TRAFFIX
TRAFFIC AND TRANSPORT PLANNERS

TRAFFIC IMPACT ASSESSMENT (TIA)

Proposed Industrial Development
330 Edgar Street, Condell Park

Reference: 24.319r01v02
Date: February 2025

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DOCUMENT VERIFICATION

Job Number	24.319r01			
Project	330 Edgar Street, Condell Park			
Client	Yield Me Pty Ltd			
Revision	**Date**	**Prepared By**	**Checked By**	**Signed**
v2	26/02/2025	Andrew Baraket	Thomas Yang	

TRAFFIX

CONTENTS

1. INTRODUCTION

TRAFFIX has been commissioned by Yield Me Pty Ltd to undertake a traffic impact assessment (TIA) in support of a development application (DA) relating to industrial development at 330 Edgar Street, Condell Park. The development is located within the Canterbury-Bankstown Council Local Government Area (LGA) and has been assessed under that Council's controls.

This report documents the findings of our investigations and should be read in the context of the Statement of Environmental Effects (SEE) prepared separately. The development is a minor development and does not require referral to TfNSW under the provisions of SEPP (Transport and Infrastructure) 2021.

The report is structured as follows:

- Section 2: Describes the site and its location
- Section 3: Documents existing traffic conditions
- Section 4: Describes the proposed development
- Section 5: Assesses the parking requirements
- Section 6: Assesses traffic impacts
- Section 7: Discusses access and internal design aspects
- Section 8: Presents the overall study conclusions

2. LOCATION AND SITE

The subject site is known as 330 Edgar Street, Condell Park (Lot 32 of DP564483) and is located on the western side of Edgar Street, about 450 metres north of Milperra Road. It is also located about 2.6 kilometres southwest of Bankstown Railway Station, 2.8 kilometres northeast of Panania Railway Station and 19.9 kilometres southwest of the Sydney CBD.

The site has a total site area of approximately 3,305m^2 and consists of two (2) industrial buildings. It has an eastern frontage of 45 metres to Edgar Street and is bounded to the south, east, and west by industrial developments.

Vehicular access to the site is currently provided via two (2) separate driveways via Edgar Street.

A Location Plan is presented in **Figure 1**, with a Site Plan presented in **Figure 2**.

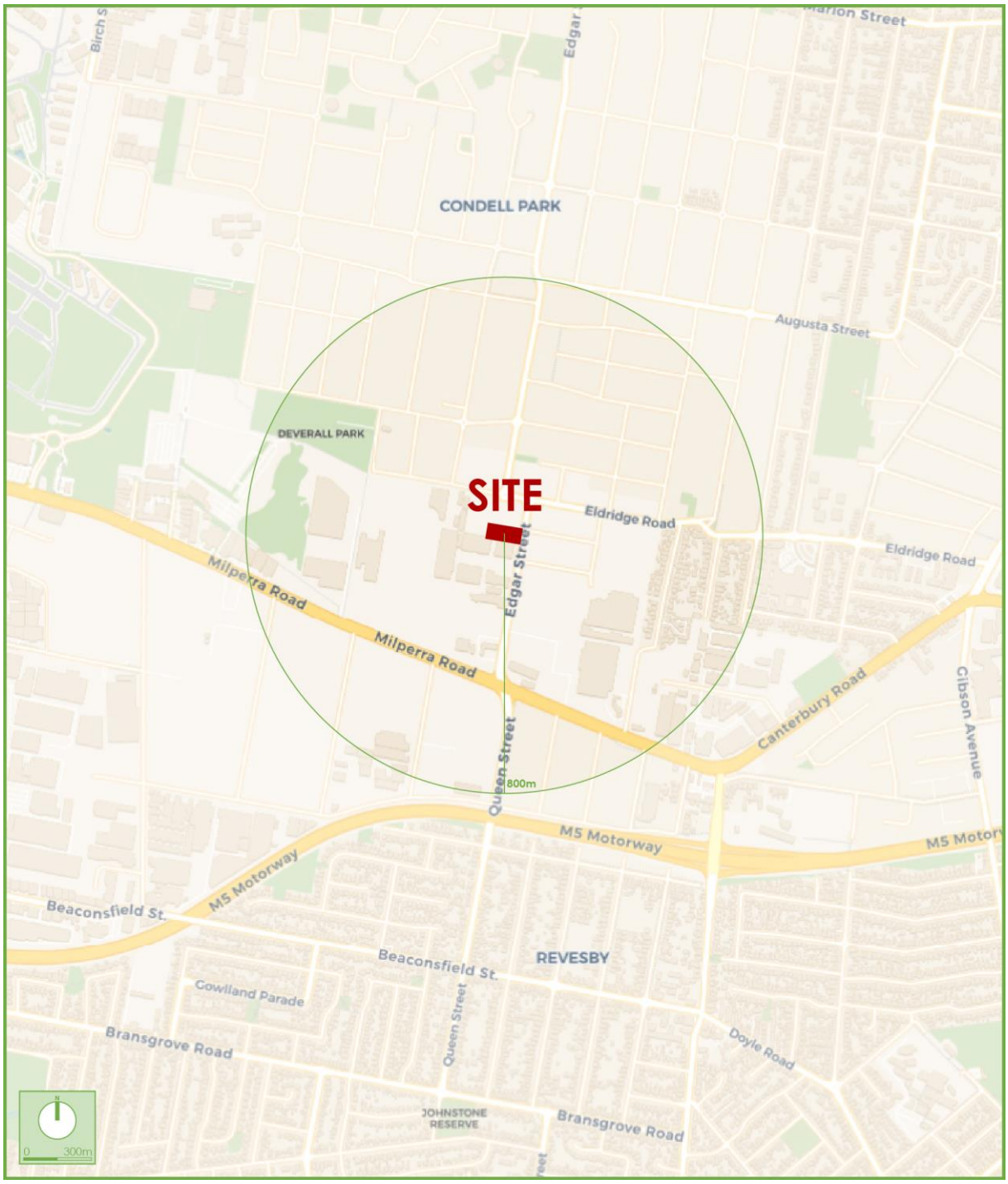


Figure 1: Location Plan

Figure 2: Site Plan

3. EXISTING TRAFFIC CONDITIONS

3.1 Road Network

The road hierarchy in the vicinity of the site is shown in **Figure 3** with the following roads of particular interest:

- Milperra Road: a TfNSW Main Road (MR 167) which traverses east to west between Canterbury Road in the east and Newbridge Road in the west. Milperra Road is subject to a speed zone of 70 km/h in the vicinity of the site and accommodates three (3) lanes of traffic in either direction. Kerbside parking is generally restricted along either side of the road with clearway conditions being enforced between 6am-7pm Mon-Fri, and 9am-6pm Sat-Sun-Public holiday.
- Edgar Street: an Unclassified Regional Road (URR 7122) that traverses north to south between Hume Highway in the north and Milperra Road in the south. In the vicinity of the site, Edgar Street is subject to a 60km/h speed zoning and accommodates two (2) lanes of traffic in either direction. Kerbside parking is generally permitted along either side of the road.
- Eldridge Road: is a local road except for the section connecting Edgar Street being an Unclassified Regional Road (URR 7120) which traverses east to west between Chapel Road in the east and Ethel Street in the west. Eldrige Road is subject to a speed zone of 60 km/h in the vicinity of the site and accommodates a single lane of traffic in either direction. Unrestricted kerbside parking is generally permitted along either side of the road.

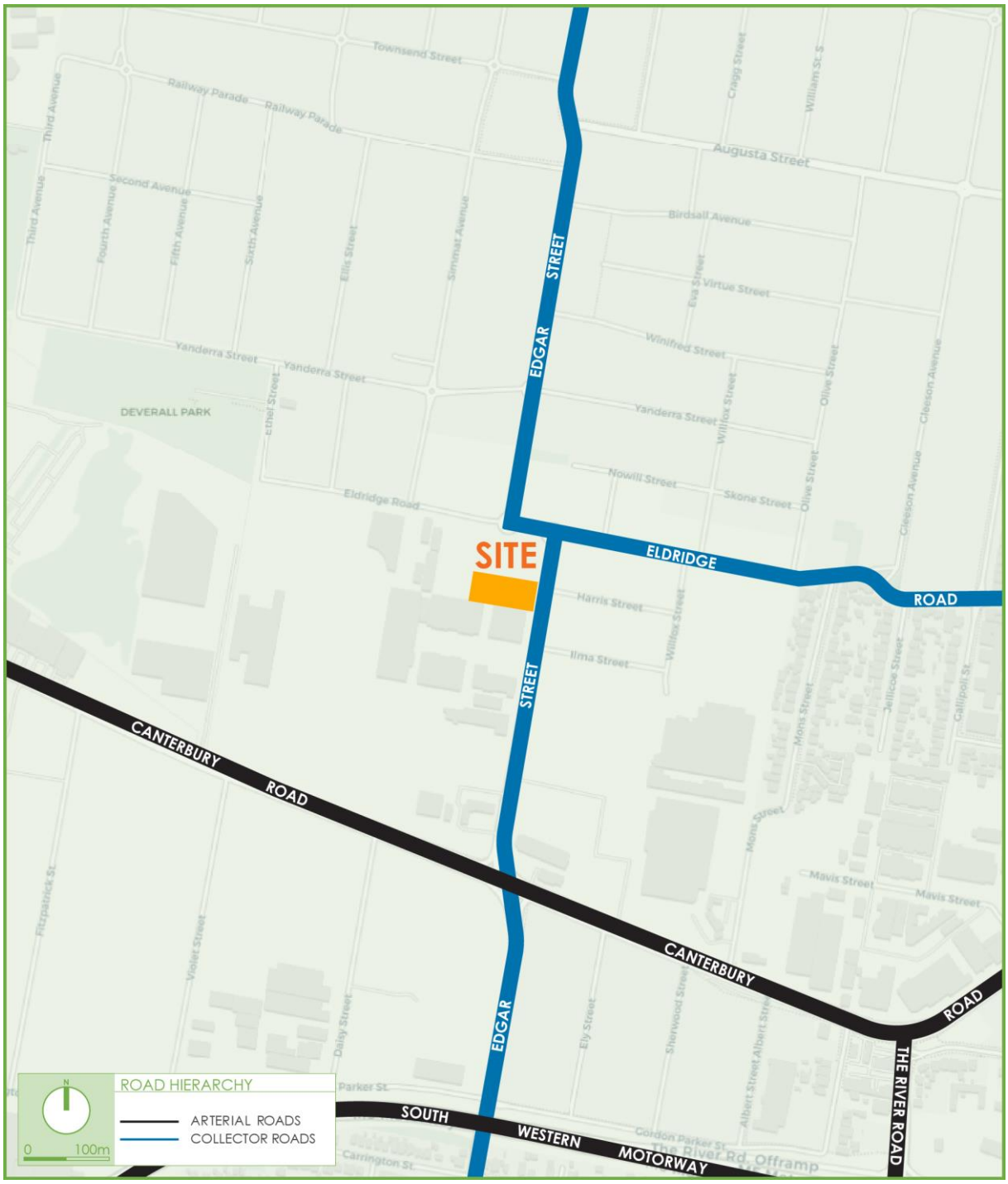


Figure 3: Road Hierarchy

3.2 Public Transport

The Integrated Public Transport Service Planning Guidelines state that bus services influence the travel mode choices of sites within 400 metres (approximately 5 minutes' walk) of a bus stop. As shown in **Figure 4**, the site is conveniently located to bi-directional bus stops providing access to bus route 925 – East Hills to Lidcombe.

The above nominated bus route provides regular bus services to Revesby, Chullora, Berala, and Greenacre which provides access to the wider public transport network across the Greater Sydney region.

As such, the site is conveniently located with respect to the local public transport services, providing frequent and reliable connections to the wider Sydney transport network. Further information regarding buses is available from the Transport for NSW information website: **https://www.transportnsw.info**.

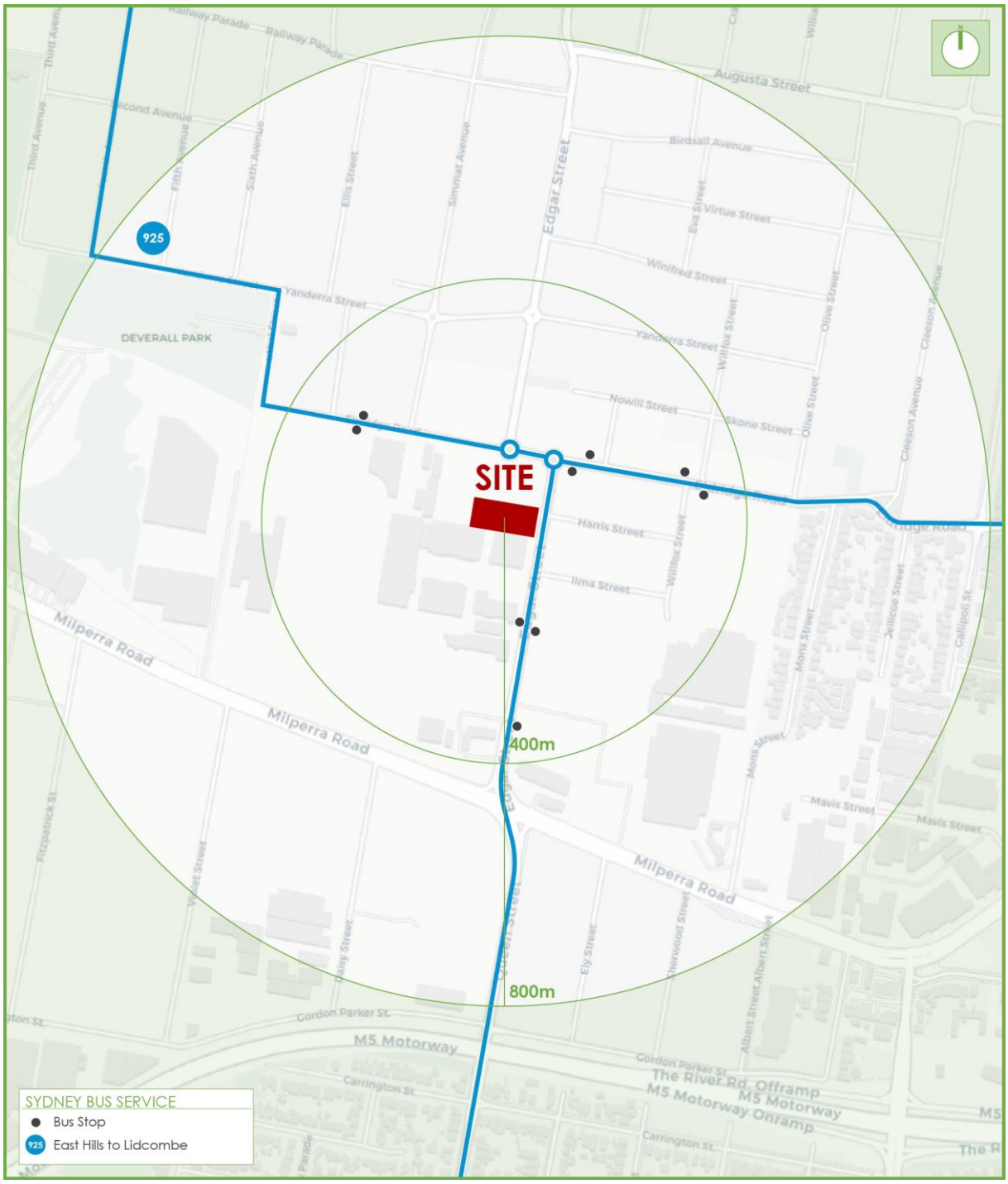


Figure 4: Public Transport

4. DESCRIPTION OF PROPOSED DEVELOPMENT

A detailed description of the proposed development is provided in the Statement of Environmental Effects prepared separately. In summary, the development for which approval is now sought is an industrial development comprising of the following components:

- Demolition of existing structures;
- Construction of 22 industrial units comprising a total GFA of 2,982m^2; and,
- Construction of at-grade, open-air carparking area comprising 30 car spaces.

The parking and traffic impacts arising from the development are discussed in **Section 5** and **Section 6**. Reference should be made to the plans submitted separately to Council which are presented at reduced scale in **Appendix A**.

5. PARKING REQUIREMENTS

5.1 Car Parking

5.1.1 Council Controls

The Canterbury-Bankstown Council Development Control Plan (DCP) 2021, Section 2 – Off-Street Parking Requirements, requires parking for industrial developments to be determined by the rates shown in **Table 1**:

Table 1: Council Parking Rates and Provision

Type	Area	Parking Rate	Spaces Required	Spaces Provided
Industries	2,982m²	1 car space per 100m² GFA Note 1: Where a retailing component is involved and provided this does not exceed 15% of the gross floor area (covering the retail component only), 1 car space per 100m² gross floor area is to be provided. Note 2: Where an office component is involved and provided this does not exceed 20% of the total gross floor area, 1 car space per 100m² gross floor area is to be provided. Any additional office space will be assessed at a rate of 1 car space per 40m² gross floor area.	29.8 (30)	30

It is evident from **Table 1** that the proposed development requires a minimum of 30 car spaces under Council's DCP. In response the development provides a total of 30 parking spaces. Accordingly, the proposed car parking provision satisfies the requirements of Council's DCP and is considered acceptable.

5.2 Accessible Parking

Council's DCP specify the following rates for accessible parking for commercial and industrial premises:

- 1 accessible car space per 50 car spaces for staff; and,
- 1 accessible car space for visitors per 50 car spaces where a car park has less than 500 car spaces.

In response, the development makes provision for two (2) accessible parking spaces, one (1) space to be assigned to staff and the other to be assigned to visitors. In this regard the provision meets the requirements of Councils DCP and is considered acceptable.

5.3 Bicycle Parking

Council's DCP specify the following rates for bicycle parking:

- 1 bicycle parking space per 20 staff.

Whilst staff data is not expected to be available at early DA stage depending on individual tenant needs, it is reasonable to assume each industrial unit would not exceed 20 staff. In this regard, each industrial unit would be able to comfortably accommodate at least one (1) bicycle space. In the circumstance, it is deemed that the proposed development meets the requirements of Council's DCP and is considered acceptable.

5.4 Refuse Collection and Servicing

Refuse collection, loading/unloading needs for the proposed development is to be undertaken by commercial vehicles up to and including 6.4m Small Rigid vehicles (SRV).

Each industrial unit will be provided with a minimum of one (1) internal loading bay which will be able to accommodate the loading and servicing needs of each individual unit and is expected to operate satisfactorily.

6. TRAFFIC AND TRANSPORT IMPACTS

6.1 Existing Site Generation

The subject site is estimated to comprise a cumulative industrial GFA of approximately 1,000m^2.

The TfNSW Guide to Transport Impact Assessment, TS 00085, Version 1.1 (GTIA) does not provide trip generation rates for industrial developments. As such, the TfNSW Technical Direction TDT 2013/04a has been utilised to estimate the trip generation for the existing industrial development. The relevant trip rates are as follows:

- 0.52 vehicle trip per 100m^2 of GFA during the AM peak hour; and,
- 0.56 vehicle trip per 100m^2 of GFA during the PM peak hour.

Accordingly, application of the general industrial trip rates to existing use of the site and adopting a 60:40 split results in the following predicted trip generation volumes:

- 5 trips per hour in the AM peak period (3 in, 2 out); and,
- 6 trips per hour in the PM peak period (2 in, 4 out).

6.2 Development Trip Generation

The impacts of the proposed development on the external road network have been assessed having regard for the indicative yield scenarios as summarised in **Section 4** above.

The TfNSW Guide to Transport Impact Assessment, TS 00085, Version 1.1 (GTIA) provides trip generation rates for business parks. The average Sydney weekday trip rates have been adopted for assessing the traffic generating potential of the proposed development.

The relevant trip rates are as follows:

- 1.11 vehicle trips per hour per 100m^2 GFA during the AM peak; and,
- 1.00 vehicle trips per hour per 100m^2 GFA during the PM peak.

Application of these trip rates to the proposed 2,985 m^2 GFA and adopting an 80/20 split, results in the following predicted trip generation volumes:

- 33 vehicle trips per hour during the AM peak period (26 in, 7 out); and,
- 30 vehicle trips per hour during the PM peak period (6 in, 24 out).

6.3 Net Trip Generation

The above traffic generation is considered a minor change over existing conditions and the proposed development is anticipated to result in the following net traffic generation:

- +28 trips per hour in the morning peak period (+23 in, +5 out); and,
- +24 trips per hour in the evening peak period (+4 in, +20 out).

As seen from the above, the proposed development will result an additional vehicle trip every 2 minutes in the AM and PM peak periods. Therefore, the proposed development is considered supportable from a traffic planning perspective and no external network improvements are required.

7. ACCESS AND INTERNAL DESIGN ASPECTS

7.1 Vehicular Access

The development proposes a total of 30 parking spaces with access to a local road and provides employee and visitor parking (Class 1, 1A and Class 2). It will therefore require a Category 2 access driveway under AS 2890.1 (2004), being a combined width of 6.0-9.0 metres.

In response, the development proposes a 7.9m wide combined access driveway in compliance with AS 2890.1 (2004) requirements.

Reference should also be made to the swept path analysis provided in **Appendix B** showing the satisfactory operation of the largest design vehicle (6.4m SRV) will be able to enter and exit the site whilst travelling in a forward direction at all times.

7.2 Internal Design

The internal car park complies with the requirements of AS 2890.1 (2004), AS 2890.2 (2018), and AS 2890.6 (2022), and the following characteristics are noteworthy:

7.2.1 Parking Modules

- All standard car parking spaces have been designed in accordance with User Class 2. These spaces are provided with a minimum space length of 5.4m, a minimum width of 2.5m and a minimum aisle width of 5.8m.
- All spaces located adjacent to obstructions of greater than 150mm in height are provided with an additional width of 300mm.
- Dead-end aisles are provided with the required 1.0m aisle extension in accordance with Figure 2.3 of AS2890.1 (2004).
- All accessible parking spaces have been designed in accordance with AS 2890.6 (2009), being 2.4m wide, 5.4m long and situated immediately adjacent to a dedicated shared area of the same dimension. Dedicated shared area bollard is to be located 750mm-1750mm from end of the shared area.

7.2.2 Loading

- Service and manoeuvring areas have been designed in accordance with AS2890.2 (2018) for commercial vehicles up to and including 6.4m SRVs.
- A minimum clear head height of 3.5 metres is to be provided for all trafficable areas of the service vehicles, as required under AS 2890.2 (2018).

7.2.3 Other Considerations

- Visual splay has been provided at the access driveway in accordance with Figure 3.3 of AS 2890.1 (2004) and AS 2890.2 (2018).
- A series of swept path analysis are presented in **Appendix B** demonstrating a 6.4m SRV will be able to satisfactorily enter and exit the internal loading bay for every industrial unit.
- The site has also been designed to allow an 8.8m MRV to satisfactorily circulate the site as shown in the swept path analysis presented in **Appendix B**, demonstrating general fire appliances (i.e. emergency vehicles) can satisfactorily access and egress the site in accordance with NSW Fire Safety Guideline – Access for Fire Brigade Vehicles and Firefighters (version 05 dated 4 October 2019).

7.3 Summary

In summary, the internal configuration of the car park has been designed in accordance with AS 2890.1 (2004), AS 2890.2 (2018), and AS 2890.6 (2022). It is however envisaged that a condition of consent would be imposed requiring compliance with these standards and as such any minor amendments considered necessary (if any) can be dealt with prior to the release of a Construction Certificate.

8. CONCLUSIONS

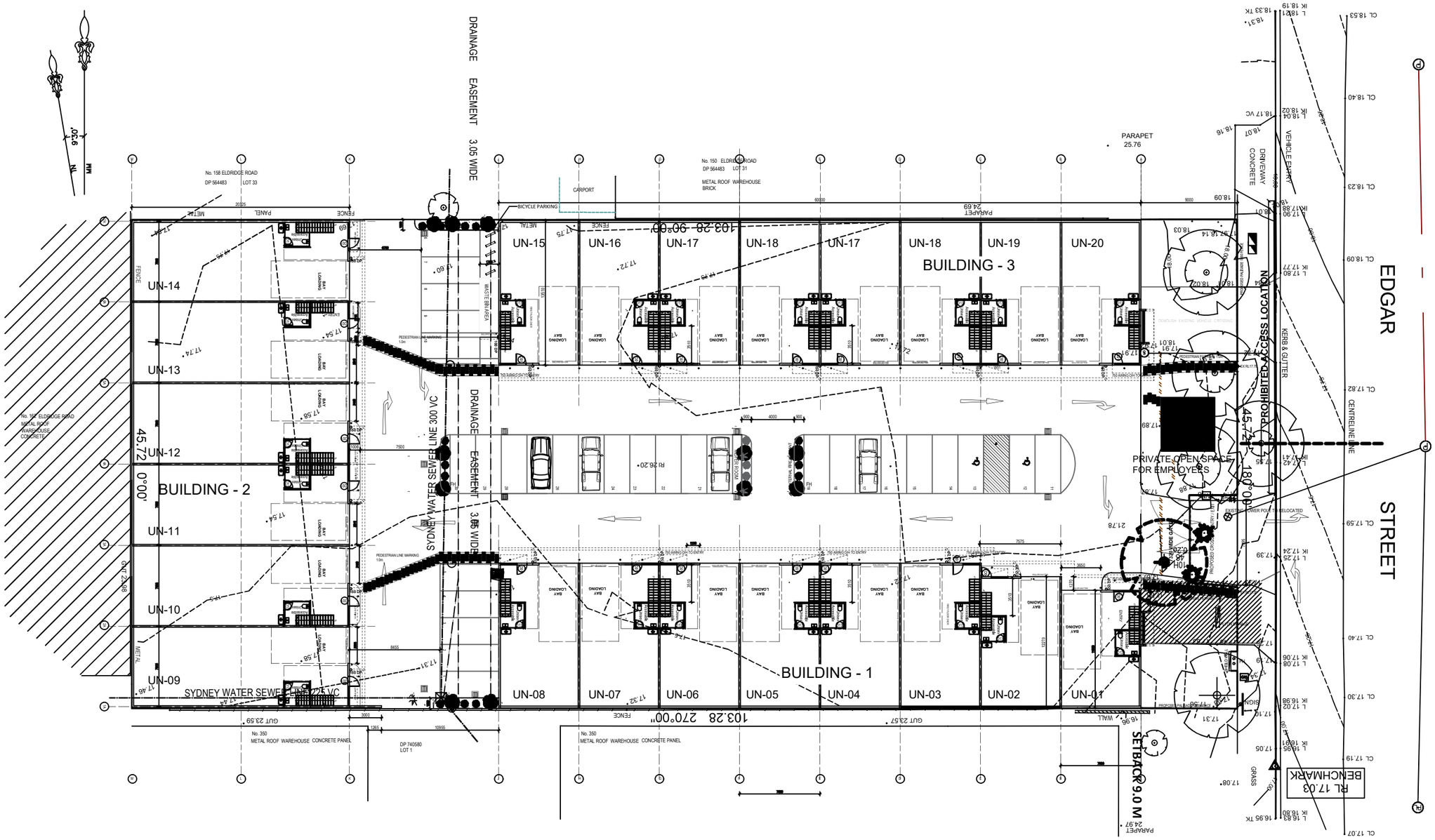
In summary:

- The proposal seeks approval to construct an industrial development at 330 Edgar Street in Condell Park, comprising 22 industrial units with a cumulative GFA of 2,985m^2 and 30 car park spaces.
- The proposed development provides 30 parking spaces which complies with the requirements of the Canterbury-Bankstown Council DCP (2021). As such, all normal parking demands will be readily accommodated on-site.
- The site is conveniently located with respect to the local public transport services, providing frequent and reliable connections to the wider Sydney transport network.
- The traffic generation arising from the development has been assessed as a net change over existing conditions and equates to an additional 28 vehicle trips per hour during the AM peak period and 24 vehicle trips per hour during the PM peak period. These are considered minor increase and as such, no external improvements are required to facilitate the proposed development. The traffic impacts of the development are therefore considered acceptable.
- The proposed at-grade, open-air carparking area has been assessed to comply with the requirements of AS 2890.1 (2004), AS 2890.2 (2018), and AS 2890.6 (2022) to ensure safe and efficient operation.
- Swept path analysis has been undertaken for the largest design vehicle being a 6.4m SRV to access each individual industrial units, and an 8.8m MRV to circulate the site, demonstrating satisfactory access/egress in accordance with AS 2890.2 (2018) and emergency vehicle access requirements.

This traffic impact assessment therefore demonstrates that the subject application is supportable on traffic planning grounds. TRAFFIX anticipates an ongoing involvement during the development approval process.

APPENDIX A

Reduced Plans



BY TITLE 4722m²
DP 564483
LOT 32
No. 330

1
AR02

PROPOSED SITE PLAN

SCALE 1:200 @ A3
SCALE 1:100 @ A1

Disclaimer
Yield me pty ltd t/a gpm architecture, assumes no responsibility for the accuracy of these drawing, or for any errors or omissions that may have been incorporated into it as a result of incorrect information provided to gpm architecture These drawings have been drawn at the client's request without the input of all necessary consultants required to achieve Development Application. Yield me pty ltd t/a gpm architecture will not be held responsible for the use of these drawings by other parties in any way whatsoever, whether it involves a Marketing material or submission for presales. We emphasise that if these drawings are modified by other parties, submitted by other parties to other parties for the purpose of presale, then those parties take full legal responsibility for any situations that may arise."
The drawings are preliminery architectural drawings, subject to obtaining a development application approval and are not intended to be used or perceived as either as presale marketing drawings, 'construction drawings', 'as-built' drawings or 'record' drawings.
Note: Builders / contractors shall verify All stages of the project, that is all dimensions, including coordination with all required consultants before any part of the project commences. Internal Figured dimensions take precedence over drawings and job dimensions. All shop working drawings shall be submitted to gpm architecture consultants and client and manufacture shall not commence prior to return of inspected shop working drawings by the Author.

issue	amendments	date
PD1	PRELIMINARY DESIGN	27.09.24
PD2	PRELIMINARY DA	01.11.24

LEGEND:

- TO BE DEMOLISHED
- EXISTING TREE TO BE RETAINED
- EXISTING TREE TO BE REMOVED
- EXISTING RL
- PROPOSED RL
- T/COM
- PP — POWER POLE
- WATER METER
- LANDSCAPE AREA
- PRIVATE OPEN SPACE FOR EMPLOYEES
- FH — FIRE HYDRANTS

ABBREVIATIONS:

AW	AWNING WINDOW
H/AW	HIGHLIGHT AWNING WINDOW 1800HH. SEAL HIGH
FW	FIXED WINDOW
S/W	SLIDING WINDOW
S/D	SLIDING DOOR
FFL	FINISHED FLOOR LEVEL
TOW	TOP OF WALL
TOP	TOP OF PARAPET
TOF	TOP OF FENCE

PRELIMINARY- DA

PROPOSED SITE PLAN

drawn PM | date Oct 2024 | issue PD2
checked | 1:200 @ A3
project no. P24.203.140 | scale 1:100 @ A1 | drawing no. AR-DA0012

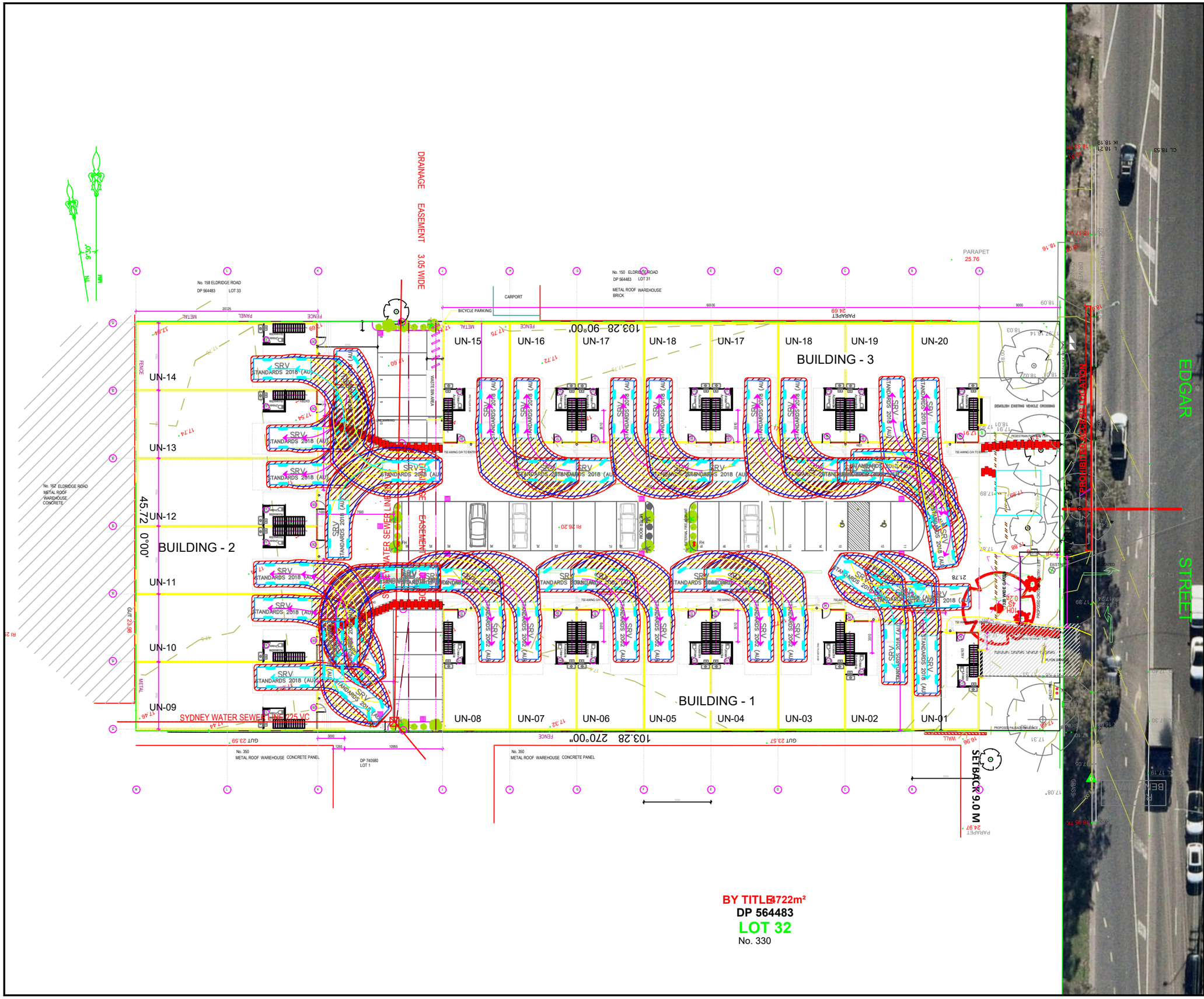
CLIENT: **SPRINT (Aust) PTY LTD**
PROJECT PROPOSAL: **PROPOSED INDUSTRIAL UNITS**
PROJECT ADDRESS: **330 EDGAR STREET, CONDELL PARK NSW**

0m 1m 3m 5m

gpm architecture — Architecture Interiors Design
bda BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

APPENDIX B

Swept Path Analysis



Notes:

This drawing is prepared for information purposes only. It is not to be used for construction.

TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.

Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards *(AS/NZS 2890.1:2004 Parking facilities - Off-street car parking,* and/or *AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities*). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

Rev.	Revision Note	By.	Date
A	Initial Design Review	AB	24-02-25

Swept Path Legend

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

Architect

Client
Sprint Aust Pty Ltd

Scale / Plan Orientation

0 2 4 6 8m
1:400 @ A3

Project Description
330 Edgar Street, Condell Park

Drawing Prepared By

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Drawing Title
Design Review
Swept Path Analysis
6.4m SRV Design Vehicles
Unit Entry Manoeuvres

Drawn:	Checked:	Date:
AB	BL	24-02-25

24.319d04v01 TRAFFIX [250224 Plans] Design Review.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
24.319	DA	TX.01	A

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Rev.	Revision Note	By.	Date
A	Initial Design Review	AB	24-02-25

Swept Path Legend

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

Architect

Client
Sprint Aust Pty Ltd

Scale / Plan Orientation
0 2 4 6 8m
1:200 @ A3

Project Description
330 Edgar Street, Condell Park

Drawing Prepared By

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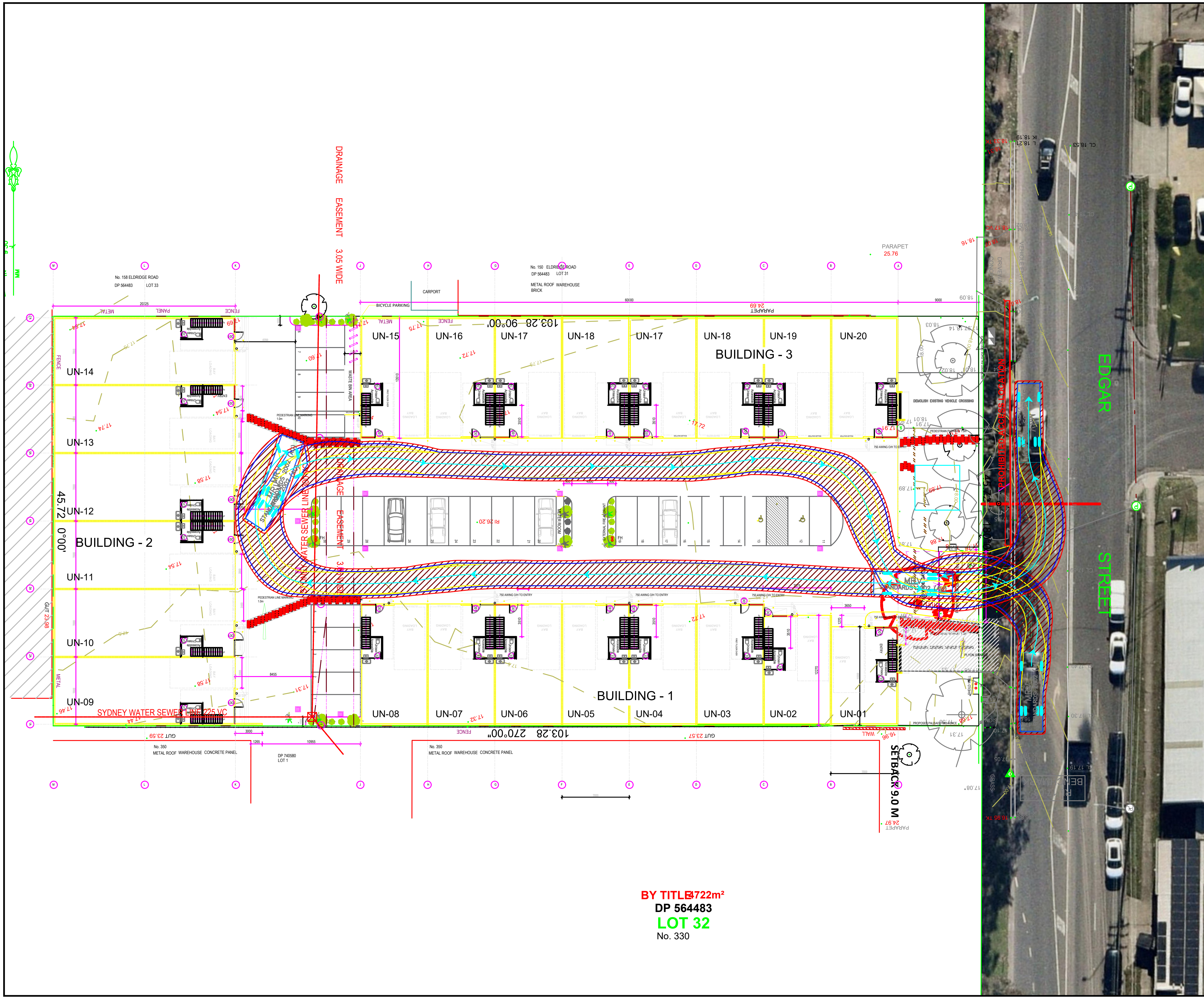
Drawing Title
Design Review
Swept Path Analysis
Left: 6.4m SRV Entry Manoeuvre passing B99
Right: 6.4m SRV Exit Manoeuvre passing B99

Drawn:	Checked:	Date:
AB	BL	24-02-25

24.319d04v01 TRAFFIX [250224 Plans] Design Review.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
24.319	DA	TX.02	A



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- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect

Client

Sprint Aust Pty Ltd

Scale / Plan Orientation

0 2 4 6 8m

1:400 @ A3

Project Description

330 Edgar Street, Condell Park

Drawing Prepared By

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Drawing Title

Design Review
Swept Path Analysis
8.8m MRV Design Vehicle
Internal Circulation

Drawn: AB	Checked: BL	Date: 24-02-25

24.319d04v01 TRAFFIX [250224 Plans] Design Review.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
24.319	DA	TX.03	A