

Proposed Residential Development

**19-23 Segers Avenue,
Padstow**

TRAFFIC AND PARKING ASSESSMENT REPORT

8 April 2025

Ref 24458

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1. INTRODUCTION

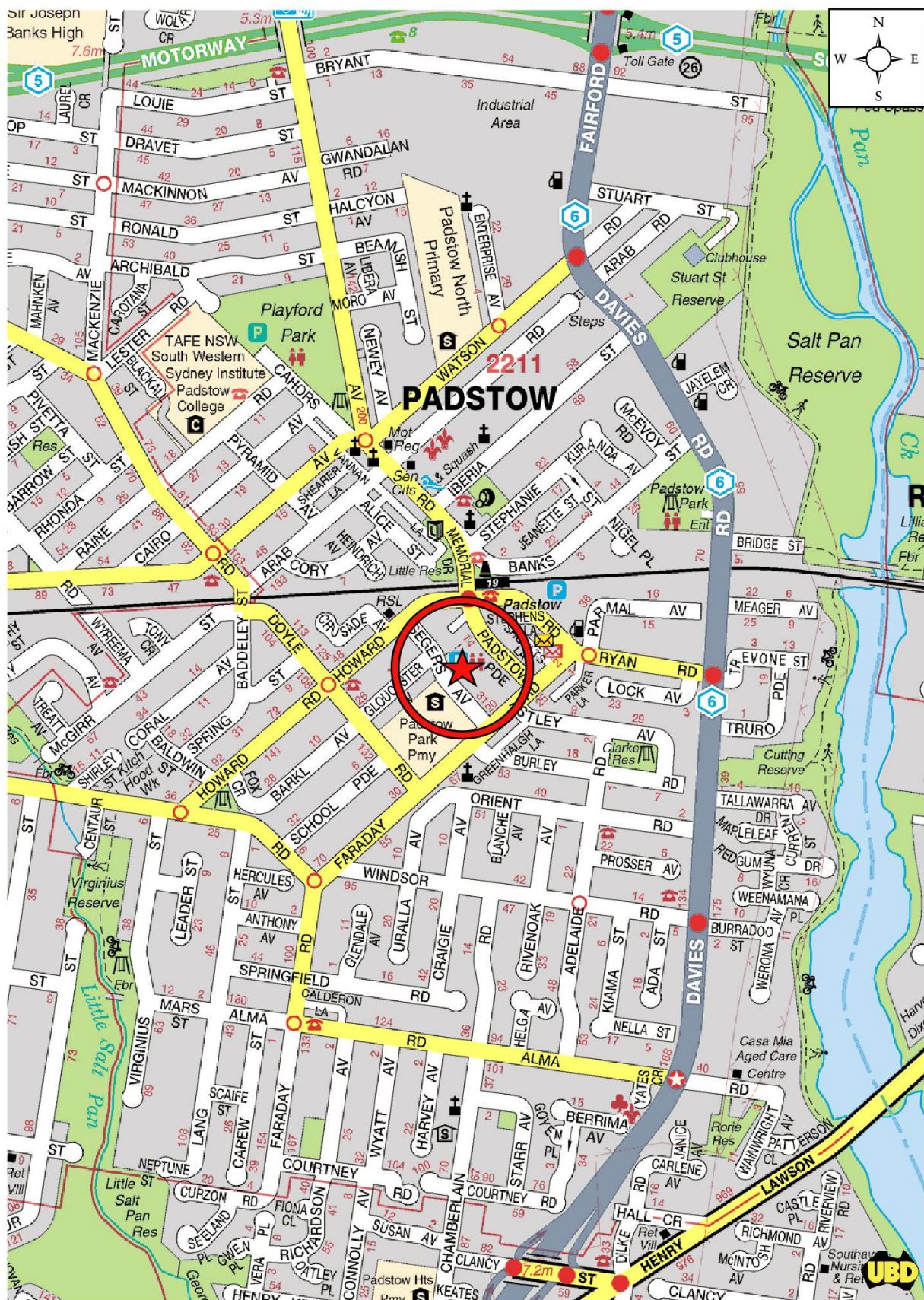
This report has been prepared to accompany a development application to Canterbury-Bankstown Council for a residential development proposal to be located at 24 Wentworth Street, Croydon Park (Figures 1 and 2).

The proposed development involves demolition of existing structures on the site to facilitate the construction of a new seven-storey residential building, which will comprise affordable and non-affordable apartment units.

Off-street parking is to be provided in a two-level basement parking area beneath the building in accordance with *SEPP (Housing) 2021* and Council's parking requirements.

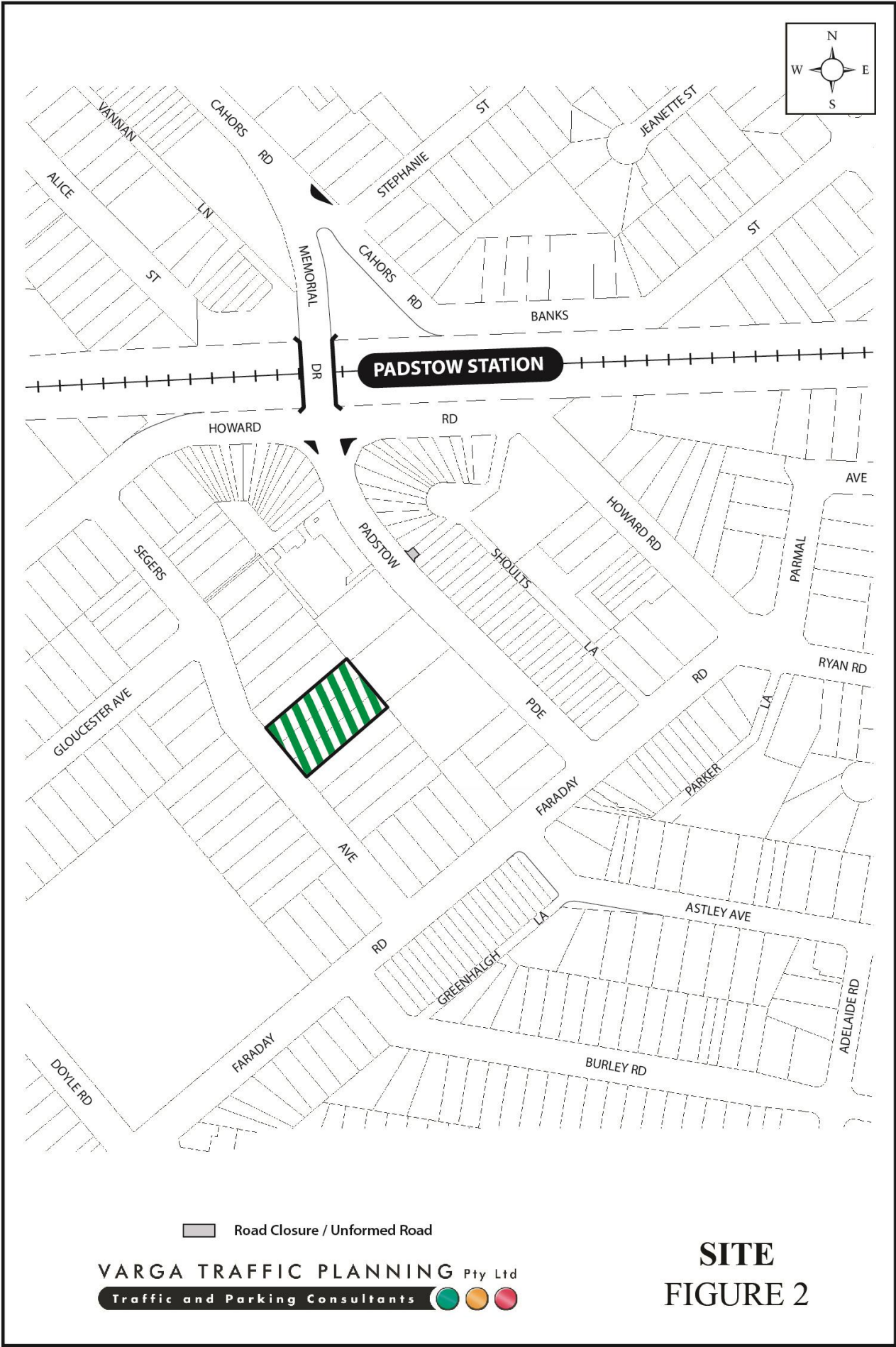
The purpose of this report is to assess the traffic and parking implications of the development proposal and to that end this report:

- describes the site and provides details of the development proposal
- reviews the road network in the vicinity of the site
- reviews the available public transport facilities in the vicinity of the site
- estimates the traffic generation potential of the development proposal
- assesses the traffic implications of the development proposal in terms of road network capacity
- reviews the geometric design features of the proposed car parking facilities for compliance with the relevant codes and standards
- assesses the adequacy and suitability of the quantum of off-street car parking provided on the site.



VARGA TRAFFIC PLANNING Pty Ltd
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LOCATION
FIGURE 1



2. PROPOSED DEVELOPMENT

Site

The subject site is located on the eastern side of Segers Avenue, approximately 90m south of the Segers Avenue and Gloucester Avenue intersection, and approximately 220m south of the Padstow Railway Station. The site has a street frontage of approximately 38 metres in length to Segers Avenue. The site occupies an area of approximately 2,500m² and is zoned *R4 – High Density Residential*.

A recent aerial image of the site and its surroundings is provided below:



Source: MetroMap

The subject site is currently occupied by 3 residential dwellings, each with associated off-street parking provisions and a separate vehicular access driveway off Segers Avenue.

Proposed Development

The proposed development involves demolition of existing structures on the site to facilitate the construction of a new seven-storey residential apartment building comprising a total of 58 residential apartments as follow:

Affordable housing unit mix:

1-bedroom: 5 units

2-bedroom: 6 units

Non-affordable housing unit mix:

1-bedroom: 3 units

2-bedroom: 39 units

3-bedroom: 5 units

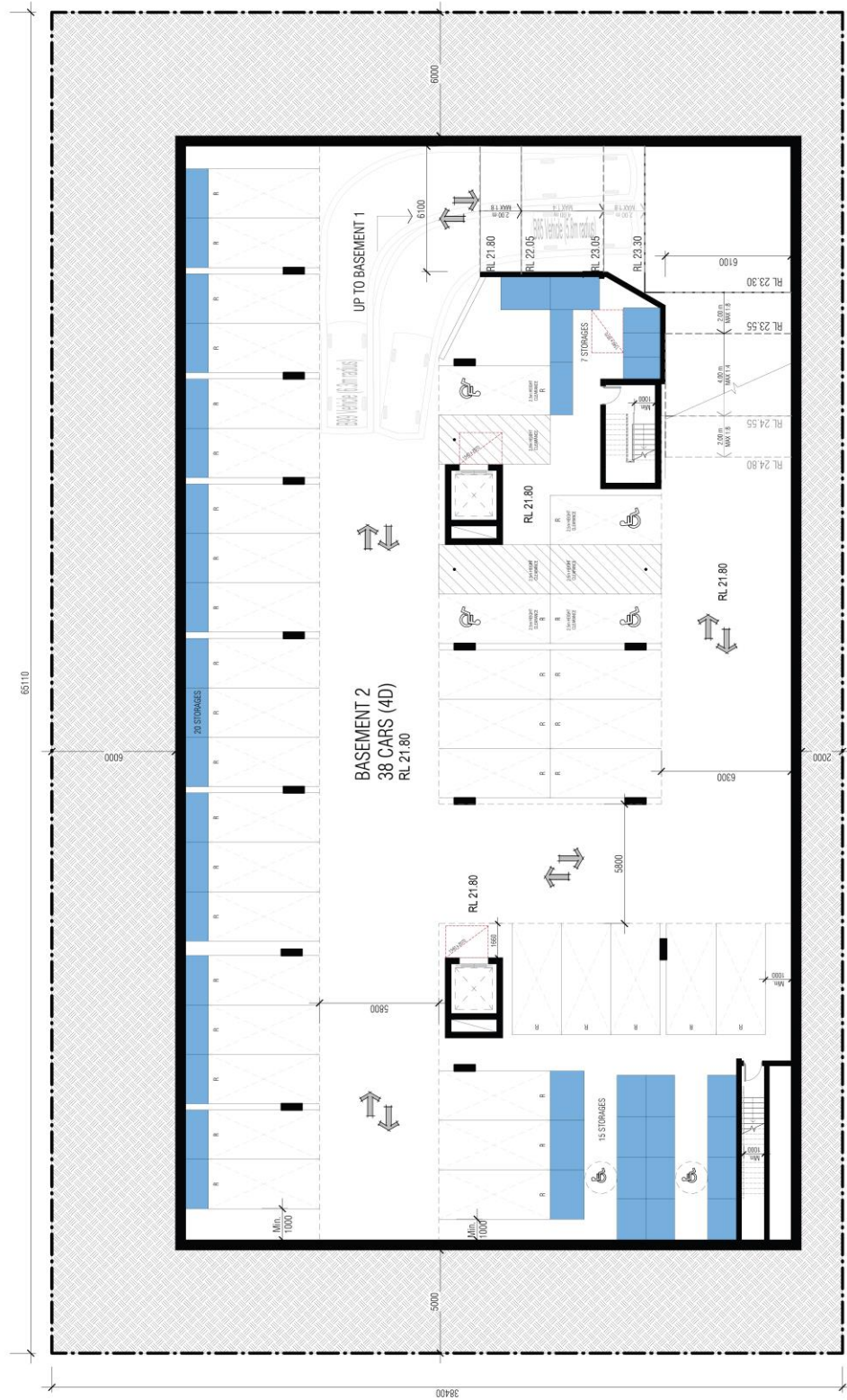
Total: 58 units

Off-street parking is proposed for a total of 66 cars, 18 bicycles and 4 motorcycles in a basement parking area in accordance with *SEPP (Housing) 2021* and Council's requirements.

Vehicular access to the car parking facilities is to be provided via a new combined vehicular entry and exit driveway located at the northern end of Segers Avenue site frontage.

It is understood that the proposed development is expected to be serviced by Council's waste collection vehicles via kerbside collection, with bins to be lined up along the kerbside area of the Segers Avenue site frontage on "bin night" for collection the following day. These waste collection vehicles will be able to stand at kerbside along the Segers Avenue site frontage.

Plans of the proposed development have been prepared by *Zhinar Architects* and are reproduced in the following pages.



BASEMENT 2
1:100 @ A3 SHEET
1:200 @ A3 SHEET

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DEVELOPMENT APPLICATION
NOT FOR CONSTRUCTION

PROPOSED DEVELOPMENT
PROJECT NAME
18-23 Segers Ave
PARRAMATTA NSW 2151
CITY: PARRAMATTA

SHEET TITLE
BASEMENT 2
Drawing No. 8886
Scale: 1:100
Date: 18/08/2020
Author: J. Smith
Check: J. Smith
Scale: 1:100
Sheet: A



CONVEXITY AND GENERAL NOTE

Flared dimensions that take in preference to cutting. Drawing is the end in convexity with intermediate on first page. Check all dimensions and work to the between connecting words cutting materials. All ending ground line work to location are appropriate further to be verified in-site by the holder. Any disposition to be verified back to three locations before proceeding. All intermediate and materials shall comply with all relevant codes, references, Australian Standards, and manufacturer's instructions. Items shall stand in construction drawing of the working construction. All public representations are intended only for information on the drawing is the copyright of the author. Copying is strictly prohibited. It is not to be published without permission in writing. copyright.

SHEET TITLE
BASEMENT 1

Checked
 Checker
 8856

SCALE 1:100
 SCALE 1:100 (SEE PLAN)

DA - 101
 (REAR DOOR)

A
 0 1 2 3 4 5 6 7 8 9 10
 0 1 2 3 4 5 6 7 8 9 10

PROJECT NAME
Proposed Development

19-23 Seigers Ave

PADSTON, NSW 2211
LGA: BANKSTOWN

PROJECT CHARGE
Development Application

NOT FOR CONSTRUCTION

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**BEFORE
YOU DIG**
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Look
up
and
Live

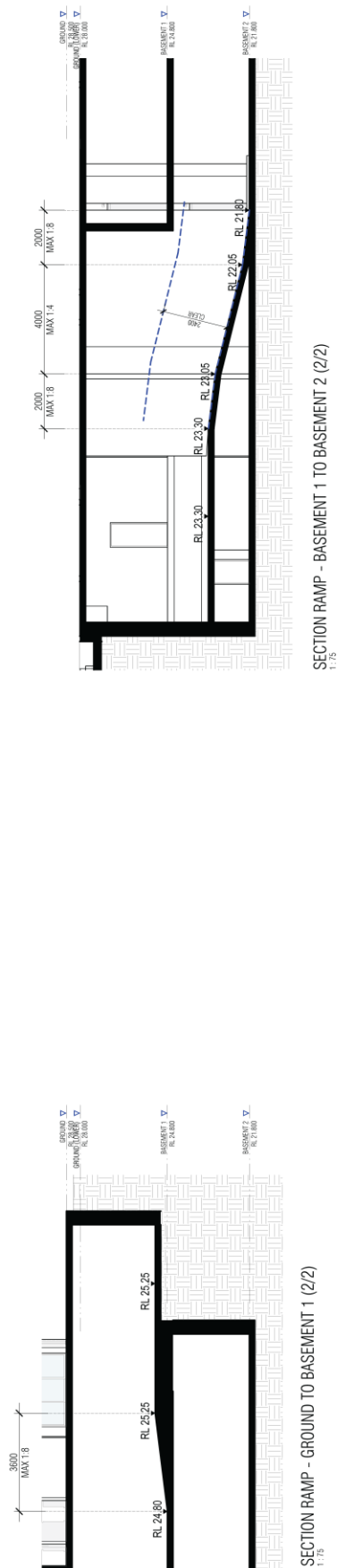
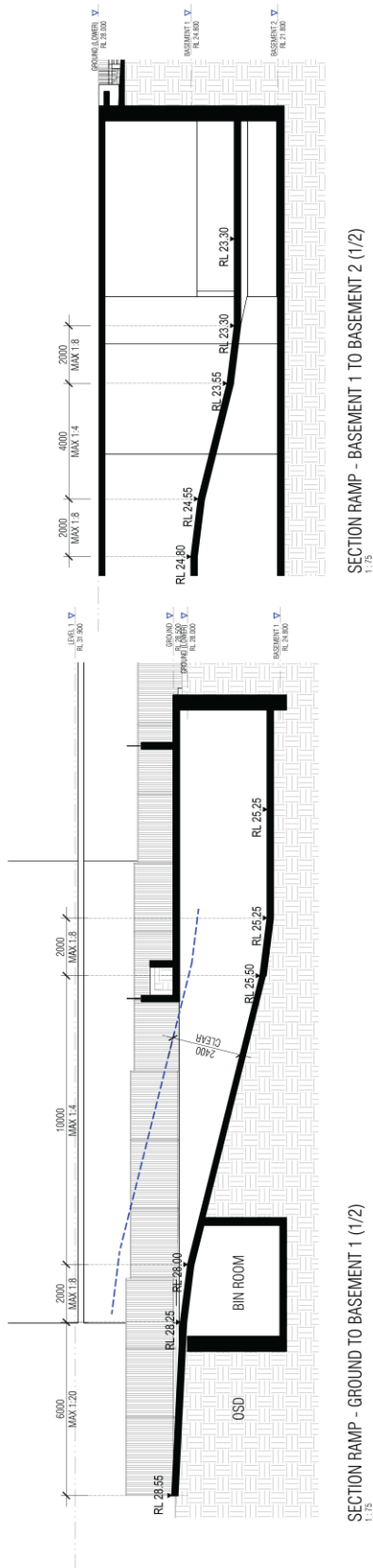
Zero damage - Zero harm - Zero disruption

PROJECT ARCHITECTS
IAN CONRY

DATE	TH	C
11/04/2005	TH	C

ISSUE FOR THE DISCUSSION
ARRANGEMENT





3. TRAFFIC ASSESSMENT

Road Hierarchy

The road hierarchy allocated to the road network in the vicinity of the site by Transport for NSW (TfNSW) is illustrated on Figure 3.

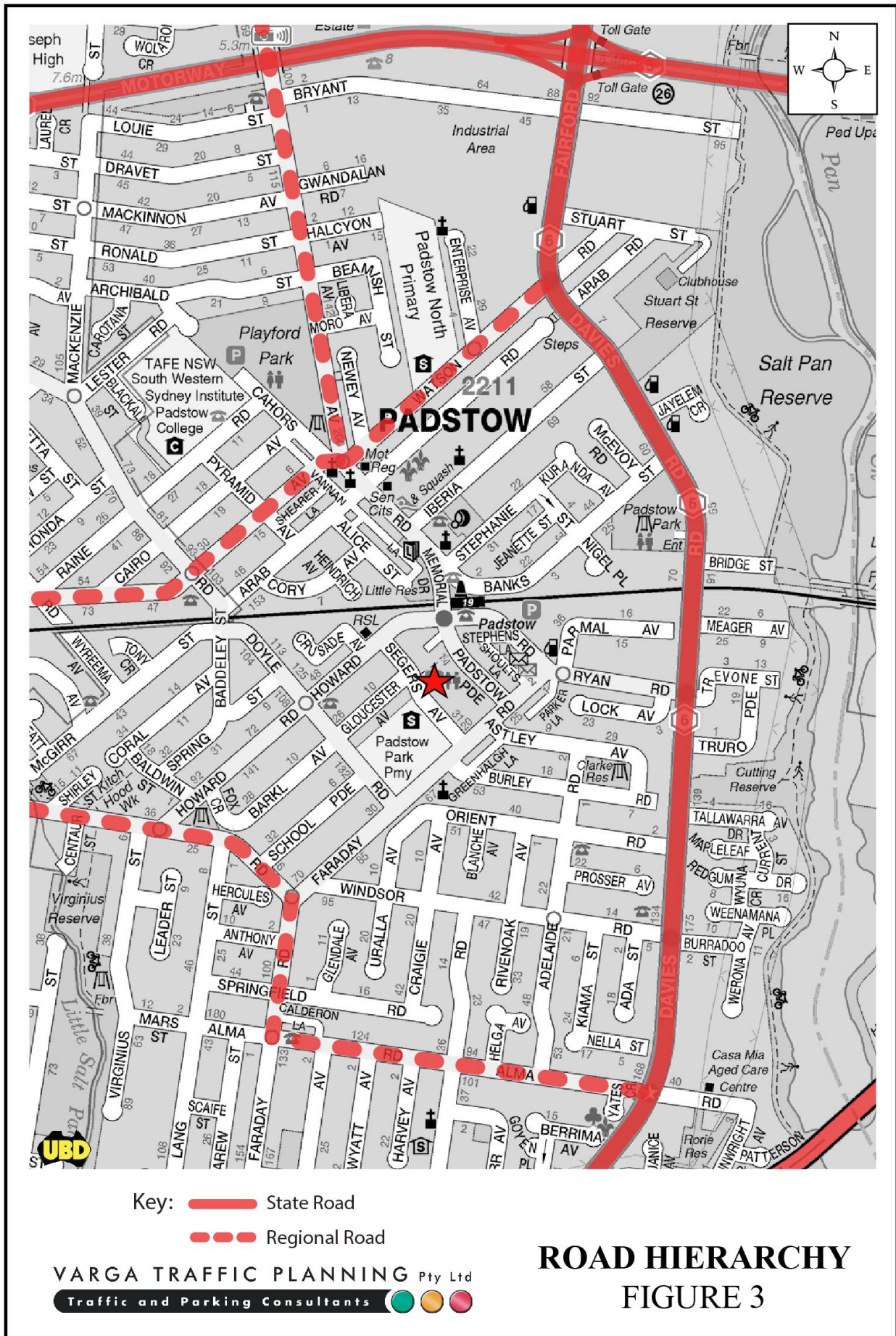
Davies Road is classified by the TfNSW as a *State Road* and provides the key north-south road link in the area between Padstow Heights and Padstow. It connects to the South Western Motorway interchange to the north, and extends to Heathcote Road in Lucas Heights via Alfords Point Road and New Illawarra Road to the south. It typically carries two traffic lanes in each direction in the site's vicinity, with additional lanes provided at key intersections.

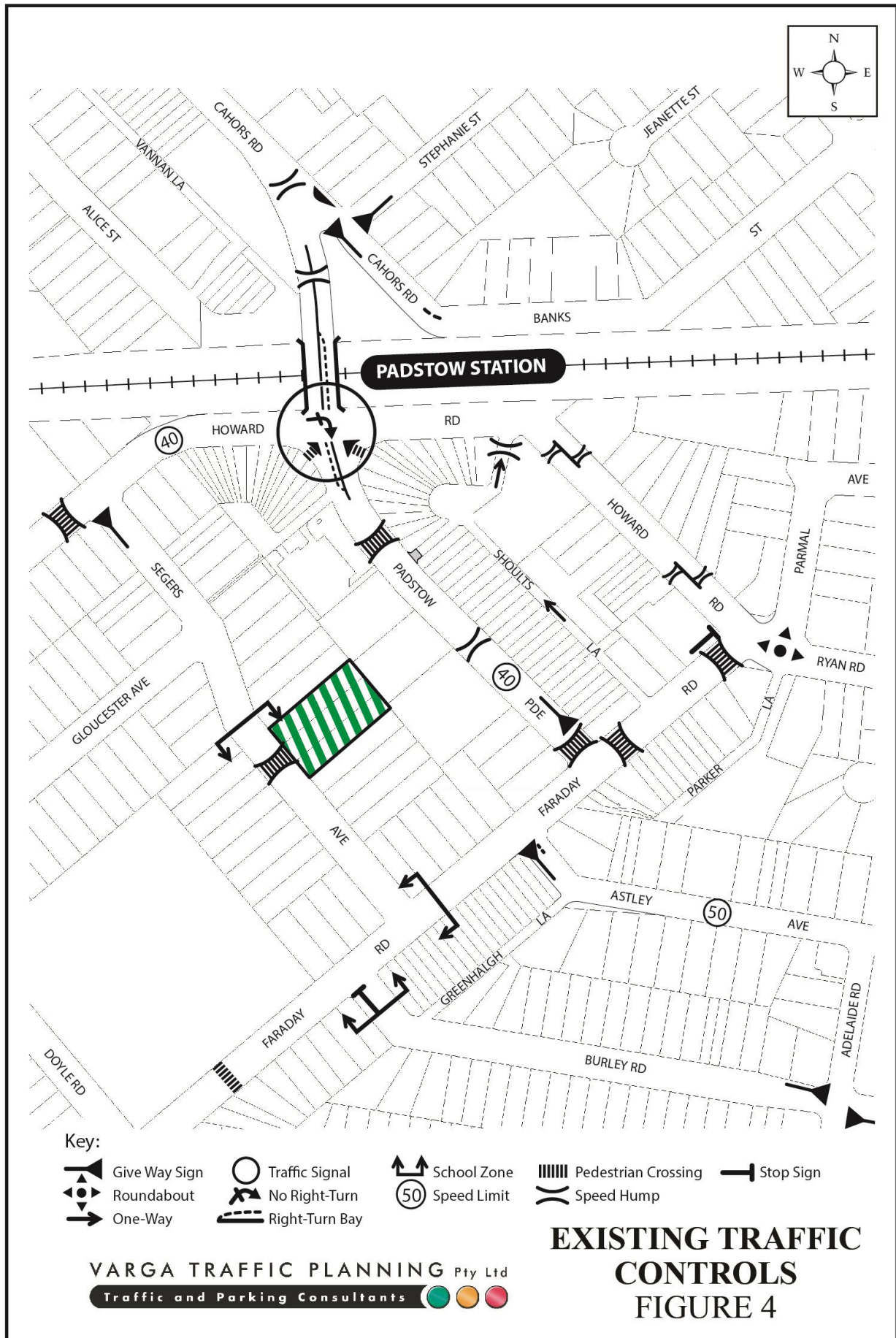
Segers Avenue is a local, unclassified road that is primarily used to provide vehicular and pedestrian access to frontage properties. Kerbside parking is generally permitted on both sides of the road.

Existing Traffic Controls

The existing traffic controls which apply to the road network in the vicinity of the site are illustrated on Figure 4. Key features of those traffic controls are:

- a 40 km/h SPEED LIMIT which applies in the Padstow local town centre, including Padstow Parade and Howard Road
- a 50 km/h SPEED LIMIT which applies to all other local roads in the area
- TRAFFIC SIGNALS in Padstow Parade where it intersects with Howard Road
- SHELTERED RIGHT-TURN BAYS in Padstow Parade on approach to its intersection with Howard Road
- RAISED PEDESTRIAN ZEBRA CROSSINGS in Padstow Parade, including one just north of the site





- SCHOOL ZONE RESTRICTIONS which apply to roads in the immediate vicinity of the Padstow Park Public School
- SPEED CUSHIONS at regular intervals along roads in the immediate vicinity of the Padstow local town centre.

Existing Public Transport Services

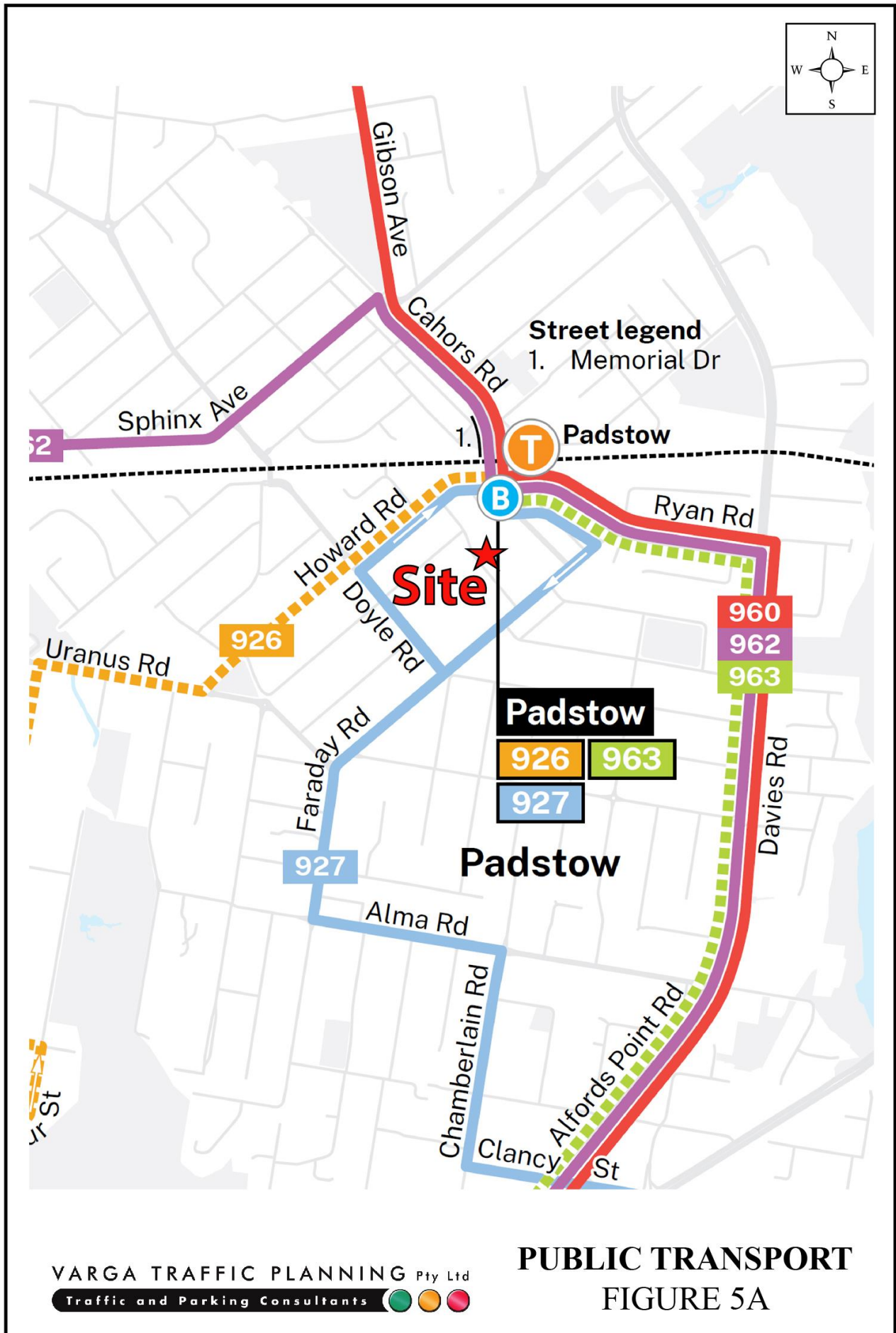
The available public transport facilities in the vicinity of the site are illustrated in Figures 5A & 5B.

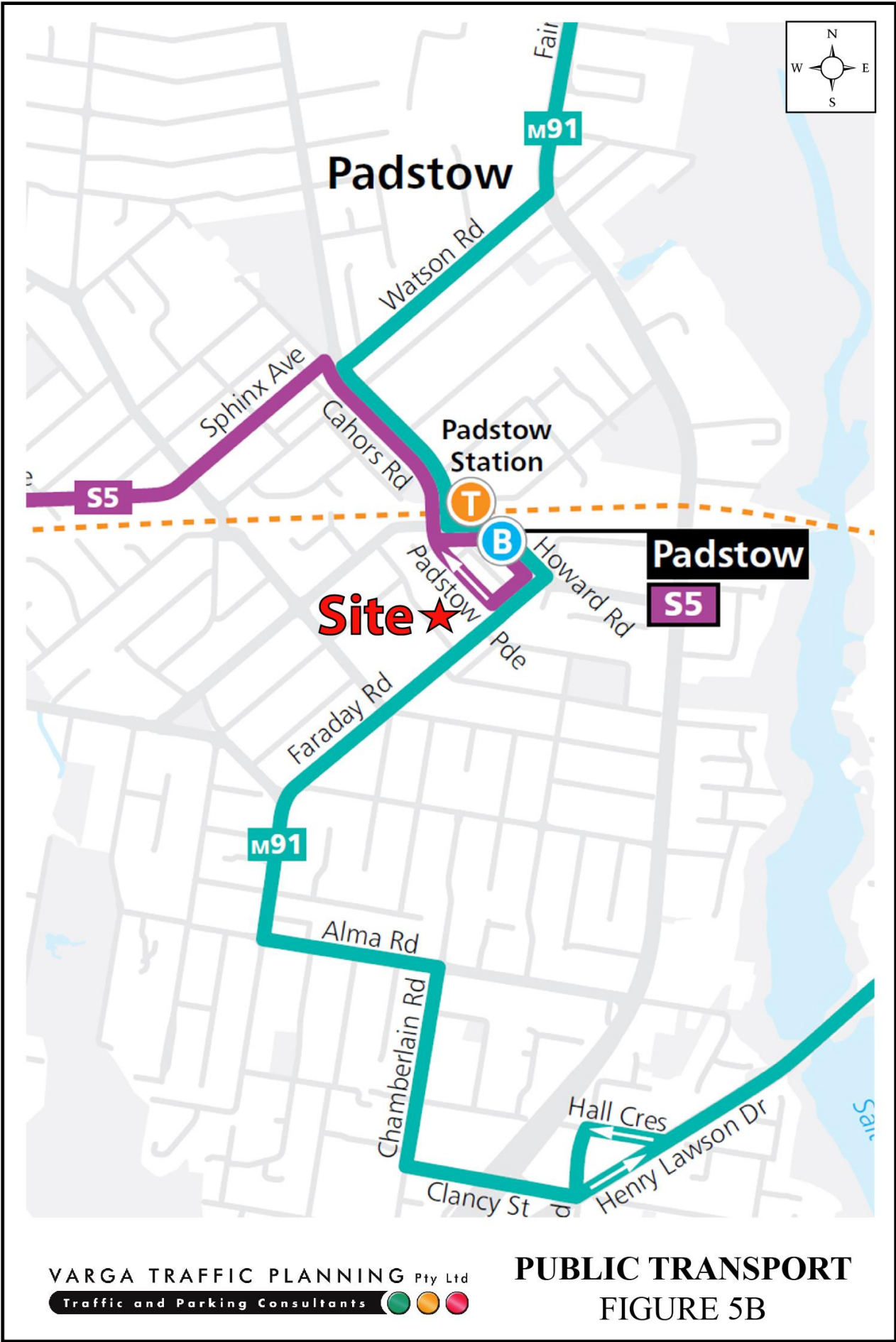
Padstow Station is located within approximately 200 metres (or approx. 2 minutes) walking distance to/from the site, servicing the *T2 Airport Line* operating between Sydney CBD and Macarthur. Trains typically arrive/depart the Padstow Station at 3 to 12 minute intervals during commuter peak periods and 3 to 15 minute intervals throughout the day.

The site is also conveniently located within a short walking distance to multiple bus stops on Ryan Rod, Howard Road and Faraday Road providing access to the following bus routes:

- M91 – Hurstville to Parramatta via Padstow & Chester Hill
- route 926 – Revesby Heights to Bankstown
- route 927 – One Tree Point to Padstow
- route 960 – Sutherland to Bankstown
- route 962 – Bankstown to Miranda
- route 963 – Alford's Point to Menai
- route N40 – East Hills to City Town Hall (Night Service)
- route S5 – Milperra to Padstow via Panania, and

It is therefore reasonable to conclude that the site has excellent public transport connectivity and is ideally located to facilitate an affordable housing development.





Projected Traffic Generation

The traffic implications of development proposals primarily concern the effects of the *additional* traffic flows generated as a result of a development and its impact on the operational performance of the adjacent road network.

An indication of the traffic generation potential of the development proposal is provided by reference to the recently updated Transport for NSW's publication *Guide to Transport Impact Assessment: Technical Guidance for Transport Practitioners TS00085 (Version 1.1), Chapter 5 – Land Use Traffic Generation*.

The TfNSW *Guide* confirms the subject site is located within "Sub-category 2" area with "very high" public transport accessibility, as indicated on the webmap containing the SA2 categorisation.

Accordingly, the TfNSW *Guide* is based on extensive surveys of a wide range of land uses and nominate the following traffic generation rates which are applicable to the development application:

High Density Residential Flat Dwellings (Sydney)

AM: 0.19 peak hour vehicle trips per dwelling

PM: 0.15 peak hour vehicle trips per dwelling

Application of the above traffic generation rates to the 58 residential apartments outlined in the development proposal yields a traffic generation potential of approximately 11 vehicle trips per hour (vph) during the AM peak period and approximately 9 vph during the PM peak period as set out below:

Projected Future Traffic Generation Potential		
	AM	PM
Residential Apartments (58 units):	11.0 vph	8.7 vph
TOTAL TRAFFIC GENERATION POTENTIAL:	11.0 vph	8.7 vph

That projected future level of traffic generation potential should however, be offset or *discounted* by the volume of traffic which could reasonably be expected to be generated by the existing uses of the site, in order to determine the *nett increase (or decrease)* in traffic generation potential expected to occur as a consequence of the development proposal.

The TfNSW *Guide* nominates the following traffic generation rates which are applicable to the existing development:

Low Density Residential Dwellings (Sydney)

AM: 0.68 peak hour vehicle trips per dwelling

PM: 0.77 peak hour vehicle trips per dwelling

Application of the above traffic generation rates to the existing 3 residential dwellings to be demolished on the site yields a traffic generation potential of approximately 2 vph during both the AM and PM commuter peak periods, as set out below:

Existing Traffic Generation Potential of the Site

	AM	PM
Residential dwellings (3 dwellings):	2.0 vph	2.3 vph
TOTAL TRAFFIC GENERATION POTENTIAL:	2.0 vph	2.3 vph

Accordingly, it is likely that the proposed development will result in a *nett decrease* in the traffic generation potential of the site of approximately 9 vph during the AM commuter peak period and approximately 6 vph during the PM commuter peak period, as set out below:

**Projected Nett Change in Peak Hour Traffic Generation Potential
of the site as a consequence of the development proposal**

	AM	PM
Projected Future Traffic Generation Potential:	11.0 vph	8.7 vph
Less Existing Traffic Generation Potential:	-2.0 vph	-2.3 vph
NETT CHANGE IN TRAFFIC GENERATION POTENTIAL:	9.0 vph	6.4 vph

That projected increase in traffic activity as a consequence of the development proposal is minimal, consistent with the zoning objectives of the site, and will clearly not have any unacceptable traffic implications in terms of road network capacity.

4. PARKING IMPLICATIONS

Existing Kerbside Parking Restrictions

The existing parking restrictions which apply to the road network in the vicinity of the site are illustrated on Figure 6. Key features of those parking restrictions are:

- NO STOPPING restrictions along both sides of Segers Avenue in the immediate vicinity of the site, including along the site frontage
- 5min PARKING during drop-off/pick-up periods on school days on the western side of Segers Avenue in the immediate vicinity of Padstow Park Public School
- 1 HOUR PARKING along both sides of Segers Avenue to the north of the Segers Avenue and Gloucester Avenue intersection
- generally UNRESTRICTED PARKING permitted elsewhere in Segers Avenue.

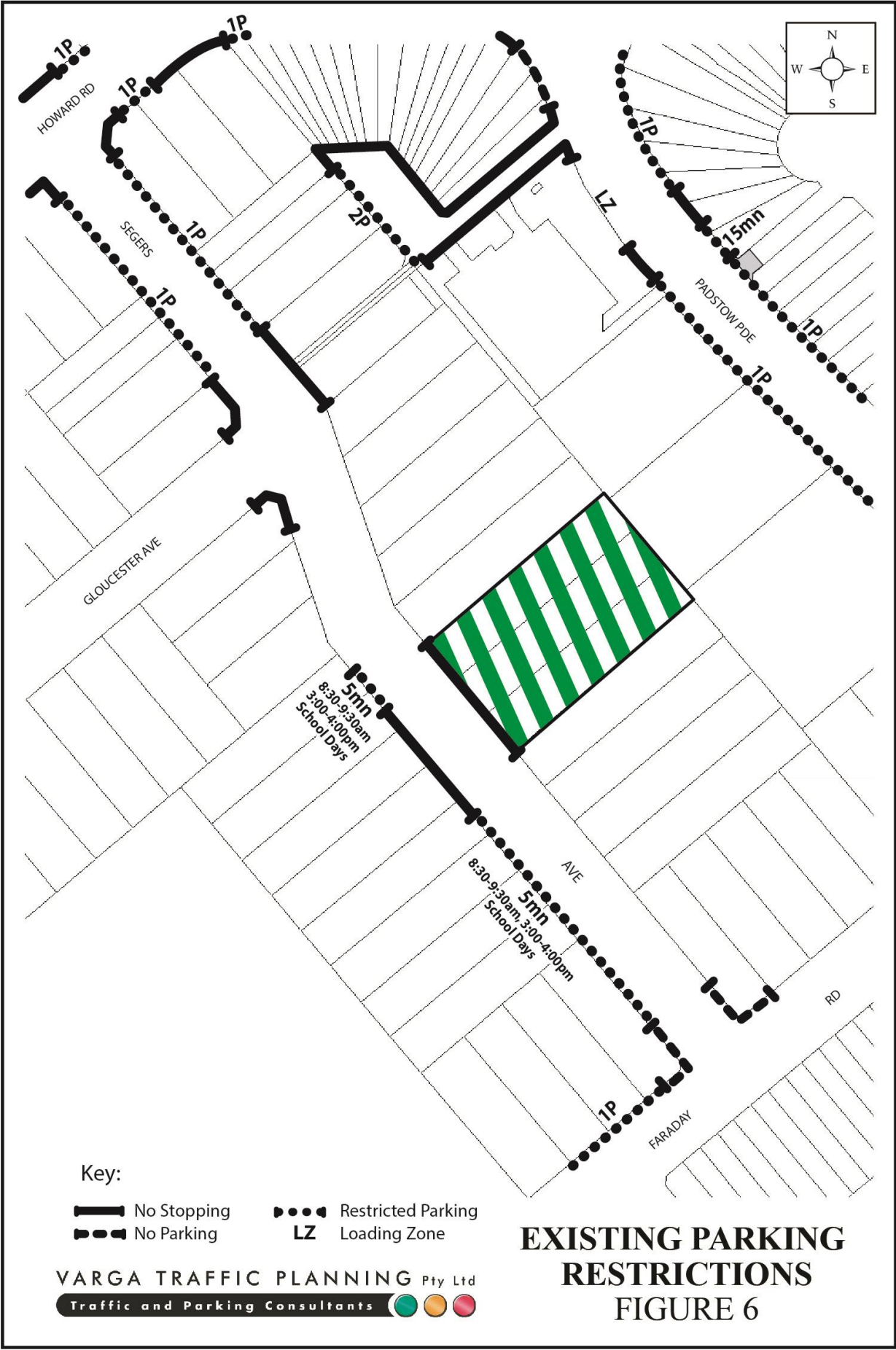
Off-Street Parking Provisions

The off-street parking requirements applicable to the co-living component of the development proposal are specified in the *State Environmental Planning Policy (Housing) 2021, Chapter 2, Part 2 – Development for affordable housing* document in the following terms:

Division 1 In-fill affordable housing

19 Non-discretionary development standards– the Act, s 4.15

- (1) The object of this section is to identify development standards for particular matters relating to residential development under this division that, if complied with, prevent the consent authority from requiring more onerous standards for the matters.
- (2) The following are non-discretionary development standards in relation to the residential development to which this division applies –



- (e) the following number of parking spaces for dwellings used for affordable housing –
 - (i) for each dwelling containing 1 bedroom – at least 0.4 parking spaces,
 - (ii) for each dwelling containing 2 bedrooms – at least 0.5 parking spaces,
 - (iii) for each dwelling containing at least 3 bedrooms – at least 1 parking space,
- (f) the following number of parking spaces for dwellings not used for affordable housing –
 - (i) for each dwelling containing 1 bedroom – at least 0.5 parking spaces,
 - (ii) for each dwelling containing 2 bedrooms – at least 1 parking space,
 - (iii) for each dwelling containing at least 3 bedrooms – at least 1.5 parking spaces,

Application of the above parking rates to the 58 residential units, including 11 affordable units, outlined in the development proposal yields a minimum off-street parking requirement of 53 residential spaces, as set out below:

	Unit Mix	Car Spaces
Affordable Housing Units:		
1 bedroom	5	2.0
2 bedroom	6	3.0
Non - affordable Housing Units:		
1 bedroom	3	1.5
2 bedroom	39	39.0
3 bedroom	5	7.5
PARKING REQUIREMENT:		53.0

The proposed amendments make provision for a total of 66 off-street residential car parking spaces, thereby satisfying the *SEPP (Housing) 2021* requirements.

The geometric design layout of the proposed modified car parking facilities has been designed to comply with the relevant requirements specified in the Standards Australia publication *Parking Facilities Part 1 - Off-Street Car Parking AS2890.1* and *Parking Facilities Part 6 – Off-Street Parking for People with Disabilities with AS2890.6* in respect of aisle widths, parking bay dimensions, ramp gradients and overhead clearances.

A number of swept turning path diagrams have been prepared using the *Autodesk Vehicle Tracking 2022* program in accordance with the requirements of *AS2890.1-2004* demonstrating that all vehicles will be able to access the proposed car parking spaces with no difficulty as well as enter and exit the site while travelling in a forward direction at all times.

Off-Street Bicycle Parking Provisions

The off-street bicycle parking requirements applicable to the development proposal are specified in the *Canterbury-Bankstown Development Control Plan 2023, Chapter 3.2 Parking* document in the following terms:

Residential Flat Buildings/serviced apartments

Visitors:

1 space per 10 dwellings

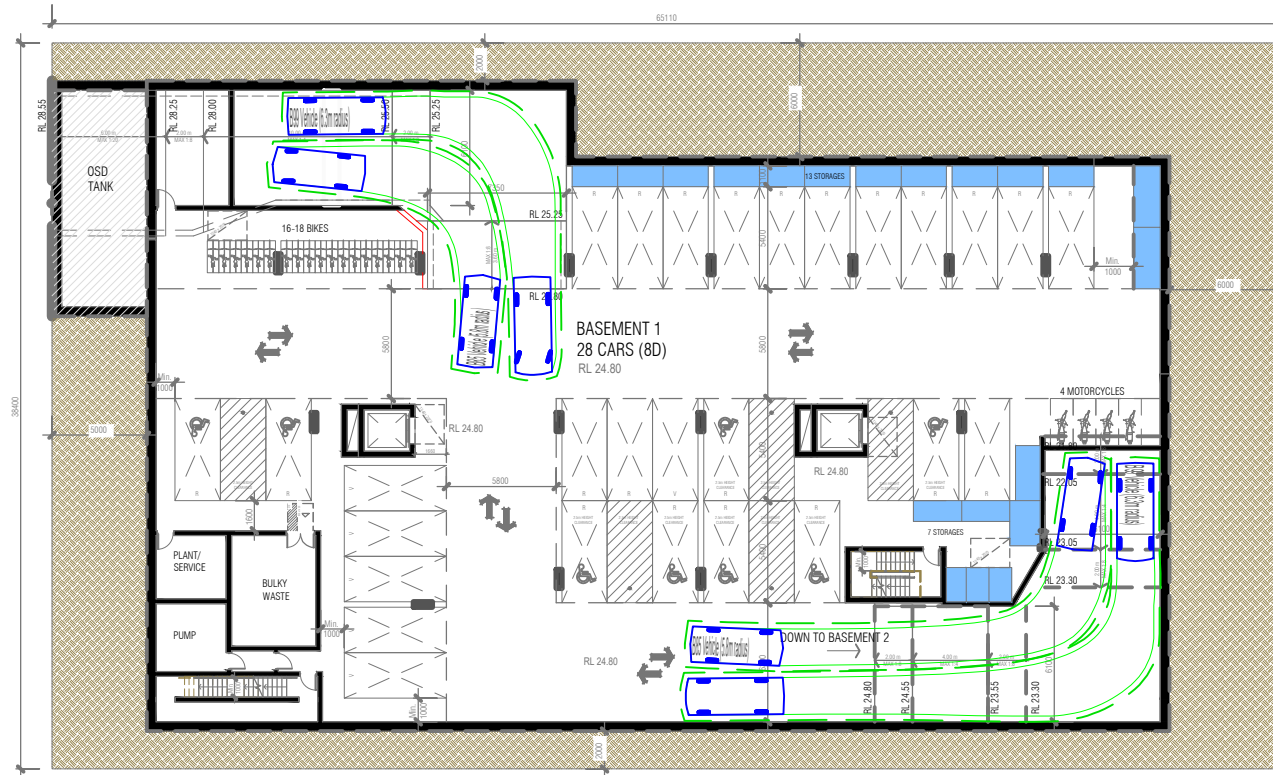
Application of the above parking rates to the 58 residential apartments outlined in the development proposal yields an off-street bicycle parking requirement of 6 spaces.

The proposed development makes provision for a total of 18 bicycle spaces, thereby satisfying Council's bicycle parking code requirements.

Conclusion

In summary, the proposed parking facilities satisfy the relevant requirements specified in *SEPP (Housing) 2021*, Council's DCP as well as the Australian Standards and it is therefore concluded that the proposed development will not have any unacceptable traffic or parking implications.

SEGERS AVENUE



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PROJECT
 RESIDENTIAL DEVELOPMENT



DRAWING TITLE
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ADDRESS
 19-23 Segers Ave,
 Padstow

PROJECT NO.
 24458
 REVIEWED
 RV

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DATE DRAWN
 2025-4-8
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 MN

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 Transport, Traffic and Parking Consultants

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PROJECT

RESIDENTIAL DEVELOPMENT



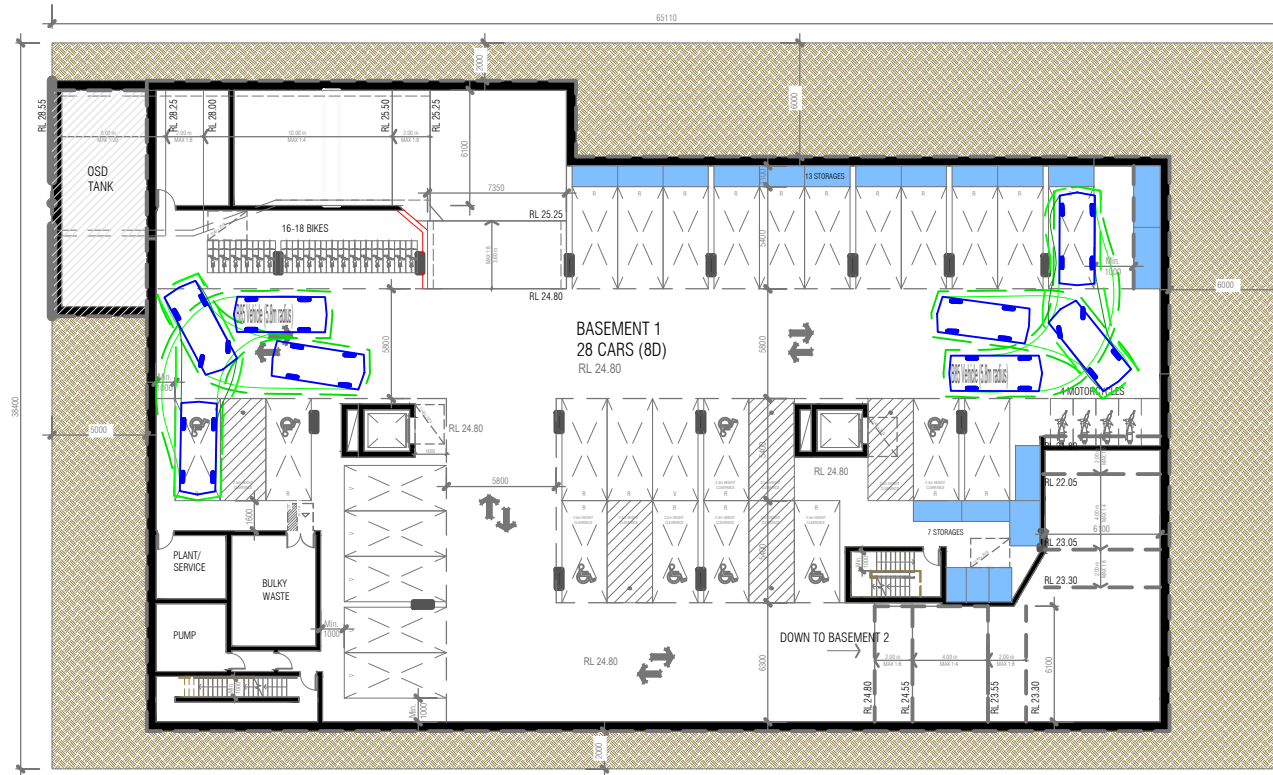
ADDRESS
19-23 Segers Ave,
Padstow

PROJECT NO.
24458
REVIEWED
RV

DATE DRAWN
2025-4-8
PREPARED
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PROJECT
 RESIDENTIAL DEVELOPMENT



DRAWING TITLE
 B85_Parking_B1

ADDRESS
 19-23 Segers Ave,
 Padstow

PROJECT NO.
 24458
 REVIEWED
 RV

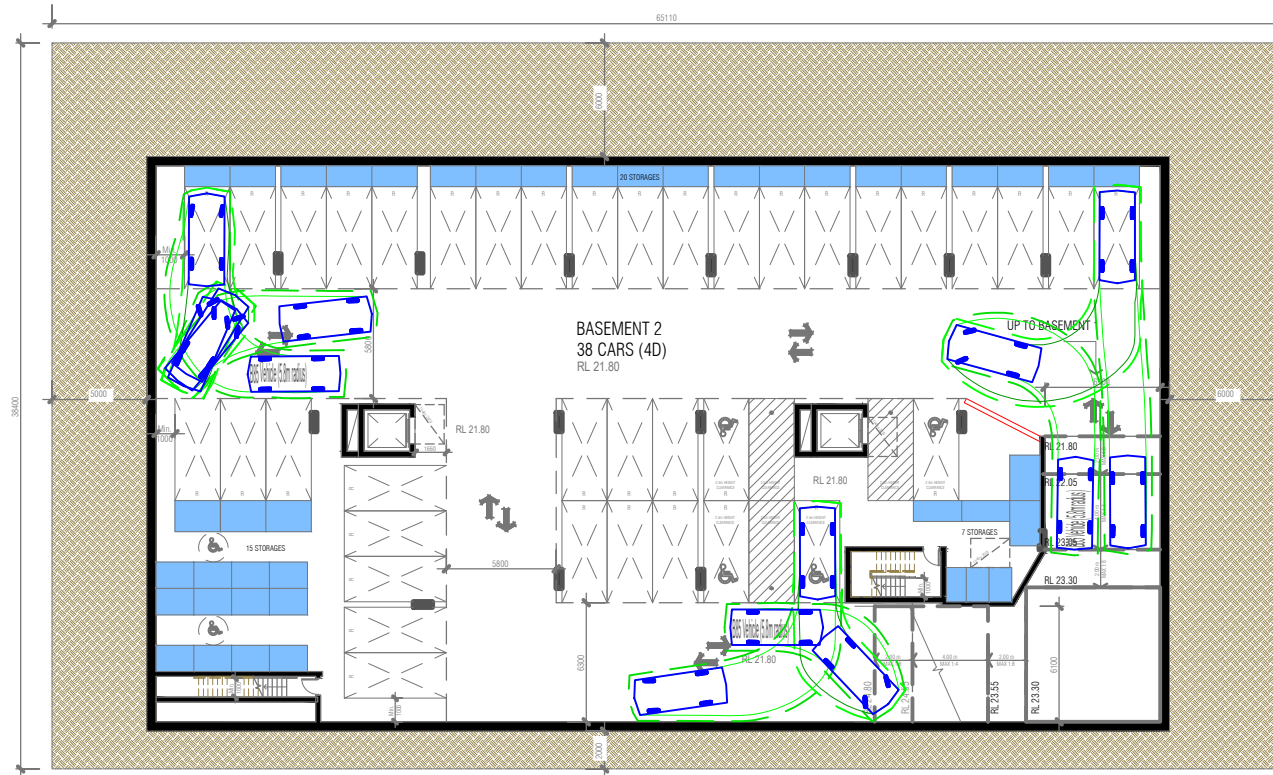
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DATE DRAWN
 2025-4-8
 PREPARED
 MN

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PROJECT
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DRAWING TITLE
 B85_Parking_B2

ADDRESS
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 Padstow

PROJECT NO.
 24458
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