TRANSPORT IMPACT STATEMENT

119 Marion Street, Bankstown

PREPARED FOR:
Robdeon Dental Pty Ltd

REFERENCE:
25.028r01v03

DATE:
9/05/2025

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ABN: 70 678 706 851

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Revision History

VERSION	DATE	PREPARED	REVIEWED	APPROVED	SIGNED
01	6/03/2025	Rohan Jain	Ben Midgley	Ben Midgley	Oringal signed
02	17/04/2025	Rohan Jain	Ben Midgley	Ben Midgley	Oringal signed
03	9/05/2025	Rohan Jain	Ben Midgley	Ben Midgley	

PDC Consultants

info@pdcconsultants.com.au | www.pdcconsultants.com.au

+61 2 7900 6514 | Level 14, 100 William Street, Woolloomooloo NSW 2011

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1. Introduction

1.1. Overview

PDC Consultants has been commissioned by Robdeon Dental Pty Ltd to prepare a Transport Impact Statement (TIS) of a Development Application (DA) relating to a medical centre at 119 Marion Street, Bankstown. Specifically, the DA proposes the modification of the existing building to operate as a medical centre consisting of:

- 136 m^2 gross floor area (GFA) dental facility.
- Five at-grade car parking spaces (including an accessible car space).
- Vehicle access via Marion Street.

Having regard for the above, it is evident that the development is not of a scale that requires referral of the DA to Transport for New South Wales (TfNSW), under Clause 2.122 of the State Environmental Planning Policy (Transport and Infrastructure) 2021.

The site falls within the City of Canterbury-Bankstown Council (Council) local government area (LGA) and accordingly, the proposed development has been assessed in accordance with Canterbury-Bankstown Development Control Plan 2023 (CBDCP) and Canterbury-Bankstown Local Environmental Plan 2023 (CBLEP).

1.2. Structure of this Report

This report documents the findings of our investigations in relation to the anticipated traffic and parking impacts of the proposed development and should be read in the context of the Statement of Environmental Effects (SEE), prepared separately. The remainder of this report is structured as follows:

- Section 2: Describes the site and existing traffic and parking conditions in the locality.
- Section 3: Describes the proposed development.
- Section 4: Assesses the parking requirements of the development.
- Section 5: Assesses the traffic impacts of the development.
- Section 6: Discusses the proposed access and internal design arrangements.
- Section 7: Presents the overall study conclusions.

1.3. References

In preparing this report, reference has been made to the following guidelines / standards:

- Canterbury-Bankstown Local Environment Plan 2023 (CBLEP).
- Canterbury-Bankstown Development Control Plan 2023 (CBDCP).
- Guide to Traffic Impact Assessment 2024 (GTIA).
- State Environmental Planning Policy (Transport and Infrastructure) 2021 (SEPP T&I 2021).
- Integrated Public Transport Service Planning Guidelines, Sydney Metropolitan Area, 2013 (Integrated Public Transport Planning Guidelines 2013).
- Australian Standard AS 2890.1-2004, Part 1: Off-Street Car Parking (AS 2890.1).
- Australian Standard AS 2890.3-2015, Part 3: Bicycle Parking Facilities (AS 2890.3).
- Australian Standard AS 2890.6-2022, Part 6: Off-street parking for people with disabilities (AS 2890.6).
- Roads and Maritime Services Trip Generation Surveys Medical Centres Data Report 2015 (RMS Trip Generation Surveys Medical Centres Data Report).

2. Existing Conditions

2.1. Location and Site

The subject site is located at 119 Marion Street, Bankstown, being approximately 945 metres west of Bankstown Railway Station and approximately 17.5 kilometres southwest of the Sydney CBD. More specifically, the site is located on the northern side of Marion Street between a cul-de-sac termination and Bankstown City Plaza.

The site is rectangular in configuration with a total area of approximately 870 m^2. It has one street frontage, being Marion Street to the south, having a length of 15 metres equal to the north. The east and west boundaries border neighbouring residential developments, both having a length of 56 metres.

The site is currently comprised of single lot formally identified as Lot 8 of DP8032. The lot currently contains a residential dwelling and has one vehicle access via Marion Street, providing access to on-site at-grade car parking.

Figure 1 and **Figure 2** provide an appreciation of the site's location in both a local and board context, respectively.

2.2. Road Network

The road hierarchy in the vicinity of the site is shown by **Figure 2**, with the following roads considered noteworthy:

- **Hume Highway:** forms part of a classified state road (MR 2) that runs in a northeast-southwest alignment between Parramatta Road in the northeast and the Victoria State Border in the southwest. Near the site, it is comprised of three lanes in each direction within a 22-metres carriageway with right turn bays and is subject to 70 km/h speed zoning restrictions. Near the site, a range of parking restrictions are applied, including 'No Parking', 'No Stopping', peak period clearway and School Zones.

- **Marion Street:** forms part of an unclassified regional road (7121) that runs in an east-west alignment between Bankstown City Plaza in the east and cul-de-sac termination in the west. Near the site is it comprised of two lanes in each direction within a 12-metres carriageway and is subject to 60 km/h speed zoning restrictions. The site's frontage has 'No Stopping' restrictions, whereas the opposite side has No Parking zones between 3PM – 6PM from Monday to Friday, No Stopping and Bus Zones.

- **Edgar Street:** forms part of an unclassified regional road (7120) that runs in a north-south alignment between Hume Highway in the north and Milperra Road in the south. It is comprised of single lane in each direction within a 12-metres carriageway and is subject to 60 km/h speed zoning restrictions. Near the site, a range of parking restrictions are applied near the intersection of Marion Street and Edgar Street, including 'No Stopping' and 'Bus Zones'. Away from intersections, Edgar Street has unrestricted parking available.

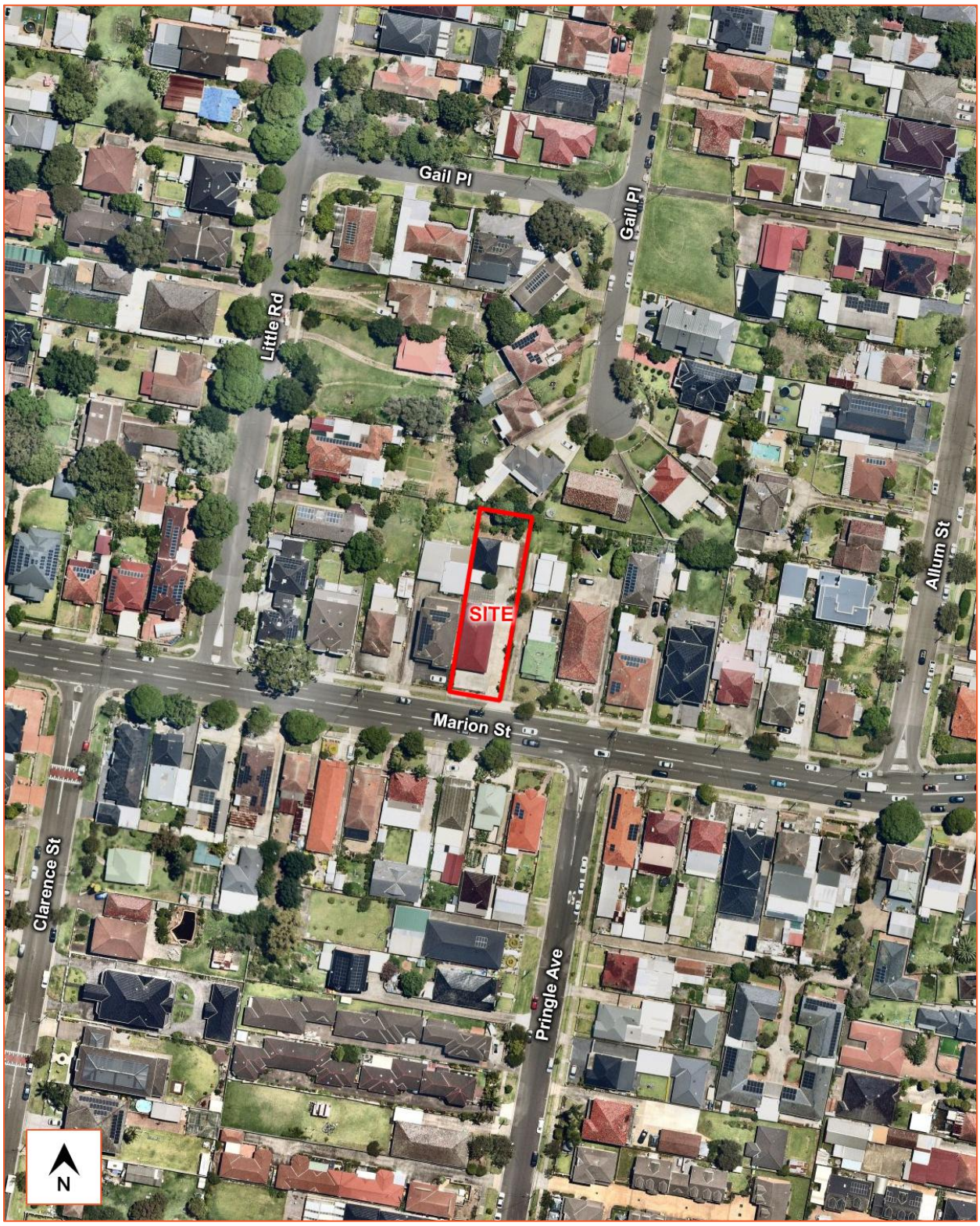


Figure 1: Site Plan

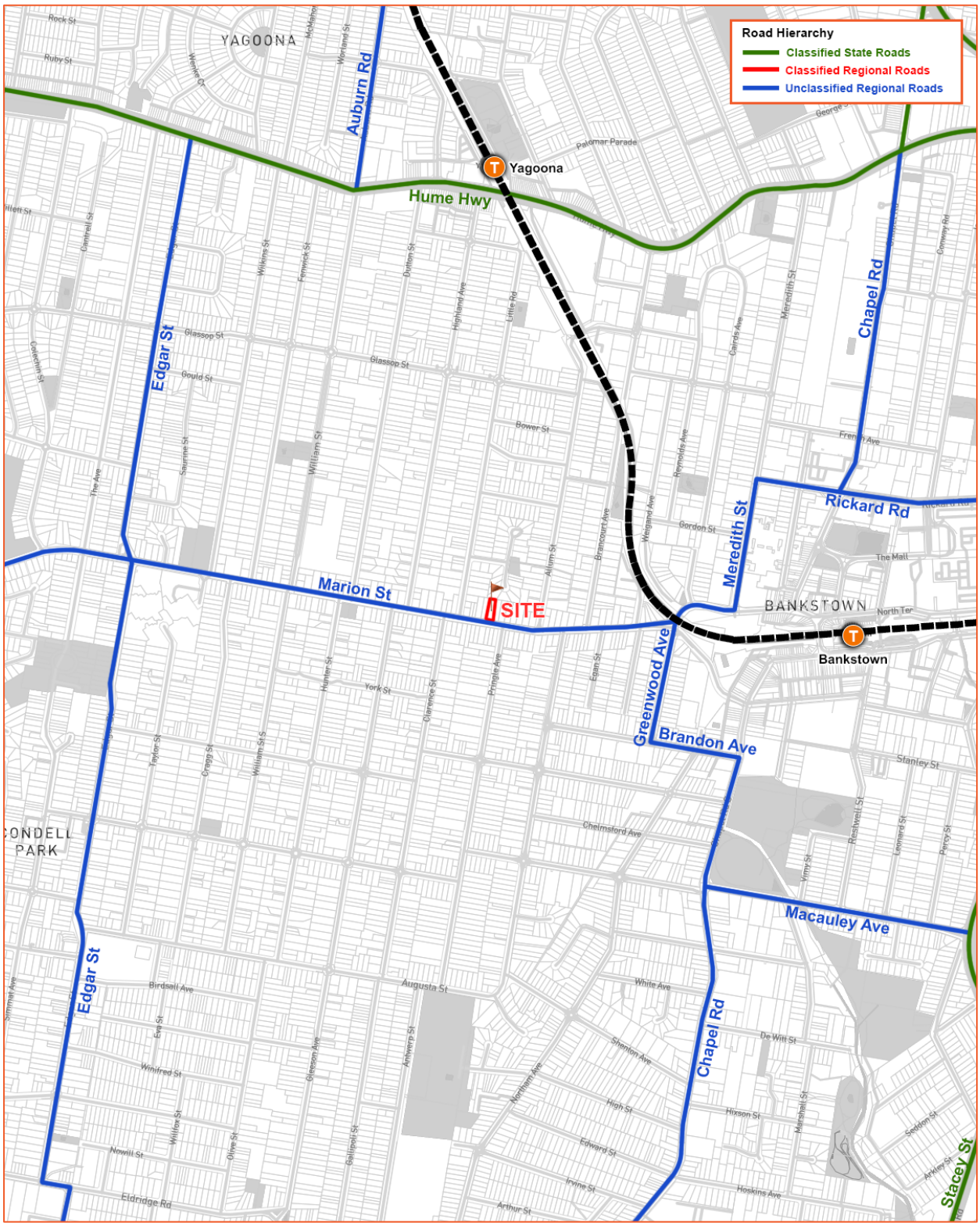


Figure 2: Location and Road Hierarchy Plan

2.3. Public Transport

2.3.1. Bus Services

The Integrated Public Transport Planning Guidelines 2013 states that the walking catchment for metropolitan bus services includes all areas within a 400-metre radius of a bus stop. As can be seen from **Figure 3**, the site is situated within 400 metres of one bus service located along Marion Street and hence falls within the walking catchment.

Figure 3 also shows that several additional bus stops and services are accessible within 800 metres of the site. **Table 1** shows the notable town centres that are accessible via these bus services, and the average service headways during peak and off-peak periods.

Table 1: Bus Services

ROUTE NO.	ROUTE (TO / FROM)	ROUTE DESCRIPTION	AVERAGE HEADWAY
487	Bankstown Central to Canterbury	Via Punchbowl, Roselands, Campsie	Weekdays: 30 minutes Weekends: 30 minutes on Saturday/ 1 hour on Sunday
905	Bankstown to Fairfield	Via Georges Hall, Bass Hill, Villawood, Fairfield East	Weekdays: 30 minutes Weekends: 30 minutes
911	Auburn to Bankstown via Georges Hall	Via Chester Hill, Bass Hill, Georges Hall	Weekdays: 1 hour Weekends: 1 hour on Saturday/ No services on Sunday
925	East Hills to Lidcombe via Bankstown	Via Revesby, Condell Park, Chullora	Weekdays: 30 minutes Weekends: 1 hour
926	Revesby Heights to Bankstown	Via Padstow, Revesby	Weekdays: 30 minutes Weekends: 1 hour

2.3.2. Rail Services

The Integrated Public Transport Planning Guidelines 2013 states that the walking catchment for metropolitan rail stations includes all areas within an 800-metre radius of a train station. Bankstown Railway Station is located approximately 945 metres. Whilst just outside the catchment, some visitors would still be likely to use will use rail services as part of a multimodal trip to and from the site.

Table 2 shows the notable town centres that are accessible via the M1 Metro North West & Bankstown Line Line along with their average service headways.

Table 2: Rail Services

RAILWAY LINE	ROUTE DESCRIPTION	AVERAGE HEADWAY
M1 Metro North West & Bankstown Line	Rouse Hill, Kellyville, Bella Vista, Baulkham Hills, Castle Hill, Cherrybrook, Epping, Macquarie Park, North Ryde, Chatswood, Crows Nest, Barangaroo, Sydney CBD, Martin Place, Gadigal, Central, Waterloo & Sydenham	Weekdays: 5 min peak / 10 min off-peak Weekends: 5 minutes all day

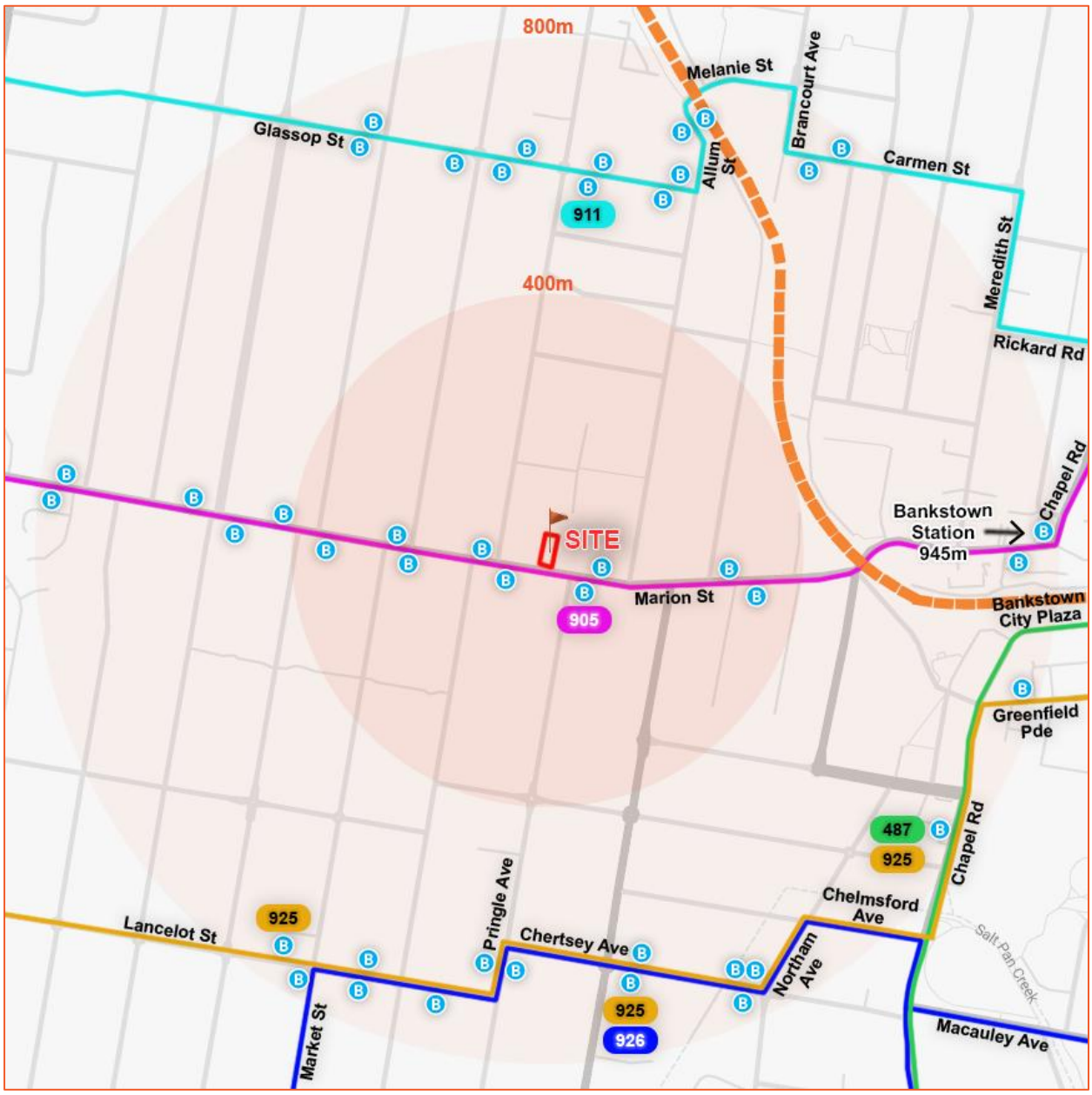


Figure 3: Public Transport Services

2.4. Active Transport

2.4.1. Cycle Network

Figure 4 illustrates the 10-minute cycling catchment area and dedicated cycle routes near the site. The site has access to the local bicycle network, with on-road cycle paths provided along Highland Avenue, which provides access to the broader cycle network and are helpful for users of the subject development.

Several key destinations can be accessed from the proposed development on a bicycle, including but not limited to, large-scale supermarkets, bulky goods retail stores, food and beverage premises, public transport services, and a range of recreational and outdoor facilities.

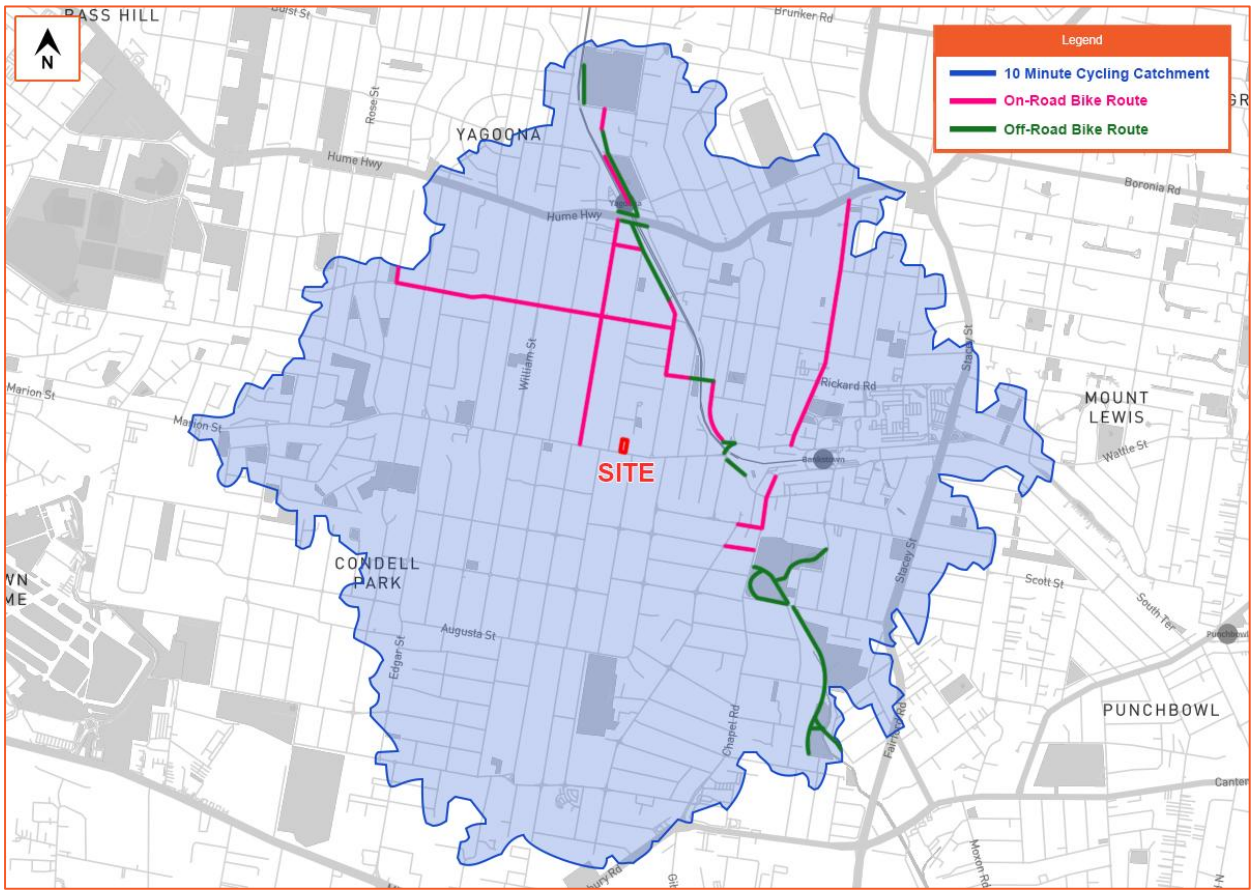


Figure 4: 10-Minute Cycling Catchment Map

2.4.2. Walking Network

Figure 5 illustrates the 15-minute walking catchment area. Occupants of the development have an excellent access to a similar range of facilities to those available via bicycle, including large-scale supermarkets, food and beverage premises, public transport services, and recreational and outdoor facilities. The nearest bus stops to the site are within around 50 metres of the site.

Pedestrian facilities are good around the site to promote walking to and from the site. Marion Street and surrounding local roads of the site have approximately two-metre wide and flat footpaths on both sides to promote walking. The site has access to signalised pedestrian crossings approximately 200 metres east of the site at the intersection of Marion Street and Oxford Avenue, whilst pedestrian refuge islands are provided on nearby side arms of Little Road, Allum Street and surrounding side arms to further promote safe and efficient pedestrian access.

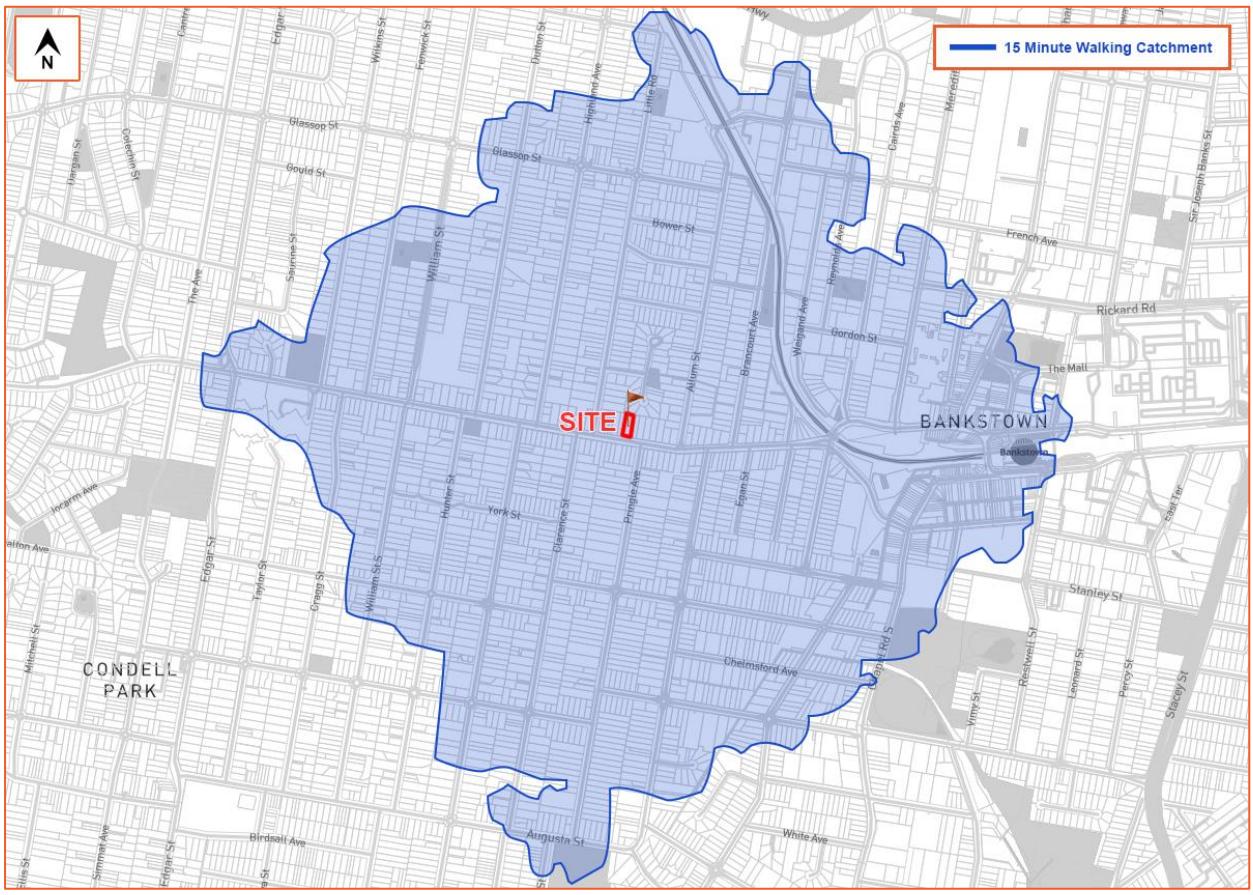


Figure 5: 15-Minute Walking Catchment Map

2.5. Existing Trip Generation

The site currently accommodates one residential dwelling and is thus categorised as a low-density development by the GTIA. The GTIA recommends application of peak period traffic generation rates of 0.68 and 0.77 vehicle trips per dwelling per hour in weekday AM and PM commuter peak periods, respectively. Adoption of these rates to the existing site results in the following estimated existing traffic generation:

- 1 vehicle trip / hour (0 in, 1 out), during the AM peak period.
- 1 vehicle trip / hour (1 in, 0 out), during the PM peak period.

The above assumes a 40% inbound and 60% outbound distribution during the AM peak period noting that residents would typically depart the site for work in the morning, and vice versa for the weekday PM peak period.

Notwithstanding, the most relevant use of the above is to determine the net change in traffic generation resulting from the proposed medical centre, as is discussed in Section 5 of this report.

2.6. Crash History

An assessment of the crash history near the site has been conducted to identify any potential existing crash trends which might be affected by the proposed development. The analysis was conducted on data available from the NSW Centre for Road Safety for roads and intersections near the site. The details of reported crashes are available for the five-year period between 2019 to 2023. The information provided for each crash includes the crash type, location, year, conditions, and contributing factors.

There was a total of seven crashes recorded in the study area for the most recent five-year period, averaging just above one crash per year. Crash locations are illustrated by **Figure 6** and further information is provided by **Table 3**.

Table 3: Crash History Summary

NO.	YEAR	INJURY	DCA	DCA DESCRIPTION	LIGHTING
1	2020	Hospitalisation	21	Right through	Darkness
2	2023	Hospitalisation	49	Other manoeuvring	Darkness
3	2020	Medical treatment	21	Right through	Daylight
4	2023	Medical treatment	30	Rear end	Daylight
5	2021	Medical treatment	13	Right near	Daylight
6	2021	Minor injury	73	Off rd rght => obj	Darkness
7	2019	Property damage only	21	Right through	Darkness

Based on the analysis of recent accidents near the site, it has been observed that there have been seven incidents in total over the most recent five-year period.

Two right-through collisions occurred in a similar manner at a T-intersection between a right turning vehicle waiting on Little Road and an eastbound vehicle, and a vehicle waiting on Pringle Avenue and a westbound vehicle. One right-through collision occurred near the site (refer to crash number three in **Figure 6**) due to a vehicle turning right into a residential development and a vehicle travelling along Marion Street. A right-near collision occurred similar to the right-through collision on Pringle Avenue. These four crashes occurred during daylight and darkness conditions, resulting in a combination of two medical treatments, hospitalisation and property damage.

The rear end collision occurred from a near stationary vehicle waiting at the intersection of Marion Street and Pringle Avenue and an eastbound vehicle along Marion Street. This collision resulted in medical treatment. One of the collisions occurred as a vehicle eastbound went off the carriageway and into a parked object or vehicle, resulting in a minor injury. A collision occurred from a vehicle performing an uncommon manoeuvre and colliding with a vehicle resulting in hospitalisation.

The majority of these crashes are somewhat related to vehicles on the side streets or developments adjacent to Marion Street performing high risk manoeuvres which increases the likelihood of crashes occurring.

The number of crashes which have occurred over the past five years in the vicinity of the intersection would qualify the site for Black Spot funding eligibility from the Australian Government and Council is encouraged to explore and investigate this further.

Figure 6: Crash History Map

3. Proposed Development

A detailed description of the proposed development for which approval is now sought, is outlined in the SEE prepared separately. In summary, the DA proposes the modification of the existing building and the construction of a medical centre consisting of:

- 136 m^2 GFA dental facility.
- Five at-grade car parking spaces (including an accessible parking space).
- Vehicle access via Marion Street.

The parking and traffic implications arising from the proposed development are discussed in Sections 4 and 5 respectively. A copy of the relevant architectural drawings, prepared by Medibuilt, is provided as **Appendix A**.

4. Parking Requirements

4.1. Car Parking

CBDCP imposes minimum car parking rates, with **Table 4** showing the minimum car parking requirements for the development and the proposed provision in response.

Table 4: Car Parking Requirements

TYPE	GFA (m^2)	DCP PARKING RATE	DCP MINIMUM	PARKING PROVISION
Medical Centres	136	1 car space per 25m^2 GFA	5	5

It is evident from **Table 4** that the development is required to provide a minimum of five car parking spaces under the CBDCP. In response, the development provides a total of five car parking spaces and therefore satisfies the requirements of the CBDCP.

Pick-up and drop-off movements can occur along the existing driveway to the east of the proposed medical centre in accordance with the CBDCP requirement for safe pick-up and drop-off movements. Vehicles will then maneuverer within the site to exit in a forward direction.

Emergency vehicles, if required, will temporarily stand adjacent to the proposed general medical centre before following the same internal turning and exit movement as the pick-up and drop-off movement. It is however noted that despite forming a 'medical centre', dental facilities would be much less likely to be required to accommodate emergency vehicles than more typical medical centres.

4.2. Accessible Car Parking

CBDCP specifies a rate of *"1 accessible car space for every 25 car spaces for publicly accessible buildings where a development containing more than 10 car spaces"* but under the Medical Centres parking rate notes "*Medical centres must also provide: parking space suitable for… visitors with disabilities*."

The development proposes five spaces and one of these is proposed as accessible, which is considered satisfactory.

4.3. Motorcycle Parking

CBDCP does not specify a rate for motorcycle parking spaces and therefore the development is required to provide zero motorcycle spaces. The development provides zero motorcycle spaces and is considered satisfactory. However, motorcyclists can utilise the car parking spaces when available.

4.4. Bicycle Parking

CBDCP does not specify a rate for bicycle parking spaces and therefore the development is required to provide zero bicycle spaces. The development provides zero bicycle spaces and is considered satisfactory.

4.5. Service Vehicle Parking & Waste Collection

The CBDCP does not specify a rate for service vehicle parking for buildings with less than 500 m^2 commercial/retail GFA. The site will however accommodate regular servicing, and deliveries will occur outside of peak periods via use of a B99 vehicle, for essential items such as medical supplies and toiletries.

Waste collection for the development will be managed on-site. To facilitate this, a private waste contractor with a vehicle up to or equivalent in size to a 6.4-metre small rigid vehicle (SRV) will handle waste collection. These vehicles can enter and exit the site in a forward direction. Generally, waste collection will be scheduled outside the medical centre's operating hours, if possible, to ensure minimal interference with staff and visitors. This arrangement allows for waste to be managed efficiently.

5. Traffic Impacts

The 'average method' of GTIA recommends application of a peak period traffic generation rate of 32 vehicle trips per centre during the site peak hour for medical centres. This rate is considered too high for the size of the proposed medical facility and accordingly, the 'benchmarking method' has been adopted.

The methodology for benchmarking involved assessing the total number of vehicle trips for the three medical centres with the lowest GFA within the RMS Trip Generation Surveys Medical Centres Data Report, noting that these three smallest sites each still have higher GFA than the subject site. From these, a vehicle trip rate per 100 m^2 was derived for application to the subject site.

The resultant trip generation rates were determined as 2.7 and 2.6 vehicle trips per 100 m^2 GFA for weekday AM and PM peaks, respectively. Adopting these rates results in the following estimated existing traffic generation:

- 4 vehicle trips / hour (2 in, 2 out), during the AM peak period.
- 4 vehicle trips / hour (2 in, 2 out), during the PM peak period.

The above assumes a 50% inbound and 50% outbound distribution during the AM and PM peak periods.

This is not however a net increase as it does not take into consideration trips generated by the existing development. The net increase in trips would be as follows:

- 3 vehicle trip / hour (2 in, 1 out), during the AM peak period.
- 3 vehicle trip / hour (1 in, 2 out), during the PM peak period.

The anticipated net increase in traffic generation is therefore small at three vehicles per hour. There will therefore be no material traffic impacts on the nearby local streets and accordingly, no external improvements will be required to facilitate the development. The traffic impacts of the proposed development are therefore considered acceptable.

6. Design Aspects

6.1. Access

The proposed vehicular access arrangements at the development have been designed in accordance with the relevant width, grade, and visibility requirements of the respective AS 2890 guidelines and are considered satisfactory.

With five car parking spaces of User Class 1, the proposed development requires a Category 1 Driveway under Table 3.1 of AS 2890.1, being a combined entry and exit driveway of minimum width 3.0 metres to 5.5 metres. In response, the development proposes a combined entry and exit driveway of 6.2 metres therefore satisfies the requirements under AS 2890.1.

Section 2.5 demonstrates that several crashes occurred between a right turning vehicle from a driveway or intersection and a vehicle travelling along Marion Street. Therefore, the site is recommended to limit access to left-in entry and left-out exit to minimise crash risk.

The proposed arrangements have also been assessed using swept path analysis, with results included in **Appendix B**. These results confirm compliance with AS 2890.1 and that the proposed access arrangements will operate safely and efficiently.

6.2. Internal Design

The proposed internal traffic circulation and parking arrangements comply with the relevant requirements of AS 2890, including the proposed:

- Parking space dimensions, grades, aisle widths, and blind aisle extensions, in accordance with Clause 2.4 of AS 2890.1.
- Internal roadway widths and grades, in accordance with Clause 2.5 of AS 2890.1.
- Design vehicle envelope required for clearance to columns, walls, and obstructions, in accordance with Clause 5.2 of AS 2890.1.
- Headroom and ground clearances, in accordance with Clause 5.3 of AS 2890.1.
- Bicycle parking arrangements, in accordance with AS 2890.3.

Critical movements have been assessed by swept path analysis where necessary, and the parking and circulation areas of the proposed development are considered satisfactory. Any minor amendments considered necessary (if any) can be dealt with prior to the release of a Construction Certificate.

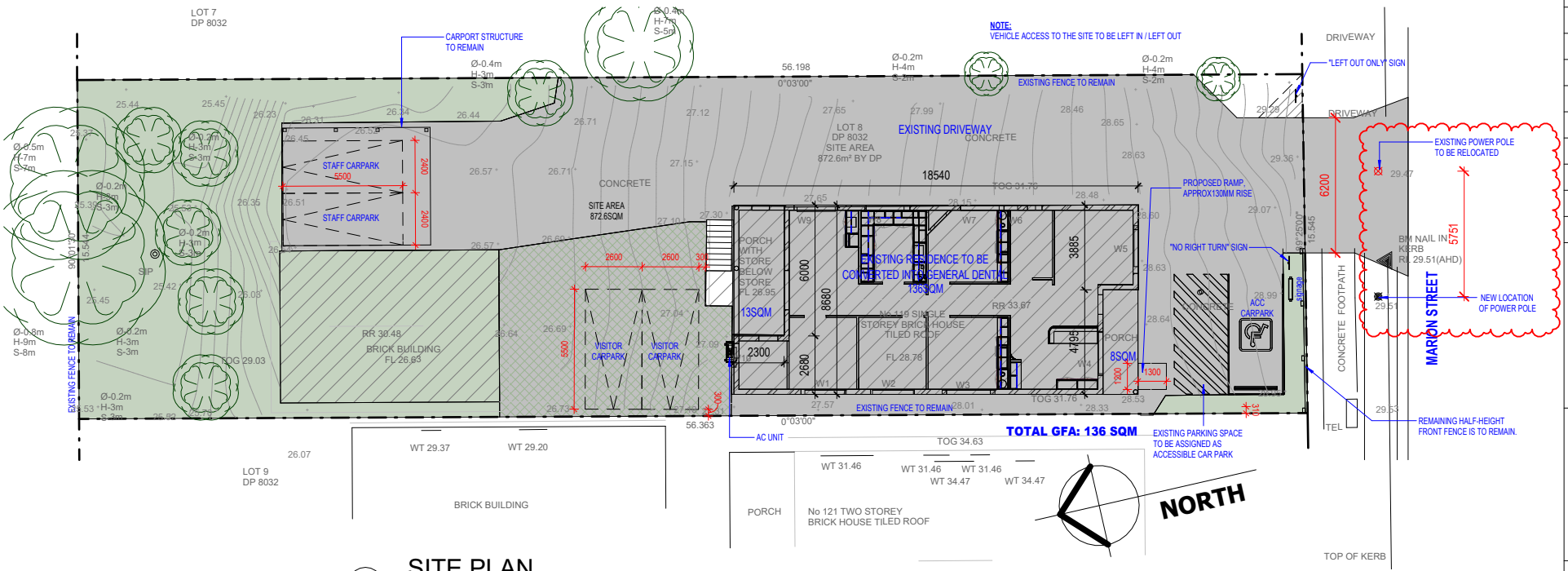
7. Conclusions

In summary:

- PDC Consultants has been commissioned by Robdeon Dental Pty Ltd to prepare a TIS of a DA relating to a medical centre at 119 Marion Street, Bankstown. Specifically, the DA proposes the modification of the existing building and the construction of a medical centre consisting of:
  - 136 m^2 GFA dental facility.
  - Five at-grade car parking spaces (including an accessible parking space).
  - Vehicle access via Marion Street.
- The traffic generation assessment confirms that the development will generate a net increase of three vehicle trips per hour. This increase is considered immaterial and will therefore have no net impact on the performance of nearby local streets or intersections.
- The CBDCP permits the development to provide a minimum of five car parking spaces. In response, the development provides a total of five car parking spaces and therefore complies.
- The proposed access and internal parking arrangements generally comply with the relevant requirements of AS 2890. Any minor amendments considered necessary (if any) can be dealt with prior to the release of a Construction Certificate.

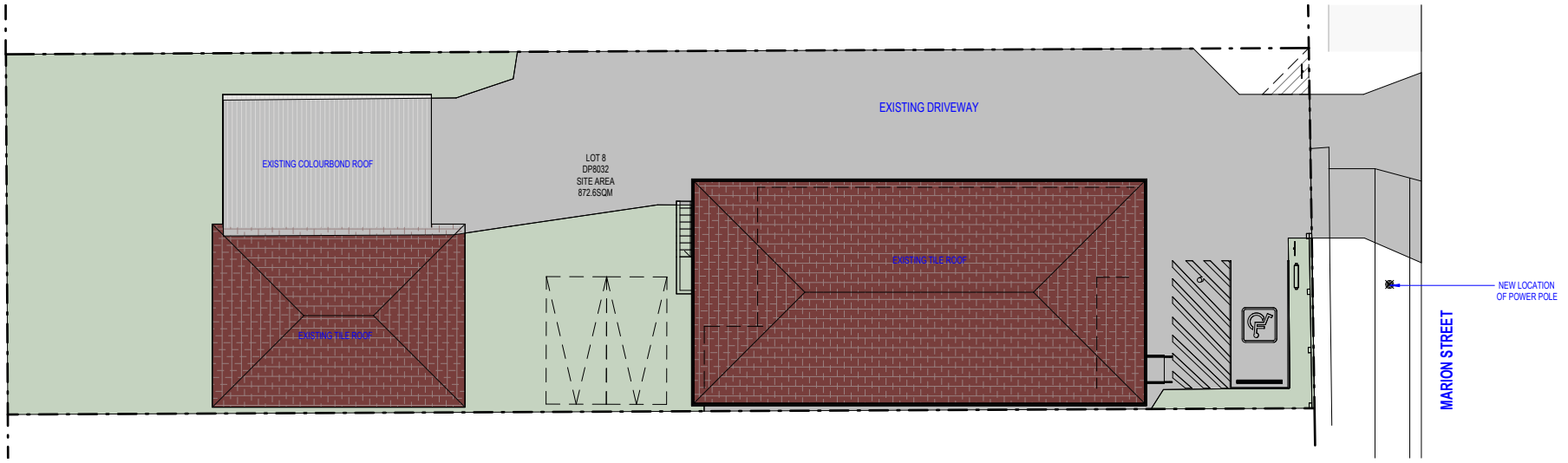
It is therefore concluded that the proposed development is supportable on transport planning grounds.

Appendix A



1 SITE PLAN

1 : 200



2 EXISTING ROOF PLAN

1 : 200

LEGEND

EXISTING WORKS

NEW WORKS

TO BE DEMOLISHED

IMPORTANT NOTE
THESE DRAWINGS HAVE BEEN ISSUED FOR DEVELOPMENT APPLICATION PURPOSES ONLY. THEY ARE NOT ISSUED FOR CONSTRUCTION CERTIFICATE

FOR CONSTRUCTION

Date	Amendment	Rev
07/12/2024	ISSUED FOR DA	A
15/12/2024	ISSUED FOR DA	B
24/01/2025	ISSUED FOR DA	C
16/02/2025	ISSUED FOR DA	D
20/02/2025	ISSUED FOR DA	E
04/03/2025	ISSUED FOR DA	F
06/03/2025	ISSUED FOR DA	G
13/04/2025	ISSUED FOR DA	H
30/04/2025	ISSUED FOR DA	I
07/05/2025	ISSUED FOR DA	J

Project Title:

PROPOSED GENERAL DENTAL

Location:

NO.119 MARION STREET
BANKSTOWN NSW 2200

Client:

ROB AND DEONIEL

Client Signature:

MEDIBUILT

Phone: (02) 9164 9617
Email: management@medibuilt.com.au
Add: Suite 7.02, Level 7, 25 Restwell Street, Bankstown NSW 2200
Web: www.medibuilt.com.au

NOTES
All dimensions are to be checked on site before commencement of works. Notify **Medibuilt** for any discrepancies in dimensions & setting out of work for resolution.
This drawing must be read in conjunction withall Architectural drawings,Schedules & Specifications.
All works to fully comply with **Australian Standards** and **National Construction Code.**

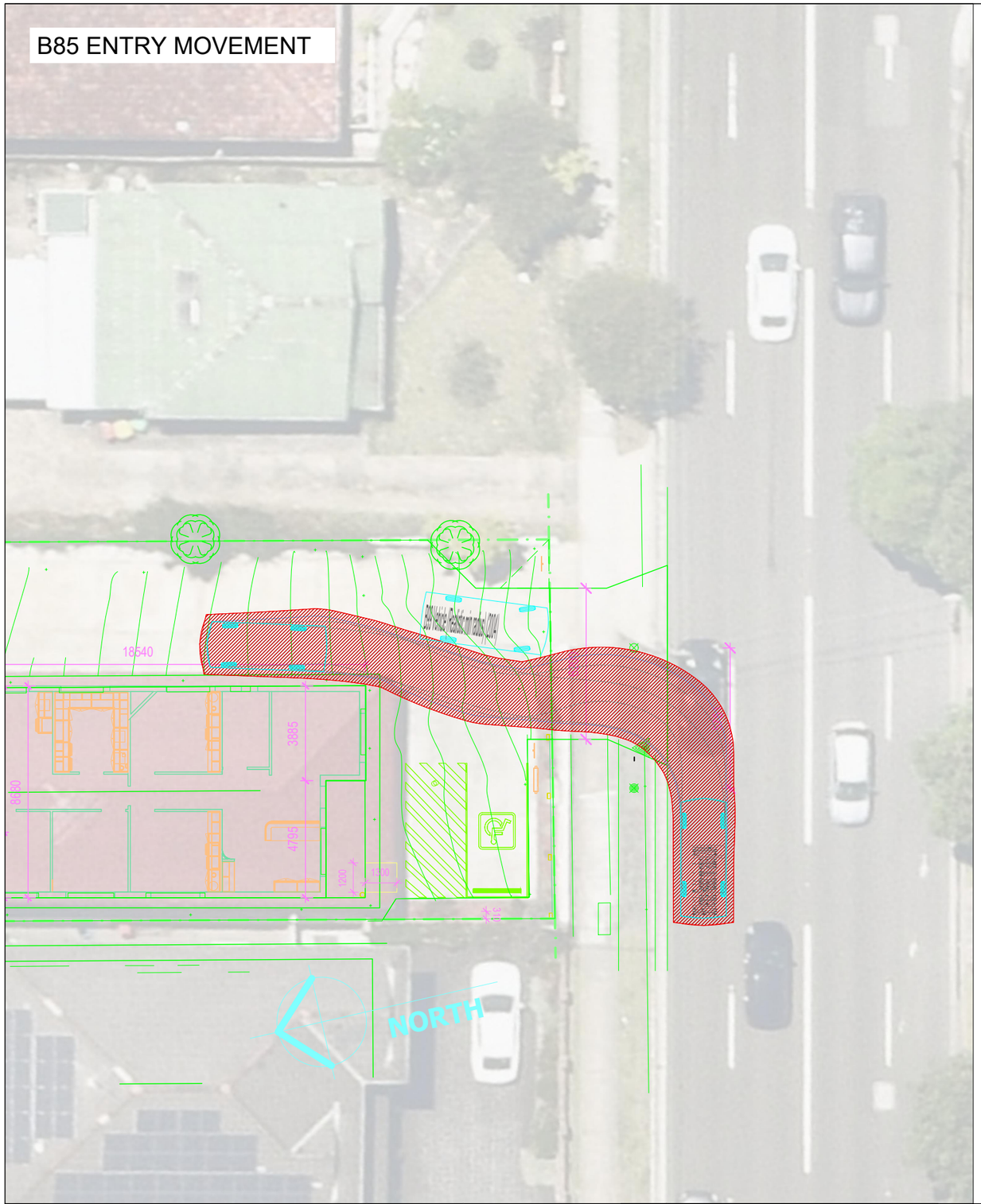
Drawing Title:

SITE PLAN & EXISTING ROOF PLAN

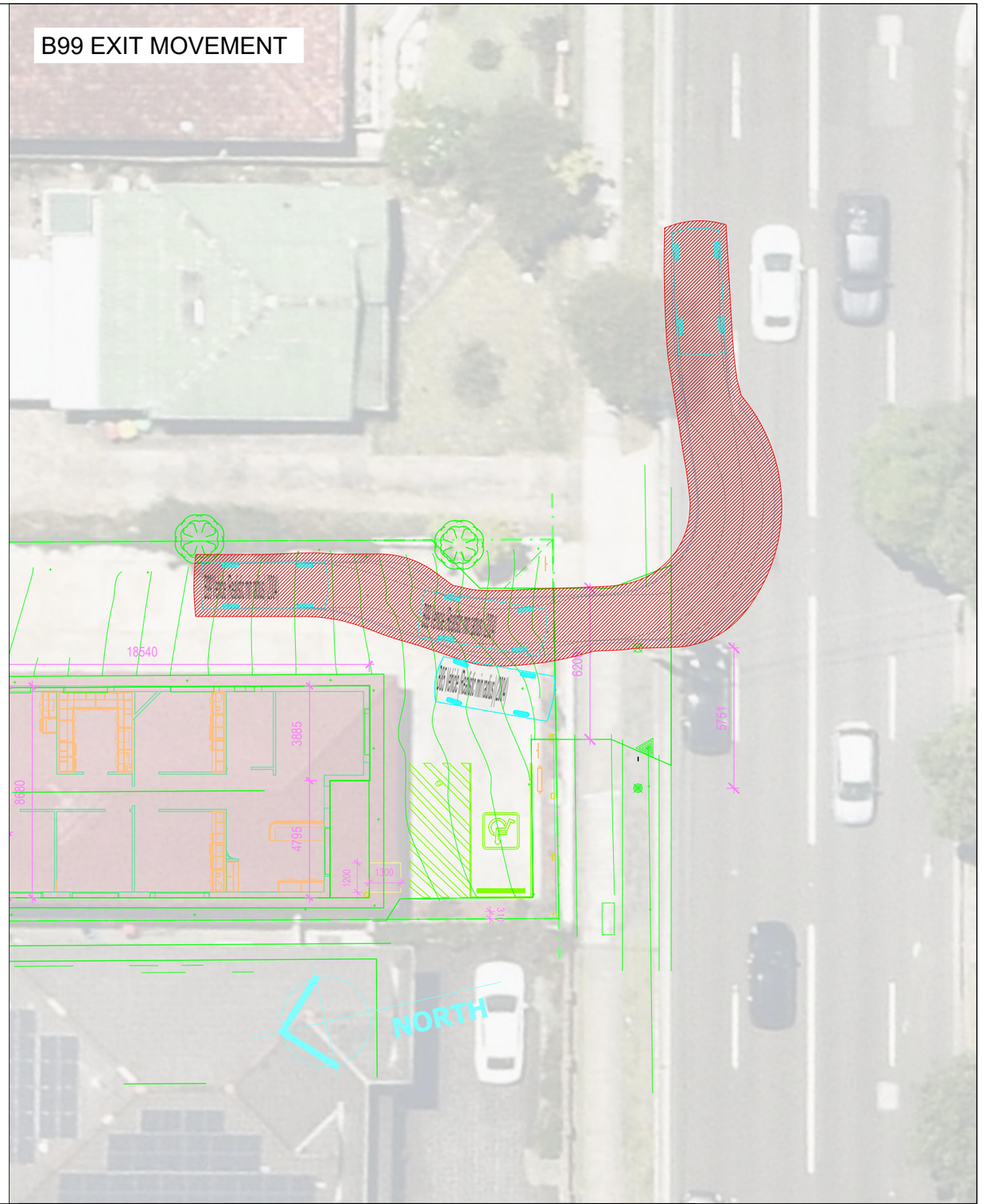
Designer:	Courtni Pepper	Project No	24-90
Drawn by:	Keith Tran		
Check by:	Andrew Zada		
Date Issued:	26/11/2024	Drawing No	A102
Scale:	1 : 200		
Rev:	I		

Appendix B

B85 ENTRY MOVEMENT



B99 EXIT MOVEMENT



Drawing Prepared By

pdc CONSULTANTS

North

Swept Path Key

- Vehicle Wheel Path
- Vehicle Body Envelope
- 300mm Vehicle Clearance

Project
119 Marion Street, Bankstown

Project No
25.028

Drawing Title
Entry and Exit Movements from the Site Access

Sheet Status
NOT FOR CONSTRUCTION

Drawing No.
001

Revision No.
-

Drawn By
RJ

Date
09/05/2025

Scale
1:200 @ A3

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+61 2 7900 6514 | pdcconsultants.com.au