



Proposed Residential Units 2-4 Vimy Street, Bankstown

Traffic & Parking Assessment



Transport and Traffic Planning Associates

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1.0 Introduction

This report has been prepared to accompany a Development Application to the City of Canterbury Bankstown Council for a proposed Residential Unit development at 2-4 Vimy Street, Bankstown (Figure 1).

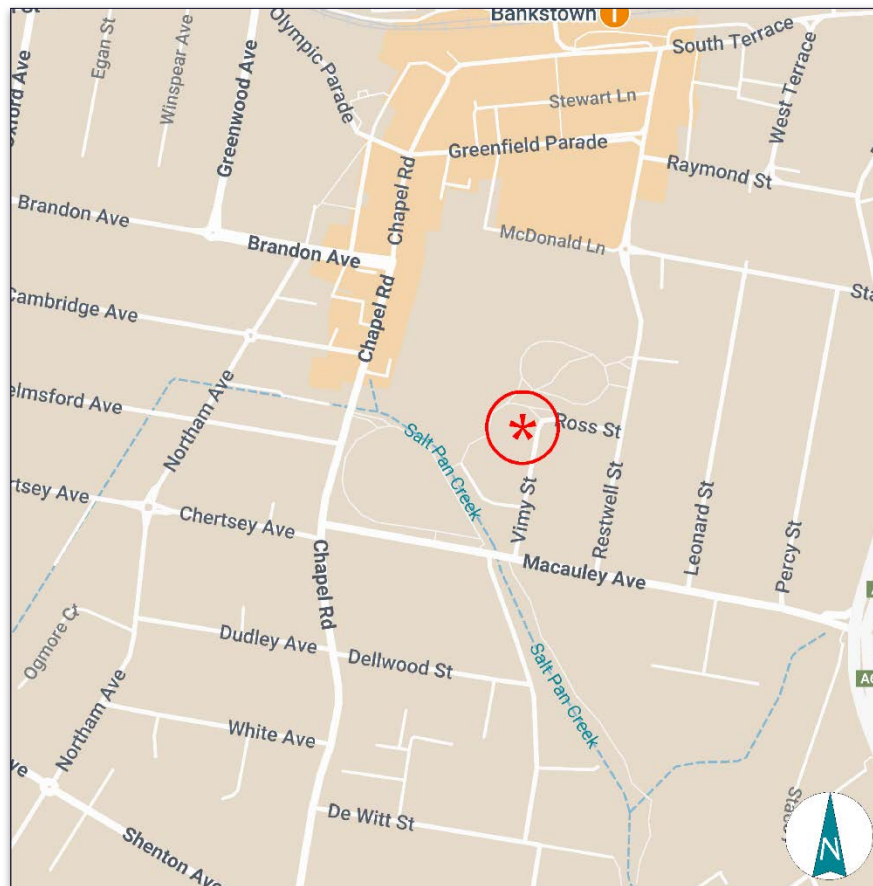


Figure 1 - Site Location

The purpose of this report is to:

- Describe the site, its context and the proposed development scheme
- Describe the road network serving the site and the prevailing traffic conditions
- Assess the adequacy of the proposed parking provision
- Assess the proposed vehicle access arrangements and the potential traffic implications
- Assess the suitability of the proposed internal circulation and servicing arrangements

2.0 Proposed Development

2.1 Site, Context & Existing Circumstance

The site (Figure 2) is a consolidation of Lots 49 & 50 in DP13055, which occupy a rectangular-shaped total area of some 1171m² with a frontage of some 26m to the western side of Vimy Street.



Figure 2 - Site Boundary

The site, which is presently vacant, adjoins the John Mackay Indoor Sports Centre to the west and low-density detached dwellings to the south and east. The site retains an existing vehicle crossover to Vimy Street towards the southern boundary.

The surrounding land uses comprise of:

- Bankstown City Gardens to the north
- Bankstown Public School & Bankstown Girls Highschool some 180m to the north
- Bankstown Station some 530m to the north

2.2 Proposed Development Scheme

It is proposed to demolish the existing buildings and excavate the site to provide for a multi-storey residential building consisting of 17 Units. The development will consist of:

- 2 Basement car parking levels
- 5 Residential levels
- Roof terrace

A total of 26 car parking spaces have been provided, including 2 disabled car parking spaces & 3 electric vehicle spaces with appropriate charging infrastructure. The proposed vehicle access arrangements involve upgrading the existing vehicle crossover to the south, which will provide access to the basement parking levels.

Architectural details of the proposed development are provided on the plans prepared by JS Architects which are reproduced in part in Appendix A.

3.0 Road Network and Traffic Conditions

3.1 Road Network

The road network serving the site (Figure 3) comprises:

- *Fairford Road* – a State Road and arterial route providing a north-south connection between Chullora to the north and Lucas Heights to the south
- *Canterbury Road* – a State Road and arterial route providing an extensive east-west connection between Bankstown through to Newtown area
- *Gibson Avenue / Chapel Road / Greenfield Parade* – a collector route providing a north-south connection between Padstow and the Bankstown CBD
- *Macauley Avenue / Columbine Avenue / Stanley Street / Brandon Avenue* – local collector routes

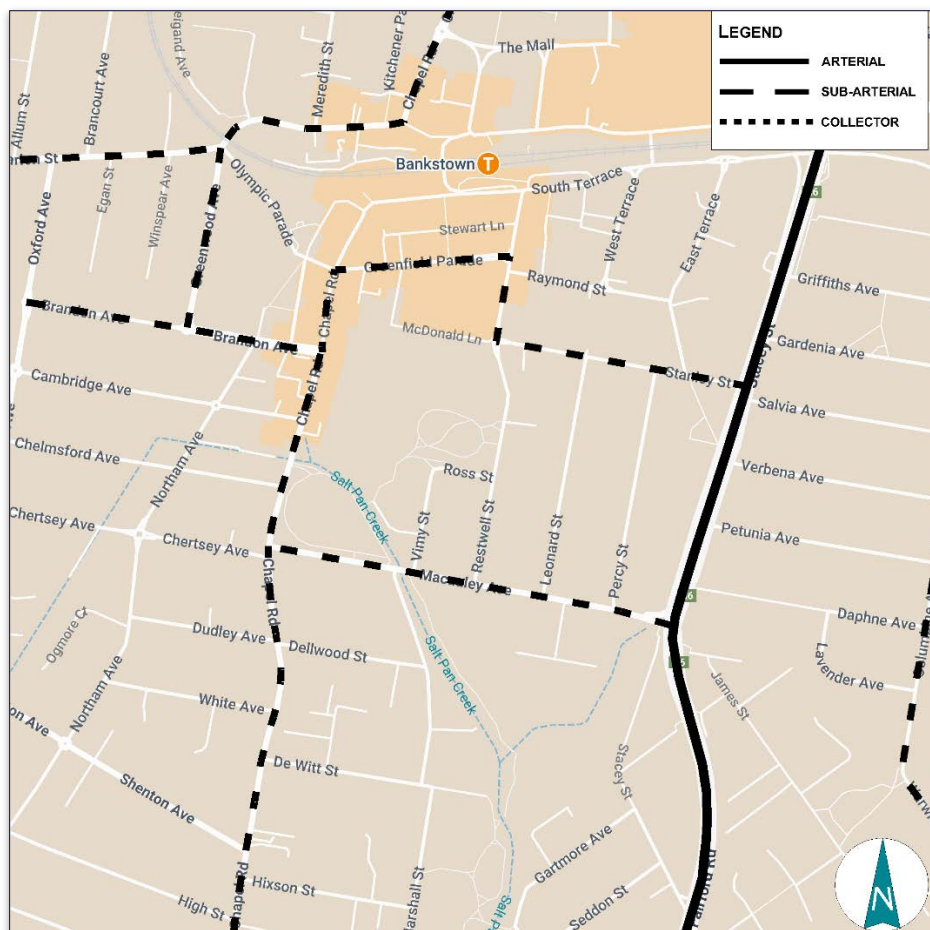


Figure 3 - Road Network

3.2 Traffic Controls

The existing traffic controls on the road system serving the site (Figure 4) comprise:

- the Traffic Control Signals along Macauley Avenue at the intersections of Fairford Road / Restwell Street / Marshall Street / Chapel Road
- the GIVE WAY sign restriction at the intersection of Ross Street & Restwell Street
- the GIVE WAY & NO RIGHT TURN restrictions at the intersection of Vimy Street & Macauley Avenue
- the Roundabout at the intersection of Restwell Street & McDonald Lane / Stanley Street

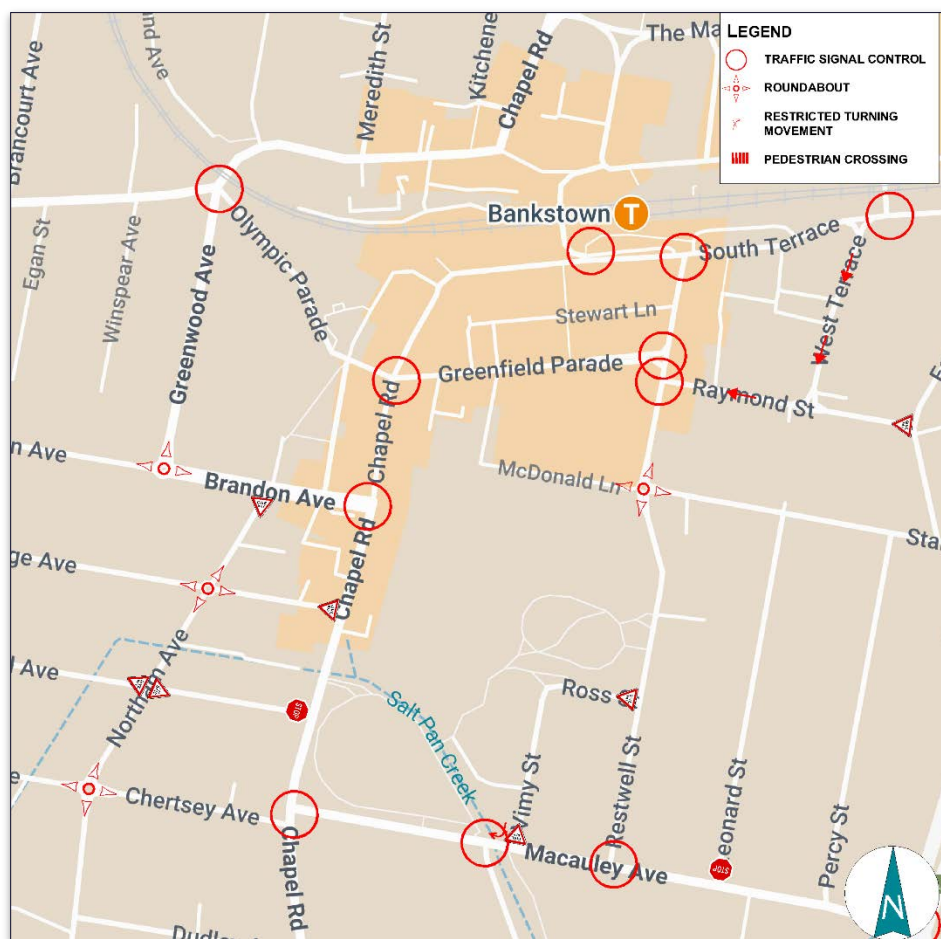


Figure 4 - Traffic Controls

3.3 Traffic Conditions

An indication of the traffic conditions on the roads in the vicinity of the site is provided by data published by TfNSW and traffic surveys undertaken as part of this assessment. The data which is expressed in terms of Annual Average Daily Traffic (AADT) is summarised in the following:

		AADT
Fairford Road, 70m South of Aster Avenue	Northbound	29,583
	Southbound	30,769

Observations of the prevailing peak traffic conditions in the vicinity of the site reveal relatively free-flowing conditions, with the large majority of vehicle movements being limited to local access movements.

3.4 Transport Services

There are excellent public transport services available in the vicinity of the site comprising:

3.4.1 Metro

Bankstown Railway Station is located some 530m (8-minute walk) away from the site. After the completion of the metro conversion Sydenham – Bankstown Project will offer rapid and reliable metro services to Tallawong via the City on the M1 line at frequencies of 4 minutes during peak periods & 10 minutes during off-peak periods.

3.4.2 Bus

The site also has easy access to the following bus services that run along Restwell Street & Macauley Avenue.:

- Bus Route 922: East Hills to Bankstown via Milperra
- Bus Route 923: Panania to Bankstown via Picnic Point
- Bus Route 924: East Hills to Bankstown via Panania
- Bus Route 925: East Hills to Lidcombe via Bankstown
- Bus Route 926: Revesby Heights to Bankstown
- Bus Route 945: Hurstville to Bankstown via Mortdale
- Bus Route 960: Sutherland to Bankstown
- Bus Route M90: Burwood to Liverpool
- Bus route M91: Hurstville to Parramatta via Padstow & Chester Hill

Details of the available public transport services available are provided in Appendix C.

4.0 Traffic

The TfNSW Guide to Transport Impact Statement (2024) specifies a generation rate for high-density residential apartments with high public transport accessibility which can be summarised in the following:

AM	PM
0.19 vtpd per dwelling	0.15 vtpd per dwelling

On this basis, the projected generation of the proposed development of 17 apartments is as follows:

AM	PM
4 vtpd	3 vtpd

This traffic generation is equivalent to an additional movement every 15-20 minutes during peak periods which will be quite imperceptible and will not require measures to mitigate any traffic impact.

5.0 Parking

Canterbury Bankstown Council Development Control Plan (DCP) specifies a car parking rate for residential flat buildings as follows:

Land Use Types	DCP Rate
Residential flat building /	1 space per 1 bedroom dwelling
serviced apartments	1.2 spaces per 2-bedroom dwelling
	1.5 spaces per 3 or more-bedroom dwelling
	1 visitor car space per 5 dwellings

Application of the above criteria to the proposed development scheme indicates a provision of:

Unit Type	Amount	Parking Requirement
2 Bedroom	13 Units	16 spaces
3 Bedroom	4 Units	6 spaces
Visitor	17 Units	4 spaces
Total:		26 spaces

The proposed development provides a total of 26 parking spaces, including 2 accessible spaces. This rate is in compliance with the requirements outlined by the Canterbury Bankstown Council DCP and will be suitable for the development's parking demand.

6.0 Access, Internal Circulation and Servicing

6.1 Access

The proposed vehicle access arrangements will involve an upgrade to the existing driveway located on the Vimy Street frontage at the southern boundary. The design of the proposed driveways will comply with AS2890.1 and there will be appropriate sight distances available.

6.2 Internal Circulation

The basement parking bay dimensions are a minimum of 2.6 metres x 5.4 metres with the exception of 3 small car spaces at 2.6m x 5m. These arrangements and the design of the access ramps etc. will be in accordance with AS2890.1 & 6 and will be more than adequate for the operational requirements of the proposed development. Details of a turning path assessment for the basement are provided in Appendix B.

6.3 Servicing

Refuse collection will be undertaken by the council waste vehicle from the site frontage with bins to be wheeled from the waste room to the kerb side on the designated collection days as is normal for a residential building of this nature. Any other servicing requirements utilising vans or utes (99th percentile vehicles) can use the readily available on-street parking.

7.0 Conclusion

The proposed residential development at 2-4 Vimy Street, Bankstown is located on a site that has convenient access to rail and bus services and an assessment of the proposed plans for the development scheme has confirmed that:

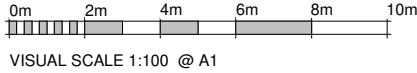
- There will be no adverse traffic implications
- The proposed parking provision will be quite adequate and compliant with the DCP requirements
- The design of the proposed vehicle access as well as the internal circulation and servicing arrangements is suitable and appropriate.

Appendix A

Development Plans



REVISION SCHEDULE			
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A	DA	NF	19/05/2025



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SCALE @ A1

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A105

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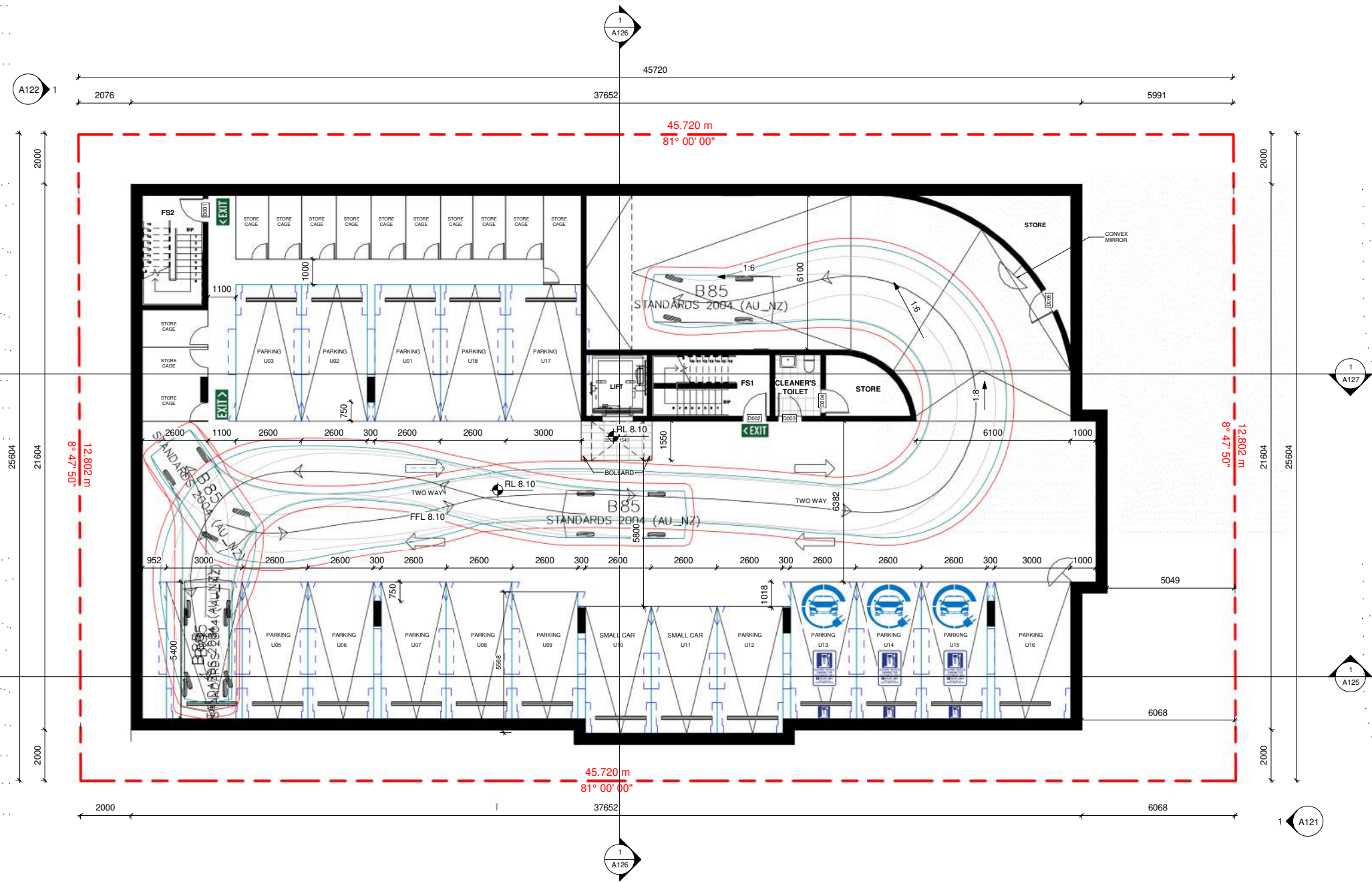
PROJECT
PROPOSED APARTMENT
BUILDING

2-4 VIMY STREET,
BANKSTOWN

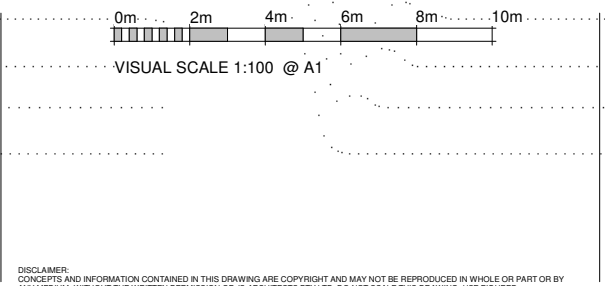
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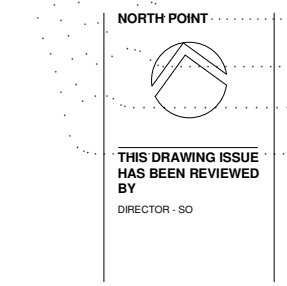


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DRAWING TITLE
BASEMENT 2 FLOOR PLAN

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19/05/2025

SCALE @ A1
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PROJECT NUMBER
030-24~25

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A111

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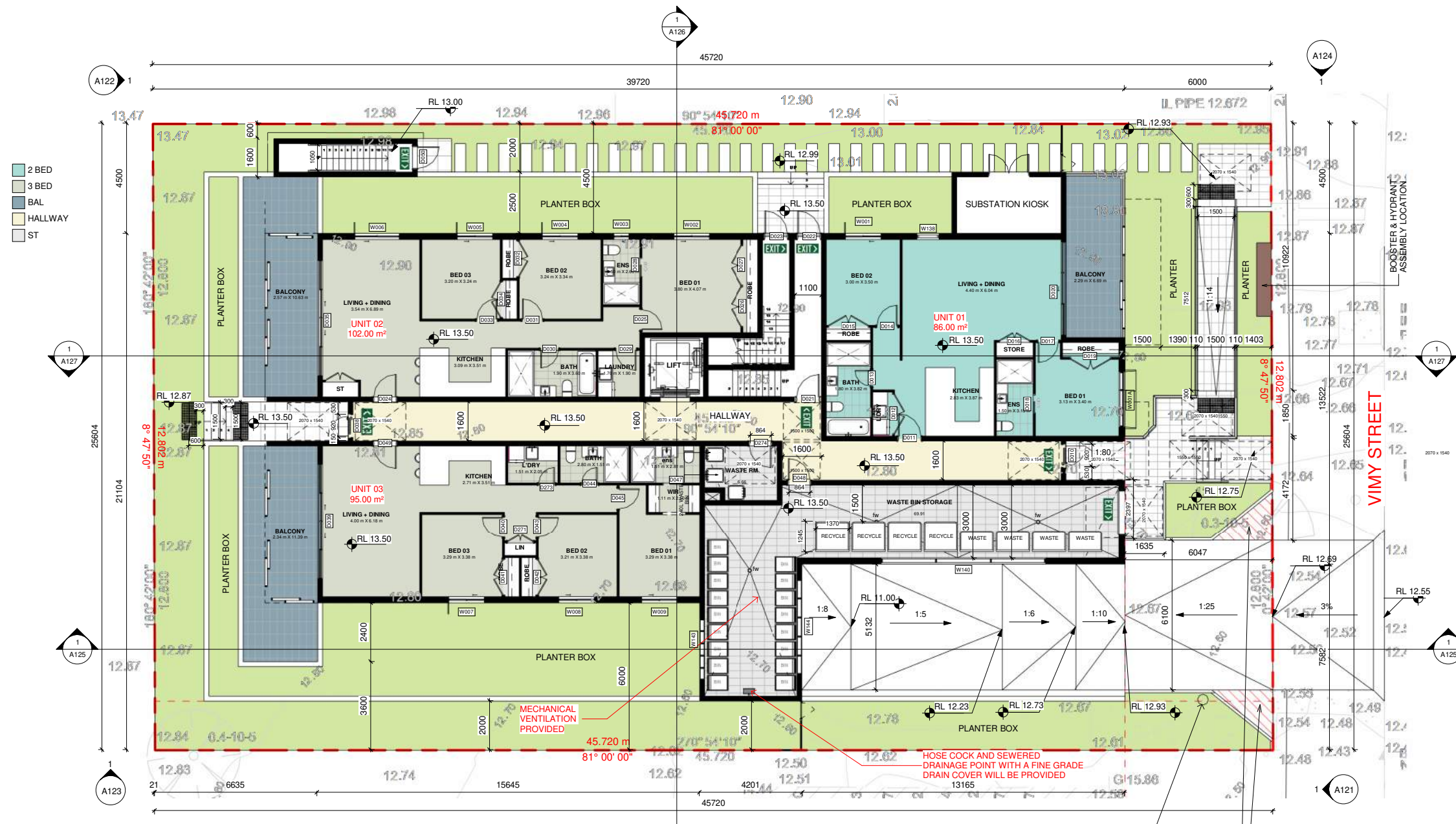
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2-4 VIMY STREET, BANKSTOWN

JS Architects Pty Ltd

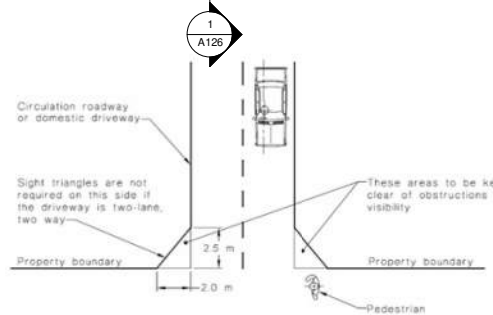
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1 GROUND FLOOR PLAN
1 : 100

NOTE:
5 X 1100L BINS FOR RECYCLING
3 X 1100L BINS FOR GENERAL WASTE
22 X 240L BINS FOR GARDEN ORGANICS



SIGHT LINE AT THE PROPERTY LINE ARE TO BE PROVIDED IN ACCORDANCE WITH THE MINIMUM REQUIREMENTS SPECIFIED IN FIGURE 3.3 OF AS 2890.2-2004

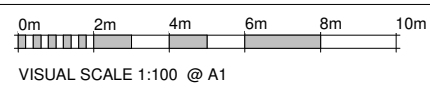
- LEGENDS**
- 1 BED
 - 2 BED
 - 3 BED
 - BAL
 - HALLWAY



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GROUND FLOOR PLAN

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SCALE @ A1
1 : 100

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030-24~25

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A113

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A

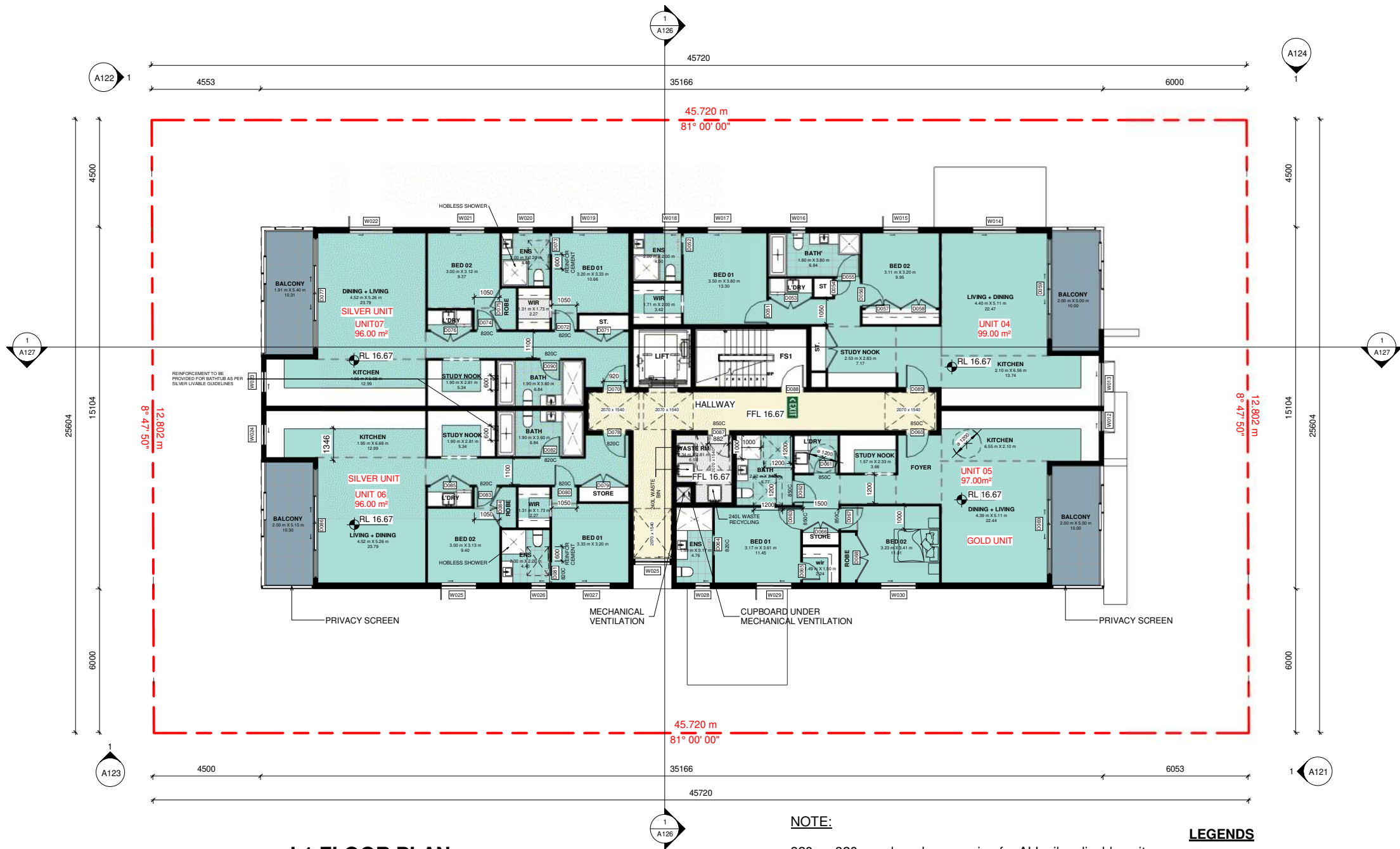
PROJECT
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L1 FLOOR PLAN
1 : 100

NOTE:

820c = 820mm clear door opening for ALL silver livable units.
Note: For silver level units ALL doors to be min 820c. ALL wet areas to be recessed to provide flush door thresholds (not ramp permitted)

850c = 850mm clear door opening for ALL gold livable units.
Note: For silver level units ALL doors to be min 820c ALL wet areas to be recessed to provide flush door thresholds (not ramp permitted)

LEGENDS

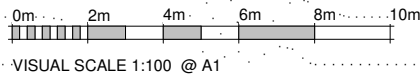
- 1 BED
- 2 BED
- 3 BED
- BAL
- HALLWAY



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L1 FLOOR PLAN

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SCALE @ A1

1 : 100

PROJECT NUMBER

030-24~25

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A114

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A

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PROPOSED APARTMENT
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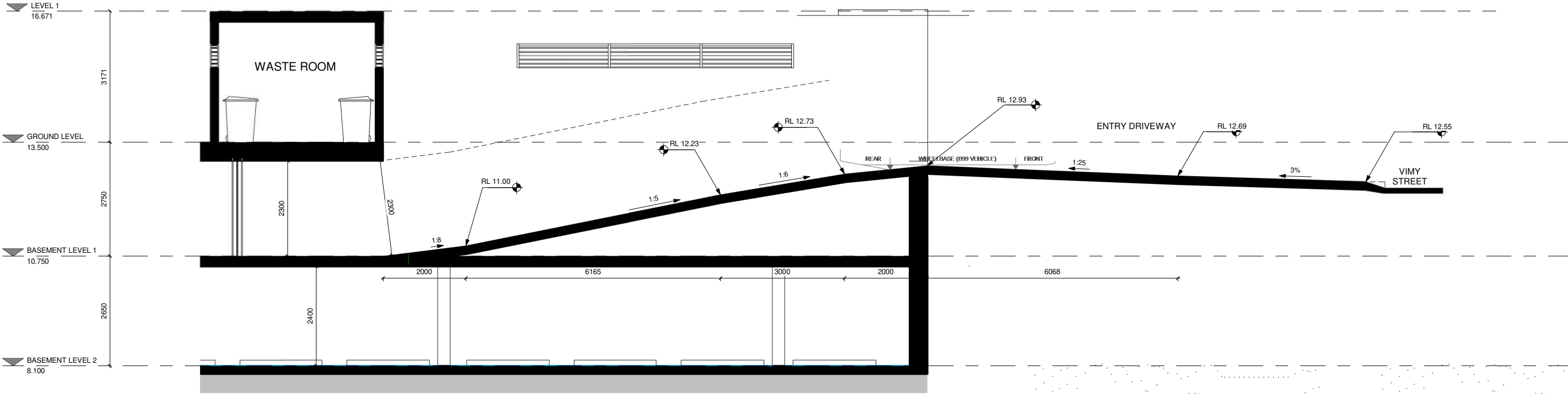
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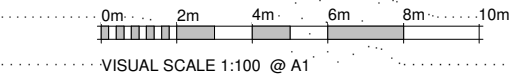
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1 DRIVEWAY SECTION
1 : 50

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DRIVEWAY SECTION

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1 : 50

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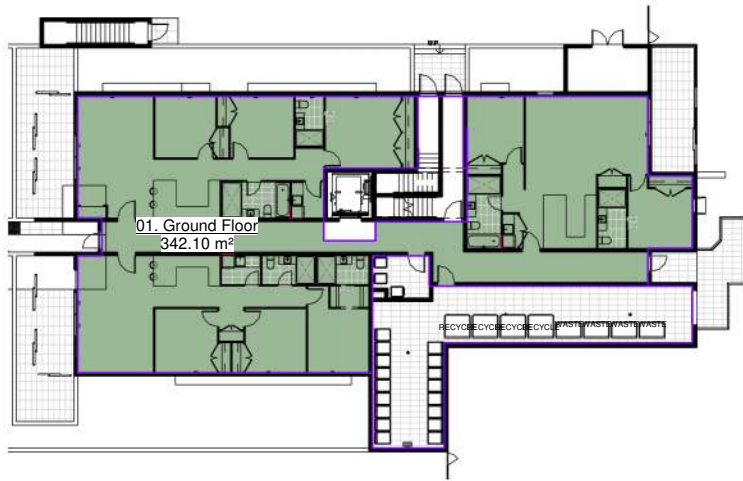
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Nominated Architect: Szymon Ochudzawa (RAIA 6865)





1 GROUND FLOOR GFA DIAGRAM
1 : 200



2 LEVEL 01 GFA DIAGRAM
1 : 200



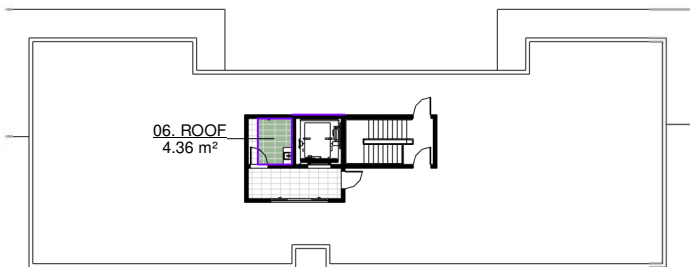
3 LEVEL 2 GFA DIAGRAM
1 : 200



4 LEVEL 3 GFA DIAGRAM
1 : 200



5 LEVEL 4 GFA DIAGRAM
1 : 200



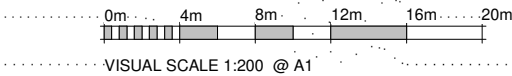
6 ROOF GFA DIAGRAM
1 : 200

Gross Floor area		
UN	Level	Area
01. Ground Floor	GROUND LEVEL	342.10 m²
02. Level 01	LEVEL 1	430.05 m²
03. Level 02	LEVEL 2	430.05 m²
04. Level 03	LEVEL 3	430.05 m²
05. Level 04	LEVEL 4	287.65 m²
06. ROOF	ROOF	4.36 m²
Grand total: 6		1924.24 m²

GFA CALCULATION

SITE AREA	1170.60 m²
GROUND FLOOR GFA	342.10 m²
LEVEL 1-3 GFA	430.05x 3 = 1290.00 m²
LEVEL 4 GFA	287.65 m²
ROOF GFA	4.36 m²
TOTAL GFA	1924.24 m²
ALLOWABLE GROSS FSR AFTER 30% BONUS	1.65:1(1931.49m²)
PROPOSED GROSS FSR	1.64:1(1924.24m²)

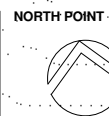
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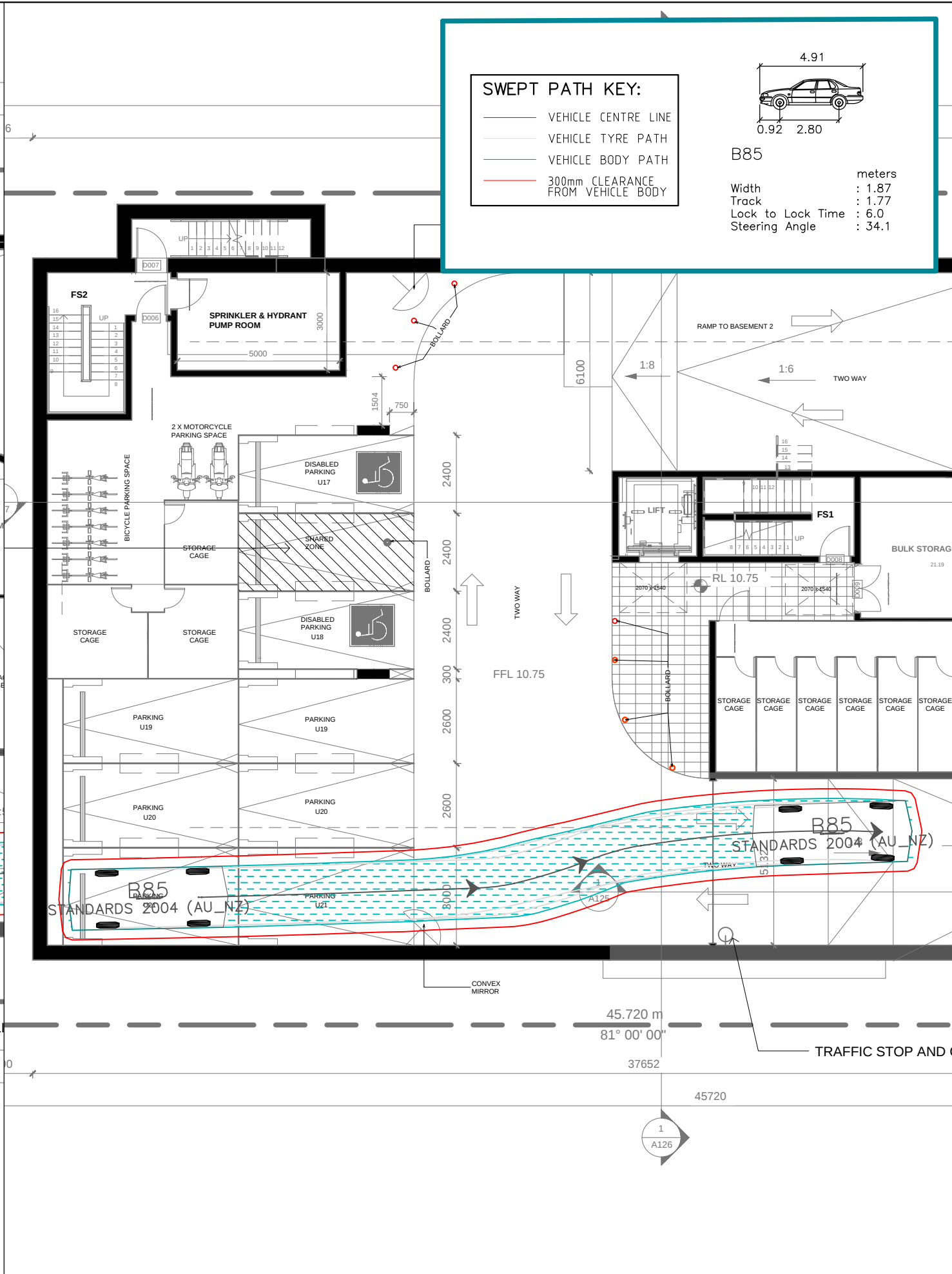
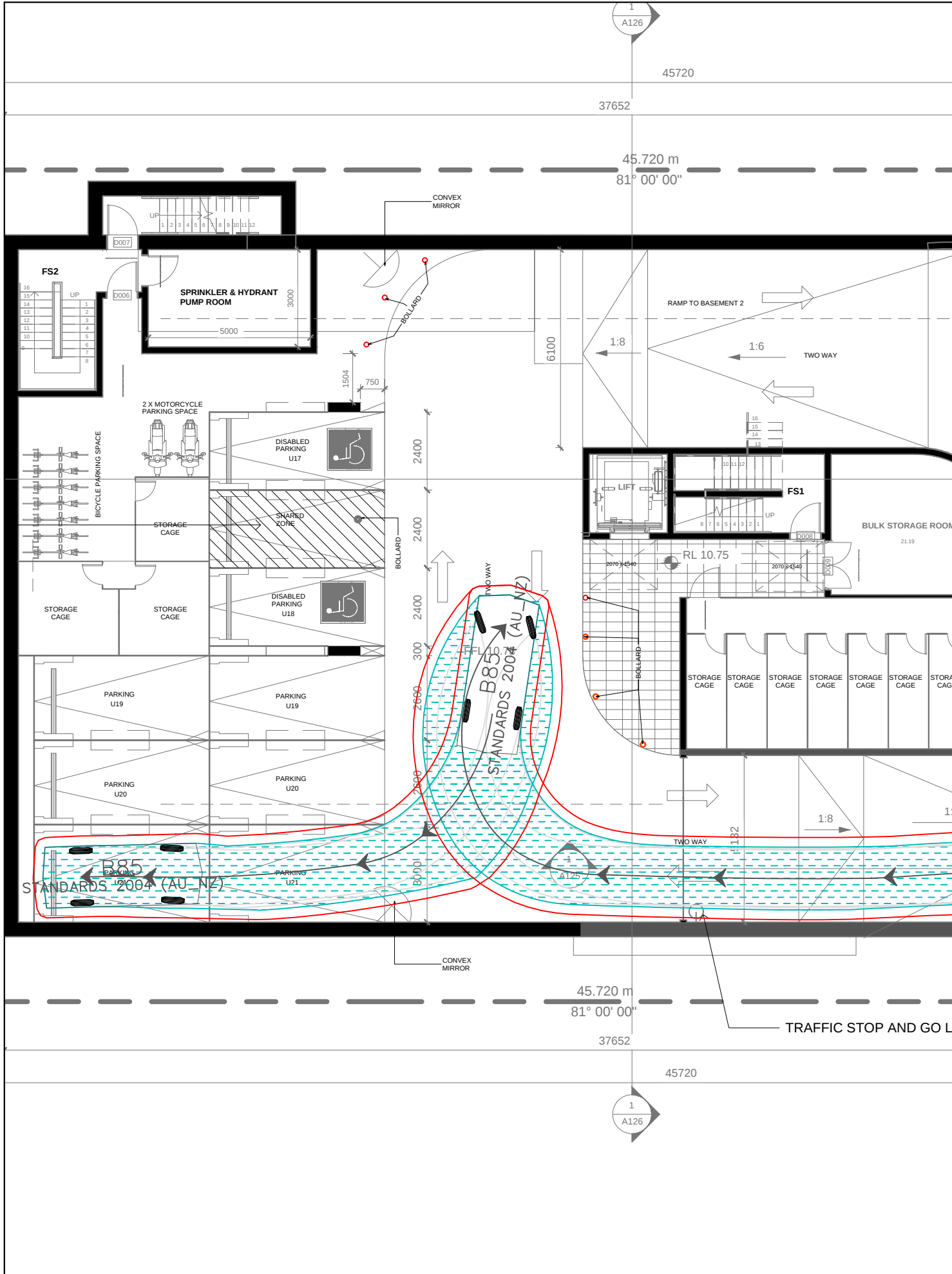
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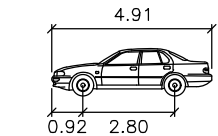
Appendix B

Turning Path Assessment

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- SWEPT PATH KEY:**
- VEHICLE CENTRE LINE
 - VEHICLE TYRE PATH
 - VEHICLE BODY PATH
 - 300mm CLEARANCE FROM VEHICLE BODY



B85

Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

2-4 VIMY STREET, BANKSTOWN NSW 2200
INGRESS & EGRESS OF 85th PERCENTILE VEHICLE
SWEPT PATH ASSESSMENT

DRAWING REF NO. 25079-V1.2-SP

SHEET NO. 01 OF 08

ISSUE DATE 14 May 2025

DESIGNED BY L.DANIEL

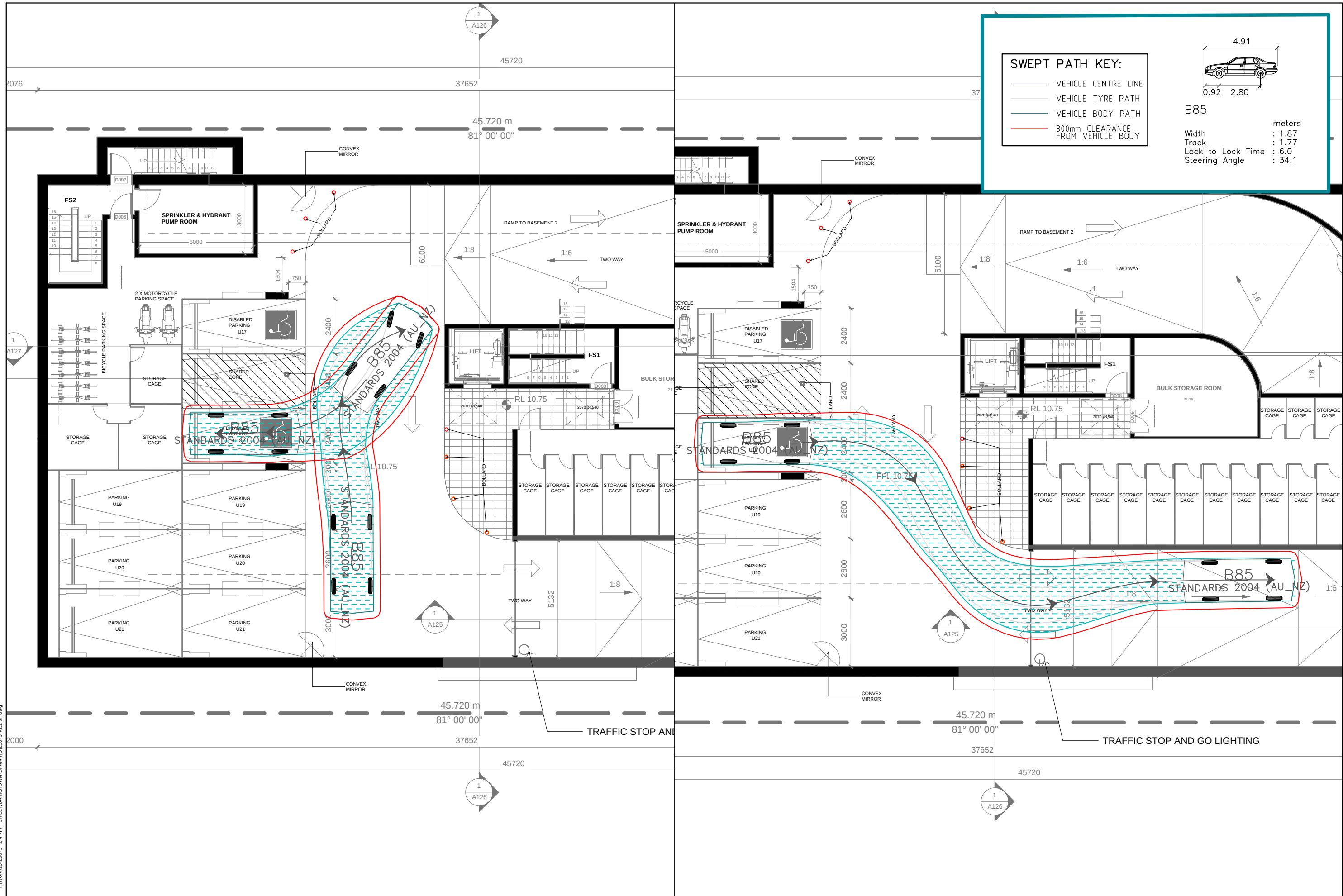
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This drawing has been prepared using vehicle modelling computer software AutoTurn Pro 2024 in conjunction with AutoCAD 2024. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.

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2-4 VIMY STREET, BANKSTOWN NSW 2200
INGRESS & EGRESS OF 85th PERCENTILE VEHICLE
SWEEP PATH ASSESSMENT

DRAWING REF NO. 25079-V1.2-SP

SHEET NO. 02 OF 08

ISSUE DATE 14 May 2025

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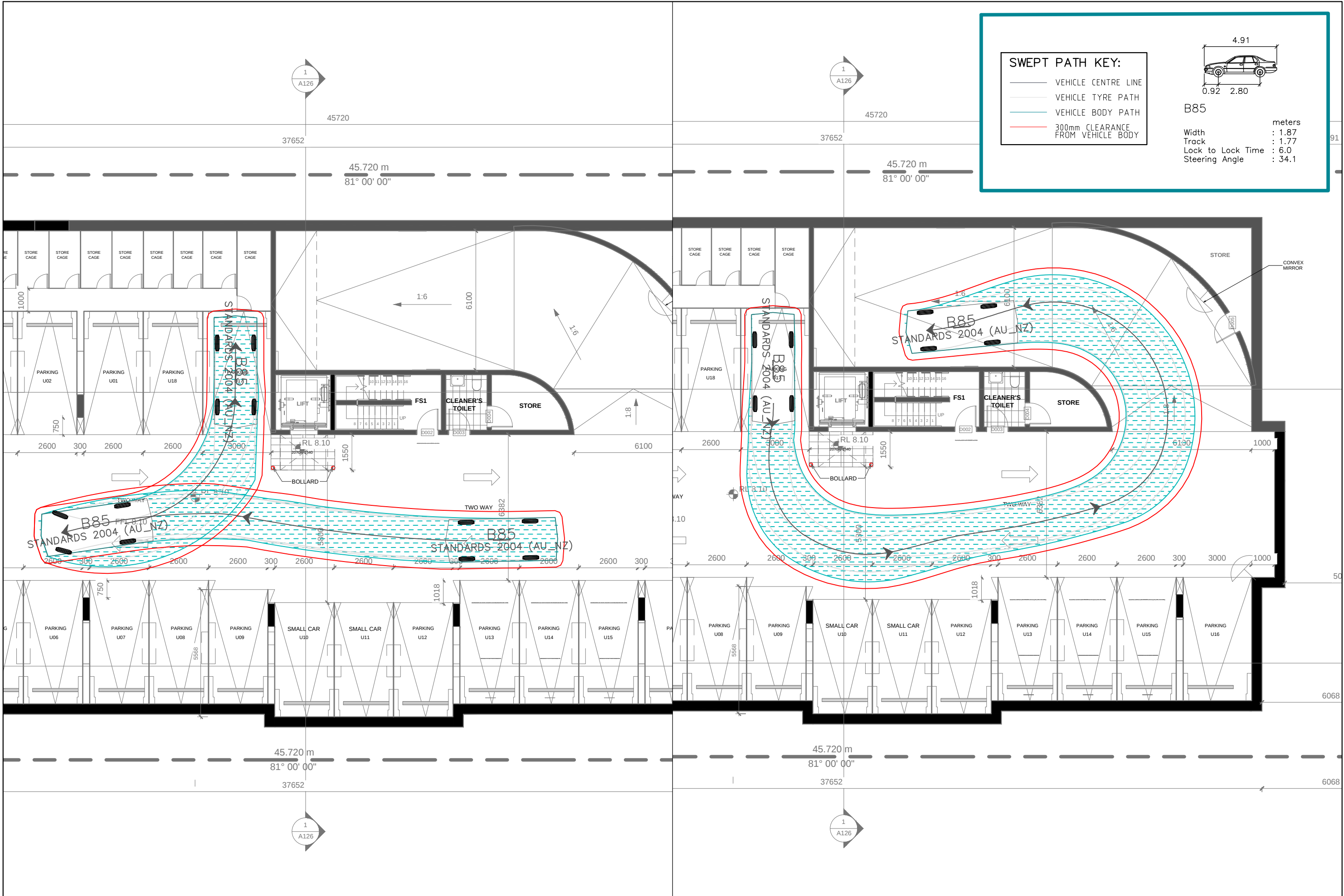


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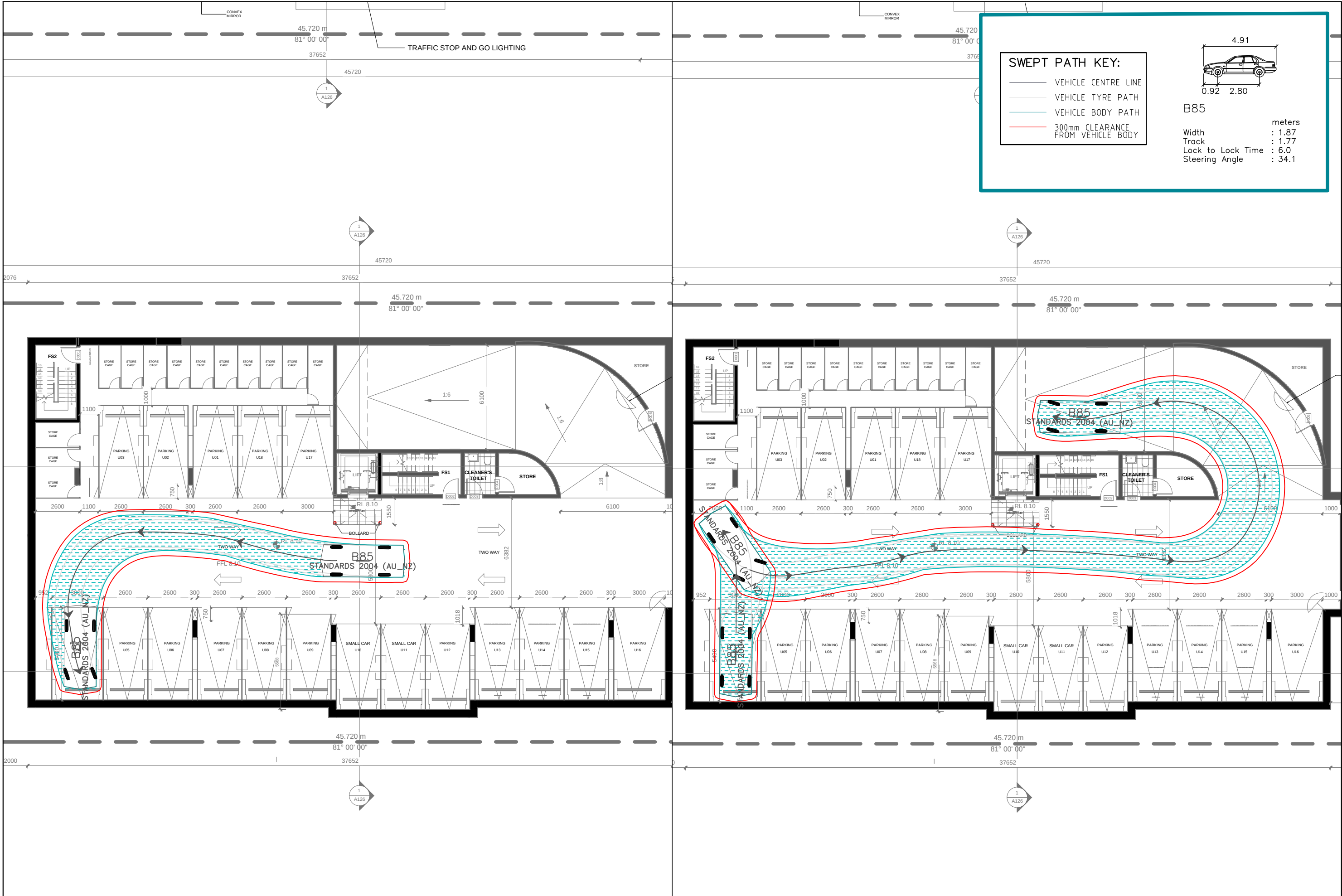


SWEPT PATH KEY:

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

B85

Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.1



2-4 VIMY STREET, BANKSTOWN NSW 2200
INGRESS & EGRESS OF 85th PERCENTILE VEHICLE
SWEPT PATH ASSESSMENT

DRAWING REF NO. 25079-V1.2-SP

SHEET NO. 04 OF 08

ISSUE DATE 14 May 2025

DESIGNED BY L.DANIEL

SCALE A3 0 2.0 4.0 1:200

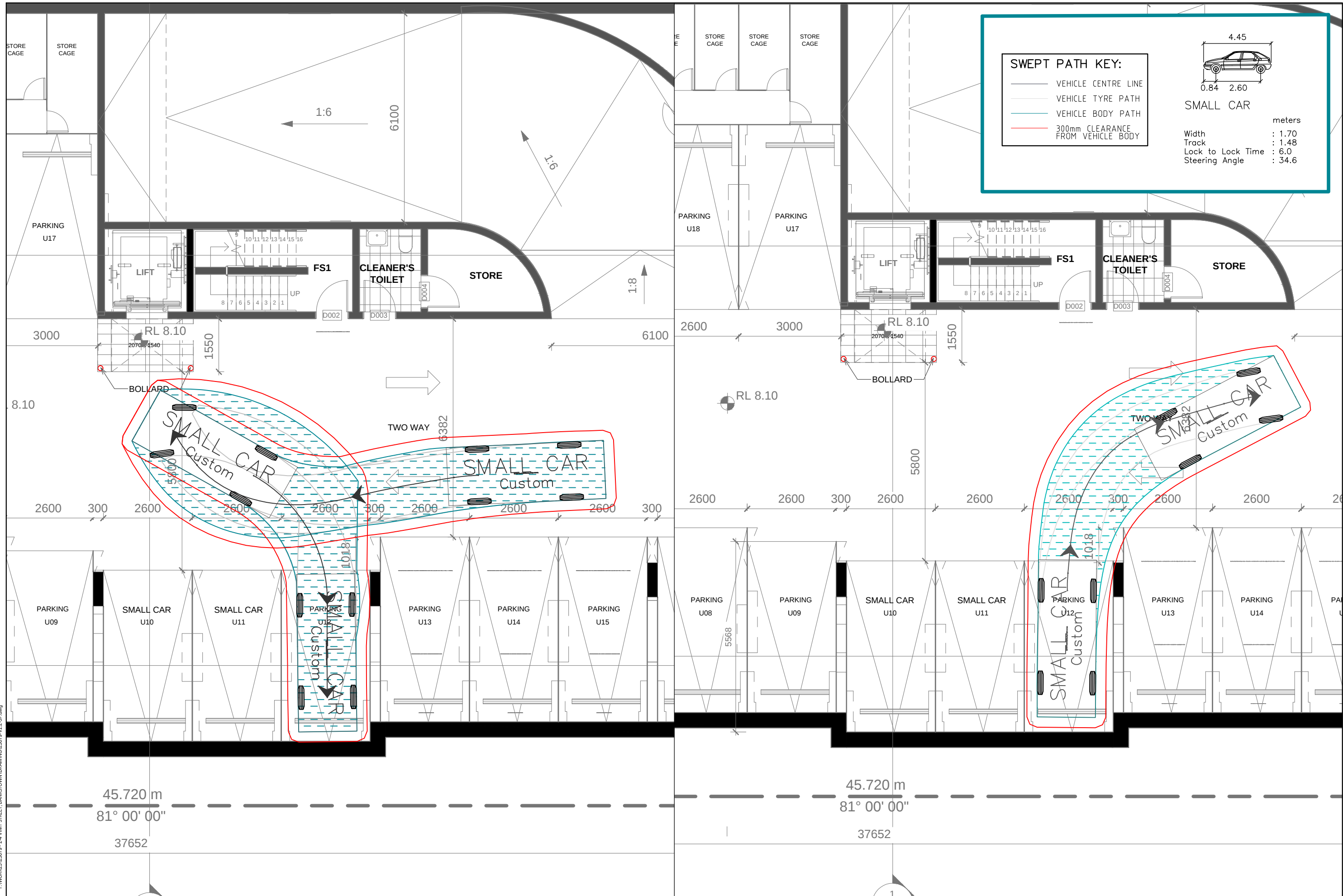


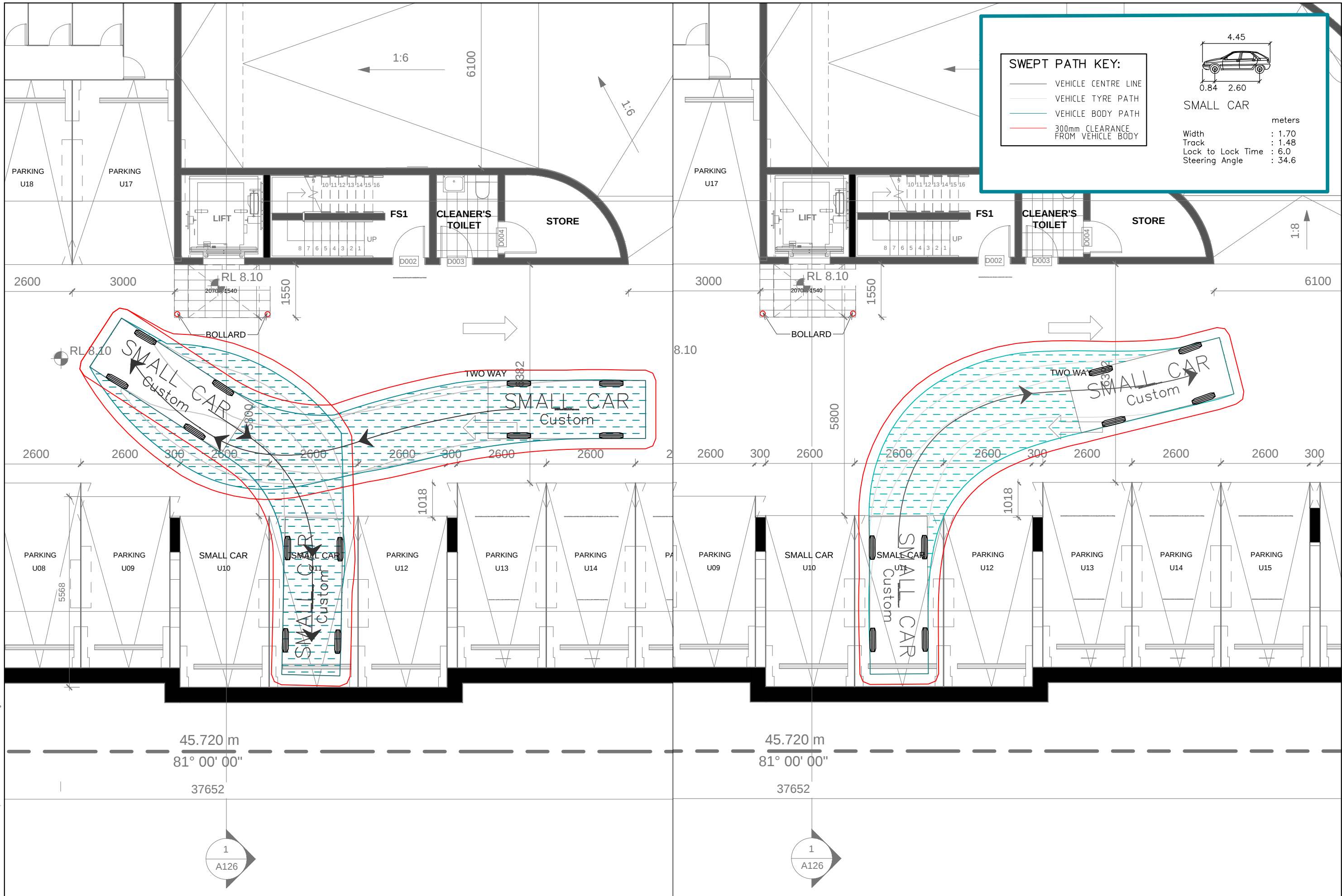
DISCLAIMER

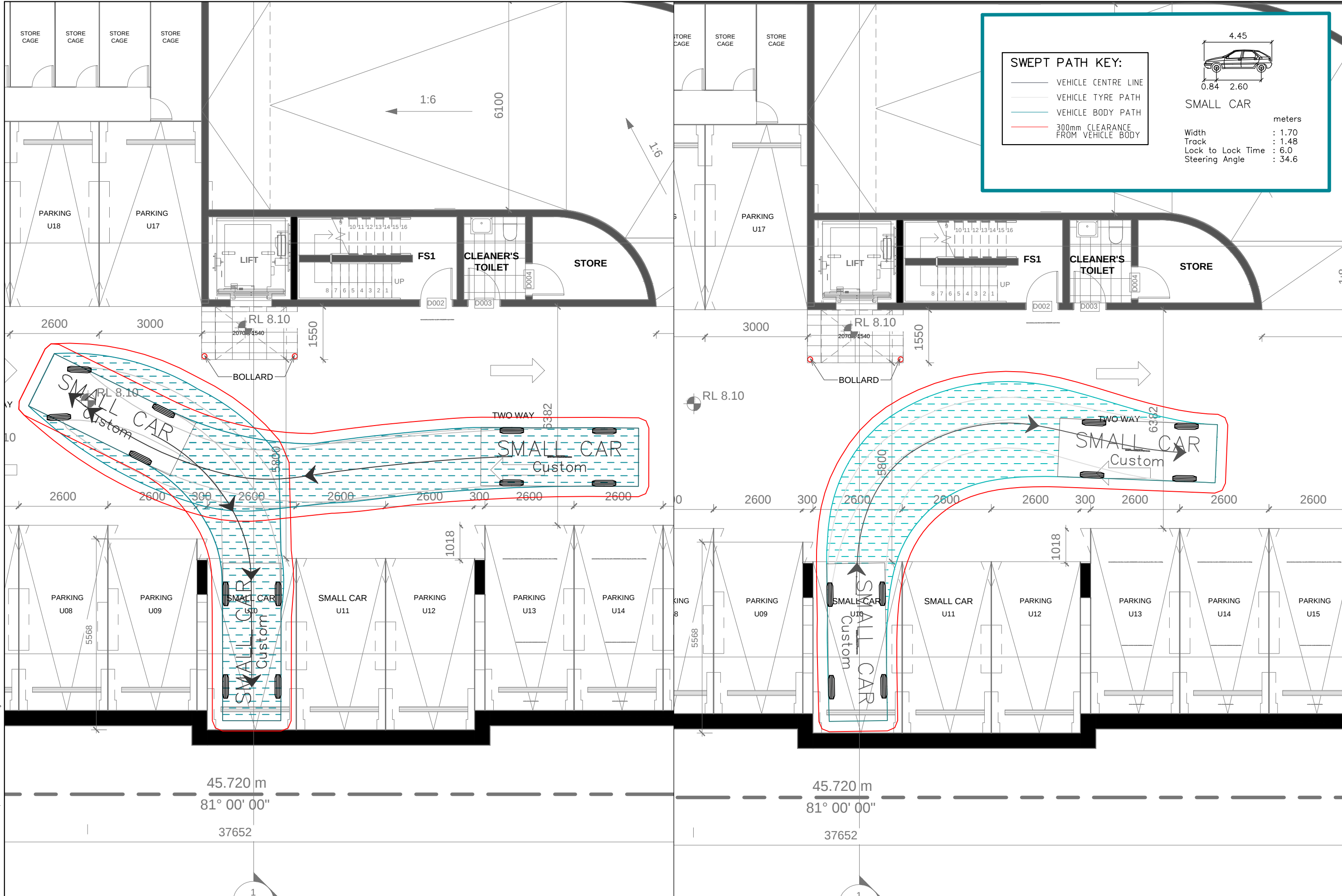
This drawing has been prepared using vehicle modelling computer software AutoTurn Pro 2024 in conjunction with AutoCAD 2024. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.

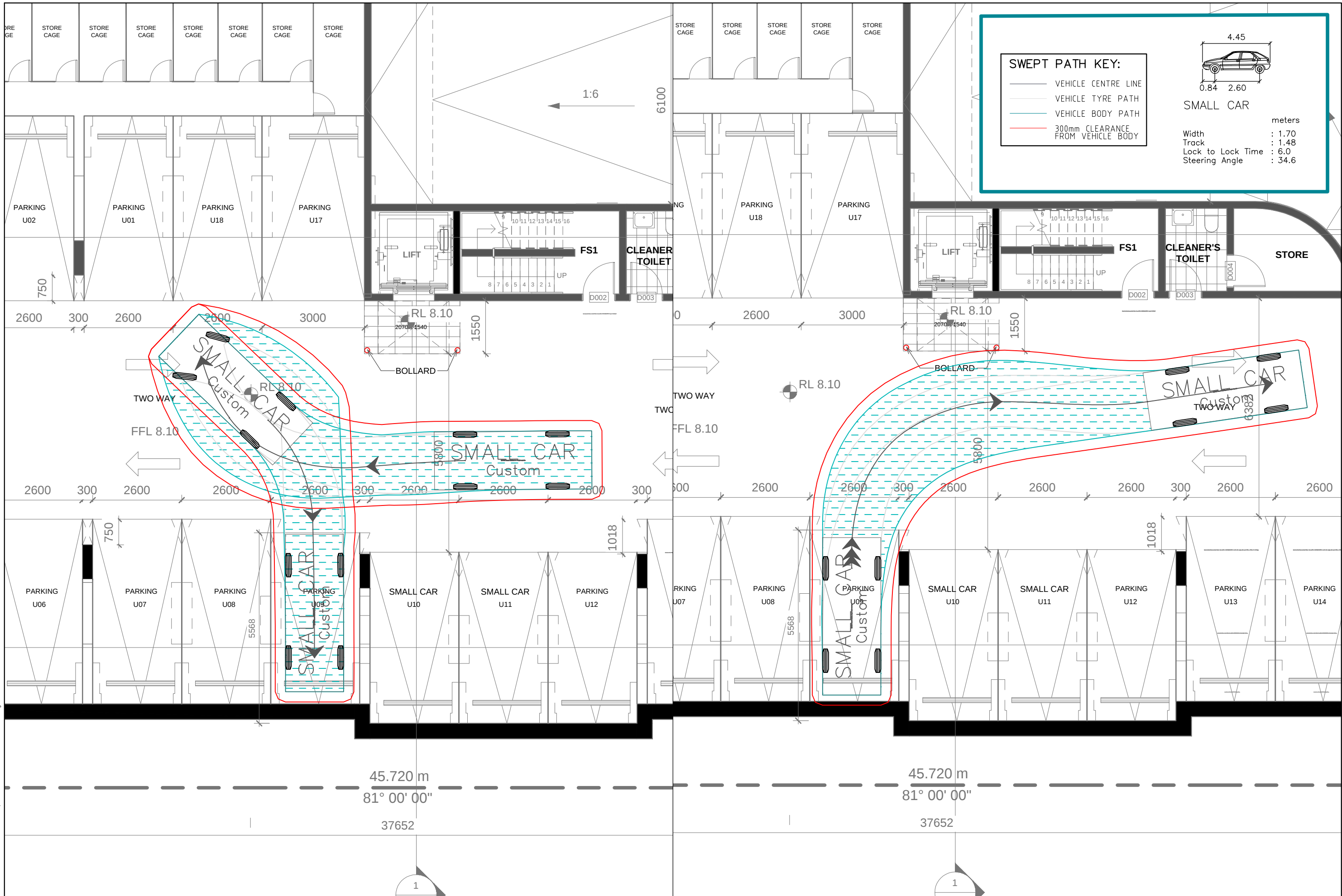
ttpa TRANSPORT AND TRAFFIC PLANNING ASSOCIATES
Established 1994

Address: Level 6, Suite 604, 10 Help Street, Chatswood NSW 2067
P: (02) 9411 5660 E: info@tpa.com.au W: www.tpa.com.au







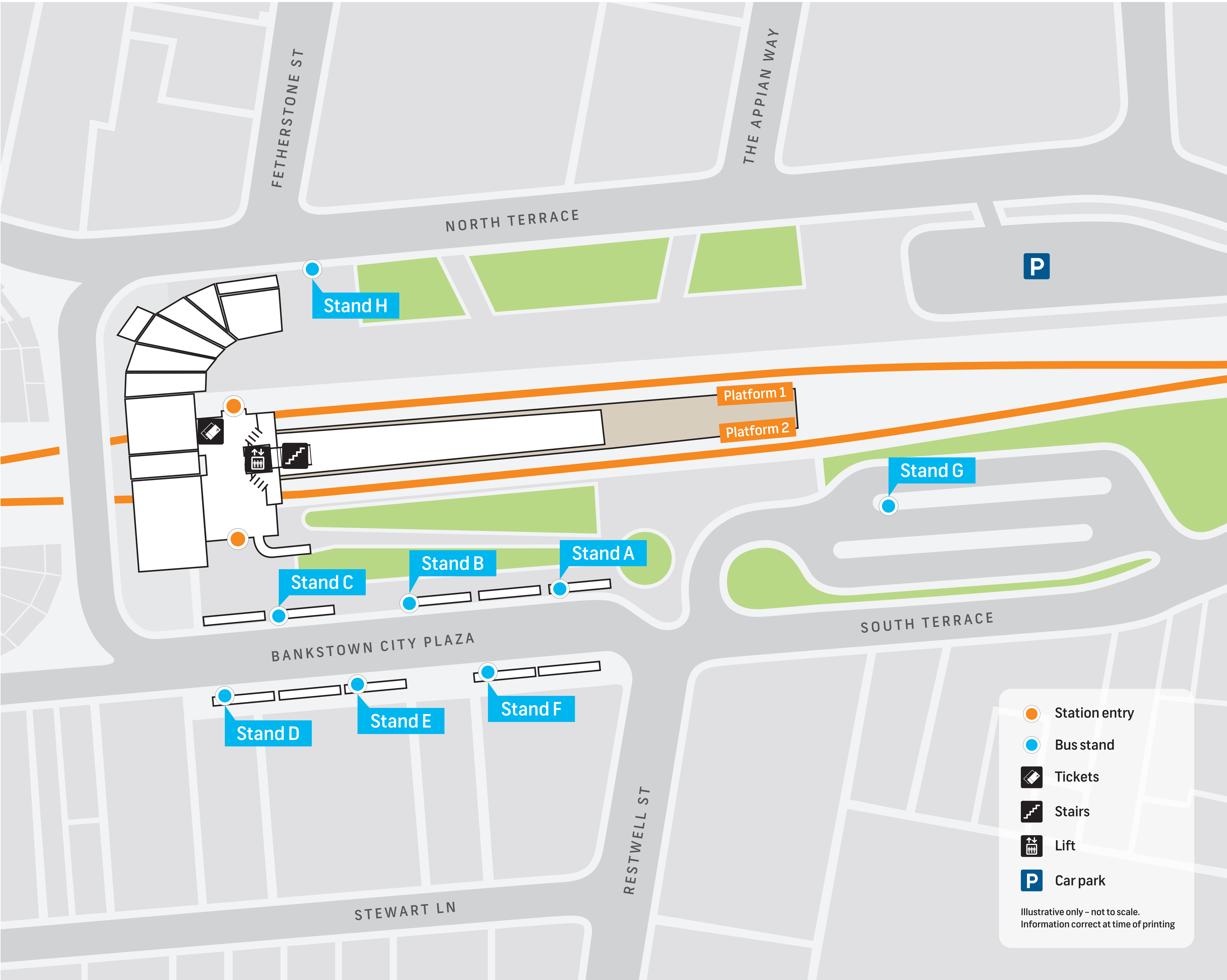


Appendix C

Public Transport Services

Bankstown Station

Public Transport Map



T

T3

Bankstown Line
City
Liverpool
Lidcombe

Stand A
Stop no. 2200375
487 Canterbury
922 East Hills
923 Panania
924 East Hills
925 East Hills
926 Revesby Heights
M90 Liverpool

Stand B
Stop no. 2200374
944 Mortdale
945 Hurstville
962 Miranda
M91 Hurstville
M92 Sutherland

Stand C
Stop no. 2200373
Arrivals only

Stand D
Stop no. 2200376
905 Fairfield
907 Parramatta
908 Merrylands
909 Parramatta
911 Auburn
940 Hurstville
M91 Parramatta

Stand E
Stop no. 2200377
913 Strathfield
925 Lidcombe
939 Greenacre
941 Hurstville
946 Roselands
M90 Burwood
M92 Parramatta

Stand F
Stop no. 2200378
922 Bankstown
923 Bankstown
924 Bankstown
926 Bankstown
962 Bankstown

Stand G
Stop no. 2200343
N40 City Town Hall
N40 East Hills

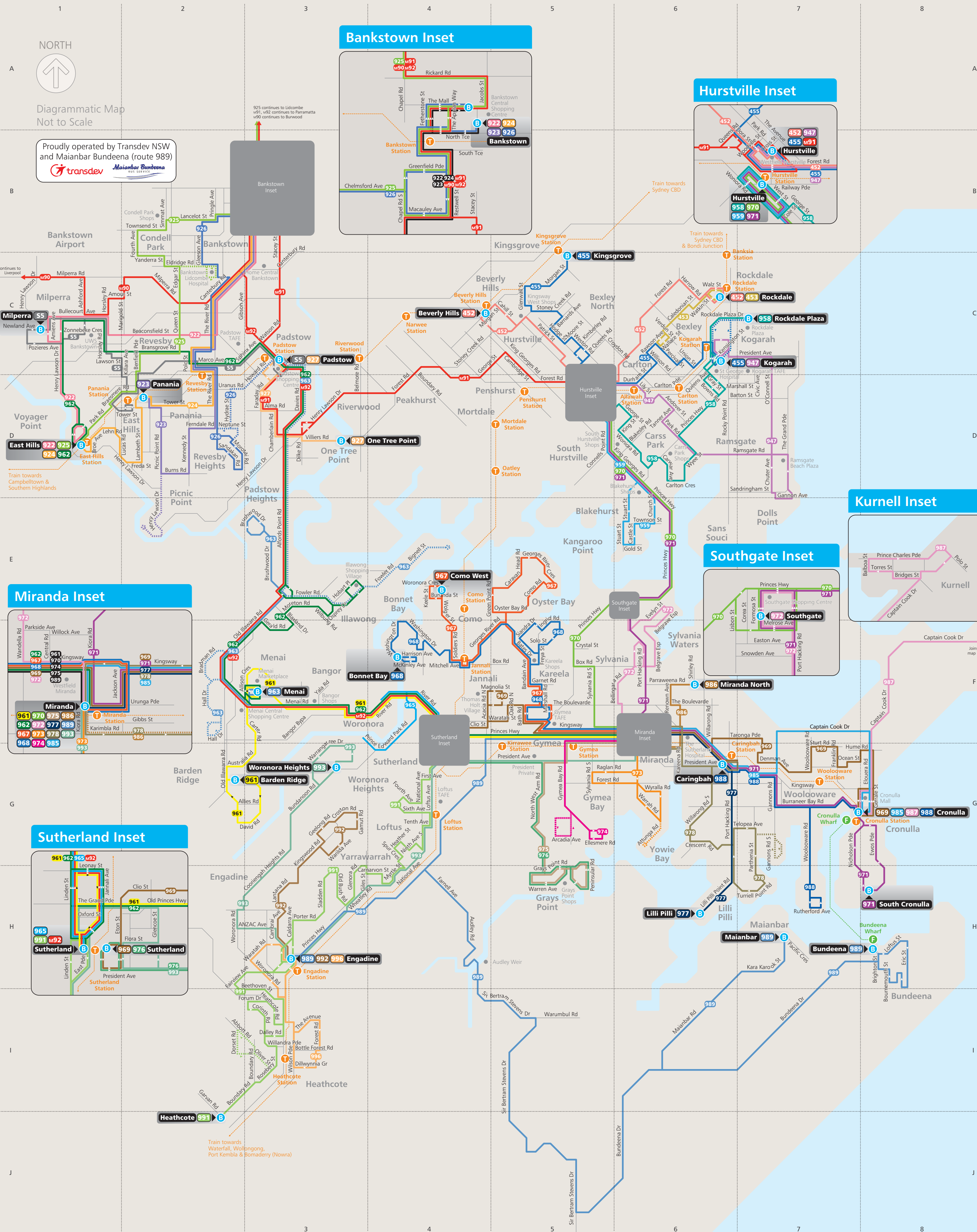
Stand H
Stop no. 2200157
Arrivals only

For more information

transportnsw.info



Bankstown, Hurstville and Miranda bus network map



Key

	Bus route		Occasional journey		Train line/station
	Bus route number		Bus terminus		Ferry route/wharf

It's easy to plan your trip

On the web
transportnsw.info

Questions and feedback
Phone 131 500
NRS 133 677



Parramatta, Bankstown and Liverpool bus network map



NORTH

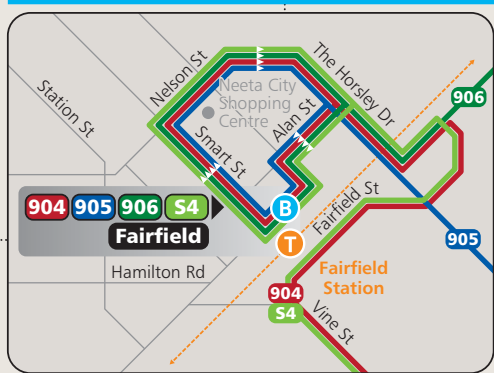


Diagrammatic Map
Not to Scale

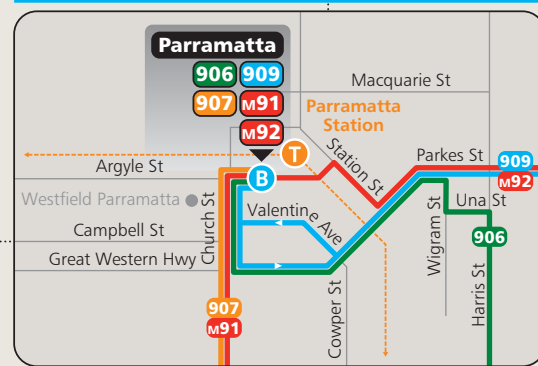
Proudly operated by
Transdev NSW



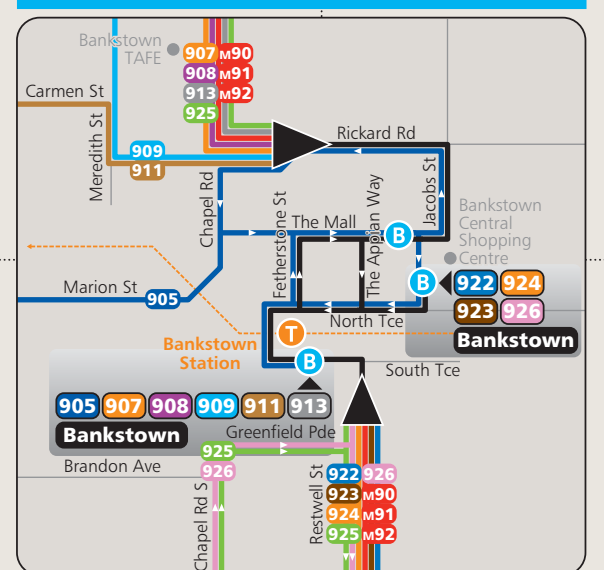
Fairfield Inset



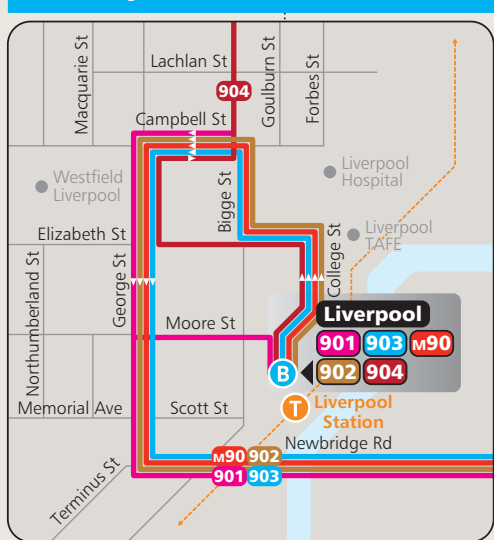
Parramatta Inset



Bankstown Inset



Liverpool Inset*



* The lines on the map show the routes of buses departing Liverpool. For buses arriving in Liverpool, please refer to individual timetables.

Key

- Bus route
- Occasional journey
- Train line/station
- Bus route number
- Bus terminus

It's easy to plan your trip

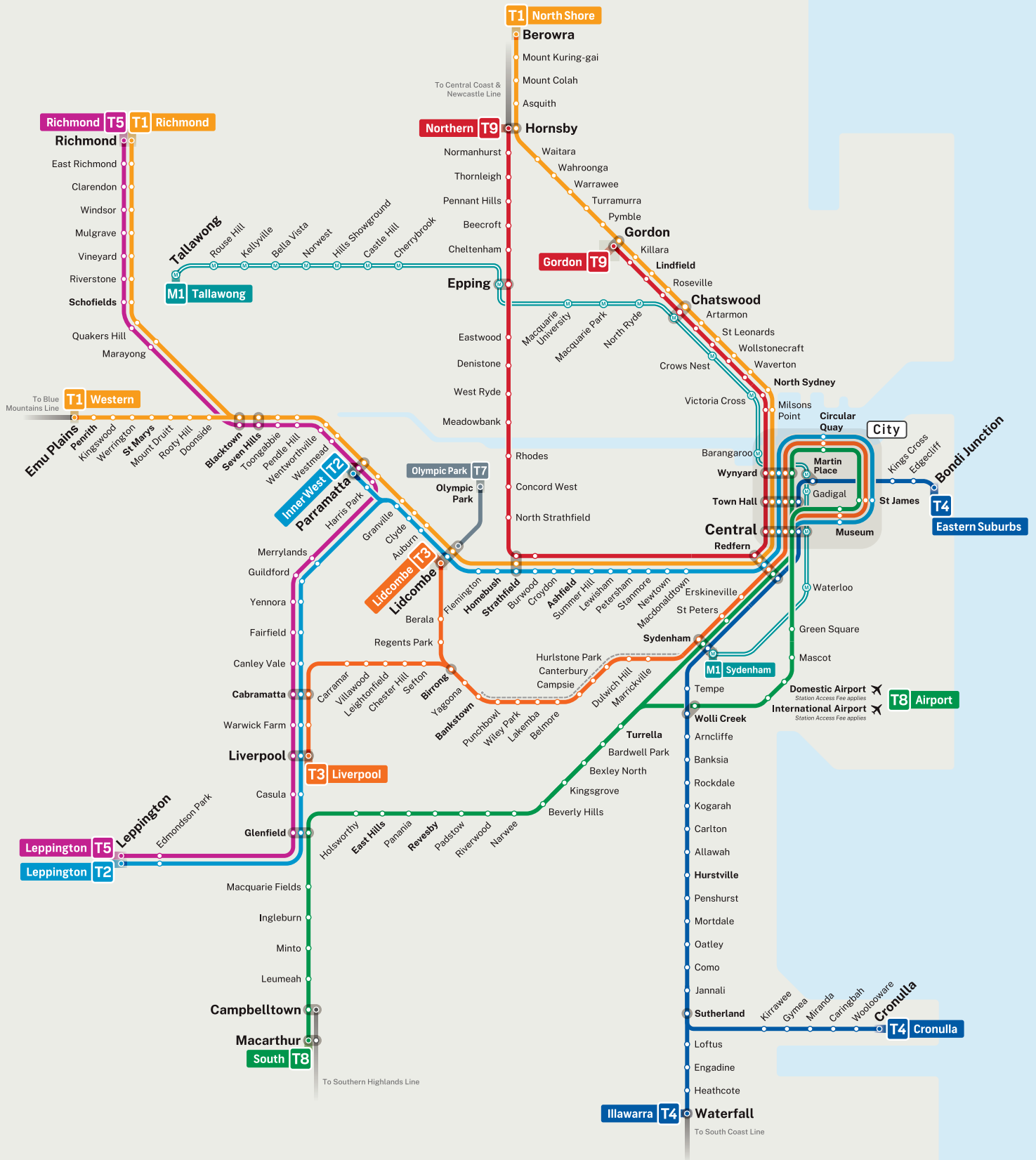
On the web
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Sydney rail network

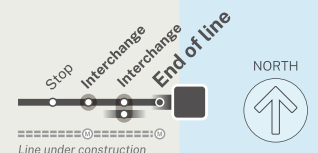


T Trains **M** Metro



Sydney train and metro lines

T1 North Shore & Western Line North Shore Western Richmond	T2 Inner West & Leppington Line Inner West Leppington City	T3 Bankstown Line Liverpool Lidcombe City	T4 Eastern Suburbs & Illawarra Line Eastern Suburbs Illawarra Cronulla	T5 Cumberland Line Leppington Richmond
T7 Olympic Park Line Olympic Park Lidcombe	T8 Airport & South Line Airport South City	T9 Northern Line Northern Gordon	M1 Metro North West & Bankstown Line Sydenham Tallawong	



Check timetables and trip planners for train services and connections

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