Macarthur Gardens North - Site R3 – Modification Proposal

Transport Statement

26 June 2026

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Department of Planning, Housing & Infrastructure

26 June 2026

Dear Sir/Madam

Macarthur Gardens North - Site R3 | Modification Proposal | Transport Statement

INTRODUCTION AND DOCUMENT PURPOSE

JMT Consulting was engaged by Landcom to prepare a transport statement in support of a Modification Application for an approved affordable housing development (Site R3) within the Macarthur Gardens North (MGN) precinct in the Campbelltown Local Government Area. A State Significant Development Application (SSD-80482713) was approved for the site in April 2026 for the construction of a residential flat building ranging from 3-9 storeys, comprising 130 affordable dwellings.

Landcom is submitting a Modification Application to the current approval.

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

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

SITE CONTEXT

The site is located in the MGN precinct within the Campbelltown LGA. The MGN Precinct is legally described as Lot 1097 in DP1182558.

As shown in Figure 1, the site is within the north eastern corner of MGN and is rectangular in shape. The site has an area of 4,895m2 and is currently bound by Goldsmith Avenue to the north, vacant land (known as site R4 within the 3944/2021/DASW concept masterplan) to the south and a pedestrian link and road, which are under construction, to the east and west respectively.

The site is zoned R4 High Density Residential pursuant to the Campbelltown Local Environmental Plan 2015 and is currently vacant land which has been excavated in accordance with Stage 1 of the 3944/2021/DA-SW approval.

The site is also strategically located within the Glenfield to Macarthur Urban Renewal Corridor which is identified by the Department of Planning Housing and Infrastructure as a corridor to accelerate housing and jobs.

Outside of the MGN precinct, the broader site context is characterised by educational establishments to the north and northwest (Western Sydney University and TAFE), vacant undeveloped land to the west, Macarthur Train Station, railway lines, commercial premises (including Macarthur Square Shopping Centre) and low density residential to the south and a recreation area known as Gilchrist Oval to the east.

Figure 1 *Site context*

TRANSPORT ASSESSMENT

(i) Vehicle site access

Access arrangements for vehicles remain largely unchanged compared to current approval for the site. Consistent with the approval under SSD-80482713 a single point of access to the site would be provided via a new internal road connecting with Goldsmith Avenue at the south-western end of the site.

The vehicle access point has been designed in accordance with the design requirements set out in the relevant Australian Standard, namely AS2890.1:2004 – consistent with the current project approval. Vehicle swept paths indicating the entry and exit of passenger vehicles from the site is provided on the following page – demonstrating suitable allowance for simultaneous movement of vehicles entering and exiting the site. A driver sight triangle of 2.5m * 2.0m is maintained as per the requirements of Figure 3.3 of AS2890.1:2004.

The key change in relation to vehicle access compared to the approved SSDA is in relation to service vehicles and waste collection trucks, which will no longer access the basement of the building due to the reduced floor to ceiling height in the basement proposed under this modification. The driveway will only accommodate passenger vehicles and has been redesigned accordingly. Further discussion around waste collection and building servicing is provided in a subsequent section of this document.

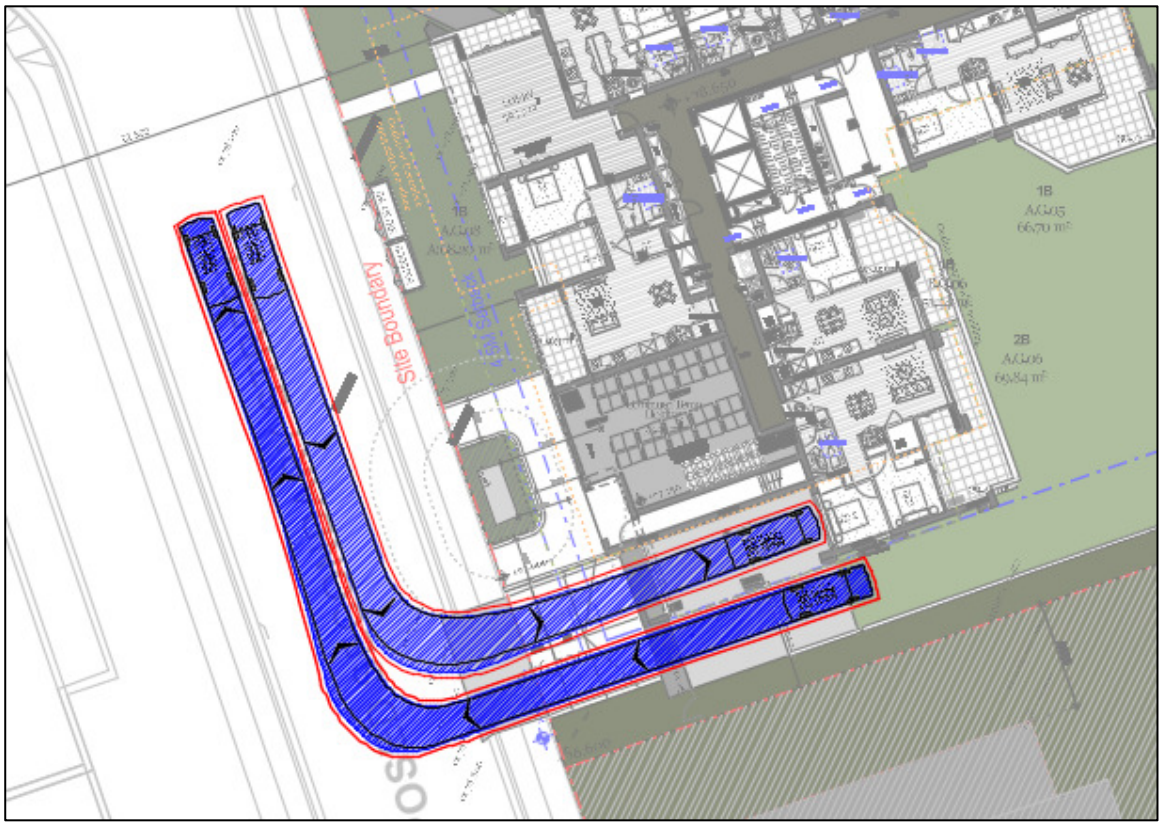


Figure 2 Swept path analysis – vehicle entry/exit

(ii) Site servicing and waste collection

The modification proposes a changed arrangement with respect to building servicing and waste collection. As indicated in Figure 3 an on-street loading area is proposed on the western side of the building, which would be used by waste vehicles and general delivery trucks. A bin holding room is located in close proximity to this loading zone and provides for convenient transfer of bins to the waste truck. Vehicles would then exit the loading zone in a forwards direction and utilise the network of internal streets within the MGN precinct to depart the site. This approach to loading and servicing is considered appropriate given the scale and uses of the development.

Swept path analysis indicating there is suitable space within the road reserve to accommodate the movement into and out of this loading by a 12.5m long Council waste collection vehicle is provided in Figure 4 on the following page of this document.

Figure 3 *On-street loading arrangements*

Figure 4 *Swept path analysis – on-street loading zone*

(iii) Car parking provision

Car parking for residential uses is to be provided in accordance with the minimum parking rates for in-fill affordable housing noted in Part 2, Division 1 of the Housing SEPP 2021. These parking requirements are as follows:

- For each dwelling containing 1 bedroom – at least 0.4 parking spaces
- For each dwelling containing 2 bedrooms – at least 0.5 parking spaces
- For each dwelling containing at least 3 bedrooms – at least 1 parking space

Table 1 provides an overview of the car parking requirements for the proposed scheme under the Housing SEPP.

Table 1 Car parking summary

Type		No. of units	Minimum Parking Requirements	
			Minimum Parking Rate	Minimum No. of Spaces
Residents	Studio / 1 bed	73	0.4	29.2
	2 bed	57	0.5	28.5
	3 bed	0	1.0	0.0
Total				**58***

* Rounded to nearest whole number

Given the location of the site adjacent to Macarthur Station a reduced car parking provision is proposed compared to the generic planning controls. Landcom or the Community Housing Provider will control and manage parking allocation, ensuring only residents who require car parking will be allocated a space on the site. This provides for an equitable and sustainable allocation of car parking that responds to expected user demands, while at the same time supporting the use of sustainable forms of transport.

This approach to utilising car share to manage parking demands is consistent with that recently adopted for Landcom's affordable housing development proposal in Edmondson Park as approved by DPHI in March 2026 under SSD-77211717.

One car share space is proposed to be provided within the basement. Car share schemes are a flexible, cost effective alternative to car ownership and is a convenient and reliable way for residents to use a car when they need one. Notably, the City of Sydney Council has reported that "*a single car share vehicle can replace up to 12 private vehicles that would otherwise compete for local parking*". The NSW Land and Environment Court has previously determined[1] that, for a site in the Bayside LGA, one car share space can replace up to 12 regular car parking spaces.

As a more conservative assumption however the replacement ratio for car share vehicles has been calculated as 1 car share space for every 6 - 12 residential spaces. A letter of support from GoGet has been provided for the proposed car share space and is appended to this document.

[1] Turner Architects v City of Botany Bay Council [2016] NSWLEC 1186

As outlined in Table 2 the proposal will provide 54 physical car parking spaces which, when considering the car share provision, is equivalent to between 59 to 65 parking spaces. As previously noted in Table 1 the Housing SEPP requires a minimum of 58 parking spaces and therefore the proposed car parking provision is considered suitable to meet future resident demands.

Table 2 Bespoke parking assessment

Parking space type	Physical car spaces provided	Equivalent number of spaces
Resident parking	52 (inclusive of 13 accessible parking spaces)	52
Car wash bay	1	1
Car share	1	6 – 12
Total	**54**	**59 - 65**

(iv) Car park design

Consistent with the current approval, the car park and associated elements such as car parking space dimensions, circulation aisles and ramp have been designed in accordance with the relevant Australian Standard for car parking facilities, namely AS2890.1: 2004 and AS2890.6:2009.

Car parking spaces have been designed to comply with a Class 1 car park facility for the residential uses as specified in the Australian Standard (generally low turnover long term parking) with 2.4m wide spaces and aisle widths of 5.8m and 6.1m. As shown in the swept path analysis in Figure 5 vehicles can adequately circulate within the basement levels of the car park.

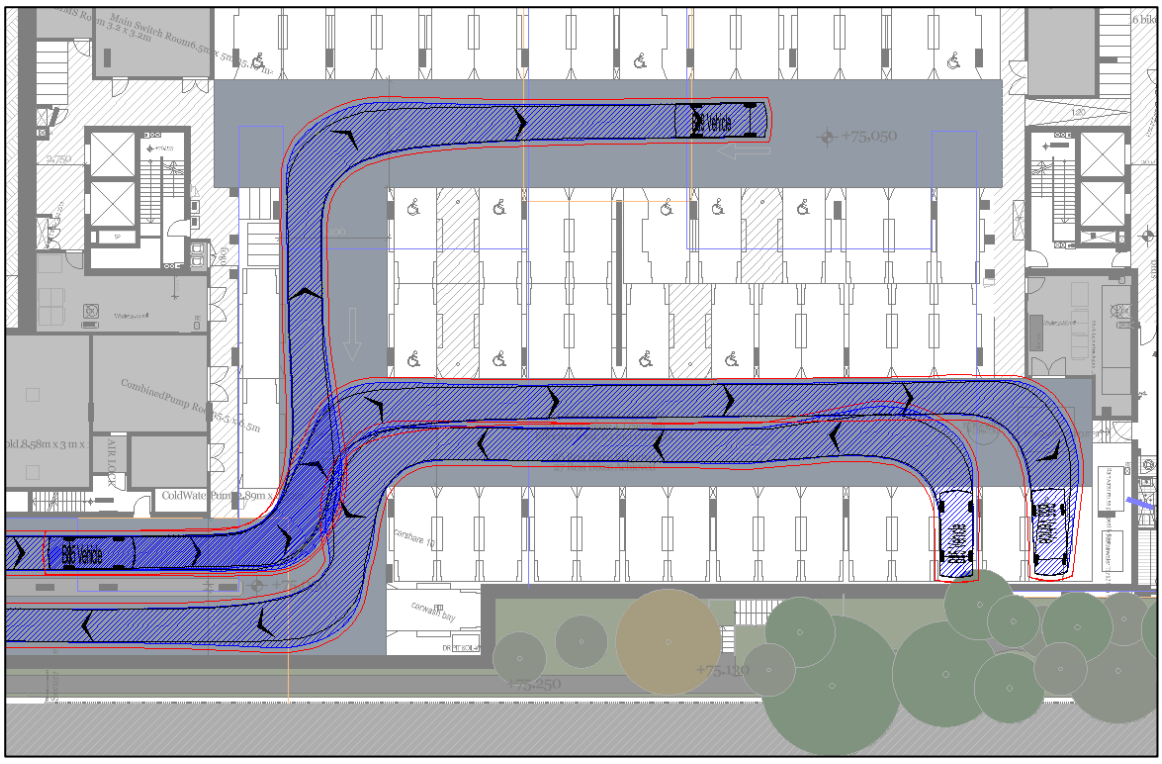


Figure 5 Swept path – internal vehicle circulation

(v) Traffic impacts

The modification proposal is not considered to result in any traffic impacts when compared to that assessed as part of the approved State Significant Development Application for the site, given:

- The number of residential apartments proposed as part of the modification (130) remains unchanged when compared to the current approval;
- The number of car parking spaces proposed under the modification (53 spaces) is reduced by approximately 17% when compared to that envisaged and deemed acceptable under the approved SSDA; and
- The modification maintains the number and location of vehicle access points to the site.

SUMMARY

JMT Consulting has prepared this transport assessment to support a modification proposal for an approved affordable housing development within the Macarthur Gardens North (MGN) precinct. Based on an assessment of the architectural scheme prepared for the proposal the transport impacts arising from the modification proposal are considered acceptable given:

- The driveway to the basement car park remains consistent with the current approval.
- Adequate arrangements for site servicing will be maintained via the inclusion of an on-street loading zone adjacent to a bin holding room.
- The design maintains appropriate internal vehicle circulation and access, with the car parking area maintaining compliance with relevant Australian Standards.
- Suitable levels of car parking continue to be provided for residents of the site, including the provision of a car share space.
- The modification would not impact the operation of the surrounding road network compared to that originally considered under the current 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 – GOGET LETTER OF SUPPORT

To: Department of Planning, Housing and Infrastructure (DPHI)
Project: Site R3 – Macarthur Gardens North, Affordable Housing (SSD-80482713)
Subject: Letter of Support: Carshare Integration and Parking Merit Justification

Dear Assessment Officer,

Carshare Australia t/a GoGet affirms our support for the provision of a professional carsharing service at the 100% affordable housing development at Macarthur Gardens North (Site R3). We endorse the inclusion of one (1) dedicated on-site carshare space as a high-value transport solution for the proposed 130 dwellings.

Evidence of Local Demand and Behavioural Change
Our operational data and recent surveys within the Campbelltown LGA confirm that carsharing is an established and essential mobility service in this region:

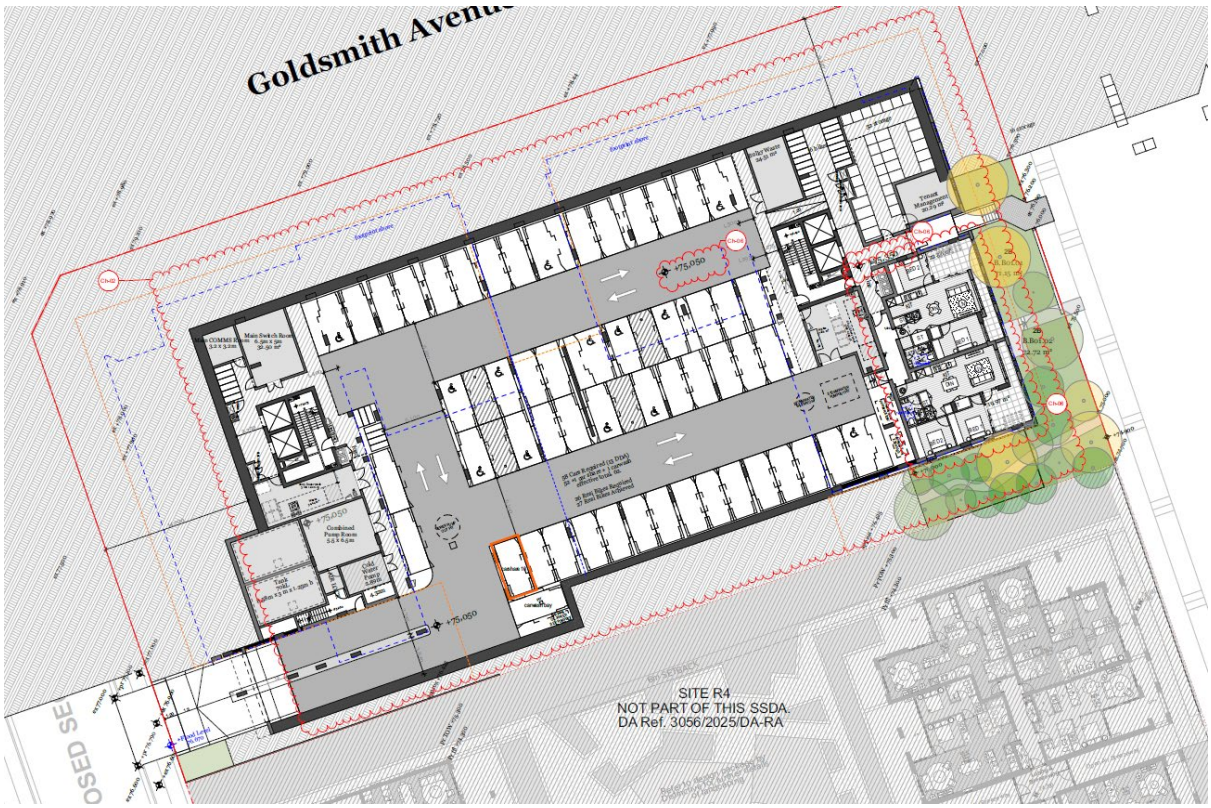
- **High Latent Demand:** There are currently 876 active GoGet members in Campbelltown supported by a network of only 6 vehicles.
- **Carshare Enables Car-Free Households:** Recent survey data of our Campbelltown membership base reveals that 40% of members currently own zero private vehicles.
- **Reduction in Multi-Car Ownership:** 50% of local members who previously owned two or more cars have either shed their vehicles entirely or reduced their private fleet since joining the service.

Strategic Parking Offset and Planning Merit
The proposed provision of 52 private residential spaces and one (1) carshare space aligns with the Housing SEPP 2021 non-discretionary standards. Furthermore, industry research and Transport for NSW benchmarks indicate that one carshare vehicle can replace the need for up to 10 private cars.

By integrating one (1) dedicated carshare space, this development effectively provides a mobility capacity equivalent to 10 private vehicles. Applied to the Basement 1 parking layout (refer Figure 1 below), this brings the effective parking provision to 62 spaces against the 58 required under the Housing SEPP 2021 non-discretionary standards (12 DDA-compliant), clearing the shortfall with a net surplus of four (4) spaces. This high efficiency use of space, combined with the site's immediate proximity to Macarthur Station as noted in the JMT Consulting TIA, ensures the 130 dwellings remain highly serviced while facilitating a significantly reduced basement footprint.

GoGet is prepared to enter into a long-term licence agreement to manage this space, ensuring residents have 24/7 access to sustainable, on-demand mobility.

Figure 1 — Basement 1 plan showing the proposed on-site GoGet carshare space (DKO drawing DA200, Rev C, 14/05/2026).



Kind regards,

Darcy Lechte

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