



Traffic & Parking Assessment Report

19-21 Banks Street, Padstow

Proposed Co-Living Development

Ref 25009

13th May 2025



**CONSULTING
ENGINEERS**

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Table of Contents

1. Introduction.....	1
1.1 Project Summary.....	1
1.2 Assessment Tasks.....	1
1.3 Relevant Planning Controls.....	2
1.4 Traffic, Transport & Parking Guidelines & Standards.....	2
2. Existing Conditions.....	3
2.1 Site Location & Description.....	3
2.2 Planning Context.....	5
2.3 Greater Sydney Region Plan – A Metropolis of Three Cities.....	6
2.4 Road Network.....	7
2.5 Public & Active Transport.....	8
2.6 Existing Surrounding Traffic Controls.....	12
2.7 Existing Surrounding Parking Restrictions.....	12
3. Proposed Development.....	13
3.1 Development Description.....	13
3.2 Parking Arrangements.....	13
3.3 Vehicular Access.....	13
3.4 Waste Collection	13
4. Traffic Impact Assessment.....	15
4.1 Traffic Generation Guidelines	15
4.2 Existing Development Traffic Generation	15
4.3 Proposed Development Traffic Generation.....	15
4.4 Traffic Impact.....	16
5. Access, Parking & Servicing Assessment.....	18
5.1 Applicable Car Parking Rates.....	18
5.2 Car Parking Requirements.....	18
5.3 Accessible Parking.....	18
5.4 Proposed Car Parking Provisions.....	19
5.5 Bicycle & Motorcycle Parking Rates and Provisions.....	19
6. Design Assessment.....	20
6.1 Applicable Design Standards.....	20
6.2 Vehicular Access & Circulation Design.....	20
6.3 Parking Design.....	20
7. Conclusion.....	22

Appendix A: Architectural Plans

Appendix B: Swept Turn Paths

1. Introduction

1.1 Project Summary

CJP has been engaged by HL Australia Investments Pty Ltd to prepare a Traffic & Parking Assessment Report (TPAR) in support of a Development Application (DA) to Canterbury-Bankstown Council, involving a new co-living housing development situated at 19-21 Banks Street, Padstow.

In summary, the DA involves the demolition of the two existing dwelling houses on the site and the construction of a new four-storey co-living housing building in their place. The proposed new building will comprise a total of 52 rooms (including an on-site manager's room) plus communal facilities for the residents.

Off-street parking is proposed for 12 cars (including 1 accessible space) and 11 bicycles within a new single-level basement parking area. Vehicular access to the basement parking area is proposed via a new entry/exit driveway located at the southern section of the Nigel Place site frontage.

The architectural design for this development has been prepared by CDArchitects and is provided in Appendix A.

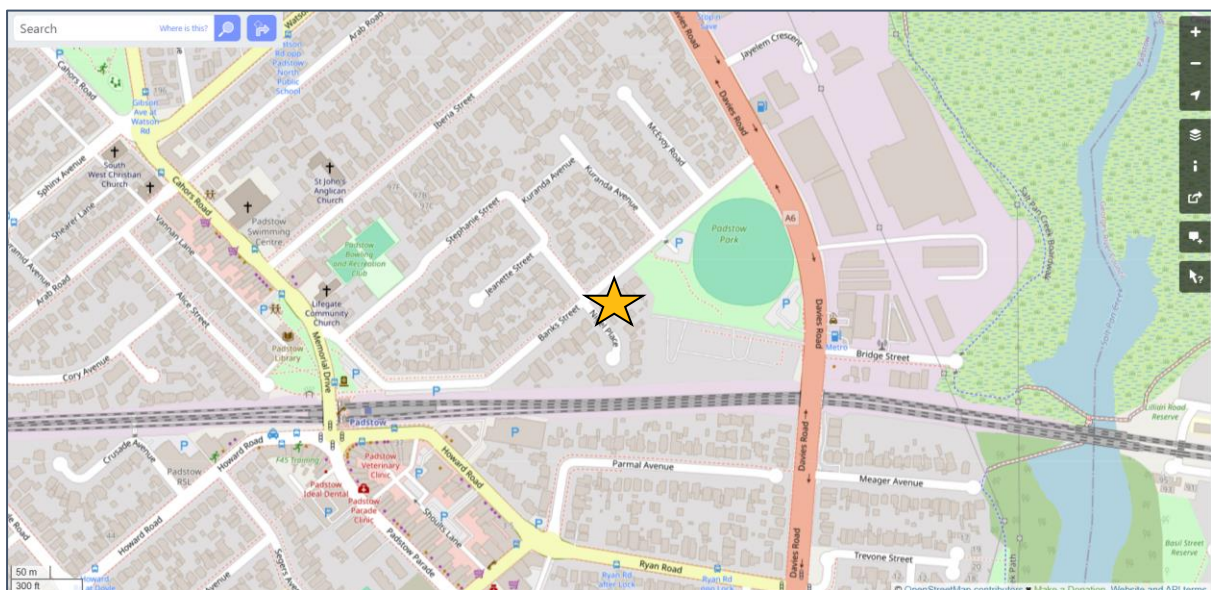


Figure 1.1 – Site Location (Source: OpenStreet Map)

1.2 Assessment Tasks

The purpose of this TPAR is to assess the traffic, parking, access, transport and servicing characteristics of the DA, and the associated impacts of the proposal on the surrounding road network, parking and transport environment. This can be briefly summarised as follows:

- Description of the existing site and its location
- Existing traffic and parking conditions
- Public and active transport infrastructure
- Traffic generation potential of the proposal and its impacts on the surrounding road network
- Off-street parking/loading/access requirements and provisions
- Design of access driveway and parking area layout
- Waste collection arrangements

1.3 Relevant Planning Controls

The site lies within the Canterbury-Bankstown Council (Council) Local Government Area (LGA), such that the relevant Council planning controls and strategies referenced in this TPAR include:

- Canterbury-Bankstown Local Environmental Plan (LEP) 2023
- Canterbury-Bankstown Development Control Plan (DCP) 2023

1.4 Traffic, Transport & Parking Guidelines & Standards

In preparing this TPAR, references are also made to the following site access, traffic and parking guidelines:

- Roads & Maritime Service's Guide to Traffic Generating Developments 2002 (RMS Guide)
- Roads & Maritime Service's Technical Direction Updated Traffic Surveys 2013 (TDT)
- Transport for NSW's Guide to Transport Impact Assessment 2024 (GTIA)
- Austroads Guide to Traffic Management Part 12: Integrated Transport Assessments for Developments
- State Environmental Planning Policy (Housing) 2021, Part 3: Co-living housing
- Australian Standards 2890.1:2004 – Off-Street Car Parking (AS2890.1)
- Australian Standards 2890.3:2015 – Bicycle Parking (AS2890.3)
- Australian Standards 2890.6:2022 – Off-Street Parking for People with Disabilities (AS2890.6)
- NSW Government's Planning Guidelines for Walking & Cycling (December 2004)
- Canterbury-Bankstown Active Transport Action Plan 2021-2031



Figure 2.2 – Aerial map (Source: Nearmap)

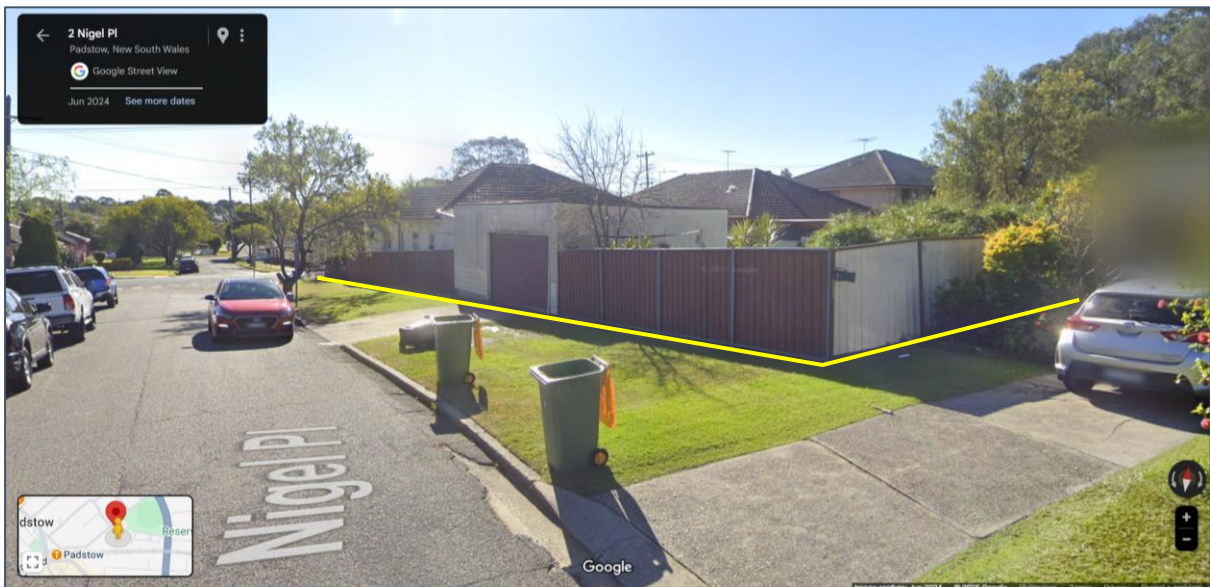


Figure 2.3 – Streetview image of the Nigel Place site frontage, looking north-west (Source: Google Maps)

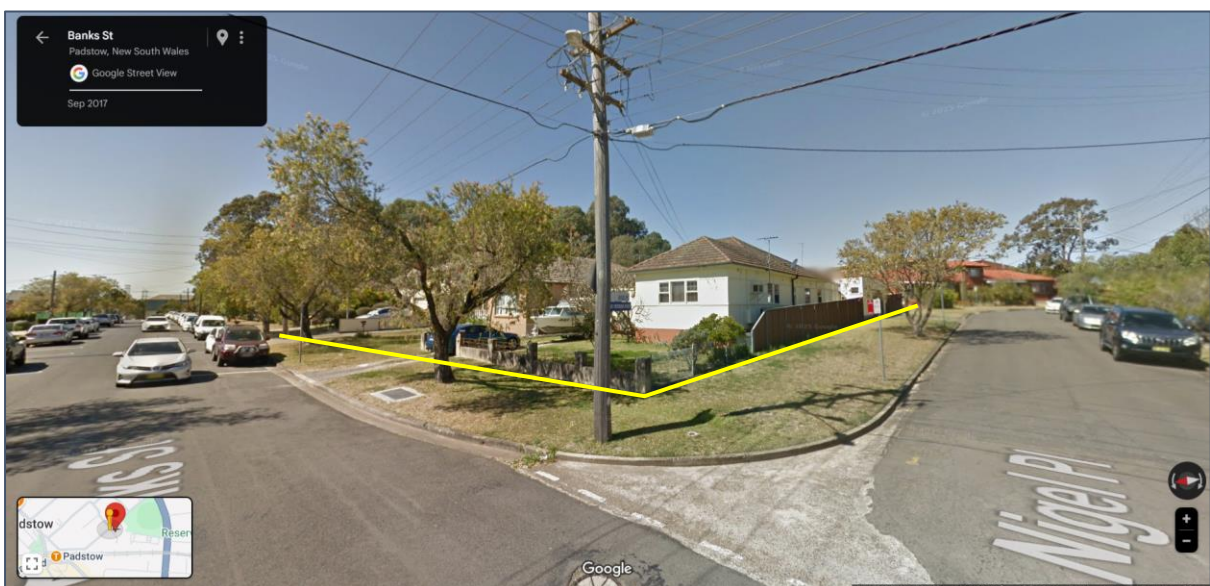


Figure 2.4 – Streetview image of the corner of Banks St & Nigel Pl, looking east (Source: Google Maps)



Figure 2.5 – Streetview image of the Banks Street site frontage, looking south-west (Source: Google Maps)

2.2 Planning Context

The site is zoned R4 High Density Residential under Canterbury-Bankstown LEP 2023, as indicated in the map below. The maximum height of building control is 13m whilst the maximum floor space ratio control is 1:1, as indicated in the map on the following page.

The proposed co-living housing development is permissible in the zone, subject to development consent.

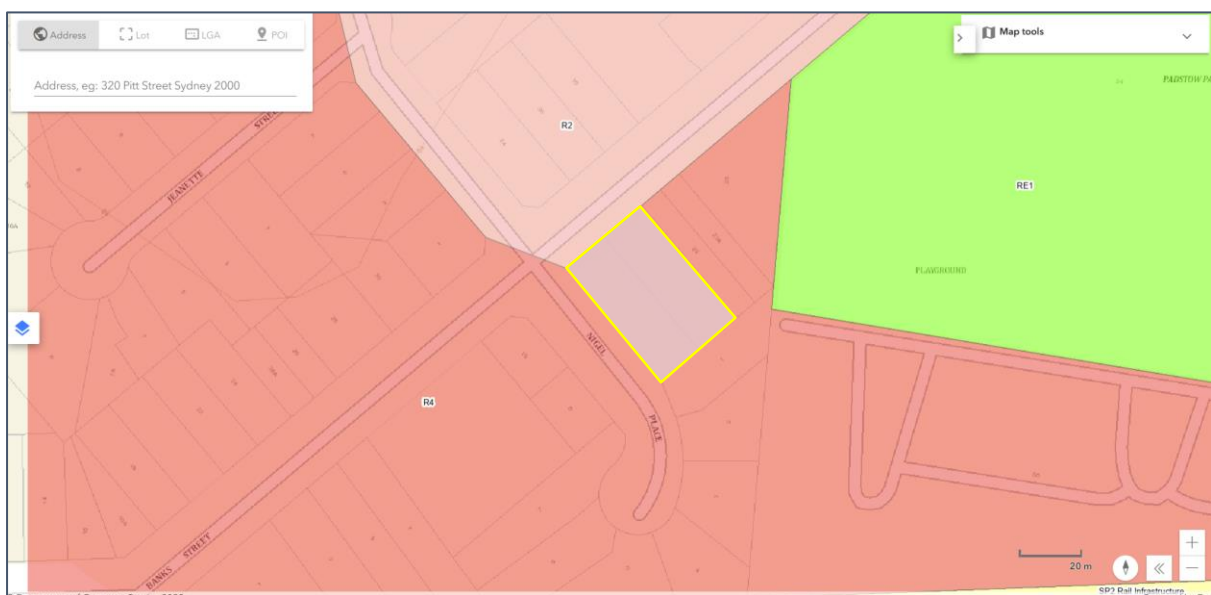


Figure 2.6 – Zoning map (Source: ePlanning Spatial Viewer)



Figure 2.7 – Height of building and floor space ratio map (Source: ePlanning Spatial Viewer)

2.3 Greater Sydney Region Plan – A Metropolis of Three Cities

In 2018, the NSW Government released the Greater Sydney Region Plan: A Metropolis of Three Cities document.

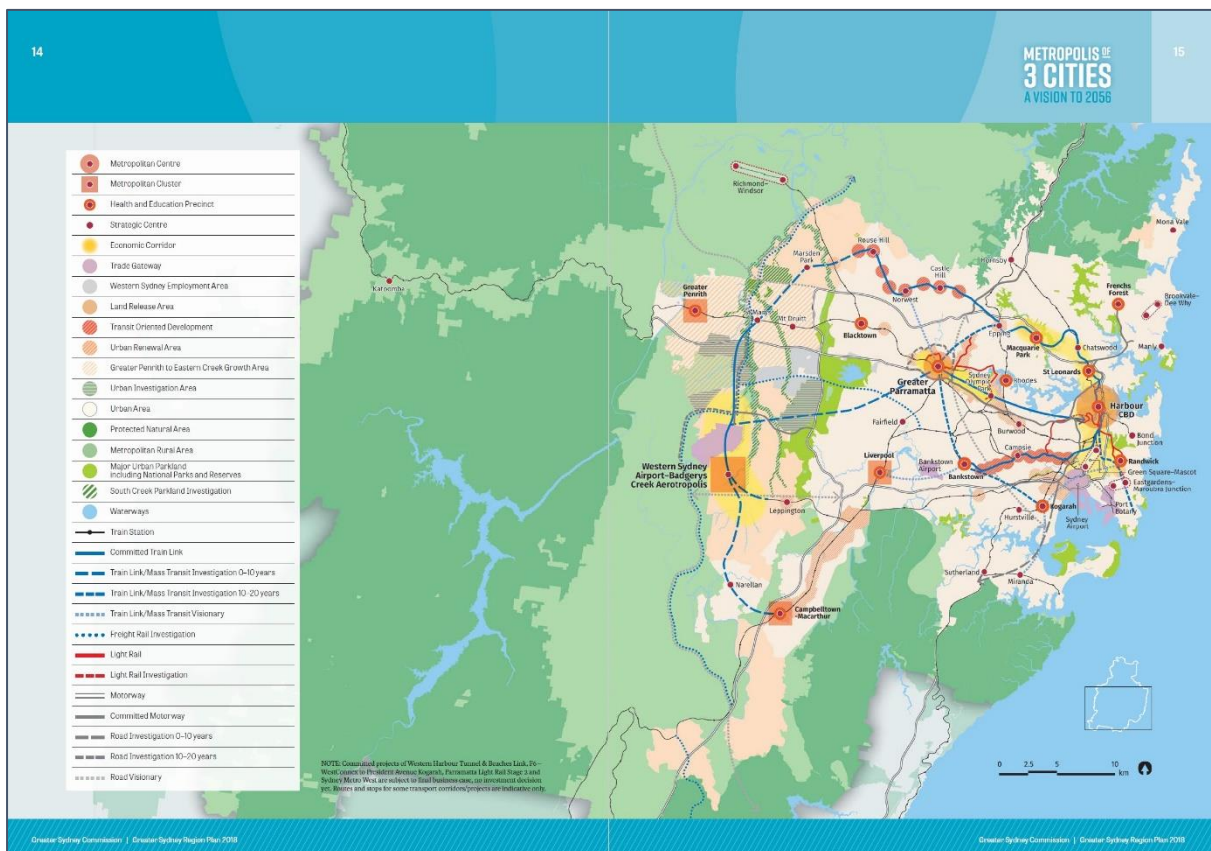


Figure 2.8 – Structure Plan (Source: Greater Sydney Region Plan: A Metropolis of Three Cities)

As the population grows, the goal is to rebalance economic and social opportunities across Greater Sydney by dividing Sydney into three core cities to allow residents to live within 30 minutes of their jobs, education and health facilities, services and other key places of interest. The three cities are known as:

- the Western Parkland City
- the Central River City
- the Eastern Harbour City.

The vision brings new thinking to land use and transport patterns to boost Greater Sydney's liveability, productivity and sustainability by spreading the benefits of growth. As the population of Greater Sydney is projected to grow to 8 million over the next 40 years, rebalancing economic and social opportunities will leverage that growth and deliver the benefits more equally and equitably across Greater Sydney.

Canterbury-Bankstown is part of the South District, with Bankstown and Campsie identified as strategic centres, which are expected to have high levels of amenity and walkability and be cycle friendly.

The proposed development thereby satisfies the “30-minute” objectives of the Plan by providing increased residential stock in close proximity to a metropolitan railway station with easy to nearby employment zones, including Bankstown and Campsie.

2.4 Road Network

The Transport for NSW (TfNSW) road hierarchy comprises the following road classifications:

- State Roads: Freeways, Motorways and Primary Arterial Roads (TfNSW managed)
- Regional Roads: Secondary or Sub-Arterial (Council managed, partly funded by the State)
- Local Roads: Collector and Local Access Roads (Council managed)

The existing road hierarchy in the vicinity of the site is shown in the figure below, whilst the key roads and intersections are summarised as follows:

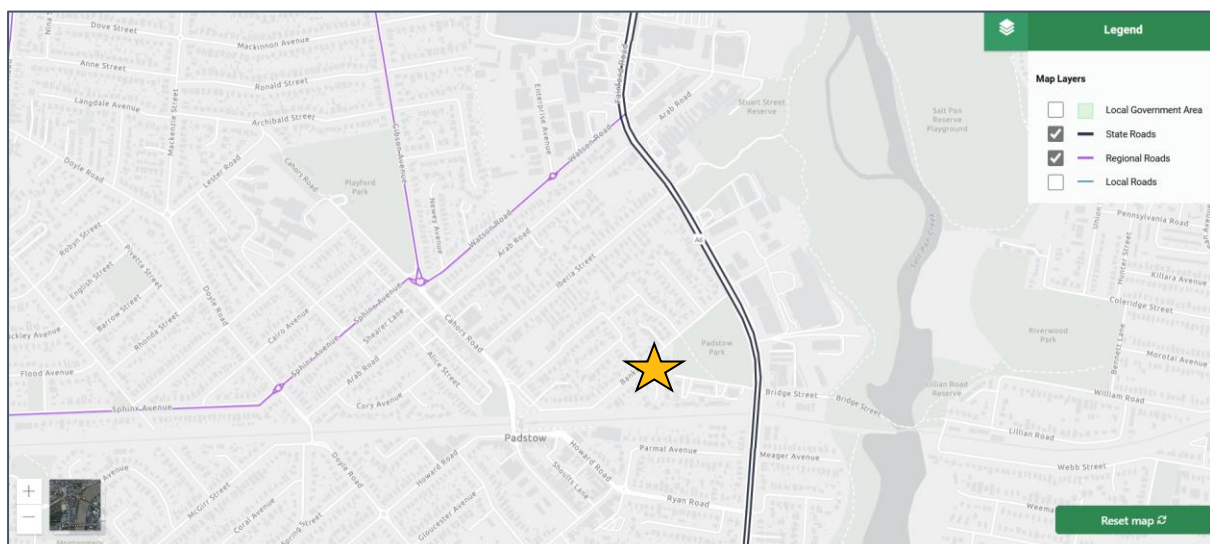


Figure 2.9 – Road Hierarchy (Source: Transport for NSW)

- Davies Road & Fairford Road are classified by TfNSW as State Roads, which provide the key north-south road link in the area, linking Alford's Point Road to Stacey Street. It carries two to three traffic lanes in each direction in the vicinity of the site, with turning lanes provided at selected intersections. Clearway restrictions apply along both sides of Davies Road & Fairford Road during peak periods, whilst the signposted speed limit is 70km/h.
- Watson Road & Sphinx Avenue are classified by TfNSW as Regional Roads, which perform the function of an east-west collector road link through the local area. They carry one traffic lane in each direction, with kerbside parking generally permitted along both sides of the road.
- Banks Street is a local road which provides vehicular and pedestrian access to frontage properties, and has a signposted speed limit of 50km/h. It carries one traffic lane in each direction, with kerbside parking generally permitted along both sides of the road.
- Nigel Place is a local cul-de-sac road which also provides vehicular and pedestrian access to frontage properties, including the subject site. No Parking restrictions apply along the majority of the road between 8:30am-6pm Monday-Friday, including along the site frontage. Unrestricted parking is permitted at other times.

2.5 Public & Active Transport

The existing public transport services available in the vicinity of the site are illustrated in Figure 2.10 below.

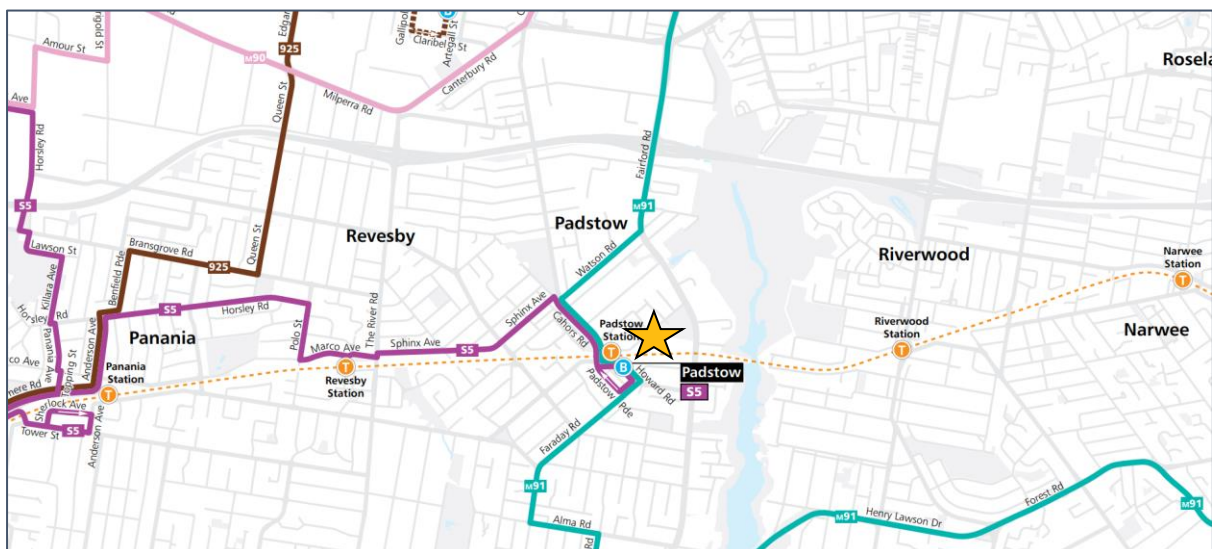


Figure 2.10 –Public transport map within the vicinity of the site (Source: Transport for NSW)

The site is located within 400m (approximately 6 minutes) walking distance of Padstow railway station, which lies on the T8 Airport & South Line, operating between Macarthur and Town Hall. Services typically operate every 15 minutes on weekdays and weekends.

Research suggests that proximity to rail services influence the travel mode choice for areas within 800m distance (approximately 10 minutes) of a rail station. As such, the proposed development has excellent potential for future residents to utilise rail services for their commute to/from work and other key points of interest, which in turn reduces dependency on private car ownership.

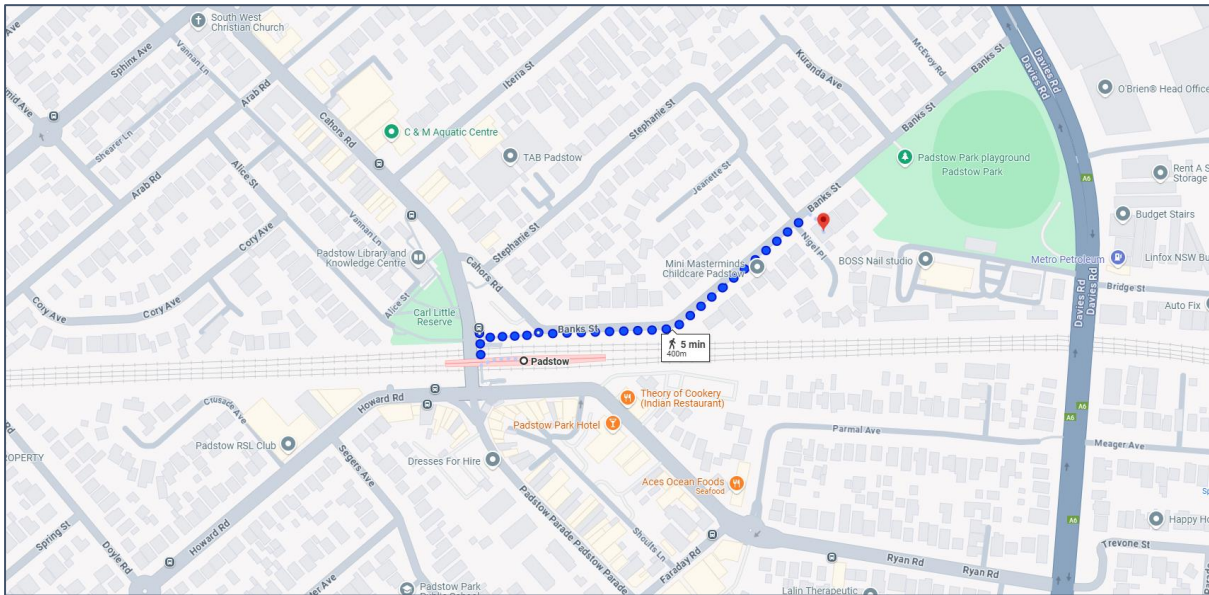


Figure 2.11 – Walking distance to Padstow railway station (Source: Google Maps)

Additionally, the site is located within 350m (approximately 6 minutes) walking distance to the nearest bus stop, which is situated on Memorial Drive. Available bus services at this stop include Routes 926, 927, 960, 962, M91, and S5.

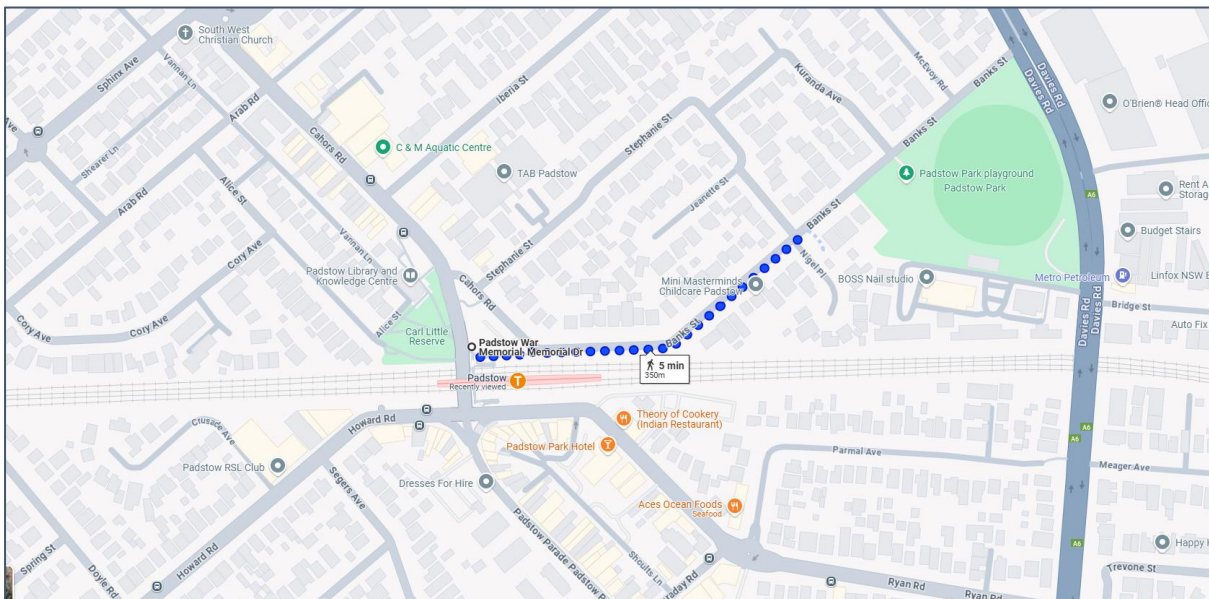


Figure 2.12 – Walking distance to the nearest bus stop (Source: Google Maps)

Research also suggests that proximity to bus services influence the travel mode choice for areas within 400m (approximately 5 minutes) of a bus stop. As such, the proposed development also has excellent potential for future residents to utilise bus for their commute to/from work and other key points of interest, again, reducing dependency on private car ownership.

In addition to the public transport services available in the vicinity of the site, there is also a good level of pedestrian connectivity, including safe and convenient footpaths to the abovementioned railway station and bus stop. All existing footpaths in the surrounding area are of good quality, with appropriate widths and pram ramps provided at most intersections.

The *Planning Guidelines for Walking and Cycling* identifies a number of city-scale design principles that can assist the creation of walkable and cyclable cities and neighbourhoods. These principles emphasise urban renewal and the creation of compact, mixed use, accessible centres around public transport stops. At the neighbourhood scale, design principles can be reinforced through the creation of local and accessible centres and neighbourhoods with connected street patterns and road design which aim to reinforce local walking and cycling networks.

In particular, the *Guidelines* note that increased population density is an important element in creating a walkable and cyclable city. A compact development brings activities close together, making them more accessible by foot or by bicycle, without the need to use a car. Increased population density also enhances the viability of public transport services.

The cycling map of the surrounding area is reproduced in Figure 2.13 below, which indicates that the cycle network in the vicinity of the site is somewhat limited.

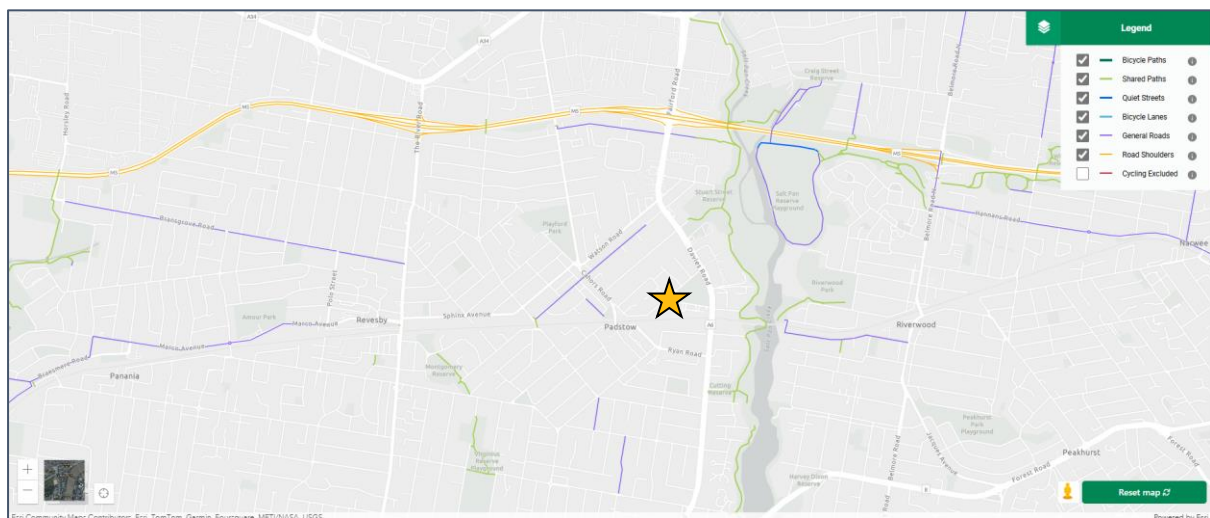


Figure 2.13 – Cycling network map (Source: Transport for NSW Cycleway Finder)

Notwithstanding, in April 2021, Council released their Active Transport Action Plan 2021-2031, which is the first strategic plan focused on walking and cycling in the LGA that aligns the former Councils' positions on walking and cycling infrastructure. The Active Transport Action Plan supports the aspirations of Council's Community Strategic Plan by seeking to provide an interconnected walking and cycling network for the people that live in, undertake activities within and pass through the entire Canterbury-Bankstown LGA, while integrating with the broader metropolitan strategies and bicycle network of neighbouring LGAs.

The Active Transport Action Plan includes 12 study areas, of which the nearest to the subject site is known as "Route 2 – Sefton to Padstow Heights". This route is a city wide north-south route that utilises the Bankstown CBD as a node. Connecting into the Duck River route in Cumberland Council, there is the opportunity to utilise existing infrastructure through Sefton and Yagoona to connect into the Bankstown CBD. However, in the southern section of the route (i.e. in the vicinity of the site) there are currently no formalised cycling facilities between Bankstown and Padstow Heights. It is vital this route provides a north-south facility through the Padstow town centre, enabling a greater number of nearby residents to access their local services and concurrently connect them to a wider regional cycling network. This route would also end at the connection in Padstow Heights across the Georges River and into Sutherland Shire.

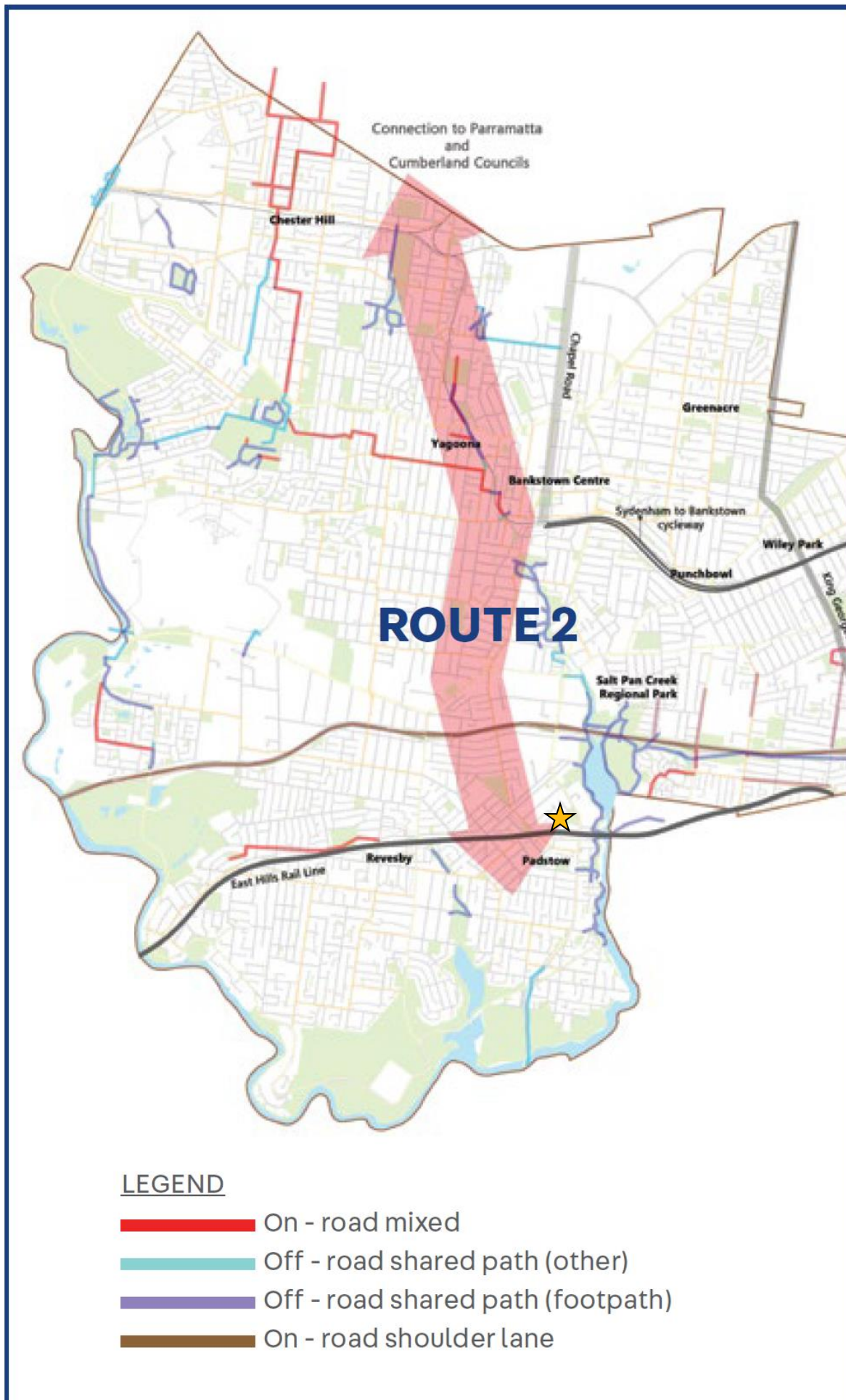


Figure 2.14 – Route 2 Sefton to Padstow Heights (Source: CB Council's Active Transport Action Plan 2021)

2.6 Existing Surrounding Traffic Controls

The existing traffic controls in the vicinity of the site comprise:

- a 70km/h speed limit which applies to Davies Road
- traffic signals at the Davies Road & Watson Road intersection, with all turning movements permitted
- a 50km/h speed limit which applies to Banks Street and all other local roads in the area
- a half-seagull treatment at the intersection of Davies Road & Banks Street, including right-turn in movements, however, restricting right-turn out movements
- Give way restrictions in Nigel Place and Stephanie Street where they intersect with Banks Street

2.7 Existing Surrounding Parking Restrictions

The existing parking restrictions in the vicinity of the site comprise:

- Clearway restrictions along both sides of Davies Road between 6am-7pm Monday-Friday and between 9am-6pm Saturdays, Sundays, and Public Holidays
- generally unrestricted kerbside parking along both sides of Banks Street within linemarked bays, including along the site frontage
- No Parking restrictions along the majority of both sides of Nigel Place between 8:30am-6pm Monday-Friday, including along the site frontage, with unrestricted parking permitted at other times
- Bus Zones located at regular intervals along both sides of Davies Road

3. Proposed Development

3.1 Development Description

The proposed development involves the demolition of the existing structures on the site and the construction of a new four-storey residential building, comprising a total of 52 co-living housing rooms, including an on-site manager's room.

A copy of the proposed ground floor plan, prepared by CDArchitects, is reproduced below.

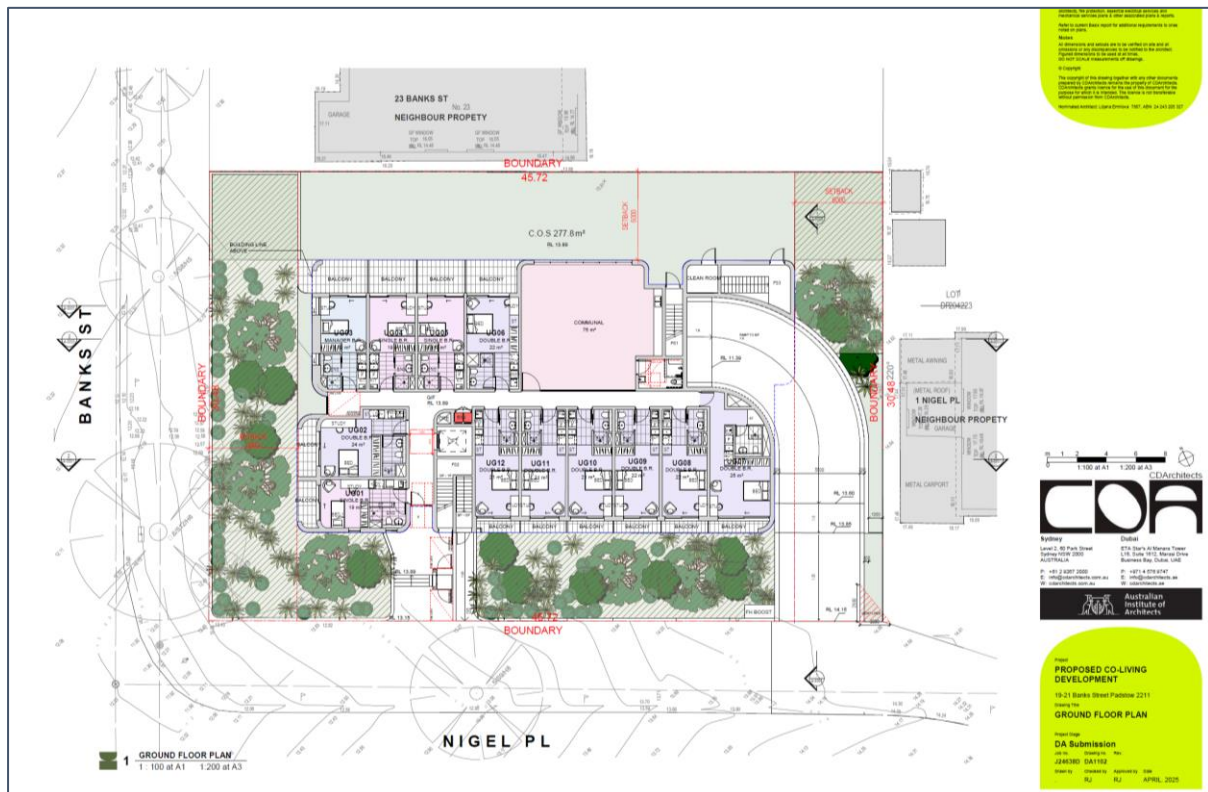


Figure 3.1 – Proposed ground floor plan (Source: CDArchitects)

3.2 Parking Arrangements

Off-street parking is proposed for 12 cars (including 1 accessible space), 2 motorcycles and 11 bicycles within a new single-level basement parking area.

3.3 Vehicular Access

Vehicular access to the basement parking area is proposed via a new 5.5m wide (between kerbs) entry/exit driveway located towards the southern section of the Nigel Place site frontage.

3.4 Waste Collection

Waste collection is to be undertaken by private contractor using a compact small rigid truck with a physical overhead clearance of 2.1m, from within a dedicated loading bay within the basement level of the building, adjacent to the lift and in close proximity to the bin room. Importantly, bins will not be lined up along the kerb, and the waste vehicle will be able to enter and exit the site in a forward direction.

4. Traffic Impact Assessment

4.1 Traffic Generation Guidelines

The traffic implications of development proposals primarily concern the *nett change* in the traffic generation potential of a site compared to its existing and/or approved uses, and its impact on the operational performance of the surrounding road network, particularly during the weekday morning and afternoon road network peak periods.

An indication of the traffic generation potential of the existing and proposed uses on the site is provided by reference to the following documents:

- Transport for NSW's Guide to Transport Impact Assessment 2024 (GTIA)
- RMS Guide to Traffic Generating Developments 2002 (RMS Guide)
- RMS Technical Direction 2013/04a (TDT)

4.2 Existing Development Traffic Generation

The existing land uses on the site are defined by the GTIA as *low-density residential dwellings*.

In this regard, reference is made to TfNSW's new Guide to Transport Impact Assessment 2024 (GTIA), which specifies the following peak period trip rates for low *density residential dwellings*:

Table 5.3. Low density residential sample summary (weekday)

Weekday rates	Sydney	Regional
Vehicle trips (vehicle trips/dwelling)		
AM peak hour	0.68	0.83
PM peak hour	0.77	0.84
Daily	8.12	7.53

Based on the above GTIA trip generation rates, the existing development on the site has a traffic generation potential of approximately 2 vehicle trips per hour (vph) during the weekday morning and afternoon peak periods.

4.3 Proposed Development Traffic Generation

The proposed development on the site will feature 52 co-living housing rooms. Notwithstanding, neither the GTIA, RMS Guide, or the TDT 2013/04a specify trip generation rates for co-living housing developments, with the most closely aligned land use being boarding houses. The GTIA does, however, specify trip generation rates for boarding houses which are provided on the following page.

Table 5.14. Housing for boarding houses sample summary

Average weekday rates	Person trips (person trips/boarding house room)	Vehicle trips (vehicle trips/boarding room)
Person trips (person trips/boarding room)		
Site AM peak hour	0.52	0.30
Site PM peak hour	0.57	0.35
AM peak hour	0.13	0.09
PM peak hour	0.23	0.13
Daily	3.02	1.71

Whilst co-living developments differ from traditional boarding houses in certain aspects, they share notable similarities in terms of operational characteristics. Specifically, both types of accommodation provide residents with private living spaces while offering shared communal facilities, fostering a semi-independent yet community-oriented living environment. Given these operational similarities, the trip generation rates for boarding houses, as outlined in the GTIA, serve as a comparable benchmark for estimating the anticipated traffic volumes associated with the proposed development.

Based on the above GTIA trip generation rates for boarding houses, the proposed development is expected to generate in the order of 5 vph during the weekday morning network peak and 7 vph during the weekday afternoon network peak, as set out in the table below.

Table 4.1 – Proposed Peak Traffic Generation				
Land Use	Period	Vehicle Trip Rate	No. of Rooms	Proposed Peak Trips*
Boarding house/co-living	Network AM Peak Hour	0.09 trips/room	52	5 peak trips
	Network PM Peak Hour	0.13 trips/room	52	7 peak trips

* entry/exit combined

4.4 Traffic Impact

As noted in the foregoing, the traffic implications of development proposals primarily concern the *nett change* in the traffic generation potential of a site compared to its existing and/or approved uses.

Based on the GTIA trip generation rates and the aforementioned tables, the proposed development is expected to result in a nett increase of 3 vph during the weekday morning network peak and a nett increase of 5 vph during the weekday afternoon network peak, as set out below.

Table 4.2 – Nett Peak Traffic Generation			
Period	Proposed Peak Trips	Existing Peak Trips	Nett Peak Trips*
Network AM Peak Hour	5 vph	2 vph	+3 vph
Network PM Peak Hour	7 vph	2 vph	+5 vph

* entry/exit combined

Those nett increases in peak period traffic volumes are statistically insignificant and represent just 1 additional trip approximately every 12-20 minutes during the weekday AM & PM road network peak periods, on average.

These will have minimal impacts on the surrounding road network, such that the proposal is not expected to result in any unacceptable road network or environmental capacity implications. Accordingly, the proposal is supportable on traffic grounds.

5. Access, Parking & Servicing Assessment

5.1 Applicable Car Parking Rates

The off-street car parking rates applicable to co-living housing developments are specified in the State Environmental Planning Policy (Housing) 2021, Chapter 3, Part 3, Section 68, as set out below.

Part 3 Co-living housing

68 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 development for the purposes of co-living housing 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 development for the purposes of co-living housing—

(e) unless a relevant planning instrument specifies a lower number—

(i) for development on land in an accessible area—0.2 parking spaces for each private room, or

(ii) otherwise—0.5 parking spaces for each private room,

5.2 Car Parking Requirements

Considering that the site falls within an *accessible area* by being within 800m walking distance to an entry of a railway station, as stipulated in the accessible area definition of the SEPP (Housing) 2021, the applicable car parking rate is *0.2 spaces per private room*. Application of that rate to the proposed provision of 52 units yields an off-street parking requirement of 11 car parking spaces.

5.3 Accessible Car Parking

The SEPP (Housing) 2021 is silent on parking rates for people with disabilities applicable to co-living housing developments. Notwithstanding, the Council's DCP 2023 provides accessible off-street parking rates applicable to shared accommodation, as set out below.

Development type	Accessible parking rates
Places of shared accommodation (BCA Classes 1b and 3 including boarding houses, hostels, motels and the like)	1 car space per 50 car spaces

(Source: Canterbury-Bankstown DCP 2023, Chapter 3, Section 3.2)

Application of the above parking rate to the proposed provision of 12 car parking spaces yields an accessible parking requirement of 1 space. That requirement is satisfied by the proposed provision for 1 accessible space within the basement parking area, in close proximity to the lift.

5.4 Proposed Car Parking Provisions

The proposed development makes provision for a total of 12 off-street car parking spaces within the basement (including 1 accessible space), thereby satisfying the SEPP's non-discretionary minimum requirement of 11 spaces.

5.5 Bicycle & Motorcycle Parking Rates and Provisions

The off-street bicycle and motorcycle parking rates applicable to co-living developments are specified in State Environmental Planning Policy (Housing) 2021 [NSW] in the following terms:

Part 3 Co-living housing

69 Standards for co-living housing

(1) Development consent must not be granted for development for the purposes of co-living housing unless the consent authority is satisfied that—

(h) the co-living housing will include adequate bicycle and motorcycle parking spaces.

In response, the proposed development proposal makes provision for 11 bicycle spaces located within the basement parking area, equating to a rate of *1 bicycle space per 4.7 rooms*. That rate is closely aligned with the *1 bicycle space per 5 rooms* rate specified in the former SEPP (Affordable Rental Housing) 2009, such that the proposed provision of 11 bicycles for 52 rooms is considered adequate.

In terms of motorcycle parking, anecdotally, motorcycle/scooter ownership within co-living developments is much lower than bicycle ownership, such that the proposed provision of 2 motorcycle spaces is also considered adequate, particularly those developments close to the suburban rail network.

6. Design Assessment

6.1 Applicable Design Standards

The following design standards are used as the basis for compliance with respect to the vehicular access and parking requirements:

- Australian Standards 2890.1:2004 – Off-Street Car Parking (AS2890.1)
- Australian Standards 2890.3:2015 – Bicycle Parking (AS2890.3)
- Australian Standards 2890.6:2022 – Off-Street Parking for People with Disabilities (AS2890.6)

Whilst the vehicular access and parking area has been designed in accordance with the above Australian Standards, it is expected that a condition of consent would be imposed requiring reconfirmation of compliance at the Construction Certificate stage (CC). Any minor amendments required to the current DA design can therefore be addressed at the CC stage.

6.2 Vehicular Access and Circulation Design

The following key compliances are noted with respect to the vehicular access design and circulation system:

- 5.5m wide (between kerbs) two-way entry/exit driveway, in accordance with “Category 1” requirements
- first 6m of the ramp within the property boundary @ maximum downgrade of 5% (1:20)
- top 2m ramp transition @ 12.5% (1:8)
- bottom 3m ramp transition @ 10% (1:10)
- maximum ramp gradient of 20% (1:5)
- 2.5m x 2.0m pedestrian sight triangle on the exit side of the driveway within the boundary
- minimum 1m “aisle extension” at the end of the dead-end parking aisle
- minimum 2.2m overhead clearance provided throughout the vehicular circulation system, noting this is also sufficient for the private waste contractor vehicle

6.3 Parking Design

The following key compliances are noted with respect to the parking area design and the AS2890 series:

- minimum 5.4m long x 2.4m wide accessible car parking space *plus* adjacent 5.4m long x 2.4m wide “shared area”, in accordance with AS2890.6
- minimum 2.5m overhead clearance provided above the accessible parking space and adjacent shared area
- 5.4m long x 2.4m wide standard car parking spaces, in accordance with User Class 1A requirements
- additional 300mm width for parking spaces located against walls
- minimum 2.2m overhead clearance provided above all standard vehicle parking spaces
- no obstructions within the “design envelope” of any car parking spaces
- bicycle and motorcycle parking areas designed in accordance with AS2890.3 & AS2890.1
- all vehicles are able to enter and exit the basement in a forward direction at all times.

Furthermore, the vehicular access and internal circulation arrangements have been designed to accommodate the swept turning path requirements of the B99 design vehicle as specified in AS2890.1, allowing them to circulate into/out of the basement parking area without difficulty, pass another vehicle, and to enter and exit the site in a forward direction at all times. Swept turn path diagrams are reproduced in Appendix B.

6.4 Waste Collection Design

Waste collection is to be undertaken by private contractor using a compact small rigid truck with a physical overhead clearance of 2.1m, from within a dedicated loading bay within the basement level of the building, adjacent to the lift and in close proximity to the bin room.

The swept turn path diagram below indicates that a 6.4m long SRV, as defined in AS2890.2, is spatially capable of entering the basement in a forward direction, turning around within the 3500mm loading bay, and exiting the basement in a forward direction.

Waste collection will be scheduled to occur *outside* of the weekday morning and afternoon peak periods, meaning resident vehicular traffic into/out of the basement will be less during these periods, and the likelihood of a waste truck and resident car meeting in opposing directions will be very low.

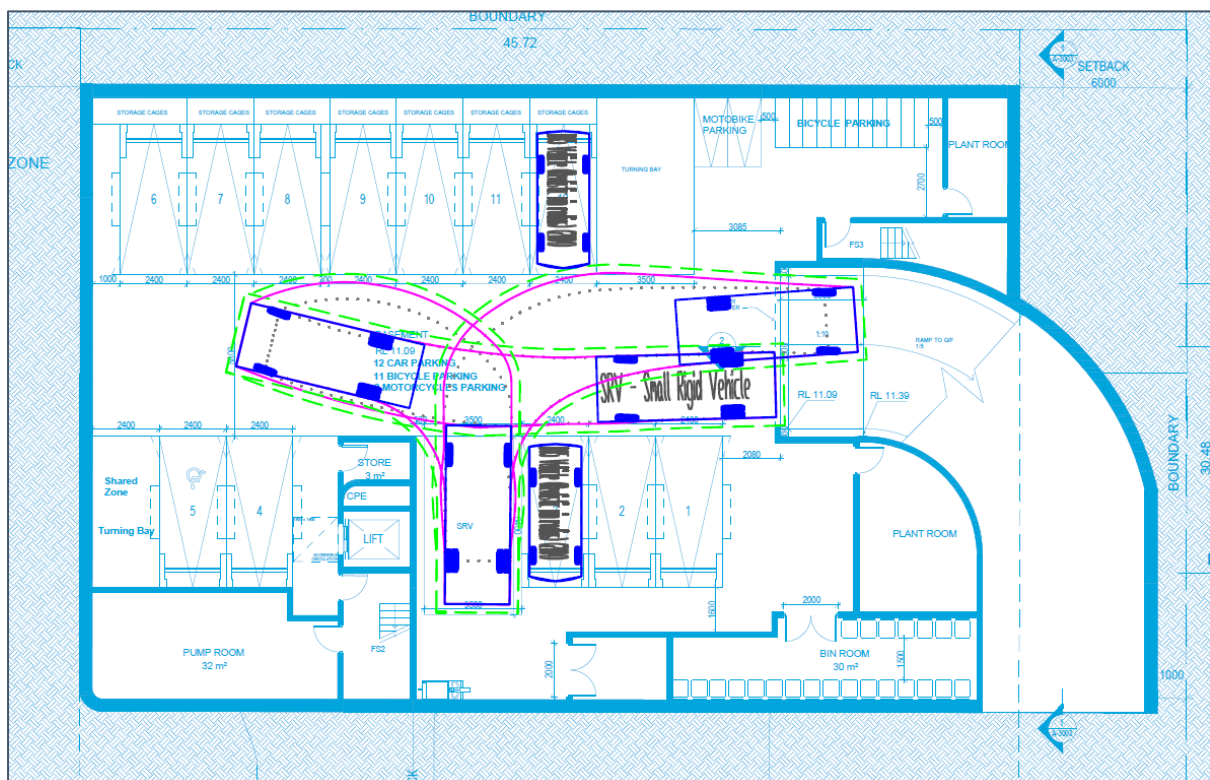


Figure 6.1 – Swept turn path of a 6.4m long SRV within the proposed basement (not to scale)

In terms of the provision of sufficient headroom, waste collection is proposed to be undertaken by a compact low-clearance private contractor vehicle, similar to the diagram on the following page.

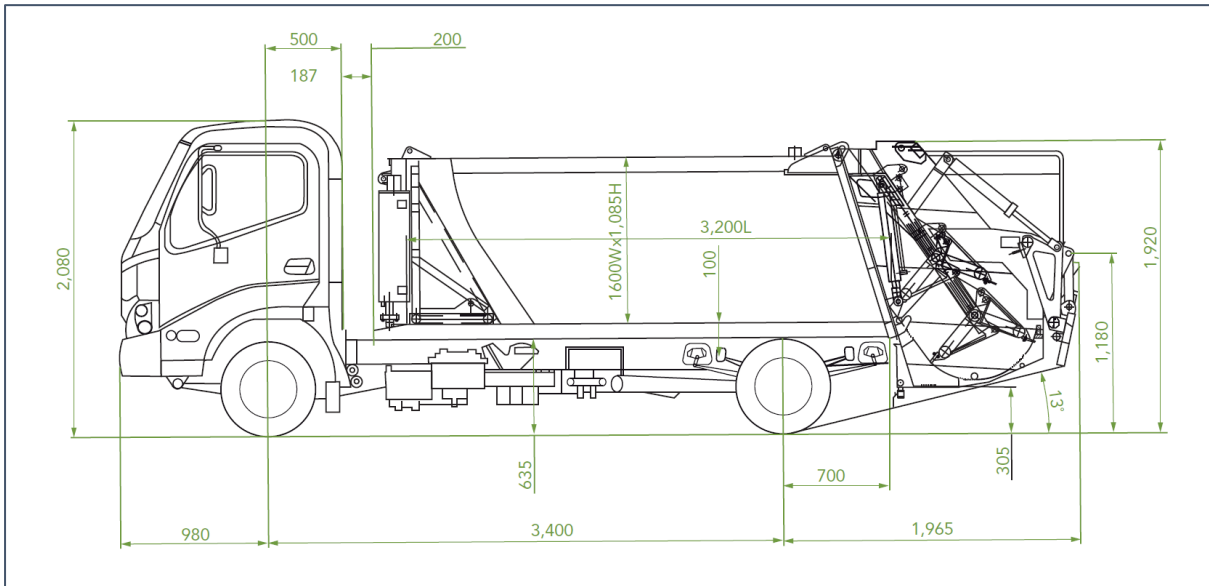


Figure 6.2 – Private waste contractor compact truck dimensions (Source: Garwood International)

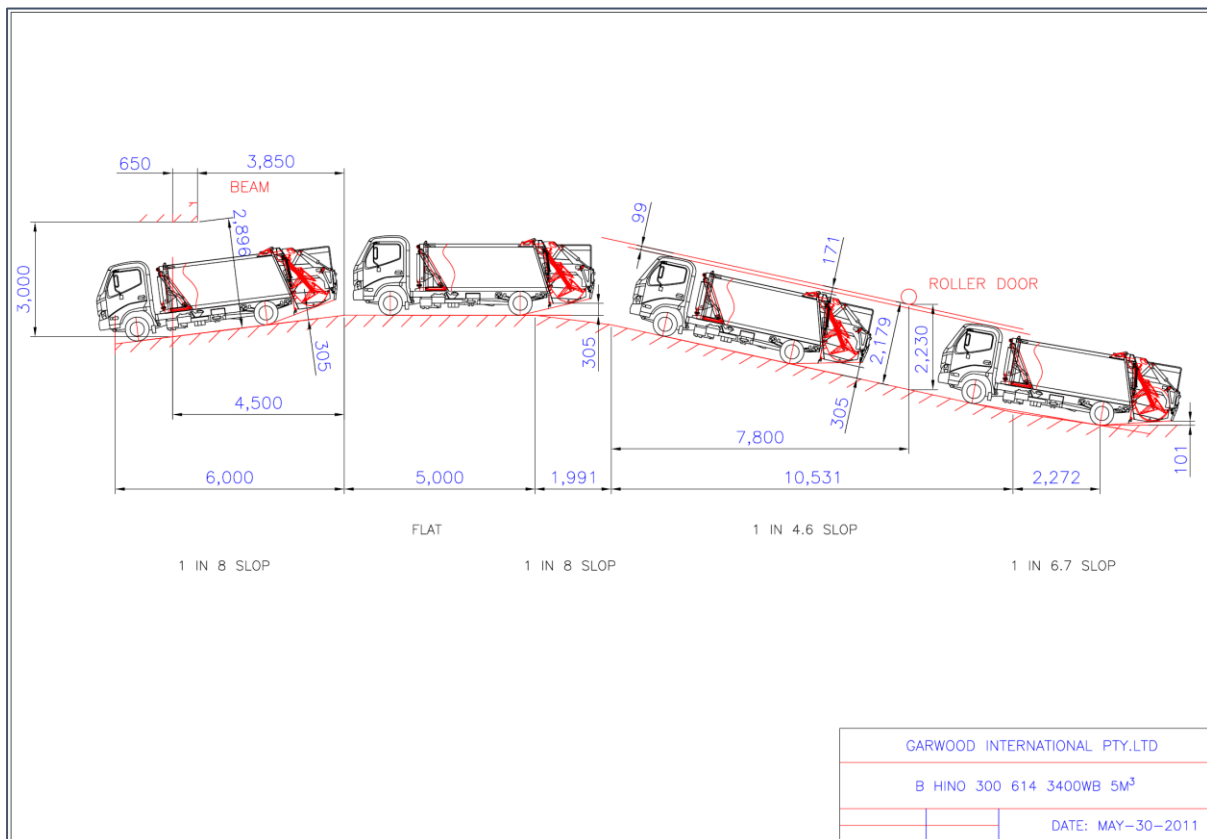


Figure 6.3 – Private waste contractor compact truck ramp requirements (Source: Garwood International)

As can be seen in the dimensions in Figure 6.2, these types of compact low-clearance private contractor “trucks” are more akin to a 4WD B99, noting that whilst the overall length of the vehicle is 6.35m, this includes the 5m³ waste compactor on the back. The actual length of the vehicle without the compactor is 5.08m, whilst the height of the vehicle is 2.08m. One of the Australian suppliers of these compactor units is Garwood International, who operate from Wetherill Park, NSW. With respect to the waste compactor unit, Garwood International note the following:

“The whole concept, design of this unit is to go underneath apartments, office blocks, shops and even sports stadiums - exhibition halls, anywhere with a height restriction of 2100mm. This has revolutionized the way waste is being collected at these sites. The unit maximum height is 2080mm and that’s the height of the cab chassis roof, our body on the cab sits at 2000mm. Our low profile 5m³ compactor has solved the problem. It will go anywhere a standard 4x4 car like a Prado-Land Cruiser will go which has opened up the waste collection process.”

Ramp design guidelines from Garwood International are provided in Figure 6.3 on the previous page, which the proposed ramp design has been generally modelled, including a maximum ramp gradient of 1:4.6 (22.2%).

It is pertinent to note that there are a number of private waste contractors in the Sydney metropolitan market who have these compact low-clearance vehicles in their fleet, including:

- URM
- Veolia
- Remondis
- Waste Wise
- Bingo
- Capital City Waste Services

7. Conclusion

In summary, the DA involves the demolition of the two existing dwelling houses on the site and the construction of a new four-storey residential building in their place. The proposed new building will comprise a total of 52 co-living housing rooms (including an on-site manager's room) plus communal facilities for the residents.

Off-street parking is proposed for 12 cars (including 1 accessible space), 2 motorcycles and 11 bicycles within a new single-level basement parking area. Vehicular access to the basement parking area is proposed via a new entry/exit driveway located at the southern section of the Nigel Place site frontage.

Based on the findings contained within this report, the following conclusions are made:

- the site is located within 350m (6 minutes walking distance) of a bus stop on Memorial Drive
- the site is located within 400m (6 minutes walking distance) of Padstow railway station
- the proposed development is expected to generate in the order of 5 vph during the weekday AM road network peak and approximately 7 vph during the weekday PM road network peak
- when compared to the existing low density dwellings on the site, the proposal is expected to result in a nett increase of just 3 vph during the weekday AM road network peak and approximately 5 vph during the weekday PM road network peak
- the proposed development satisfies the numerical car parking requirements under the SEPP (Housing) 2021, as well as providing adequate bicycle and motorcycle parking
- the proposed vehicular access and parking area design complies with the relevant requirements of the AS2890 series
- waste collection is to be undertaken using a compact low-clearance waste vehicle from within the basement.

In light of the foregoing assessment, it is therefore concluded that the proposed development is supportable on vehicular access, traffic, parking and servicing grounds and will not result in any unacceptable implications.

Appendix A

Architectural Plans

References
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**CAR PARKING SCHEDULE
METROPOLITAN REGIONAL CENTRE (CBD)**

UNITS (52)	RATE	REQUIRED	PROPOSED
RESIDENTIAL			
1 BED (9)	0.2 SPACE / 1 UNIT	1.8	2
2 BED(42)	0.2 SPACE / 1 UNIT	8.4	9
MANAGER ROOM (1)	1.0 SPACE / 1 UNIT	1	1
TOTAL		11.2	12

BICYCLE SCHEDULE

UNITS (52)	RATE	REQUIRED	PROPOSED
RESIDENTIAL	1 SPACE / 5UNITS	10.4	11
TOTAL		10.4	11

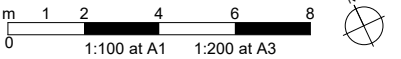
MOTORBIKE SCHEDULE

UNITS (52)	RATE	REQUIRED	PROPOSED
RESIDENTIAL	N/A	N/A	2
TOTAL		N/A	2

PARKING LEGEND		PARKING COUNT	
.....	BICYCLE	PARKING SPOT DESCRIPTION	TOTAL
.....	CARPARK	RESIDENTIAL ACCESSIBLE PARKING	1
.....	MOTORCYCLE	RESIDENTIAL PARKING	11
		TOTAL PARKING:	12

BIKE PARKING COUNT	
PARKING DESCRIPTION	TOTAL
BICYCLE	11
TOTAL PARKING:	11

MOTORCYCLE PARKING COUNT	
PARKING DESCRIPTION	TOTAL
MOTORCYCLE PARKING	2
TOTAL PARKING:	2



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Project
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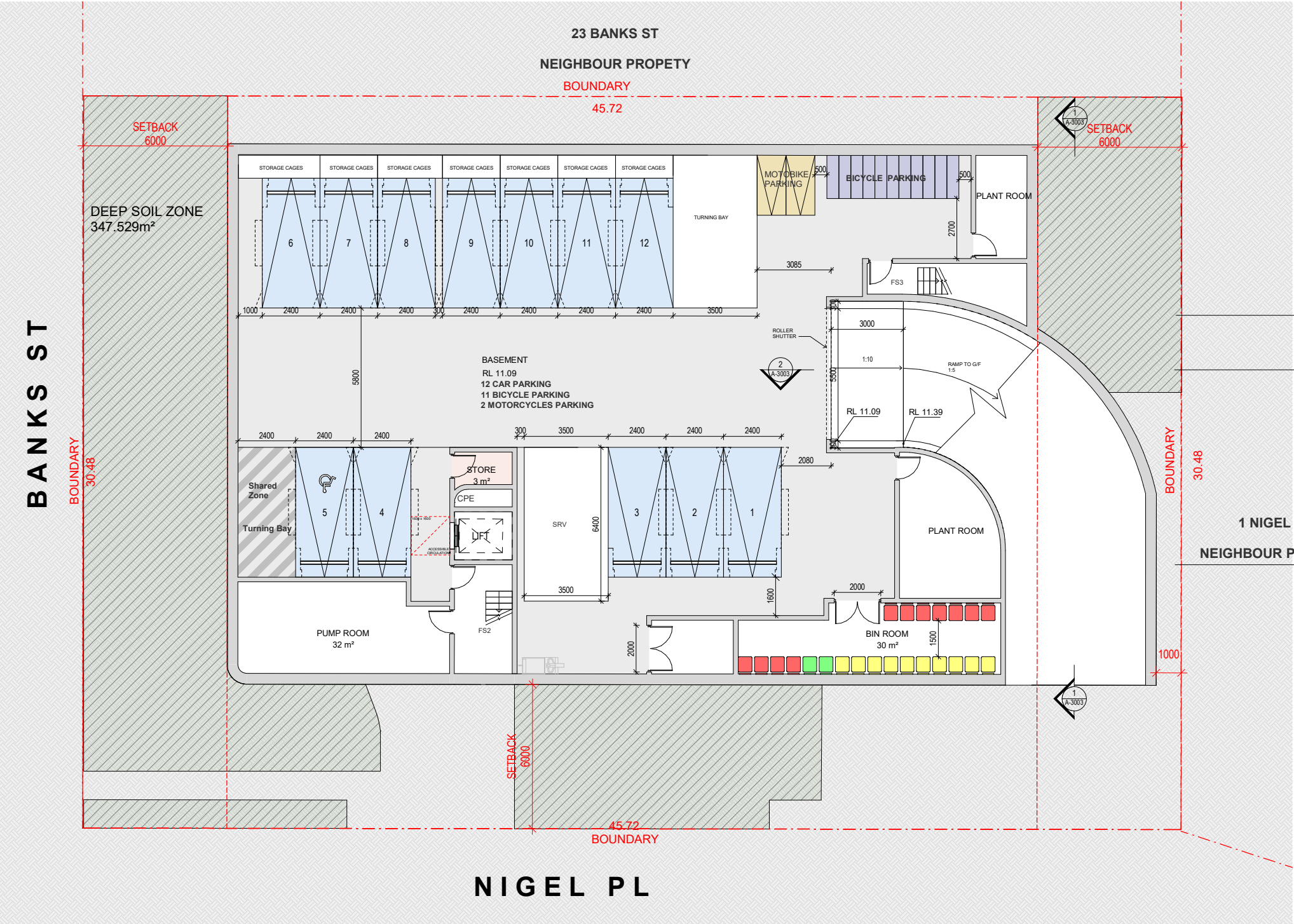
19-21 Banks Street Padstow 2211

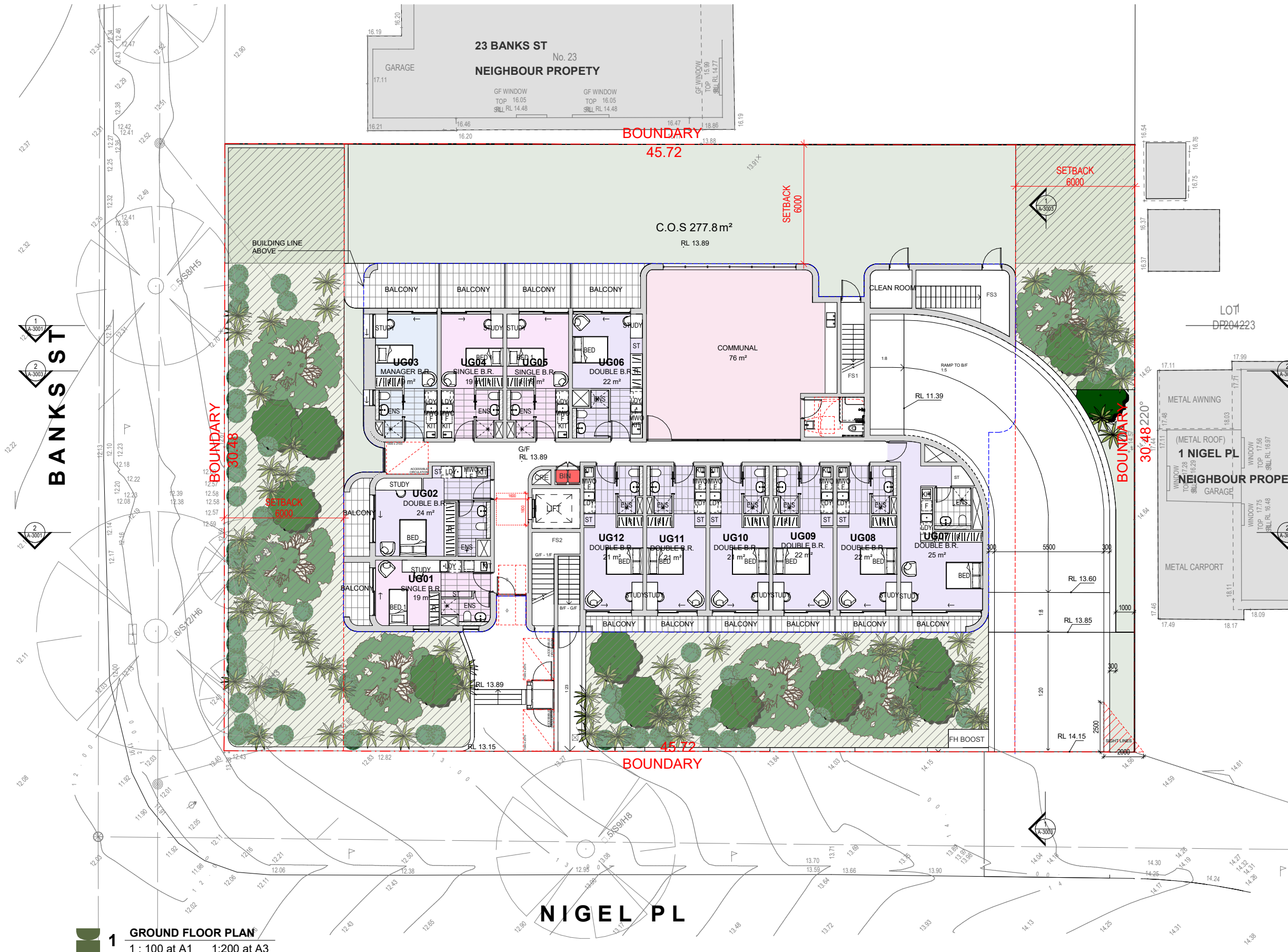
Drawing Title
BASEMENT FLOOR PLAN

Project Stage
DA Submission

Job no. Drawing no. Rev.
J24638D DA1101

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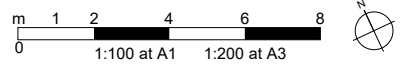
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Drawing Title

GROUND FLOOR PLAN

Project Stage

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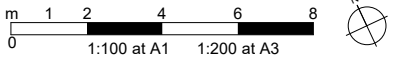
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Drawing Title

LEVEL 1

Project Stage

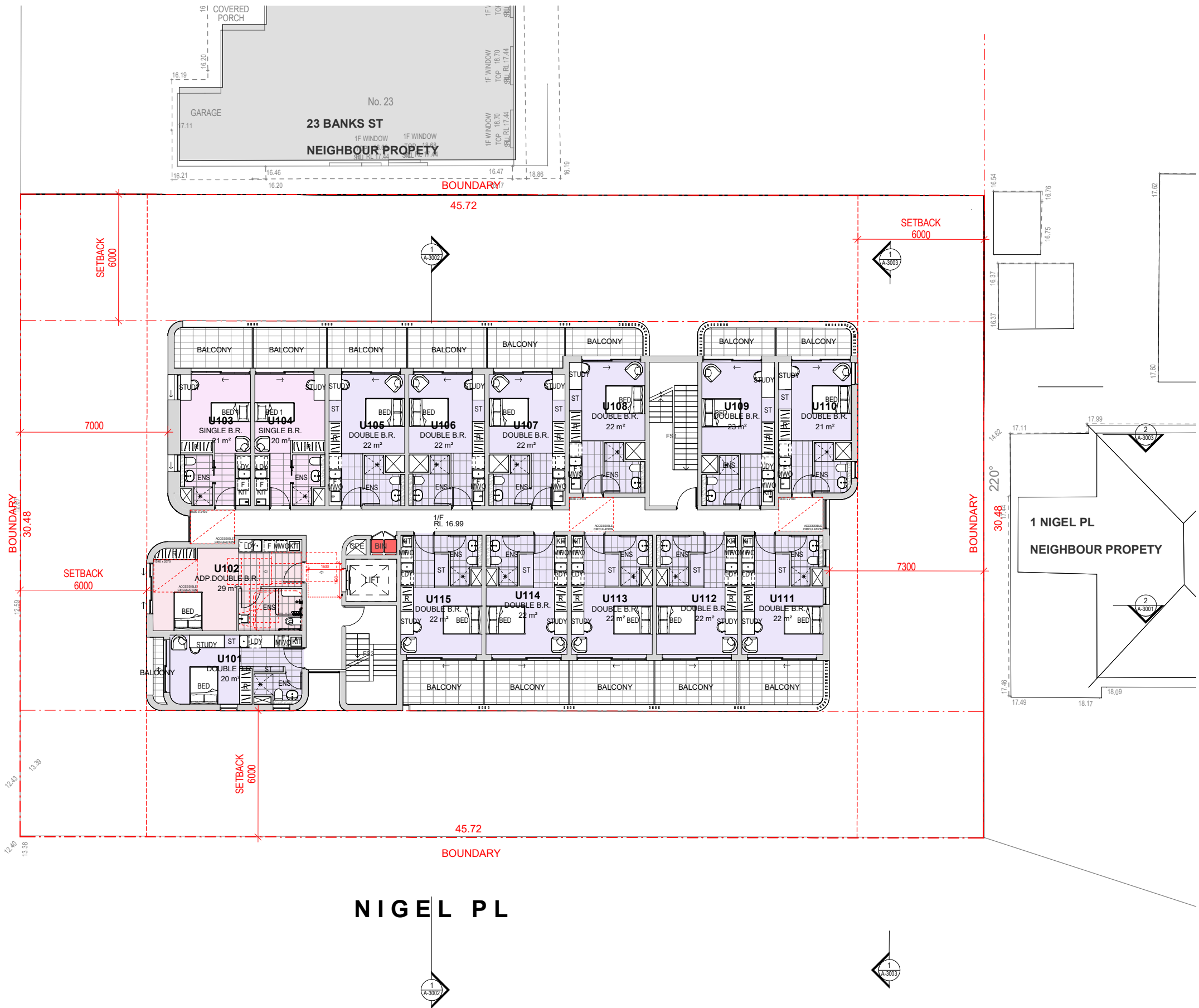
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1

LEVEL 1 FLOOR PLAN

1 : 100 at A1 1 : 200 at A3

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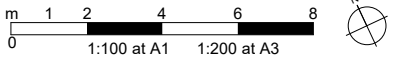
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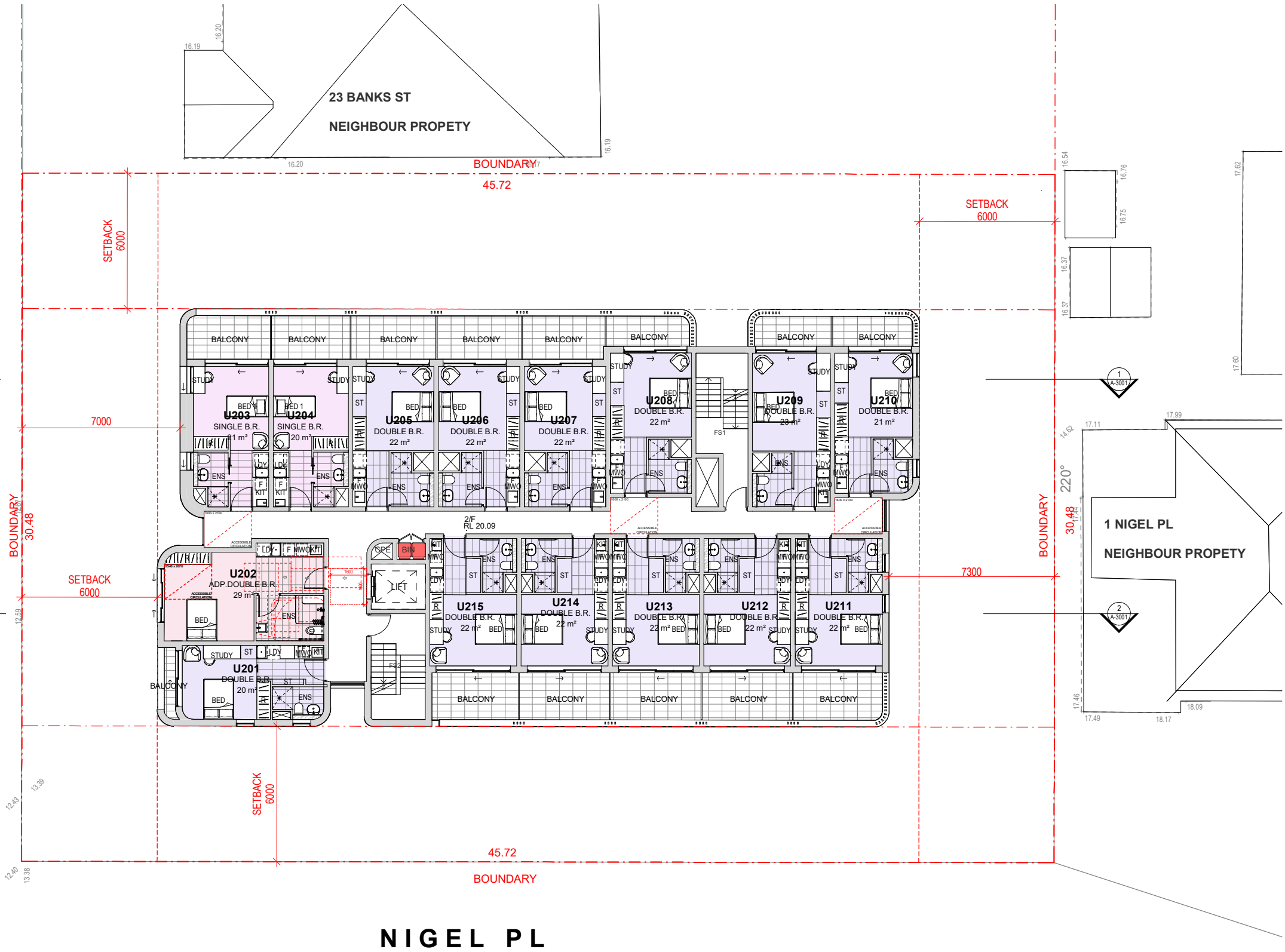
LEVEL 2

Project Stage

DA Submission

Job no. Drawing no. Rev.
J24638D DA1104

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1

LEVEL 2 FLOOR PLAN

1 : 100 at A1 1 : 200 at A3

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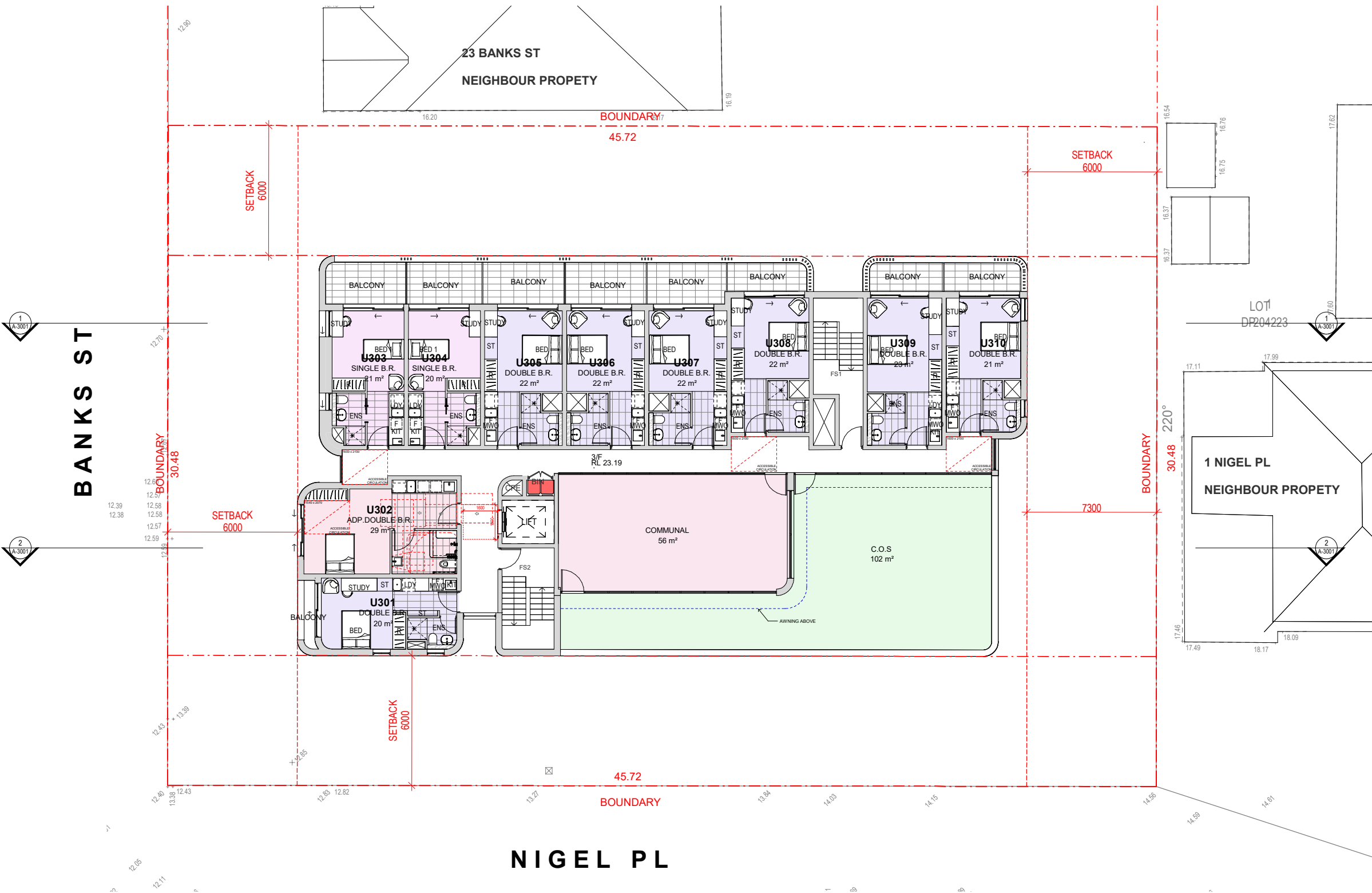
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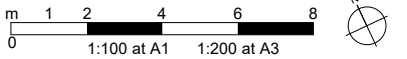
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ROOF FLOOR PLAN

Project Stage

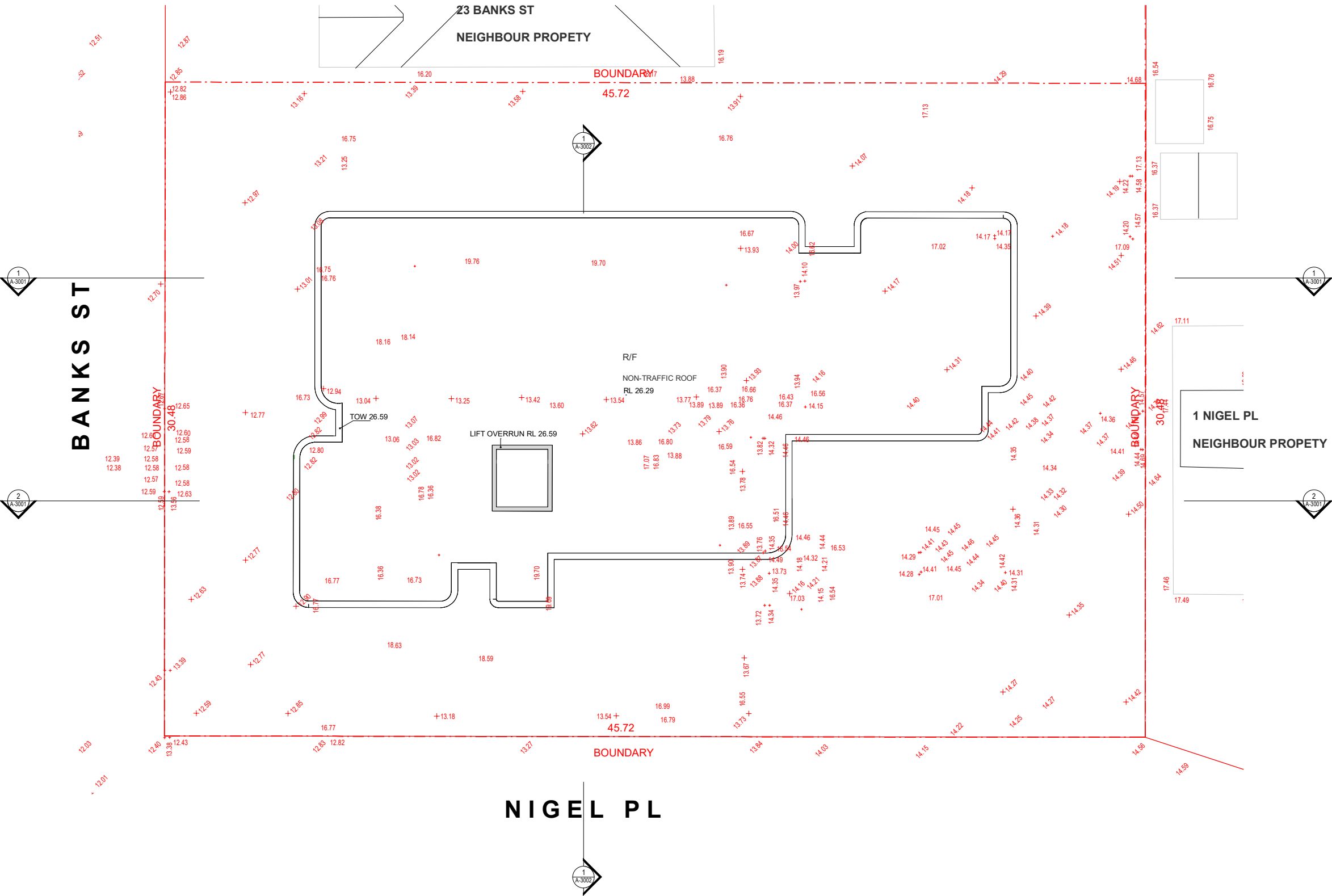
DA Submission

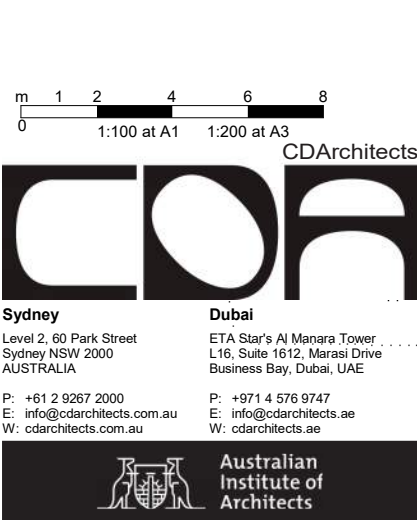
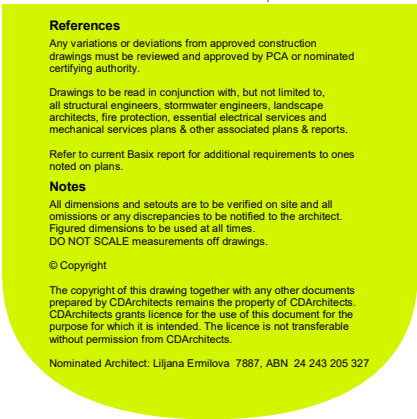
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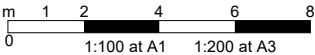
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1 SECTION 3
1 : 100 at A1 1:200 at A3



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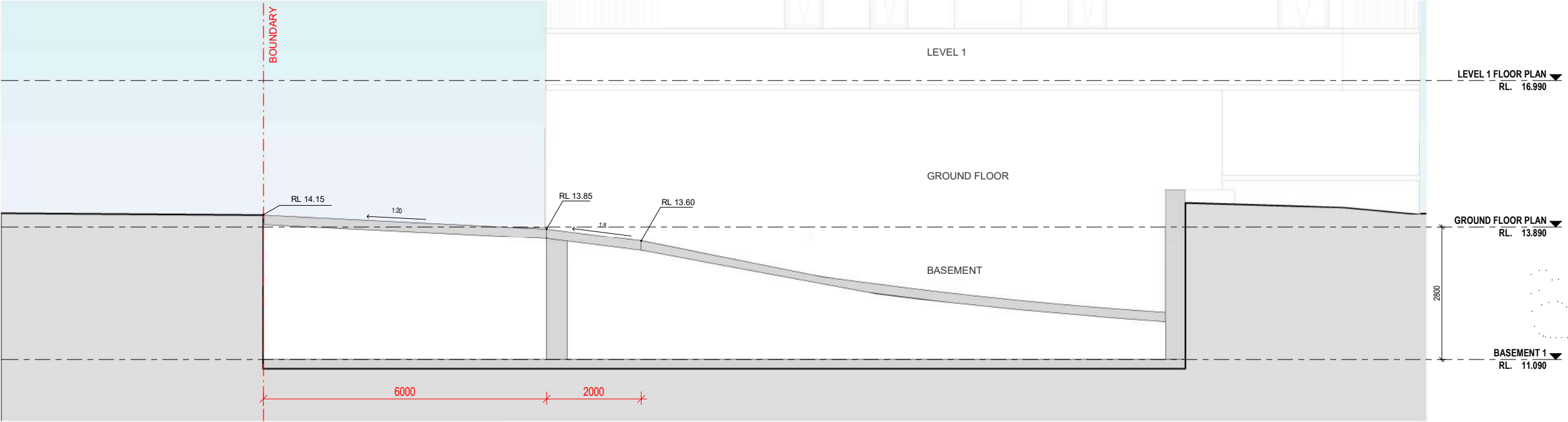
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Drawing Title
SECTION B

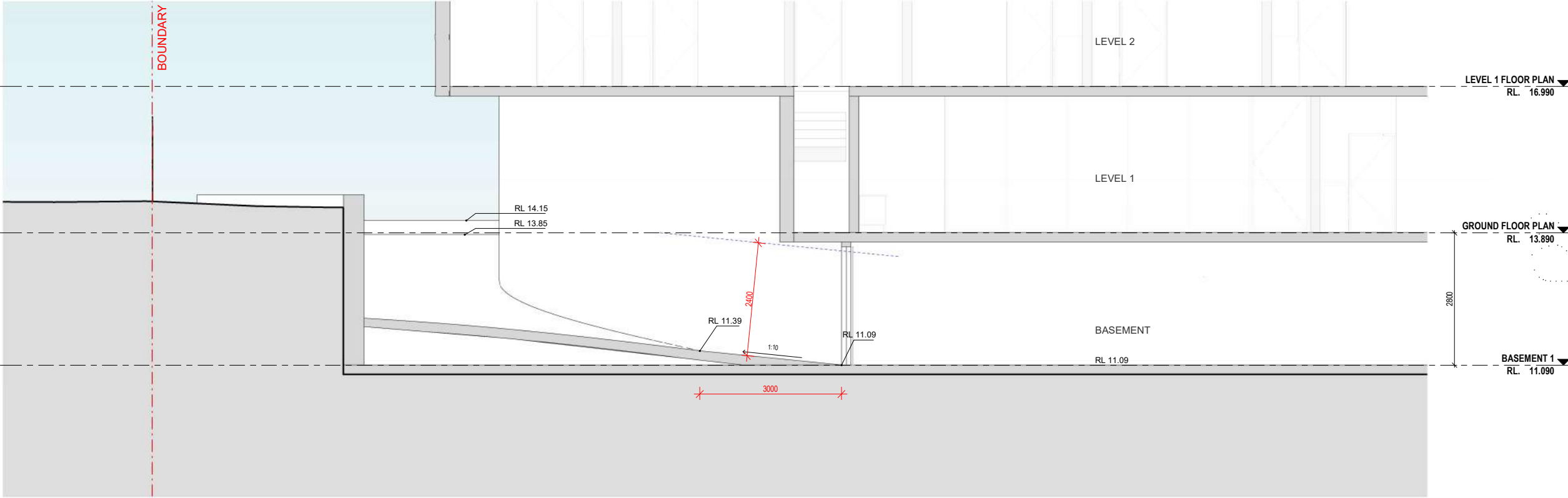
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DA Submission

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1 DRIVEWAY SECTION1
1 : 50 at A1 1:200 at A3



2 DRIVEWAY SECTION 2
1 : 50 at A1 1:200 at A3

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012468

m

1:100 at A1

1:200 at A3

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Drawing Title

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Project Stage

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Job no.

Drawing no.

Rev.

J24638D

DA3003

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Checked by

Approved by

Date

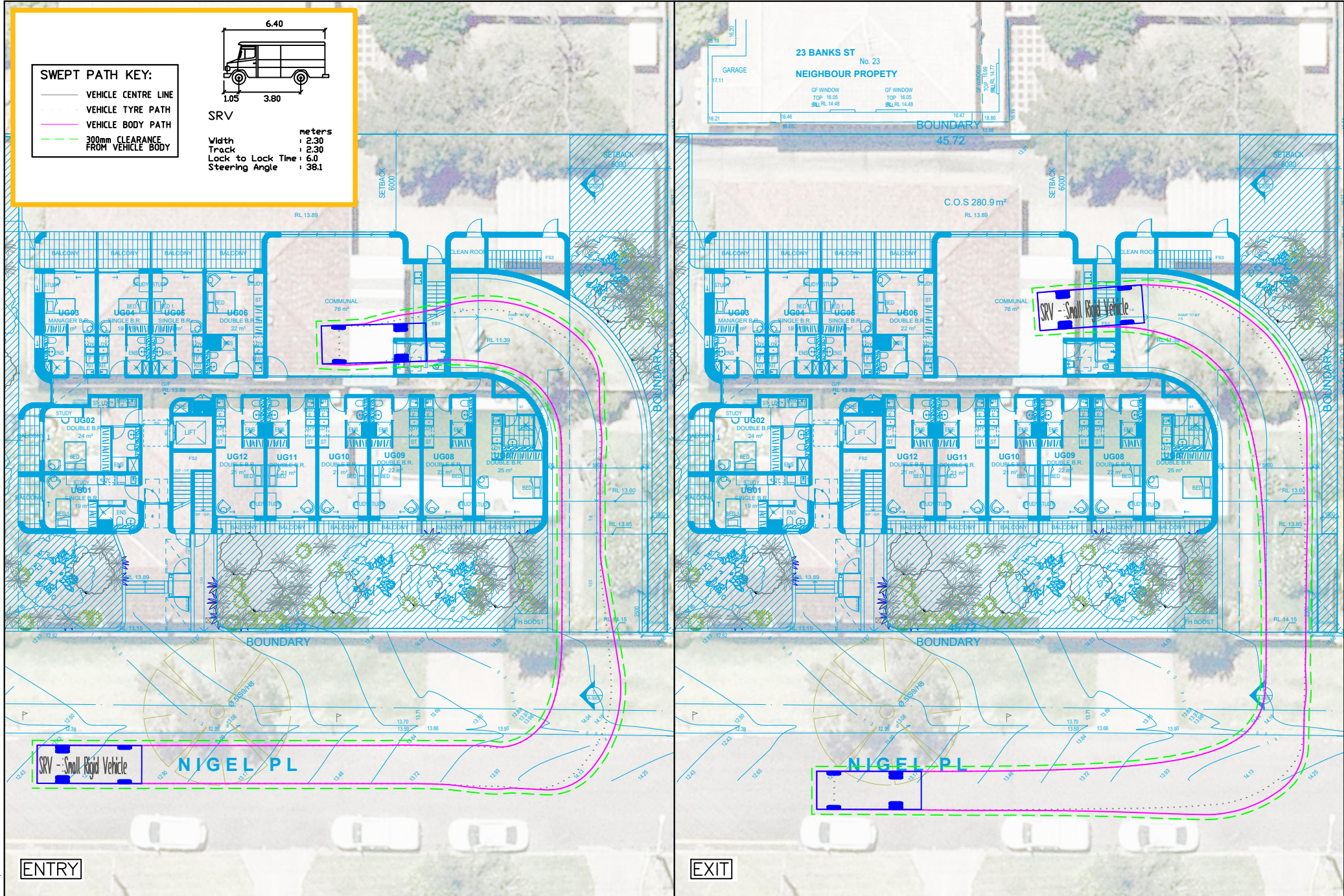
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APRIL, 2025

Appendix B

Swept Turn Paths

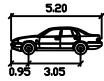


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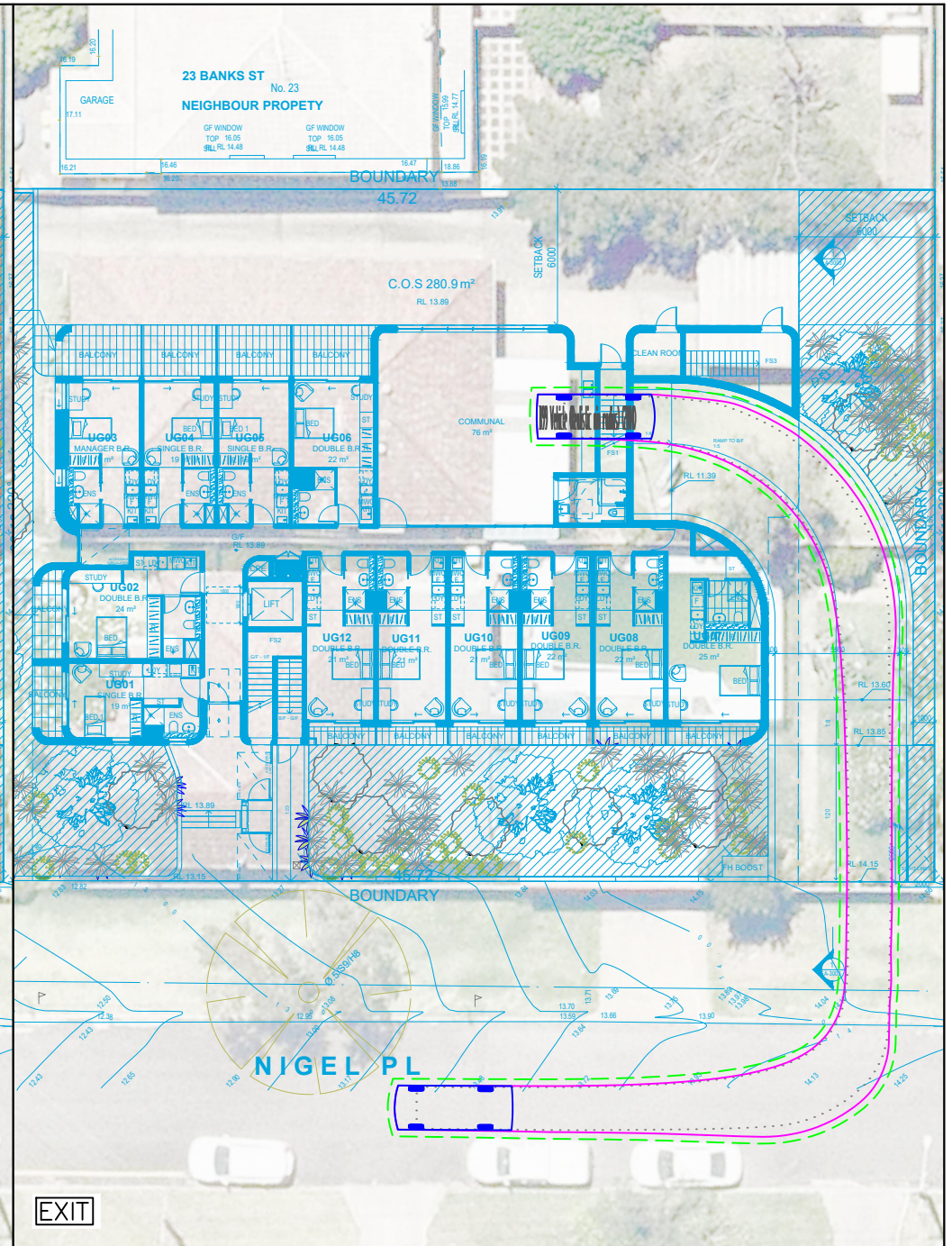
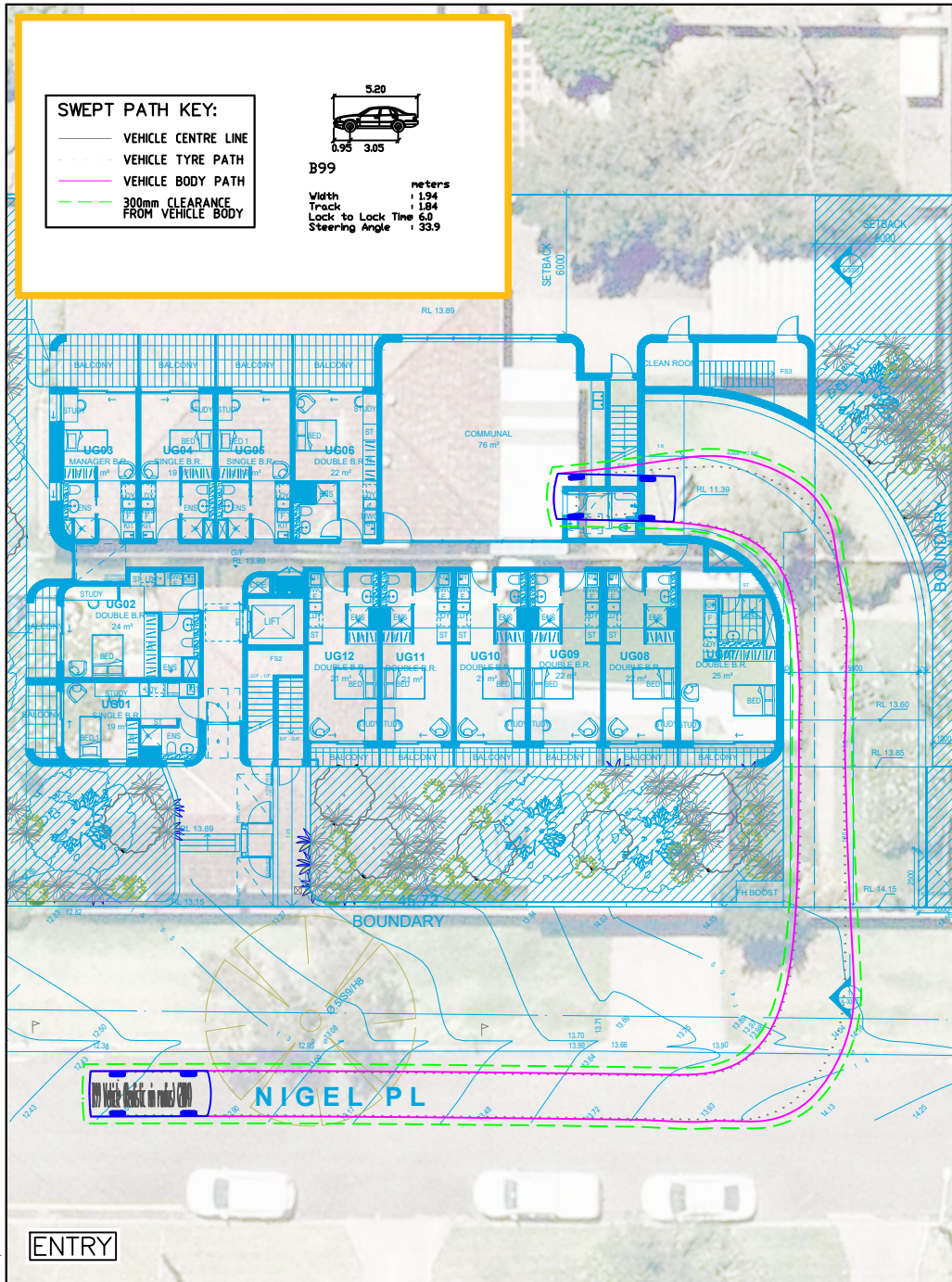
SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- - - VEHICLE TYRE PATH
- VEHICLE BODY PATH
- - - 300mm CLEARANCE FROM VEHICLE BODY



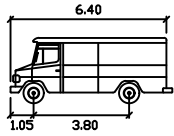
B99

Width: 1.94m
Track: 1.64m
Lock to Lock Time: 6.0s
Steering Angle: 1.339°



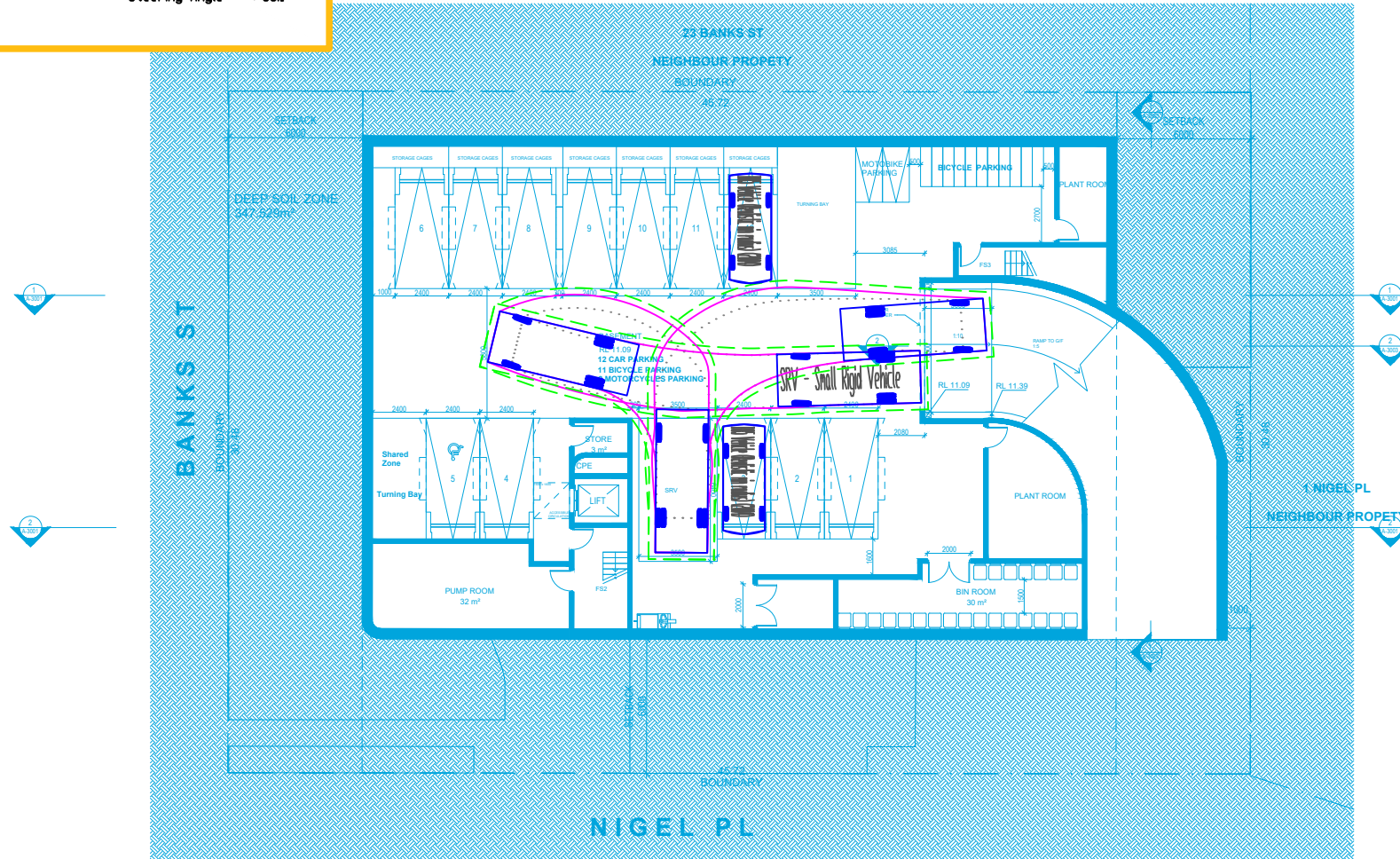
SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- - - VEHICLE TYRE PATH
- VEHICLE BODY PATH
- - - 300mm CLEARANCE FROM VEHICLE BODY



SRV

Width : 6.40 meters
Track : 3.80
Lock to Lock Time : 6.0
Steering Angle : 38.1



PRELIMINARY PLAN

FOR DISCUSSION PURPOSES
ONLY SUBJECT TO CHANGE
WITHOUT NOTIFICATION

WARNING

THE LOCATION OF UNDERGROUND SERVICES
ARE APPROXIMATE ONLY
THE EXACT LOCATION SHALL BE DETERMINED ON SITE.
ALL EXISTING SERVICES SHOWN ARE NOT GUARANTEED.

19-21 BANKS STREET, PADSTOW
SWEPT TURN PATH ASSESSMENT - BASEMENT (SRV BAY)
SRV ENTRY AND EXIT PATH



SCALE 0 30 60 1:300 @ A4

DRAWING NO. 25009-D01-V2

SHEET NO. 03 OF 03

ISSUE DATE 7 May 2025

DRAWN BY D. ALOC
REVIEWED BY C. PALMER