

Our Ref: 19334

7 May 2025

Mirvac Residential (NSW) Development Pty Ltd
Level 28, 200 George Street
SYDNEY NSW 2000

Attention: Nibraas Ahmad

Dear Nibraas,

**RE: WSU MILPERRA – TEMPORARY SALES OFFICE
 TRAFFIC AND PARKING IMPACT ASSESSMENT**

As requested, please find herein The Transport Planning Partnership (TPPP)'s traffic and parking assessment for the above proposed development.

Background

A Gateway determination was issued by the Department of Planning, Housing and Infrastructure (DPHI) on 1 June 2022 to endorse the planning proposal for rezoning the former Western Sydney University (WSU) Milperra site at 2 Bullecourt Avenue, Milperra to provide residential dwellings, a new commercial centre and public open spaces (Ref: PP-2021-5837). The approved concept masterplan of the WSU Milperra rezoning site is shown in Figure 1.

Mirvac Residential (NSW) Development has lodged a development application (DA-1492/2024) with Canterbury Bankstown Council (Council) for the installation and operation of a temporary sales office in the northern side of the former WSU Milperra site. Council issued a Request for Information (RFI) on 18 March 2025 requiring a traffic and parking assessment to accompany the DA submission.

TPPP has prepared this traffic and parking assessment on behalf of Mirvac Residential (NSW) Developments to address Council's requirements.

Figure 1: Approved Concept Masterplan



Source: Canterbury-Bankstown Development Control Plan 2023

Proposed Development

The proposed temporary sales office will be located within the existing car park on the northern side of the WSU Milperra site, near Bullecourt Avenue. The proposed works will involve the demolition of part of the existing car park and construction of a temporary sales office, and utilise the existing car parking spaces for visitor and staff parking. The proposed sales office will have a gross floor area (GFA) of 72m².

A total of 24 car parking spaces will be provided for the sales office in the existing at grade car park. A new access driveway, off the existing internal access road off Bullecourt Avenue, will be constructed for the car park. Vehicular access to the sales office will be provided via the existing Bullecourt Avenue/Access Road intersection only.

The proposed sales office will operate between 7am and 5pm, every Saturday. Customers will visit the sales office by appointment only. It is anticipated that there will be a maximum of 12 customers in the sales office at any one time.

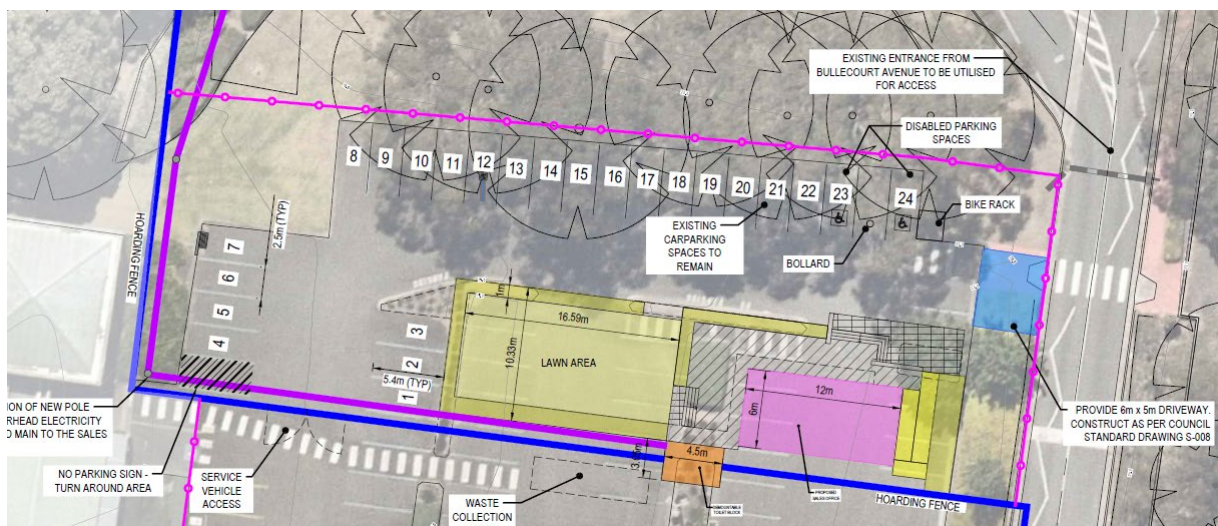
The location of the subject site is shown in Figure 2.

Figure 2: Subject Site Location



A site plan of the temporary sales office and the associated car park is shown in Figure 3.

Figure 3: Proposed Site Plan



Parking Assessment

DCP Car Parking Requirement

The parking requirement associated with the temporary sales office has been assessed with reference to the Canterbury-Bankstown Development Control Plan (DCP) 2023. It is noted that the DCP does not provide a specific car parking rate for sales office/exhibition homes, therefore, the parking rate for an office premises development has been used as a reference which is commonly used in the absence of a DCP rate for a sales office:

Office premises: 1 per 40m² GFA

Table 1 provides the car parking requirement for an office premises, as shown in Figure 3.

Table 1: DCP Car Parking Rate – Office Premises

Land Use	DCP Parking Rate	Proposed Yield	Car Parking for Office Premise
Office Premises	1 per 40m ²	72m ² GFA	2

Nonetheless, the sales office will have more visitors than typical office uses thus generates a higher parking demand. It is expected that the sales office will have a maximum of 12 visitors and 2 staff at any one time. Under the conservative assumption that the majority of customers would arrive by a separate vehicle each, the proposed provision of 24 car spaces is sufficient to accommodate the parking demand of the site, including overlapping of some customers who might arrive earlier than their appointment before the departure of the previous customers.

Therefore, the proposed on-site car parking provision is satisfactory.

Accessible Parking Requirement

The DCP stipulates that accessible parking is to be provided at a rate of 1 accessible car space per 50 car spaces for staff, and 1 accessible car space for visitors per 50 car spaces where a car park has less than 500 car spaces. The proposed provision of 24 car spaces requires a provision of two accessible car spaces. Two accessible parking spaces will be provided on site in accordance with the DCP Requirements.

Bicycle Parking Requirement

The DCP stipulates that bicycle parking is to be provided at 1 space per 300m² for staff and 1 space per 500m² gross floor area over 1,000m² for office premises. Given the proposed yield of 72m² GFA of office space, a bike rack will be provided adjacent car space no. 24.

Car Park Layout

It is proposed that the site will utilise the existing car park for staff and visitor parking.

In general, the car parking spaces and car park layout have been designed in accordance with AS2890.1.

The car parking spaces have been designed as Class 2 car parking spaces with a width of 2.5m and a length of 5.4m. The proposed car park aisle is about 5.9m wide on the northern side and 8.8m wide on the western side. Two accessible parking spaces have been designed in accordance with AS2890.6 with a 2.4m width and 5.4m length, and adjacent shared area of the same dimensions. A bollard will be placed in the shared area as per AS2890.6.

An 800mm aisle extension is provided for the last car parking space (Car Space #1) in the blind aisle in the western side of the car park. This does not strictly comply with AS2890.1 which requires a 1m aisle extension for the last car parking space in a blind aisle. Notwithstanding that, a turning bay is provided opposite to Car Space #1 and extra width is provided for the parking aisle (8.8m wide) to assist vehicle manoeuvring in/out of the car space. A "No Parking" sign and supplementary line-marking will be installed for the turning bay to prevent drivers from parking in this area. A swept path analysis has been conducted demonstrating that a B85 vehicle is able to enter and exit Car Space #1.

The car park layout review and swept path analysis are provided in Attachment One.

Traffic Assessment

Customers generally visit the sales office to purchase land lots. Duration of the visit typically ranges between 15 to 45 minutes. It has been assumed the average duration of stay is 30 minutes for each group of customers.

The sales office will operate between 7am and 5pm every Saturday only. The peak traffic volume is expected to occur around midday on Saturday being the typical busiest period. TPP's traffic survey undertaken at Oran Park display village indicates the peak hour occurred between 11am and 12pm on Saturday.

The sale office would be staffed by a sale team of two employees. Therefore, there would be a maximum of two staff vehicles in the car park at a given time.

As customers will visit the sales office by appointment only and it is expected that there will be a maximum of 12 customers in the sales office at any one time. Assuming the 12 customers will have an average stay of 30 minutes, there will be a maximum of 24 customers visiting the sale office per hour. Under the conservative assumption that each individual arrives by a separate vehicle, the estimated traffic generation would be in the order of 24 vehicles, i.e. 24 inbound and 24 outbound movements with a total of 48 movements in the Saturday peak hour. This equates to an average of 0.8 vehicle movements per minute. This level of traffic generation is considered low and is not expected to impose any adverse traffic impacts on the surrounding road network.

Summary and Conclusion

Based on the assessment and discussions presented in this traffic and parking statement for the temporary sales office, the following conclusions are made:

- The proposed provision of 24 car parking spaces (including two accessible spaces) complies with Council's DCP parking requirements for office premises, and is considered acceptable based on the proposed operation of the site.
- The car park layout in general complies with the requirements set out in AS2890.1 and AS2890.6, and can accommodate the use of the temporary sales office.
- Access to the site will be provided off Bullecourt Avenue via the existing internal access road. A new driveway will be constructed off the internal access road to provide direct access to the car park.
- The temporary sales office is expected to generate 48 vehicle trips (two-way movements) during the peak hour on Saturday. This low traffic generation is not expected to have any noticeable impact on the surrounding road network.

We trust the above is to your satisfaction. Should you have any queries regarding the above or require further information, please do not hesitate to contact the undersigned on 8437 7800.

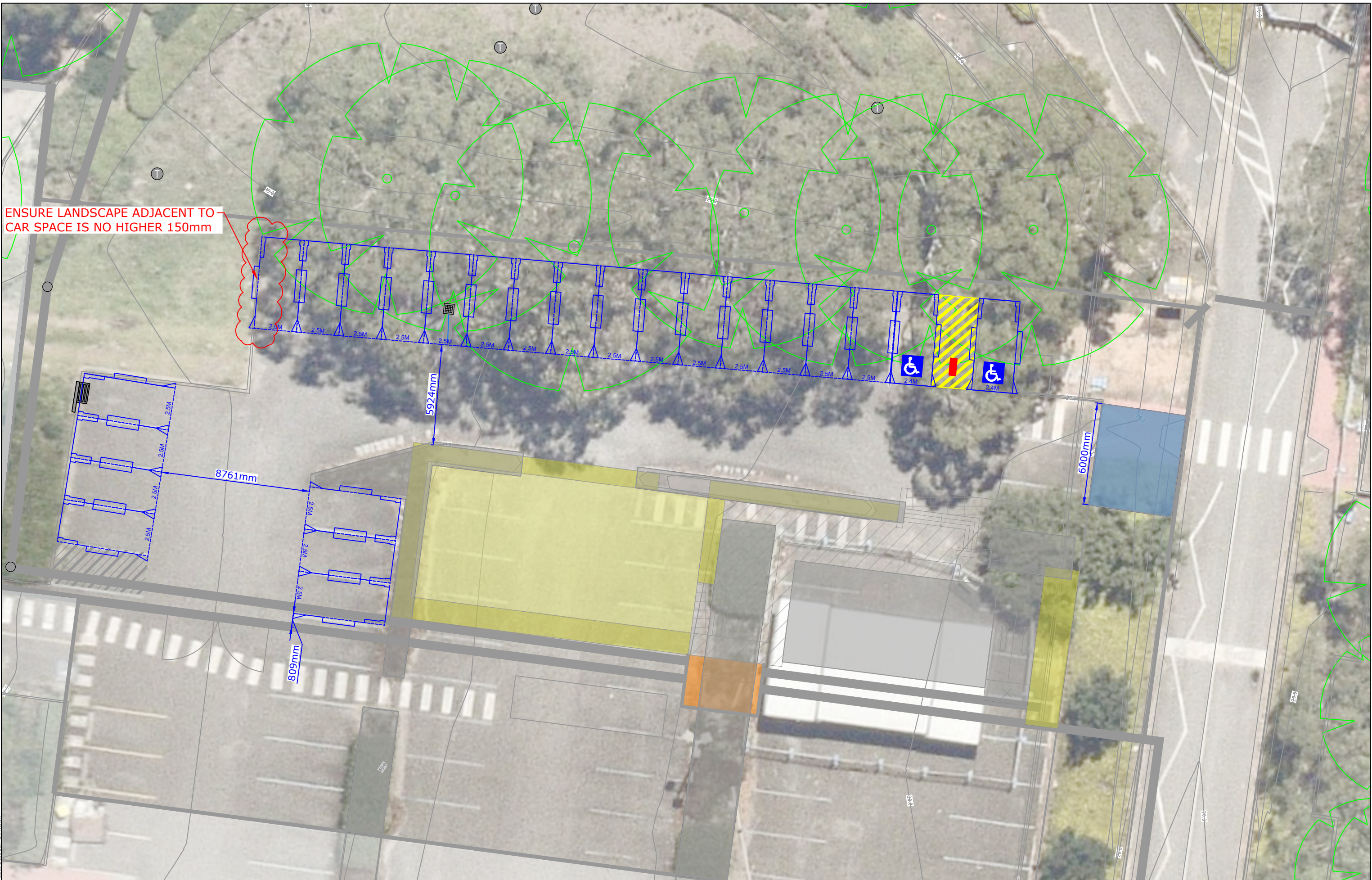
Yours sincerely,



Wayne Johnson
Director

Attachment One

Car Park Review



REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	TZ	PC	PC	28/04/25

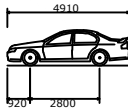


PROJECT	WESTERN SYDNEY UNIVERSITY MILPERRA SALES OFFICE		
TITLE	CAR PARK REVIEW		

DWG No.	19334CAD005 FIGURE 1		
DATE STAMP	28 April 2025		
PROJECT No.	SCALE	REV.	
19334	1:200 @A3	A	



KEY:	
Wheel path	Forward Reverse
Body envelope	
300mm clearance	



B85 Vehicle (Realistic min radius) (2004)	
Overall Length	4910mm
Overall Width	1870mm
Overall Body Height	1421mm
Min Body Ground Clearance	159mm
Track Width	1770mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5750mm

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	TZ	PC	PC	28/04/25



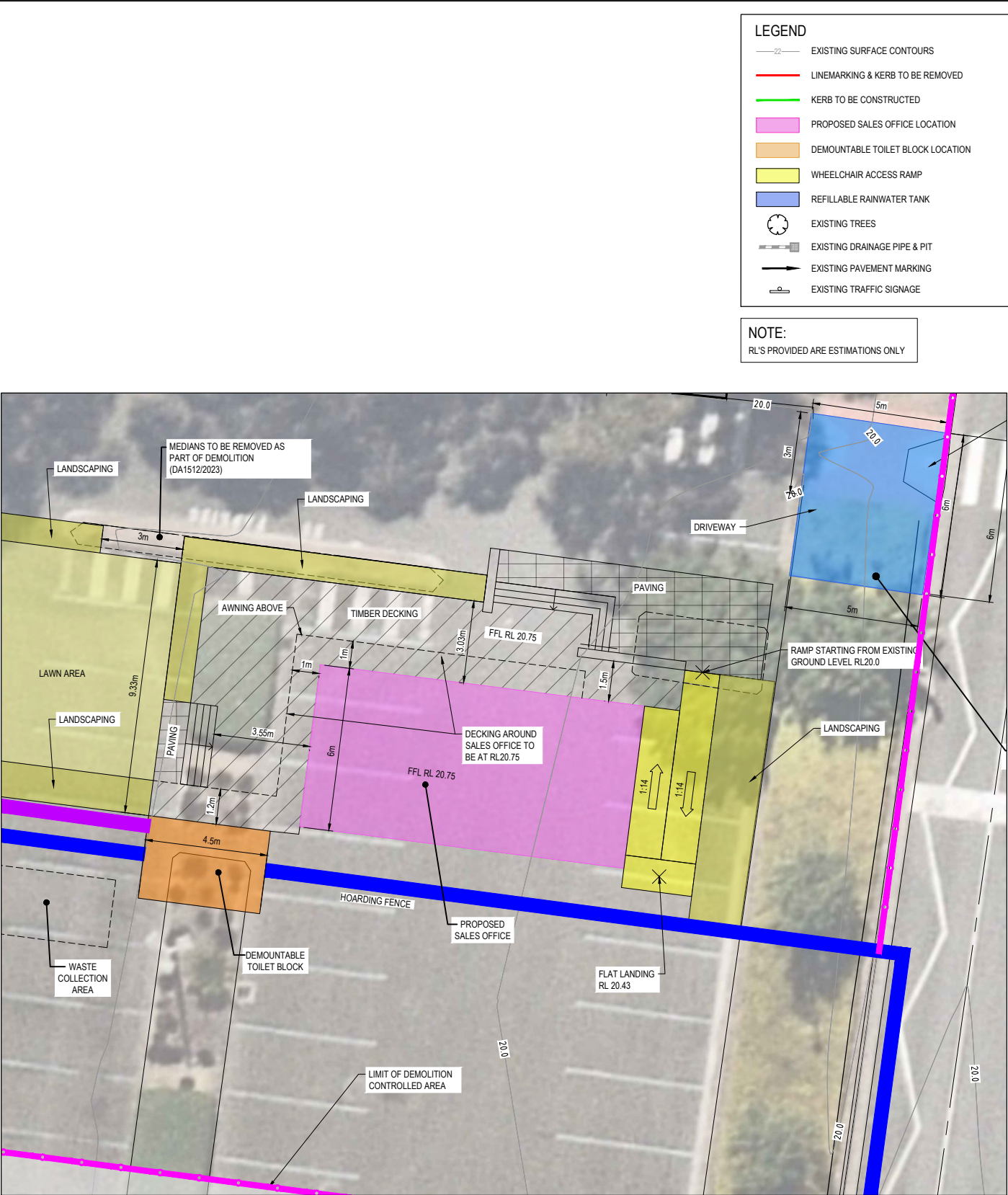
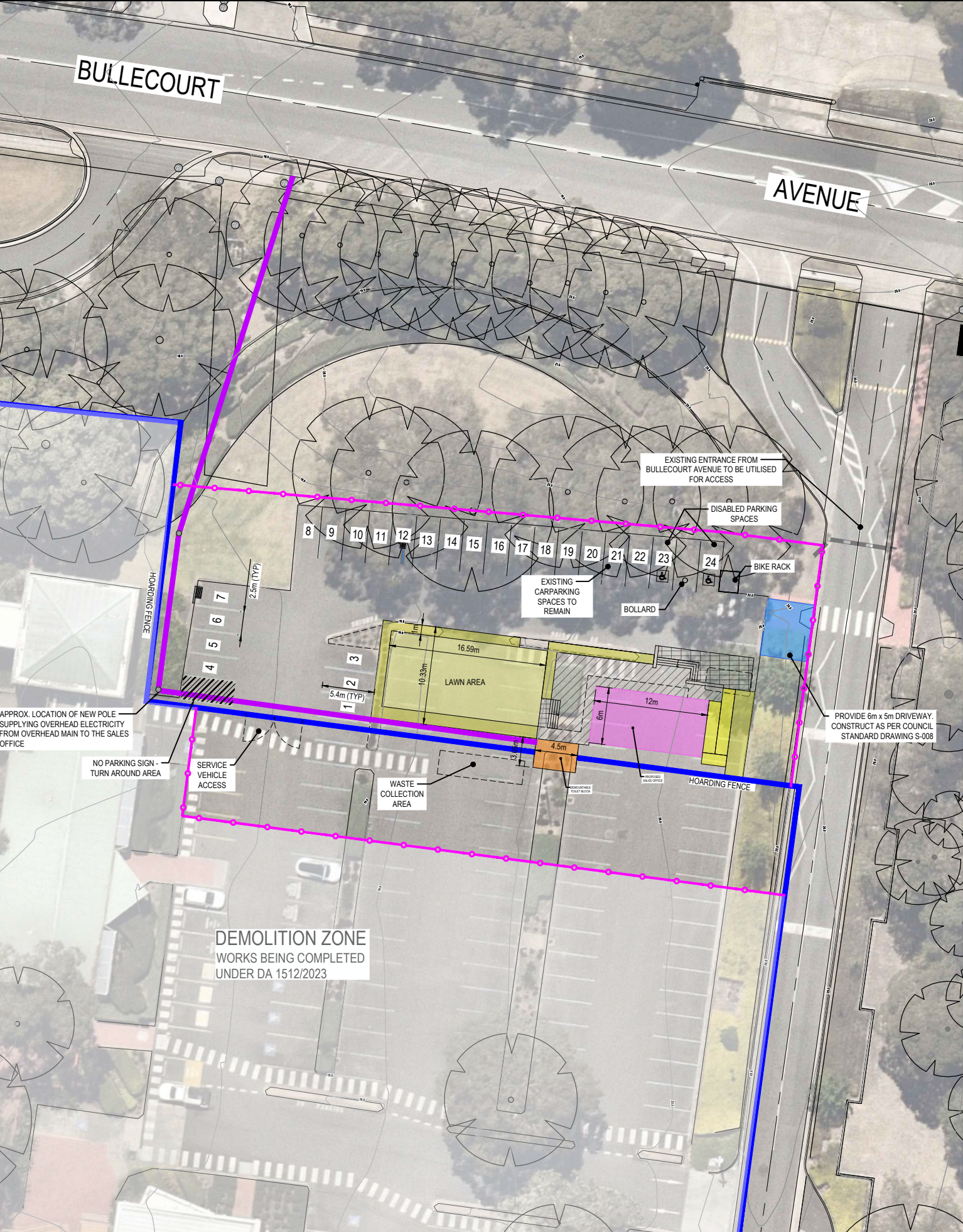
PROJECT	WESTERN SYDNEY UNIVERSITY MILPERRA SALES OFFICE	
TITLE	SWEPT PATH ANALYSIS AS2890.1 4.91m B85 VEHICLE	

DWG No.	19334CAD005 FIGURE 2	
DATE STAMP	28 April 2025	
PROJECT No.	SCALE	REV.
19334	1:200 @A3	A

Filename: 19334CAD005-280425-Turn Sales Office Car Park Review

Attachment Two

Proposed Site Layout

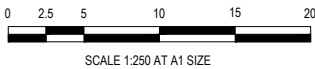


DETAIL OF TEMPORARY SALES OFFICE
SCALE 1:100

WARNING
BWARE OF UNDERGROUND SERVICES
The locations of underground services are approximate only and their exact position should be proven on site.
No guarantee is given that all existing services are shown. Locate all underground services before commencement of works
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E	BOLLARDS REMOVED	9.10.24	S.G.	S.G.					
D	NOTES & ELECTRICAL SERVICE AMENDED	08.10.24	S.G.	S.G.					
C	LOCATION OF SALES OFFICE AMENDED	30.09.24	T.R.	S.G.	H	UPDATES AS PER TRAFFIC CONSULTANT COMMENTS	07.05.25	R.M.	J.G.
B	LOCATION OF SALES OFFICE AMENDED	09.08.24	T.R.	S.G.	G	UPDATES TO ELECTRICAL POLE	03.12.24	T.R.	J.G.
A	ISSUED FOR INFORMATION	01.05.24	A.P.	S.G.	F	LAWN AND LANDSCAPING AREA ADDED	29.11.24	T.R.	S.G.
REV	DESCRIPTION	DATE	DRN.	APP.	REV	DESCRIPTION	DATE	DRN.	APP.



Designed	A.PERICH
Date	01.05.24
Drawn	A.PERICH
Approved	S.GRAY
Date	01.05.24
DA Number	N/A

BW Beveridge Williams
Development & Infrastructure Consultants
Tuggerah Business Park Unit 4, 5 Colony Ct
Tuggerah NSW 2259
ph: 02 43512233
www.beveridgewilliams.com.au

Project Details	WSU BANKSTOWN CAMPUS LOT 2 IN DP 1291984, 2A BULLECOURT AVENUE, MILPERRA
Drawing Title	PROPOSED SALES OFFICE PLAN

Sheet	01 of 03
Scale	1:250 @ A1
Project Number	2301879
Reference	305
Drawing No	010
Revision	H