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TRAFFIC STATEMENT

Planning Proposal
18 Lambert Street, Bathurst – Lot 12 DP 1066401
Proposed Rezoning from E4 General Industrial to
R1 General Residential

Prepared for
Lambo Property Pty Ltd
November 2025

Ref: TS1PJB24016

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Section 1.0

INTRODUCTION

1.1 The Proposal

This traffic statement has been prepared in support of a Planning Proposal (PP) for land at 18 Lambert Street, Bathurst NSW.

The PP seeks to rezone that part of the subject land that is currently zoned E4 General Industrial to R1 General Residential. The PP would facilitate development of the subject land for multi-dwelling housing.

This statement provides a high level traffic assessment in respect of the residential concept that accompanies the PP.

A formal Transport Impact Assessment is not warranted due to the following:

- The PP concept indicates that only a relatively modest scale of medium density residential development is contemplated for the site (10 units).
- The concept does not represent traffic generating listed under Schedule 3 of SEPP (Transport and Infrastructure) 2021.
- The subject site does not have direct frontage to a classified road or connect to any classified roads within 90m.

1.2 Scope

This traffic statement:

- Describes the existing conditions relating to the site
- Provides a brief description of the development concept
- Considers traffic generation and the capacity of the road network
- Considers off-street parking provision and site layout

Section 2.0

EXISTING CONDITIONS

2.1 Site Description

The subject land is located at 18 Lambert Street, Bathurst. It is less than 1 kilometre to the south of the Bathurst town centre.

The subject land is Lot 12 DP 1066401. It is a slightly irregular shaped parcel with an area of 3,763m^2.

The main part of the site has a frontage of some 57.45 metres to Lambert Street. From Lambert Street the side boundaries extend towards the rear for some 50 metres before a rear section of some 47.8m x 18m projects to the north west.

The main part of the site comprises a large warehouse building with a close street alignment. The site is occupied by the Town and Country Water Shop.

A concrete surface vehicle area is established on the north western side of the building and includes parking as well as a driveway that leads to a mostly grassed external storage area at the rear of the site.

The south eastern side of the building comprises a concrete surface external storage area, screened from the street. It also includes a separate driveway which is subject to a right of carriageway that provides access to another business (Inwood Motors) which is on the adjoining property to the rear.

2.2 Surrounding Road Network

The subject land is served by the Bathurst Inner City road network with clear connections to the CBD via the principal streets of the municipal grid.

Lambert Street is a two-way local street adjacent to the site. It provides a south east to north west connection across the City between Bant Street and Mitre Street. It allows kerb parking along both sides of the street. The speed limit is 50km/h. Lambert Street intersects with Havannah Street just to the north of the subject land, with Havannah Street having priority. It intersects with the Great Western Highway (Stewart Street) further to the north at a traffic signal controlled intersection.

Havannah Street is a two-way local street that provide a south west to north east connection across the City between Panorama Avenue and Great Western Highway (Durham Street). The speed limit is 50km/h.

2.3 Public Transport

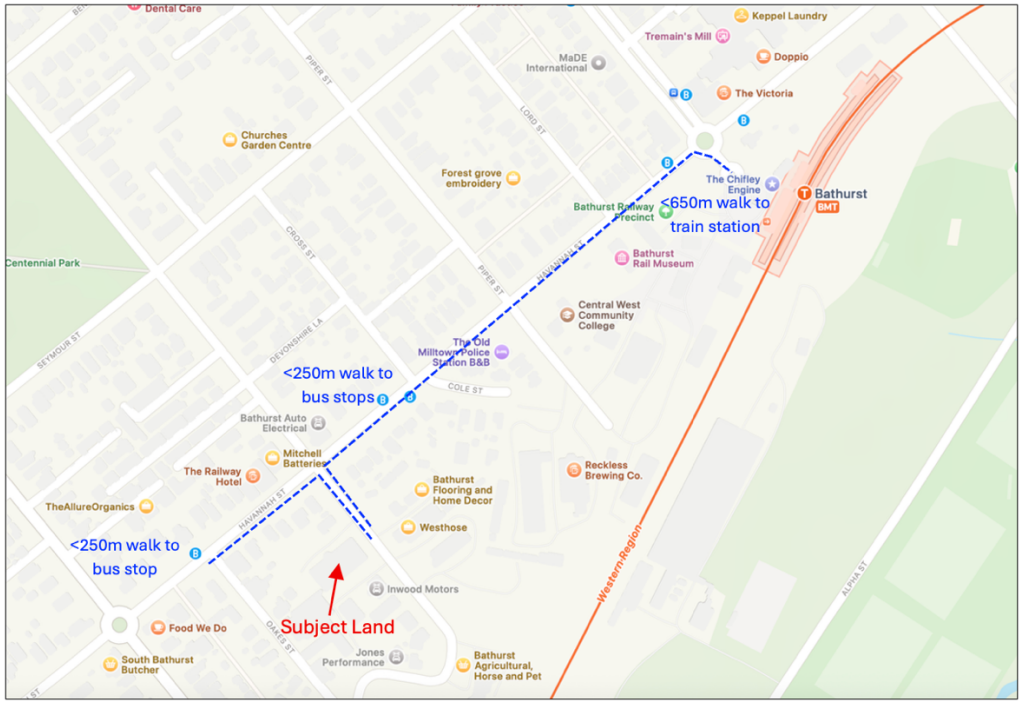
The site is located at a 650m walking distance (10 minute walk) from Bathurst Train Station which provides services between Sydney Central, Dubbo and Broken Hill. The station also provides connections to coach and local bus services.

The site is served by 2 bus routes, being:

- 526 Bathurst CBD via West Bathurst (loop service); and
- 528 Bathurst CBD via South Bathurst (loop service).

The bus stop for the 526 route is located at Havannah Street after Cole Street, which is less than a 250m walk from the site.

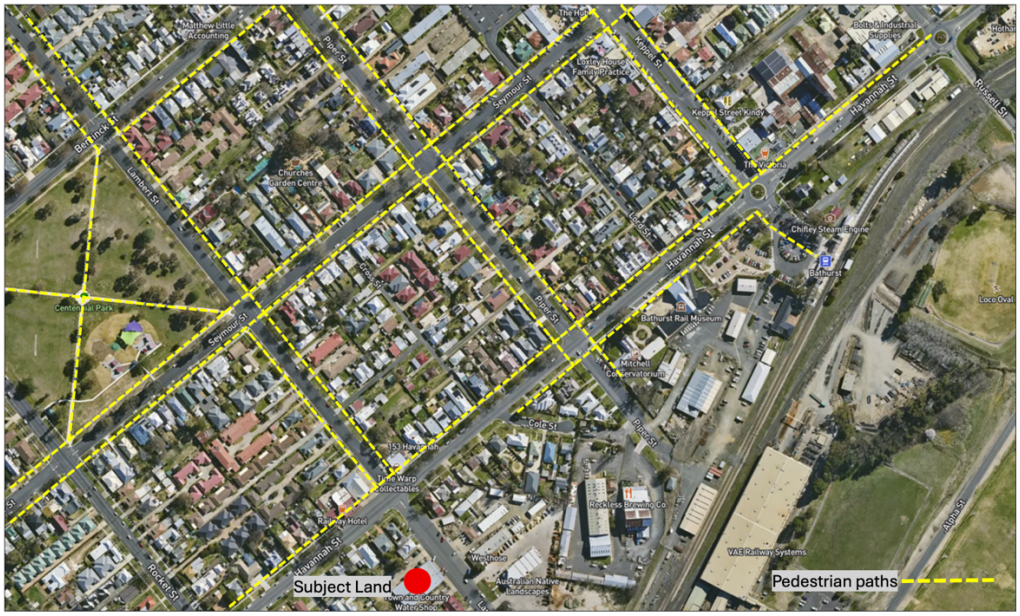
There are 2 bus stops for the 528 route which are less than a 250m walk from the site. One is located at Havannah Street at Cross Street; and the other at Havannah Street opposite Oakes Street.



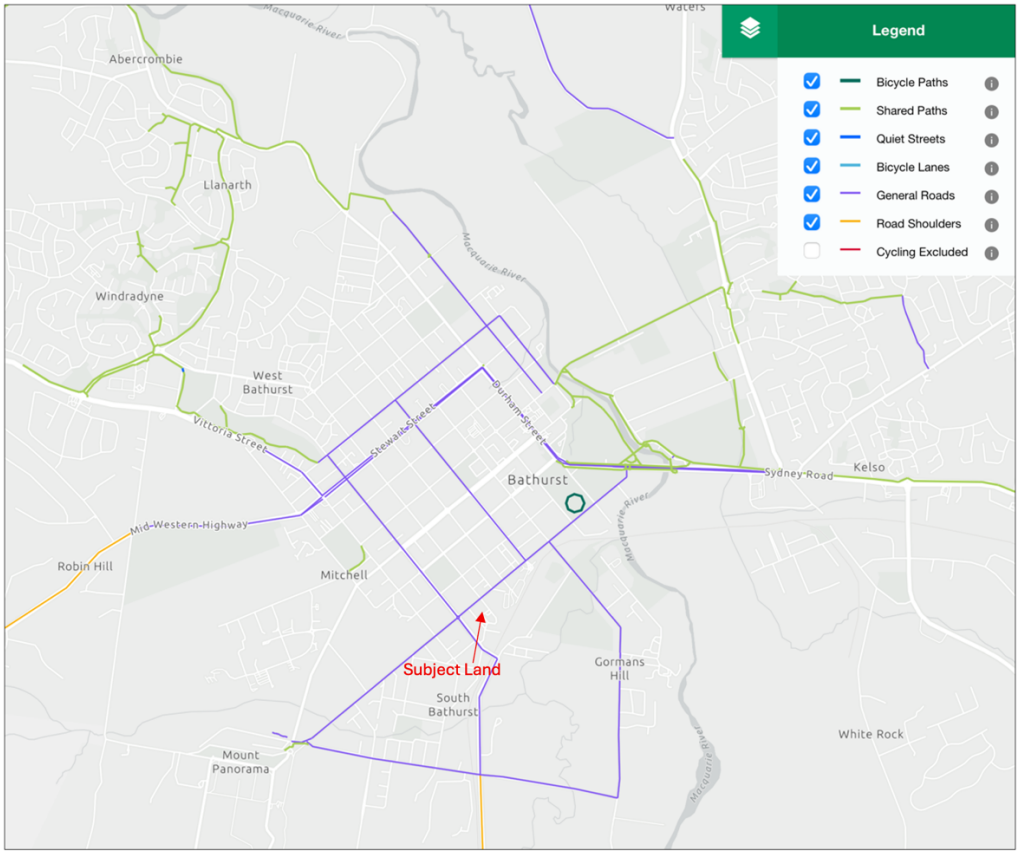
2.4 Pedestrian and Cyclist Facilities (Active Transport Options)

Currently there are paved pedestrian footpaths along one or both sides many of the principal roads of the Bathurst inner city grid network, including Havannah Street and Lambert Street north of Havannah Street.

However, in the section of Lambert Street that forms the frontage of the subject land, there is no continuous pathway (refer aerial plan over the page).



The existing bicycle routes as per the TfNSW Cycleway Finder are shown below. The routes are all identified as General Roads, which are roads where bicycles share space with motor vehicles, bus lanes, or parked cars.



2.5 Traffic Conditions

The PP concept indicates that only a relatively modest scale of medium density residential development is contemplated for the site (10 unit).

Formal traffic counts or a SIDRA analysis are not warranted.

Observation of traffic conditions in the vicinity of the site appears typical of traffic movement around much of the Bathurst inner city area, including:

- Generally a low speed, uncongested traffic environment controlled by 50 the km/h zone and intersection controls.

- Traffic composition is mostly light vehicles (cars/SUVs/utilities) but also larger vehicles (SRV/MRV/HRV) associated with the mixed use/non-residential components of the precinct.

- The intersections appear to operate without unreasonable delay during the morning and evening peaks.

- Only occasional and momentary delay to traffic flow to allow vehicles to use or exit kerb side parking.

- Kerbside parking is provided along both sides of the street, clear of driveways and intersections.

- Many of the businesses in the precinct provide off-street parking and loading areas.

Section 3.0

TRAFFIC ASSESSMENT

3.1 Concept Description

The PP is accompanied by a concept for medium density housing development comprised of 10 x 3 bedroom dwellings.

It is important to note that:

- The concept is indicative only for the high-level purpose of a Planning Proposal. It does not necessarily represent the final development.

- The final development option will be subject to analysis, design, assessment, and the Development Application process under Part 4 of the Environmental Planning and Assessment Act, 1979.

- Any future proposal is subject to application and assessment under the approvals process.

Off-street parking for the concept includes:

- Single carport for Unit 1 with forward entry/reverse exit via direct frontage to Lambert Street.

- Double garages for all other units with vehicle access provided via an internal driveway with a single access point that accommodates forward entry or exit via Lambert Street.

- 3 visitor parking spaces with access provided via the internal driveway.

3.2 Traffic Impact

Traffic Generation

Transport for New South Wales (TfNSW) provides traffic generation rates for different land uses in the Guide to Transport Impact Assessment 2024 (Guide). The traffic generation rates for medium-density residential dwellings in regional areas are as follows:

Weekday AM Peak: 0.93 trips per dwelling

Weekday PM Peak: 1.21 trips per dwelling

Weekday Daily: 7.04 trips per dwelling

Therefore, the concept (of 10 dwellings) has the potential to generate some 70 daily vehicle trips; including 10 trips in the AM peak; and 13 trips in the PM peak.

In terms of trip generation:

- In the AM peak, 10 trips per hour is equivalent to 1 trip every 6 minutes.
- In the PM peak, 13 trips per hour is equivalent to 1 trip every 4 to 5 minutes.
- Outside the peak periods, other vehicle trips are expected to be spread over the remainder of the daily period with a much lower number of trips per hour.

Trip Distribution

In terms of trip distribution, it is expected that the majority of vehicles associated with the site will exit the site to head north along Lambert Street, or enter the site returning south along Lambert Street.

Road Network

Given the low speed and uncongested traffic environment in this section of Lambert Street, it is expected that:

- The left turn exit from the site onto Lambert Street would operate without unreasonable impact on traffic flow.
- The right turn entry into the site from Lambert Street is expected to operate without unreasonable impact on traffic flow.
- Reverse exit (for one unit only) would not adversely affect traffic flow.

Adequate driver and pedestrian sight lines can be achieved so that vehicles entering and exiting the site are visible to pedestrians and vice versa.

The intersection of Lambert Street and Havannah Street appears to operate satisfactorily for the full range of turns. From observation in the evening peak, right hand turns from both legs of Lambert Street onto Havannah Street appear to operate without unreasonable delay.

Based on the above, it is submitted that medium density development of the site at the scale contemplated by the concept would generate only a modest volume of traffic and therefore have minimal impact on the road network.

The additional traffic generated by this proposal would integrate reasonably with established traffic levels. The increase in traffic numbers as a result of future medium density residential development on this site would represent only a modest proportion of the total traffic volume that the immediate road network is subject to.

3.3 Parking

In the event that the PP is supported, it is anticipated that the site will be included in Precinct 1 in the Residential Precincts map in Bathurst Regional DCP 2014. The DCP requires medium density development in Precinct 1 to provide parking at the following rates.

Dwelling Type	Minimum Car Parking Required	Minimum Bicycle Parking Required (Visitor)
Medium density housing (Precinct 1)	Minimum car parking required: a) For 1 or 2 bedroom dwellings – 1 covered car parking space per dwelling and 1 visitors space per 4 dwellings (or part thereof) b) For 3 or more bedroom dwellings – 1 covered car parking space per dwelling and 1 visitors space per 2 dwellings (or part thereof)	1 bicycle parking space per 10 dwellings or part thereof.

The concept demonstrates that compliance with the DCP parking requirements can be achieved. In this regard:

- Unit 1 is provided with a single carport and Units 2 to 10 are each provided with a double garage.
- 5 visitor spaces are provided.
- Ample opportunity exists within the site to provide bicycle parking.

3.4 Internal Layout and Servicing

The turn path plan (refer Annexure A) demonstrates that the site can accommodate a satisfactory car park layout and accommodate the turn paths of vehicles typically associated with medium density residential development.

In terms of service vehicles:

- The site arrangement can accommodate a medium rigid vehicle truck for the occasional times it may be required (e.g. moving into or out of units).

- Garbage trucks will not enter the site. It is intended that residential waste collection will occur via Council's kerbside collection service.

Section 4.0

CONCLUSION

The proposal to rezone the subject land to allow medium density residential development is satisfactory in terms of traffic impact due to the following:

- The site is close to public transport options.
- Medium density development of the site at the scale contemplated by the concept would generate only a modest volume of traffic and therefore have minimal impact on the road network.
- The site is capable of compliance with the parking requirements for medium density residential development under Bathurst Regional DCP 2014.
- The site is capable of accommodating suitable access, servicing and layout arrangements to serve future medium density residential development.

Yours faithfully
Peter Basha Planning & Development

Per:
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Annexure A

Turn Path Diagram