

82 BONDS ROAD, ROSELANDS NSW

TRAFFIC IMPACT ASSESSMENT

Proposed Dual Occupancy (DA-596/2019)

Prepared for Absolute Value Projects

REF: P25127

Document Control

Version	Date	Prepared By
A-DRAFT	30/12/2025	A.F.
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1 INTRODUCTION

1.1 Preamble

AMH Traffic has been engaged by Absolute Value Projects, henceforth 'the client', to prepare a traffic impact assessment report for the proposed dual occupancy at 82 Bonds Road, Roselands NSW.

This report has also been prepared to assess the need to facilitate forward exit as required in Condition 2b of the Development Consent.

During the preparation of this report, reference has been made to the following:

- Approved plans prepared by Boris Grgurevic & Associates dated 20 September 2019,
- Development Consent dated September 2019, and
- Canterbury – Bankstown Development Control Plan 2023.

1.2 Proposed Development

The proposal involves the construction of a double-storey dual occupancy. Council approved the proposed development with conditions on 20th September 2019.

Each unit will have 4 bedrooms and will be provided with one garage parking space and one tandem space. Each unit will be accessed from a separate vehicle crossing.

The approved plans are attached in **Appendix A** for reference.

2 EXISTING CONDITIONS

2.1 Subject Site Location

The subject site is located on the eastern side of Bonds Road, approximately 28m north of Martin Street. The location of the subject site and its surrounding area are depicted in **Figure 1**.



Figure 1: Subject Site (Source: Nearmap)

As illustrated in **Figure 2**, the site is in an R3 Zone – Medium Density Residential.

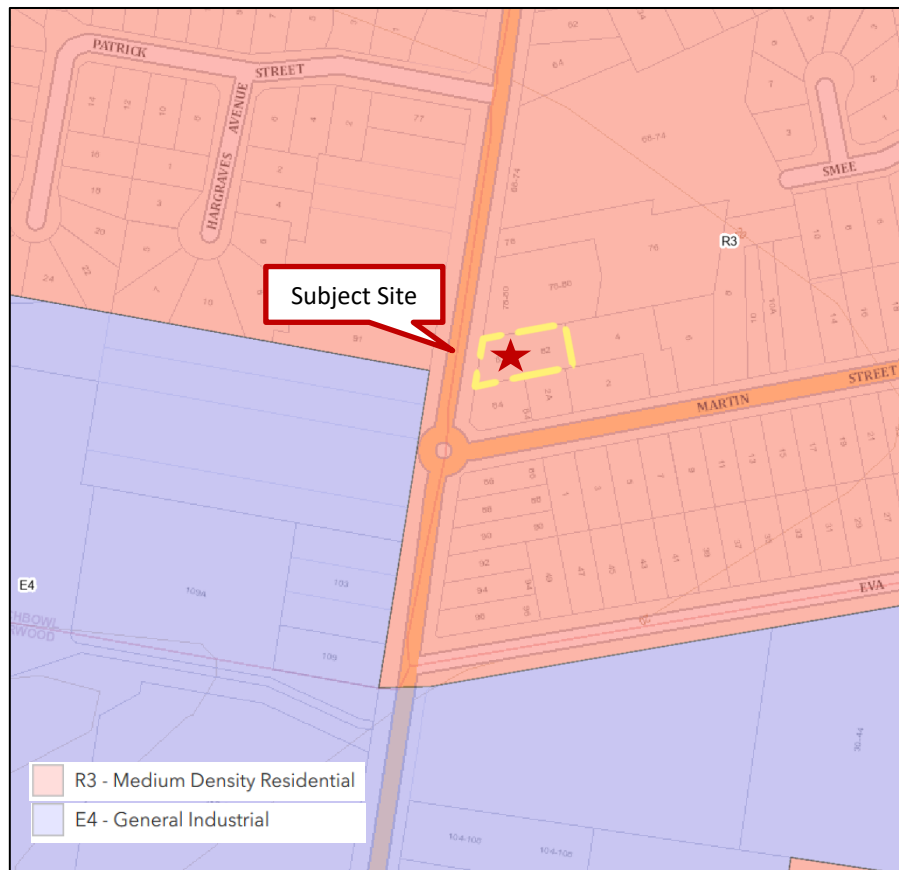


Figure 2: Land Zoning Map (Source: NSW Planning Portal)

2.2 Road Network

2.2.1 Bonds Road

Bonds Road is a regional road managed by Canterbury - Bankstown City Council. Bonds Road generally provides one traffic lane and one parking lane in each direction and has a carriageway width of 12.5m.

Footpaths are provided along both sides of the road.

Bonds Road has a posted speed limit of 50 km/hr.

Figure 3 shows a typical view of Bonds Road.



Figure 3: Bonds Road Looking North (Source: Google Maps)

2.3 Crash History

Analysis of TfNSW crash data in the last 5 years revealed that no crashes occurred within 100m of the site.

2.4 Traffic Volume and Speed Survey

A 7-day tube count traffic survey was conducted at the site frontage from Tuesday 16th December 2025 to Monday 21st December 2025.

The survey showed that the average weekday peak hour traffic is 882 vehicles in the AM peak hour and 1,028 vehicles in the PM peak hour. It is noted that the survey was undertaken in mid-December, where traffic is generally much higher than usual. The average weekday traffic volume pattern is highlighted in **Figure 4**.

The 85th percentile vehicle speed was found to be 44.6 km/h.

Detailed survey results can be found in **Appendix B**.

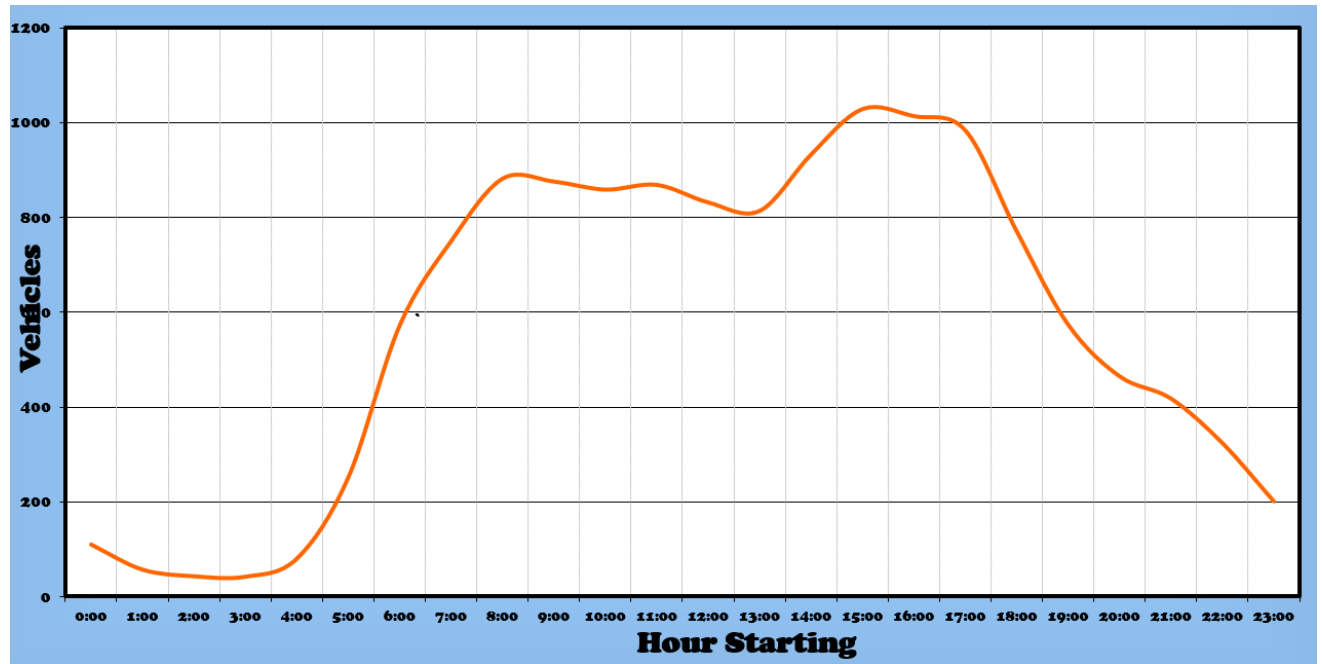


Figure 4: Average Weekday Traffic Volume Pattern

3 PARKING ASSESSMENT

3.1 Statutory Parking Requirement

Canterbury – Bankstown Council's Development Control Plan 2023 (DCP) requires that each dwelling that is part of a dual occupancy development is provided with 1 car space for two or less bedrooms and 2 car spaces for three or more bedrooms.

Since 2 car spaces are provided for each unit, the DCP car parking requirement has been met.

3.2 Sight Distance Check

Bonds Road has a posted speed limit of 50 Km/h. Therefore, according to AS2890.1, the required minimum sight distance for domestic vehicle crossings is 40 m.

Desktop sight distance checks of the proposed vehicle crossing have been undertaken. As illustrated in **Figure 5, Figure 6, Figure 7 and Figure 8**, it was found that the sight distances are at least 100m in both directions for both vehicle crossings.

It is noted parked vehicles can sometimes reduce visibility; however parked vehicles are considered temporary obstructions and motorists can manoeuvre around them for improved visibility.

The 85th percentile speed at the site frontage was also found to be 44.6 km/h, which reduces the practical sight distances required at the site.

Therefore, the available sight distances significantly exceed the requirements of AS2890.1 (2004).

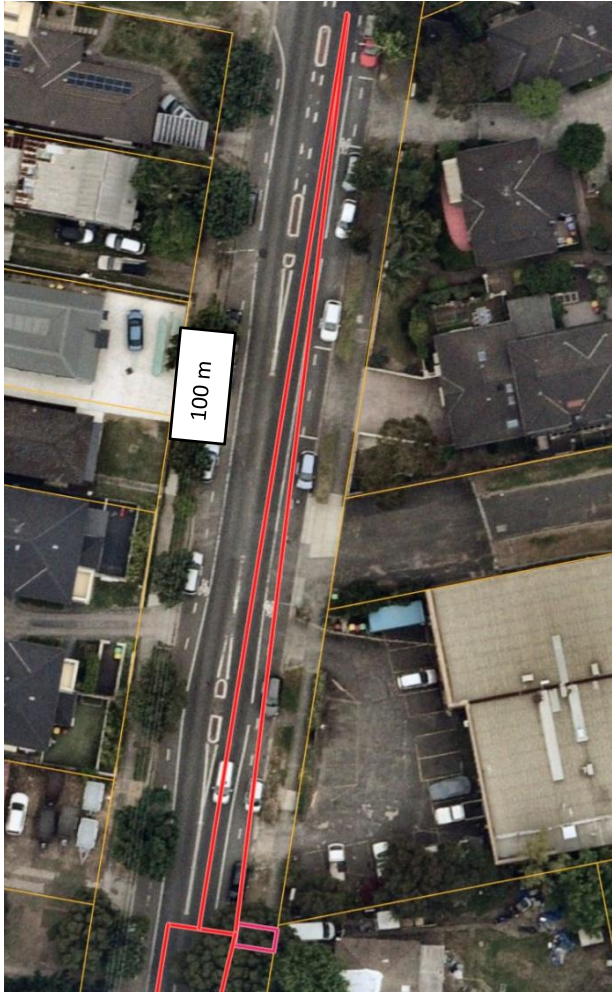


Figure 5: Dwelling 1 Sight distance to the north

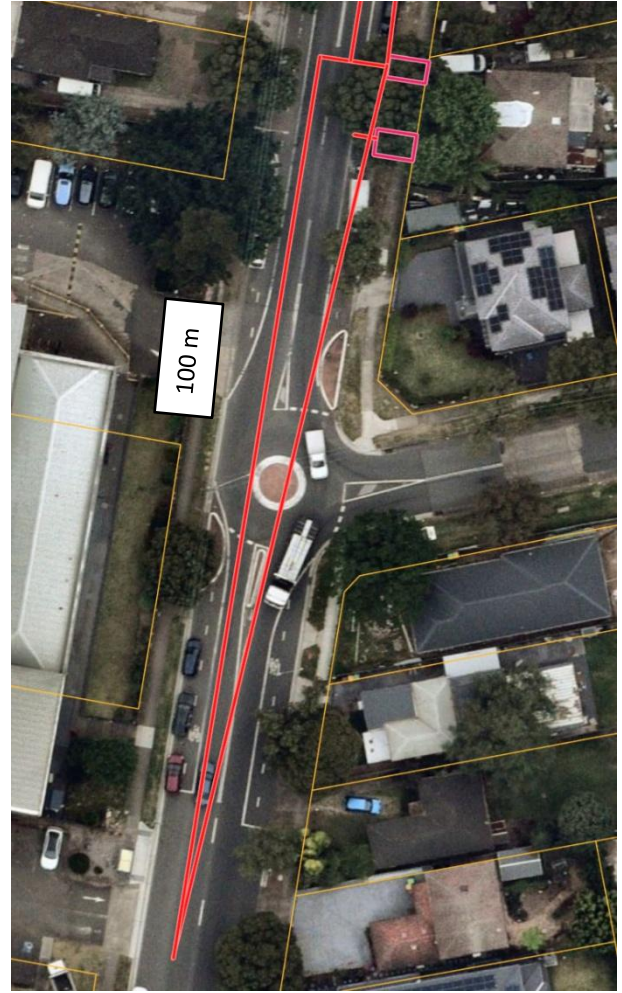


Figure 6: Dwelling 1 Sight distance to the south



Figure 7: Dwelling 2 Sight distance to the north

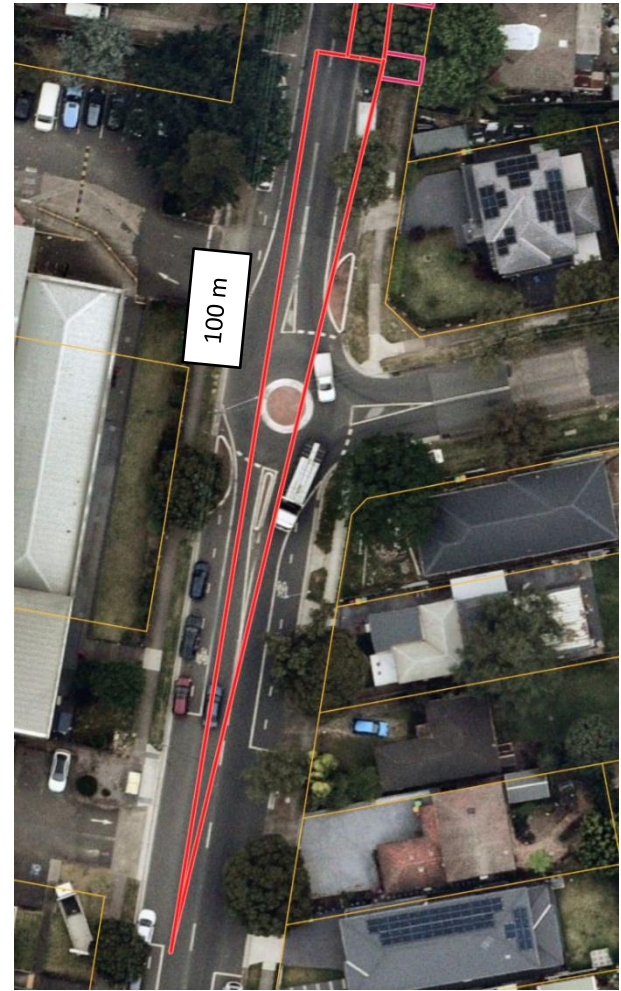


Figure 8: Dwelling 2 Sight distance to the south

3.3 Vehicle Access Design

Condition 2b of the development application consent states the following:

The driveway layout must be amended so that vehicles can enter and exit the site in a forward direction. The driveway layout must allow a vehicle to manoeuvre from the requisite car spaces in front of the garages to make provision to exit the site in a forward direction. The driveway rearrangement must be accomplished within the front yard area and within the first 5 meters from the road boundary. The changes are to be shown on amended plans before the approval of any Construction Certificate.

- I. *An area of 4m wide by 5m in length of deep soil landscaping must still be provided in front of the porch area of dwelling 1.*
- II. *The front setback of both dwellings shall not be completely concreted at any time without the prior consent of Council*
- III. *The driveway design will result in a right of carriageway being created across the front setback of the two dwellings to allow vehicles to safely manoeuvre within the site. An amended subdivision plan must be provided prior to the issue of any Construction Certificate.*
- IV. *Vehicles must enter and exit in a forward direction in accordance with the amended driveway design.*

It is not practical for vehicles to exit the site in a forward direction given the site constraints. The main constraint is the presence of the drainage easement along the site southern boundary. Reconfiguring the front setback to allow vehicles to exit in a forward direction will result in significantly reduced landscaping area.

Vehicles entering in a forward direction and exiting in a reverse direction is considered acceptable for the following reasons:

1. The existing sight distances are excellent, with at least 100m of visibility in both directions.
2. Each driveway provides access to only one dwelling.
3. The tube count survey has shown that the 85th percentile vehicle speed along the site frontage is 44.6 km/h. This is considered low speed and it is safe and acceptable for vehicles to exit in a reverse manoeuvre.
4. Numerous other residential properties along Bonds Road in the vicinity of the site allow exiting in a reverse direction. These include:
 - 84 Bonds Road,
 - 77 Bonds Road,
 - 79 Bonds Road,
 - 62 Bonds Road and many more.

Given that many properties along Bonds Road do not provide provision for vehicles to exit in a forward direction, having the same arrangement for the proposed development is considered acceptable and does not pose a safety threat.

5. As discussed in **Section 2.3**, no crashes have occurred in the vicinity of the site in the last 5 years.
6. The traffic generated by the development is very minimal.

4 TRAFFIC CONSIDERATIONS

The TfNSW Guide to Transport Impact Assessment (2024) estimates a traffic generation rate of approximately 1.2 vehicle trips per dwelling in the peak hour. Therefore, the development is expected to generate 3 vehicle trips in the peak hours.

Therefore, the traffic impact of the proposed development is very minimal.

5 CONCLUSION

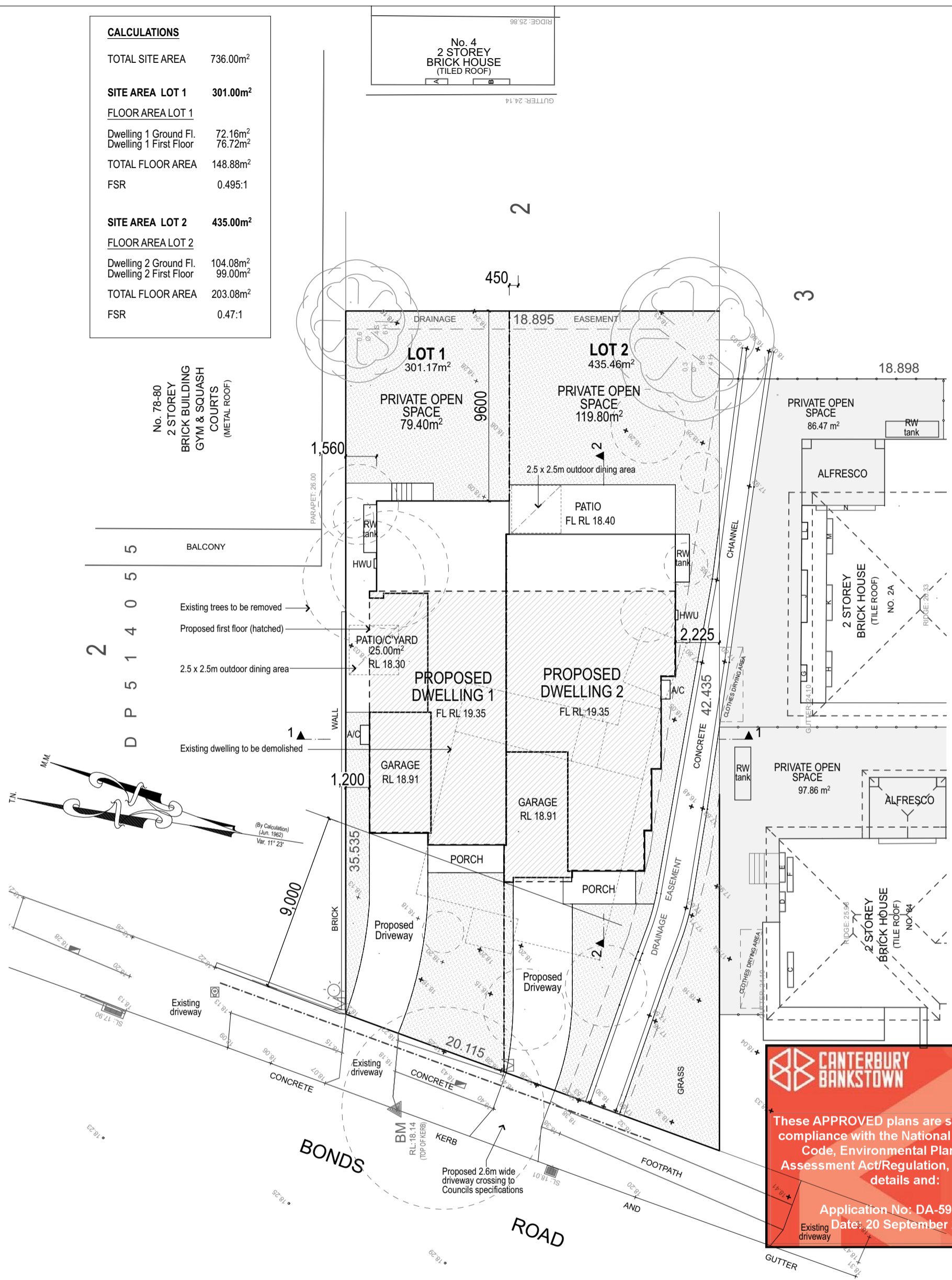
The proposed dual occupancy development at 82 Bonds Road complies with the Canterbury–Bankstown DCP parking provisions. Traffic surveys confirm low speeds, with no recent recorded vehicle crashes in the vicinity. Sight distances exceed AS2890.1 requirements, and reverse exit is considered safe and consistent with local practice.

Due to site constraints, including the drainage easement and landscaping requirements, it is not practical to achieve forward exit as stipulated in Condition 2b of the Development Consent. Vehicles exiting in reverse is considered safe and acceptable given low traffic speeds, excellent visibility, and common practice along Bonds Road.

The development is expected to generate minimal traffic and will not impact the surrounding road network.

In light of the above, the development is supported on parking and traffic grounds, and it is recommended that Condition 2b of the development consent is waived.

APPENDIX A: APPROVED PLANS



CALCULATIONS	
TOTAL SITE AREA	736.00m ²
SITE AREA LOT 1	301.00m²
FLOOR AREA LOT 1	
Dwelling 1 Ground Fl.	72.16m ²
Dwelling 1 First Floor	76.72m ²
TOTAL FLOOR AREA	148.88m ²
FSR	0.495:1
SITE AREA LOT 2	435.00m²
FLOOR AREA LOT 2	
Dwelling 2 Ground Fl.	104.08m ²
Dwelling 2 First Floor	99.00m ²
TOTAL FLOOR AREA	203.08m ²
FSR	0.47:1



These APPROVED plans are subject to strict compliance with the National Construction Code, Environmental Planning and Assessment Act/Regulation, specification details and:


Application No: DA-596/2019
Date: 20 September 2019

2	Revised as per Council	18-9-19
1	Issued for DA submission	8-8-19
no.	amendment	date

notes All dimensions & levels to be checked & verified on site by the builder prior to the commencement of any works. Use figured dimensions in preference to scale.	client GJORDI NEDANOVSKI	title SITE PLAN	
	project PROPOSED DUAL OCCUPANCY	date Aug. 2019	scale 1:200
	address 82 BONDS ROAD, ROSELANDS	dwg by BG	sheet no. 1 of 7


APPENDIX B: DETAILED SURVEY RESULTS

TRAFFIC VOLUME RESULTS

<div>  <div> <div>Site</div> <div>Bond Rd</div> </div> <div> <div>Direction</div> <div>Both directions</div> </div> <div> Back to Site Summary Page </div> </div>													
Day Date	Monday 22/12/2025	Tuesday 16/12/2025	Wednesday 17/12/2025	Thursday 18/12/2025	Friday 19/12/2025	Saturday 20/12/2025	Sunday 21/12/2025	7 days		Weekday		Weekend	
								Total	Average	Total	Average	Total	Average
AM Peak	11:00	10:00	08:00	08:00	08:00	11:00	11:00	N/A	11:00	N/A	08:00	N/A	11:00
PM Peak	17:00	17:00	16:00	15:00	15:00	12:00	12:00	N/A	16:00	N/A	15:00	N/A	12:00
00:00	103	108	104	118	118	139	196	886	127	551	110	335	168
01:00	68	73	37	48	56	99	96	477	68	282	56	195	98
02:00	43	47	38	49	36	56	55	324	46	213	43	111	56
03:00	39	51	39	44	33	47	54	307	44	206	41	101	51
04:00	76	77	81	82	84	74	59	533	76	400	80	133	67
05:00	212	229	277	285	244	141	76	1464	209	1247	249	217	109
06:00	456	489	662	655	594	302	147	3305	472	2856	571	449	225
07:00	596	635	892	858	762	375	250	4368	624	3743	749	625	313
08:00	748	804	949	945	964	588	367	5365	766	4410	882	955	478
09:00	804	866	939	879	889	770	608	5755	822	4377	875	1378	689
10:00	852	929	832	874	804	873	643	5807	830	4291	858	1516	758
11:00	876	923	870	827	847	906	747	5996	857	4343	869	1653	827
12:00	853	926	768	832	783	927	776	5865	838	4162	832	1703	852
13:00	814	833	805	814	801	767	641	5475	782	4067	813	1408	704
14:00	954	951	919	919	911	840	642	6136	877	4654	931	1482	741
15:00	958	1091	985	1136	971	767	656	6564	938	5141	1028	1423	712
16:00	909	1052	1123	1042	941	827	742	6636	948	5067	1013	1569	785
17:00	965	1109	1026	941	873	778	645	6337	905	4914	983	1423	712
18:00	742	802	775	773	761	692	549	5094	728	3853	771	1241	621
19:00	604	540	561	597	564	472	484	3822	546	2866	573	956	478
20:00	465	405	511	509	433	493	438	3254	465	2323	465	931	466
21:00	441	328	452	456	404	500	385	2966	424	2081	416	885	443
22:00	301	264	348	347	353	432	311	2356	337	1613	323	743	372
23:00	202	132	203	191	273	276	179	1456	208	1001	200	455	228
Total	13081	13664	14196	14221	13499	12141	9746	90548	12935	68661	13732	21887	10944
% Heavy	5.45%	5.32%	5.75%	5.39%	6.02%	3.25%	2.65%	4.95%		5.58%		2.98%	

SPEED RESULTS

TRANS TRAFFIC SURVEY

 trafficsurvey.com.au

SiteBond Rd

DirectionBoth directions

DayWeekdays (Monday to Friday)

[Back to Site Summary Page](#)

Note: #N/A "Modal Speed" means too few data points

Hour Start	Total Vehicles	Average Speed	85th percentile	Modal Speed	Minimum Speed	Maximum Speed	Standard Deviation
00:00	109	42.8	48.5	42	13.6	69.9	6.5
01:00	55	42.5	47.9	43	22.0	65.6	6.1
02:00	43	42.7	48.4	42	18.3	60.5	6.1
03:00	39	42.7	49.1	44	22.5	62.5	6.5
04:00	78	41.7	47.3	42	17.9	67.4	6.5
05:00	249	41.0	46.1	41	14.9	68.0	5.3
06:00	570	39.5	44.6	39	10.1	62.5	5.5
07:00	750	38.6	43.7	40	10.3	96.4	5.8
08:00	881	36.6	42.4	38	10.7	56.7	6.0
09:00	874	35.6	42.0	39	10.3	122.4	6.8
10:00	859	35.3	42.1	38	10.2	65.3	7.1
11:00	868	35.5	41.9	38	10.1	60.2	6.9
12:00	831	36.3	42.5	38	11.0	62.1	6.6
13:00	814	36.6	42.6	38	10.3	67.6	6.5
14:00	930	36.0	41.9	38	10.2	61.4	6.3
15:00	1027	36.3	42.0	37	10.2	69.2	6.1
16:00	1013	36.5	42.4	38	10.7	114.0	6.8
17:00	984	37.8	43.2	39	10.2	71.0	5.7
18:00	768	38.9	44.0	40	11.3	107.8	5.9
19:00	572	39.5	44.6	40	12.0	74.8	5.5
20:00	465	39.0	44.2	39	10.1	63.3	5.7
21:00	417	40.0	45.3	40	10.2	86.6	5.8
22:00	323	40.3	45.7	41	14.4	68.2	5.8
23:00	200	41.7	47.0	42	10.8	65.0	6.1
Summary	13719	38.9	44.6	40	10.1	122.4	6.2