Terraffic Pty Ltd

Traffic and Parking Consultants

ABN 83 078 415 871

24th December 2021
Ref 21084

Charlotte Karlsson
Sydesign
Studio 2 Ground Floor
106-110 Parramatta Road
Stanmore NSW 2048

Dear Charlotte,

PROPOSED DUAL OCCUPANCY DEVELOPMENT
742 HENRY LAWSON DRIVE, PICNIC POINT
PARKING ASSESSMENT

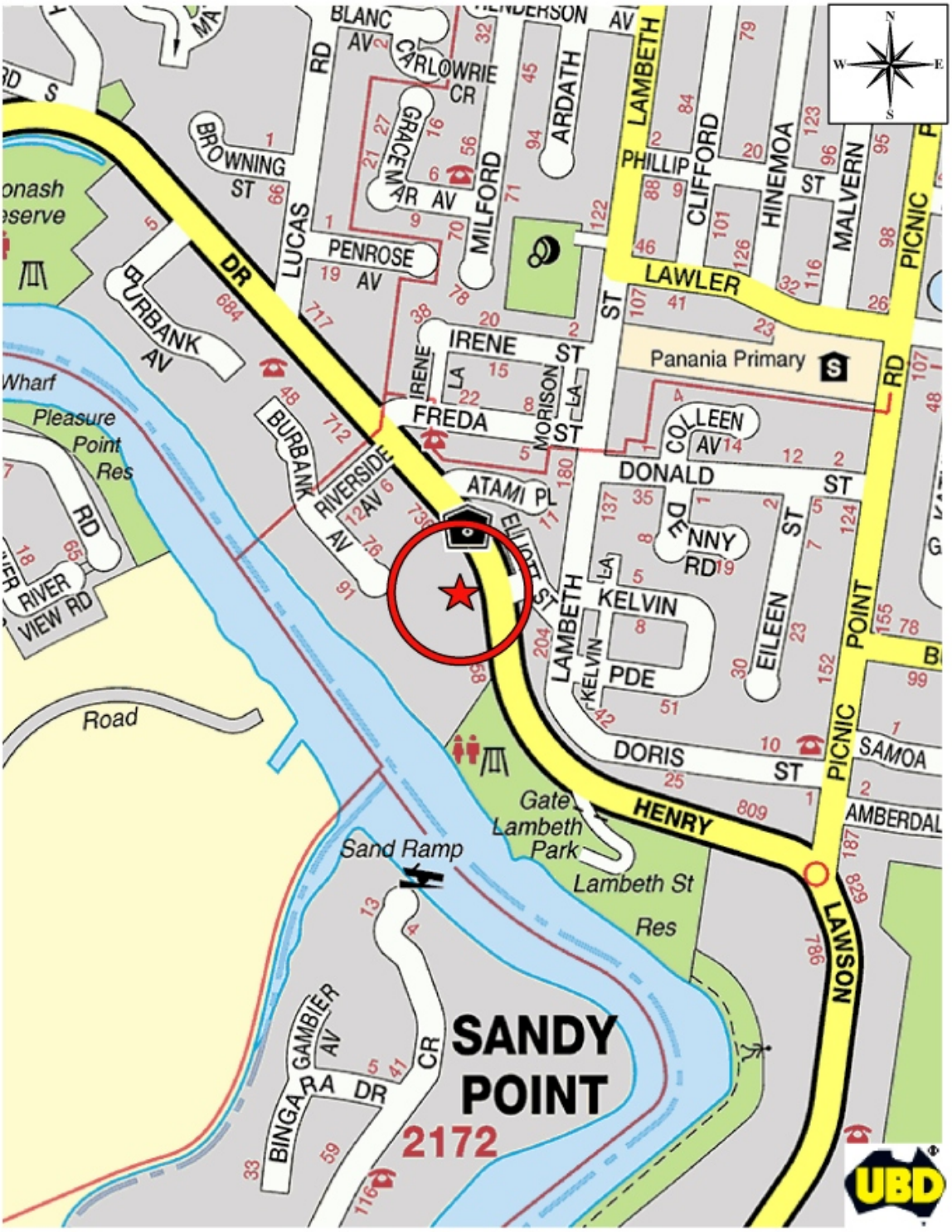
This report has been prepared to accompany a Development Application (DA) to Canterbury Bankstown Council for a proposed Dual Occupancy development at 742 Henry Lawson Drive, Picnic Point (Figure 1).

The development site is located on the southern side of Henry Lawson Drive approximately 25m west of Elliott Street. It has a total site area of 634.5m^2 with a frontage of 17.31m to Henry Lawson Drive. The land is encumbered by an RMS road widening easement across the frontage of the site. The easement is 6.0m wide along the sites eastern boundary and 4.5m wide along the western boundary.

The existing site development comprises a single dwelling that gains vehicular access to Henry Lawson Drive via a single width access driveway located adjacent to the eastern site boundary. As can be seen below, the driveway adjoins the driveway serving 742B Henry Lawson Drive located at the rear of the subject site.

The proposed development comprises the demolition of the existing dwelling and construction of a dual occupancy development comprising 2 x 3 bedroom dwellings. Each dwelling will be served by 2 off-street parking spaces with 1 space located internally in a single car garage and 1 space located externally between the building and RMS road widening setback.

Vehicular access to the development is via a new 5.5m wide combined entry/exit driveway located centrally along the site frontage. The existing access driveway will be removed and there will be a 6.0m separation to the driveway serving 742A Henry Lawson Drive.



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LOCATION

FIGURE 1

Aerial photograph of the site

The Ground Floor Plan of the proposed development is reproduced in Annexure A.

Section 2 in Part B5 of the Bankstown Development Control Plan 2015 specifies the following parking requirements that apply to dual occupancy developments:

1 car space per 2 or less bedrooms; or
2 car spaces per 3 or more bedrooms.

Application of this rate to the subject development yields a total parking requirement of 4 spaces as follows:

2 x 3 bedroom dwellings @ 2 spaces per dwelling	4 spaces

The proposed development satisfies the DCP requirement with the provision of 4 spaces.

The proposed car parking and access arrangements have been designed to satisfy the following requirements of the Australian Standard AS/NZS2890.1:2004 – "Off-street Car Parking":

- Parking spaces have a minimum length of 5.4m and width of 2.4m
- An additional 0.3m has been provided for spaces adjacent to a wall or obstruction
- Single car garages are 6.0m in length and 3.75m in width
- Pavement grades do not exceed 5% (1 in 20) in any direction
- A minimum headroom clearance of 2.2m has been provided
- Pedestrian sight line triangles have been provided in accordance with Figure 3.3

The width of the access driveway complies with the following criteria for a *"Category 1"* driveway as described Tables 3.1 and 3.2 of AS/NZS2890.1:2004:

1. The parking facilities are classified "Class 1A" for resident parking (refer to Table 1.1)
2. The development has less than 25 spaces
3. The development site is located on an Arterial Road

A copy of Tables 3.1 and 3.2 of the Standard is reproduced below for convenience.

As can be seen, reference to Table 3.2 reveals that *"Category 1"* access driveways can have a combined entry and exit width of between 3.0m and 5.5m. With a width of 5.5m, the proposed access driveway satisfies the requirements of the Standard.

TABLE 3.1

SELECTION OF ACCESS FACILITY CATEGORY

Class of parking facility (see Table 1.1)	Frontage road type	Access facility category				
		Number of parking spaces (Note 1)				
		<25	25 to 100	101 to 300	301 to 600	>600
1,1A	Arterial	1	2	3	4	5
	Local	1	1	2	3	4
2	Arterial	2	2	3	4	5
	Local	1	2	3	4	4
3,3A	Arterial	2	3	4	4	5
	Local	1	2	3	4	4

NOTES:

1 When a car park has multiple access points, each access should be designed for the number of parking spaces effectively served by that access.

2 This Table does not imply that certain types of development are necessarily suitable for location on any particular frontage road type. In particular, access to arterial roads should be limited as far as practicable, and in some circumstances it may be preferable to allow left-turn-only movements into and out of the access driveway.

TABLE 3.2

ACCESS DRIVEWAY WIDTHS

metres

Category	Entry width	Exit width	Separation of driveways
1	3.0 to 5.5	(Combined) (see Note)	N/A
2	6.0 to 9.0	(Combined) (see Note)	N/A
3	6.0	4.0 to 6.0	1 to 3
4	6.0 to 8.0	6.0 to 8.0	1 to 3
5	To be provided as an intersection, not an access driveway, see Clause 3.1.1.		

NOTE: Driveways are normally combined, but if separate, both entry and exit widths should be 3.0 m min.

The ability of the Australian Standard AS/NZS2890.1:2004 B85 Vehicle to access the proposed garages and car spaces was tested using the Autodesk Vehicle Tracking software. The B85 vehicle is similar to a Ford Falcon and is used for checking the ability of a typical passenger vehicle to access parking spaces.

The swept path of the B85 vehicle entering and exiting each parking space is reproduced in Annexure B. The analysis confirms that this vehicle safely enter and exit the site in a forward direction.

In the circumstances it can be concluded that the proposed development has no unacceptable parking or safety implications.

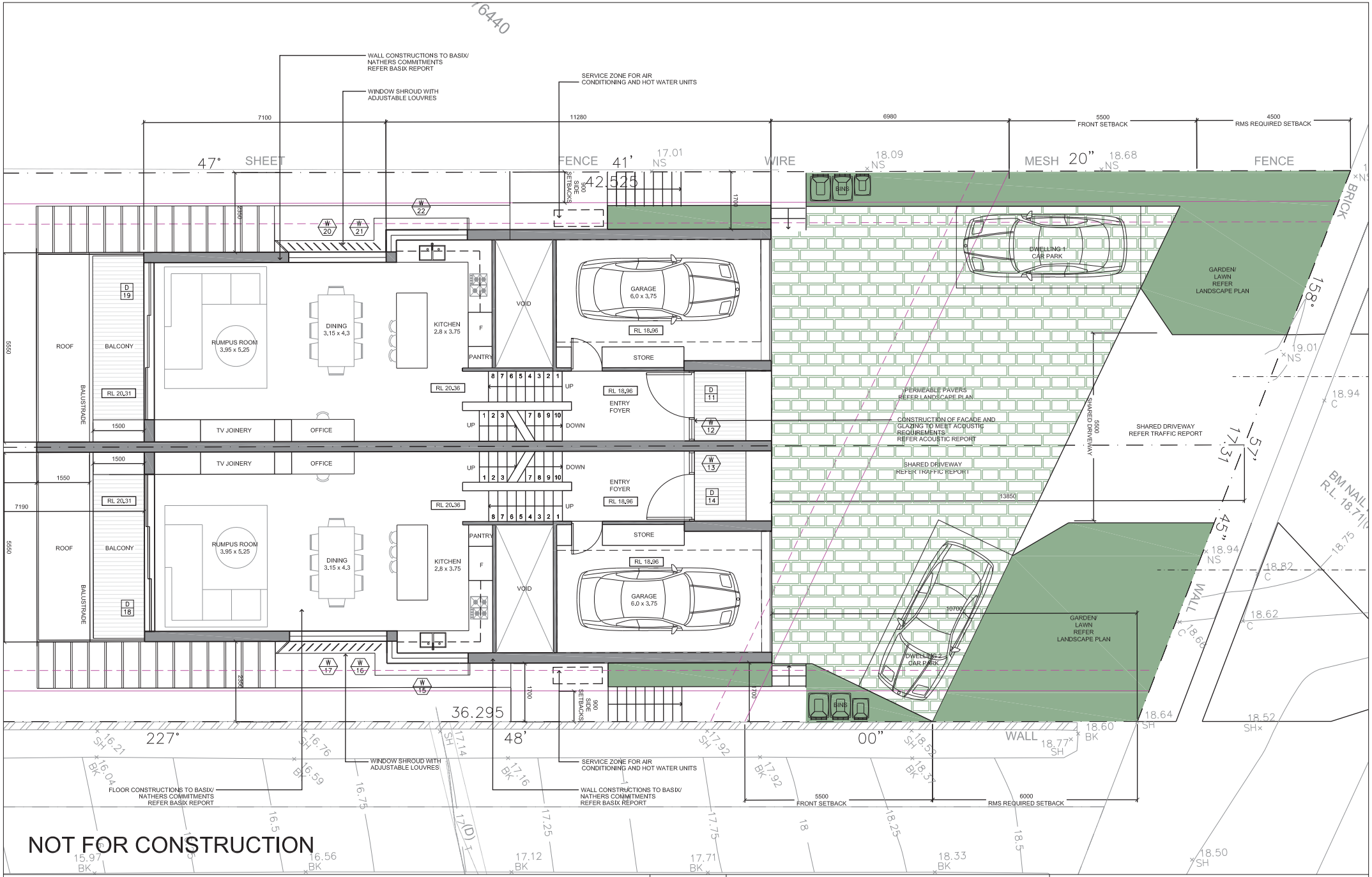
Should you require any further information, please do not hesitate to contact Michael Logan on 0411 129 346 during business hours.

Yours faithfully

Michael Logan *MTraff (Monash University)*
Director
Terraffic Pty Ltd

ANNEXURE A

GROUND FLOOR PLAN



NOT FOR CONSTRUCTION

THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL OTHER ARCHITECTURAL DRAWINGS. REFER TO COVER SHEET FOR MORE DETAILS AND LEGEND.

REVISION	AMENDMENT OR REASON FOR ISSUE	ISSUE DATE	DRAWN	CHECKED
C	ISSUE FOR DA SUBMISSION	22.12.21	CK	SY
B	ISSUE FOR DA SUBMISSION	25.11.21	CK	SY
A	ISSUE FOR COORDINATION	22.10.21	CK	SY

NORTH

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Drawing Title: GROUND FLOOR PLAN

Project: LILY & KARL - 742 HENRY LAWSON DRIVE, PICNIC POINT NSW 2213

Bar Scale	Scales	Job No.	Drawing No.	Revision
	1:100@A3	2021-152	DA04	C

ANNEXURE B

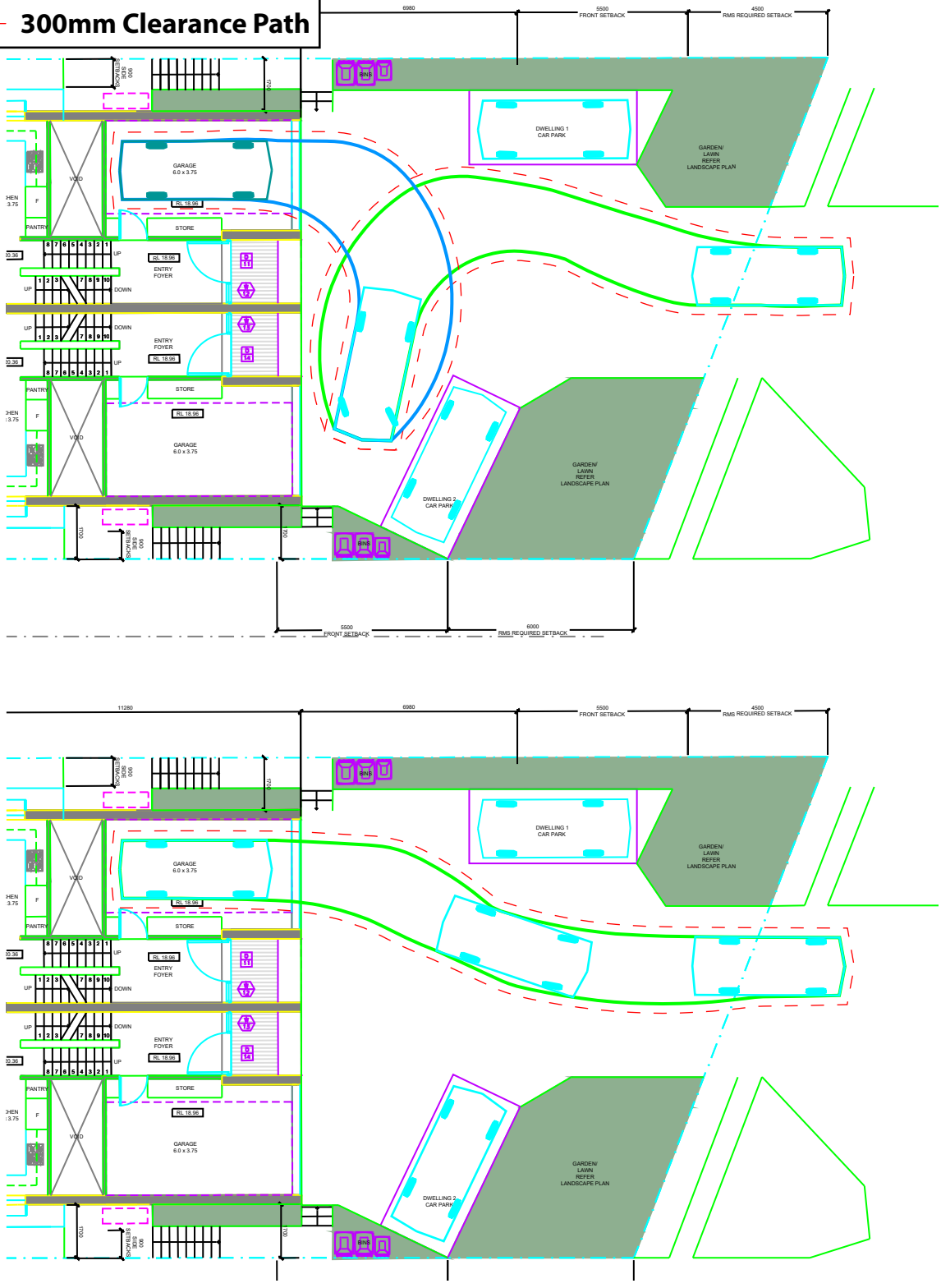
SWEPT PATH ANALYSIS

Path prepared using
Autodesk Vehicle Tracking

0 2 4 6 8 10 20

METRES
SCALE 1:200

Forward Vehicle Path
Reverse Vehicle Path
300mm Clearance Path



Manoeuvring Path of Australian Standard AS/NZS2890.1:2004 B85 Vehicle Accessing Dwelling 1 Garage Space

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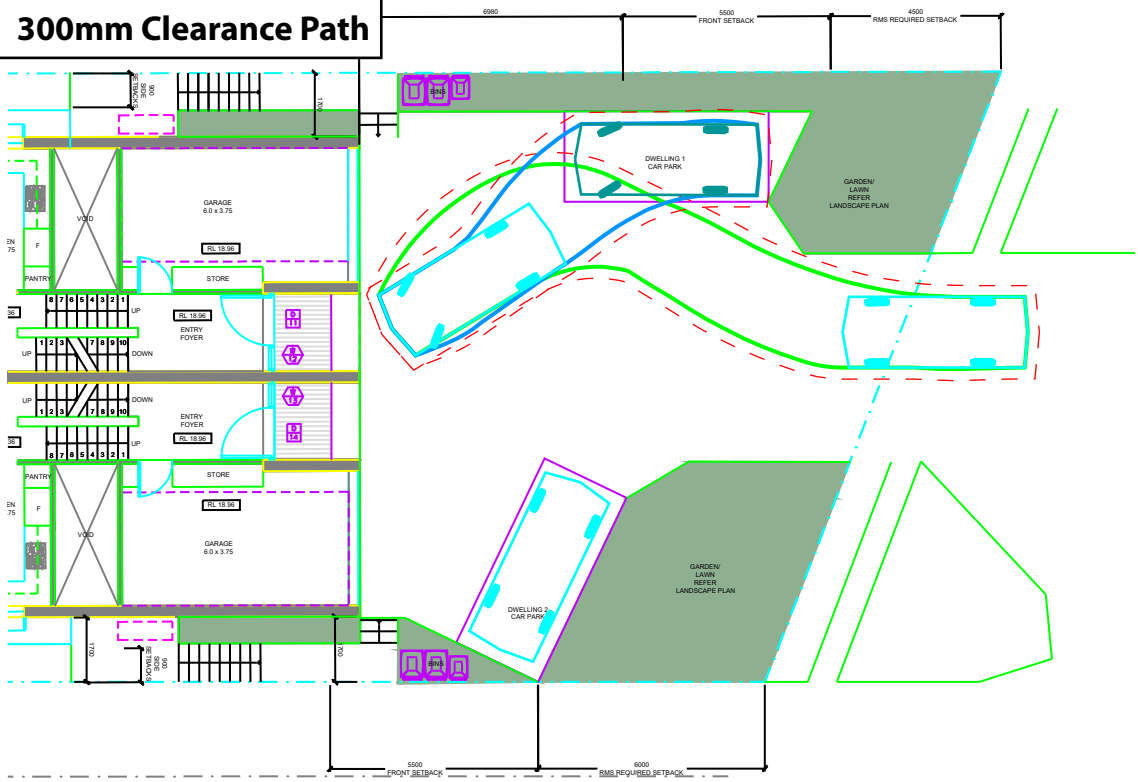
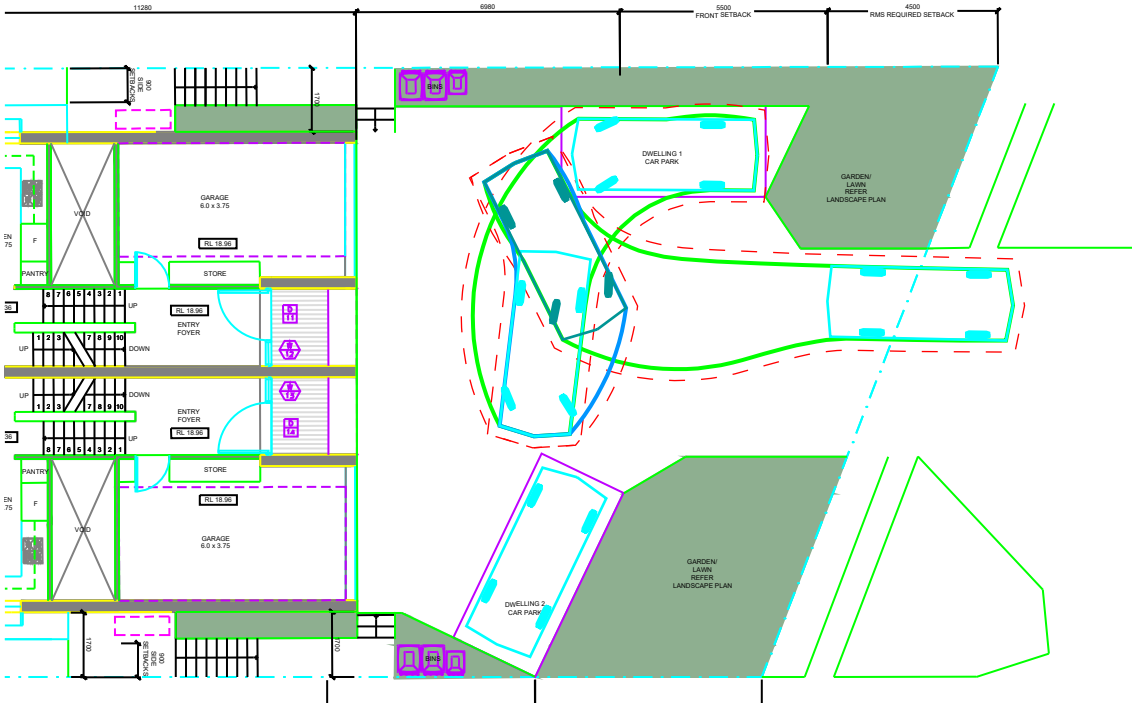
Path prepared using
Autodesk Vehicle Tracking

0 2 4 6 8 10 20

METRES
SCALE 1:200

Forward Vehicle Path
Reverse Vehicle Path
300mm Clearance Path





Manoeuvring Path of Australian Standard AS/NZS2890.1:2004 B85 Vehicle Accessing Dwelling 1 At-Grade Space

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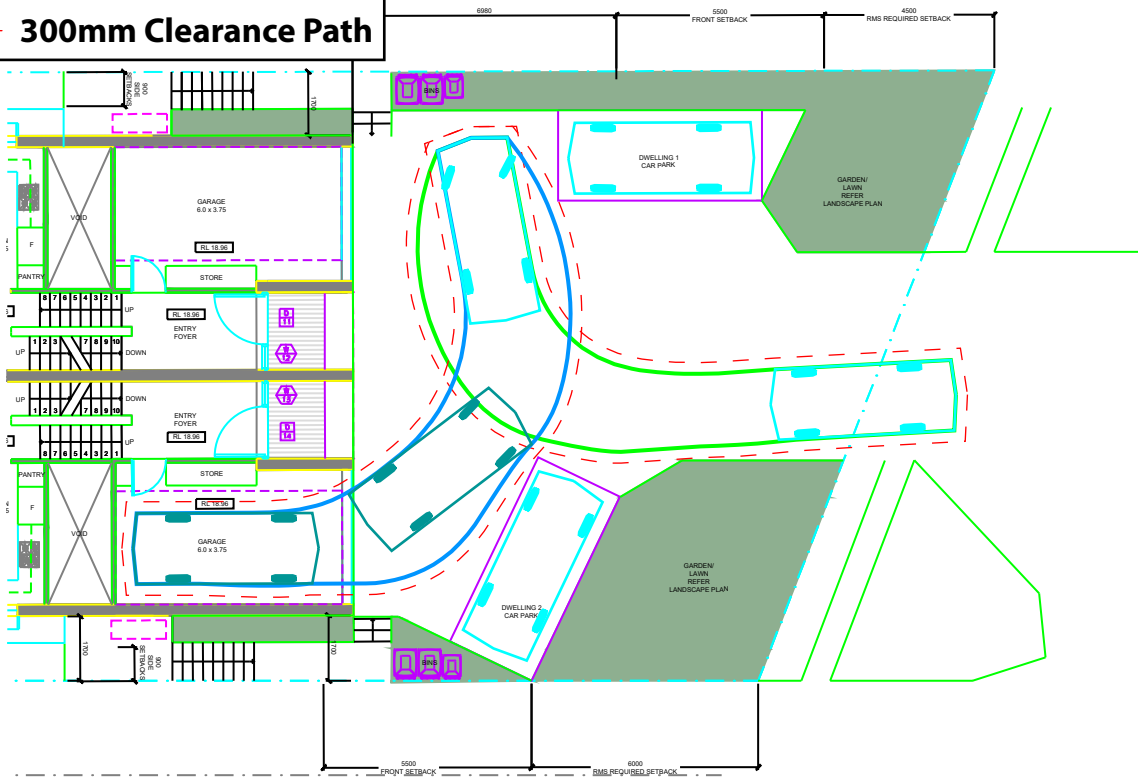
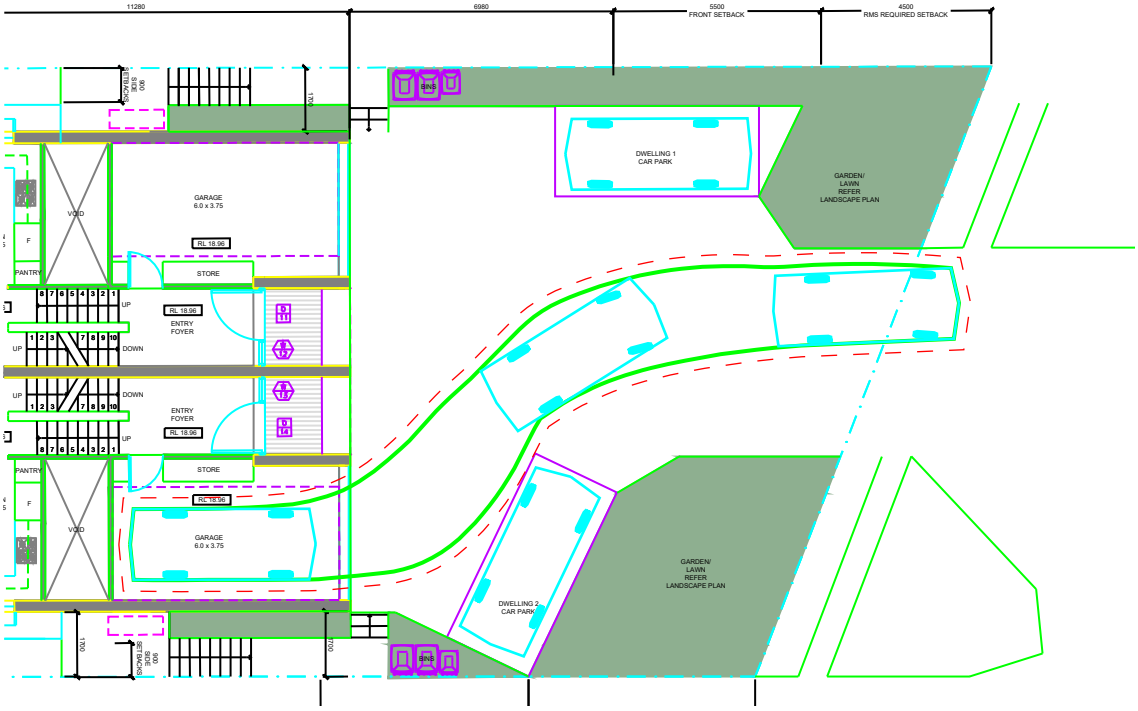
Path prepared using
Autodesk Vehicle Tracking

0 2 4 6 8 10 20

METRES
SCALE 1:200

Forward Vehicle Path
Reverse Vehicle Path
300mm Clearance Path





Manoeuvring Path of Australian Standard AS/NZS2890.1:2004 B85 Vehicle Accessing Dwelling 2 Garage Space

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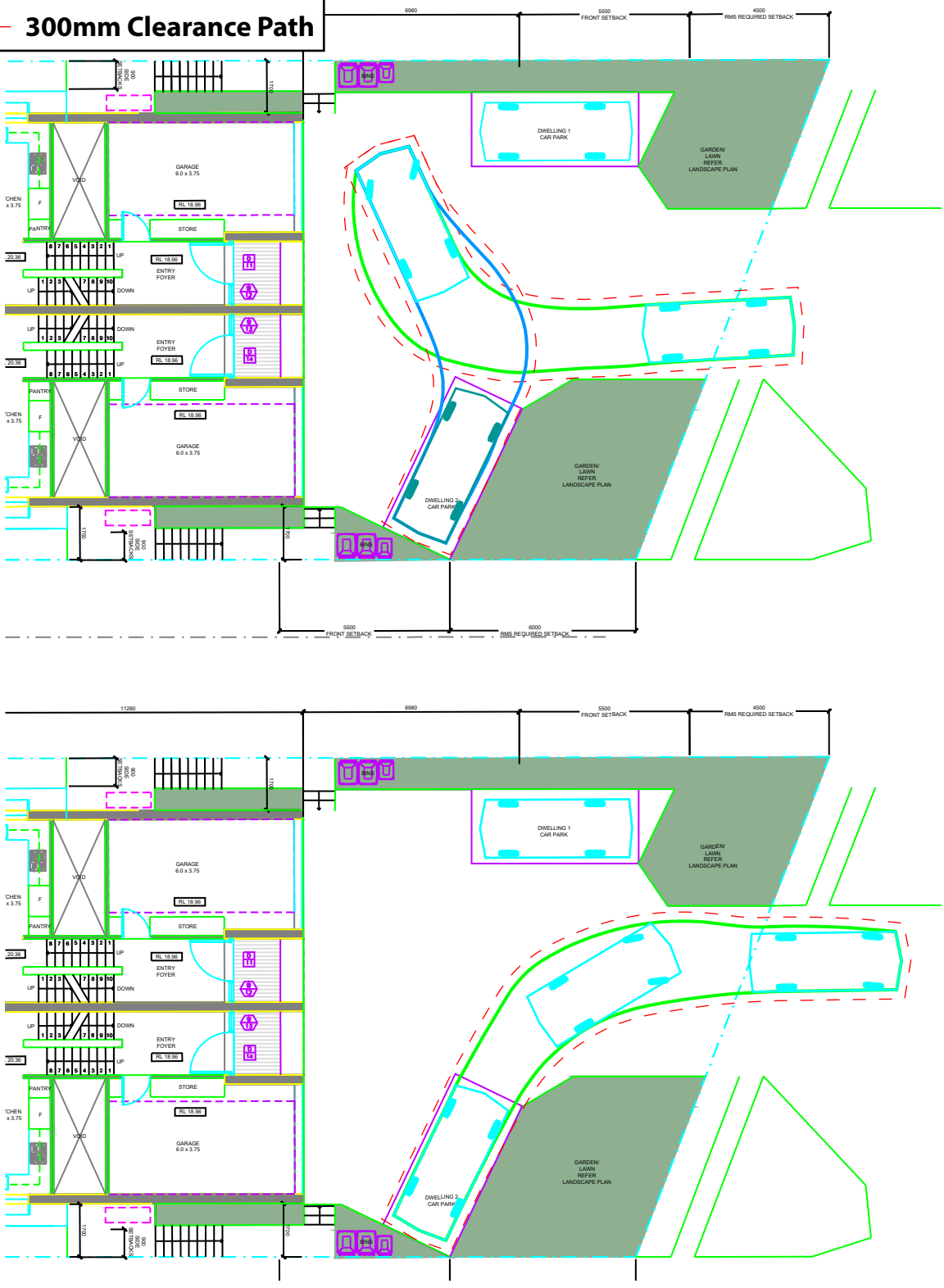
Path prepared using
Autodesk Vehicle Tracking

0 2 4 6 8 10 20
METRES
SCALE 1:200

Forward Vehicle Path
Reverse Vehicle Path
300mm Clearance Path



Manoeuvring Path of Australian Standard AS/NZS2890.1:2004 B85 Vehicle Accessing Dwelling 2 At-Grade Space

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