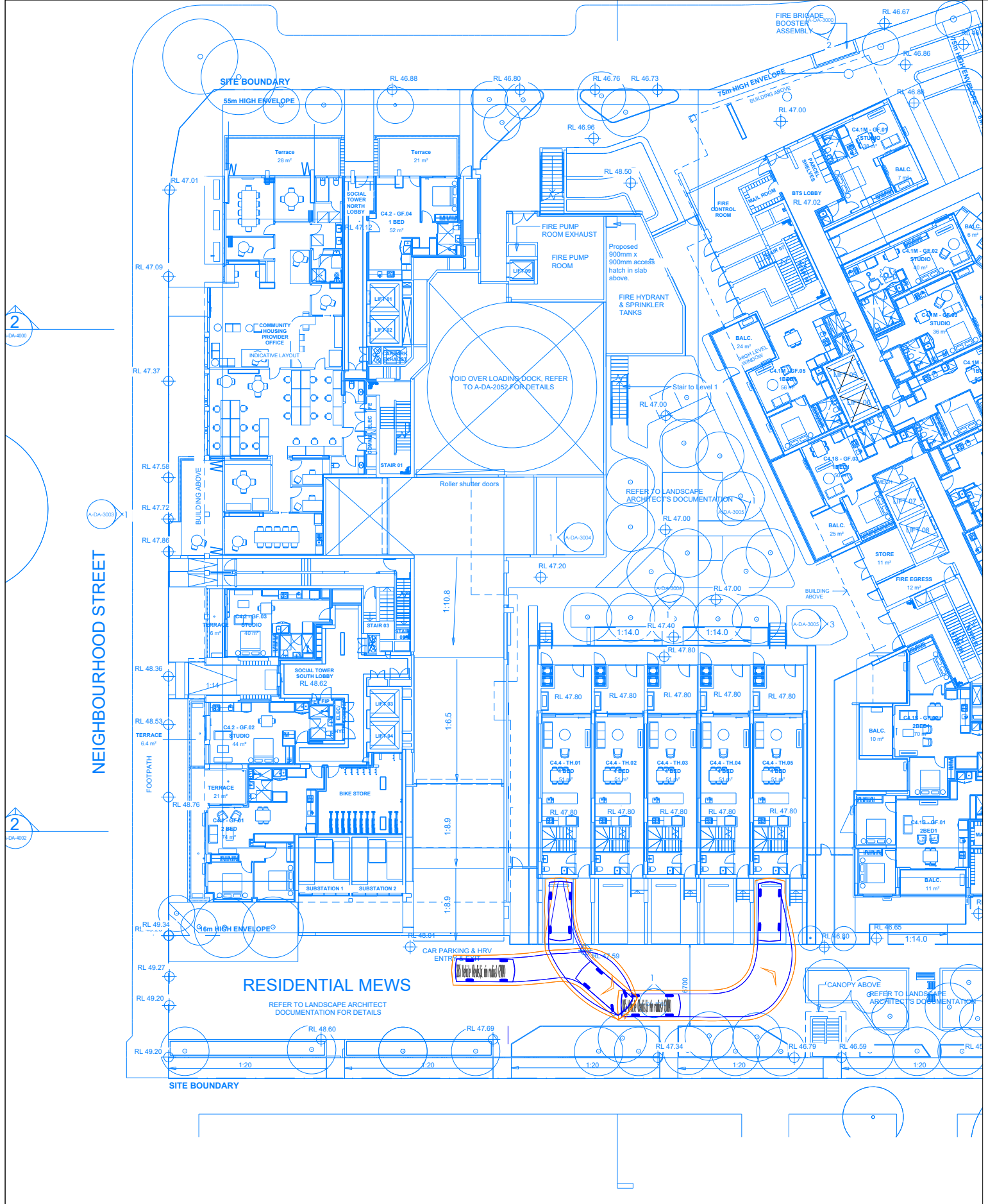
Appendix A Vehicle swept paths

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GENERAL NOTES This drawing is provided for information purposes only and should not be used for construction.	DESIGNED Jay Wu	PAPER SIZE A3	CLIENT Frasers Property	DOCUMENT INFORMATION Swept Path Analysis Ground Floor	
	APPROVED BY R.Hazell	DATE 10.11.2025	PROJECT P1633		
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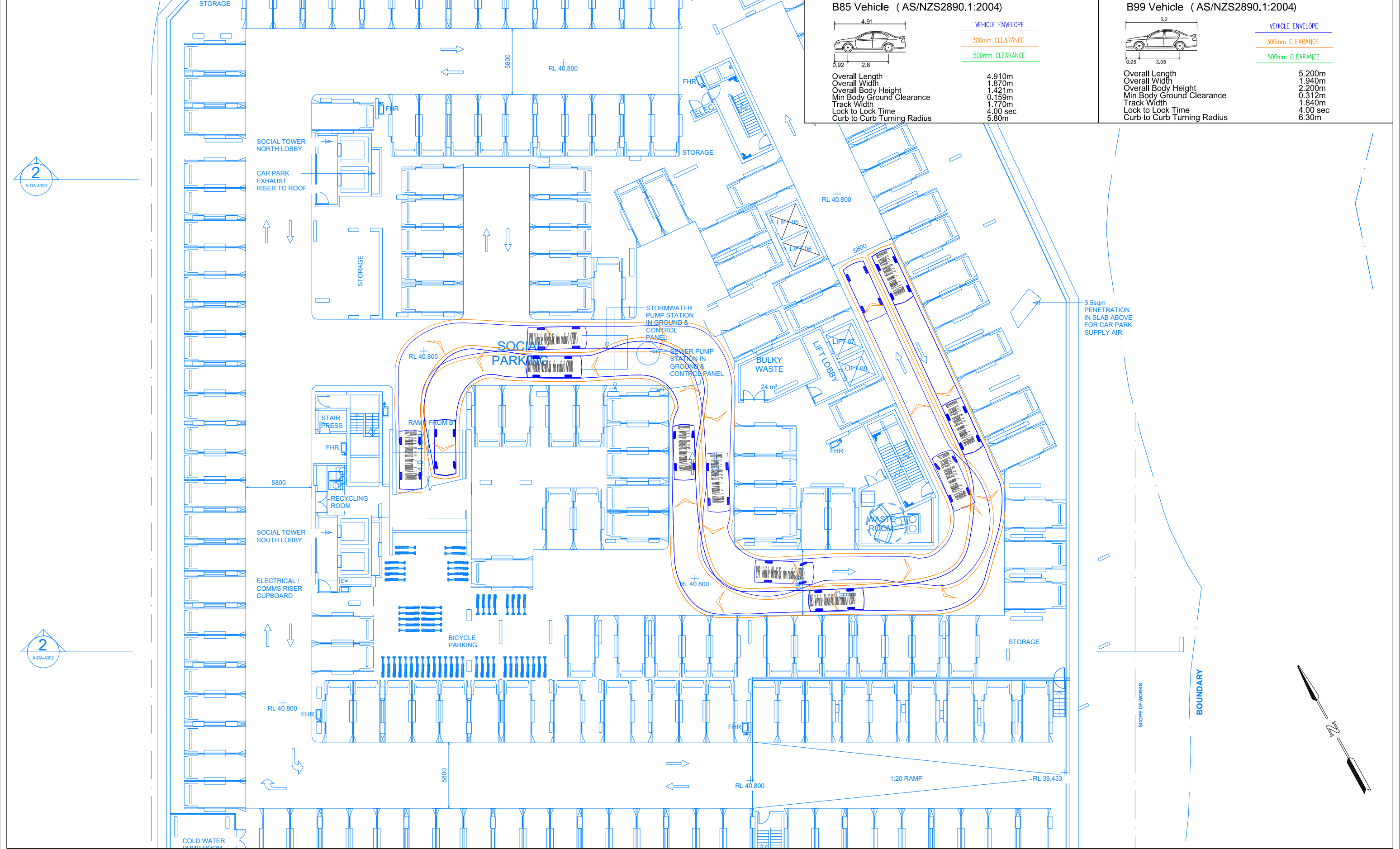
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B85 Vehicle (AS/NZS2890.1:2004)	
	VEHICLE ENVELOPE
	300mm CLEARANCE
	500mm CLEARANCE

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	APPROVED BY R.Hazell	DATE 10.11.2025	PROJECT P1633		
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	APPROVED BY R.Hazell	DATE 10.11.2025	PROJECT P1633		
	SCALE 1:300	0 4 8	Ivanhoe C4	FILE NAME AG1633-08-v04_20251009_S4.55.dwg	SHEET AG04
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