

Traffic Impact Assessment

56 Pringle Avenue, Bankstown

Proposed Meditation Facility

24071

Prepared for

Truc Lam Zen Incorporated

30 April 2025



18/11/2024Contact Information

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Document Information

Report	Traffic Impact Assessment
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Proposal	Proposed Meditation Facility
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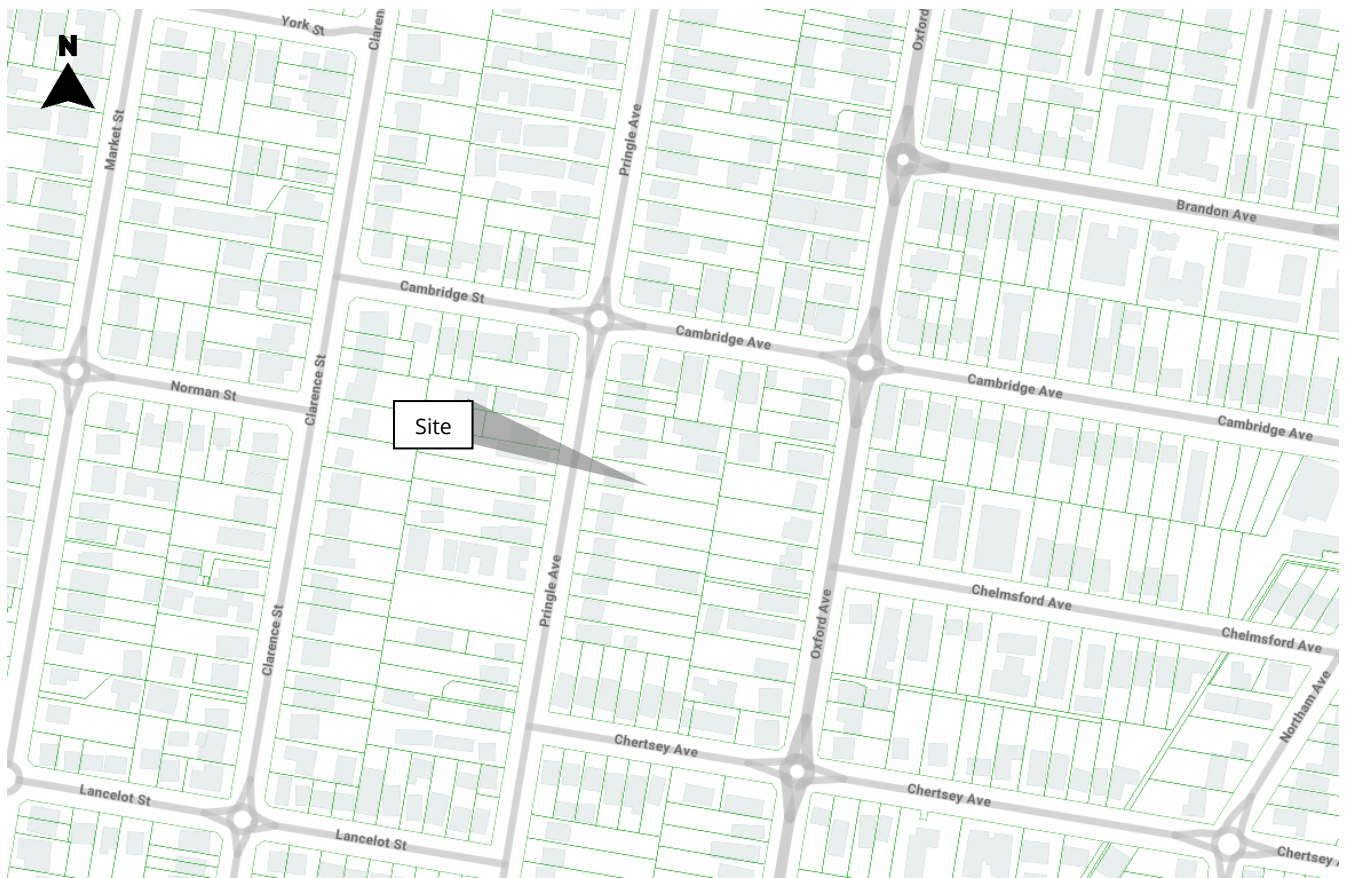


1 Introduction

1.1 Background

This report has been prepared to accompany a Development Application to Canterbury Bankstown Council for a Proposed Meditation Facility at 56 Pringle Avenue, Bankstown (Figure 1-1).

Figure 1-1 Site



Source: Mecone (Modified by Genesis Traffic)

1.2 Scope of Works

The purpose of this report is to:

- describe the proposed development scheme
- describe the existing site, road network serving the site and the prevailing traffic conditions
- assess the adequacy of the proposed parking provision
- assess the potential traffic implications
- assess the suitability of the proposed vehicle access, internal circulation and servicing arrangements



1.3 Reference Documents

Reference has been made to the following documents when preparing this report:

- Australian Standard Part 1: Off-street Car Parking (AS2890.1:2004)
- Australian Standard Part 2: Off-street Commercial Vehicle Facilities (AS2890.2:2018)
- Australian Standard Part 3: Bicycle Parking (AS2890.3:2015)
- Australian Standard Part 6: Off-street Parking for People with Disabilities (AS2890.6:2022)
- Development Control Plan (Canterbury Bankstown Council)
- Guide to Transport Impact Assessment, NSW Government, 2024
- Plan of Management, Plan Wave, October 2024



2 Proposed Development

The proposal seeks consent for a development outcome that involves:

- Meditation facility (of which 77.5m² GFA being assembly space)
- 2-bedroom dwelling (caretaker residence)
- At-grade carpark - 8 car spaces

Vehicle access will be provided at Pringle Avenue.

It is understood that the proposal will accommodate approximately 15 persons on a regular basis, including the residents of the onsite accommodation. On special events, which are held 5 times a year, the premises expects approximately 25 attendees.

Details of the proposal are indicated in the architectural plans prepared by Artiva Architects which accompany the submission and are reproduced in part in **Attachment 1**.

3 Existing Conditions

3.1 Site and Surrounding Context

The development site (Figure 3-1) is legally known as Lot 39 in DP7938, located at 56 Pringle Avenue, Bankstown. The site occupies an area of 1,174m² and has frontage to Pringle Avenue.

Figure 3-1 Site Context



Source: Metromap and Google Map (Modified by Genesis Traffic)

The site is occupied by 1 single dwelling at present, with vehicle access point located at Pringle Avenue.

The adjoining and surrounding land uses include:

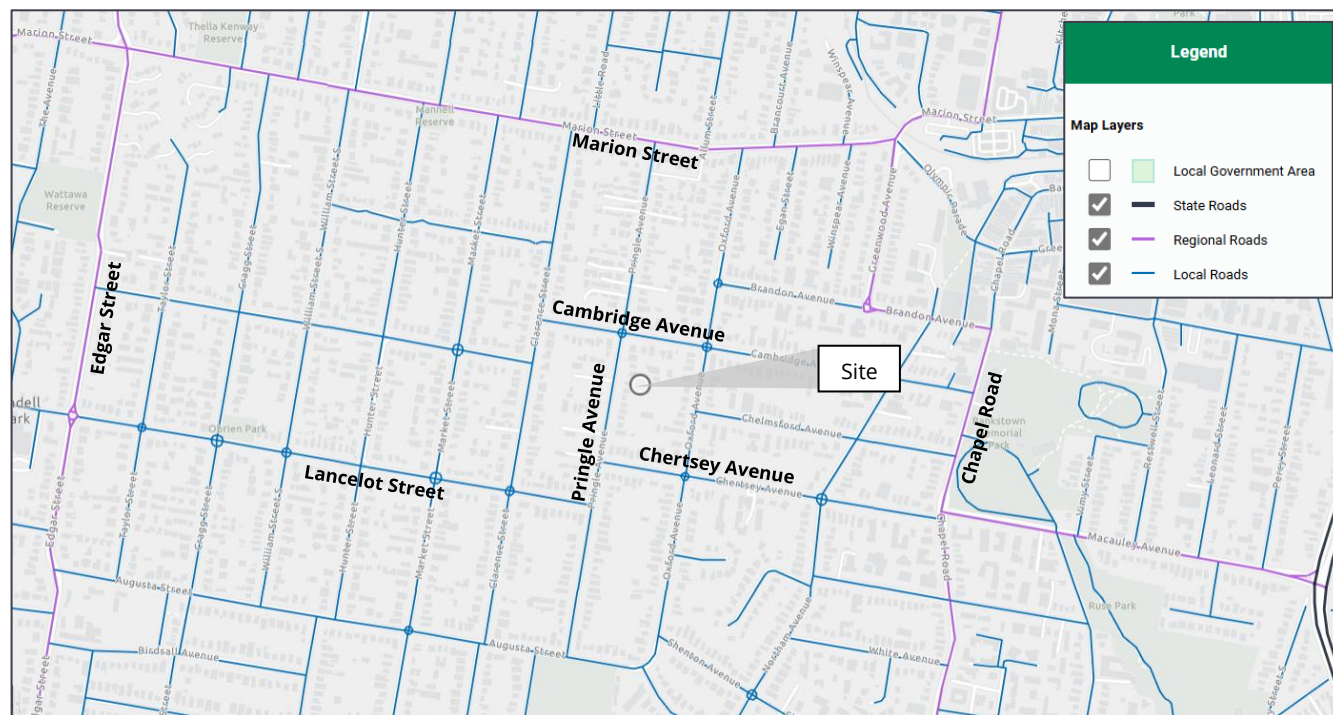
- St Brendan's Catholic Primary School to the east
- Condell Park Christian School to the southwest



3.2 Road Network

The existing road network serving the site area are detailed in Figure 3-2.

Figure 3-2 Road Network



Source: TfNSW (modified by Genesis Traffic)

Table 3-1 Surrounding Road Network

Road Name	Description
Marion Street	<ul style="list-style-type: none"> Regional Road Speed limit 60 km/h 2 lane(s) in each direction No Parking restriction between 6:30am-9:30am for eastbound traffic and 3pm-6pm for westbound traffic along both sides of the street
Edgar Street	<ul style="list-style-type: none"> Regional Road Speed limit 60 km/h 1 lane in each direction Unrestricted on-street parking along both sides of the street
Pringle Avenue / Cambridge Avenue / Chertsey Avenue / Lancelot Street	<ul style="list-style-type: none"> Local Road Speed limit 50 km/h 1 lane in each direction



	<ul style="list-style-type: none"> · Unrestricted on-street parking along both sides of the street
Pringle Avenue	<ul style="list-style-type: none"> · Local Road · Speed limit 60 km/h · 1 lane in each direction · Unrestricted on-street parking along both sides of the street

3.3 Traffic Controls

The traffic controls on the road system in the vicinity of the site comprise (Table 3-2):

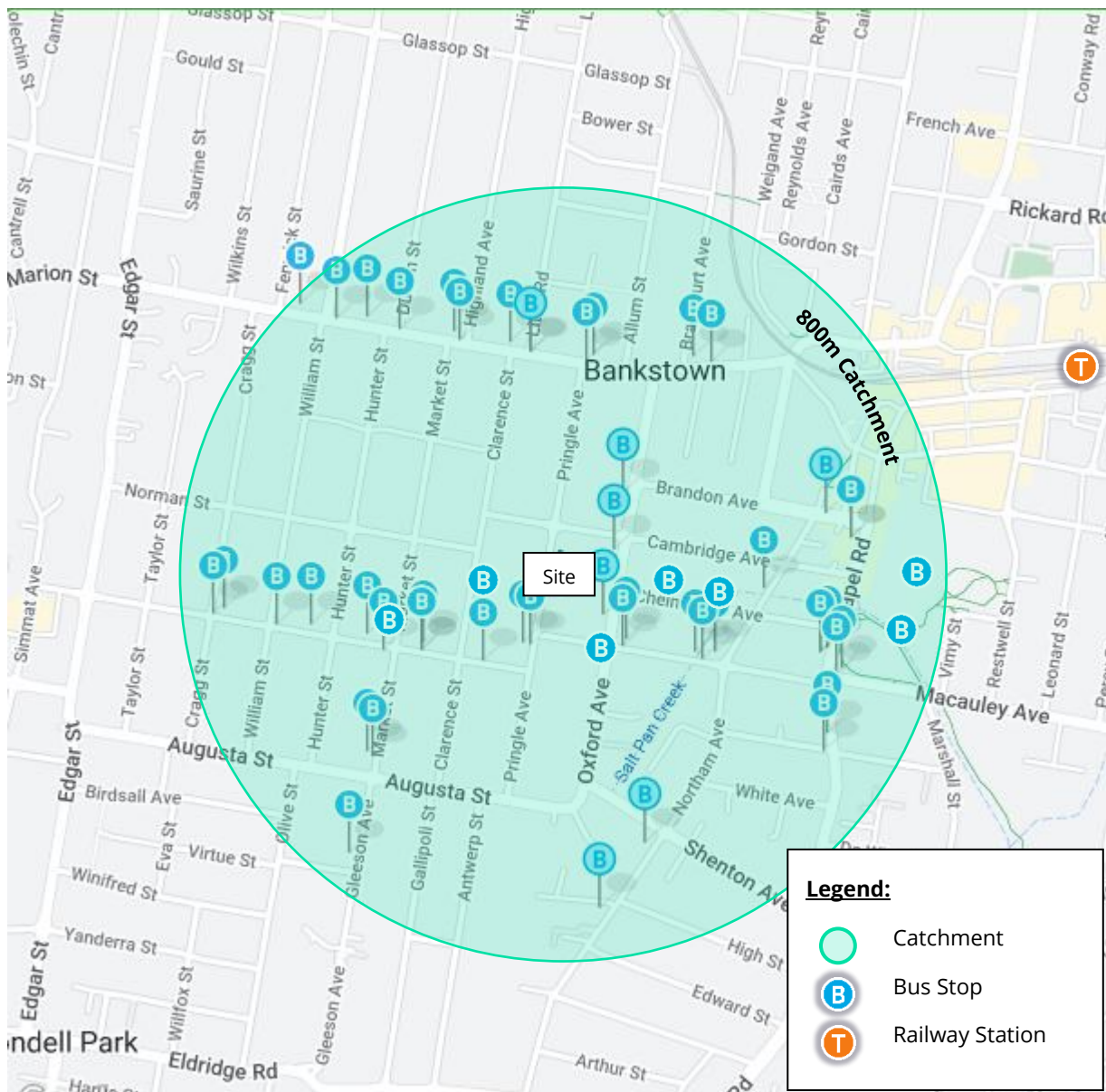
Table 3-2 Surrounding Traffic Controls

Traffic Control	Location
Traffic Signal	<ul style="list-style-type: none"> · Intersection(s) of: <ul style="list-style-type: none"> ○ Macauley Avenue and Chapel Road
Roundabout	<ul style="list-style-type: none"> · Intersection(s) of: <ul style="list-style-type: none"> ○ Pringle Avenue and Cambridge Avenue ○ Edgar Street and Lancelot Street
Give-way / Stop Control	<ul style="list-style-type: none"> · Intersection(s) of: <ul style="list-style-type: none"> ○ Marion Street and Pringle Avenue
School Zone	<ul style="list-style-type: none"> · Along part(s) of <ul style="list-style-type: none"> ○ Cambridge Avenue

3.4 Public Transport Services

The local public transport services are illustrated in Figure 3-3.

Figure 3-3 Local Public Transport Locations



Source: Metromap (Modified by Genesis Traffic)

Train

Bankstown Railway Station is approximately 1km northeast of the site. There are ample bus services that provide connections to this station, which connects to the wider Sydney Trains network and the imminent Metro network.



Bus

Local bus service(s) within walking distance (190m to the nearest bus stop) of the site are summarised as follows (Table 3-3 and).

Table 3-3 Bus Services Provision

Bus Line	Bus Route	Frequency
905	Bankstown to Fairfield (Marion Street)	2-5 trips per hour
925	East Hills to Lidcombe via Bankstown (Pringle Avenue)	2 trips per hour
926	Revesby Heights to Bankstown (Pringle Avenue)	1 trip per hour

Figure 3-4 Local Bus stop Location(s)





4 Parking Assessment

4.1 Car Parking Requirement

In relation to the proposed 2-bedroom dwelling, the Canterbury-Bankstown Council DCP specifies a requirement of 2 spaces per dwelling. On this basis, the requirement is 2 spaces. The proposal notes that the onsite dwelling is a small 2-Bedroom caretaker residence and will only be occupied by single occupant or small family unit who are affiliated with the meditation facility. It is the proponent's experience that residency of this nature typically only need/has 1 a single vehicle. On this basis, the proposal allocates 1 car space for the caretaker's residence.

In relation to the proposed meditation facility, the Canterbury-Bankstown Council DCP does not provide a specified car parking rate. While land uses such as Place of Public Worship are subject to a requirement of 1 space per 5m² (of assembly area), this is not applicable to the proposed meditation facility, as it will be solely limited by the attending capacity in terms of person number, irrespective of floor area. As such, there is no suitable DCP rate that can be applied consistently to the proposal.

4.2 Empirical Data Comparison

Having regard to the above, reference is made to the following three comparable facilities in the same LGA:

1. Place of Worship, 82-84 Restwell Street, Bankstown
2. Place of Worship, 188 Chapel Road, Bankstown
3. Meditation Facility, 50B Woods Road, Sefton

Table 4-1 provides a summary of abovementioned facilities' operating characteristics and car parking demand.

Table 4-1 Empirical Data Comparison

Facility	Assembly Area (sqm)	Max. No. of Persons ¹	Supplied Parking	Rate (per sqm)	Rate (per person)
1	398 sqm	64 persons	29 spaces	1 per 13.7 sqm	1 per 2.2 persons
2	45 sqm	20 persons	7 spaces	1 per 6.4 sqm	1 per 2.9 persons
3	48 sqm	20 persons	5 spaces	1 per 9.6 sqm	1 per 4.0 persons
Average				1 per 9.9 sqm	1 per 3.0 persons

¹ Regular Weekly Sessions.

On this basis, the above data indicates an average parking rate of 1 space per 3 persons in attendance on a regular basis.

Applying the calculated average rates would indicate the following demand for the proposal:

$$16 \text{ persons max. @ } 1 \text{ space per } 3 \text{ persons} = 5.3 \text{ (6) spaces}$$

Accordingly, it is proposed to provide 7 spaces for the meditation facility's use to meet the average supply of similar nature/scale facilities in the local areas.

In relation to special events (retreats), applying the same empirical rate to 25 persons indicates 10 spaces. While this will exceed onsite capacity by 4 spaces, it is common for facilities of this nature to organise transport for its attendees to minimise car parking demand during special events. This strategy is documented accordingly in the proposal's accompanying Plan of Management.

4.3 Loading and Servicing Requirement & Arrangement

Waste collection for meditation facilities will be undertaken onsite using a private refuse contractor. The relevant specification of the private waste truck is reproduced below for ease of reference (Figure 4-1).

Figure 4-1 Vehicle Dimension and Specification

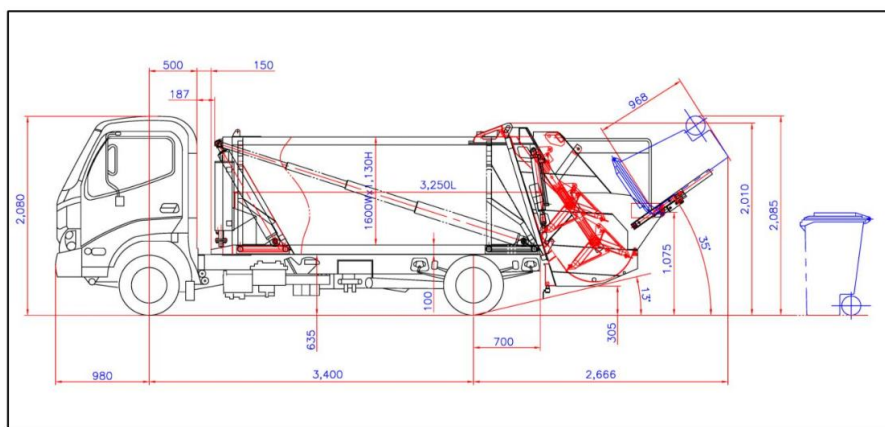


Figure 9: Diagram of a Typical SRV Waste Collection Vehicle

For obvious reasons, waste collection will only take place outside of the facility's peak operating hours. It is typical of private waste contractor will coordinate with the meditation facility's management to ensure a non-overlapping attendance at the site. The truck will be able to utilise the unoccupied spaces to service the site in this manner.

The residential development waste will be collected along the kerbside of Pringle Avenue by Council's waste team. Other infrequent servicing needs (e.g. Tradespersons) will also be satisfied by the ample onsite parking outside peak operating periods, as is normal for developments of this nature and scale.



5 Access and Circulation Design

5.1 Access

The proposed access driveway will be located at Pringle Avenue.

Details of the access design and geometry are discussed in Section 5.2.

5.2 Design Assessment and Internal Circulation

A detailed review of the car park has been undertaken to assess its conformance with the relevant AS2890.1 design criteria. The assessment outcome is tabulated below for ease of reference.

Table 5-1 Off-street Car Parking (AS2890.1:2004) Criteria

Features	Requirement	Provision	Compliance	Notes
Access Driveways				
Access Driveway Location	6m clear from intersection	Provided	Yes	
Access Width	(Category 1) 3.0m – 5.5m	3.2m	Yes	
Sight Triangle (Pedestrian)	2.5m long x 2.0m wide	Provided	Yes	
Sight Distance (50km/h)	Min 45m	Provided	Yes	
Straight Ramp / Driveway				
Ramp Grade	Public Carpark: Max 20% (1:5)	Level	Yes	
	Private Carpark: Max 25% (1:4)			
Roadways Width (One-way)	Min 3.0m	3.2m	Yes	
Headroom Clearance	Min 2.2m Min 2.26m (Close to Transition)	Open	Yes	
Parking Modules				
Car Space Dimension	User Class 3A 5.4m long x 2.7m wide	5.4m long x 2.7m wide	Yes	
Aisle Width	User Class 3A 6.2m (+ 300mm from wall)	7.2m-8.4m	Yes	
Door Clearance	300mm	Provided	Yes	
Headroom Clearance	Min 2.2m	Open	Yes	
Gradient	Max 5% (1:20)	Level	Yes	



Table 5-2 Off-street Parking for People with Disabilities (AS2890.6:2022) Criteria

Features	Requirement	Provision	Compliance	Notes
Space Dimension	5.4m long x 2.4m wide	5.4m long x 2.7m wide	Yes	
Shared Zone + Bollard	5.4m long x 2.4m wide	5.4m long x 2.4m wide	Yes	
Height Clearance	Min 2.5m	Open	Yes	
Gradient	Max 2.5% (1:40)	Level	Yes	

In summary, the assessment confirms that the design provisions in relation to the access, car parking circulation and arrangement in respect to the proposal generally comply with the AS2890 design criteria.

5.3 Loading and Servicing Circulation

Details of the swept path analysis demonstrating the private refuse truck entering and exiting the site in a satisfactory manner are provided in **Attachment 3**.

5.4 Swept Path Analysis

All critical vehicle movements in the proposed car parking facility have been assessed using Autoturn. Details of the assessment outcome, which demonstrate a satisfactory design provision, are provided in **Attachment 3**.

The assessment notes that the designated private waste vehicle will utilise unoccupied parking spaces when servicing the site. The Plan of Management will detail the proposed arrangement which involves allocating appropriate timing to prevent an overlap with the premises peak operating periods.



6 Traffic Assessment

6.1 Existing Traffic Condition

Observations in the site's locality indicate a generally free-flowing during peak periods. There is no apparent capacity constraint on the immediate local road network.

6.2 Existing Traffic Generation

The Guide to Transport Impact Assessment (2024) provides average weekday peak hour traffic generation rates for low-density residential dwellings in Sydney areas, as follows:

Sydney Area (Weekday)

- 0.68 vehicle trips per hour (vtpH) per unit during the morning peak hour
- 0.77 vehicle trips per hour (vtpH) per unit during the evening peak hour

Applying this rate to the existing a single residential dwelling would result in a traffic generation outcome of 1 vtpH.

6.3 Development Traffic Generation

The proposed facility's traffic generation outcome is a function of its regular scheduled activities which are documented in the Plan of Management² and reproduced in Table 6-1 below.

Table 6-1 Weekly Regular Activities

Activity	Occurrence	Day/Time	No. of persons
Members Meeting	Monthly (Note 1)	4pm-6pm	~7
Meditation	Weekly	Monday to Saturday 7pm-9:30pm Sundays 8:30am-5:00pm	~15 (max 16)
Cooking/Dining	Sundays	10:00am-12:00pm	~15 (max 16)

² PoM prepared by Plan Wave, October 2024



Note 1: First Sunday of every month

In addition to the above, the premises will also hold a series of 'Retreats' each accommodating approximately 25 persons on selected 5 retreats (i.e., 4 weekends and 1 full week) of the year. These are detailed in the Plan of Movement.

In respect to traffic impact on the road network, the assessment notes that none of the premises' scheduled regular/retreat events occur during the road network peak periods. In this context, the assessment finds the proposal's anticipated traffic movements unlikely to impose any perceptible effect on the local road network during the critical commuter peak periods.



7 Conclusion

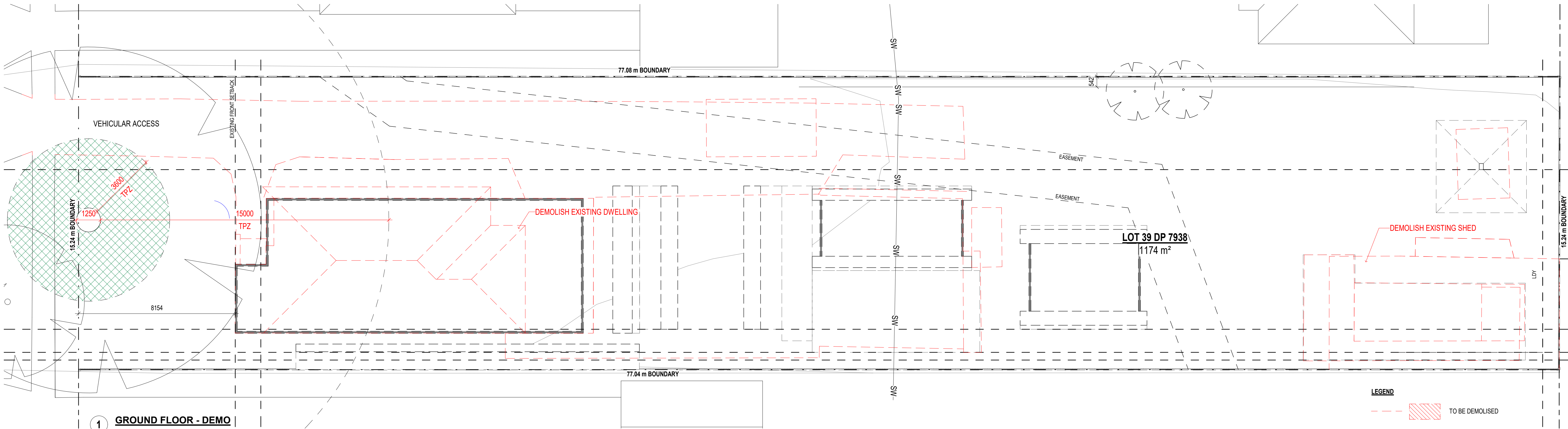
The traffic and parking assessment undertaken for the Proposed Meditation Facility at 56 Pringle Avenue, Bankstown has concluded that:

- the traffic generation of the proposed development will not present any adverse traffic implications on the local road network
- the proposed parking provision will be consistent with empirical data collected of multiple comparable facilities in the local area and will adequately serve the development
- the proposed access, internal circulation and parking arrangements will be consistent with the name of the development and are appropriate to the relevant AS design criteria



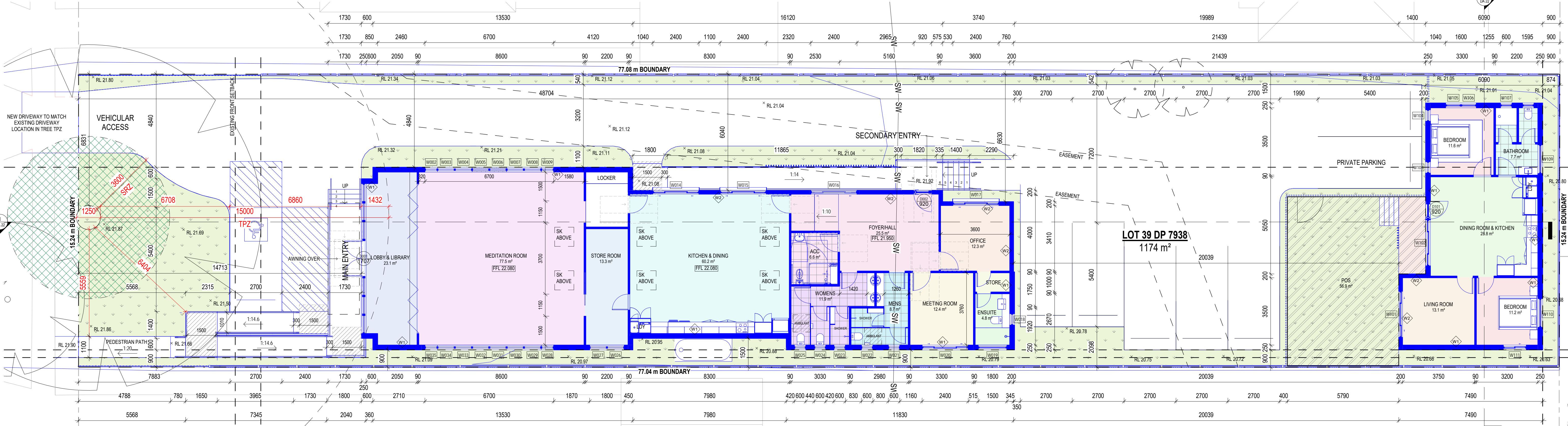
Attachment 1

Architectural Plans



1 GROUND FLOOR - DEMO
1 : 100

- LEGEND
- TO BE DEMOLISHED
 - EXISTING TO REMAIN
 - PROPOSED NEW WORKS

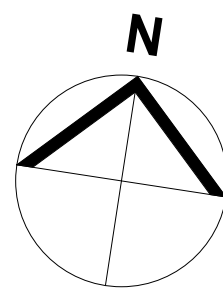


2 GROUND FLOOR
1 : 100

Notes:

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DO NOT scale drawings and always refer to dimensions.
Check all dimensions on site before commencing work.
Always refer all discrepancies and enquiries to the Architect



Issue	Description
1	PRELIMINARY DESIGN
2	PRELIMINARY DESIGN
3	PRELIMINARY DESIGN
4	PRELIMINARY DESIGN
5	REVISED PLAN FOR COMMENT
6	REVISED PLAN FOR COMMENT
A	FOR DEVELOPMENT APPLICATION SUBMISSION

By	Date
IF	12.09.23
IF	09.11.23
IF	27.11.23
IF	30.11.23
NW	26.08.24
NW	17.09.24
NW	22.11.24

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Project	MEDITATION CENTRE
56 Pringle Ave, Bankstown	
Project No.	Client
2305	Ms Thuy Nguyen

DEVELOPMENT APPLICATION

Drawing Title	Scale
DEMO & PROPOSED FLOOR PLAN	1: 100@ A1
Drawn by: IF	Check by: WC
Drawing No	Issue
DA 10	A

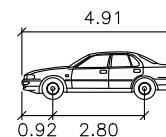


Attachment 2

Turning Path Assessment

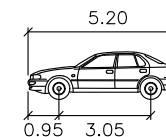
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- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



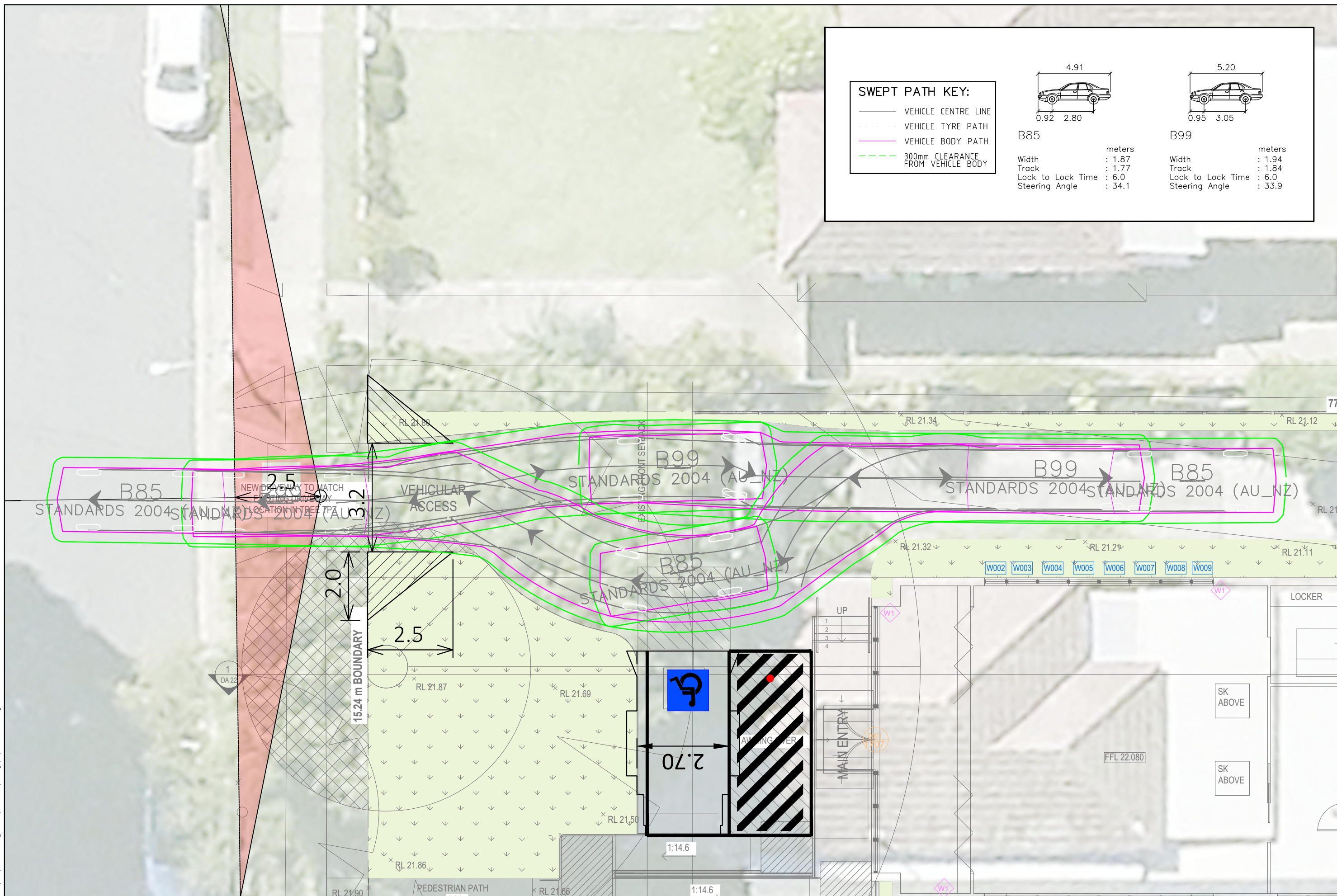
B85

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Steering Angle : 34.1



B99

Width : 1.94 meters
Track : 1.84
Lock to Lock Time : 6.0
Steering Angle : 33.9



56 PRINGLE AVENUE, BANKSTOWN
GROUND FLOOR
SWEPT PATH ASSESSMENT

DRAWING REF NO. 24071-V1.10-SP

SHEET NO. 03 OF 07

ISSUE DATE 6 May 2025

DESIGNED BY
L.NG

REVIEWED BY
B.LO

SCALE
A3

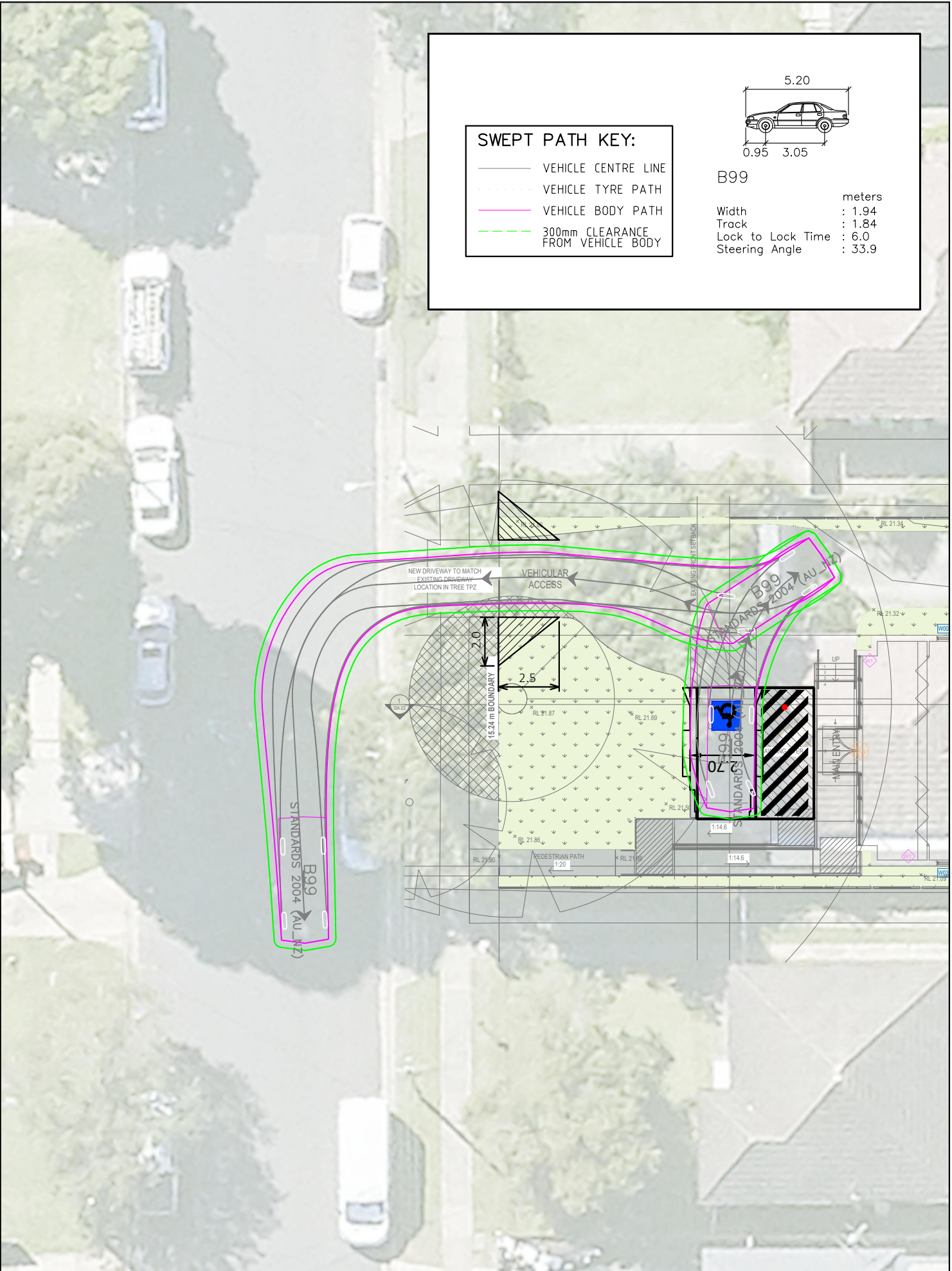
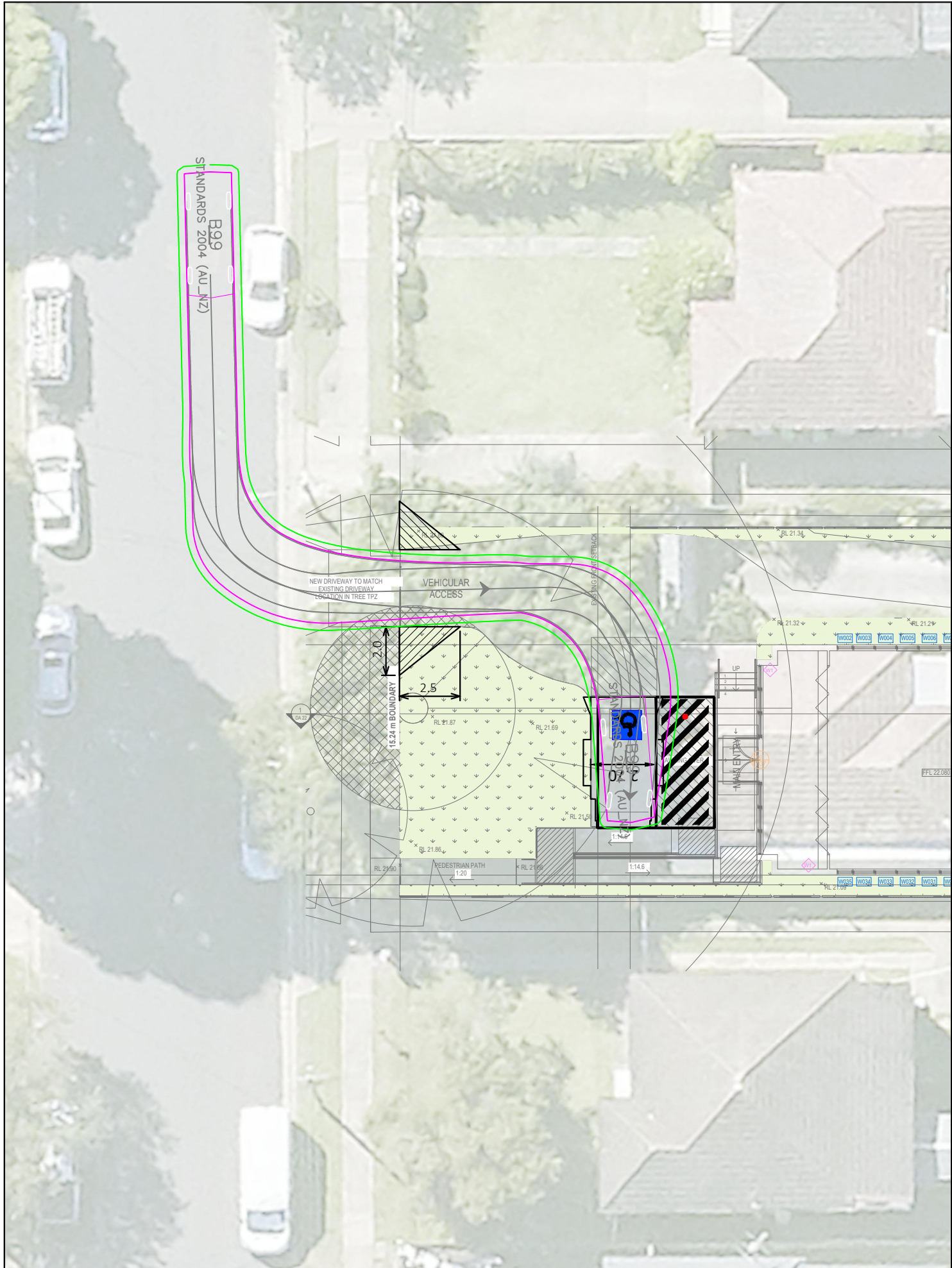


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SWEPT PATH KEY:

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

B99

Width : 1.94 meters

Track : 1.84

Lock to Lock Time : 6.0

Steering Angle : 33.9

5.20

0.95 3.05

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Plotted by Lanore Ng

56 PRINGLE AVENUE, BANKSTOWN
GROUND FLOOR
SWEPT PATH ASSESSMENT
DRAWING REF NO. 24071-V1.10-SP

SHEET NO. 04 OF 07

ISSUE DATE 6 May 2025

DESIGNED BY
L.NG

REVIEWED BY
B.LO

SCALE
A3

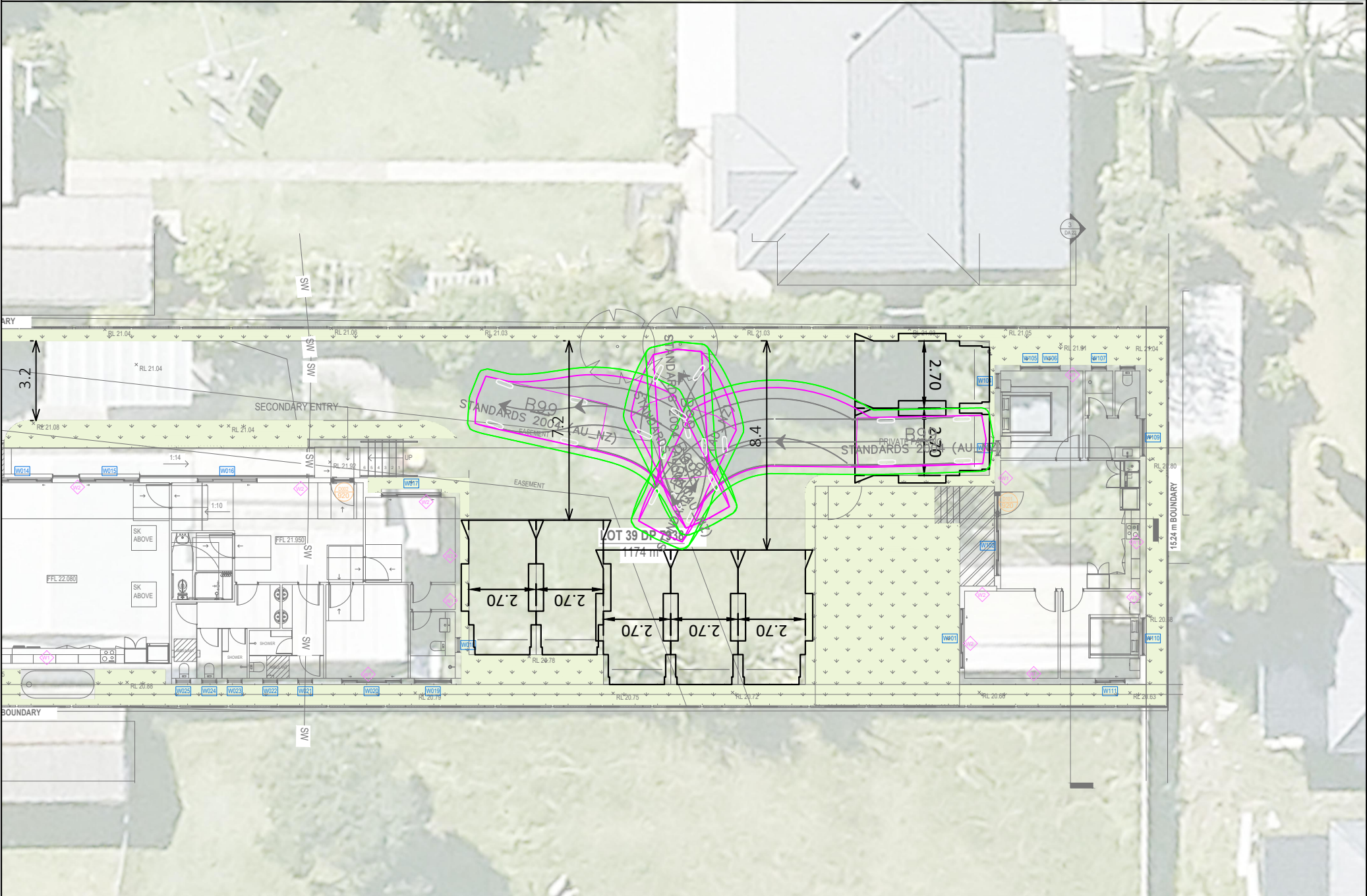
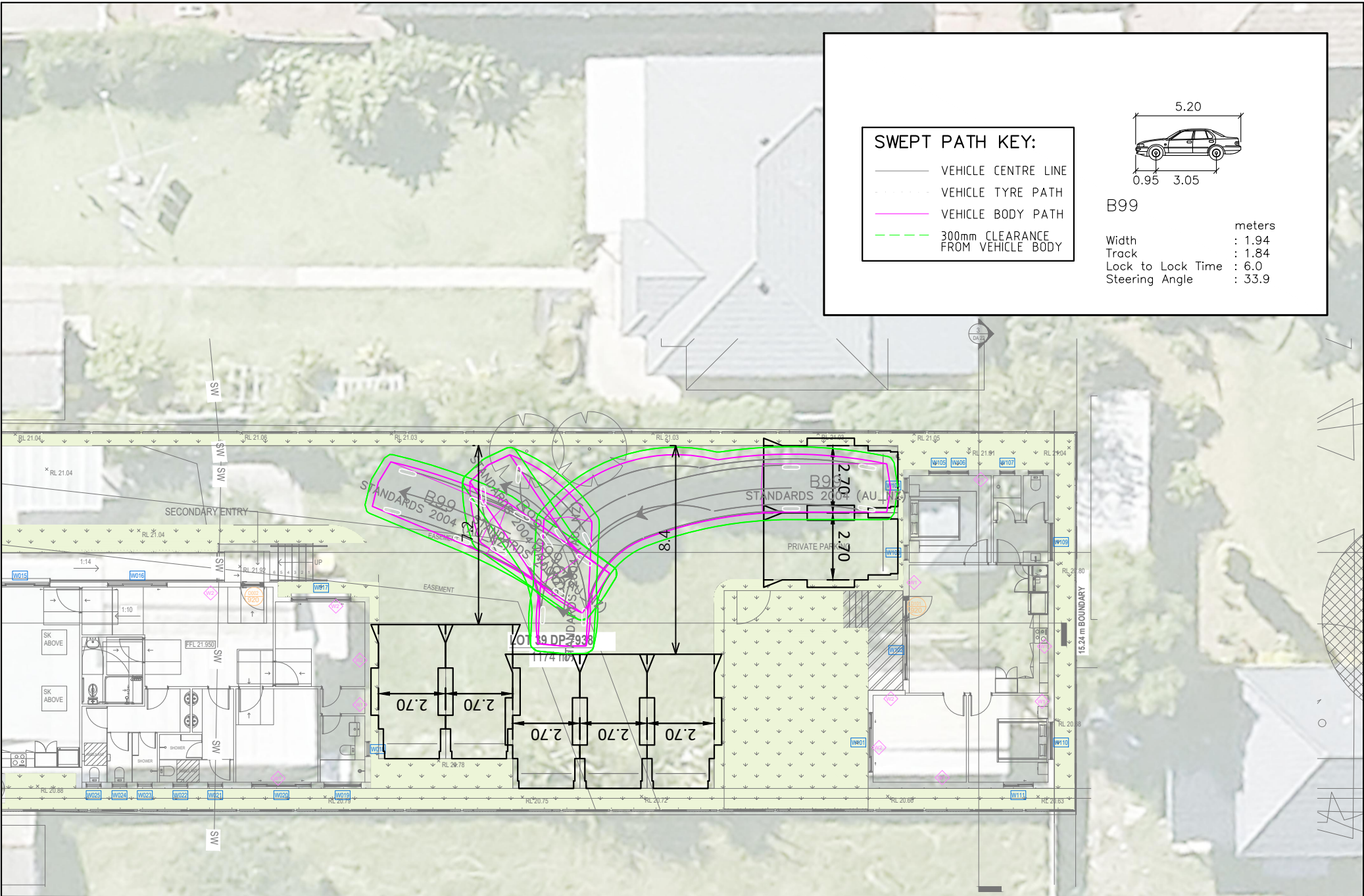
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56 PRINGLE AVENUE, BANKSTOWN
GROUND FLOOR
SWEEP PATH ASSESSMENT

DRAWING REF NO. 24071-V1.10-SP SHEET NO. 05 OF 07 ISSUE DATE 6 May 2025

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L.NG

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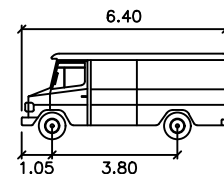
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ENTRY

EXIT

SWEPT PATH KEY:

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



SRV

Width : 2.30
Track : 2.30
Lock to Lock Time : 6.0
Steering Angle : 38.1

meters
: 2.30
: 2.30
: 6.0
: 38.1

56 PRINGLE AVENUE, BANKSTOWN
SWEPT PATH ASSESSMENT
SRV SITE ENTRY & EXIT

DRAWING REF NO. 24071-V1.10-SP

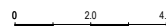
SHEET NO. 07 OF 07

ISSUE DATE 6 May 2025

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Better Developments with
Genesis Traffic