

TRAFFIC AND PARKING IMPACT STATEMENT FOR A MIXED-USE DEVELOPMENT

1570-1580 Canterbury Road in Punchbowl

Traffic and Parking Impact Report

Prepared for: Dilcara

A255059A (Version 1a)

November 2025

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1. INTRODUCTION

Motion Traffic Engineers was commissioned by Dilcara to undertake a traffic and parking impact statement of an approved mixed-use development at 1570-1580 Canterbury Road in Punchbowl as part of a Section 4.56 submission to Canterbury Bankstown Council.



Figure 1: Location of the Site on Aerial

2. PROPOSED MIXED-USE DEVELOPMENT

The land use details for the proposed mixed-use development are as follows for the approved and proposed changes:

Approved Mixed-Use development

The approved mixed-use development comprised of the following number of apartments:

- Nineteen one-bedroom apartments
- Thirty-seven two-bedrooms
- Two three-bedroom apartments

A total of 58 apartments.

The number of car spaces provided:

- 68 residential tenant car spaces
- 12 visitor car spaces
- 6 commercial car spaces

Proposed Changes

The proposed apartment numbers are

- Nineteen one-bedroom apartments
- Thirty-seven two-bedrooms
- Two three-bedroom apartments

The total of 58 apartments.

The number of car spaces provided:

- 68 residential tenant car spaces
- 12 visitor car spaces
- 6 commercial car spaces

The bicycle and motor bike spaces are provided both for residential and visitors.

The number of car, motorbike and bicycle spaces proposed:

Basement 1

- 6 commercial car spaces
- 12 visitor's car spaces
- 21 residential car spaces
- 6 residential bicycles

- 6 visitor's bicycles.

Basement 2

- 47 residential car spaces
- 1 car wash space
- 3 motorbikes space
- 6 residential car spaces

There are no changes in apartment number and composition (one or two bedrooms etc).

A full scaled plan of the proposed mixed-use development is provided as part of the Section 4.56 Submission. Scaled measurements should use these plans.

3. PARKING CONSIDERATIONS

3.1 Car Parking

The car parking requirements for multiple unit housing are presented in *Part C of Canterbury Bankstown City Council Development Control Plan 2023* with the car parking rates as follows as it applies to the proposed mixed-use development:

- 1 space per one-bedroom dwelling
- 1.2 spaces per two-bedroom dwelling
- 1.5 spaces per three or more-bedroom dwelling
- 0.2 visitor space per dwellings
- 1 per 30m² space for commercial

Table 1 summarises the car parking requirements for the proposed mixed-use development. The proposed mix-use development complies with Council's car parking requirements.

Type	Number of Units	Car Parking Rate	Car Spaces Required	Car spaces provided
1 bedroom	19	1 space per apartment	19.0	68
2 bedrooms	37	1.2 space per apartment	44.4	
3 bedrooms	2	1.5 spaces per apartment	3.0	
Visitor		0.2 per apartment	11.6	12
Car wash Bay			1	1
Commercial	177.89 m ²	1 per 30m ²	5.9	6
Loading bay			1.0	1
		Total	86	88

Table 1: Car Parking Requirements and Provisions

3.2 Bicycle Parking

The bicycle parking requirements for multiple unit housing are presented in *Part C of Canterbury Bankstown City Council Development Control Plan 2023* with the car parking rates as follows as it applies to the proposed mixed-use development:

- 1 space per five apartments for residents
- 1 space per ten apartments for visitors
- 1 space per 30mm2 for staff for the commercial area
- 1 space per 500m2 over 1,0000m2 for visits for the commercial area

The bicycle space requirements are presented in Table 2. The proposed mix-use development complies with Council's bicycle parking requirements.

Type	Number of Units	Bicycle Parking Rate	Bicycle Spaces Required	Bicycle spaces provided
Resides	58	1 space per 5 apartments	11.6	12
Visitors		1 space per 10 apartments	5.8	6
Commercial m2	177.89	1 per 300m2 (staff)	1.0	1
		Min 1 _ 1 space per 500m2 over 1,00m2	1.0	1
		Total	19.4	20

Table 2: Bicycle Parking Requirements and Provisions

4. VEHICLE TRAFFIC GENERATION

The Development Application was submitted when the *RTA Guide to Traffic Generating Developments 2002*. As a consequence, this document and the addendum in 2013 is used rather than *Guide to Transport Assessment 2024*.

The Development Application traffic report stated the following trip rate (Section 6.1):

- 0.28 trips per unit during the AM Peak period; and
- 0.41 trips per unit during the PM Peak period.

Since there are no changes in apartment number and composition (one or two bedrooms etc) the traffic impacts of the proposed changes through a S4.56 submission remains the same as assessed at the Development Application stage.

5. CONCLUSIONS

Based on the considerations presented in this report, it is considered that:

Parking

- The proposed changes in residential apartment numbers comply with Council's car parking requirements

Traffic

- There are no changes in traffic impact in the S4.56 submission since there are no changes in apartment number and composition (one or two bedrooms etc) the traffic impacts of the proposed changes through a S4.56 submission remain the same as assessed at the Development Application stage.