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Job Number: 25NL027-TR1

Date: 27th March, 2025

Traffic Management Report for 84 Bryant Street, Padstow, NSW

Prepared for: Development Application Approval

Report No.	Issue No.	Issue Date	Details
25NL027-TR1	1	27/03/2025	Issued for Development Application Approval

Prepared by

LOKA CONSULTING ENGINEERS PTY LTD

Nermein Loka

BSC, ME, MIE (AUST), CPEng, NPER, RPEQ, APEC, IPEA, F.I.E.(AUST)

Senior Civil Engineer

Director

(NOT FOR CONSTRUCTION)

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1. Introduction

Loka Consulting Engineers Pty Ltd has been engaged by Campbell Hill Group Pty Ltd to provide a Traffic Management Report for the site at 84 Bryant Street, Padstow, NSW within Canterbury-Bankstown Council (refer to Figure 1-1 and Figure 1-2) for Development Application Approval.

A Traffic Management Plan and Report is required for the proposed development to identify the impacts of the proposal on the local street network and mitigation measures required to ameliorate any impacts. This includes:

- A description of the site and details of the development proposal;
- A review of the geometric design features of the proposed car parking facilities for compliance with the relevant codes and standards; and
- An assessment of the adequacy and suitability of the quantum of off-street car parking provided on site.



Figure 1-1 Subject site (Source SIX Maps)



Figure 1-2 Site location (Source SIX Maps)

2. Proposed Development

The proposed development will facilitate the demolition of existing mechanical services shop and construction of a warehouse within a site area of approximately 545.10 m².

The proposed development is bounded by

- No. 86 Bryant Street on the East,
- No. 80 Bryant Street on the West,
- Gibson Avenue on the North, and
- Bryant Street on the South.

The proposed development consists of basement level for parking, ground floor level and 1 upper level with two driveways entries on Bryant Street.

2.1.Public Transportations

1. It takes 1 minute walking (99m) from the site to Fairford Rd at Bryant St bus stop (refer to Figure 2-1).

Table 2-1 shows the bus and train line names; routes and the time between two successive trips. Refer to Transport NSW for accurate details.

Table 2-1 Bus line, route, and time

Stop No.	Line Name	Route	Weekday hours	Weekday interval	Weekend hours	Weekend interval
1	M91	Parramatta to Hurstville via Chester Hill & Padstow	05:50 - 20:55	30 min	07:14 - 21:55	30 min

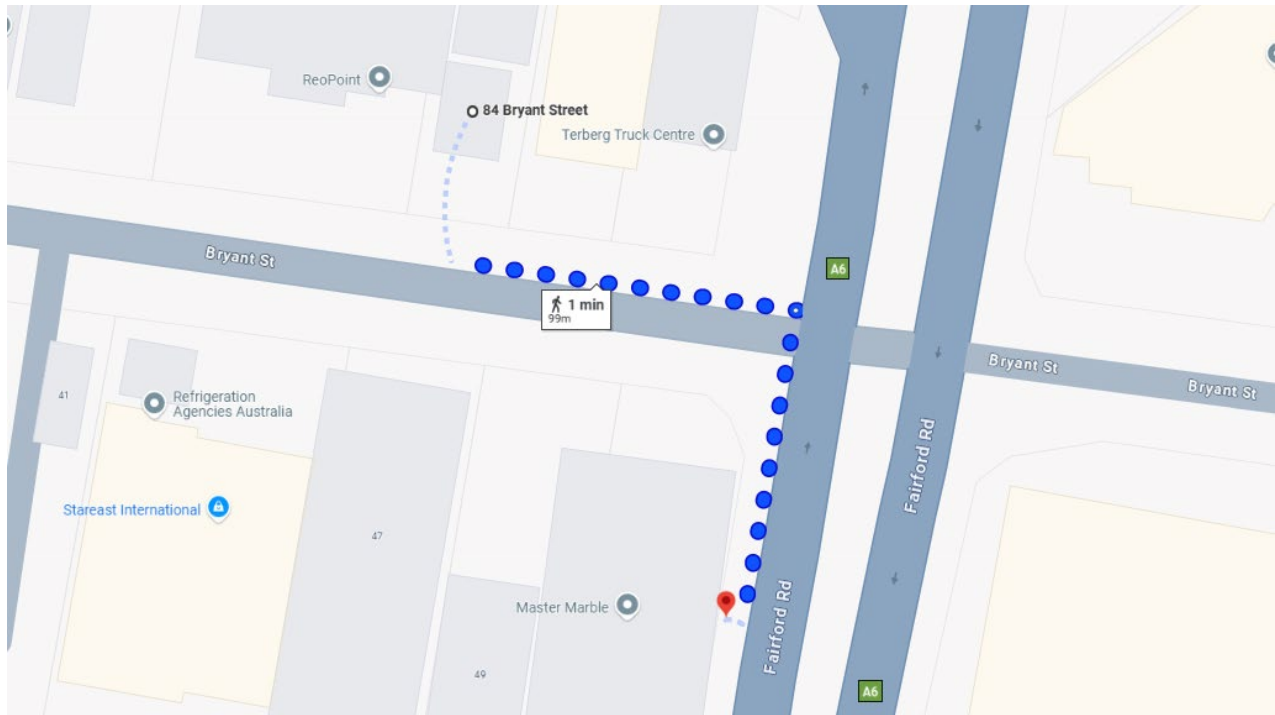


Figure 2-1 Site to Fairford Rd at Bryant St bus stop (Source Google Maps)

3. Off Street Parking Provision

3.1. Car parking

According to “Canterbury Bankstown Development Control Plan (2021), (Chapter 3.2)” the car parking requirement and summary are shown in Table 3-1.

Use/Activity	Minimum Number of Car Spaces Required
Warehouse	1 space per 300m ² GFA or 1 space per 2 staff, whichever is the greater.

Table 3-1 Off-street car parking space provision rate

According to the latest architectural plans, 5 parking spaces including 1 accessible parking space are provided at basement level.

Required minimum parking spaces for the proposed development is shown in Table 3-2.

Table 3-2 Required minimum car parking spaces

Use/Activity	GFA	Number of Staff	Parking Rate	Required Spaces	Proposed Spaces
Warehouse	768.42 m ²	6	1/300m ² or 0.5	3	5

The design complies with Canterbury Bankstown Development Control Plan (2021).

The architectural plan of the proposed development has been prepared by Campbell Hill Group Pty Ltd and is attached in Appendix A.

3.2.Bicycle parking

According to Canterbury Bankstown Development Control Plan (2021), the following minimum bicycle parking spaces shown in Table 3-4 must be provided.

Use/Activity	Minimum Bicycle Parking Provision
Warehouse	1 space per 20 staff

Table 3-4 Off-street bicycle parking space rates

Use/Activity	Number of Staff	Parking Rate	Required Spaces	Proposed Spaces
Warehouse	6	0.05	1	4

The design complies with Canterbury Bankstown Development Control Plan (2021).

4. Car Park and Driveway Layout

4.1.Driveway, Ramp Design and Dimensions of Parking Spaces

The design of the driveway, internal roadways & ramps, and car parking spaces must comply with relevant Australian Standards; details are shown in the basement architectural plan. Table 4-1 and Table 4-2 assess the compliance of the site to Australian Standard and Canterbury Bankstown Development Control Plan (2021).

FEATURE	AS/NZS 2890.1&2,3 &2890.6	Canterbury Bankstown DCP	Architectural Plan	Compliance
Access driveway width	<u>Cars:</u> <ul style="list-style-type: none"> • 3.0 to 5.5 for Category 1. • 6.0 to 9.0 for Category 2. • 3.0 min for separated driveway <u>SRV</u> <ul style="list-style-type: none"> • 3.5m (one-way) • 6.2m (two-way) 	According to AS2890.1 and AS2890.2	One-way 3m driveway entry towards basement One-way 3.8m driveway entry towards ground floor.	The design complies with AS 2890.1, 2 and Canterbury Bankstown DCP
Internal driveway width	<u>B99</u> <ul style="list-style-type: none"> • One-way – 3.0m minimum between kerbs • Two- way – 5.5m minimum between kerbs • Note: 300mm clearance on both side when there is a high kerb or barrier on both sides. <u>SRV</u> <ul style="list-style-type: none"> • 3.5m (one-way) • 6.2m (two-way) 	According to AS2890.1 and AS2890.2	<u>Driveway towards basement:</u> Varies between 3m and 3.9m between 300mm kerbs on both sides <u>Driveway towards ground floor:</u> 3.8m between 300mm kerbs on both sides	The design complies with AS 2890.1, 2 and Canterbury Bankstown DCP

Ramp grade	<p>Cars Ramp Grade</p> <p>Longer than 20m – 1:5 maximum. Up to 20m long – 1:4 maximum.</p> <p>Transition grades no more than 1:8.</p> <p>Curved ramp – as for straight ramp</p> <p>First 6m no more than 1:20.</p> <p>Changes of grade no more than 1:8.</p> <p>SRV Ramp Grade</p> <p>Max ramp grade is 1:6.5 (15.4%)</p> <ul style="list-style-type: none"> • Transition zone for minimum 4m with maximum grade 1:12 (8.3%) 	According to AS2890.1 and AS2890.2	<p><u>From boundary to basement</u></p> <p>5% @ 2m 12.5% @ 2m 25% @ 6.75m 12.5% @ 2m</p> <p><u>From boundary to ground floor</u></p> <p>8.3% @ 4m 11.75% @ 3.194m 8.3% @ 4m</p>	<p>The design for the ramp leading from boundary to basement is not complied with AS 2890.1, specifically the requirement for the first 6 meters to be at a 5% gradient since the available driveway length is limited.</p> <p>Please refer to section 4.3 for the proposed traffic signal system for pedestrian safety.</p> <p>The design for the ramp leading from boundary to ground floor is complied with AS 2890.2 and Canterbury Bankstown DCP.</p>
Headroom	<p>2.2m min between the floor and an overhead obstruction.</p> <p>Headroom above each dedicated space and adjacent shared area should be a minimum of 2.5m.</p> <p>Min 3.5m for SRV</p>	<p>2.4m for Cars and light vans</p> <p>2.3m for people with disabilities</p> <p>3.6m for small rigid vehicles</p>	<p>Head clearance with slab thickness & mechanical services is shown</p> <p><u>Basement</u> 2.8m</p> <p><u>Ground floor over loading bay and SRV manoeuvring inside warehouse:</u> 5.5m</p> <p>For basement, ensure minimum 2.2m overall and 2.5m at disabled space and shared zone at CC stage.</p> <p>Ensure minimum headroom is 3.6m for SRV at ground floor level at CC stage.</p>	<p>The design complies with AS 2890.1, 2, 6 and Canterbury Bankstown DCP</p>

Table 4-1 Driveway and ramp design

Ground floor and basement architectural plans of the proposed development has been prepared by Campbell Hill Group Pty Ltd and is attached in Appendix A.

4.2.Dimensions of Parking Spaces

The design of the car parking spaces should be in compliance with AS 2890.1, AS2890.2, and AS 2890.6.

FEATURE	AS/NZS 2890.1&2,3 & 2890.6	Canterbury Bankstown DCP	Architectural Plan	Compliance
Parking space (employee)	5.4m x 2.4m. Additional 300mm when adjacent a wall	According to AS 2890.1	Min. 5.5m x 2.4	The design complies with AS 2890.1 and Canterbury Bankstown DCP
Disabled parking space	5.4m x 2.4m + a dedicated shared area of 5.4m x 2.4m	To comply with AS2890.6	Min. 5.5m x 2.4m with a shared area of 5.5m x 2.4m	The design complies with AS 2890.6 and Canterbury Bankstown DCP
Loading bay	3.5m x 6.4m for SRV	4m x 7m	3.5m x 8.8m	The design complies with AS 2890.2 and Canterbury Bankstown DCP
Aisle width	5.8m minimum	According to AS 2890.1	12.675m	The design complies with AS 2890.1 and Canterbury Bankstown DCP
Blind aisle	At blind aisles, the aisle shall be extended a minimum of 1m beyond the last parking space	According to AS 2890.1	300mm	The design is not complying with AS 2890.1. However, there is sufficient space for vehicle to enter & exit the parking space complying with AS2890.1
Bicycle parking space	1200 X 500 vertical	According to AS 2890.3	0.5m x 1.2m	The design complies with AS2890.3 & Canterbury Bankstown DCP
Bicycle Aisle width	1.5m	1.5m	Minimum 1.5m	The design complies with AS2890.3 & Canterbury Bankstown DCP

Table 4-2 Dimensions of parking spaces

As required in AS 2890.1:2004, a triangular area with 2.5m (face to driveway) by 2.0m (face to street) will be kept clear of obstructions to visibility (Refer to Figure 4-1).

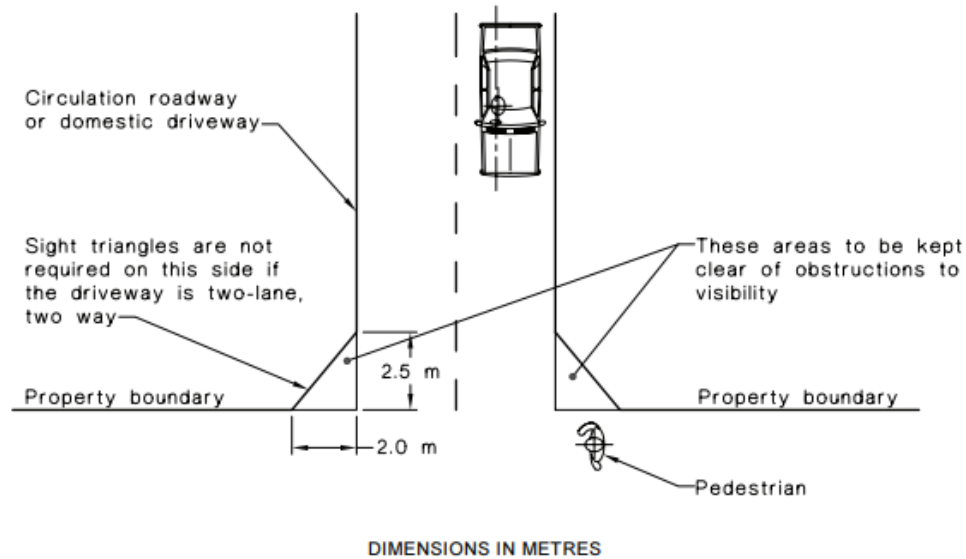


Figure 4-1 AS 2890.1:2004 requirement

In accordance with AS 2890.1:2004, sight triangle is hatched in red and shown in the following Figure 4-2.

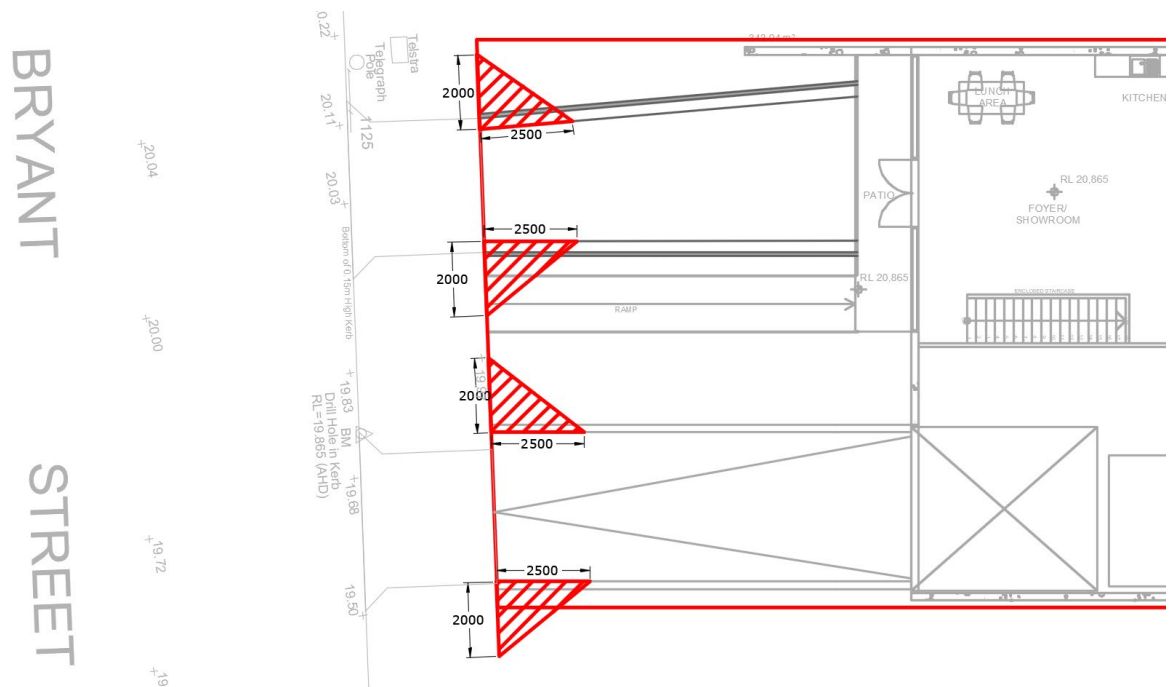


Figure 4-2 Sight triangle

Ensure any object within the sight triangle is max. 1.15m high or 50% transparent above 0.9m if higher than 1.15m.

4.3. Proposed Traffic Signal System for Pedestrian Safety

To address the non-compliance of the ramp gradients with AS2890.1, specifically the requirement for the first 6 meters to be at a 5% gradient, an enhanced traffic signal system is proposed. This system will ensure pedestrian safety as vehicles enter and exit the basement. The solution (NOT FOR CONSTRUCTION)

includes the installation of a laser detection system that triggers flashing lights and warning signs to alert pedestrians (Refer to Figure 4-3).

The traffic signal system will be comprised of:

1. **Laser detection sensors:** Positioned at the bottom of the ramp to detect when vehicles are approaching the exit.
2. **Flashing warning yellow lights:** Activated by the laser sensors on each side of the ramp to signal pedestrians that a vehicle is about to exit.
3. **Warning signs:** External signs mentioning 'WATCH OUT: VEHICLES EXITING WHEN FLASHING YELLOW' on each side of the ramp are proposed to further inform pedestrians of the potential hazard if yellow light flashes. The signs will feature clear, bold text in a high-visibility format to maximize awareness.

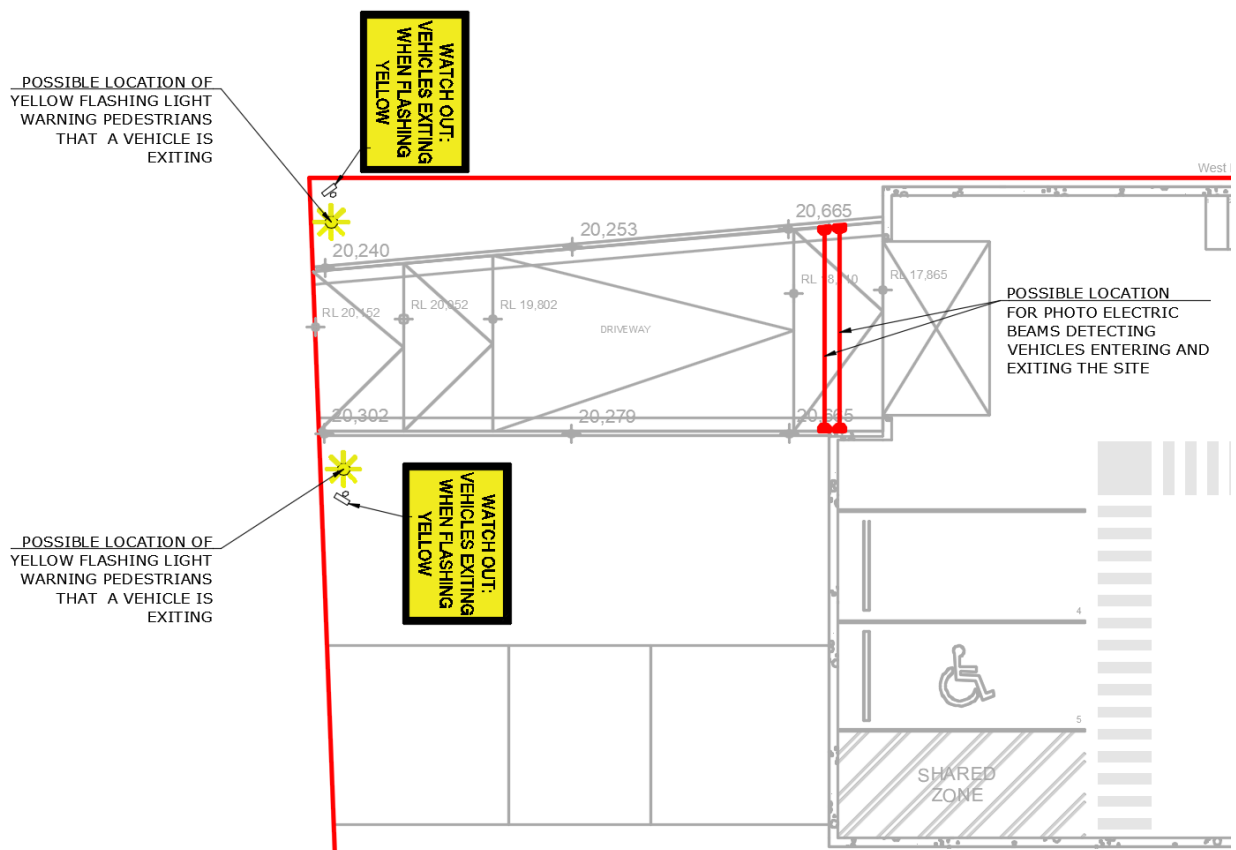


Figure 4-3 Proposed Traffic Signal System Components for Pedestrian Safety

5. Traffic Generation

An indication of the traffic generation potential of the development proposal is provided in accordance with Roads and Maritime Services (RMS) publication 'Guide to Traffic Generating Developments 2002'.

The RMS guidelines are based on extensive survey of a wide range of land uses.

The existing site is comprised of a car repair shop. According to RTA, a car repair shop is classified under road transport terminal as per road transport terminal's definition.

Car repair shop:

Rates.

1 per 100 mm² GFA

The hourly traffic generation for existing car repair shop of GFA 424 m² is

Evening peak hour vehicle trips = $0.01 \times 424 = 4.24$ veh/hr.

The subject site is identified as warehouse.

Warehouses:

Rates.

0.5 per 100 m² GFA morning

For the subject site, there is office of total gross area = 768.42m². Therefore, there is a traffic generation potential of approximately 3.84 vehicles per hour during peak periods.

The future vehicle trips should be discounted by the existing trips to evaluate the net increase in traffic generation due to the proposed development. This is shown in Table 5-1.

Time	Land use	Morning peak hour trips	Evening peak hour trips
Future	Warehouse	3.84	-
Existing	Car repair shop	-	4.24
Net		+4	-5

Table 5-1 Traffic generation for future and existing development net Increase in peak hour

According to Table 5-1 above, there will be a net increase 4 vehicles in traffic generation potential in the morning, and net decrease 5 vehicles in the evening for the proposed development.

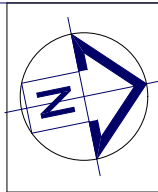
6. Swept Path Analysis

To ensure all vehicles enter and exit the site in a forward direction, swept path analysis has been conducted in the Appendix B.

It is our opinion that the proposed car parking and driveway comply with Australia Standard.

APPENDIX A

Architectural Plan



LEGEND

- S SINK
- + REDUCED LEVEL
- S/O STOVE/OVEN COOKTOP
- (SA) SMOKE ALARM
- W WASHING MACHINE
- D DRYER
- F FRIDGE
- DW DISHWASHER
- (DP) DOWNPIPE
- T.O.R TOP OF ROOF
- T.O.P TOP OF PARAPET
- B.I.R BUILD IN ROBE
- W.I.R WALK IN ROBE
- WATER FLOW DIRECTION
- X° ROOF PITCH
- (FW) FLOOR WASTE
- LC LINEN CUPBOARD
- P.O.S PRIVATE OPEN SPACE
- LP LIGHT POLE

GENERAL NOTES

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- TIMBER USED SHALL BE IN ACCORDANCE WITH AS 1684 OF TIMBER FRAMING CODE.
- PROVIDE 50mm SETDOWN TO SLAB TO WET AREA (GROUND FLOOR).
- WET AREAS TO BE IN ACCORDANCE WITH AS3740 WATERPROOFING OF WET AREAS WITHIN RESIDENTIAL BUILDINGS.
- SMOKE ALARMS ARE TO BE INSTALLED IN ACCORDANCE WITH AS3786. ALARMS TO BE POSITIONED ON THE CEILING AND SET BACK A MINIMUM DISTANCE 300mm FROM ANY WALL.
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REVISION	NAME	DATE
REVISION A - CONCEPT	M.M	08/11/24
REVISION B - CONCEPT	M.M	16/12/24
REVISION C - CONCEPT	M.M	17/01/25
REVISION D - CONCEPT	M.M	08/02/25
REVISION E - CLIENT CHANGES	M.M	12/02/25
REVISION F - BCA CHANGES	M.M	04/03/25
REVISION G - FINALISE PLANS	K.N	12/03/25
REVISION H - TRAFFIC CHANGES	M.M	21/03/25



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Email: campbellhillgroup@hotmail.com



BUILDING DESIGNERS
ASSOCIATION OF AUSTRALIA

Client
PETER DELLIMANOLIS

Project Name
WAREHOUSE

At
84 BRYANT ST
PADSTOW

Drawing Title:
- Basement Plan
Basement

BDAA ACCREDITATION NO:	Scale: As Noted	A2
6455	Designed By: M.N	

Project No:	Drawing No.:
	10

Date: 26/03/2025

LEGEND:

- RETAINING WALLS
- 00,000 TOP OF WALL RL
- 00,000 PROPOSED FINISH RL

ALL CONSTRUCTION TO COMPLY WITH
AS1428.1-2009
DESIGN FOR ACCESS & MOBILITY & THE
BUILDING CODE OF ACCESSIBLE
PARKING SPACE

Basement

1:100

#

Section 1

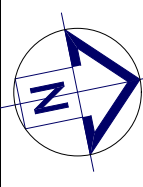
West Elevation

North Elevation

East Elevation

Ground Floor

1:100



LEGEND

- S SINK
+ REDUCED LEVEL
S/O STOVE/OVEN COOKTOP
(SA) SMOKE ALARM
W WASHING MACHINE
D DRYER
F FRIDGE
DW DISHWASHER
(DP) DOWNPIPE
T.O.R TOP OF ROOF
T.O.P TOP OF PARAPET
B.I.R BUILD IN ROBE
W.I.R WALK IN ROBE
→ WATER FLOW DIRECTION
X° ROOF PITCH
(FW) FLOOR WASTE
L/C LINEN CUPBOARD
P.O.S PRIVATE OPEN SPACE
LP LIGHT POLE

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CAMPBELL HILL
GROUP PTY LTD.
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ASSOCIATION OF AUSTRALIA

Client

PETER DELLIMANOLIS

Project Name

WAREHOUSE

At

84 BRYANT ST
PADSTOW

Drawing Title:

- Ground Floor Plan
Ground Floor

BDAA ACCREDITATION NO:

6455

Project No:

#

Scale: As Noted

A3

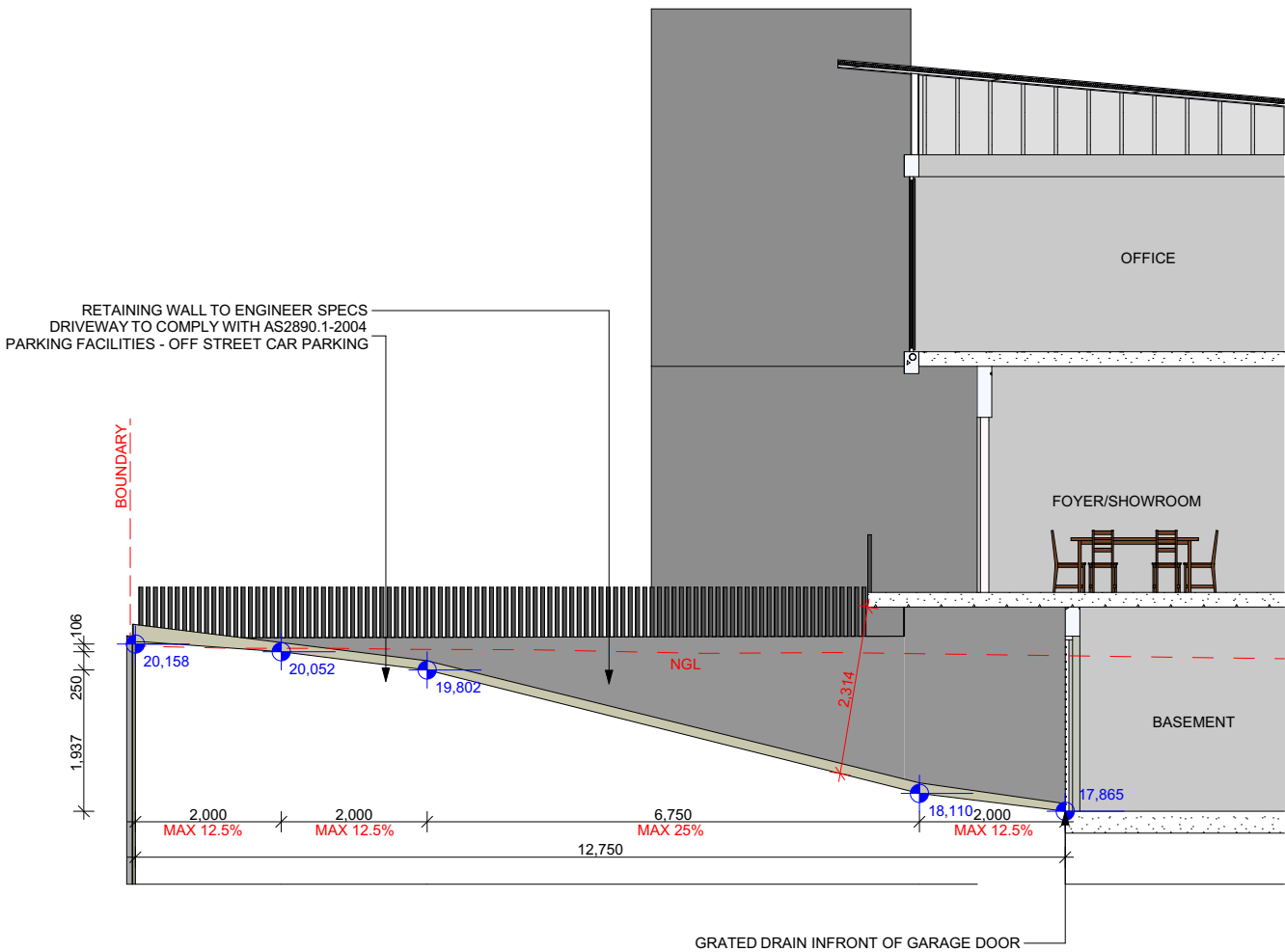
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Drawing No.:

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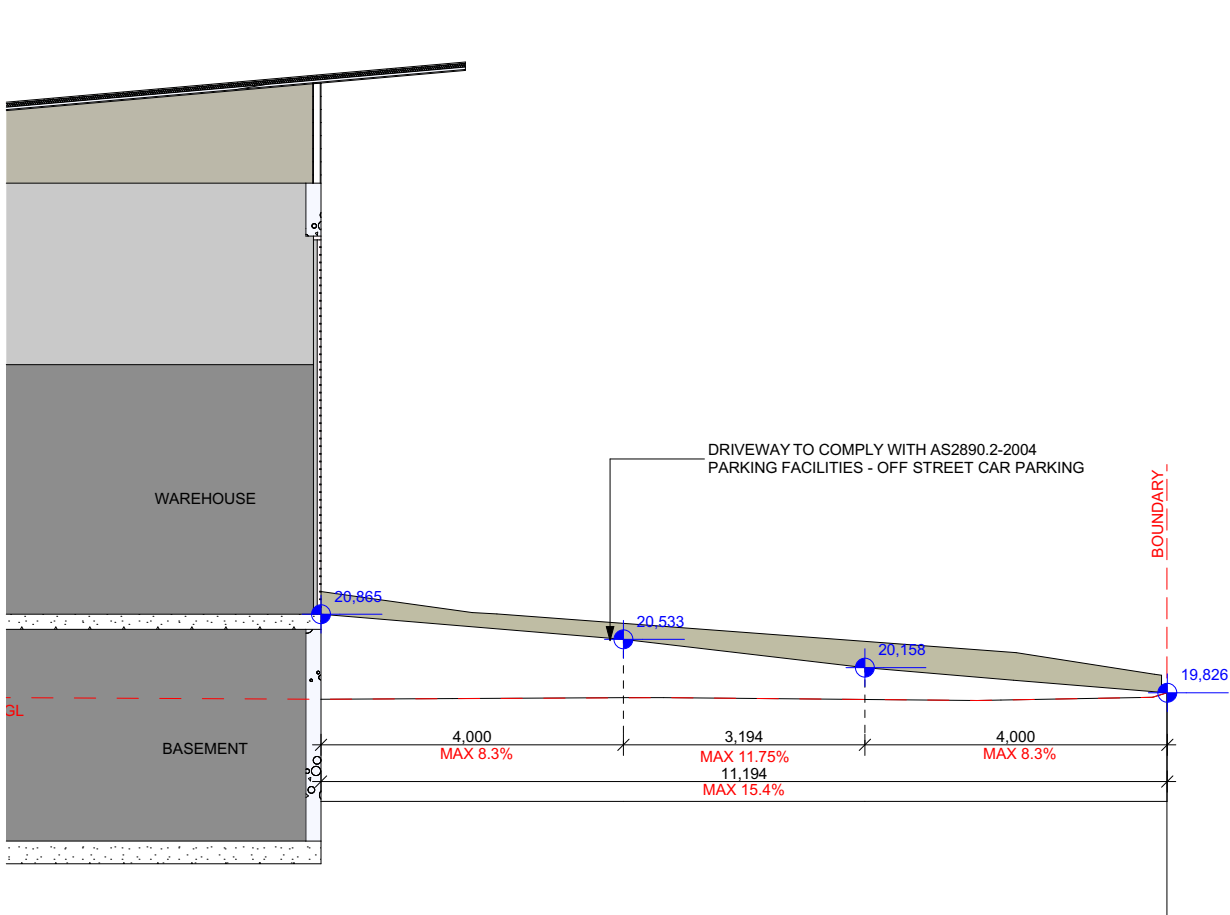
Date:

26/03/2025



Driveway Cross Section

1:100



Driveway Cross Section 2

1:100

LEGEND

S

SINK

⬆

REDUCED LEVEL

S/O

STOVE/OVEN COOKTOP

(SA)

SMOKE ALARM

W

WASHING MACHINE

D

DRYER

F

FRIDGE

DW

DISHWASHER

(DP)

DOWNPIPE

T.O.R

TOP OF ROOF

T.O.P

TOP OF PARAPET

B.I.R

BUILD IN ROBE

W.I.R

WALK IN ROBE

→

WATER FLOW DIRECTION

X°

ROOF PITCH

(FW)

FLOOR WASTE

L/C

LINEN CUPBOARD

P.O.S

PRIVATE OPEN SPACE

LP

LIGHT POLE

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REVISION H - TRAFFIC CHANGES	M.M	21/03/25

CAMPBELL HILL

GROUP PTY LTD.

Contact: 0433 375 398

Email: campbellhillgroup@hotmail.com

bdaa

BUILDING DESIGNERS

ASSOCIATION OF AUSTRALIA

Client

PETER DELLIMANOLIS

Project Name

WAREHOUSE

At

84 BRYANT ST

PADSTOW

Drawing Title:

- Driveway Cross Section

Driveway Cross Section, Driveway Cross Section 2

BDAA ACCREDITATION NO:

6455

Scale: As Noted

A3

Designed By: M.N

Project No:

Drawing No.:

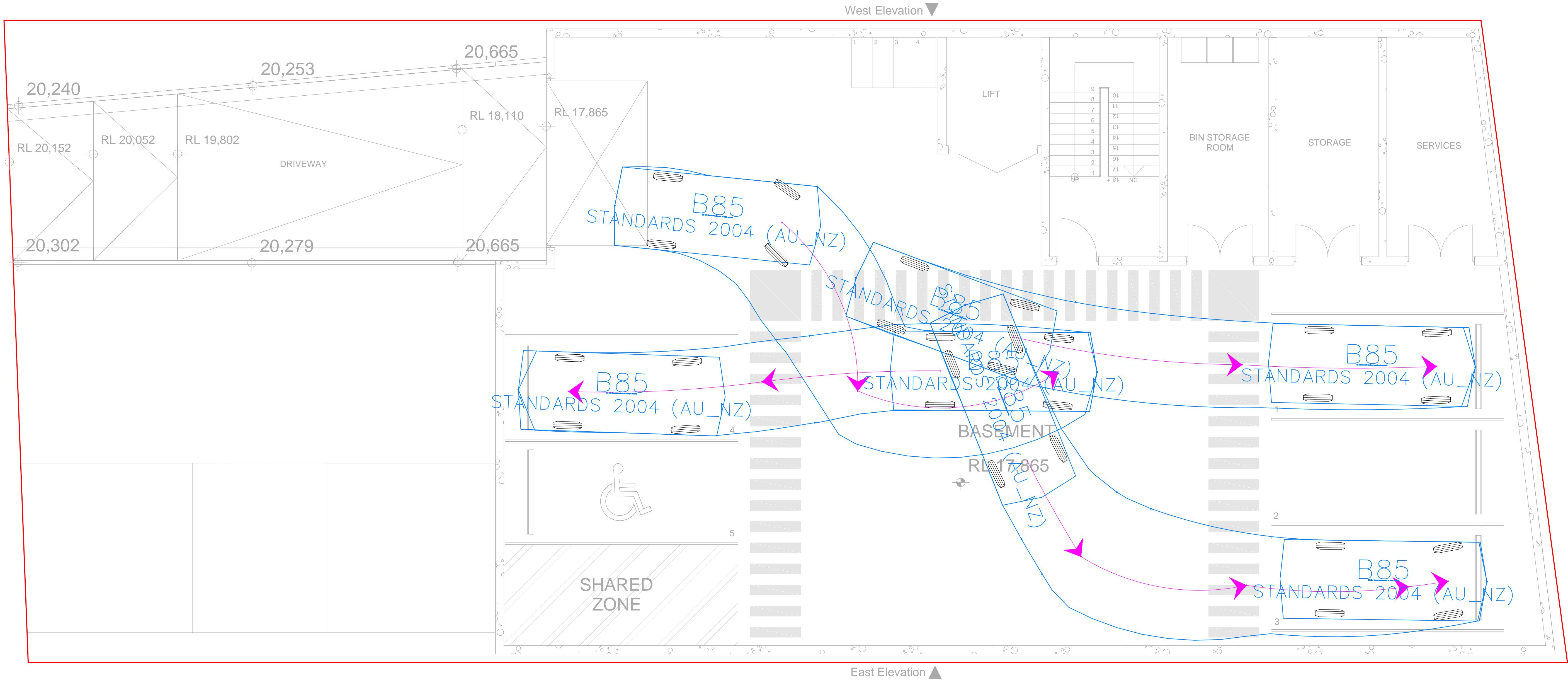
17

Date:

26/03/2025

APPENDIX B

Swept Path Analysis

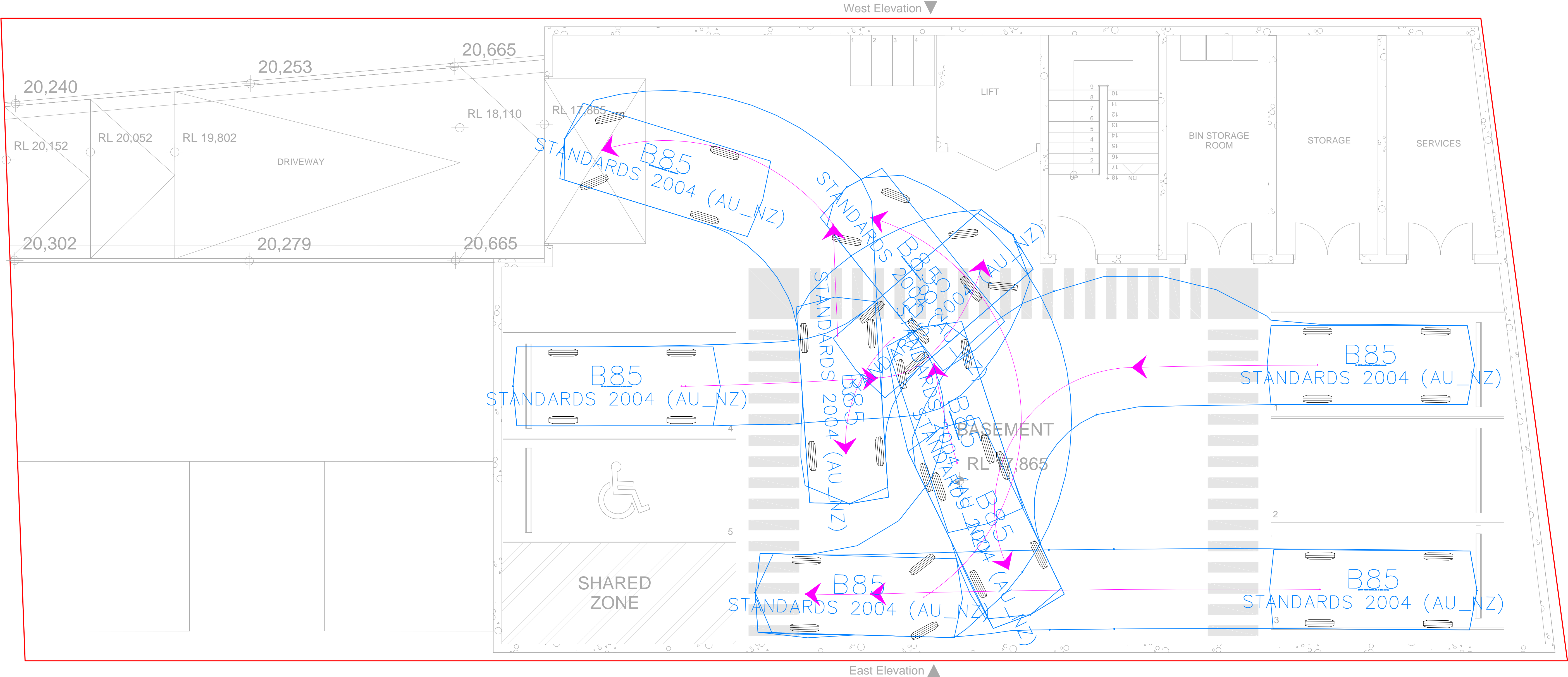


SWEPT PATH ANALYSIS ENTRY AT BASEMENT

SCALE 1:50

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NOT FOR CONSTRUCTION

										THIS DRAWING IS THE PROPERTY OF LOKA CONSULTING ENGINEERS AND MUST NOT BE RETAINED, COPIED OR USED WITHOUT THE WRITTEN CONSENT OF THE COMPANY										ARCHITECT										LOKA CONSULTING ENGINEERS Pty Ltd 14/4/8 AVENUE OF THE AMERICAS, NEWINGTON NSW 2127 T: +61 2 9748 8742/8065 9689 M: 0404 142 065 F: +61 2 9748 1290/8065 9690 EMAIL: info@Lceng.com.au www.Lceng.com.au										PROJECT PROPOSED WAREHOUSE DEVELOPMENT AT 84 BRYANT STREET, PADSTOW, NSW										SHEET SUBJECT SWEPT PATH ANALYSIS ENTRY AT BASEMENT										PROJECT 84 BRYANT STREET, PADSTOW, NSW																			
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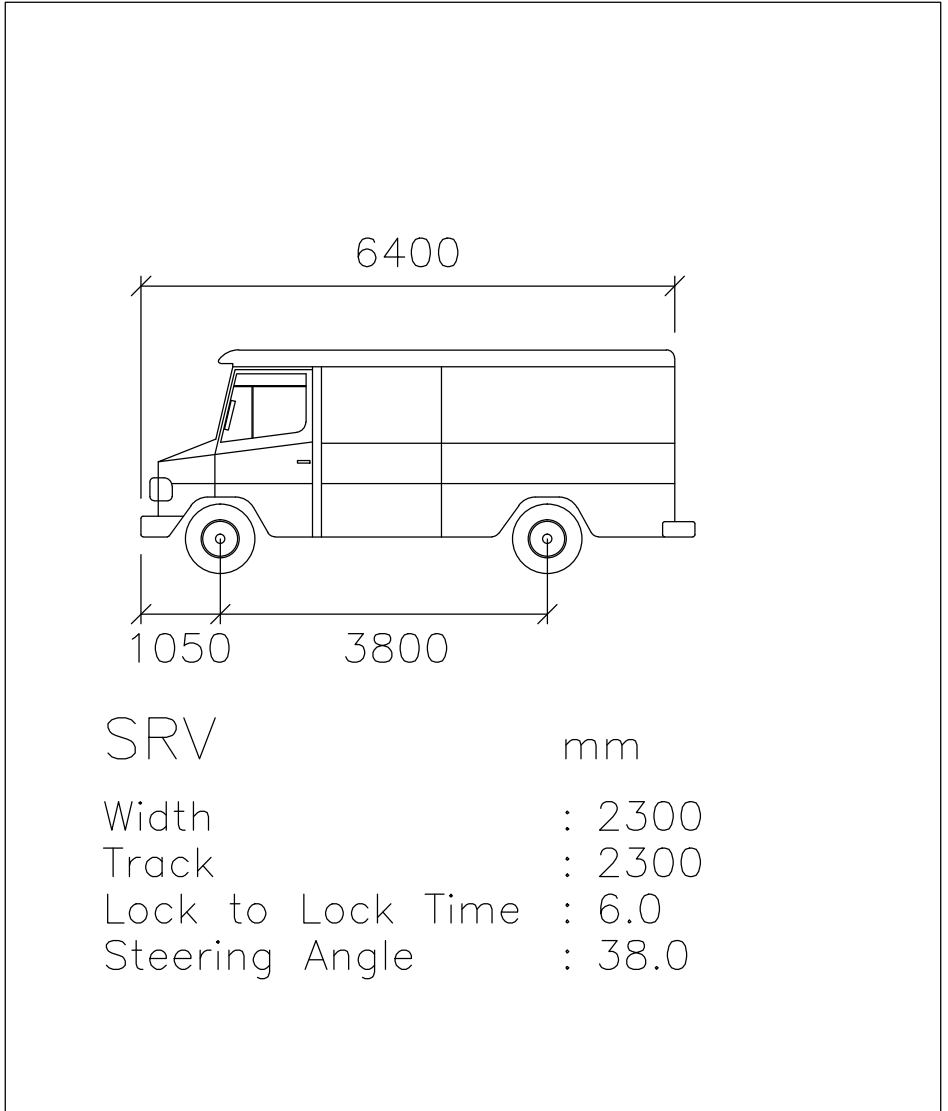
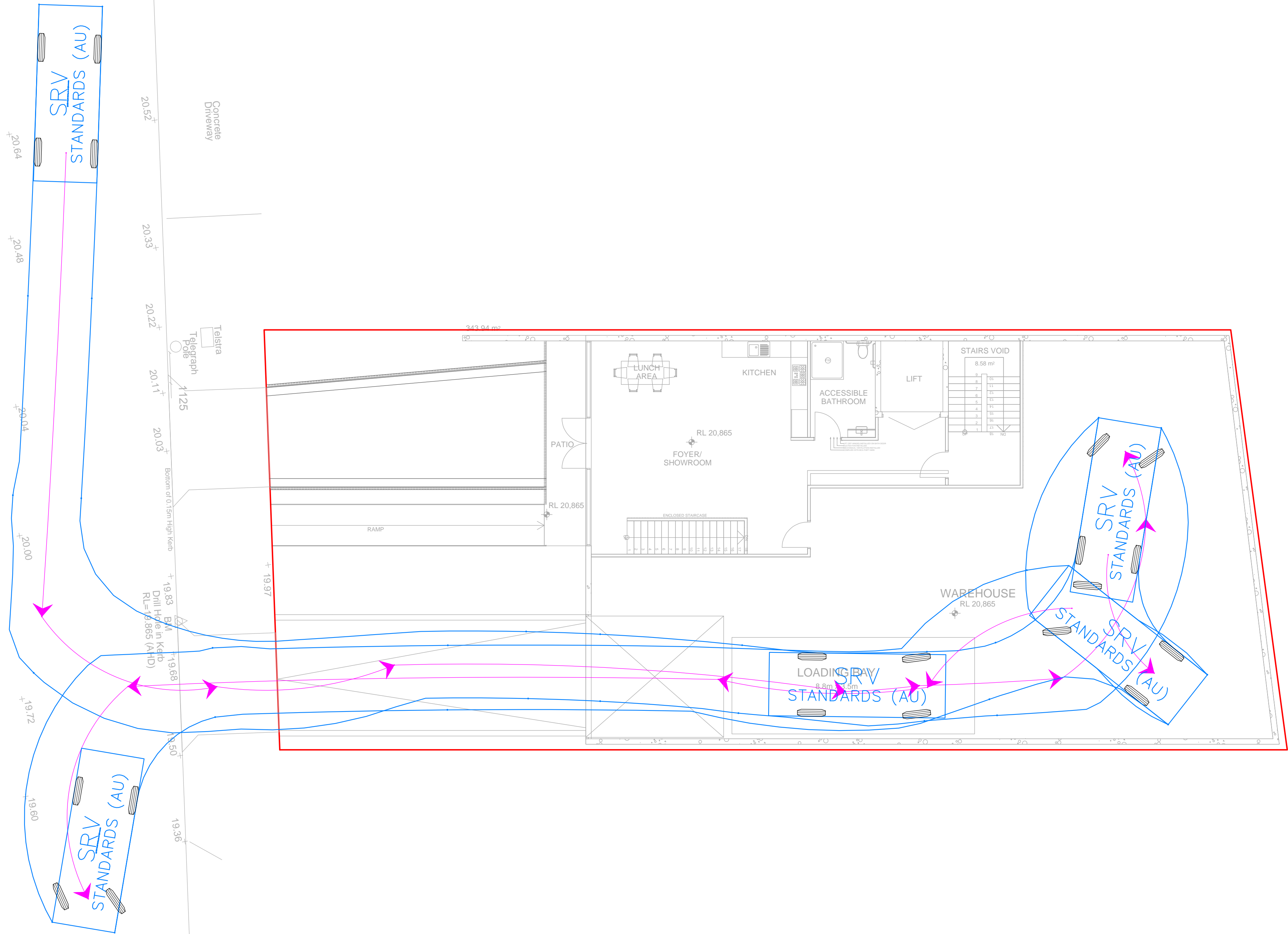


SWEPT PATH ANALYSIS EXIT AT BASEMENT
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THIS DRAWING IS THE PROPERTY OF LOKA CONSULTING ENGINEERS AND MUST NOT BE RETAINED, COPIED OR USED WITHOUT THE WRITTEN CONSENT OF THE COMPANY										ARCHITECT		LOKA CONSULTING ENGINEERS Pty Ltd 14/18 AVENUE OF THE AMERICAS, NEWINGTON NSW 2127 T: +61 2 9748 8742/8065 9689 M: 0404 142 065 F: +61 2 9748 1290/8065 9690 EMAIL: info@Lceng.com.au www.Lceng.com.au		PROJECT PROPOSED WAREHOUSE DEVELOPMENT AT 84 BRYANT STREET, PADSTOW, NSW		SHEET SUBJECT SWEPT PATH ANALYSIS EXIT AT BASEMENT		PROJECT 84 BRYANT STREET, PADSTOW, NSW					
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BRYANT STREET



SRV TRUCK DIMENSIONS

SRV SWEPT PATH ANALYSIS ENTRY AND EXIT AT GROUND FLOOR

SCALE 1:100

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