



Reference: 24046  
21 June 2024

Ahmed Jadid  
Director  
A & H Building Designers Pty Ltd  
[ahmed@ahbuildingdesigners.com.au](mailto:ahmed@ahbuildingdesigners.com.au)

Dear Ahmed

**Proposed Light Industrial Use (Office and Storage)  
93 Lakemba Street, Belmore  
Transport and Parking Assessments**

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**Proposed Development**

The proposed light industrial use at 93 Lakemba Street, Belmore, comprises a total gross floor area (GFA) of 182.1m<sup>2</sup>:

- 86.8m<sup>2</sup> of office component
- 95.3m<sup>2</sup> of storage component
- 3 off-street car parking spaces

Vehicle access is currently provided via a 2.8m-wide driveway on Lakemba Street and an internal access roadway of 2.4m-wide with an additional 200mm clearance to perimeter fencing. The building door is 2m-wide.

See the architectural plans in Appendix A.

**Council's DCP's Car Parking Requirements**

Canterbury-Bankstown Development Control Plan (DCP) 2023 specifies the following requirements for the proposed development:

| Type             | Car Parking Rates                                                                                   |
|------------------|-----------------------------------------------------------------------------------------------------|
| Storage          | 1 space per 300m <sup>2</sup> GFA or 1 space per 2 staff, whichever is greater                      |
| Office Component | 1 space per 100m <sup>2</sup> GFA<br>Additional office space – 1 car space per 40m <sup>2</sup> GFA |

Application of the DCP criteria reveals the following requirements:

| <u>Type</u>                               | <u>Car Parking Space Required</u> |
|-------------------------------------------|-----------------------------------|
| Storage (95.3 m <sup>2</sup> GFA/4 staff) | 2 spaces                          |
| Office (86.8 m <sup>2</sup> GFA)          | 1 space                           |
| <b>Total</b>                              | <b>3 spaces</b>                   |



The development proposes 3 car spaces within the industrial building in accordance with Council's DCP requirements.

### **Waste Collection**

Waste collection will continue on the northern kerbside of Lakemba Street, with bins wheeled to the kerb for collection outside of peak hours.

Such arrangement is consistent with and is typical for the surrounding small industrial development within this area:

- 63-67 Lakemba Street
- 73 Lakemba Street
- 87-89 Lakemba Street
- 95 Lakemba Street

Given that the waste collection will occur outside peak hours when traffic flow along Lakemba Street is relatively low, the activity will have minimal impacts on the road.

### **Traffic Generation and Impact**

Roads and Maritime Services, Guide to Traffic Generating Developments, Version 2.2 October 2002 specifies a peak-hour traffic generation rate of 0.5 vtp/h per 100 m<sup>2</sup> GFA for storage use.

Application of the above rate to 182.1m<sup>2</sup> GFA would indicate a peak-hour traffic generation of 1 vehicle per hour.

Traffic generation of this order of magnitude of 1 vehicle trip for every hour is minor in the context of the local and arterial road system. It will not act to create unacceptable traffic congestion or conflict either at the vehicle access point or at adjacent intersections.

### **AS2890.1 and Council's DCP Compliance**

The car parking layout has been reviewed against the requirements of AS2890.1:2004 and Council's DCP. This assessment included a review of the following:

- bay and aisle width
- adjacent structures
- headroom

Parking bays are provided with dimensions of 2.3m x 5m (for small car) and 2.4m x 5.4m (for standard car) parking spaces for staff with a minimum of 6.6m aisle width and 2.4m headroom in accordance with AS2890.1 and Council's DCP requirements for User Class 1A.



Tandem spaces are often considered appropriate for staff use due to predictable schedules where staff members typically have predictable work hours and will be very familiar with each other's travel patterns. As such, these drivers will typically use the parking spaces in a more consistent manner rather than 'shuffling' their activities each day. In addition, staff will be likely to park all day or a good part of the day with very low turnover.

See Appendix B for satisfactory swept path assessments of B99 vehicle entering and exiting the driveway and a small car and B85 vehicle entering and exiting the car spaces. All design vehicles (up to B99) will be able to enter and exit the site in a forward direction.

Council's DCP requires the driveway width to be designed to RMS guidelines. Given that the largest vehicle accessing the site is a B99 vehicle, a 3m wide driveway is required in accordance with the requirements of AS 2890.1:2004 and Council's DCP.

While the existing 2.8m-wide driveway and 2.4m-wide internal access roadway are short of AS 2890.1:2004 and Council's DCP requirements of 3m, the existing driveway is safe, functional and adequate for the proposed development and its intended users based on the following reasons:

- the driveway and vehicle access leading to the building are on a straight alignment
- the driveway and access have traditionally operated without any safety concerns since 2022.
- a B99 car is only 1.94m wide with most vehicles being smaller than B99
- reflective column guards will be installed to highlight the presence of adjacent structures
- Road Narrows (w4-3) signs will be installed on both approaches in and out of the carpark to warn the drivers that the lane ahead is not as wide as the standard lane.
- the access will only be utilised by staff who are very familiar with the driveway and internal road access geometries and therefore, will drive in and out of the site in a safe manner.

I trust the above provides the information you require. Should you have any questions or require any further information, please do not hesitate to contact me on 042 4007 141.

Yours sincerely,

**Siew Hwee Kong (Meg)**

**Director/Transport Strategist**

Transport Strategies Alliance

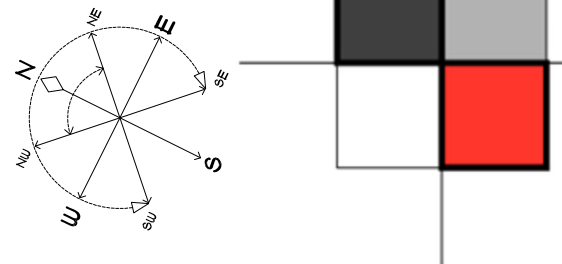
Design Practitioner Registration Number: DEP0000127

Professional Engineer Registration Number: PRE0000121



# **APPENDIX A**

## **Assessed Plans**



BUILDING DESIGNER  
**AHMED JADID**  
119 WILLOUGHBY RD  
CROWS NEST, 2065 NSW  
MOB: 0404 648 251

| REVISION                  |            |
|---------------------------|------------|
| ISSUE A - 'STAGE 1' PLANS | 23.05.2023 |
| ISSUE B - 'STAGE 1' PLANS | 08.03.2024 |
| ISSUE B - 'STAGE 1' PLANS | 12.06.2024 |
| ISSUE C - FINAL DA PLANS  | 19.06.2024 |

CLIENT  
**MICHAEL SEMAAN**

ADDRESS  
**93 LAKEMBA STREET,  
BELMORE**

PROJECT  
**PROPOSED  
LIGHT INDUSTRY**

DRAWN BY  
**A.J.**

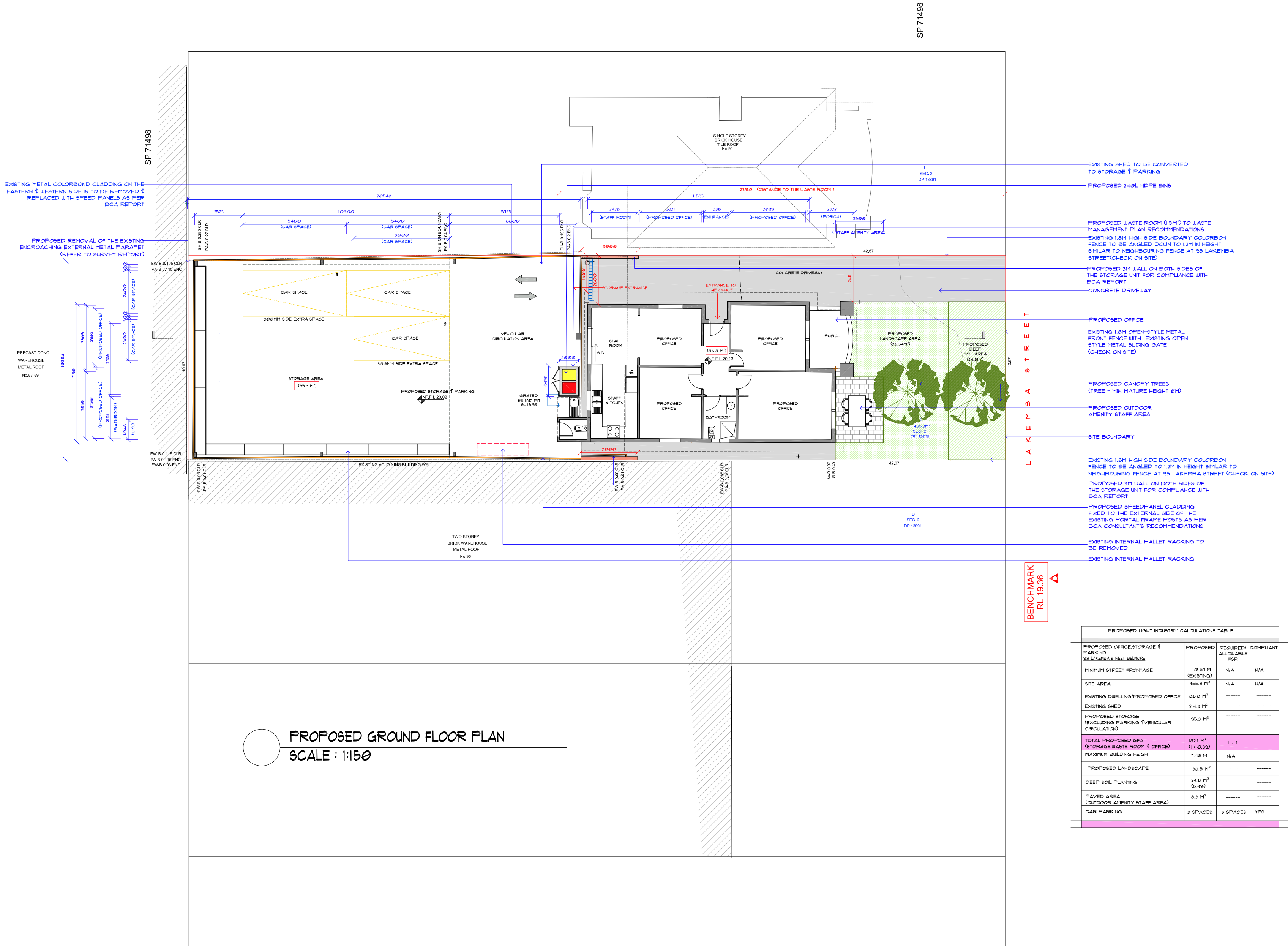
ISSUE DATE  
**19.06.2024**

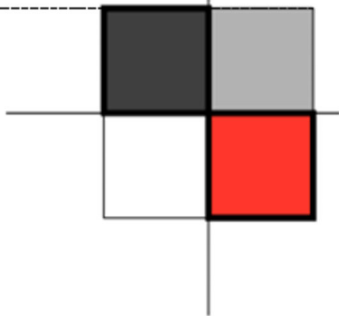
PROJECT NO.  
**2024.015**

DESCRIPTION  
**PROPOSED  
GROUND FLOOR PLAN**

REVISION NO.

C0.5





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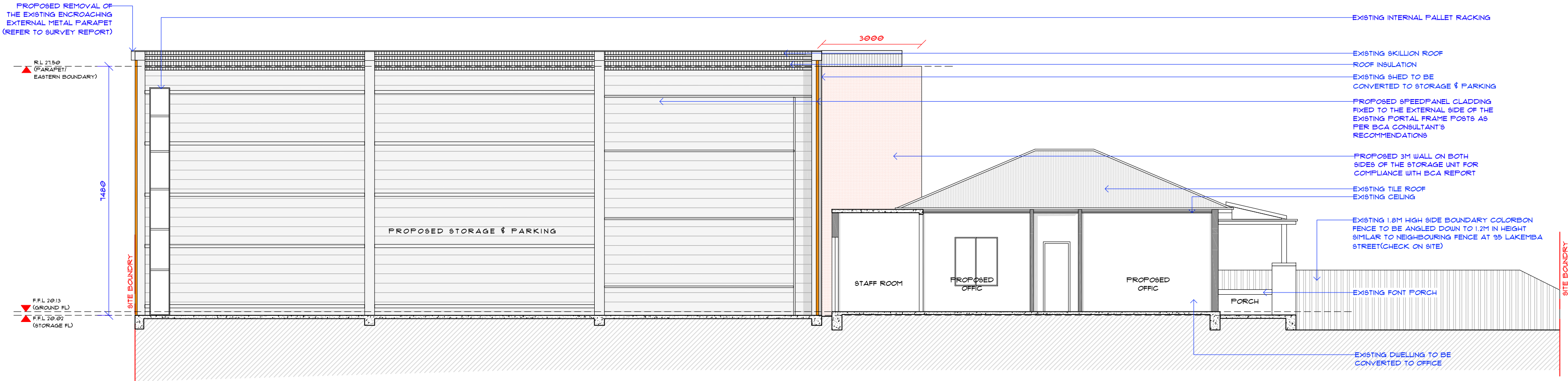
ISSUE DATE  
19.06.2024

PROJECT NO.  
**2024.015**

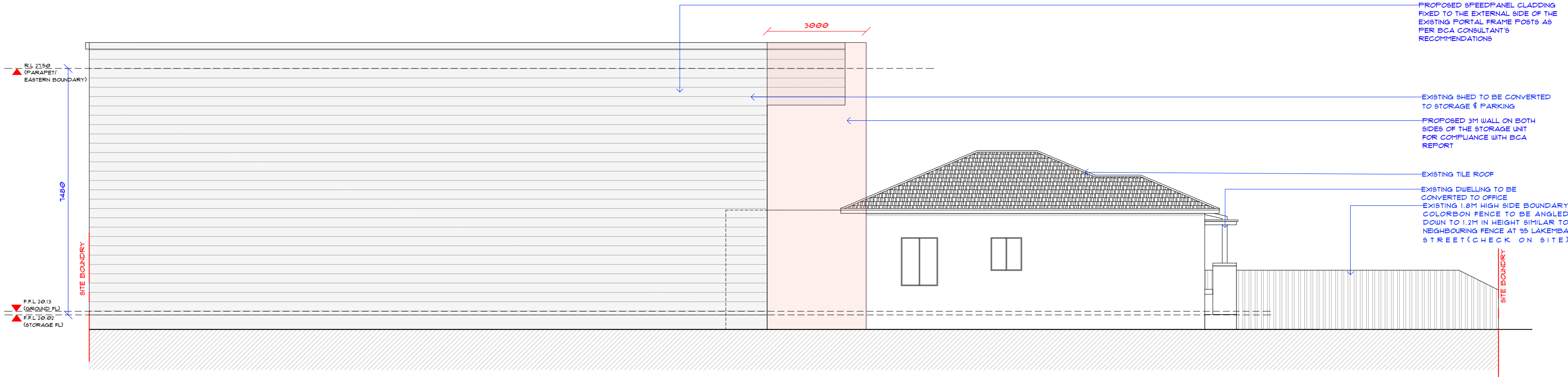
DESCRIPTION  
**PROPOSED LONG SECTION  
& PROPOSED ELEVATION**

REVISION NO.

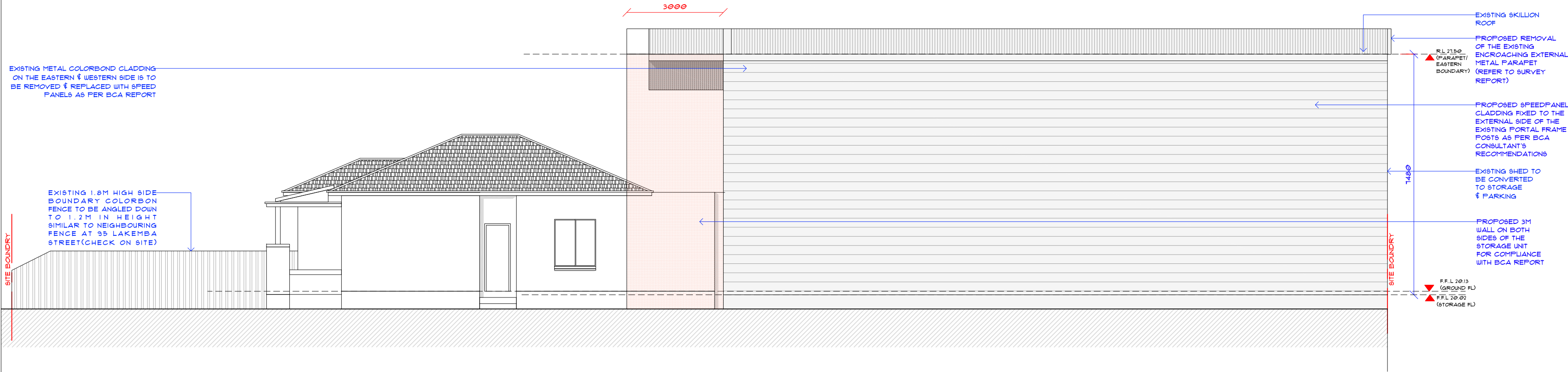
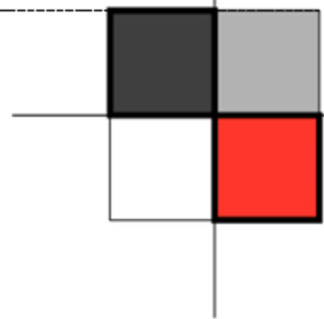
C0.6



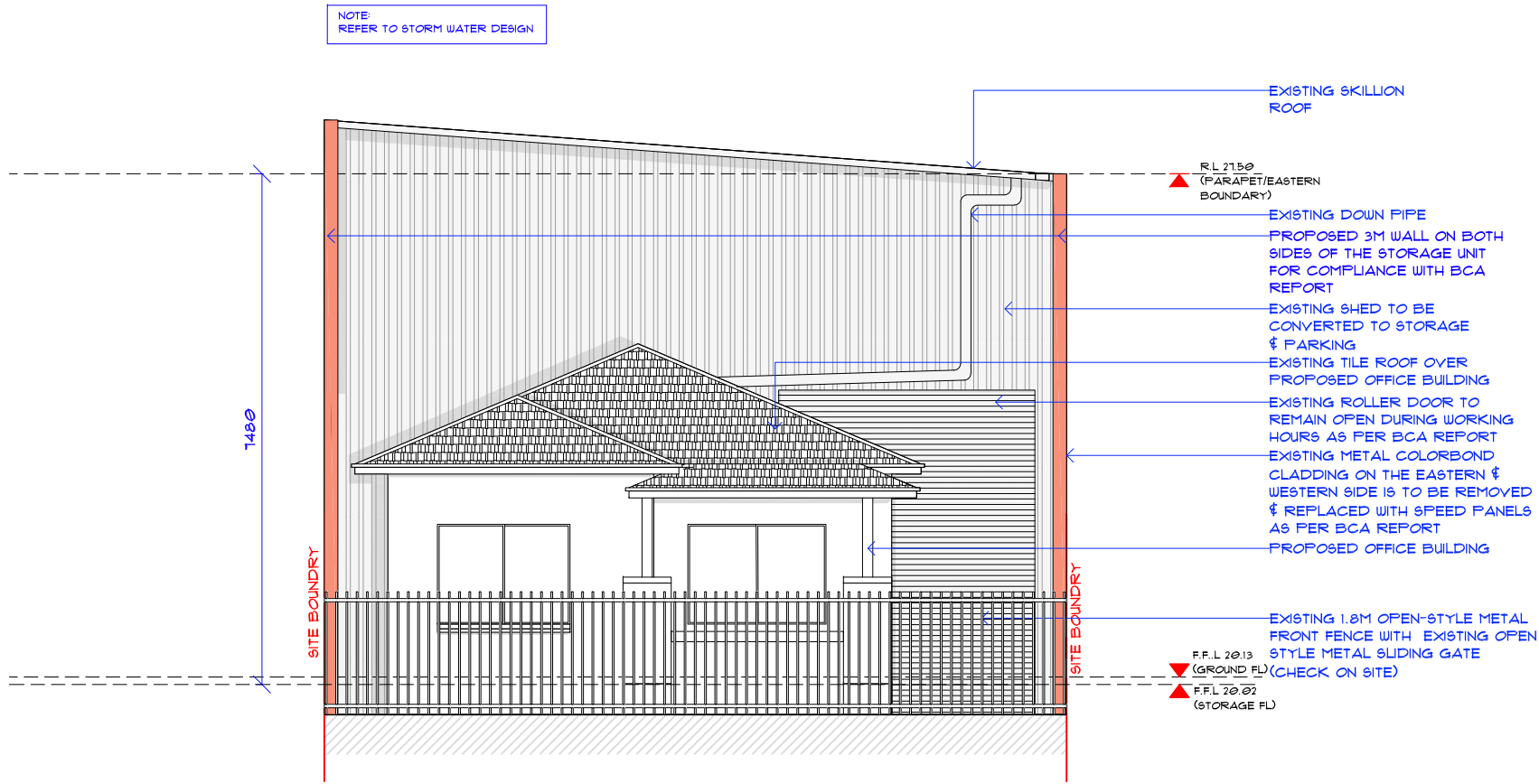
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SCALE : 1:100



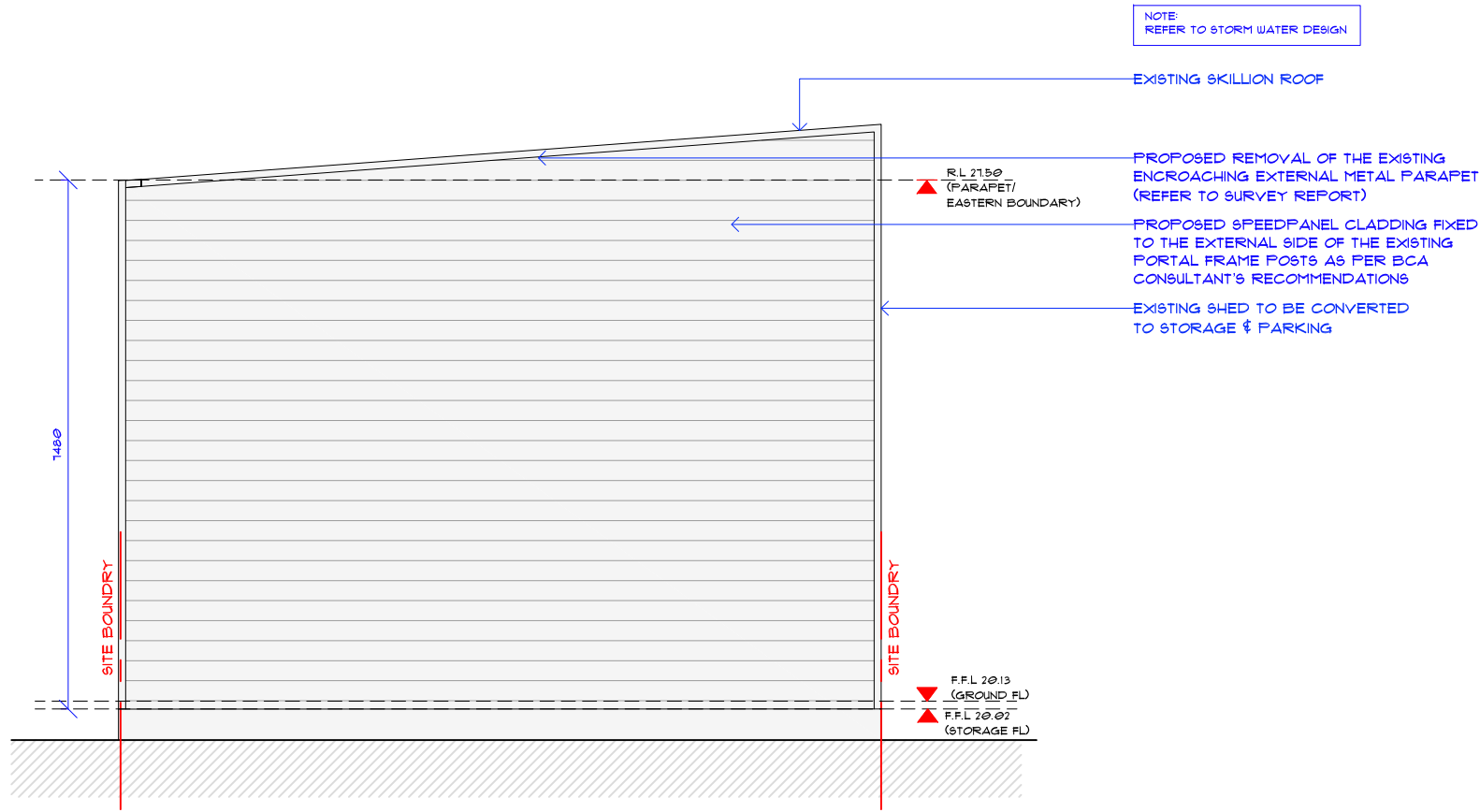
PROPOSED WESTERN ELEVATION  
SCALE : 1:100



PROPOSED EASTERN ELEVATION  
SCALE : 1:100



PROPOSED SOUTHERN ELEVATION  
SCALE : 1:100



PROPOSED NORTHERN ELEVATION  
SCALE : 1:100

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PROJECT  
**PROPOSED  
LIGHT INDUSTRY**

DRAWN BY  
A.J.

ISSUE DATE  
19.06.2024

PROJECT NO.  
**2024.015**

DESCRIPTION  
**PROPOSED ELEVATIONS**

REVISION NO.

**Ce.1**



# **APPENDIX B**

## **Swept Path Assessments**

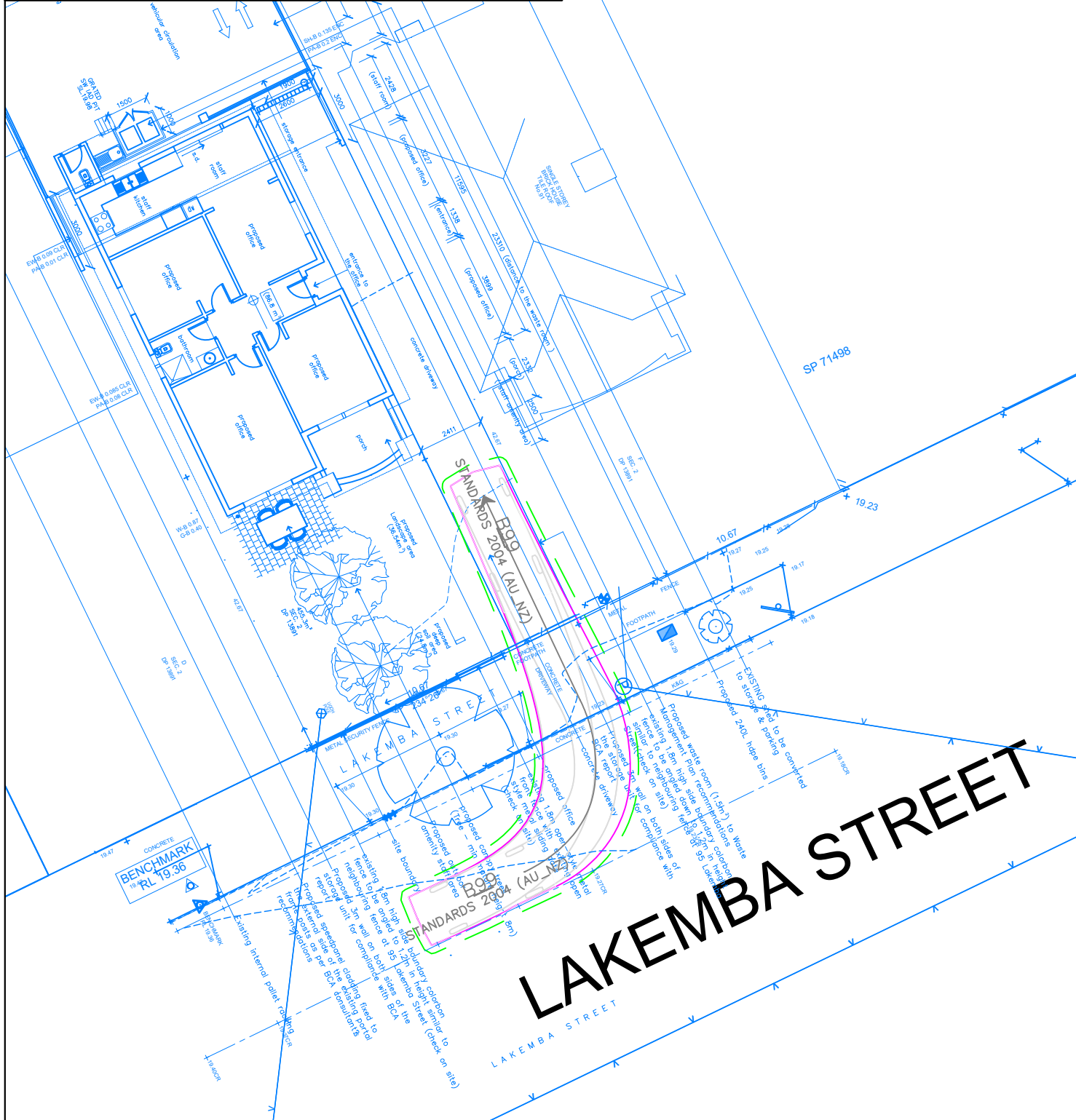
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Printed by Muhammad Baza

**SWEPT PATH KEY:**

- VEHICLE CENTRE LINE
- - - VEHICLE TYRE PATH
- VEHICLE BODY PATH
- - - 300mm CLEARANCE FROM VEHICLE BODY

**B99**

Width : 1.94 meters  
Track : 1.84  
Lock to Lock Time : 6.0  
Steering Angle : 33.9



93 LAKEMBA STREET, BELMORE

SWEPT PATH ASSESSMENT

Transport Strategies

TRANSPORT STRATEGIES ALLIANCE PTY LTD  
207A/30 CAMPBELL STREET, BLACKTOWN NSW 2148  
ABN 51 660 480 491  
PHONE 0424 007 141  
WEBSITE <http://www.transportstrategies.com.au/>

**PRELIMINARY PLAN**  
FOR DISCUSSION PURPOSES  
ONLY SUBJECT TO CHANGE  
WITHOUT NOTIFICATION

24046-01-V6\_SP  
01 OF 04  
21 June 2024

DESIGNED BY  
R. MUHAMMAD

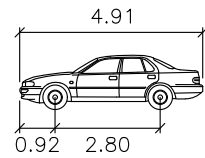
APPROVED BY  
M.KONG

SCALE  
A3

1:200

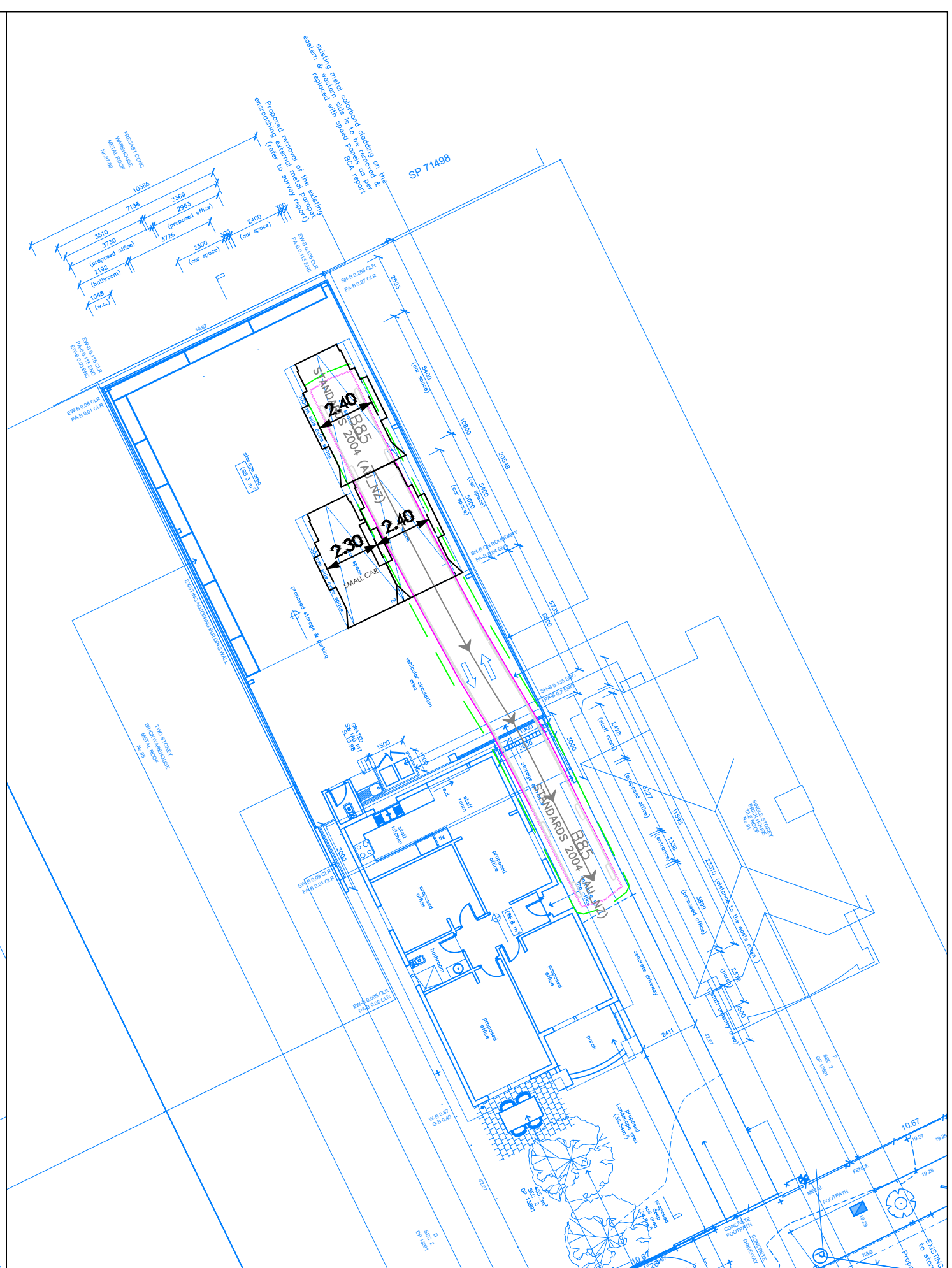
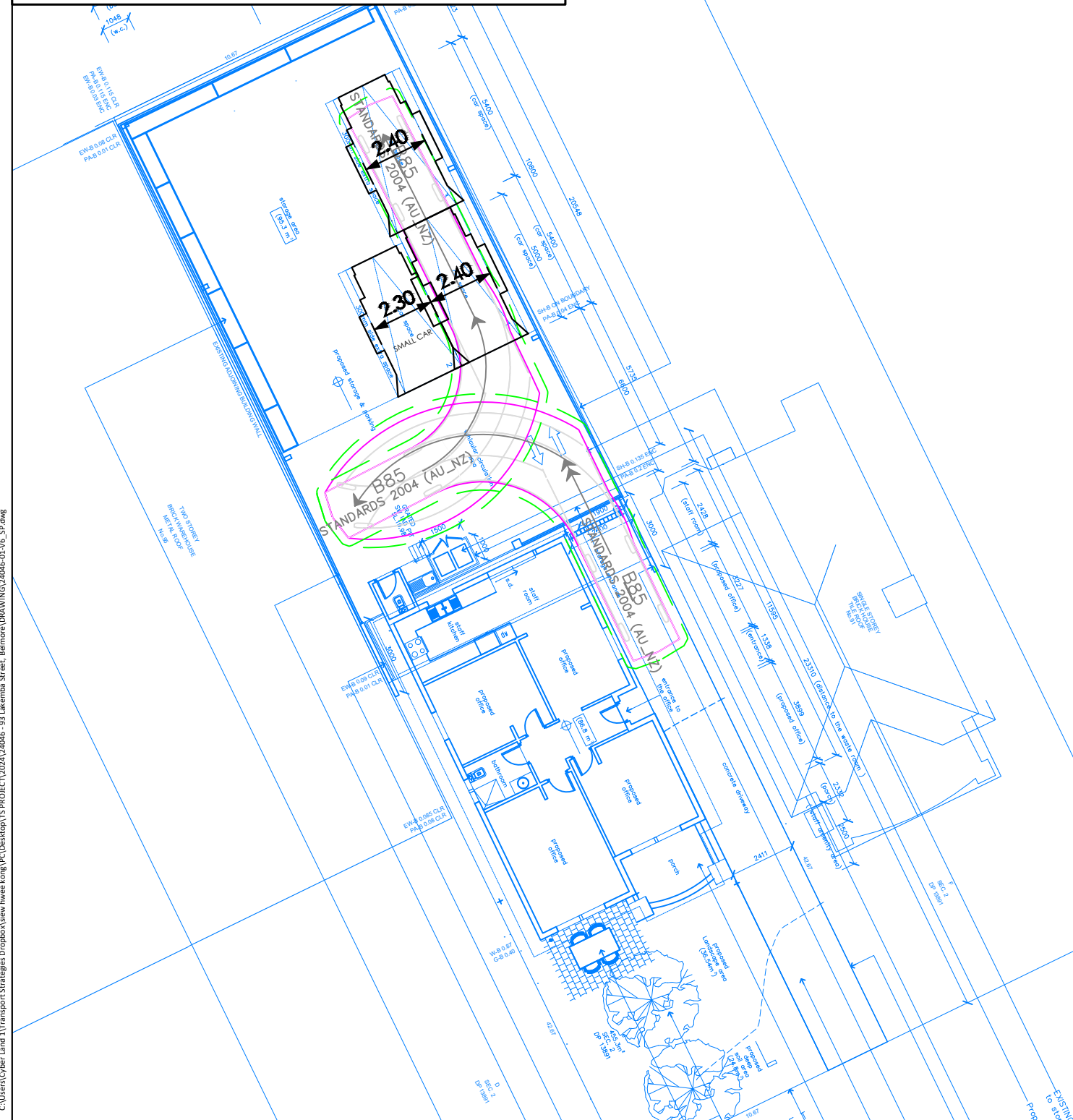
**SWEPT PATH KEY:**

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- - - VEHICLE TYRE PATH
- VEHICLE BODY PATH
- - - 300mm CLEARANCE FROM VEHICLE BODY



**B85**

Width : 1.87 meters  
Track : 1.77  
Lock to Lock Time : 6.0  
Steering Angle : 34.1



93 LAKEMBA STREET, BELMORE

SWEPT PATH ASSESSMENT



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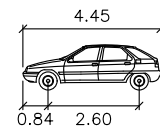
APPROVED BY  
M.KONG

SCALE  
A3

0 2.0 4.0  
1:200

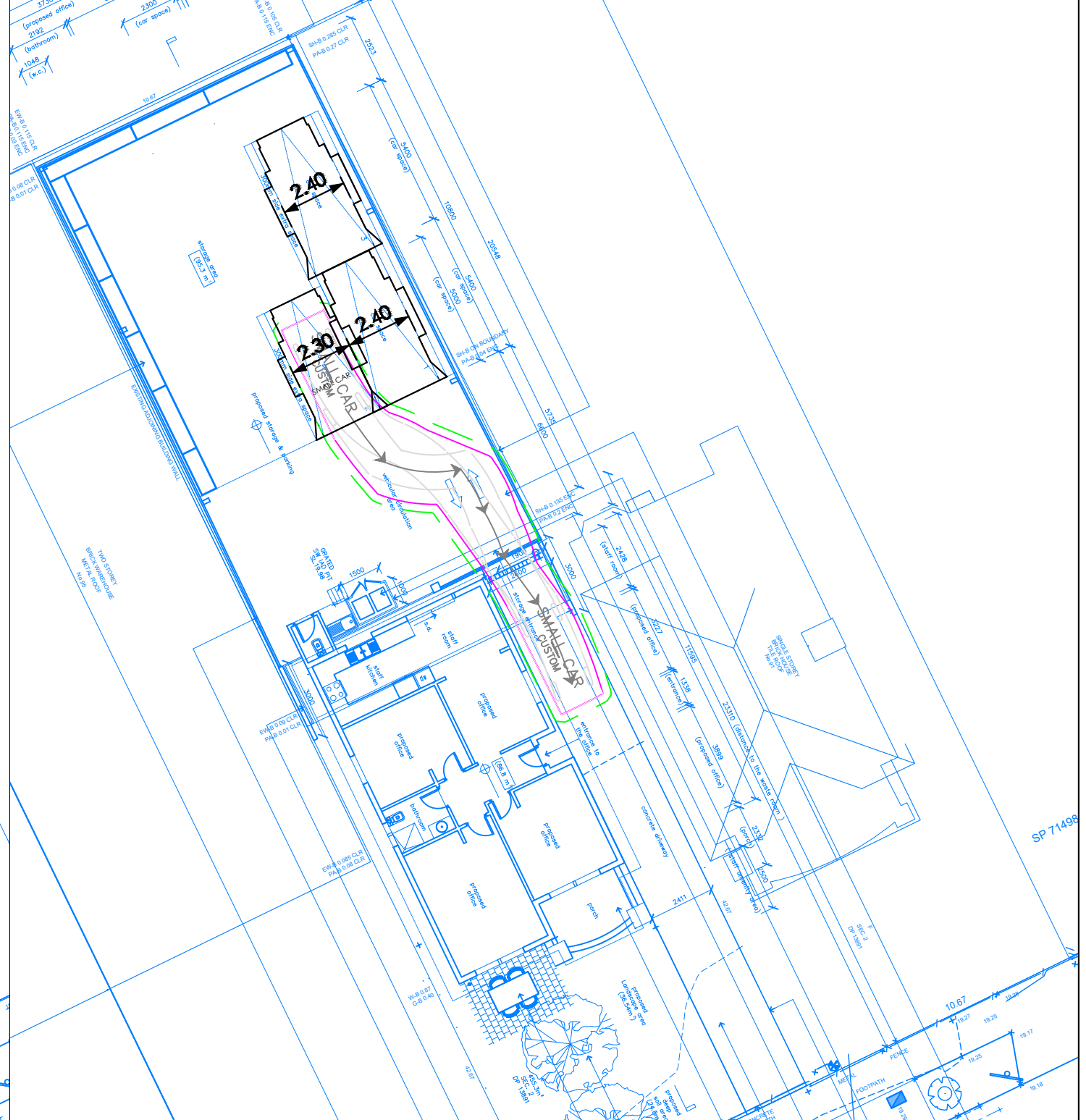
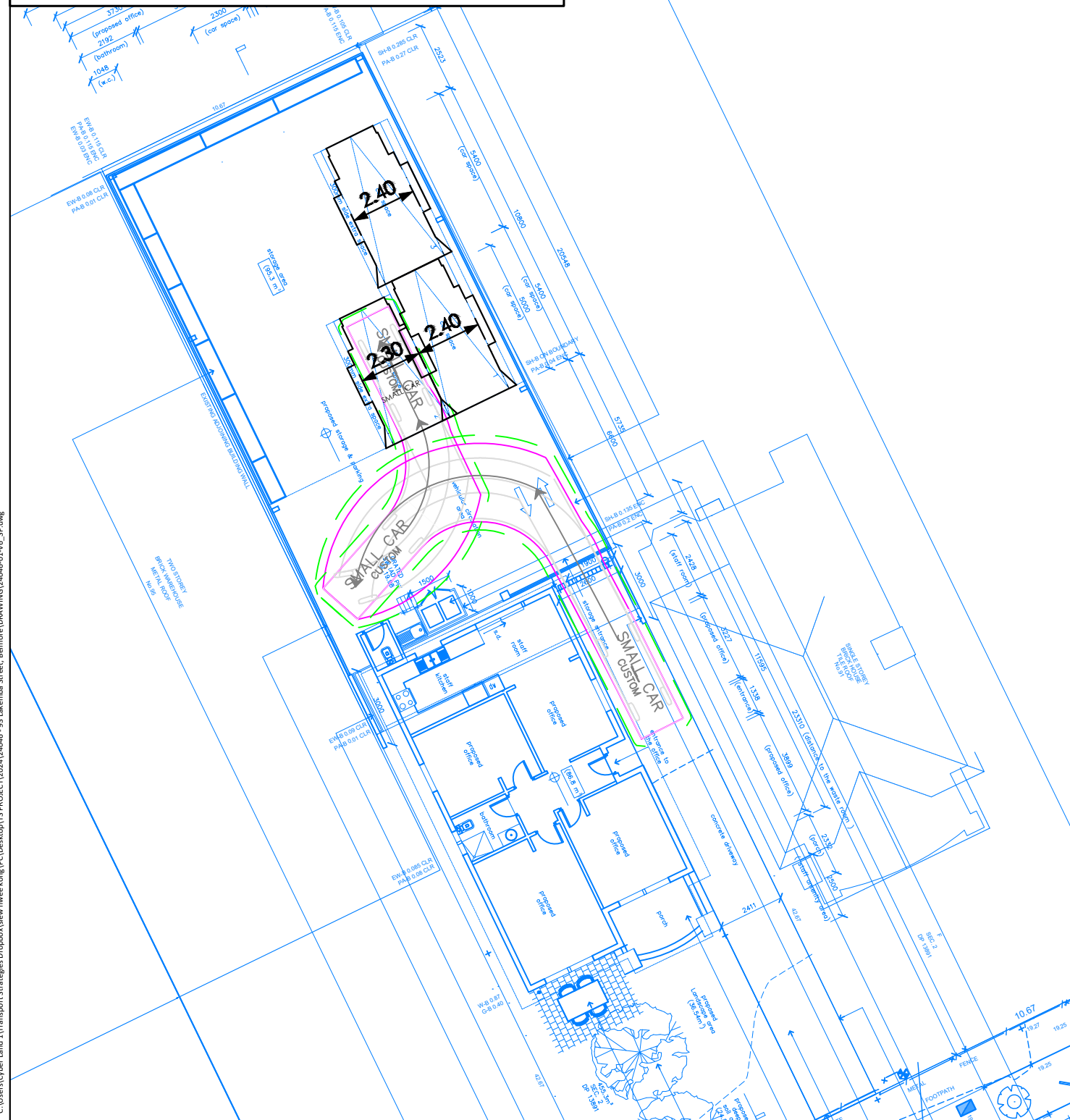
**SWEPT PATH KEY:**

- VEHICLE CENTRE LINE
- - - VEHICLE TYRE PATH
- VEHICLE BODY PATH
- - - 300mm CLEARANCE FROM VEHICLE BODY



SMALL CAR

Width : 1.70  
Track : 1.48  
Lock to Lock Time : 6.0  
Steering Angle : 34.6



93 LAKEMBA STREET, BELMORE

SWEPT PATH ASSESSMENT



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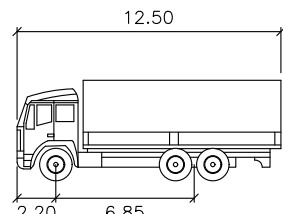
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03 OF 04  
21 June 2024

DESIGNED BY  
R. MUHAMMAD  
APPROVED BY  
M. KONG  
SCALE  
A3  
0 2.0 4.0  
1:200

**SWEPT PATH KEY:**

- VEHICLE CENTRE LINE
- - - VEHICLE TYRE PATH
- VEHICLE BODY PATH
- - - 500mm CLEARANCE FROM VEHICLE BODY



HRV

|                   |        |
|-------------------|--------|
| Width             | : 2.50 |
| Track             | : 2.50 |
| Lock to Lock Time | : 6.0  |
| Steering Angle    | : 36.7 |

KERBSIDE WASTE COLLECTION BY UP TO AN HRV IS CONSISTENT WITH THE EXISTING ARRANGEMENT AND WILL OCCUR OUTSIDE OF THE PEAK HOURS TO MINIMISE IMPACT ON THE TRAFFIC FLOW ON LAKEMBA STREET