Five Ways Crows Nest – Modification to Current Approval

Transport Statement

13 May 2025

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Department of Planning, Housing & Infrastructure

13 May 2025

Dear Sir/Madam

Five Ways Crows Nest | Modification to Existing Approval Under SSD-66826207

Transport Statement

INTRODUCTION

JMT Consulting was engaged by Deicorp to prepare a transport statement in support of a modification to the approval under SSD-66826207 for the site known as the 'Five Ways Triangle Site' located at 391-423 Pacific Highway, 3-15 Falcon Street and 8 Alexander Street, Crows Nest. A State Significant Development Application (SSD-66826207) was approved in December 2024 for construction of a 22 storey mixed use development with infill affordable housing, comprising:

- 188 residential apartments
- 8,002m^2 of retail / commercial Gross Floor Area (GFA)
- 220 car parking spaces
- 7 basement levels
- Vehicular point of access via Alexander Street

Deicorp is submitting a modification proposal to reduce the number of basement level from 7 (as approved) down to 5 - noting that the overall quantum of floor space for the site remains unchanged compared to the current approval.

The purpose of this document is to describe the traffic and transport implications of the proposal with reference to the approved development on the site, including:

- Vehicle site access arrangements
- On-site servicing provision
- Car parking numbers
- Traffic generation and road network impacts

SITE CONTEXT

The subject site is bound by Falcon Street to the north, Alexander Street to the east, and the Pacific Highway to the south-west. The site is 3,200.9sqm in area. It is triangular in shape with a frontage of approximately 70m to Falcon Street, 85m to Alexander Street and 110m to the Pacific Highway. The site contains a number of buildings ranging in height in a variety of building styles and sizes. St Leonards Railway Station is located approx. 800m walk to the north-west, which provides regular services to the south to Sydney City CBD, and to the north to Chatswood, Macquarie Park and Hornsby. The future Crows Nest Metro Station is located approx. 240m to the north-west of the site.

(i) Vehicle site access

Access arrangements for vehicles remains unchanged compared to the current approval for the site under SSD-66826207. This includes a single point of access for cars and service vehicles from Alexander Street

(ii) Car park design

Consistent with the current approval, the car park has been designed in accordance with AS2890.1 with respect to ramp gradients, circulation aisle widths and car space dimensions. A review of the plans has found that the car park layout complies with the requirements of AS2890.1-2004 for all uses. Relevant dimensions provided include:

- Residential parking areas - aisles minimum 5.8 metres wide with parking spaces 2.4 metres wide by 5.4 metres long complying with the requirements of Class 1 parking areas
- Retail parking areas - aisles minimum 5.8 metres wide with parking spaces 2.6 metres wide by 5.4 metres long complying with the requirements of Class 3 parking areas

For the residential car parking areas ramp gradients of 1:4 with 1:8 transitions are provided on all internal circulation ramps, with the main entry ramp to have a 5% gradient for the first 6m beyond the property boundary in accordance with AS2890.1. For the retail car parking areas the maximum ramp gradient provided is 1:5 given the publicly accessible nature of the car park.

The basement design maintains appropriate space for vehicle manoeuvring and passing as indicated in Figure 1 below.

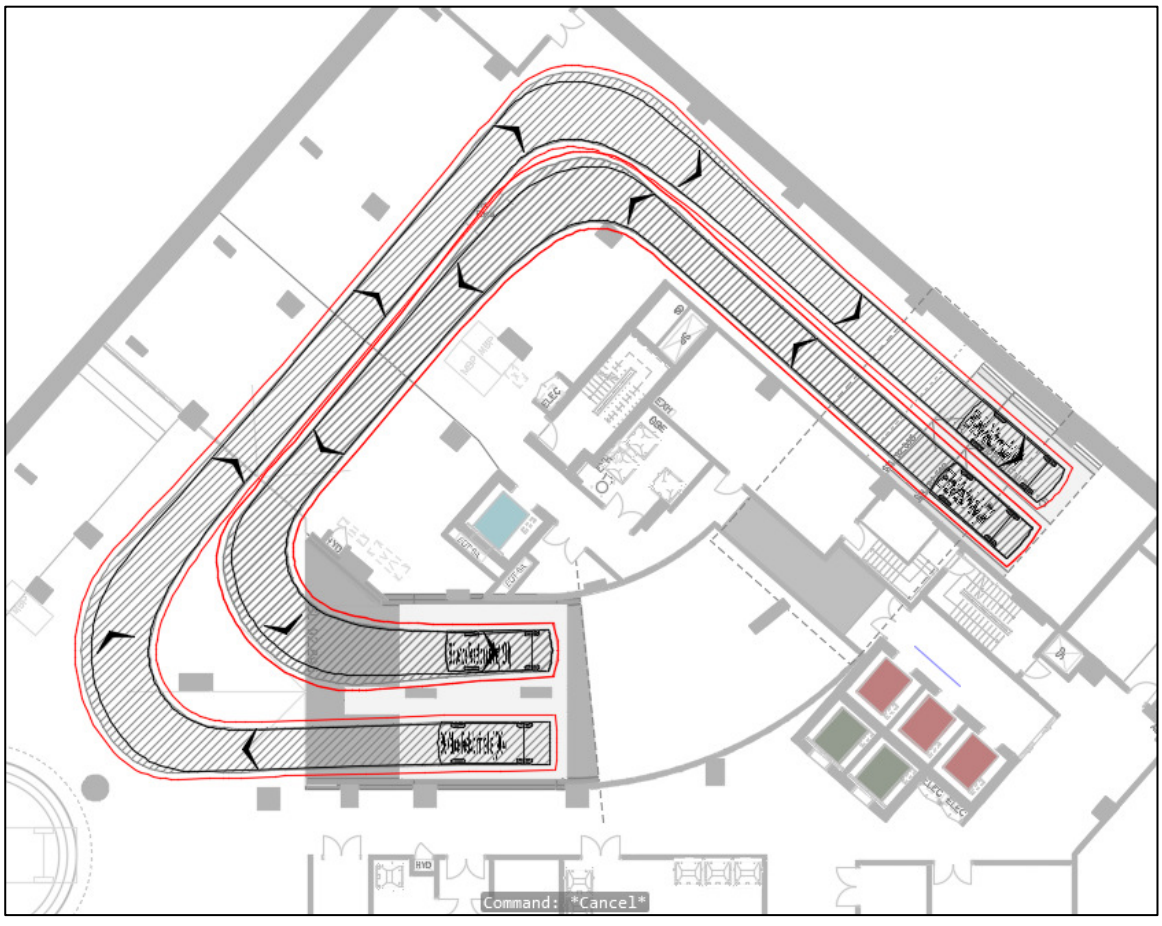


Figure 1 Swept path analysis – internal vehicle circulation

Swept paths around a central column, as shown in the figure below, indicate that a 'B99' vehicle can appropriately manoeuvre either side of the column. As part of the subsequent detailed design process signage and line-marking will be introduced to manage vehicle movements around this column. 'Keep Left' signage would be installed on the column and pavement arrows marked to ensure drivers safely navigate this area.

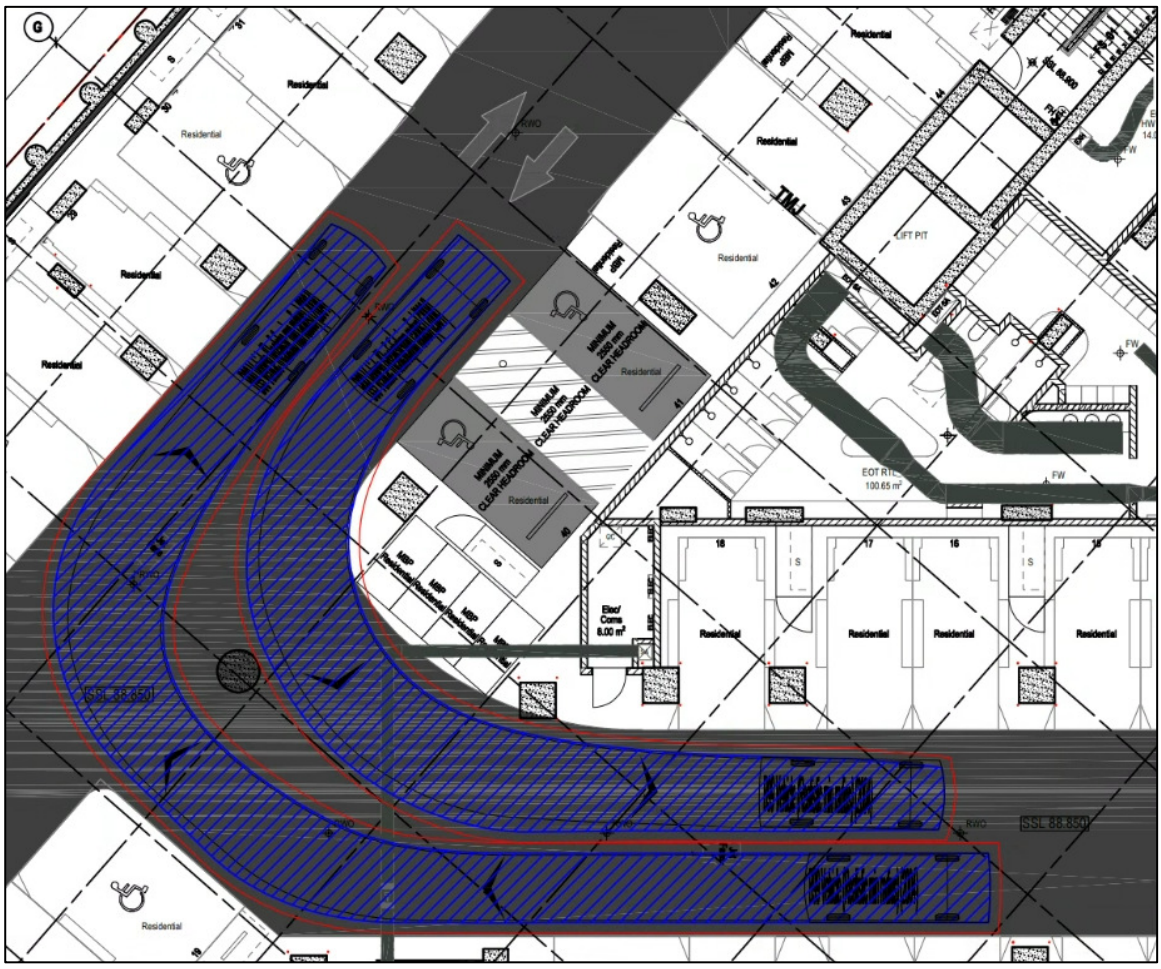


Figure 2 Swept paths around central column

Detailed swept path analysis confirming that all car parking spaces can be accessed on all basement levels has been undertaken. This confirms the car park has been designed appropriately to relevant standards and will have adequate vehicle manoeuvrability. This swept path analysis (undertaken by Turner Traffic on behalf of Deicorp) is provided as Appendix A of this document.

(iii) Site servicing

Consistent with the current approval an on-site loading dock will be provided to accommodate the various servicing requirements of the uses within the site. A turntable is maintained to allow all vehicles to enter and exit in a forward direction, with swept path analysis provided in the figure below.

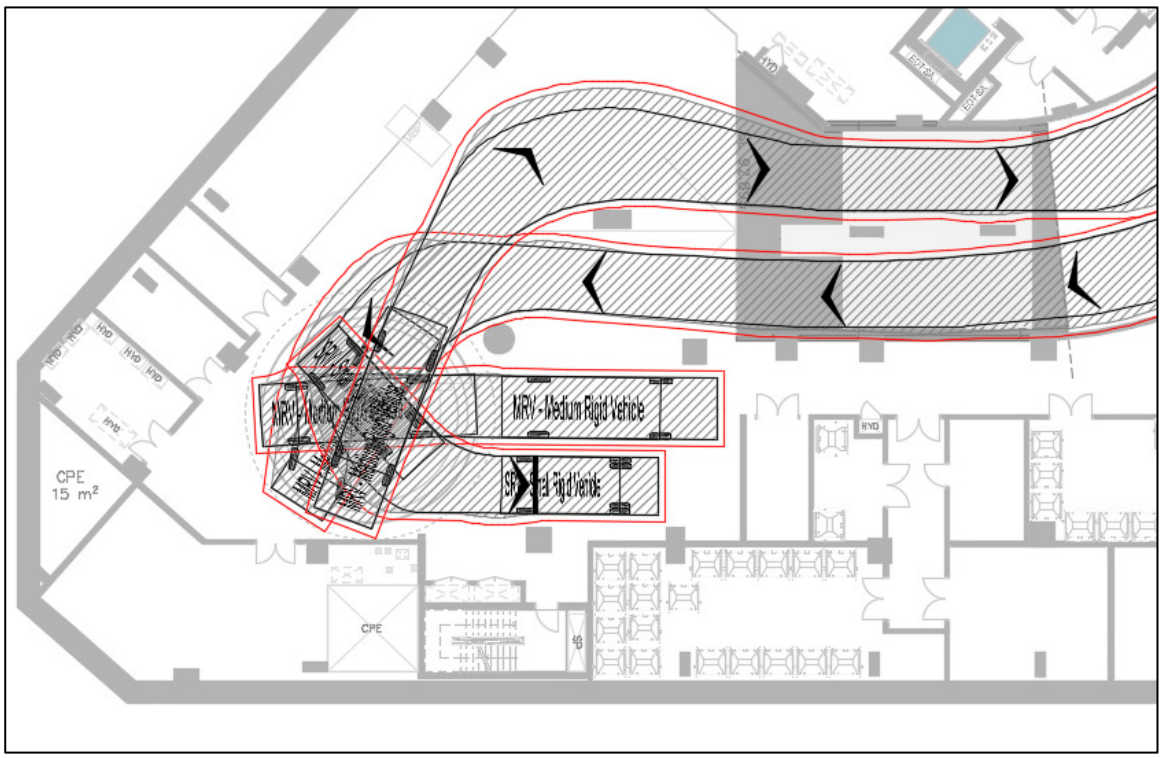


Figure 3 Swept path analysis - on-site loading dock

As summarised in Table 1 below the modification achieves the same number of loading dock spaces within the loading dock compared to the current approval. All spaces can be accessed independently of one another – consistent with the current approval. In this context the servicing provision and loading dock layout proposed under the modification is considered to be appropriate.

Table 1 Loading dock provision

Vehicle Type	Number provided in loading dock	
	Current Approval	Proposed Modification
8.8m long Medium Rigid Vehicles	1	1
6.4m long Small Rigid Vehicles	1	1
B99 / Ute spaces	4	4
Total	**6**	**6**

(iv) Car parking provision

The total number of car parking spaces provided remains consistent with the approval under SSD-66826207.

Car parking for residential uses is to be provided in accordance with the (non-discretionary) minimum parking rates for in-fill affordable housing noted in Part 2, Division 1 of the Housing SEPP 2021. Retail/commercial car parking has been provided in line with the maximum parking controls noted in the North Sydney DCP – that being a parking rate of 1 space per 1/400m² GFA. The proposed parking provision is summarised in Table 2.

Table 2 Proposed car parking

Land Use	Type		No. of units / GFA	Parking Rate	Required No. of Spaces	Parking on opening	Parking after 15 years
Residential	Non-Affordable Housing	1 bed	15	0.5 / unit	8	**174**	**190***
		2 bed	92	1.0 / unit	92		
		3 bed	33	1.5 / unit	50		
	Affordable Housing	1 bed	18	0.4 / unit	7		
		2 bed	26	0.5 / unit	13		
		3 bed	4	1.0 / unit	4		
Sub-Total - Residential			**188**	**-**	**174**		
Retail / Commercial			8,002m²	1 / 400m²	20	20	20
Sub-Total: Residential + Retail / Commercial					***194***	***194***	***210***
Car share			n / a			6	6
Service vehicles			n / a			4	4
Car wash bay			n / a			1	1
Total Car Parking (proposed modification)						**205**	**221**
Total Car Parking (current approval under SSD-66826207)						**205**	**221**

** 16 car spaces will be quarantined for a period of 15 years following which they can become available for the affordable apartments once they revert to market housing.*

In the above context the proposed car parking allocation remains appropriate under the proposed modification.

(v) Traffic impacts

The modification proposal will not impact the operation of the surrounding road network compared to that previously considered under the current project approval given:

- The modification does not increase the total residential or non-residential floor space which remains consistent with the current approval.
- There will be no change om the number of on-site car parking spaces when compared to the current approval. Maintaining the quantum of car parking spaces will not trigger any additional traffic movements when compared to that previously considered under SSD-66826207.

In the above context the modification would not trigger any additional traffic impacts compared to the current approval for the site.

(vi) Bicycle parking

The proposed modification will continue to provide bicycle parking in accordance with the minimum requirements of the North Sydney DCP – with no change in the number of bicycle parking spaces allocated to each user group when compared to the current approval. This allocation of bicycle parking is summarised in the table below. Maintaining this level of bicycle parking will support cycling as a mode of transport to the site and assist in reducing traffic impacts associated with the future development.

Table 3 Bicycle parking provision

User Group	Number provided in loading dock	
	Current Approval	Proposed Modification
Building residents	188	188
Residential visitors	40	40
Commercial / retail staff	41	41
Commercial / retail visitors	24	24
Total	**293**	**293**

SUMMARY

JMT Consulting has prepared this transport assessment to support a modification proposal for the for the site known as the 'Five Ways Triangle Site' located at 391-423 Pacific Highway, 3-15 Falcon Street and 8 Alexander Street, Crows Nest. Based on an assessment of the architectural scheme prepared for the modification the transport impacts arising from the proposal are considered acceptable given:

- Vehicle site access arrangements (via Alexander Street) remain consistent with the current approval
- Adequate arrangements for on-site servicing will be maintained, including the ability for a vehicles to enter and exit the site in a forwards direction and vehicles to access each space within the dock independently.
- The modification does not increase the total residential or non-residential floor space which remains consistent with the current approval.
- Car parking numbers across the site do not change compared to the current approval and continue to be provided in accordance with the Housing SEPP (for residential uses) and the North Sydney DCP (for non-residential uses).
- The modification would not impact the operation of the surrounding road network compared to that originally considered under the current approval.
- Bicycle parking for residents, staff and visitors will continue to be provided in accordance with relevant requirements, with the number of bicycle parking spaces to be provided consistent with the current project approval.

Please do not hesitate to contact the undersigned should you require any further information.

Regards

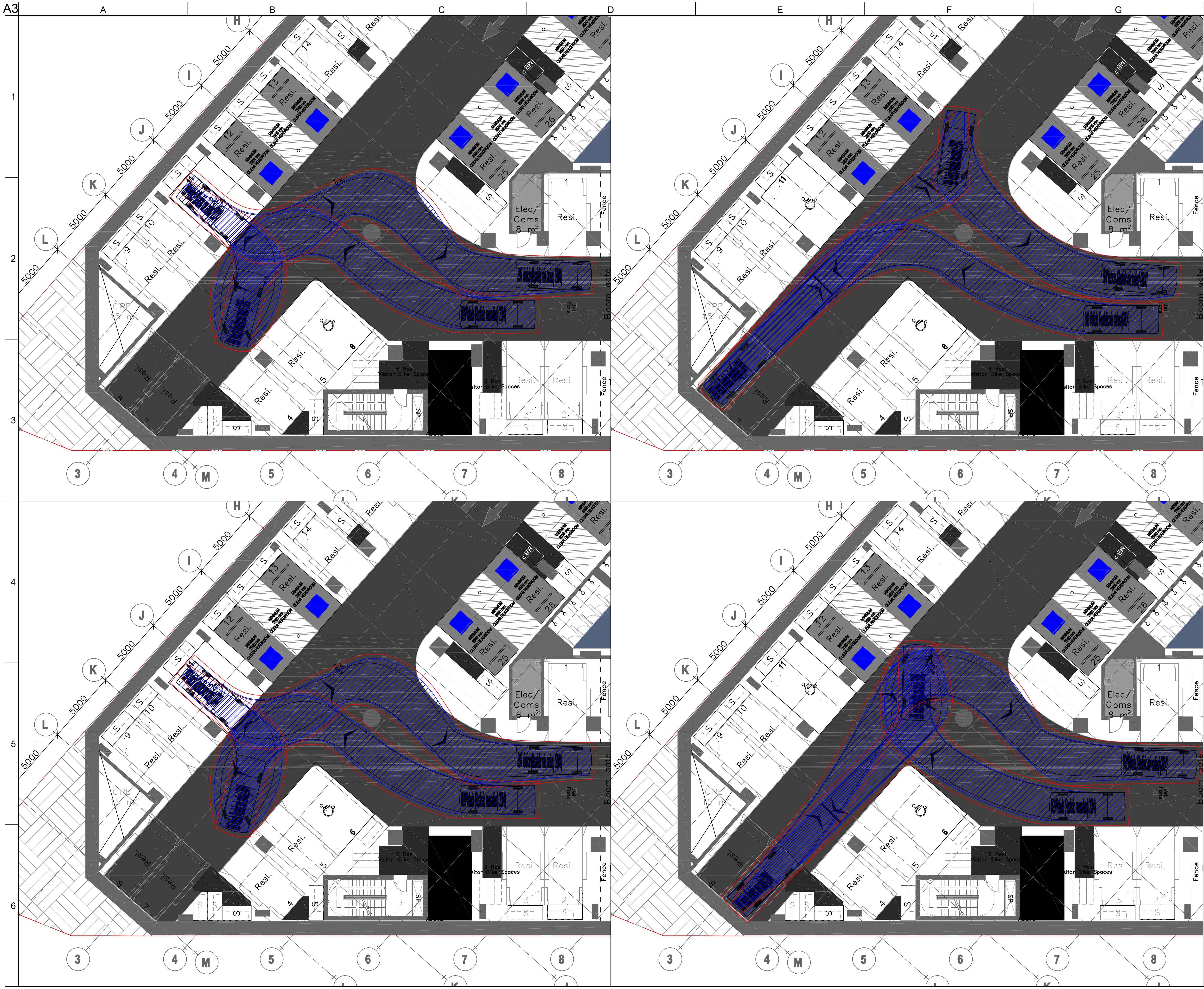
Josh Milston

Director | JMT Consulting

MIEAust CPEng

Appendix A: Vehicle Swept Path Analysis

Source: Turner Traffic on behalf of Deicorp



TURNER TRAFFIC

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Client
Deicorp

Job Title
Five Ways Crows Nest

Drawing Title
Car Paths
Swept path check

Scale at A3	1:250
Discipline	Transport

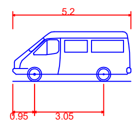
Drawing Status
Draft

Job No	Drawing No	Issue
059	**SKT005**	**A**

Legend

- Body Envelope
- 300mm Envelope
- Wheel Envelope
- Redesign

Design Vehicle(s)



B99 Vehicle	
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	6.250m

A	01/04/25	JRT	JRT	JRT
Issue	Date	By	Chkd	Appd

Do not scale