

## M<sup>C</sup>LAREN TRAFFIC ENGINEERING

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Transport Planning, Traffic Impact Assessments, Road Safety Audits, Expert Witness

3 February 2025

Reference: 240801.01FA

MITZ Design  
1246 Canterbury Road  
Roselands NSW  
Attention: Michael Popovski

### TRAFFIC AND PARKING IMPACT ASSESSMENT OF THE PROPOSED MIXED USE DEVELOPMENT AT 1246 CANTERBURY ROAD, ROSELANDS

Dear Michael,

Reference is made to your request to provide a traffic and parking impact assessment for the proposed mixed use development at 1246 Canterbury Road, Roselands (proposed plans reproduced in **Annexure A**). The scale of the proposal, as relevant to traffic and parking impacts, is summarised in **Table 1**.

**TABLE 1: PROPOSED SCALE OF DEVELOPMENT**

Category	Sub-Category	Scale
Existing Showroom	Existing Showroom	137m <sup>2</sup>
Boarding House	Boarding Rooms	17 Boarding Rooms
Parking Spaces	Residential	5

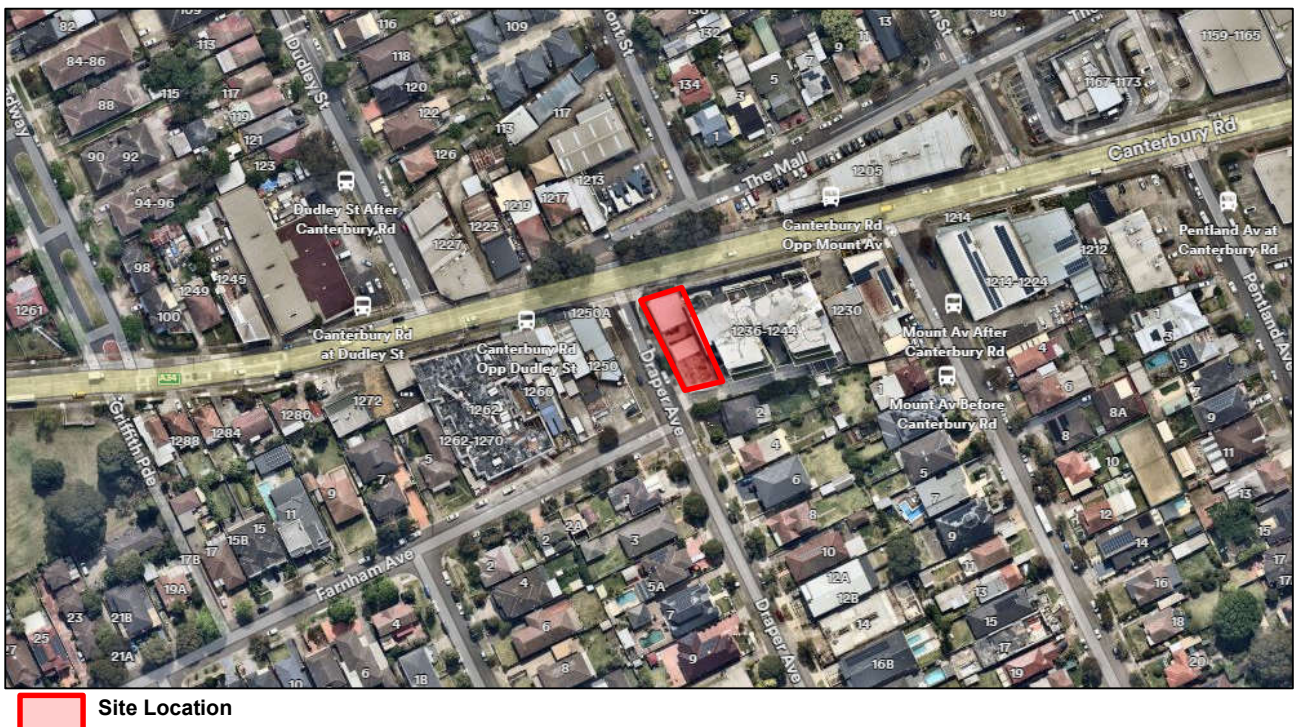
Access to the proposed development is provided via an existing two-way driveway from Draper Avenue. The other existing driveway on Draper Avenue will be removed with the kerb reinstated to match the existing. It has been advised that the existing development does not accommodate any on-site car parking spaces.

The assessment is provided in Sections 1-3 of this letter, with a summary of the relevant findings below:

- The proposed design includes a total of five (5) residential car parking spaces, meeting the requirements of *State Environmental Planning Policy (Housing) 2021*. Swept path testing of the proposed design is reproduced in **Annexure B**;
- The traffic generation of the site is estimated at some seven (7) trips in the AM and PM peak hours, which is considered to be of such low order that it will not have a noticeable impact on the surrounding road network.

## 1 Site Location and Access

The location of the site is depicted on an aerial image in **Figure 1**. The characteristics of the site and the surrounding transport network are summarised in **Table 2**.



**FIGURE 1: SITE CONTEXT – AERIAL PHOTO**

**TABLE 2: SITE CONTEXT**

<b>Zoning</b>	The site is zoned <i>B2 – Local Centre</i> under the Canterbury-Bankstown Local Environmental Plan 2023.
<b>Roads Fronting Site</b>	<p>The site fronts the following roads:</p> <ul style="list-style-type: none"> <li>Canterbury Road (Classified State Road No 167)</li> <li>Drapers Avenue (Unclassified Local Road)</li> </ul> <p>Access is proposed from Drapers Avenue, the lower order road.</p>
<b>State Planning Controls</b>	The site is neither of sufficient size or capacity and is therefore not required to be referred to Transport for NSW (TfNSW) as part of the Development Application process.
<b>Public Transport</b>	The site is located approximately 1.2km walking distance from Punchbowl Train Station and 1.5km walking distance from Wiley Park Train Station. The site is located within a 200m walking distance of an existing bus stop (ID:2196293) on Mount Avenue which services bus Routes 487 (Bankstown Central to Canterbury), 941 (Bankstown to Hurstville via Greenacre) and 944 (Mortdale to Bankstown via Peakhurst Heights) provided by Transit Systems (Route 487) and U-Go Mobility (Routes 941 and 944).

## 2 Parking and Access Design

The car parking, access and servicing requirements of the site have been assessed, with the relevant details summarised in **Table 3**.

**TABLE 3: PARKING ASSESSMENT SUMMARY**

Category	Control	Compliance with Control
<b>Car Parking Provision</b>	<p>Canterbury Bankstown Development Control Plan 2023</p> <p>Chapter 3 – General Requirements</p> <p>3.2 Parking</p> <p>Boarding houses</p> <p>0.5 car spaces per boarding room; and 1 car space for each person employed in connection with the development and who is resident on the site.</p> <p>State Environmental Planning Policy (Housing) 2021 – Chapter 2 – Division 2</p> <p>(2) The following are non-discretionary development standards in relation to the carrying out of development to which this Division applies—</p> <p>(i) if a relevant planning instrument does not specify a requirement for a lower number of parking spaces—at least the following number of parking spaces—</p> <ul style="list-style-type: none"> <li>- (i) for development on land within an accessible area—0.2 parking spaces for each boarding room,</li> <li>- (ii) otherwise—0.5 parking spaces for each boarding room,</li> </ul>	<p><b>Yes</b> – Council's DCP requires the provision of nine (9) residential car parking spaces although the minimum parking control is the SEPP (Housing).</p> <p>SEPP (Housing) requires four (4) residential car parking spaces (rounded up from 3.4) as the subject site is located in an accessible area. See <b>Section 2.1</b> for further details.</p> <p>The proposed development provides five (5) residential car parking spaces exceeding the SEPP (Housing) controls.</p> <p>It is also noted that the proposed removal of one of the existing driveways on Drapers Avenue and reinstating of the kerb is expected to result in a sufficient length to accommodate an additional on-street parking space.</p>
	<p>Canterbury Bankstown Development Control Plan 2023</p> <p>Chapter 3 – General Requirements</p> <p>3.2 Parking</p> <p>Boarding houses</p> <p>Bicycle spaces: Not applicable</p> <p>State Environmental Planning Policy (Housing) 2021 – Chapter 2 – Division 2</p> <p>25 Standards for boarding houses</p> <p>(1) Development consent must not be granted under this Division unless the consent authority is satisfied that—</p>	<p><b>Yes</b> – The site provides two (2) bicycle and nil (0) motorcycle spaces on-site.</p> <p>Councils DCP does not require bicycle parking provision for boarding houses and does not specify any requirements for motorcycle parking, such that none is considered to be required.</p> <p>SEPP (Housing) requires suitable provision of these spaces. Based on Census data, less than 1% of residents in the Roselands area travel to work via a motorcycle. Whilst no</p>

*(i) the boarding house will include adequate bicycle and motorcycle parking spaces.*

motorcycle parking spaces are currently provided, it is noted that the car parking area provides one (1) carparking space in excess of minimum requirements. Accordingly, if Council deemed it necessary, one of the provided car parking spaces could be replaced with two (2) motorcycle spaces. Whilst Council does not strictly require bicycle parking, MTE considers it adequate to provide some bicycle parking. Two (2) bicycle parking spaces have been provided which is considered reasonable.

**Accessible Parking**

*Section D4D6 of the Building Code of Australia (BCA)*

*a) Class 1b and 3 buildings:*

*For a boarding house, the number of accessible carparking spaces required is to be calculated by multiplying the total number of carparking spaces by the percentage of accessible bedrooms to the total number of bedrooms.*

**Yes –** Two (2) out of seventeen (17) of the proposed bedrooms are accessible bedrooms, leading to the requirement of one (1) accessible parking space. The proposed plans detail the provision of one (1) accessible parking space, satisfying BCA requirements.

**Loading and Servicing Facilities**

No formal loading or servicing facilities are strictly required by the Canterbury Bankstown Development Control Plan 2023 for multi-dwelling housing or boarding house developments.

**Yes –** Any loading and servicing requirements, including waste collection, can be completed on-street along the site frontage.

**Car Parking Design**

Assessed against the requirements of:

- AS2890.1-2004
- AS2890.6:2022

**Yes –** All car parking provided meets the requirements of the relevant standard. Relevant swept path testing has been undertaken with the results provided in **Annexure B**.

## 2.1 Accessible Area

Reference is made to *State Environmental Planning Policy (Housing) 2021* which defines an Accessible Area as follows:

***accessible area*** means land within—

(a) 800m walking distance of—

- (i) a public entrance to a railway, metro or light rail station, or
- (ii) for a light rail station with no entrance—a platform of the light rail station, or
- (iii) a public entrance to a wharf from which a Sydney Ferries ferry service operates, or

(b) (Repealed)

(c) 400m walking distance of a bus stop used by a regular bus service, within the meaning of the [Passenger Transport Act 1990](#), that has at least 1 bus per hour servicing the bus stop between—

- (i) 6am and 9pm each day from Monday to Friday, both days inclusive, and
- (ii) 8am and 6pm on each Saturday and Sunday.

The subject site is located approximately 1.2km walking distance from Punchbowl Train Station and 1.5km walking distance from Wiley Park Train Station.

The subject site is located within a 200m walking distance of an existing bus stop (ID:2196293) on Mount Avenue which services bus Routes 487 (Bankstown Central to Canterbury), 941 (Bankstown to Hurstville via Greenacre) and 944 (Mortdale to Bankstown via Peakhurst Heights) provided by Transit Systems (Route 487) and U-Go Mobility (Routes 941 and 944). Of these bus Routes, Route 941 provides at least 1 bus per hour servicing the bus stop between 6:00<sub>AM</sub> and 9:00<sub>PM</sub> from Monday to Friday & 8:00<sub>AM</sub> to 6:00<sub>PM</sub> on Saturday and Sunday. It is noted that the schedule for this Route assessed was a PDF timetable valid from 14 October 2024. Therefore, the subject site is located within an accessible area, in accordance with the SEPP (Housing) 2021.

### 3 Traffic Generation and Impact

The traffic generation of the site has been calculated and its impact on the surrounding road network assessed, with the relevant details of this assessment provided in **Table 4**.

**TABLE 4: TRAFFIC ASSESSMENT SUMMARY**

<b>Traffic Generation</b>	<i>Boarding Houses <sup>(1)</sup></i> <ul style="list-style-type: none"> <li>- <i>Site AM Peak Hour Trips: 0.30 vehicle trips per boarding room</i></li> <li>- <i>Site PM Peak Hour Trips: 0.35 vehicle trips per boarding room</i></li> </ul>	<p>The peak hour traffic generation of the 17 boarding rooms is estimated to be some six (6) vehicles trips (rounded up from 5.1 in AM peak or 5.95 in PM peak) in the morning or evening peak hour periods.</p>
<b>Assessment Needed</b>	<i>Likely impact of development: <sup>(2)</sup></i> <ul style="list-style-type: none"> <li>- <i>Low Impact (&lt;10 Trips): No Detailed Assessment Required</i></li> <li>- <i>Moderate Impact (10-100 Trips): Traffic Impact Statement Required</i></li> <li>- <i>High Impact (&gt;100 Trips): Traffic Impact Assessment Required</i></li> </ul>	<p>The peak hour traffic generation of the proposed development is below 10 trips and therefore no detailed assessment of external traffic flow impacts is required. This low volume of traffic generation is likely to be within the peak hourly fluctuations in traffic flows on the surrounding roads and will not have any noticeable effect on nearby roads and public road intersections.</p>

Notes:

(1) Source: TfNSW Guide to Transport Impact Assessment 2024

(2) Source: Austroads Guide to Traffic Management Part 12: Integrated Transport Assessments for Developments Figure 5.1

Please contact the undersigned should you require further information or assistance.

Yours faithfully

**M<sup>c</sup>Laren Traffic Engineering**



**Laen Stewart**

**Senior Traffic Engineer**

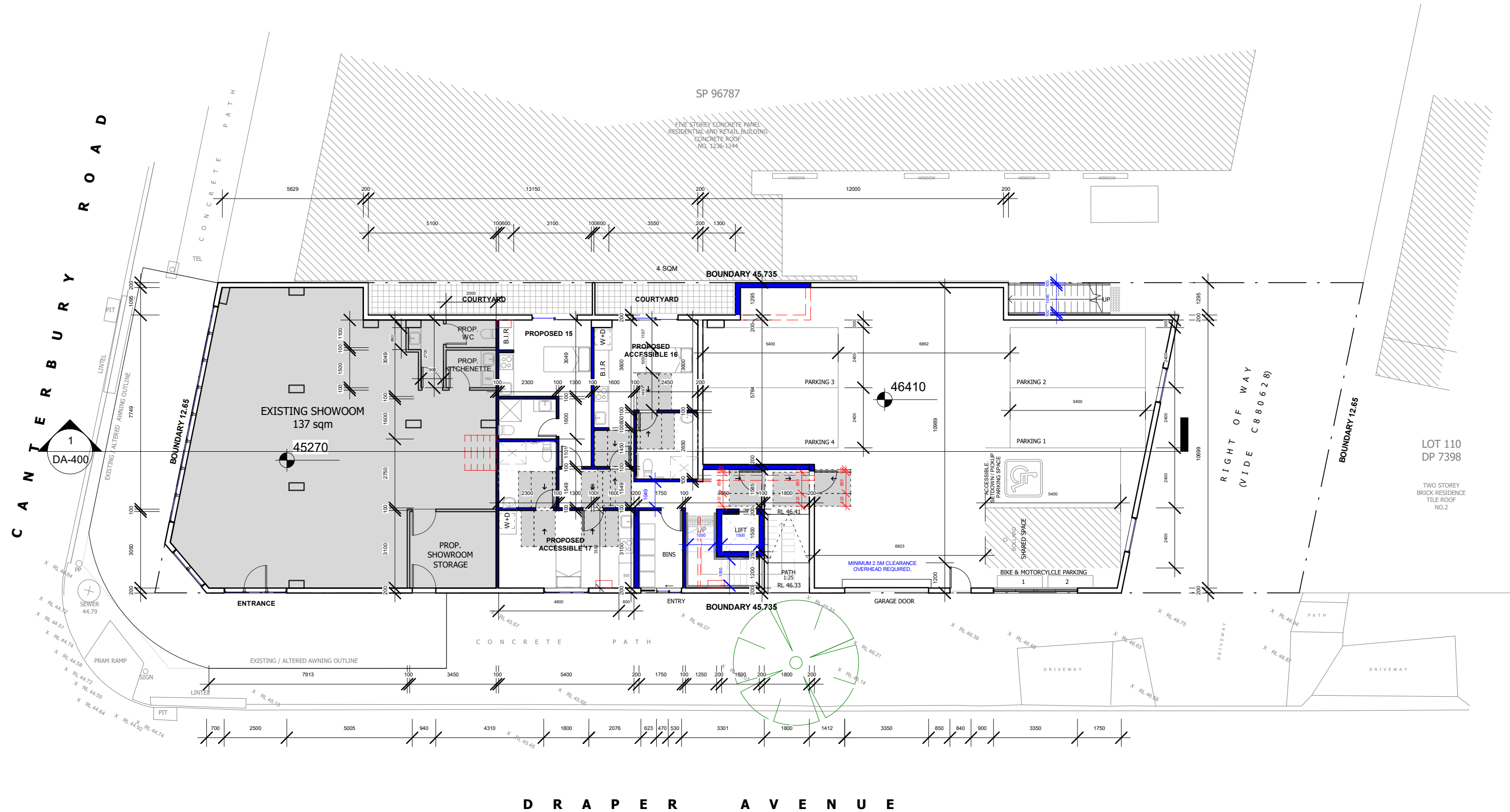
BE (Civil)

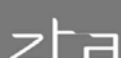


TfNSW Accredited Level 1 Road Safety Auditor

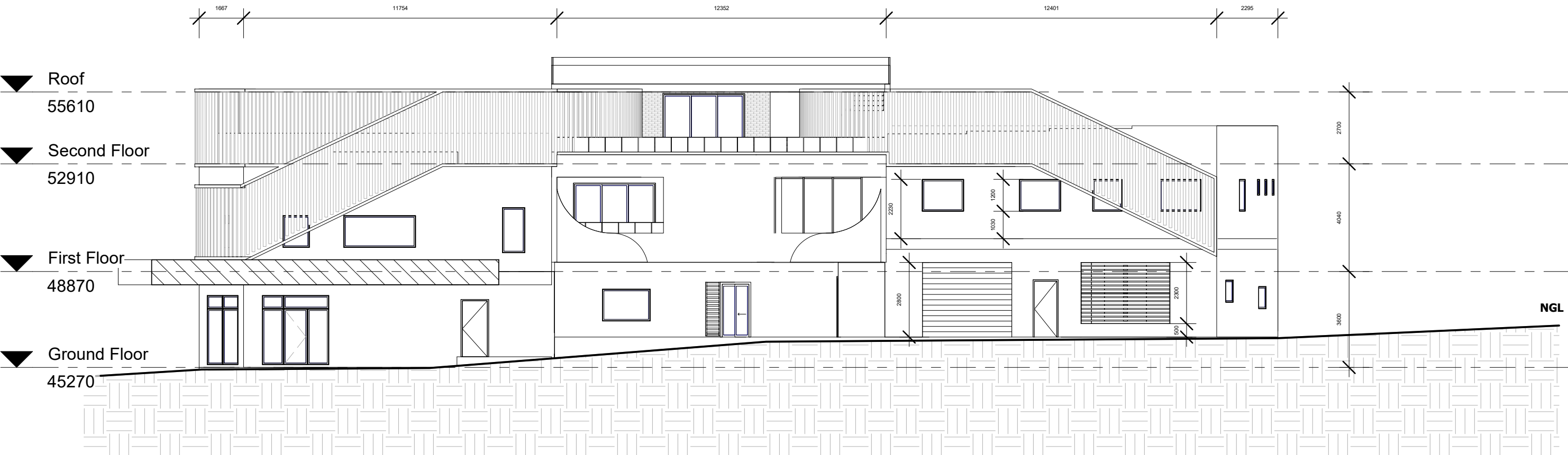
TfNSW Accredited Traffic Management Plan Designer





**ANNEXURE A: PROPOSED PLANS  
(3 SHEETS)**

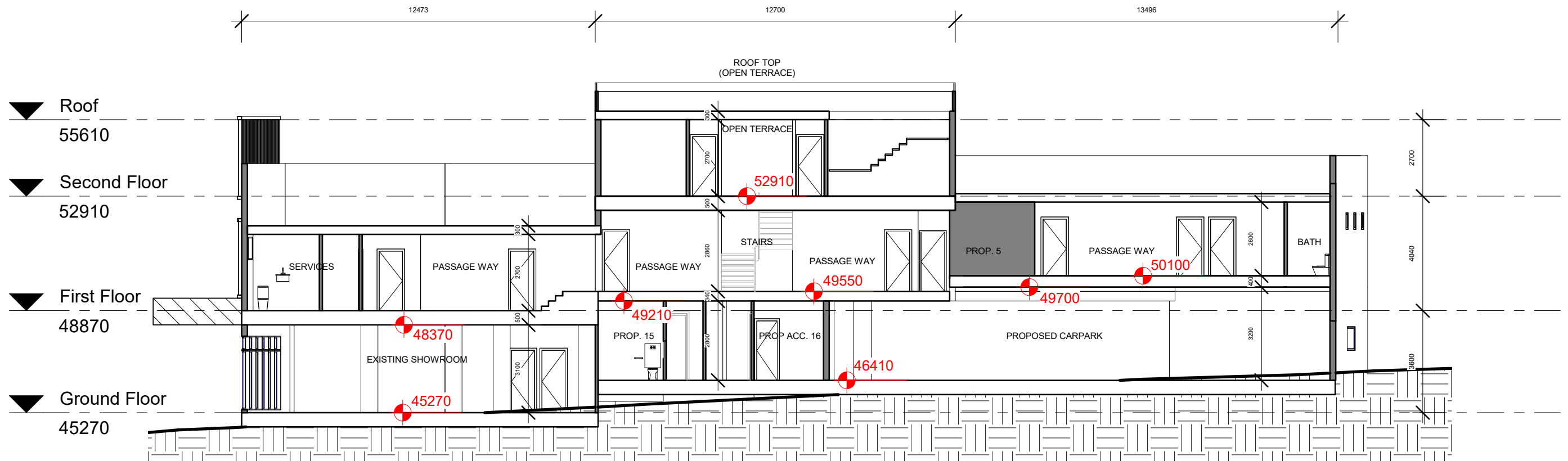


<div></div> <div>309A Forest Rd, Hurstville NSW 2220  ph: +61 2 8098 7886 fx: +61 2 8098 7886  e: admin@zta.net.au ZT ARCHITECTS PTY LTD ABN 87 655 327 049</div> <div>architecture / urban design / interior design</div>	<div></div> <div>ACCREDITED BUILDING DESIGNER</div>	NOTE	ISSUE	DATE	PURPOSE OF ISSUE	PROJECT 1246 CANTERBURY ROAD, ROSELANDS NSW 2196	STATUS FOR APPROVAL	DRAWING NO. DA-200	ISSUE A	DRAWN BY EB	
								STAGE DA	SCALE 1 : 150	JOB NO. 21433	CHECKED BY RZ
							CLIENT -	<div><div>N</div></div>	DATE 05.09.2024	DRAWING TITLE Ground Floor Plan	



WEST ELEVATION

<div></div> <div>309A Forest Rd, Hurstville NSW 2220 ph: +61 2 8098 7886 fx: +61 2 8098 7886 e: admin@zta.net.au ZT ARCHITECTS PTY LTD ABN 87 655 327 049</div> <div>architecture / urban design / interior design</div>	<div></div> <div>ACCREDITED BUILDING DESIGNER</div>	NOTE	ISSUE	DATE	PURPOSE OF ISSUE	PROJECT	STATUS	DRAWING NO.	ISSUE	DRAWN BY
						1246 CANTERBURY ROAD, ROSELANDS NSW 2196	FOR APPROVAL	DA-300.3	A	EB
						CLIENT	STAGE	SCALE	JOB NO.	CHECKED BY
			-	DA	1 : 150	21433	RZ			
							DATE	DRAWING TITLE		
							05.09.2024	Elevations		



architecture / urban design / interior design

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NOTE

ISSUE      DATE      PURPOSE OF ISSUE

PROJECT  
1246 CANTERBURY ROAD,  
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CLIENT  
-

STATUS  
FOR APPROVAL  
  
STAGE  
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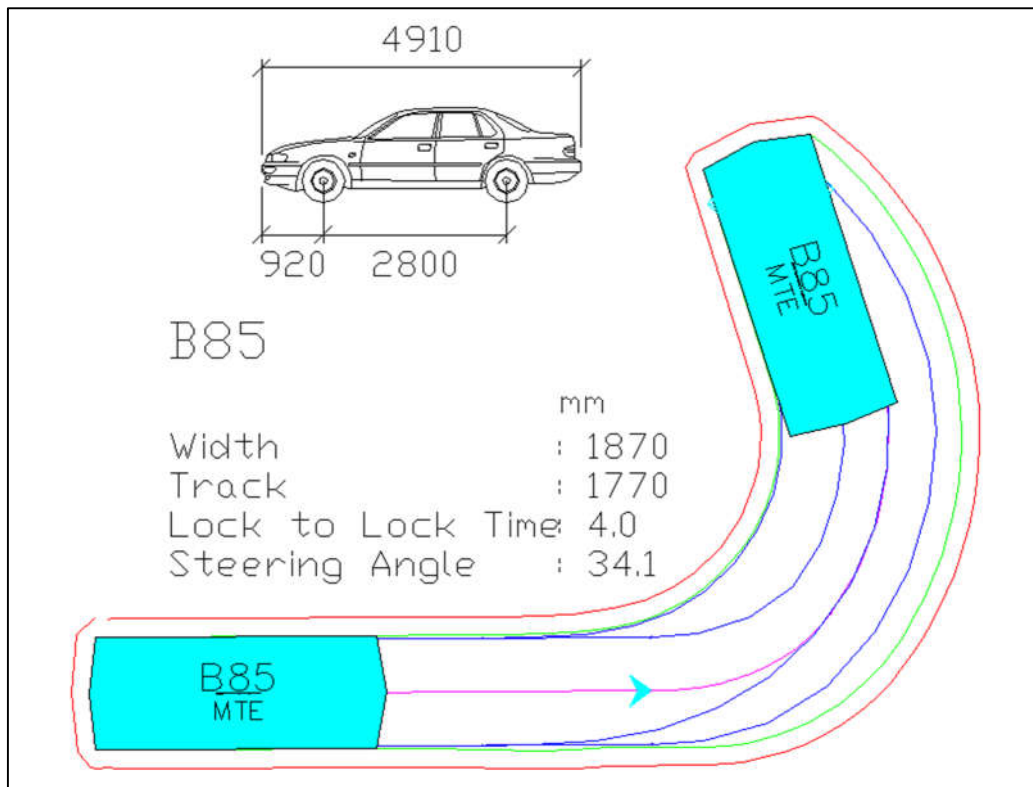
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**DA-400**  
  
SCALE  
1 : 150  
  
DATE  
**05.09.2024**

ISSUE  
**A**  
  
JOB NO.  
21433  
  
DRAWING TITLE  
**Section**

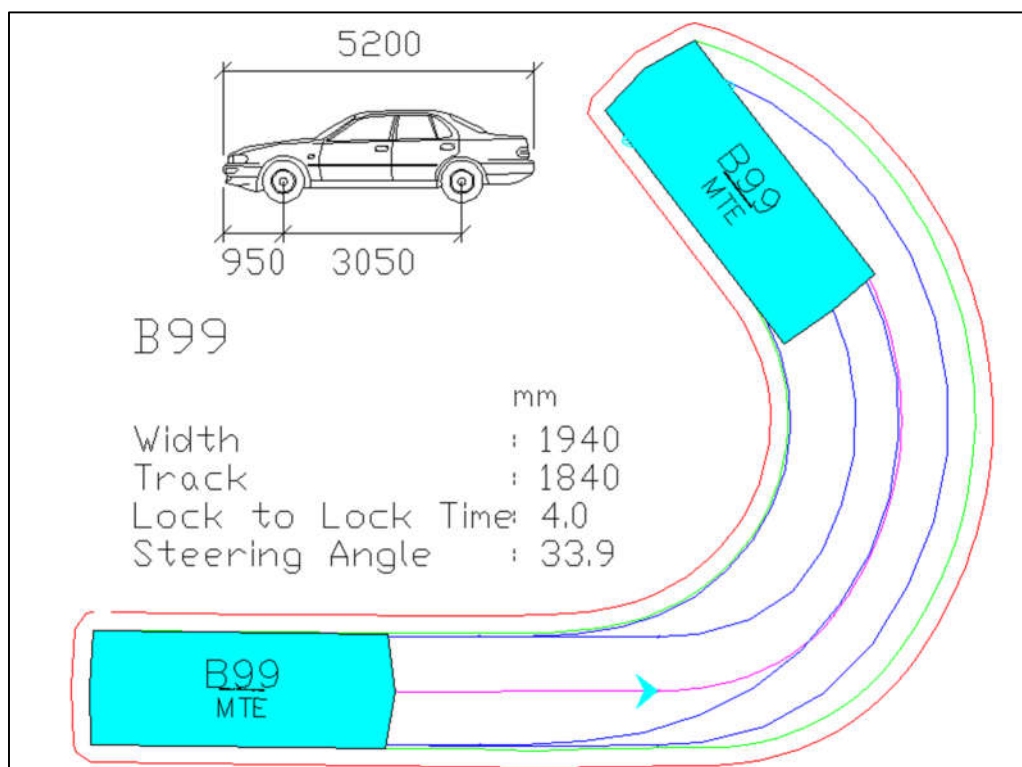
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**ANNEXURE B: SWEEP PATH TESTING RESULTS  
(5 SHEETS)**

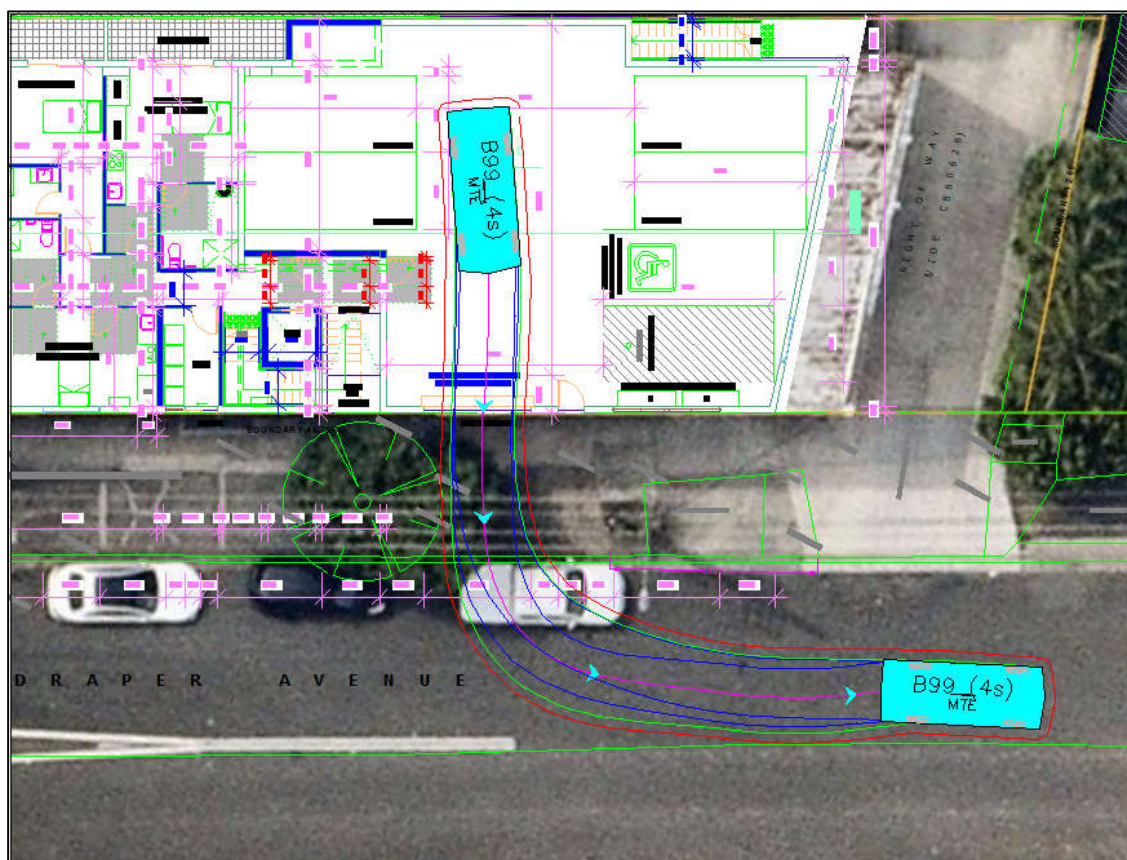


**AUSTRALIAN STANDARD 85<sup>TH</sup> PERCENTILE SIZE VEHICLE (B85)**

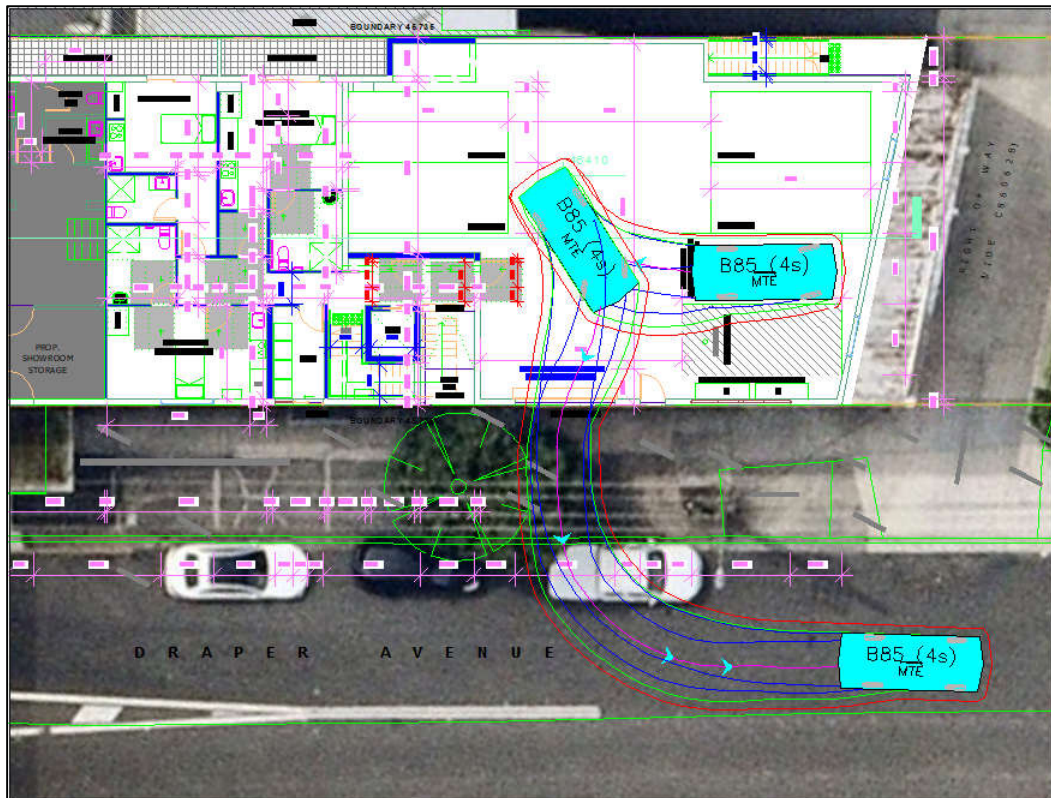
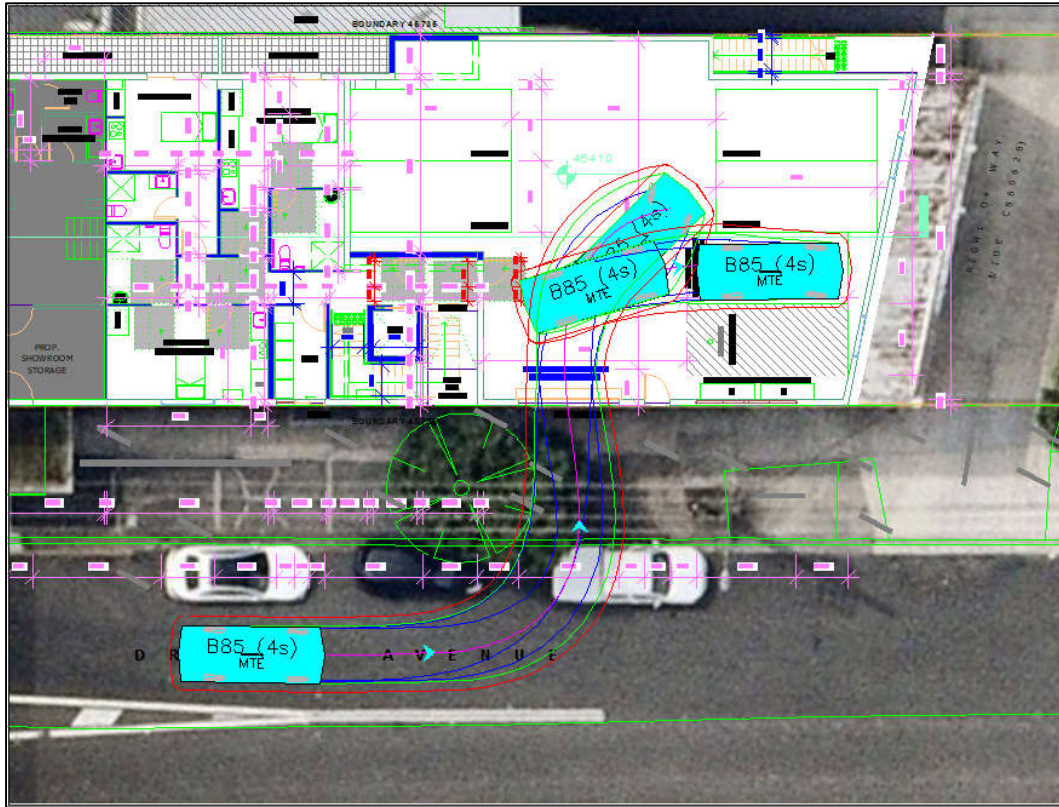


**AUSTRALIAN STANDARD 99.8<sup>TH</sup> PERCENTILE SIZE VEHICLE (B99)**

Blue – Tyre Path  
 Green – Vehicle Body  
 Red – 300mm Clearance  
 Tested at 5km/h



**B99 ENTRY AND EXIT OF THE SITE**  
**Successful**



**B85 ACCESSIBLE SPACE ENTRY AND EXIT**  
 3 Manoeuvres Forward IN / 2 Manoeuvres Reverse OUT  
**Successful**



### B85 SPACE 2 ENTRY AND EXIT

3 Manoeuvres Forward IN / 2 Manoeuvres Reverse OUT  
Successful



### B85 SPACE 4 ENTRY AND EXIT

2 Manoeuvres Reverse IN / 3 Manoeuvres Forward OUT  
Successful