

Transport Assessment

Proposed Residential Development

15 Spence Street & 171-173 The River Road, Revesby

14/08/2026

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Document Control

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Glossary

Acronym	Description
CC	Construction Certificate
Council	Canterbury Bankstown Council
DA	Development Application
DCP	Development Control Plan
GFA	Gross Floor Area
HRV	Heavy Rigid Vehicle (as defined by AS2890.2:2018)
IPT	Integrated Public Transport Service Planning Guidelines
LEP	Local Environmental Plan
LGA	Local Government Area
LoS	Level of Service
MRV	Medium Rigid Vehicle (as defined by AS2890.2:2018)
RMS Guide	Transport for NSW (formerly Roads and Traffic Authority), Guide to Traffic Generating Developments, 2002
SRV	Small Rigid Vehicle (as defined by AS2890.2:2018)
TDT 2013/04a	TfNSW Technical Direction, Guide to Traffic Generating Developments – Updated traffic surveys, August 2013
TfNSW	Transport for New South Wales
TA	Transport Assessment
veh/hr	Vehicle movements per hour (1 vehicle in & out = 2 movements)

1 Introduction

1.1 Overview and Study Objective

Ason Group has been commissioned by ThomsonAdsett to prepare a Transport Assessment (TA) report to support a Development Application (DA) for a residential development (the Proposal) located at 15 Spence Street, Revesby (the Site). The Site is located within the Local Government Area (LGA) of Canterbury Bankstown Council (Council).

1.2 References

This TA report addresses the relevant traffic, transport and parking implications of the Proposal, including compliance with relevant State and Local Government controls, and Australian Standards. In preparing this TA report, Ason Group has referenced the key planning documents that are relevant to the Proposal:

- NSW Parliamentary Counsel's Office, State Environmental Planning Policy (Housing) 2021 (SEPP)
- Canterbury Bankstown Council, Canterbury Bankstown Development Control Plan 2023 (DCP);
- Canterbury Bankstown Council, Canterbury Bankstown Local Environmental Plan 2023 (LEP);

This TA report also references general access, traffic and parking guidelines, including:

- TfNSW, RTA Guide to Traffic Generating Developments 2002 (RTA Guide);
- TfNSW, RMS Technical Direction TDT 2013/04a, Guide to Traffic Generating Developments – Updated Traffic Surveys (TDT 2013/04a);
- Australian Standard 2890.1 (2004): Off-street car parking (AS2890.1);
- Australian Standard 2890.3 (2015): Bicycle Parking (AS2890.2);
- Australian Standard 2890.6 (2022): Off-street parking for people with disabilities (AS2890.6); and
- Australian Standard 4299 (1995): Adaptable Housing (AS4299).

2 Existing Conditions

2.1 Site Location

The Site is legally known as Lot 14, 15 and 28 in DP35413 and is situated at the southeastern corner of the intersection between The River Road and Spence Street with frontages to both roads. The surrounding area is comprised of primarily low-density residential dwellings.

Figure 1 provides an overview of the Site in its local context.

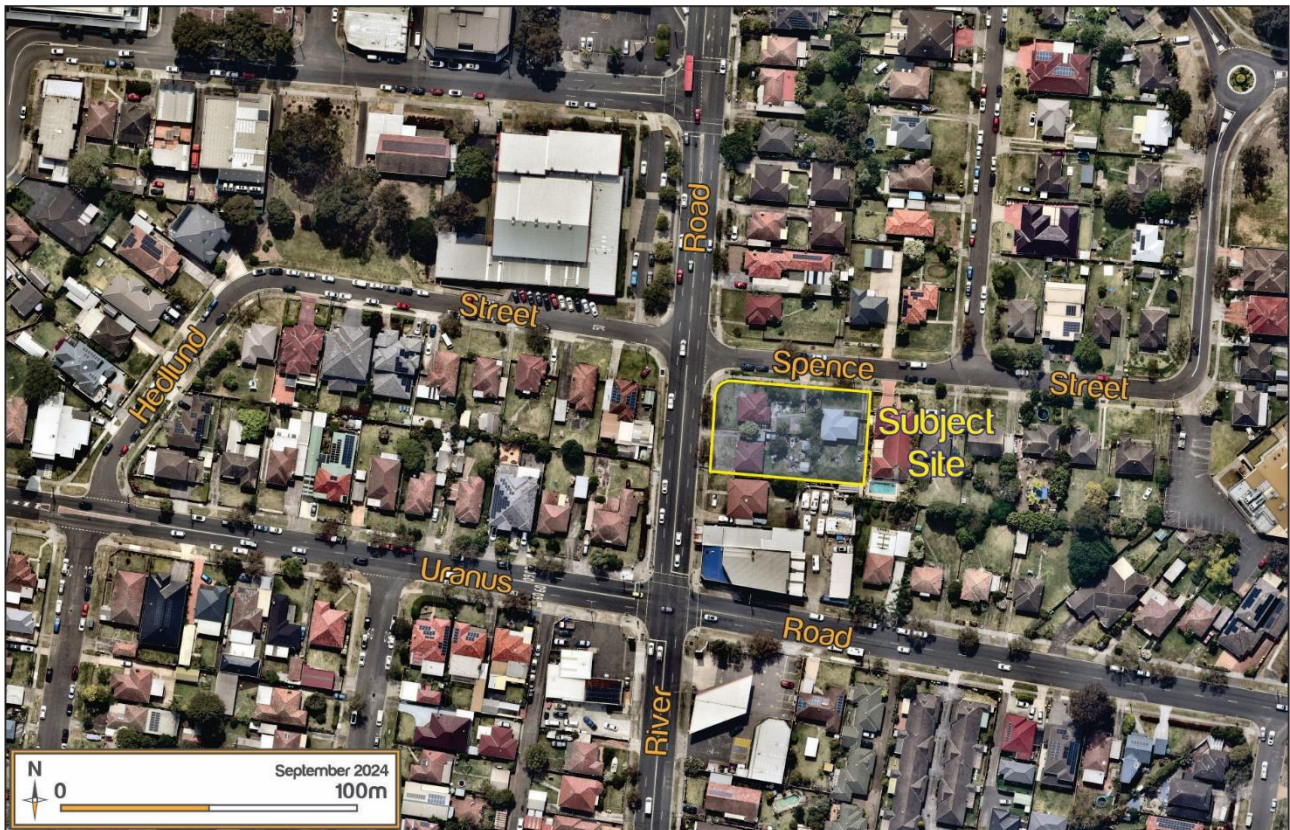


Figure 1: Site Location and Context

2.2 Existing Land Use

The Site is zoned R4: High Density Residential and is currently occupied by 3 low-density residential dwellings.

2.3 Road Hierarchy

The key roads within the vicinity of the Site are shown in **Table 1** and **Figure 2** below.

TABLE 1 ROAD NETWORK

Road Name	Classification	Description	Speed Limit
The River Road	Regional Road	The River Road is classified as a Regional Road and forms the western frontage of the Site. It carries two lanes of traffic in each direction and on-street parking is not permitted in the vicinity of the Site.	60km/h
Spence Street	Local Road	Spence Street is a Local Road that forms the northern frontage of the Site. It carries two-way traffic with on-street parking permitted along both sides of the road.	50 km/h
Uranus Road	Regional Road	Uranus Road is classified as a Regional Road located to the east of Spence Street. It generally carries one lane of traffic in each direction in the vicinity of the Site and on-street parking is permitted along both sides of the road.	60km/h

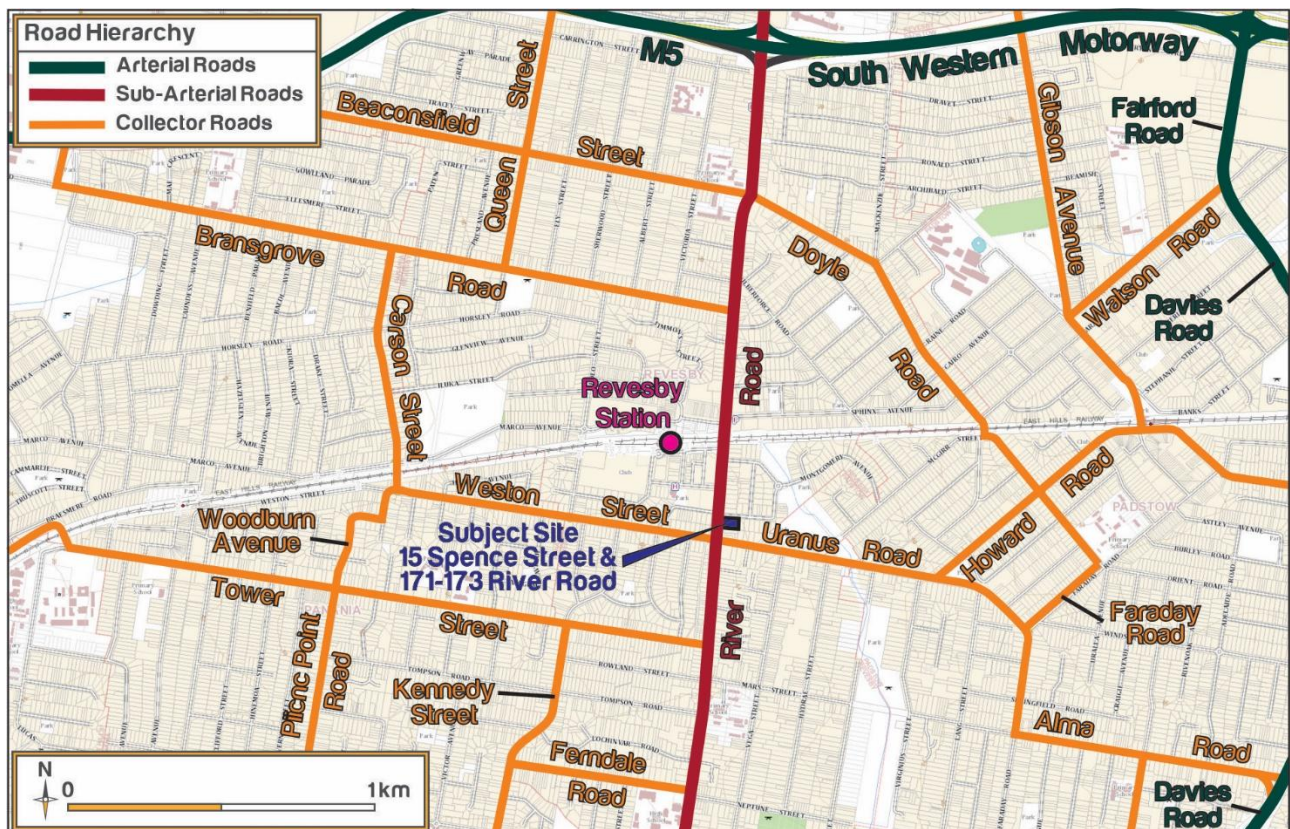


Figure 2: Road Hierarchy

2.4.1 Train Services

TfNSW's *Integrated Public Transport Service Planning Guidelines, Sydney Metropolitan Area*, 2013 (IPT Guidelines) state that rail services influence the travel mode choices of areas within 800 metres walk (approximately 10 minutes) of a railway station.

The Site is located within 500m walking distance of Revesby Station, which provides services along the T8 Airport & South Line between Central Station and Macarthur Station. In the direction of Central Station, rail services operate every 7 – 8 minutes during morning commuter peak periods, 7 – 8 minutes during afternoon peak hour and every 7 – 8 minutes outside of these peak periods. The all stops services operate every 15 minutes in both directions and begin/terminate at Revesby Station. The express service for Macarthur Station usually stops at Revesby Station. It operates every 15 minutes during the morning commuter peak periods, 10 – 15 minutes during the afternoon peak hour and every 15 minutes outside of these peak periods.

TABLE 2 TRAIN SERVICE FREQUENCY

Line	Destination	Number of Services		
		AM (8am – 9am)	Midday (12pm – 1pm)	PM (5pm – 6pm)
T8 Airport & South Line	Central	8	8	8
	Revesby	4	4	4
	Macarthur	4	4	5

2.4.2 Bus Services

Furthermore, the IPT Guidelines state that bus services influence the travel mode choices of sites within 400 metres (approximately 5 minutes) of a bus stop.

Nearby bus stops that are within 400 metres of the Site include The River Road at Spence Street, The River Road at Weston Street and The River Road opposite Montgomery Avenue.

The frequencies of each of the routes serviced by these bus stops are summarised in **Table 3** below.

TABLE 3 BUS SERVICE & FREQUENCIES

Route	Route Description	Service Frequency (Peak Periods)			
		Weekday AM	Weekday PM	Saturday	Sunday
923	Panania to Bankstown via Picnic Point	~30min	~30min	~60min	~60min
	Bankstown to Panania via Picnic Point	~20-30min	~30min	~60min	~60min
924	East Hills to Bankstown via Panania	~30-40min	~30min	~60min	~60min
	Bankstown to East Hills via Panania	~30-40min	~30min	~60min	~60min
926	Revesby Heights to Bankstown	~40-50min	~30min	~60min	~60min
	Bankstown to Revesby Heights	~60min	~30min	~60min	~60min

In summary, it is evident that the Site is well serviced by public transport services.

2.4.3 Pedestrians

The Site is well serviced by an extensive pedestrian network, with the key features as outlined below:

- Footpaths along both the Spence Street and The River Road frontages.
- Signalised pedestrian crossings provided where The River Road intersects with both MacArthur Avenue and Blamey Street, providing pedestrian crossing points along the desire lines to Revesby Station.
- Signalised pedestrian crossings provided at The River Road and Uranus Road intersection.

Additionally, most roads across the broader road network are accompanied by pedestrian footpaths on either one or both sides of the street.

2.4.4 Cycle Routes

There is generally limited access to bicycle paths in the vicinity of the Site, with the exception of a shared path between Macarthur Avenue and Hedlund Street. Additionally, an off-street shared path is provided throughout Montgomery Reserve linking Uranus Road with Montgomery Avenue. The existing bicycle network in the vicinity of the Site is shown in **Figure 4** below.

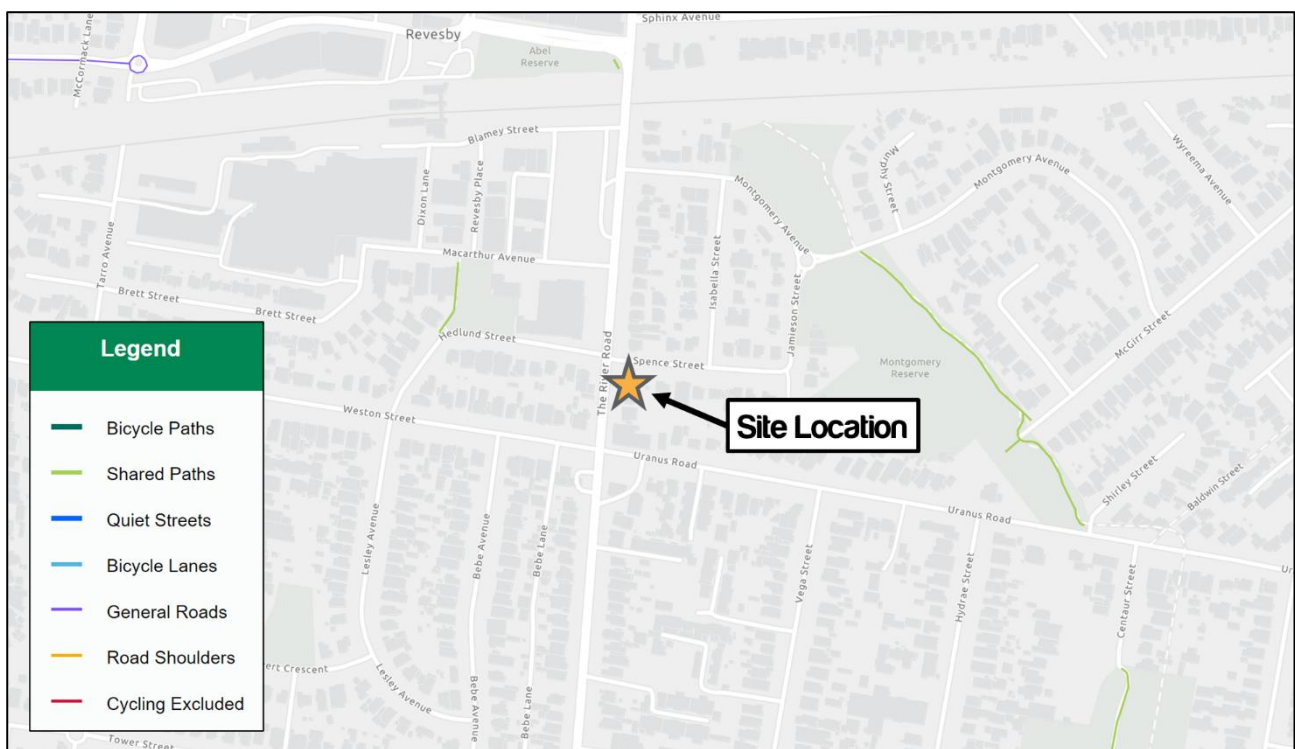


Figure 4: RMS Cycleway Finder (accessed 11.10.2024)

Further to the above, a series of future cycling route corridors have been identified within Council's Active Transport Plan 2021-2031. The proposed routes were selected based on connections into neighbouring LGA's, key destinations across the City and existing infrastructure.

The high-level corridor alignment for each of the routes has been illustrated in **Figure 5** below.

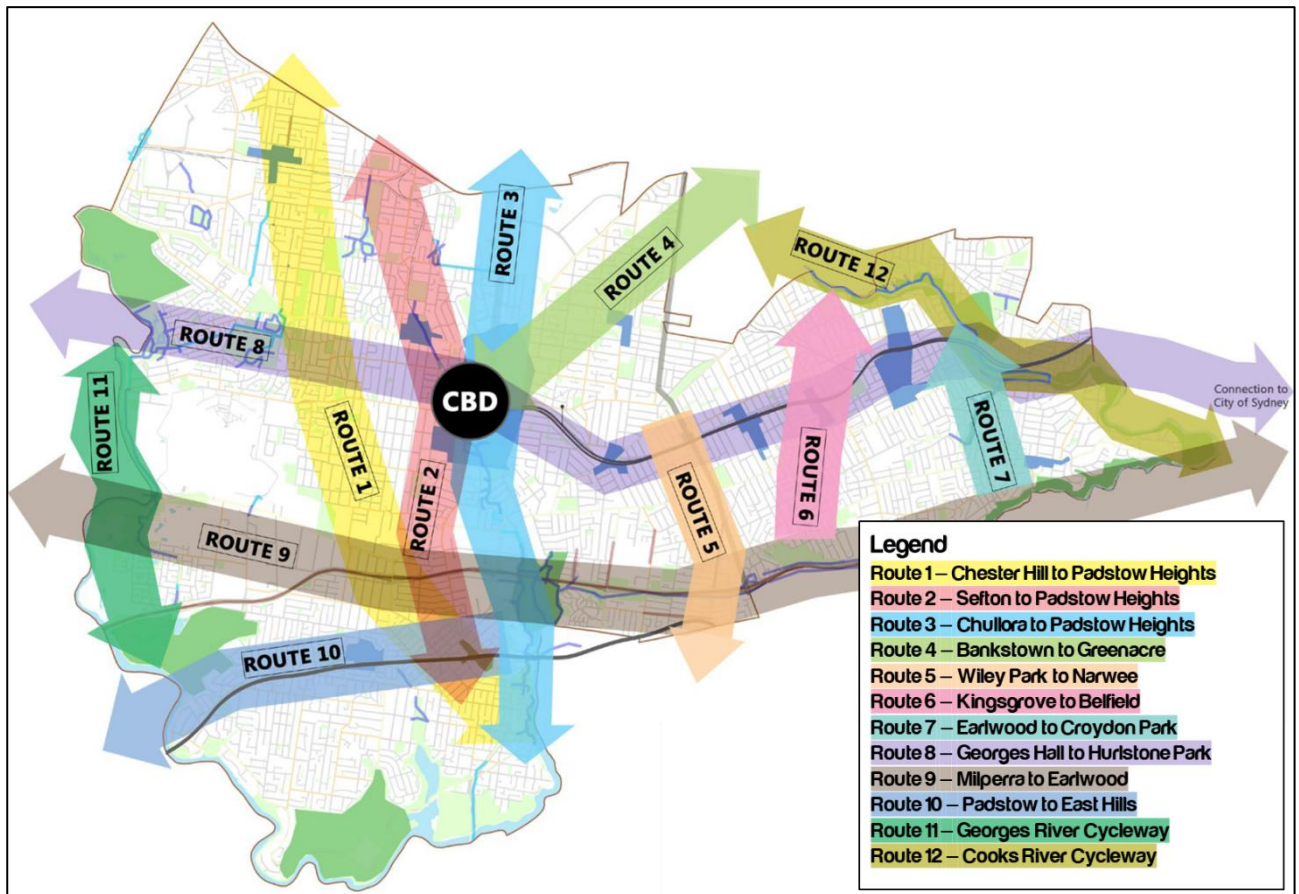


Figure 5: Future Cycling Network

3 The Proposal

3.1 Summary of Proposed Development

Table 4 summarises the number of dwellings for the proposed development. A summary of the parking facilities has also been provided in **Table 5**.

TABLE 4 PROPOSED DEVELOPMENT YIELD FOR LOT F (NORMAL RESIDENTIAL)

Use	Sub-Type	Total Units (Inc. Adaptable)	Adaptable Units
Residential	1-bedroom (Studio)	3	-
	1-bedroom	18	4
	2-bedroom	15	-
	Total	36	4

TABLE 5 PROPOSED PARKING PROVISIONS

Component	Sub-Type
Car Parking	16
Accessible Car Parking	4
Bicycle Parking	4

Reference should be made to the following plans:

- ThomsonAdsett:
 - Drawing No. A-1-09, *Floor Plan – Basement*, rev. C, dated 06/08/2026.
 - Drawing No. A-1-10, *Floor Plan – Ground Floor*, rev. C, dated 06/08/2026.

Copies of the above plans have been reproduced at a reduced scale in **Figure 6** and **Figure 7** below.

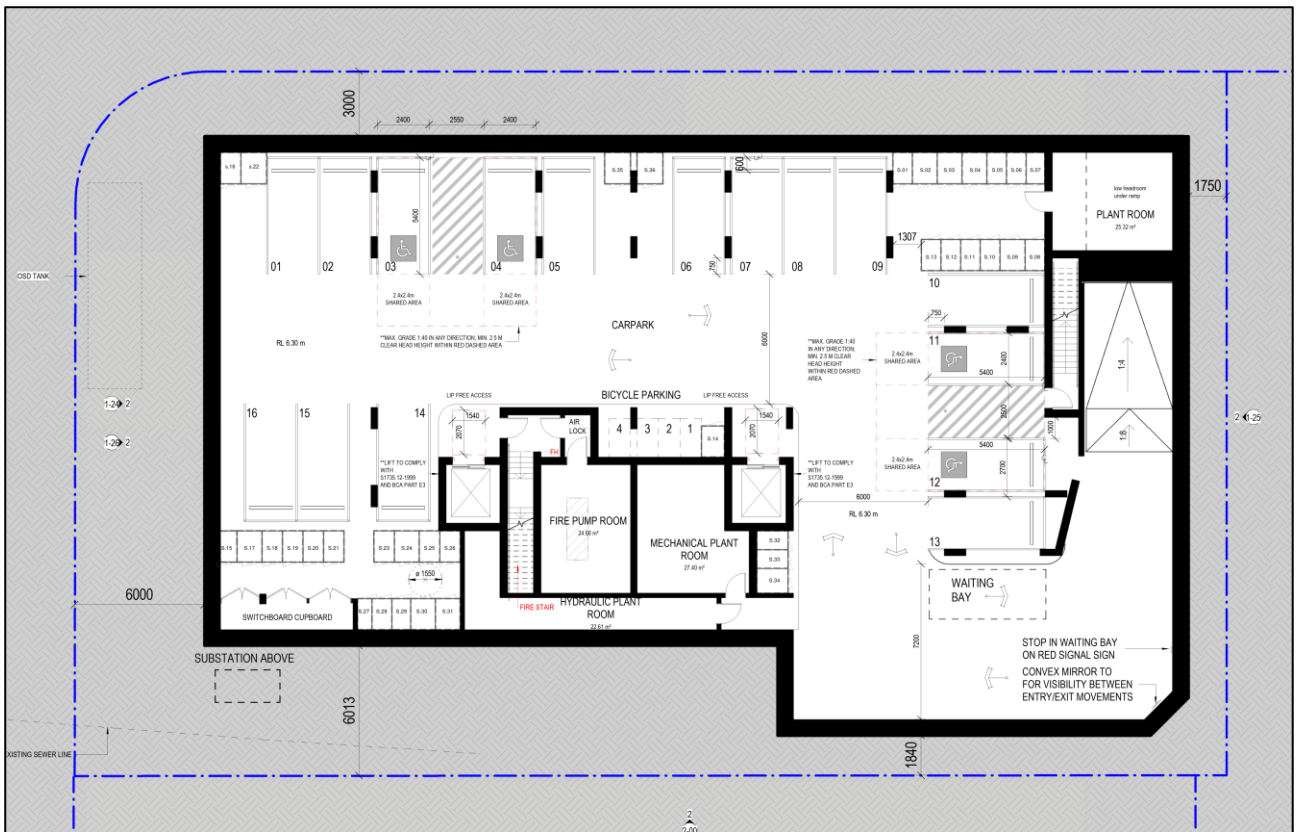


Figure 6: Proposed Floor Plan – Basement

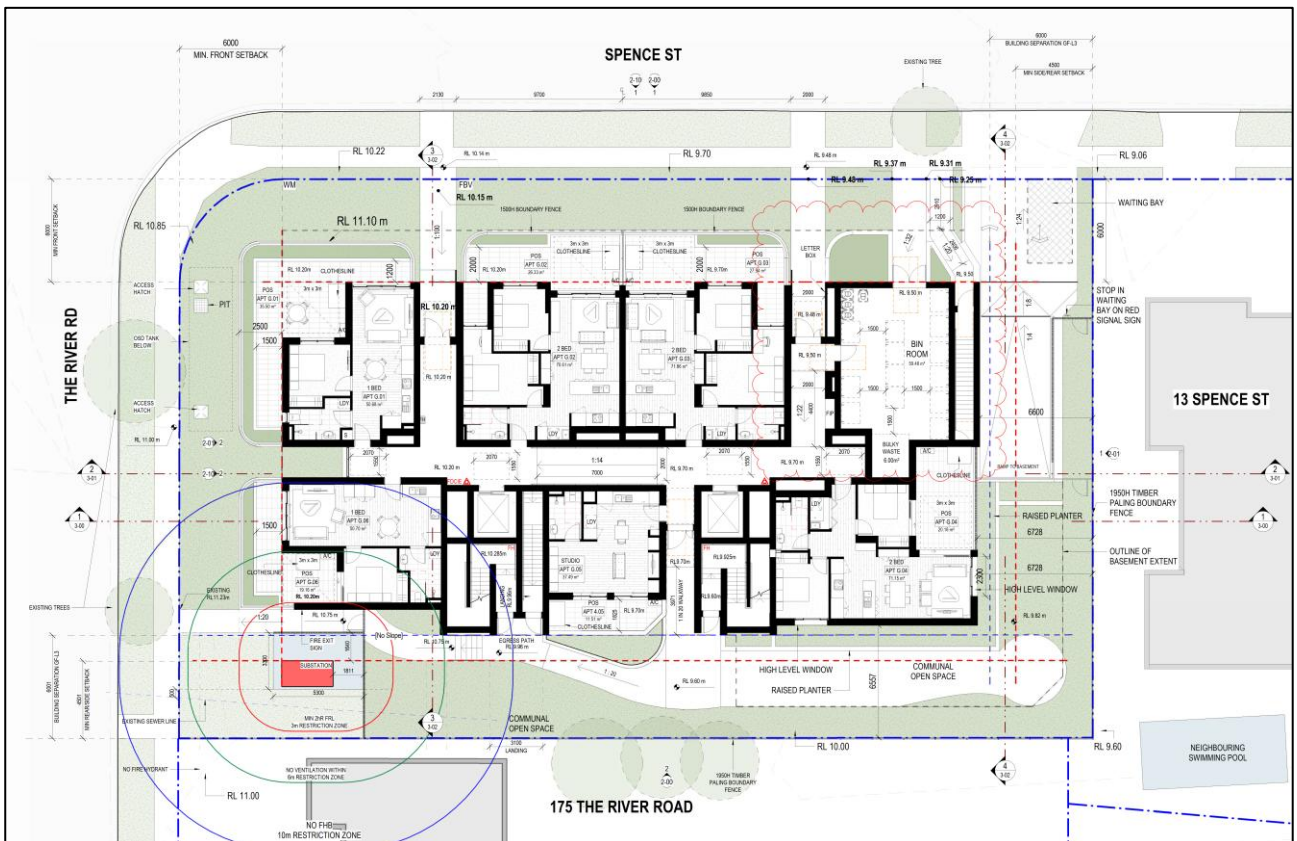


Figure 7: Proposed Floor Plan – Ground Floor

4 Parking Assessment

4.1 Relevant Car Parking Rates

It is noted that the Canterbury-Bankstown Development Control Plan (DCP) 2023 does not stipulate a car parking rate for affordable housing developments. As such, reference is made to Section 157 of the State Environmental Planning Policy (SEPP) (Housing) 2021 for the car parking rates applicable to the proposed development.

157 Affordable housing parking spaces

(1) This section identifies a development standard for development under this chapter that, if complied with, prevents the consent authority from requiring more onerous standards for the matters.

(2) Development to which section 156 applies must provide the following number of parking spaces for each affordable housing dwelling required under that section—

- (a) for each dwelling containing 1 bedroom—0.4 parking space,
- (b) for each dwelling containing 2 bedrooms—0.5 parking space,
- (c) for each dwelling containing 3 or more bedrooms—1 parking space.

(3) This section prevails over a provision in another chapter of this policy or another environmental planning instrument to the extent that other provision permits a lower number of parking spaces for dwellings used for affordable housing on the land.

Application of the above car parking rates to the proposed development results in the requirements outlined in **Table 6** below.

TABLE 6 CAR PARKING REQUIREMENTS		
Number of Beds	Number of Units	Requirement
1-bedroom	21 ¹	8.4
2-bedrooms	15	7.5
3 or more bedrooms	-	-
Total	36	16 ²

Notes: (1) Yield includes studio apartments

(2) Rounded up to the nearest whole number

As such, it is evident that the proposed provision of 16 car parking spaces will satisfy the SEPP (2021) car parking requirements.

4.2 Accessible Parking Spaces

It is noted that the Canterbury-Bankstown DCP 2023 does not stipulate an accessible car parking requirement for affordable housing developments. As such, reference is made to AS4299—1995: Adaptable Housing document for accessible parking requirements in the following terms:

- 1 accessible car parking space per adaptable unit.

Application of the above rate to the total provision of 4 adaptable units results in an accessible car parking requirement of 4 spaces.

The proposed development makes provision for a total of 4 accessible parking spaces, and therefore satisfies the AS4299 requirements for accessible parking spaces.

4.3 Bicycle Parking

The minimum bicycle parking rates, as outlined in the Canterbury-Bankstown DCP 2023 are as follows:

- 1 visitor space per 10 dwellings

Application of the above rates, results in a bicycle parking requirement of 4 spaces, as outlined in **Table 7** below.

TABLE 7 BICYCLE PARKING REQUIREMENTS		
Number of Dwellings	Requirement	Provision
36	4	4

As such, it is evident that the proposed development satisfies the DCP bicycle parking requirements.

4.4 Service Vehicle and Loading

It is noted that due to on-site constraints, the internal car parking area is unable to accommodate heavy vehicles. As such, it is proposed that loading for waste collection, removalist and service vehicles would be undertaken in a kerbside arrangement, along the Site frontage.

In this regard, bins are to be stored on site and will be transferred to and from the kerbside on waste collection days.

5 Traffic Assessment

5.1 Existing Trip Generation

The Site is currently occupied by 3 low-density residential dwellings. Reference is made to the *RMS Guide to Traffic Generating Developments – Updated Traffic Surveys Technical Direction 2013 (TDT2013/04a)*, specifically for the traffic generation rates for Low Density Residential Dwellings in Sydney. For the purposes of this assessment, the traffic generation rates are as follows:

- AM Peak: 0.95 vehicle trips per dwelling
- PM Peak: 0.99 vehicle trips per dwelling
- Daily: 10.7 vehicle trips per dwelling

Application of the above traffic generation rates to the existing site results in the following traffic volumes:

- AM Peak: 3 vehicle trips per hour
- PM Peak: 3 vehicle trips per hour
- Daily: 33 vehicle trips per day

5.2 Traffic Generation Rates

Reference is made to the *Guide to Transport Impact Assessment 2024 (GTIA)* and *RTA Guide to Traffic Generating Developments 2002 (RTA Guide)*, specifically to the Sydney average traffic generation rates for High Density Residential developments with high public transport accessibility. The *RTA Guide* notes the following:

A high density residential flat building refers to a building containing 20 or more dwellings.

As such, the traffic generation rates applicable to the Site are as follows:

- AM Peak: 0.19 vehicle trips per unit
- PM Peak: 0.15 vehicle trips per unit
- Daily: 1.52 vehicle trips per unit

Application of the above traffic generation rates to the proposed development results in the following traffic volumes:

- AM Peak: 7 vehicle trips per hour
- PM Peak: 6 vehicle trips per hour
- Daily: 55 vehicle trips per day

5.3 Traffic Generation Analysis

A comparison between the proposed and existing traffic generation of the Site has been summarised in **Table 8** below.

TABLE 8 TRAFFIC GENERATION (EXISTING VS PROPOSED)

Period	Existing	Proposed	Difference (Proposed – Existing)
AM Peak	3	7	+4
PM Peak	3	6	+3
Daily	33	55	+22

As such, the proposed development is expected to result in a net increase of 4 vehicles per hour during the AM peak period, 3 vehicles per hour during the PM peak period and 22 vehicles per day. This increase in traffic is considered to be negligible and would not have any material impact on the existing road network.

6 Design Commentary

6.1 Design Standards

The Site access, car park and loading area should be designed with reference to the following Australian Standards:

- AS2890.1:2004 Parking Facilities Part 1: Off-street car parking;
- AS2890.3:2015 Parking Facilities Part 3: Bicycle parking;
- AS2890.6:2022 Parking Facilities Part 6: Off-street parking for people with disabilities.

It is expected that any detailed construction drawings in relation to any areas of Site access, car park or loading area would comply with these Standards. Further, compliance with the above Standards would be expected to form a standard Condition of Consent prior to any development approval.

6.2 Site Access

Swept path analysis provided in **Appendix A** demonstrates satisfactory access for passenger vehicles (B85 vehicle and B99 vehicle).

6.3 Access Control

The access ramp width has been measured to be 4 metres which can only accommodate one vehicle at a time. The proposal involves the implementation of a traffic signal system to manage the traffic movement to/from the basement car park. The following has been considered as part of the proposed system:

- Traffic signal will remain green on ground floor which will allow vehicles entering the Site to enter immediately unless a vehicle is exiting the Site.
- A push button system is proposed as the trigger for the traffic signal system in the basement level. The system operates whereby the driver is required to push the button prior to entering their vehicles. This will activate the signal to turn red on ground floor. The driver will be required to remain in the car parking space until the signal turns green.
- In the rare occurrence that the signal turns red prior to the vehicle exiting the Site, a waiting bay has been provided on the basement level for the vehicle to temporarily halt to avoid any potential conflict occurring on the ramp.
- A waiting bay has also been provided on the ground floor with swept path assessment demonstrating that there is passing opportunity between two vehicles with a vehicle parked within the waiting bay.
- Building Manager will ensure that all residents are aware of the rules and regulations surrounding the traffic signal system.
- It is noteworthy to consider that the users of this car park will be residents who will be familiar with the daily operations of the car park therefore the implementation of the traffic signal system is considered acceptable.
- Appropriate signage will be installed to assist with the operation of the traffic signal system.
- The locations of the traffic signals and push buttons will be further investigated in the detailed design stage and finalised prior to obtaining Construction Certificate.

An indicative plan for the proposed signal locations is illustrated in **Figure 8** and **Figure 9**.

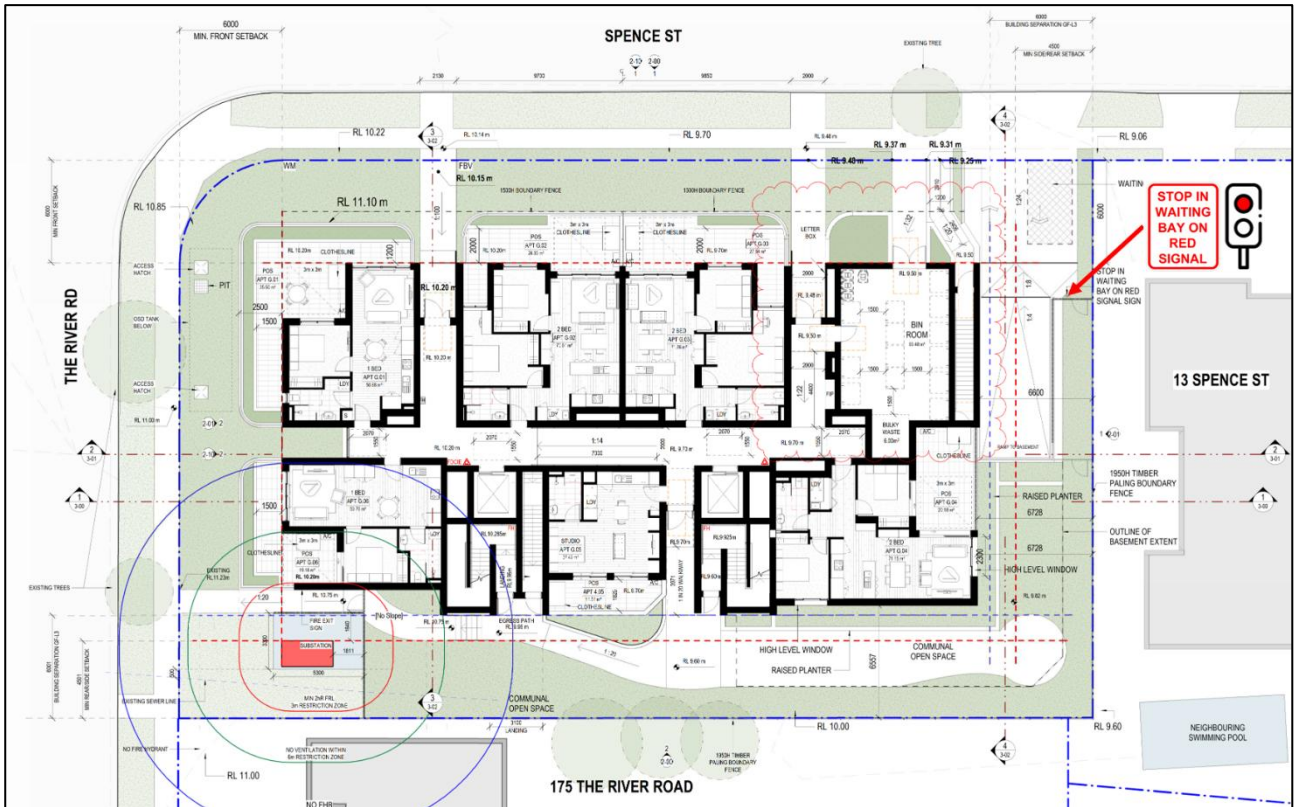


Figure 8: Indicative Signal Plan (Ground Floor)

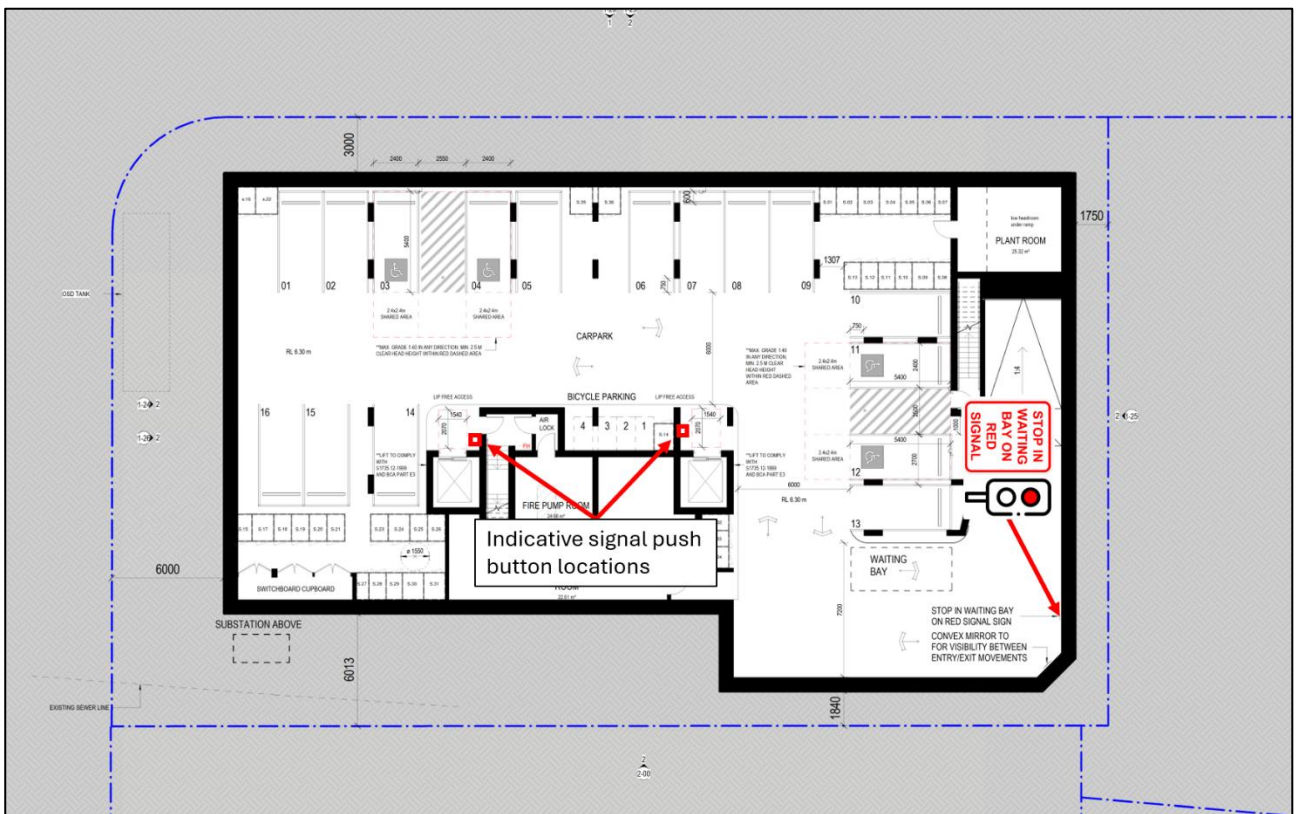


Figure 9: Indicative Signal Plan (Basement)

6.4 Ramps Grades

- A maximum gradient of 5% (1:20) is permitted for the first 6 metres into the car park under AS2890.1:2004.
 - The Proposal provides a 1:20 section for the first 6 metres within the property boundary.
- A maximum grade of 1:4 (25%) is permitted for ramps servicing private or residential car parks that are less than 20m in length, under AS2890.1: 2004 Section 2.5.3 (b)
 - The development provides a ramp with a maximum grade of 1:4 (25%) for light vehicles.
- Grade transitions shall be provided in accordance with AS2890, as necessary. For a 1:4 (25%) ramp grade, this requires a minimum transition ramp length of 2.0 metres, and a 1:8 (12.5%) for summit grade changes and 1:6.7 (15%) for sag grade changes.
 - The Proposal provides at a minimum 2-metre long transitions, with a maximum change in grade of 1:8 (12.5%).

6.5 Parking Modules and Internal Circulation

- Parking spaces and aisles have generally been designed in accordance with User Class 1A. (AS2890.1:2004) and provide minimum space lengths of 5.4 metres, widths of 2.4 metres and minimum aisle widths of 5.8 metres. Some widening to the parking aisle to 6.1 metres would be required where adjacent to a high obstruction.
- Accessible (adaptable) parking spaces have been designed in accordance with AS2890.6:2022 requiring a minimum 5.4 metre × 2.4 metre shared area adjacent to the car space.

Swept path assessments have been prepared (refer to **Appendix A**) to demonstrate vehicle circulation and manoeuvres into and out of spaces 12 and 13.

6.6 Loading Activities / Waste Collection

It is acknowledged that the Site does not provide a dedicated off-street loading area for service vehicles due to spatial constraints associated with the Site. However, noting that the proposal involves construction of an affordable housing development, it is anticipated that loading activities will be minimal and predominantly comprising postal deliveries.

It is acknowledged that waste collection vehicles will require access to the Site and removalist trucks will also require access on rare occasions. Accordingly, waste collection and other loading activities will be undertaken in a kerbside arrangement along the Site frontage.

6.7 Headroom Requirements

- A minimum headroom of 2.8 metres is provided along the site access driveway/ramp.
- A general minimum of headroom of 2.2 metres shall apply throughout the basement car parking levels.
- An increased headroom of 2.5 metres shall be provided above all accessible and adaptable parking spaces.

6.8 Design Summary

The internal configuration of the Site – including vehicular access and car parking areas – has the capabilities to comply with the requirements of the relevant Australian Standards of AS2890.1:2004, AS2890.2:2018, AS2890.3:2015 and AS2890.6:2022.

7 Conclusions

7.1 Key Findings

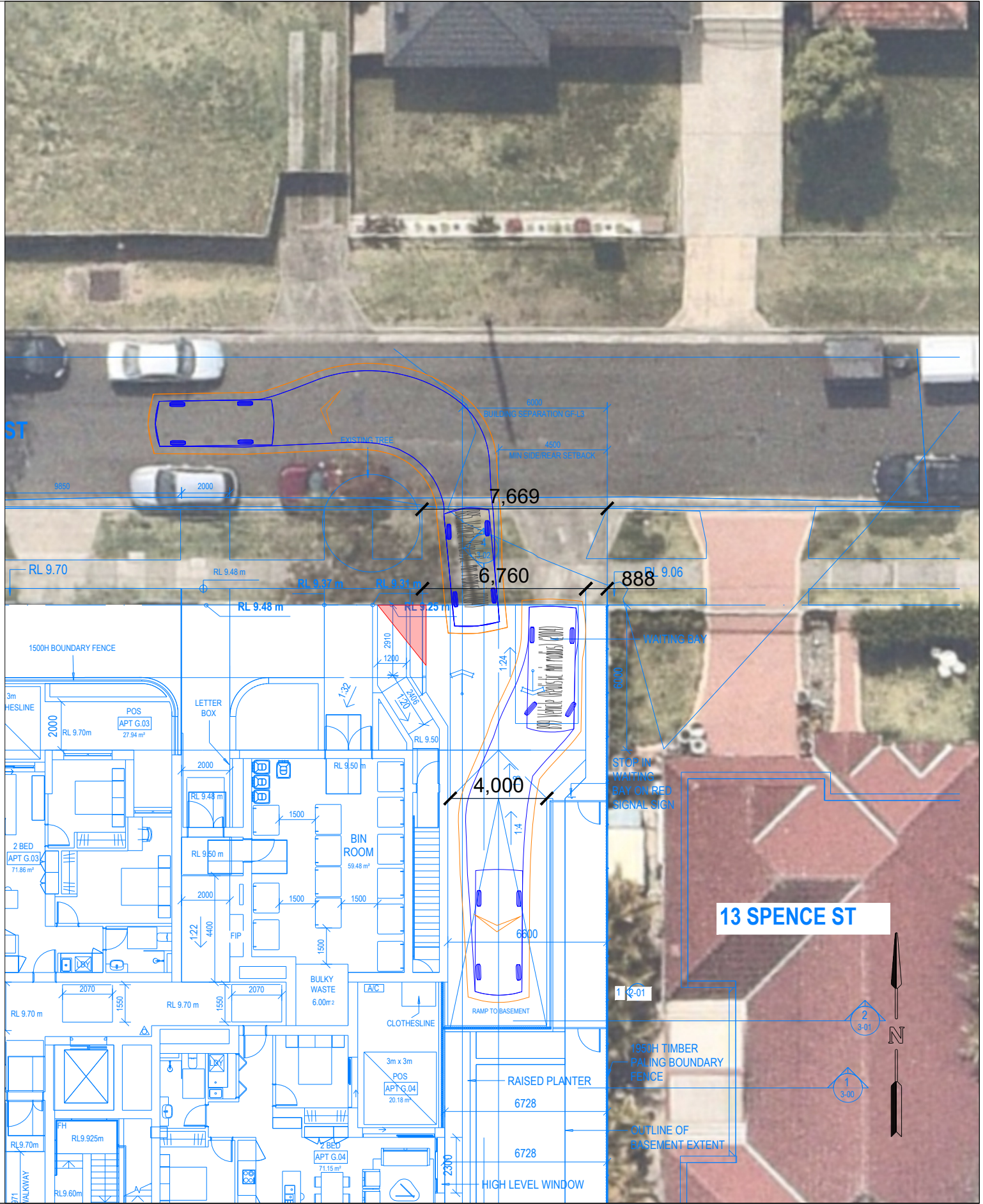
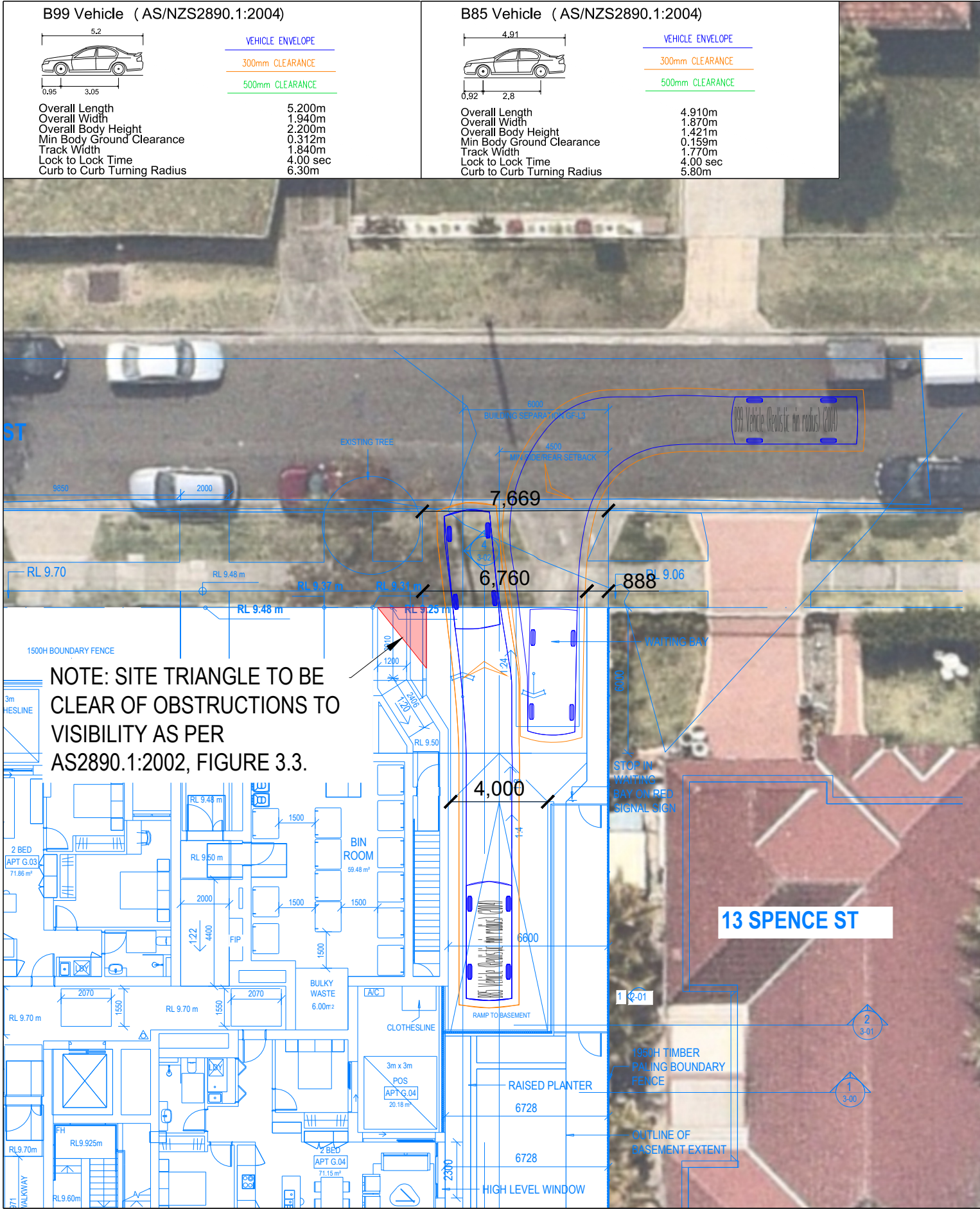
The key findings of this Traffic Assessment (TA) are:

- The proposed residential development comprises:
 - 3 × studio (1-bedroom) units
 - 18 × 1-bedroom units
 - 15 × 2-bedroom units
- The provision of 16 car parking spaces complies with the requirements set out in the SEPP (Housing) 2021 for affordable housing developments.
- The provision of 4 accessible parking spaces complies with the requirements set out in AS4299—1995.
- The provision of 4 bicycle parking spaces complies with the requirements set out in the Canterbury-Bankstown DCP (2023).
- Application of the *GTIA* traffic generation rates for high density residential flat buildings results in the following traffic generation:
 - AM peak: 7 veh/hr
 - PM peak 6 veh/hr
 - Daily: 55 veh/day
- A traffic signal system is proposed to manage conflicting vehicle movements at the ramp.
- The internal configuration of the Site – including vehicular access and car parking areas are generally compliant with the requirements of the relevant Australian Standards of AS2890.1:2004, AS2890.2:2018, AS2890.3:2015 and AS2890.6:2022.

7.2 Summary

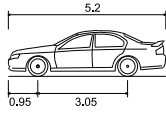
With regard to the above key findings, the proposed residential development is deemed supportable on traffic and transport planning grounds; and is not expected to result in any adverse impacts on the surrounding road network or the availability of on-street parking.

Appendix A. Swept path analysis



GENERAL NOTES This drawing is provided for information purposes only and should not be used for construction. Base Plan prepared by ThomsonAdsett, received 11/08/2026. Spence Street has a posted speed limit of 50km/h. Swept path assessments completed at 5 km/h and 300mm clearance. Design vehicle: B99/B85 Check Vehicle: B99/B85		DESIGNED Jayden Lam	PAPER SIZE A3	CLIENT ThomsonAdsett Pty Ltd.	DOCUMENT INFORMATION Design Review	
		APPROVED BY Jae Jeon	DATE 12.08.2026	PROJECT P1953	B99/B85 Driveway Entry/Exit	
		SCALE 1:200	0 2 4	15 Spence Street & 171-173 The River Road, Revesby	FILE NAME AG1953-01-v05.dwg	SHEET AG01

B99 Vehicle (AS/NZS2890.1:2004)



VEHICLE ENVELOPE

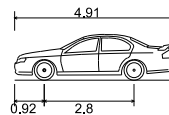
300mm CLEARANCE

500mm CLEARANCE

Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to Lock Time
Curb to Curb Turning Radius

5.200m
1.940m
2.200m
0.312m
1.840m
4.00 sec
6.30m

B85 Vehicle (AS/NZS2890.1:2004)



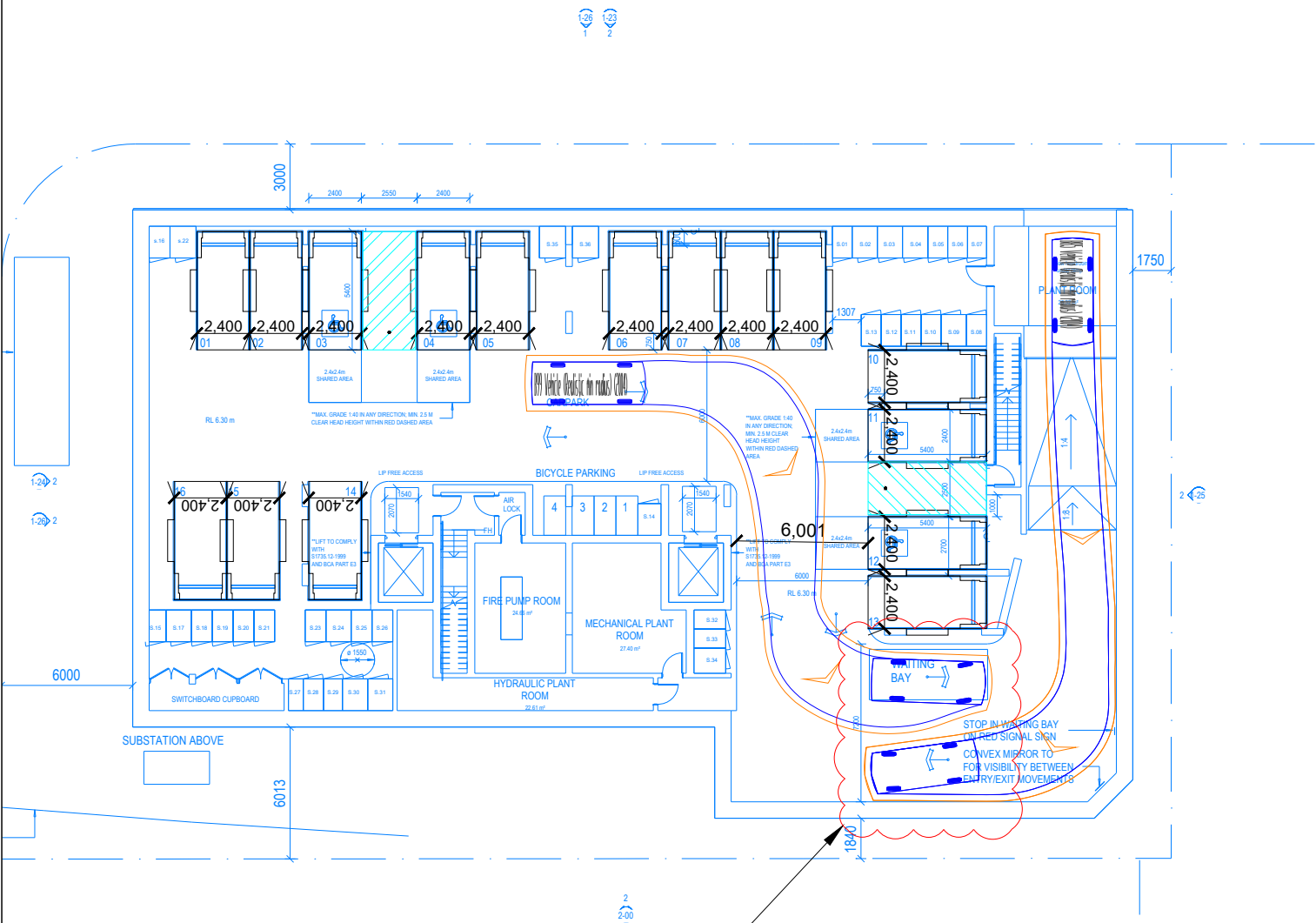
VEHICLE ENVELOPE

300mm CLEARANCE

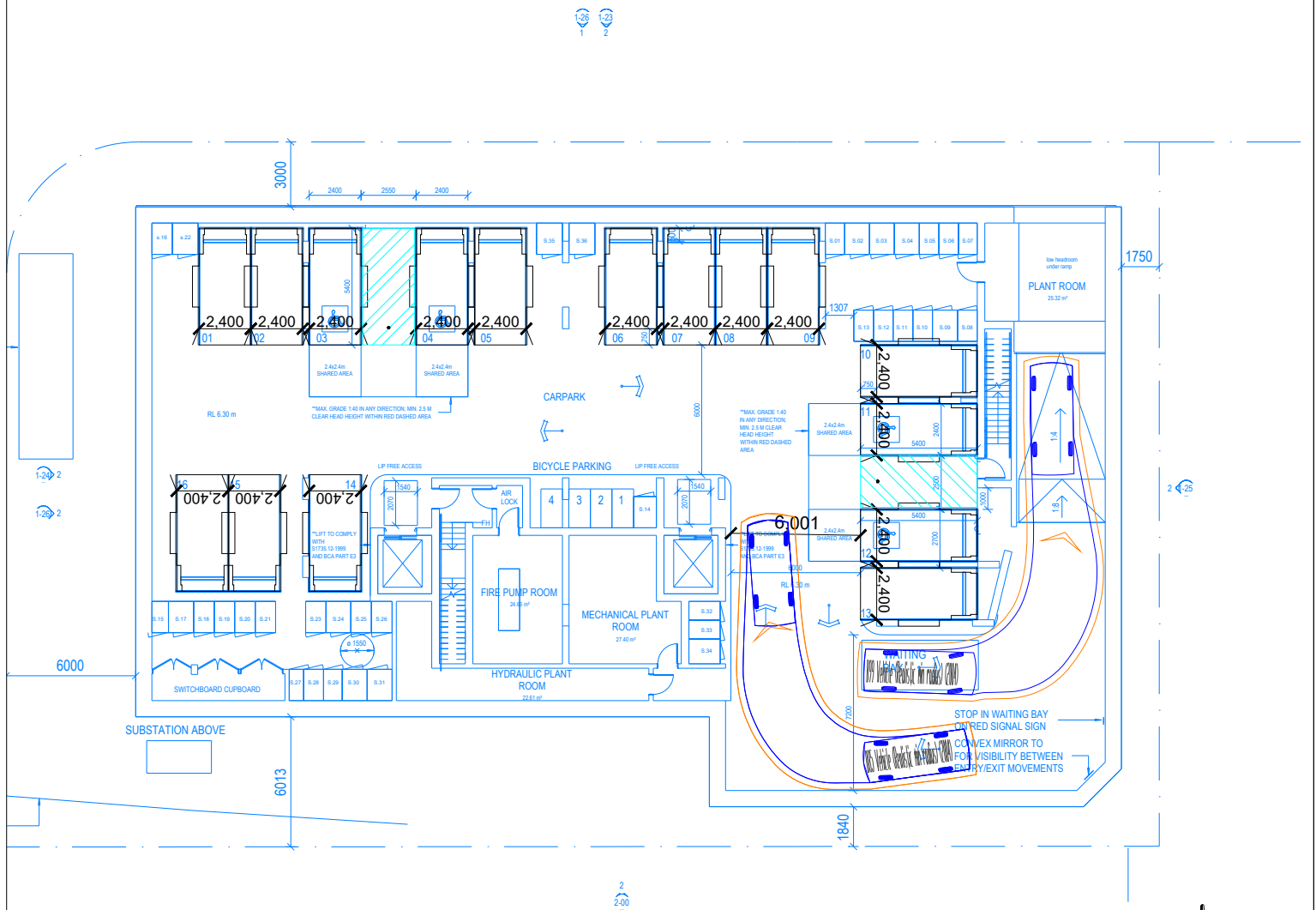
500mm CLEARANCE

Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to Lock Time
Curb to Curb Turning Radius

4.910m
1.870m
1.421m
0.159m
1.770m
4.00 sec
5.80m



ISSUE: CONFLICTS BETWEEN
ENTERING/EXITING VEHICLES.
RESPONSE: PUSH BUTTON TRAFFIC
SIGNALS, SIGNAGE AND LINE MARKING TO
BE IMPOSED TO MANAGE CONFLICTING
MOVEMENTS AT THE RAMP.



GENERAL NOTES

This drawing is provided for information purposes only and should not be used for construction.
Base Plan prepared by ThomsonAdsett, received 11/08/2026.
Spence Street has a posted speed limit of 50km/h.
Swept path assessments completed at 5 km/h and 300mm clearance.
Design vehicle: B99/B85 Check Vehicle: B99/B85

DESIGNED

Jayden Lam

PAPER SIZE

A3

CLIENT

ThomsonAdsett Pty Ltd.

DOCUMENT INFORMATION

Design Review

B99/B85 Ramp Passing (Option 1)

FILE NAME

AG1953-01-v05.dwg

SHEET

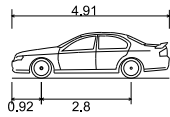
AG02

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B85 Vehicle (AS/NZS2890.1:2004)

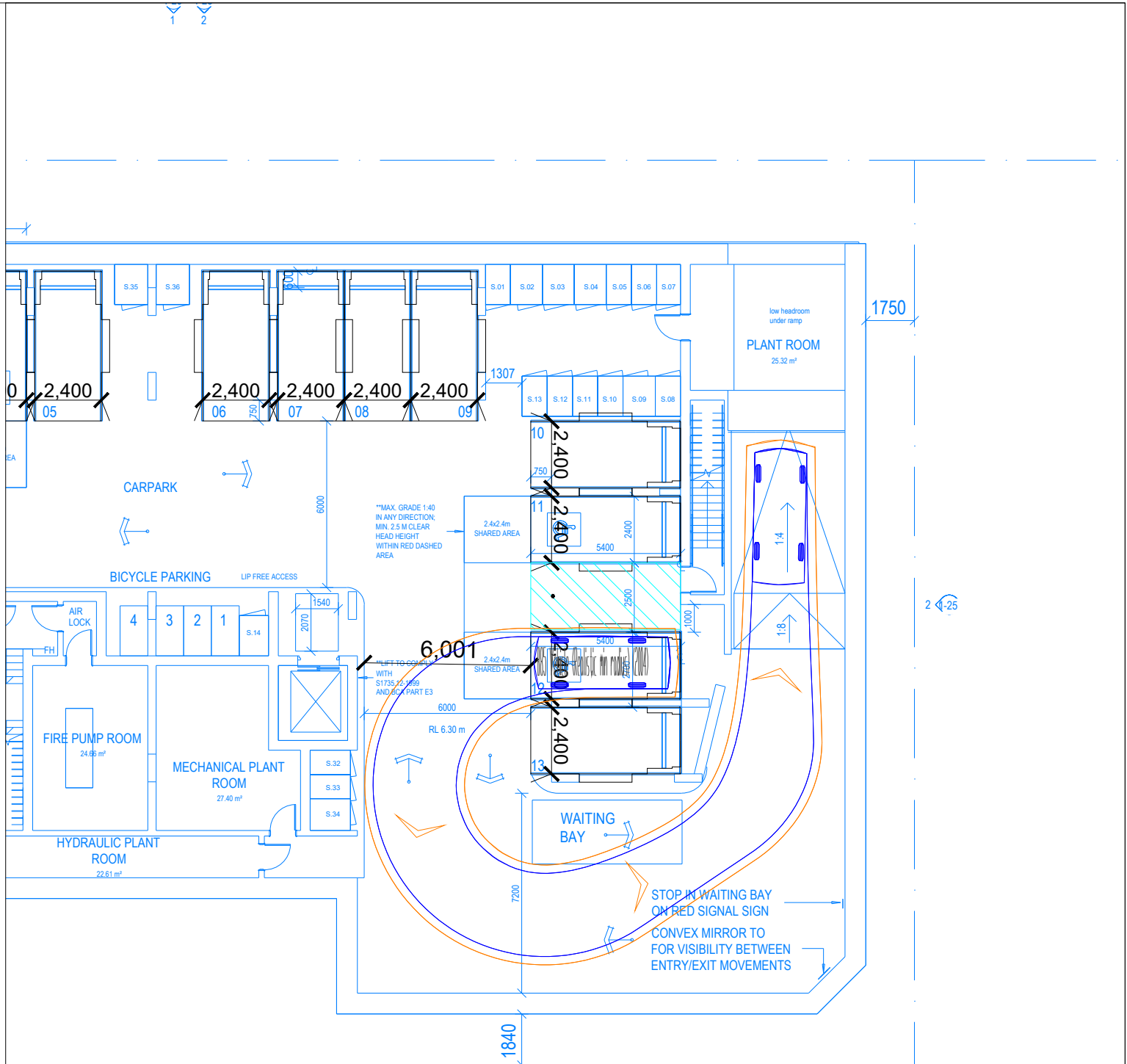
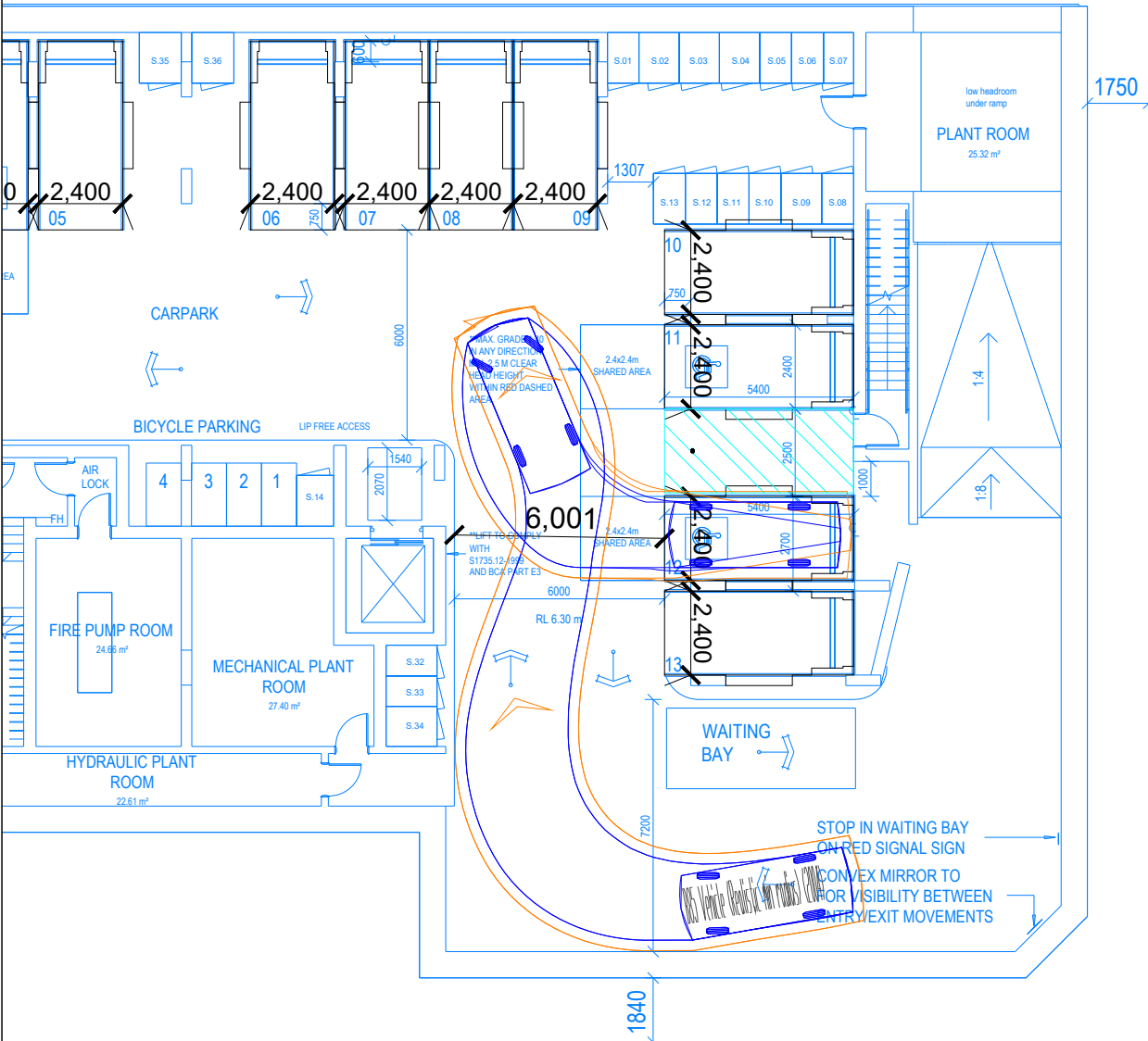


VEHICLE ENVELOPE

300mm CLEARANCE

500mm CLEARANCE

Overall Length 4.910m
Overall Width 1.870m
Overall Body Height 1.421m
Min Body Ground Clearance 0.159m
Track Width 1.770m
Lock to Lock Time 4.00 sec
Curb to Curb Turning Radius 5.80m



GENERAL NOTES

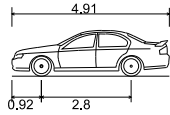
This drawing is provided for information purposes only and should not be used for construction.
Base Plan prepared by ThomsonAdsett, received 11/08/2026.
Spence Street has a posted speed limit of 50km/h.
Swept path assessments completed at 5 km/h and 300mm clearance.
Design vehicle: B85 Check Vehicle: B85

DESIGNED Jayden Lam	PAPER SIZE A3	CLIENT ThomsonAdsett Pty Ltd.	DOCUMENT INFORMATION	
APPROVED BY Jae Jeon	DATE 12.08.2026	PROJECT P1953	Design Review	
SCALE 1:200	0 2 4	15 Spence Street & 171-173 The River Road, Revesby	B85 Space 12 Entry/Exit	
			FILE NAME AG1953-01-v05.dwg	SHEET AG03



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B85 Vehicle (AS/NZS2890.1:2004)

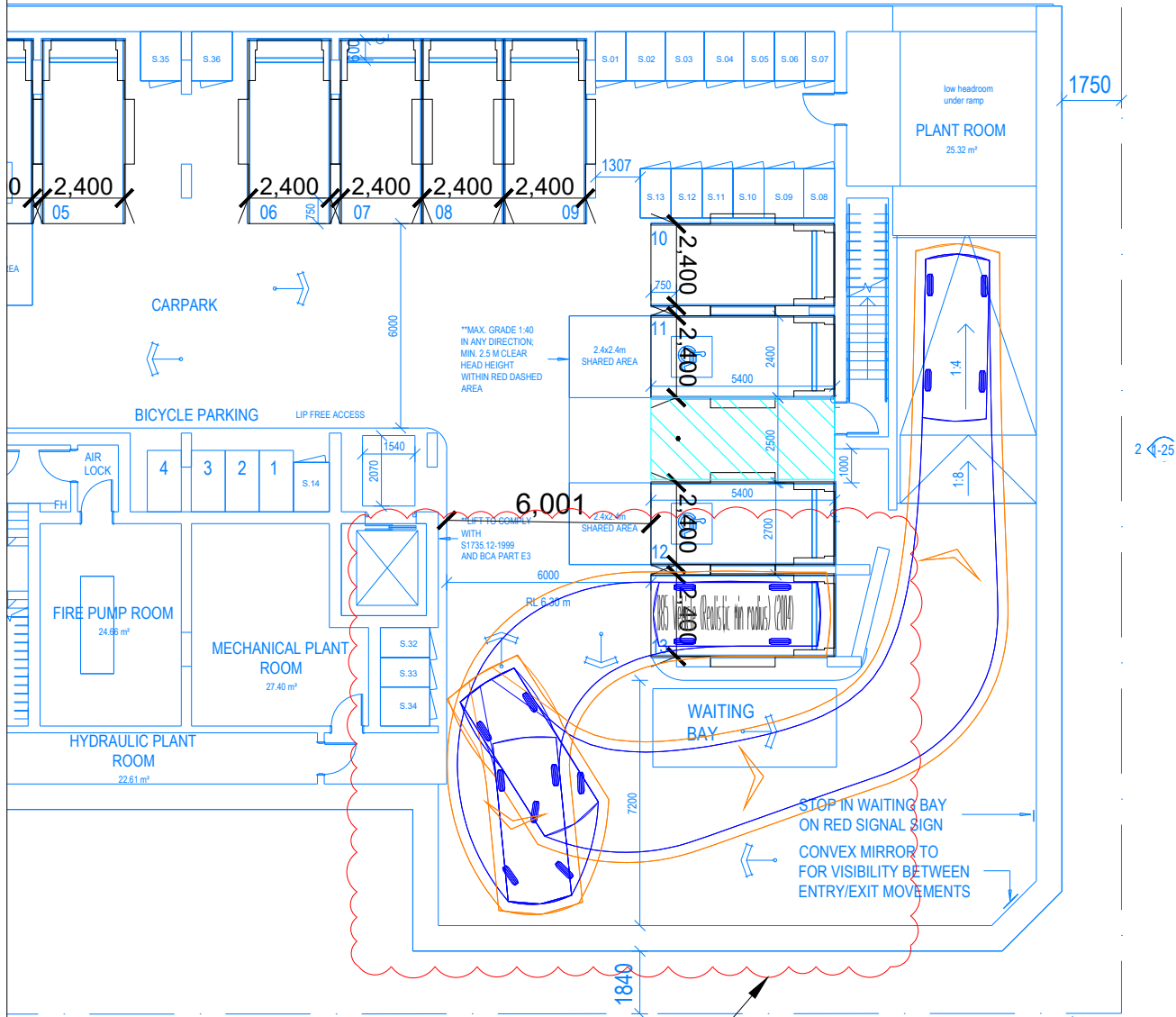
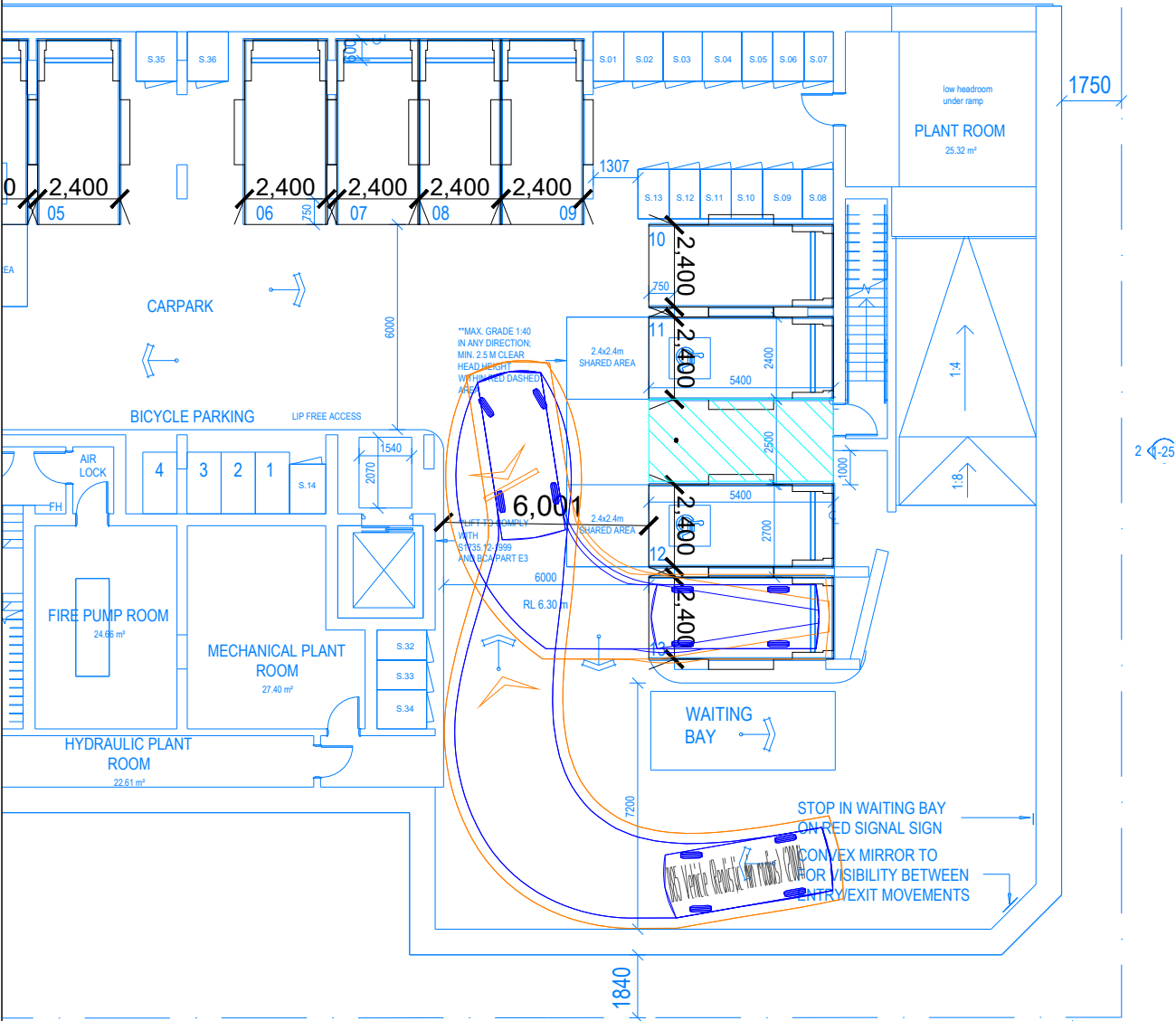


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IT IS NOTED THAT VEHICLES ARE
REQUIRED TO MAKE A 3-PT TURN
MANOEUVRE IN ORDER TO EXIT
SPACE 13.

GENERAL NOTES

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DESIGNED

Jayden Lam

PAPER SIZE

A3

CLIENT

ThomsonAdsett Pty Ltd.

DOCUMENT INFORMATION

Design Review

B85 Space 13 Entry/Exit

FILE NAME

AG1953-01-v05.dwg

SHEET

AG04

asongroup

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