



## M<sup>C</sup>LAREN TRAFFIC ENGINEERING

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Transport Planning, Traffic Impact Assessments, Road Safety Audits, Expert Witness

4 August 2025

Reference: 250624.01FA

GPM 1 Architecture  
88 Rogers Street  
Roselands NSW 2196  
Attention: Pino Martino

### TRAFFIC AND PARKING IMPACT STATEMENT OF THE PROPOSED INDUSTRIAL DEVELOPMENT AT 88 ROGERS STREET, ROSELANDS

Dear Pino,

Reference is made to your request to provide a traffic and parking impact assessment for the proposed s4.55 application for the approved industrial development at 88 Rogers Street, Roselands (proposed plans reproduced in **Annexure A**). The scale of the proposal is summarised below:

- Amended Unit 1 into two (2) separate units (Unit 1 and Unit 1a) with one (1) upper mezzanine level in each unit;
  - Net change of -205.97m<sup>2</sup> Light Industrial GFA.
- Relocation of waste bin storage room;
- Removal of six (6) car parking spaces including three (3) car stackers.

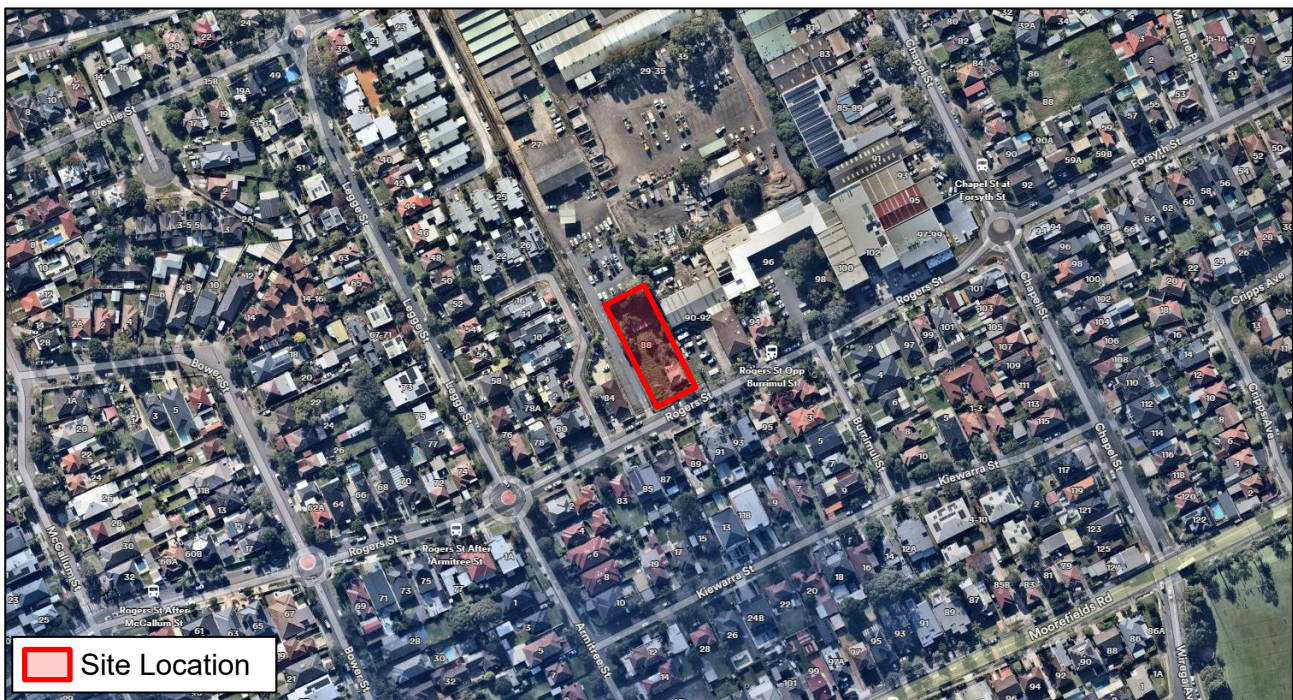
Access to the site is unchanged and provided via a two-way driveway from Rogers Street.

The assessment is provided in **Sections 1-3** of this letter, with a summary of the relevant findings below:

- The proposed design includes 12 car parking spaces, exceeding the requirements of the *Canterbury Bankstown Development Control Plan 2023*. Swept path testing of the proposed design is reproduced in **Annexure B**;
- The traffic generation of the site is estimated at some 10 trips in the AM and PM peak hours, which is considered to be of such low order that it will not have a noticeable impact on the surrounding road network.

## 1 Site Location and Access

The location of the site is depicted on an aerial image in **Figure 1**. The characteristics of the site and the surrounding transport network are summarised in **Table 1**.



**FIGURE 1: SITE CONTEXT – AERIAL PHOTO**

**TABLE 1: SITE CONTEXT**

<b>Zoning</b>	The site is zoned <i>E4 – General Industrial</i> under the Canterbury-Bankstown Local Environmental Plan 2023.
<b>Roads Fronting Site</b>	<p>The site fronts the following road:</p> <ul style="list-style-type: none"> <li>Rogers Street (Unclassified Local Road)</li> </ul> <p>Access is proposed from Rogers Street.</p>
<b>State Planning Controls</b>	The site is neither of sufficient size or capacity or fronted by or provided access via a classified road and is therefore not required to be referred to Transport for NSW (TfNSW) as part of the Development Application process.
<b>Public Transport</b>	The site is located within 60m walking distance of bus stops (ID: 2196264 and ID: 2208131) which services the 946 (Roselands to Bankstown via Lakemba & Greenacre) service provided by U-Go Mobility.

## 2 **Parking and Access Design**

### 2.1 **Council Parking Requirement**

Reference is made to the *Canterbury-Bankstown Development Control Plan 2023* (CBDPC 2023) – Chapter 3.2: *Parking* which outlines the following parking requirements applicable to the proposed development:

#### ***Off-Street Parking Schedule***

##### *Industries*

*1 space per 100m<sup>2</sup> gross floor area*

*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 100m<sup>2</sup> gross floor area is to be provided. Any additional office space will be assessed at a rate of 1 car space per 40m<sup>2</sup> gross floor area.*

##### *Office Premises – Other locations*

*1 space per 40m<sup>2</sup> GFA*

##### *Warehouse or distribution centres*

*1 space per 300m<sup>2</sup> GFA or 1 space per 2 staff, whichever is the greater.*

*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 100m<sup>2</sup> gross floor area is to be provided. Any additional office space will be assessed at a rate of 1 car space per 40m<sup>2</sup> gross floor area.*

#### ***Development Controls***

2.2 *In calculating the total number of car parking space required for development, these must be:*

- (a) *rounded down if the fraction of the total calculation is less than half (0.5) a space; or*
- (b) *rounded up if the fraction of the total calculation is equal or more than half (0.5) a space; and...*

**Table 2** presents the parking requirements of the proposal according to the above CBDPC 2023 car parking rates.



**TABLE 2: CBDCP 2023 PARKING RATES**

Land Use	Scale	Rate	Spaces Required	Spaces Provided
Warehouse (Units 2-4)	664.79m <sup>2</sup> GFA	1 space per 300m <sup>2</sup> GFA	2.2	12
Industries (Unit 1)	221.49m <sup>2</sup> GFA	1 space per 100m <sup>2</sup> GFA	2.2	
Industries (Office – Not exceeding 20% total GFA)	85.37m <sup>2</sup> GFA	1 space per 100m <sup>2</sup> GFA	0.9	
Industries (exceeding 20% total GFA)	120.05m <sup>2</sup> GFA	1 space per 40m <sup>2</sup> GFA	3.0	
<b>Total</b>	-	-	<b>8 (8.3)</b>	<b>12</b>

**Note:** (1) Unit 1 and Unit 1a assessed as light industrial in line with previous DA assessment.  
(2) Units 2-4 mezzanine area included within warehouse GFA, in line with previous DA assessment.

As shown, strict application of the CBDCP 2023 requires the provision of eight (8) car parking spaces. The proposed plans detail the provision of 12 car parking spaces, exceeding CBDCP 2023 requirements by four (4) car parking spaces.

The remaining car parking, access and servicing requirements of the site have been assessed, with the relevant details summarised in **Table 3**.

**TABLE 3: PARKING ASSESSMENT SUMMARY**

Category	Control	Compliance with Control
<b>Bicycle / Motorcycle Parking</b>	<p>Council's DCP requires 1 bicycle space per 20 staff for industrial and warehouse developments as well as 1 space per 300m<sup>2</sup> GFA for office staff and 1 space per 500m<sup>2</sup> for office visitors.</p> <p>Council's DCP does not strictly require the provision of motorcycle parking spaces.</p>	<p><b>Yes</b> – The site requires one (1) staff bicycle space for office use. It is unknown how many staff each warehouse tenant would require.</p> <p>The proposed plans detail the provision of one (1) bicycle space within each warehouse unit similarly to the approved development as well as proposing an additional five (5) bicycle parking spaces next to car parking space 10.</p>
<b>Accessible Parking</b>	<p><b>Accessible off-street parking rates</b>  <i>Commercial and industrial premises (BCA Classes 5-8) where development contains 10 or more spaces</i>  1 accessible parking space per 50 parking spaces for staff  1 accessible parking space for visitors per 50 parking spaces where a car park has less than 500 spaces.</p>	<p><b>Yes</b> – The proposed site provides 13 car parking spaces and as such the CBDCP 2023 requires the provision of two (2) accessible spaces.</p> <p>The proposed car parking layout incorporates two (2) accessible car parking spaces.</p>

Loading and Servicing Facilities	<i>For commercial and industrial developments, all allocated bins are required to be presented to a nominated on-site collection point and not on the kerbside. The site is to allow an HRV to enter the site and collect all bins directly from the bin storage area, a loading dock or a separate on-site bin presentation area.</i>	<p><b>Yes</b> – No changes are proposed from the approved waste collection vehicle (SRV). The waste bin storage area has been relocated. Swept path tests have been conducted and are presented in <b>Annexure B</b>, demonstrating that the new location is appropriate.</p> <p>Each unit is able to be serviced by an SRV as the maximum size vehicle – similar to the approved arrangements. Swept path testing of an SRV entering and exiting each modified unit loading bay is presented in <b>Annexure B</b>.</p>
Car Parking Design	<p>Assessed against the requirements of:</p> <ul style="list-style-type: none"> <li>- AS2890.1-2004</li> <li>- AS2890.2-2018</li> <li>- AS2890.6-2022</li> </ul>	<p><b>Yes</b> – All car parking provided meets the requirements of the relevant standard. Relevant swept path testing has been undertaken with the results provided in <b>Annexure B</b>.</p>

### 3 Traffic Generation and Impact

The traffic generation rates for the relevant land uses are provided in the *TfNSW Guide to Transport Impact Assessment* (GTIA), which supersedes the *RTA Guide to Traffic Generating Developments* (2002). Where traffic generation rates are not provided in the TfNSW Guide, the RTA Guide has been referenced. The relevant traffic generation rates are as follows:

#### **GTIA 2024**

##### *Office blocks (2010)*

*AM peak hour*                      *1.69 vehicle trips / 100m<sup>2</sup> GFA*

*PM peak hour*                      *1.20 vehicle trips / 100m<sup>2</sup> GFA*

##### *Large format warehousing (2024 and 2012)*

##### *0-10,000m<sup>2</sup> GFA*

*Site AM peak*                      *0.5 vehicle trips / 100m<sup>2</sup> GFA*

*Site PM peak*                      *Not available*

#### **RTA Guide 2002**

##### *3.10.1 Factory*

*Evening peak hour vehicle trips = 1 per 100m<sup>2</sup> GFA*

Whilst the relevant guidelines only provide traffic generation rates for factory use in the PM peak hour and warehouse use in the AM peak hour, the same rates will be assumed to also apply to both the AM and PM peak hours, as a conservative assessment. The resulting AM and PM peak hourly traffic generation is summarised in **Table 4**.

**TABLE 4: ESTIMATED TRAFFIC GENERATION**

Use	Scale	Peak	Generation Rate	Trips
Factories <sup>(1)</sup>	221.49m <sup>2</sup> GFA	AM	1 per 100m <sup>2</sup> GFA	2 trips (2 in, 0 out)
		PM	1 per 100m <sup>2</sup> GFA	2 trips (0 in, 2 out)
Warehouse <sup>(1)</sup>	664.79m <sup>2</sup> GFA	AM	0.5 per 100m <sup>2</sup> GFA	4 trips (3 in, 1 out)
		PM	0.5 per 100m <sup>2</sup> GFA	4 trips (1 in, 3 out)
Office <sup>(1)</sup>	205.42m <sup>2</sup> GFA	AM	2 per 100m <sup>2</sup> GFA	4 trips (3 in, 1 out)
		PM	2 per 100m <sup>2</sup> GFA	4 trips (1 in, 3 out)
<b>Total</b>	<b>-</b>	<b>AM</b>	<b>-</b>	<b>10 trips (8 in, 2 out)</b>
		<b>PM</b>		<b>10 trips (2 in, 8 out)</b>

**Notes:**

(1) 80% inbound and 20% outbound assumed for the AM peak period, vice versa for the PM peak period.

As shown, the expected traffic generation associated with the proposed development is in the order of **10** vehicle trips in the AM peak period (8 in, 2 out) and **10** vehicle trips in the PM peak period (2 in, 8 out).

It should be noted that the approved expected traffic generation was assessed to be in the order of **13** vehicle trips in the AM peak period (10 in, 3 out) and **13** vehicle trips in the PM peak period (3 in, 10 out) and as such there is a net difference of **-3** vehicle trips in both the AM and PM peak periods as a result of this s4.55 proposal.

This level of traffic will have no adverse impact on any nearby intersections and can be readily accommodated within the existing road network with minimal impact in terms of traffic flow efficiency and road safety considerations.

Indeed, the computer models that are available to assess these impacts are not sensitive to such small changes and it may be concluded that the road network will operate with no change in the existing levels of service. In this regard, the proposed use of the site is a low-order traffic use, and the proposed development is supportable in terms of its traffic impacts.

Please contact Joshua Cornford or the undersigned should you require further information or assistance.

Yours faithfully  
**McLaren Traffic Engineering**

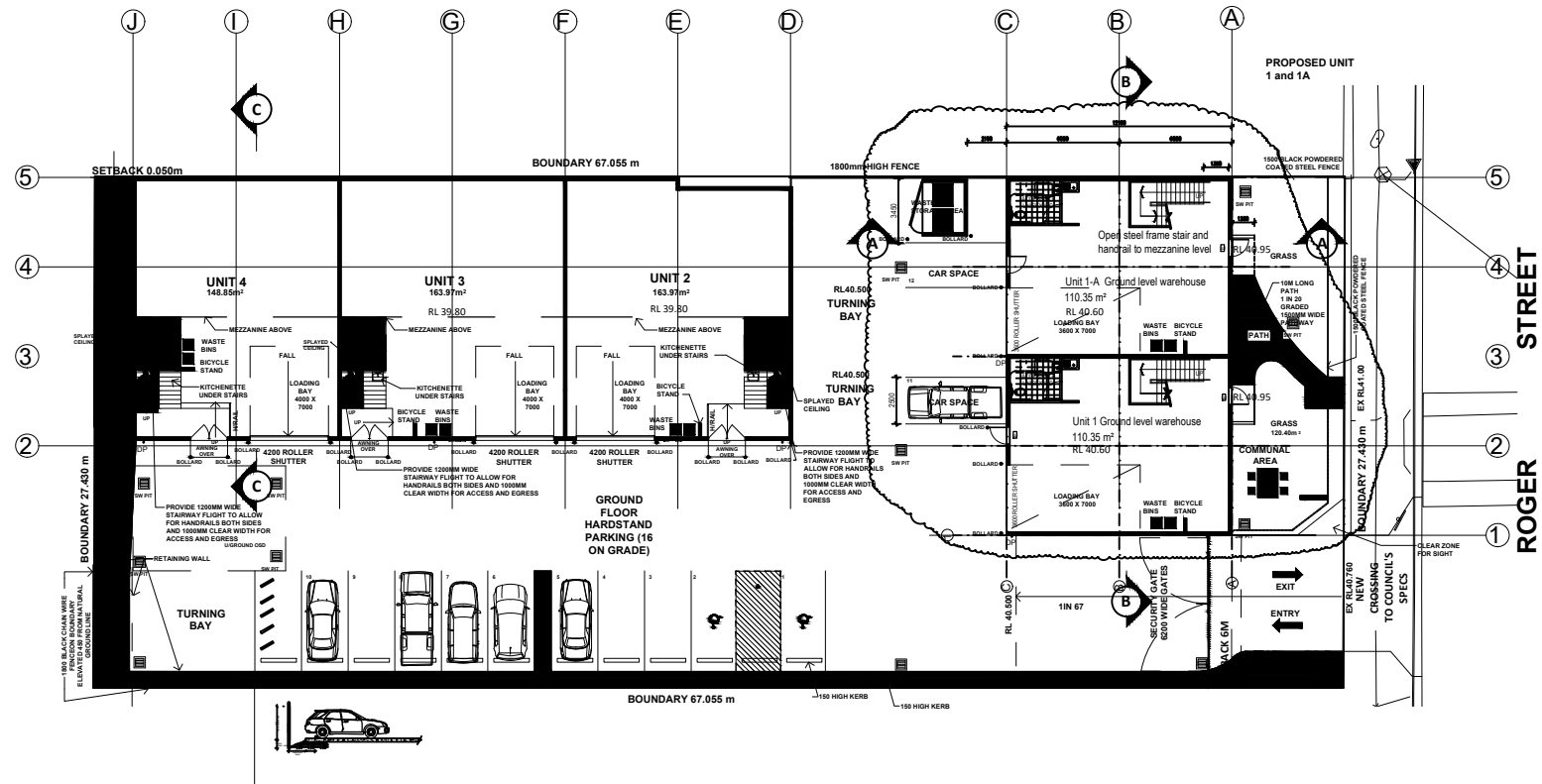


**Daniel Walker**  
**Principal Traffic Engineer**  
B.E. (Hons) (Schol) (Civil Engineering)  
TfNSW Accredited Level 2 Road Safety Auditor (RSA-02-1453)



**ANNEXURE A: PROPOSED PLANS  
(1 SHEET)**





PROPOSED LOUVRED SCREENED GARBAGE AREA

Disclaimer  
Yield me pty ltd is a registered architect, assumes no responsibility for the accuracy of these drawings, or for any errors or omissions that may have been incorporated into it as a result of incorrect information provided to gem 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 is a registered architect and 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 projects. We emphasize that if these drawings are modified by other parties, submitted by other parties to other parties for the purpose of resale, then those parties take full legal responsibility for any omissions that may arise.  
Notes: 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 gem architecture consultants and client and manufacture shall not commence prior to return of inspected shop working drawings by the author.

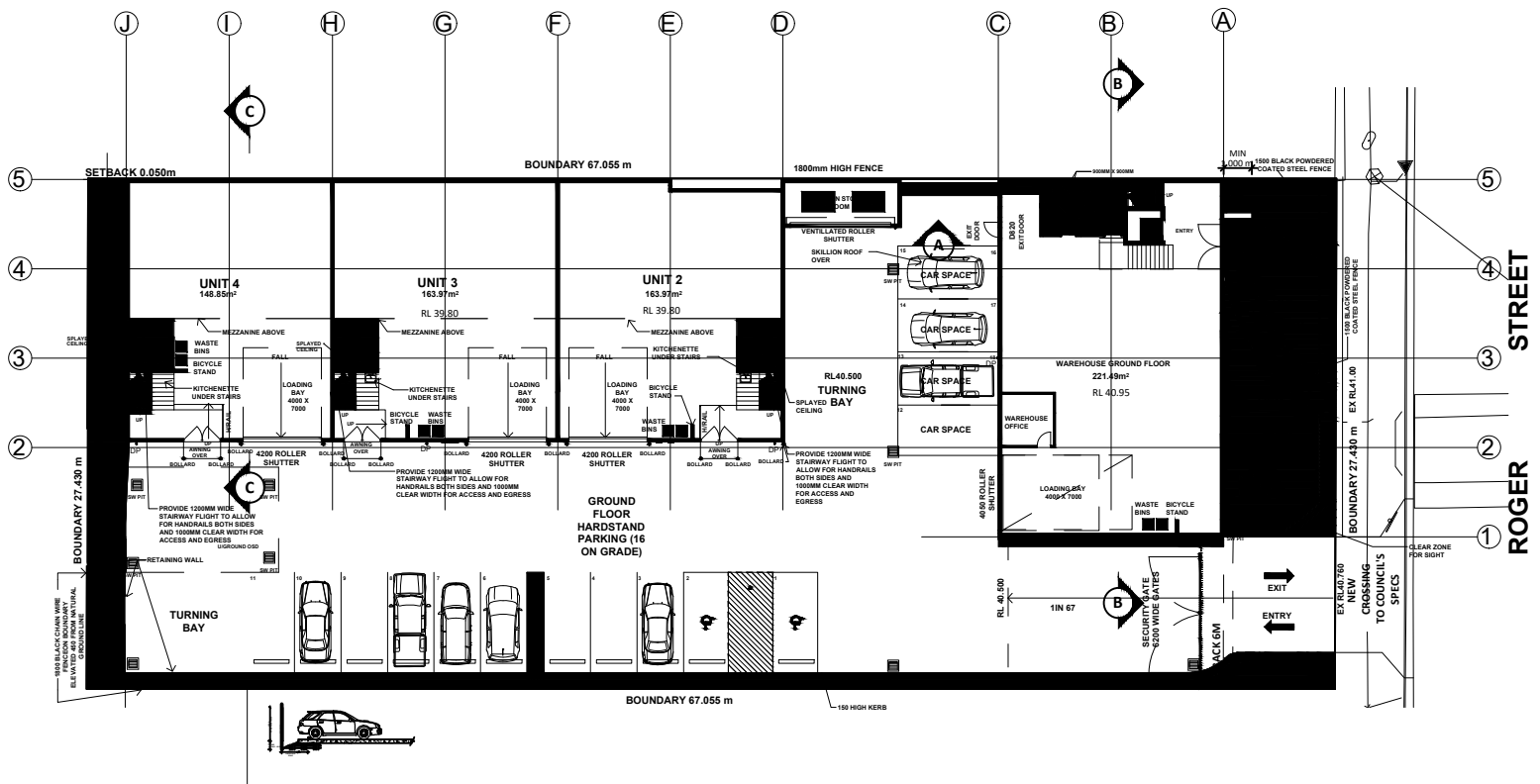
issue	amendments	date
G Sc-B	FINAL DA Approval Section 4.55 Amended to front Unit 1	12.07.24 21.07.25

#### LEGEND:

- TO BE DEMOLISHED
- EXISTING TREE TO BE RETAINED
- EXISTING TREE TO BE REMOVED
- EXISTING RL
- PROPOSED RL
- T/COM
- POWER POLE
- WATER METER
- LANDSCAPE AREA

## PROPOSED SITE PLAN - Ground Floor Plan Unit 1

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



## EXISTING SITE PLAN - Approved DA Ground Plan Unit 1 to Unit 4

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

## EXISTING DA APPROVED SITE PLAN PROPOSED SITE PLAN

drawn: PM date: July 21 2025 issue: SC-A  
checked: PM 1:200 @ A3  
project no. 25.3155 scale: 1:100 @ A1 drawing no. AR100

CLIENT: Ribal Pty Ltd & Actol Pty Ltd  
PROJECT PROPOSAL: PROPOSED Section 4.55 Unit 1  
PROJECT ADDRESS: Amendement To Existing DA1399/2024  
88 Rogers Street, Roselands NSW

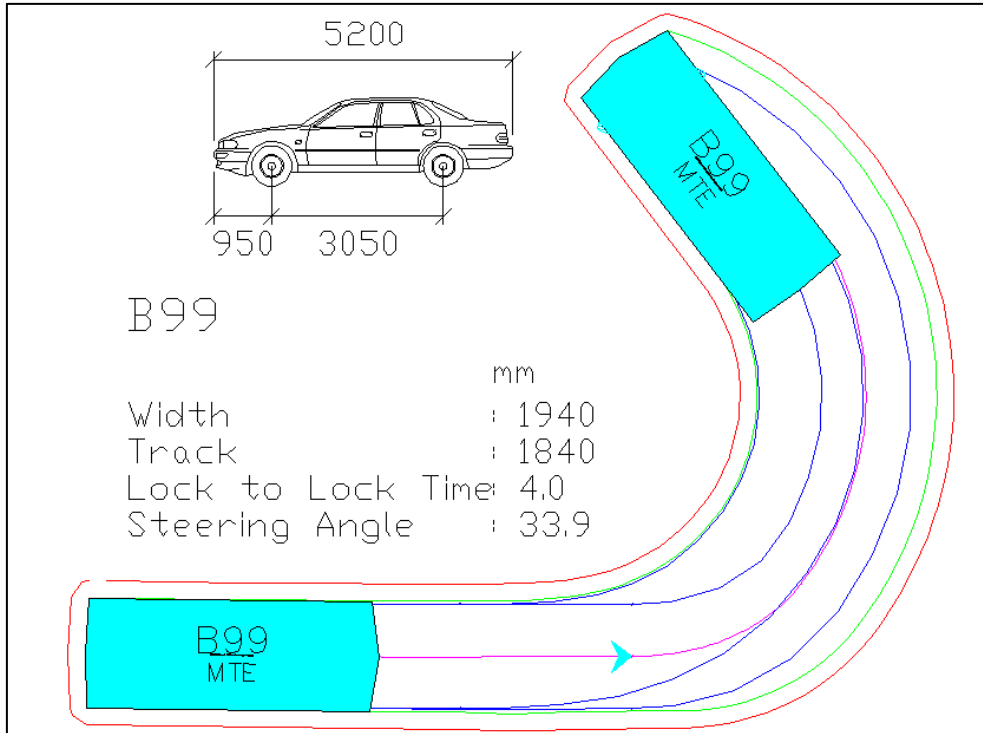
0m 1m 2m 3m 4m



©This drawing is copyright, do not scale drawing, work to figure dimensions only, verify all dimensions on site, report to gem architecture any omission, discrepancy or anything that might lead to a result other than the intent of the drawing. If in doubt, ask. All work to comply with the BCA & relevant Australian Standards.

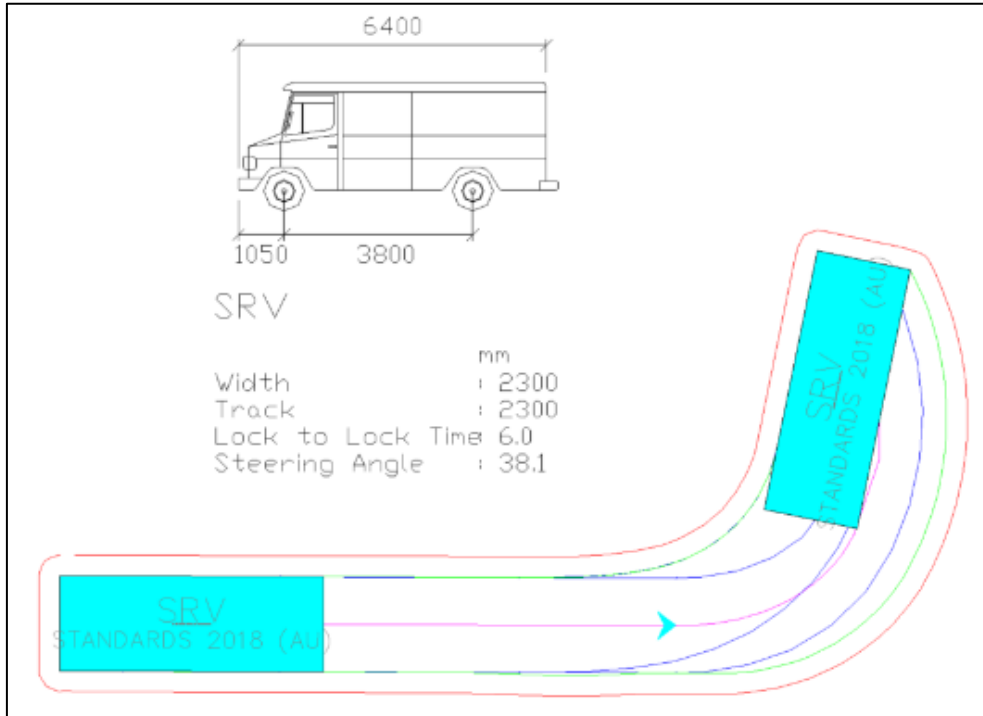


**ANNEXURE B: SWEEP PATH TESTING RESULTS  
(5 SHEETS)**



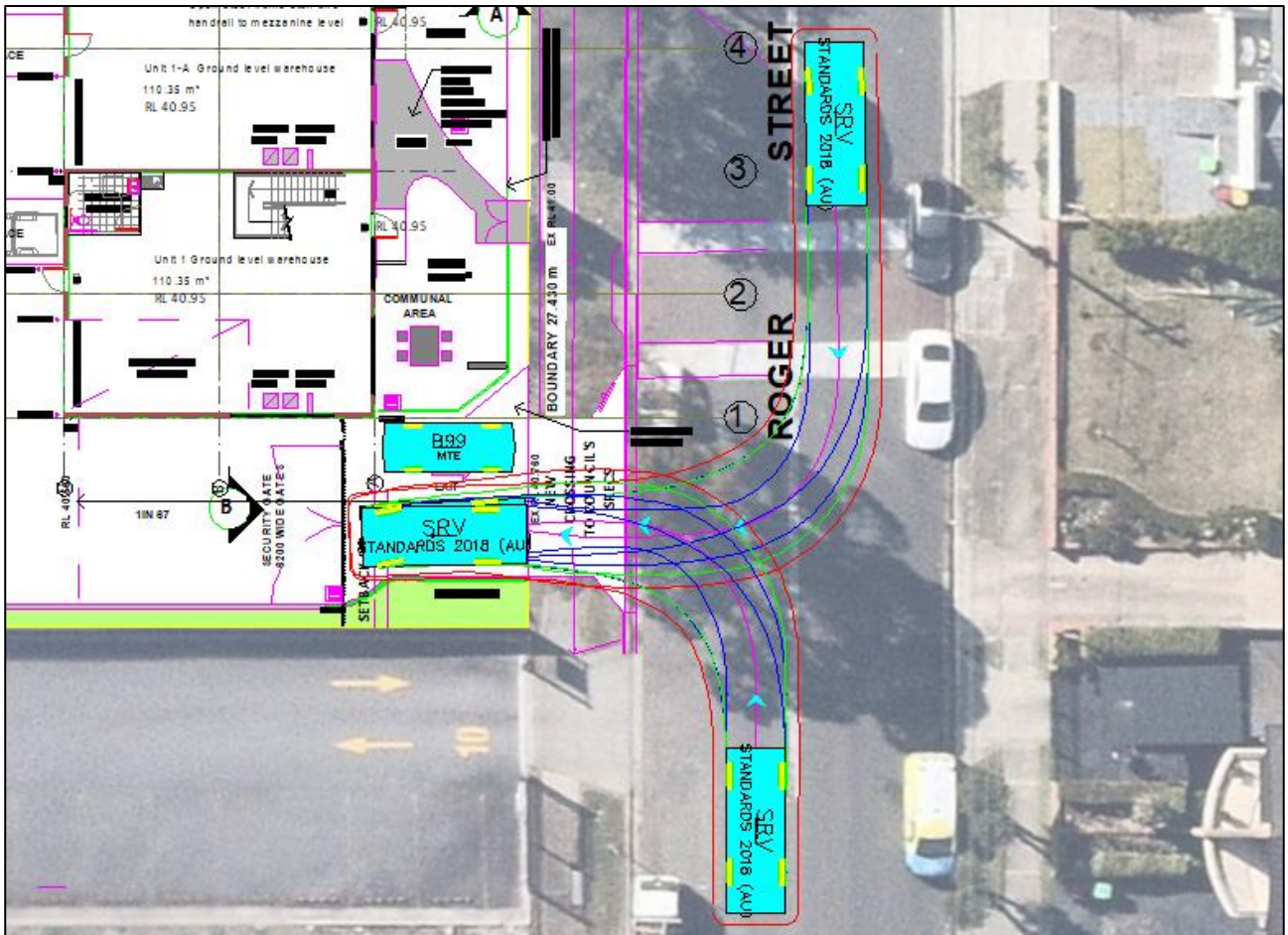
### AUSTRALIAN STANDARD 99.8<sup>TH</sup> PERCENTILE SIZE VEHICLE (B99)

Blue – Tyre Path  
Green – Vehicle Body  
Red – 300mm Clearance



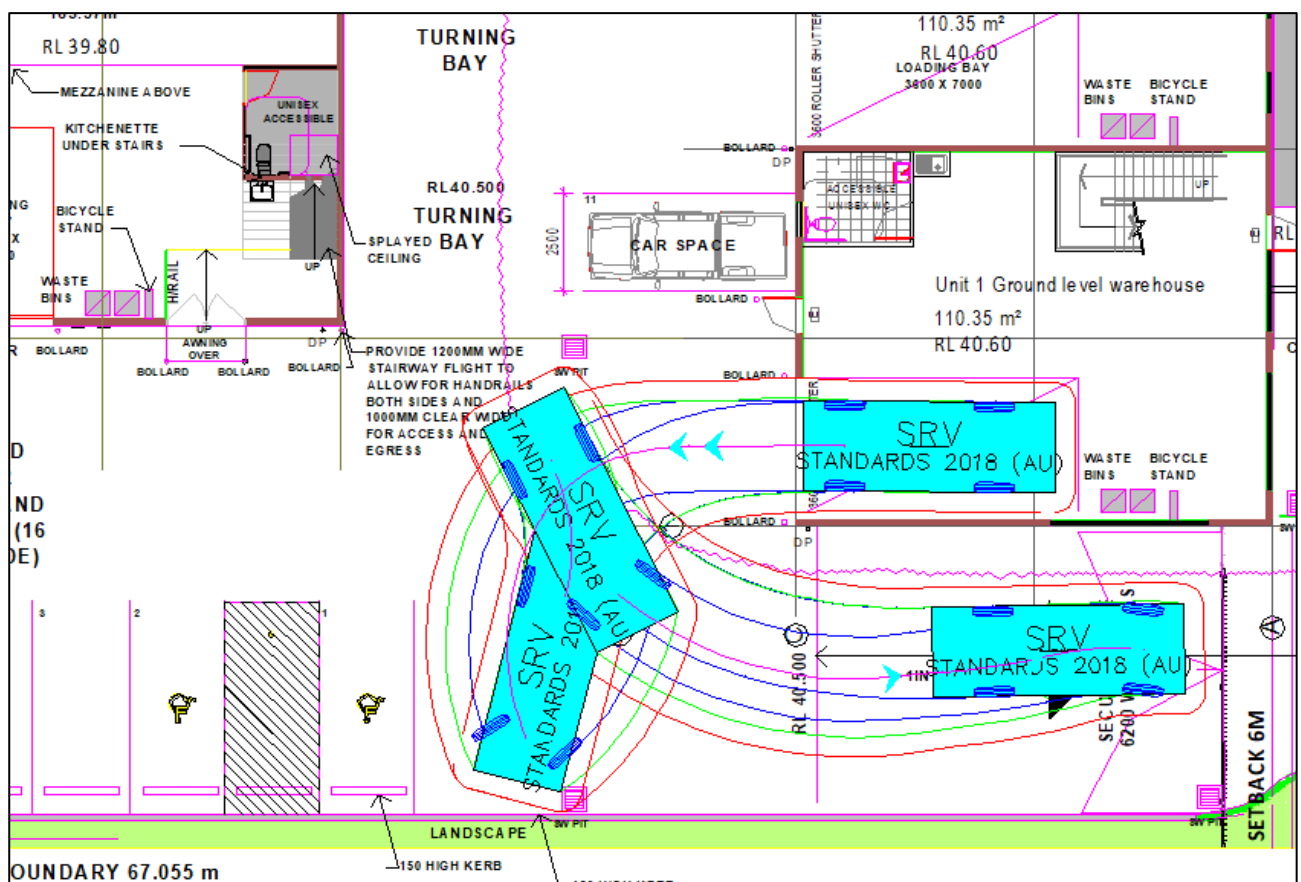
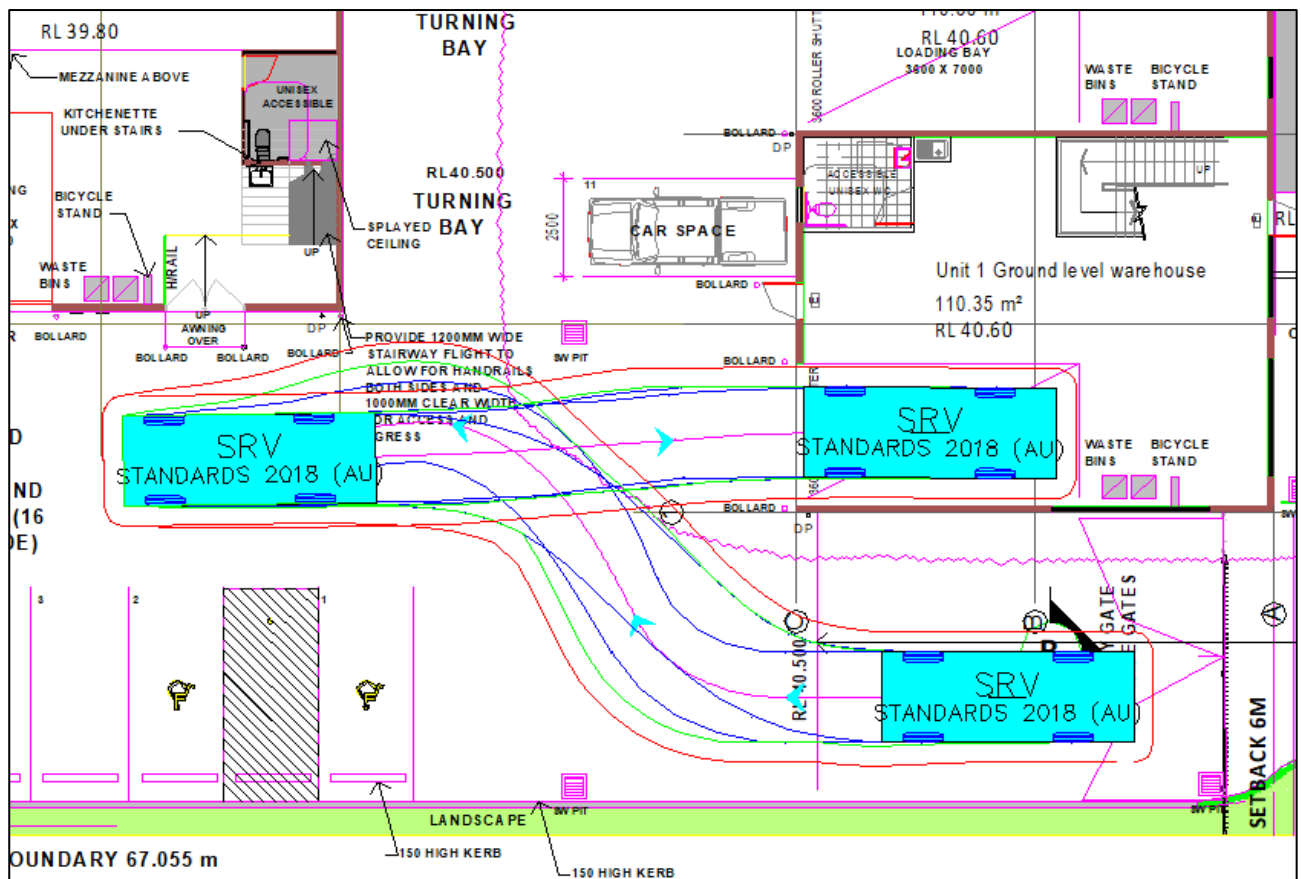
### AUSTRALIAN STANDARD SMALL RIGID VEHICLE (SRV)

Blue – Tyre Path  
Green – Vehicle Body  
Red – 500mm Clearance  
Tested at 5km/h internally and 10km/h externally

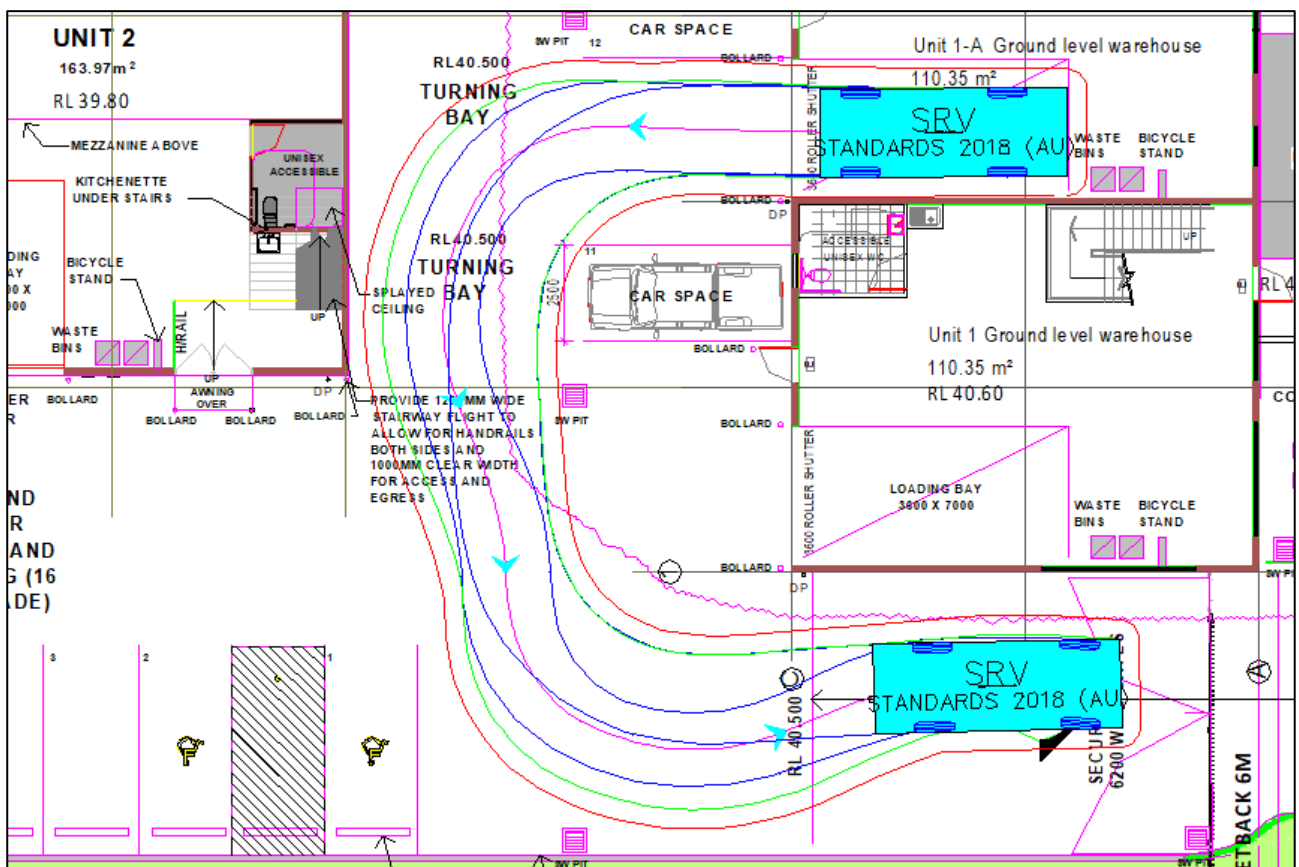
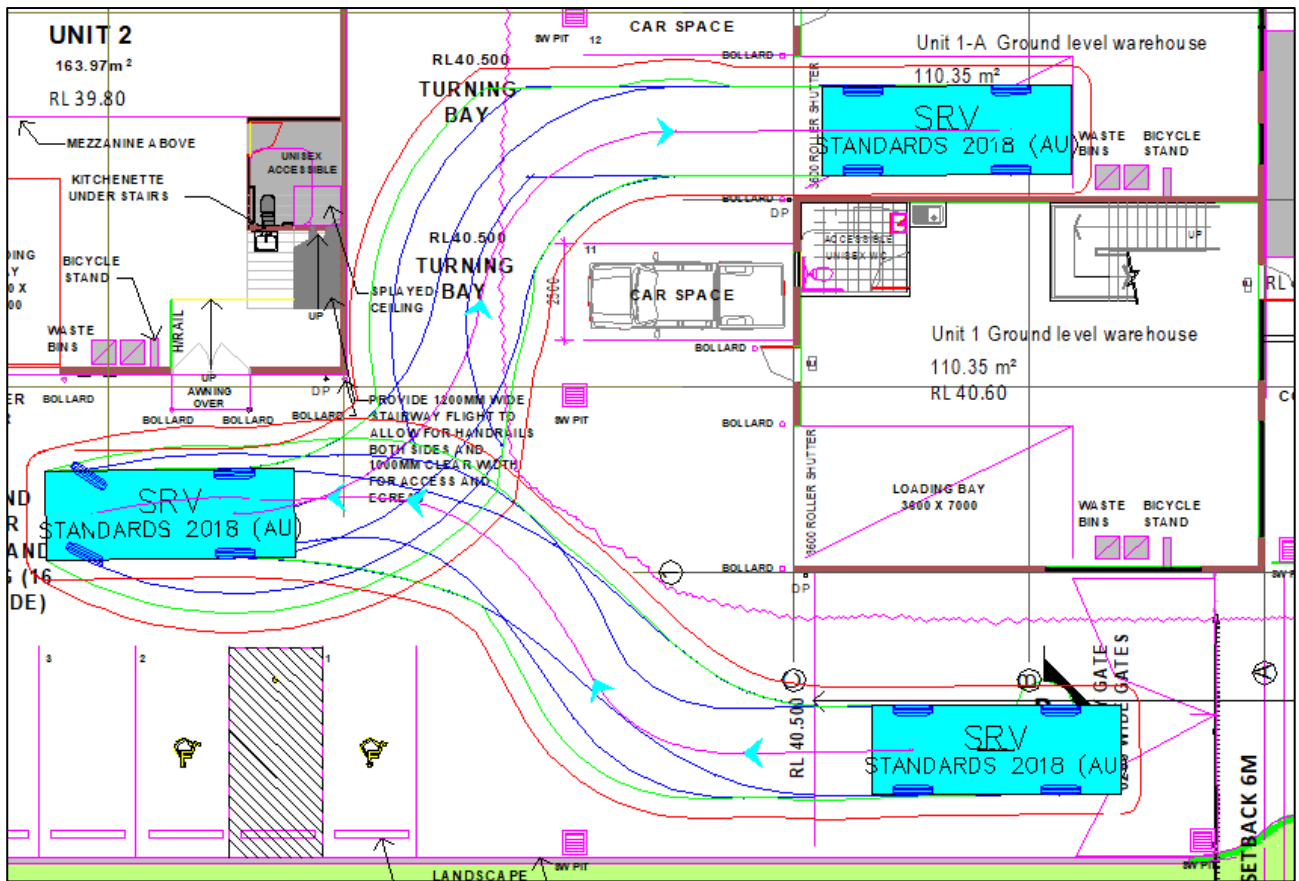


**SRV Site Entry / Exit Passing B99  
Successful**





**SRV Entry / Exit from Unit 1 Loading Bay**  
 2 Manoeuvres REVERSE ENTRY / 3 Manoeuvres FORWARD EXIT  
**Successful**



**SRV Entry / Exit from Unit 1a Loading Bay**  
2 Manoeuvres REVERSE ENTRY / 1 Manoeuvre FORWARD EXIT  
**Successful**



