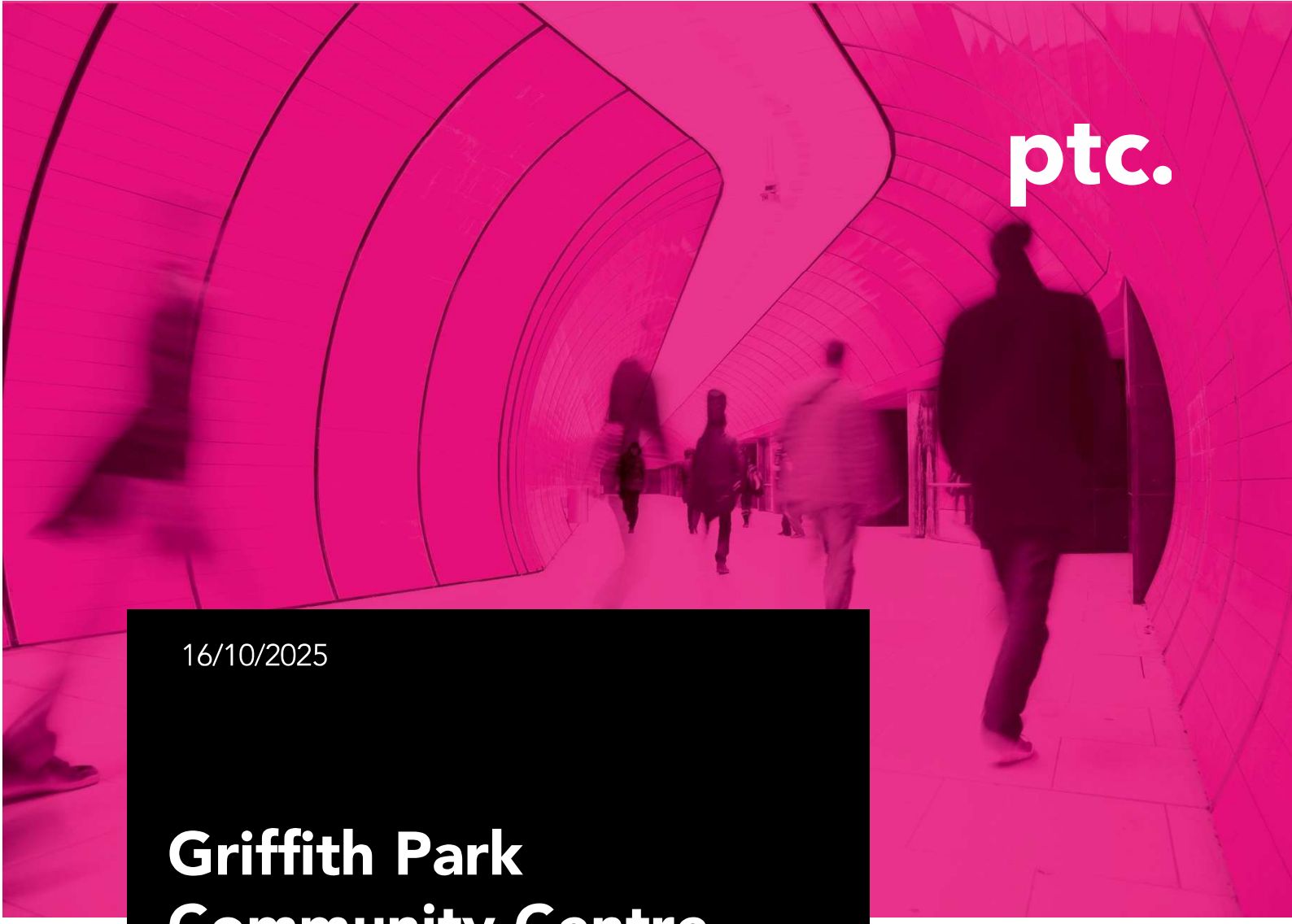
Attachment 1
Updated Traffic Impact Assessment



16/10/2025

Griffith Park Community Centre, Bankstown

Collins and Turner Transport Impact Assessment.

For: **Collins and Turner**

Site Address: 4A Olympic Parade, Bankstown NSW 2200

Document reference number: 24-0951

document control;

Issue:	Date	Issue details	Author	Reviewed
1	24/04/2025	Draft	MA	DP
2	14/05/2025	Issue for DA Submission	MA	DP
3	17/06/2025	Issue for DA Submission (Update)	MA	DP
4	23/06/2025	Issue for DA Submission (Minor Update)	MA	DP
5	16/07/2025	Issue for DA Submission (Final Update)	MA	DP
6	10/10/2025	Response to Submission	MA	DP
7	16/10/2025	Response to Submission	MA	DP

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1. Introduction

1.1. Purpose of this Report

This report has been prepared by ptc. on behalf of Collins and Turner to assess the transport impacts associated with the proposed redevelopment of Griffith Park, located at 4A Olympic Parade, Bankstown NSW 2200. The proposed works form part of the City of Canterbury Bankstown's City Centre Masterplan and involve the construction of a new community centre and upgrades to the surrounding public domain.

1.2. Site Location and Context

The subject site is located at 4A Olympic Parade, Bankstown, within the Canterbury-Bankstown Local Government Area as shown in Figure 1. The site currently accommodates Griffith Park, a large public open space situated directly east of the Bankstown Arts Centre and within walking distance of the Bankstown Central shopping precinct.

The site is centrally located within the Bankstown City Centre and is bounded by:

- Olympic Parade to the west,
- Dale Parade to the south,
- Northam Avenue to the east, and
- Brandon Avenue to the north.

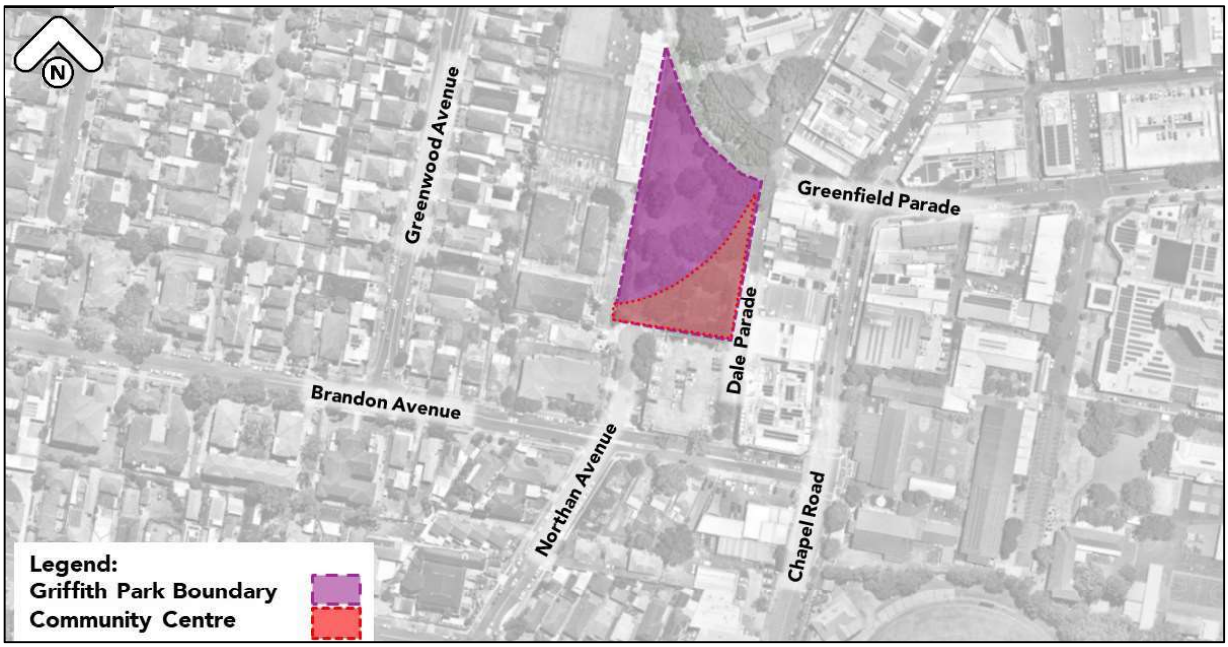


Figure 1 – Site Context (Source: Nearmap)

The site is highly accessible by public transport, with Bankstown Station located approximately 400 metres northwest of the park. The surrounding area is characterised by civic, cultural, and recreational uses, consistent with its inclusion in Council's broader revitalisation strategy under the City Centre Masterplan.

1.3. Authority Requirements

A Request for Information (RFI) was received from Canterbury-Bankstown Council on 22nd September 2025 (Ref: PAN-555420).
All traffic and transport-related comments have been summarised in the table below. Each item includes the **ptc.**response and a reference to the relevant section of this report where the matter has been addressed or clarified.

Table 1: RFI's Response

<table>
<tr><th>RFI Traffic</th><th>Council Comment / Requirement</th><th>ptc. response</th></tr>
<tr><td>RFI-01</td><td>Please provide an explanation or clarification as to why the number of spaces that exist along Dale Parade are proposed to be reduced.</td><td>The reduction of parking spaces along Dale Parade is in the spirit of the Complete Streets principles, which aim to improve safety, streetscape quality, and community amenity. The reconfiguration from angled to parallel parking supports broader public-domain works associated with the community centre, including wider pedestrian paths, improved landscaping, and enhanced visibility near the crossing.

To understand existing kerbside use, ptc. undertook an on-site observation survey between 7:00 am and 8:00 am on 9 October 2025, focusing on the Dale Parade frontage. This period was selected based on industry experience as the typical peak hour for loading and servicing activity prior to nearby shops and businesses opening for morning trade. Both parking and loading activity were observed during this period, confirming that approximately three to four spaces are regularly used for loading and unloading rather than long-stay parking. The results are summarised below.

<table>
<tr><th>Time Interval –09/10/25</th><th>No. of Delivery Vehicles Observed</th></tr>
<tr><td>7:00 – 7:10 am</td><td>2</td></tr>
<tr><td>7:10 – 7:20 am</td><td>1</td></tr>
<tr><td>7:20 – 7:30 am</td><td>2</td></tr>
<tr><td>7:30 – 7:40 am</td><td>3</td></tr>
<tr><td>7:40 – 7:50 am</td><td>3</td></tr>
<tr><td>7:50 – 8:00 am</td><td>3</td></tr>
</table>
The survey confirmed that a portion of the existing spaces (approximately 3-4) are regularly used for loading and unloading, rather than general parking. This supports the proposed shift toward short-stay and high-turnover parking to better serve existing adjacent businesses as well as future development aspirations.

To offset the overall reduction of approximately twelve spaces ptc. proposes converting the five proposed standard spaces on Dale Parade from 1P to ¼P (15-minute) parking to increase turnover—allowing up to four</td></tr>
</table>

		vehicles per space per hour—maintaining equivalent functional capacity for nearby business deliveries and visitors. Overall, the proposed arrangement achieves a safer and more balanced kerbside use, consistent with the City Centre Master Plan vision while maintaining effective short-term parking and loading opportunities. Refer to section 6.1.
RFI-02	The parking impact only considers demand generated by the community centre but does not address the loss of 12 parking spaces along Dale Parade, which are heavily utilised. The assessment should also consider restricting parking within the Brandon Avenue Car Park to a time limit that suits the development, existing businesses, and community needs, and make an evidence-based recommendation.	The loss of twelve existing perpendicular spaces along Dale Parade has been addressed through the same measures outlined in RFI-01, including the conversion of existing 1P spaces to ¼P (15-minute) parking and the designation of short-term loading areas. These changes maintain high turnover and ensure that kerbside capacity for local businesses and visitors is preserved despite the reduction in total spaces. Converting the remaining five spaces to ¼ P is intended to maximise the use and turnover of each space for loading and short-term parking. There will be no parking restrictions applied to the accessible spaces, which will remain unrestricted to ensure equitable access. As previously advised, for those requiring longer-stay parking, there are several parking areas within a short walk of the site, including the Brandon Avenue Car Park, Marion Street Car Park, and other nearby on-street parking, which can accommodate any potential shortfall. The demand generated by the proposed community centre will continue to be met within the surrounding public parking network, primarily through the Brandon Avenue Car Park and other nearby facilities. Parking surveys undertaken by **ptc.** confirmed that adequate capacity exists in these car parks to accommodate the community centre's demand. Given the lack of detailed operational information for the community centre, such as event frequency, duration and peak attendance, it is premature to nominate a specific time restriction for Brandon Avenue Car Park at this stage. It is recommended that the future Parking Management Plan (PMP) or Operational Traffic Management Plan (OTMP) review parking turnover after opening and, if required, introduce targeted restrictions such as 2P during daytime periods or for special events in consultation with Council. This approach ensures any changes are based on observed demand and maintain equitable access for visitors, nearby businesses and residents. See section 6.1 and section 5.4.

RFI-03	The HRV swept paths provided are not feasible as it is understood that a fence is sited on the property boundary. Please address this conflict.	The HRV swept paths have been reviewed and updated to reflect the existing fence alignment along the property boundary. The revised swept paths confirm that a 12.5 m Heavy Rigid Vehicle (HRV) can access and manoeuvre within the Northam Avenue cul-de-sac without conflict or encroachment beyond the public domain. It is also noted that Council currently undertakes waste collection from this location using an HRV under the existing arrangement. See Appendix 2
RFI-04	No Stopping signage has not been considered at the pedestrian crossing on Dale Parade. This will need to be addressed accordingly.	“No stopping” signage will be incorporated as per the existing arrangement

1.4. Proposed Development

The proposed development involves the revitalisation of Griffith Park, including the construction of a new Community Centre and upgrades to the surrounding public domain. The community facility is designed to serve local residents and visitors to the Bankstown city centre.

Key features of the development include:

- A multi-purpose hall with capacity for up to 200 people, including kitchen facilities;
- A meeting room for up to 40 people, supported by a kitchenette;
- Internal and external amenities, including accessible toilets;
- External covered areas for informal gatherings or programmed use;
- Public domain enhancements including a rain garden, playgrounds, new footpaths, and general landscaping;
- Surrounding road upgrades as part of the Bankstown City Centre Masterplan, including:
    - Full pedestrianisation of Olympic Parade with integrated landscaping and cycle path;
    - Extended public domain and cycle path upgrades along Dale Parade;
    - A new drop-off zone on Northam Avenue to support community centre access.

As part of the proposed public domain upgrades along Dale Parade, the existing angled parking will be reconfigured to parallel parking. This change will reduce the number of on-street spaces from approximately 19 to 7. In addition, two on-street parking spaces will be provided adjacent to the community centre. Consistent with the Bankstown City Centre Master Plan, the reconfiguration of Dale Parade from angled to parallel parking supports the plan's movement and public-domain framework, which prioritises wider footpaths, tree planting, and future cycle connectivity along Dale Parade

This reduction has been considered in the context of previous parking surveys undertaken by **ptc**. in 2024. The survey found that while parking demand typically peaked between 11:00 AM and 2:00 PM, approximately 10 to 20 spaces remained consistently available during these hours, particularly on Level 5 of the Brandon Avenue Car Park, where spaces are unrestricted. Furthermore, the existing 1P spaces on Dale Parade were already well utilised, mainly by nearby businesses and for short-term loading. As such, the proposed reconfiguration is not expected to significantly affect availability for community centre users.

The changes to parking form part of a broader vision to enhance streetscape quality within the Bankstown City Centre, while maintaining sufficient access for visitors. No on-site parking is proposed. It is expected that visitors will rely on the surrounding public parking network or arrive via public and active transport. The site plan is shown in Figure 2 and detailed in Appendix 1.

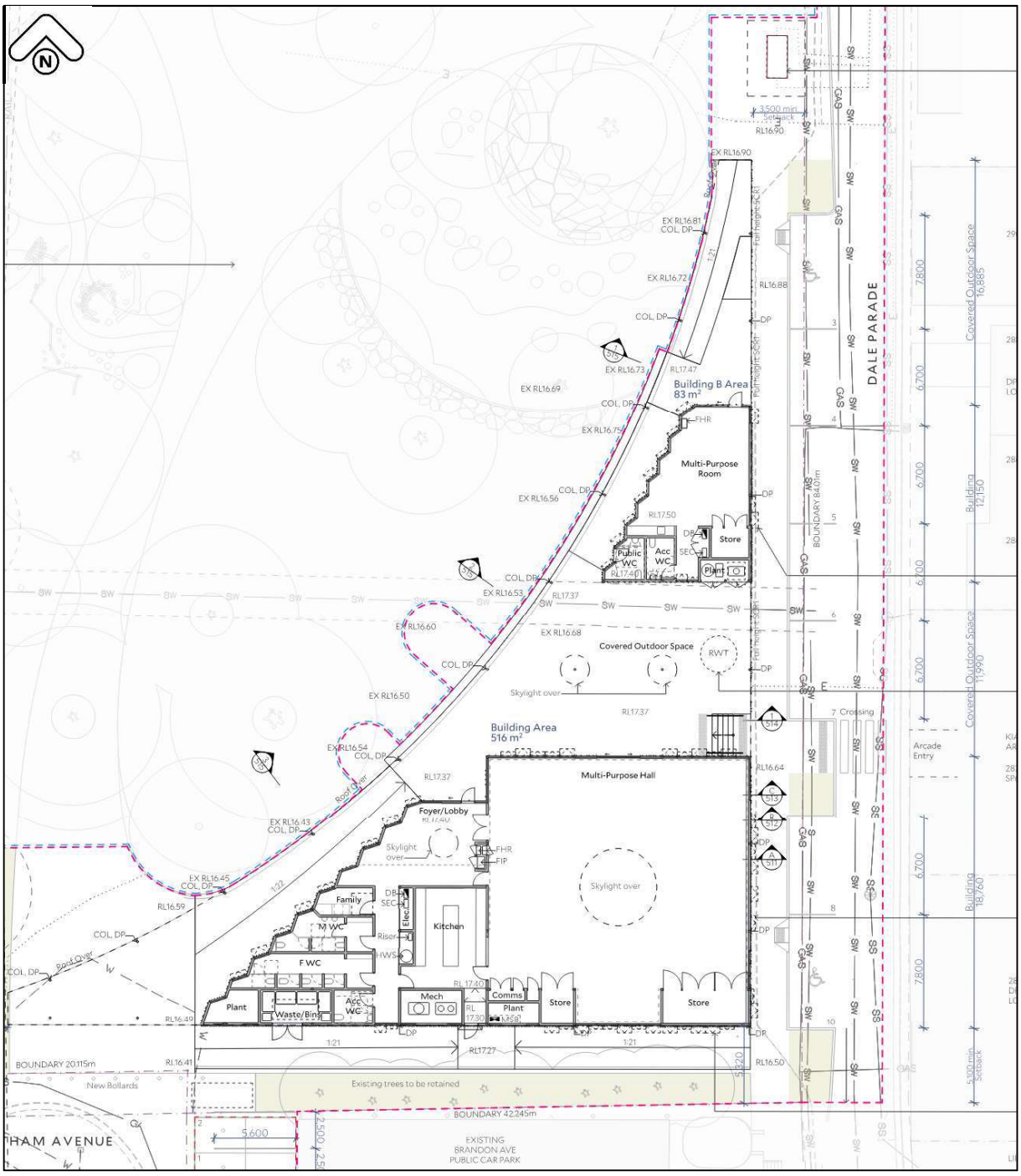


Figure 2 – Site Plan

1.5. Scope of the TIA

This Transport Impact Assessment (TIA) aims to:

- Assess the existing transport infrastructure surrounding the site, including road networks, public transport services, pedestrian pathways, and cycling connections within the Bankstown City Centre.

- Estimate the trip generation associated with the proposed community centre using a first-principles approach, as no standard trip rate is available for this land use in the Guide to Transport Impact Assessment 2024 (GTIA. 2024)
- Identify any potential impacts on key intersections and local traffic conditions, considering the expected off-peak and weekend use of the facility.
- Evaluate access and circulation arrangements and confirm reliance on surrounding public parking facilities given that no on-site parking is proposed.

This report follows the methodology outlined in the *Transport for NSW (TfNSW) Guide to Transport Impact Assessment (GTIA), 2024*, ensuring a holistic and context-sensitive evaluation that aligns with state and local transport planning objectives.

1.6. Relevant Planning Documents

This assessment has been prepared with reference to the following planning documents and technical guidelines relevant to the proposed development:

- Canterbury-Bankstown Local Environmental Plan 2015 (Canterbury-Bankstown Council, LEP 2015) – establishes land use zoning and overarching development controls applying to the subject site.
- Canterbury-Bankstown Development Control Plan 2023 (Canterbury-Bankstown Council, DCP 2023) – provides development guidelines relating to access, parking provision, transport infrastructure, and built form.
- Guide to Transport Impact Assessment (GTIA 2024) – sets out a consistent framework for preparing traffic and transport assessments across NSW, including multimodal considerations and scenario testing.
- AS/NZS 2890 Parking Facilities Series (Standards Australia, various years) – including:
    - *AS 2890.1: Off-street car parking*,
    - *AS 2890.2: Off-street commercial vehicle facilities*,
    - *AS 2890.6: Off-street parking for people with disabilities*.

In addition, the proposal is guided by the strategic directions set out in the City Centre Masterplan (City of Canterbury Bankstown), which identifies Griffith Park as a key civic destination within the Bankstown CBD and outlines associated public domain improvements.

2. Existing Conditions

This section outlines the existing transport network and conditions surrounding the site. It covers the road network, public transport services, and active transport facilities, which form the baseline for assessing the potential impact of the proposed development.

2.1. Planning and Land Use Context

The subject site is zoned RE1 – Public Recreation under the Canterbury-Bankstown Local Environmental Plan 2015 (Canterbury-Bankstown Council, 2015). The RE1 zoning permits a range of recreational, community, and cultural uses that are consistent with the proposed development of a community centre and public domain enhancements.

The site is surrounded by a mix of civic, commercial, and recreational land uses, including the Bankstown Arts Centre, Bankstown Library and Knowledge Centre, and the Bankstown Central retail precinct, the land use of the surrounding site shown in Figure 3.

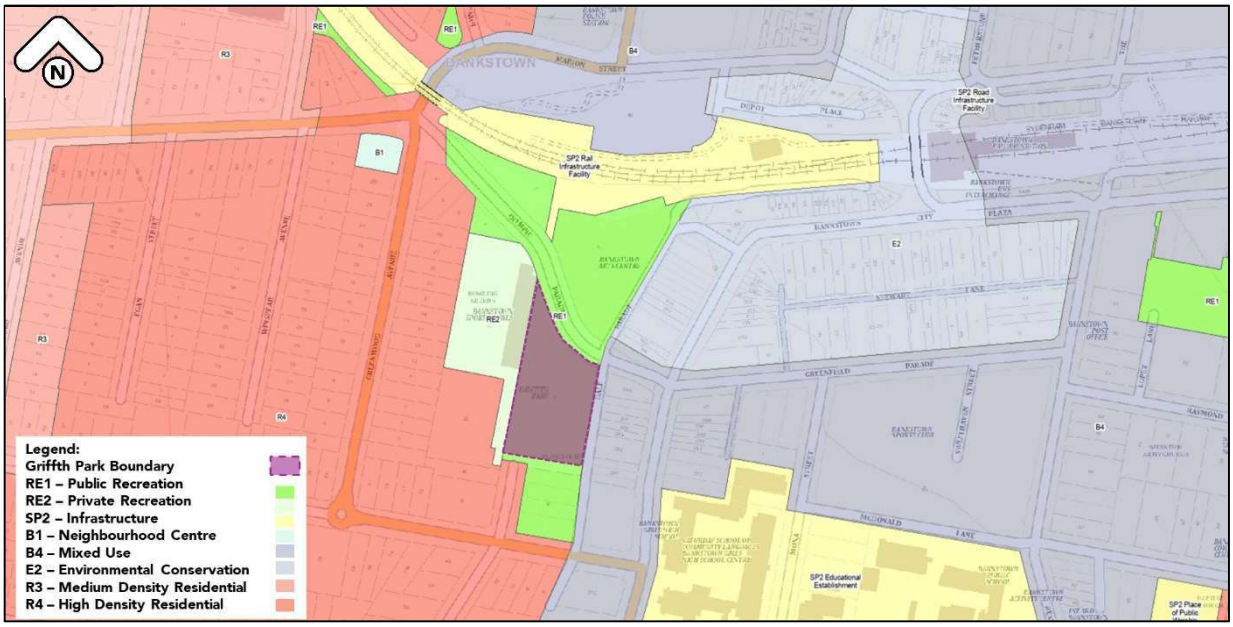


Figure 3 - Local Land Use Map (*Source: NSW ePlanning Spatial Viewer 2024)*

2.2. Existing Road Network

The subject site is accessed via Olympic Parade, Dale Parade, and Northam Avenue, which connect to the broader road network, including Chapel Road and Greenfield Parade. The surrounding road network is shown in Figure 4 below and is detailed in the following section, which outlines the functional classification, speed limits, parking controls, and access characteristics of each road.

Figure 4 – Road Hierarchy (Source: NSW Road Network Classification)

Road Name	**Olympic Parade**
Classification	Local Road
Carriageway	Two-way
Speed Limit	50 km/h
Parking Control	Unrestricted
Frontage to the site	Yes
Street View	

Road Name	**Dale Parade**
Classification	Local Road
Carriageway	Two-way
Speed Limit	50 km/h
Parking Control	Time restricted
Frontage to the site	Yes
Street View	

Road Name	Northam Avenue
Classification	Local Collector
Carriageway	Two-way
Speed Limit	50 km/h
Parking Control	No Parking
Frontage to the site	Yes
Street View	

Road Name	Brandon Avenue
Classification	Local Collector
Carriageway	Two-way
Speed Limit	50 km/h
Parking Control	Some Restriction
Frontage to the site	No
Street View	

Road Name	Greenwood Avenue
Classification	Local Collector
Carriageway	Two-way
Speed Limit	50 km/h
Parking Control	Unrestricted
Frontage to the site	No
Street View	

Road Name	Chapel Road
Classification	State Road
Carriageway	Two-way
Speed Limit	40 km/h
Parking Control	Time-restricted
Frontage to the site	No

Street View	

2.3. Existing Traffic Volume

To better understand the existing traffic volumes surrounding the site, reference is made to Appendix C – Traffic Modelling Report prepared by TTPP for the Bankstown City Centre Planning Proposal. This modelling, commissioned by Canterbury-Bankstown Council, includes 2018 traffic survey data and SIDRA intersection performance outputs for key locations across the town centre. While this dataset provides a useful benchmark, additional reference has been made to more recent traffic volume data available via Council's online mapping platform (cofcgis.maps.arcgis.com). This supplementary source has been used to cross-check and adapt the traffic estimates to reflect more current conditions in the area.

Table 2 below summarises the reported traffic volumes for selected roads and intersections relevant to the subject site.

Table 2: Existing Traffic volume (2018)

Road Name	5 Day AADT	7 Day AADT
Chapel Road	22,388	21,316
Brandon Avenue	16,023	15,279
Greenwood Avenue	12,284	11,512
Marion Street	29,745	28,213
Northam Avenue	2,446	2,445

2.4. Key Intersection

The key intersections surrounding the site are identified in Table 3 and their locations in relation to the site are illustrated in Figure 5.

Table 3: Key Intersections

ID	Intersections	Description
1	Greenwood Avenue / Brandon Avenue	Roundabout
2	Northam Avenue / Brandon Avenue	Priority Intersection
3	Dale Parade / Brandon Avenue	Priority Intersection
4	Chapel Road / Brandon Avenue	Signalised Intersection
5	Dale Parade / Olympic Parade	Signalised Intersection

Figure 5 - Key Intersections

2.5. Strategic Planning and Infrastructure Context

Bankstown is undergoing significant transformation, guided by comprehensive strategic planning and infrastructure investments aimed at enhancing its role as a vibrant, accessible, and sustainable urban centre.

The Bankstown City Centre Master Plan, adopted by the City of Canterbury Bankstown, envisions the area as a dynamic hub for living, working, studying, and recreation. Key objectives include:

- Promoting higher-density residential and commercial development, particularly around the future Metro station, to support population and employment growth.
- Enhancing pedestrian-friendly streetscapes and public spaces to foster a lively and inclusive environment.
- Establishing Bankstown as a centre for health, education, research, and training, leveraging existing institutions and infrastructure.
- Implementing sustainable design principles to improve environmental performance and resilience to climate change.

The Master Plan is supported by amendments to the Local Environmental Plan (LEP) and Development Control Plan (DCP), which provide the statutory framework for achieving these objectives.

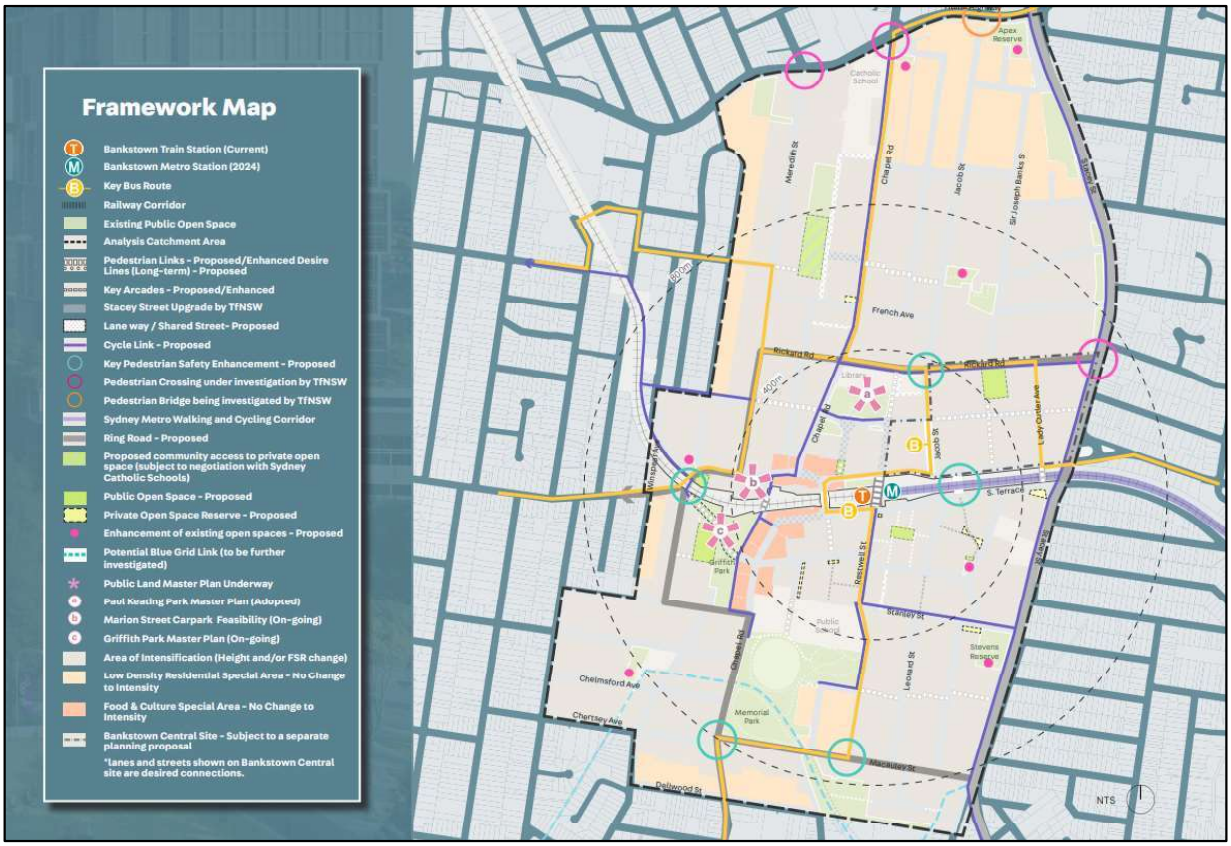


Figure 6 - Bankstown City Centre Master Plan (*Source: City of Canterbury Bankstown*[1].)

[1] https://www.cbcity.nsw.gov.au/planning-and-building/councils-strategies-and-masterplans/bankstown-city-centre-master-plan?utm_source=chatgpt.com

Furthermore, the Sydney Metro City & Southwest project will extend metro rail services to Bankstown, significantly improving connectivity to other parts of Sydney. The upgraded Bankstown Station will feature:

- Trains every four minutes during peak periods, with ultimate capacity for a train every two minutes.
- Level access between platforms and trains, enhancing accessibility for all users.
- Modernised station facilities, including lifts, lighting, surveillance, and platform screen doors.

These enhancements will support sustainable transport choices and reduce reliance on private vehicles.

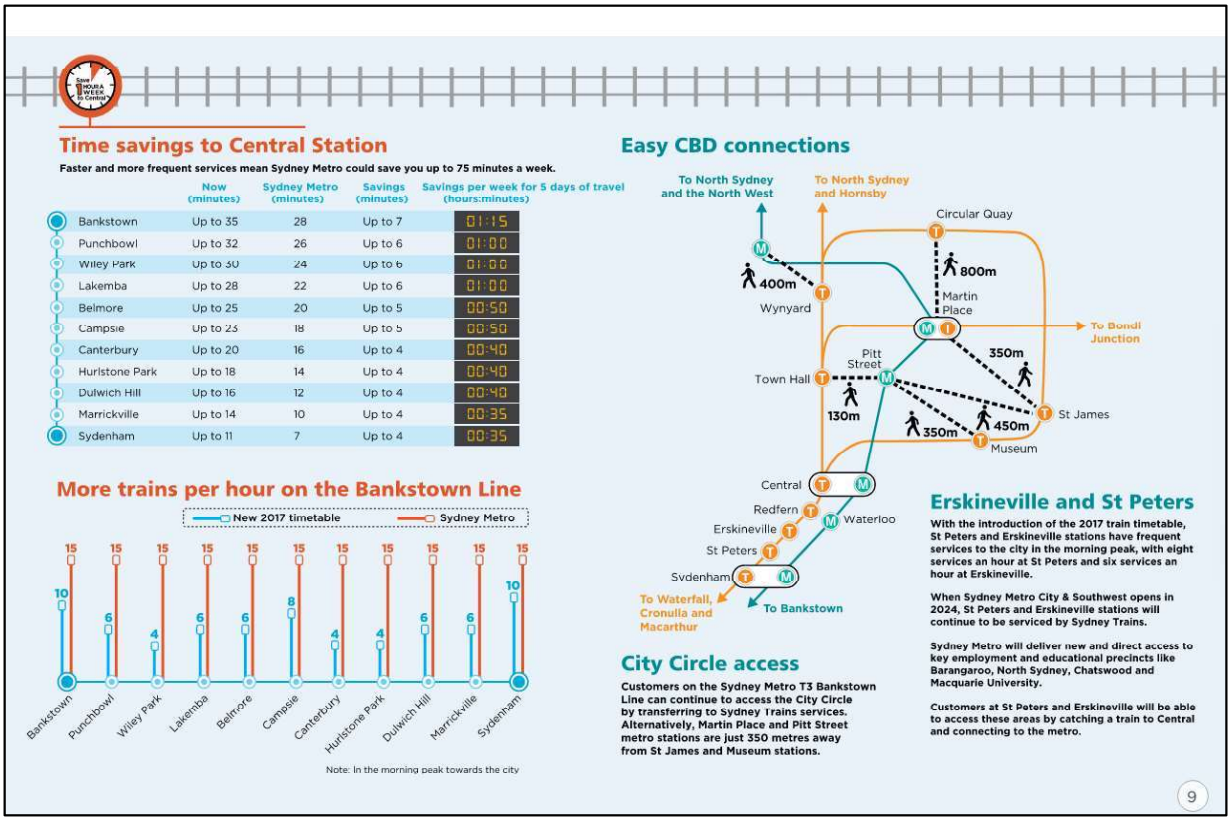


Figure 7 - Sydney Metro Sydenham to Bankstown (*Source: Sydney Metro*[2].)

The proposed community centre at Griffith Park aligns with the strategic vision for Bankstown's future. Its location within the evolving city centre, proximity to the future Metro station, and integration with planned community infrastructure make it a timely and appropriate addition to the area. The development supports the objectives of increased accessibility, community engagement, and sustainable urban growth outlined in the strategic plans.

[2] https://www.sydneymetro.info/sites/default/files/2021-09/Sydenham_to_Bankstown_Preferred_Infrastructure_Report_Overview.pdf

3. Public and Active Transport

3.1. Public Transport

A review of the public transport (train and bus) operating in proximity to the site has been undertaken. When considering accessibility, the *NSW Planning Guidelines for Walking & Cycling (2004)* suggests that 400-800m is a comfortable walking distance and 1500m is a suitable cycling catchment. Figure 8 illustrates the walking and cycling catchment area for the site.

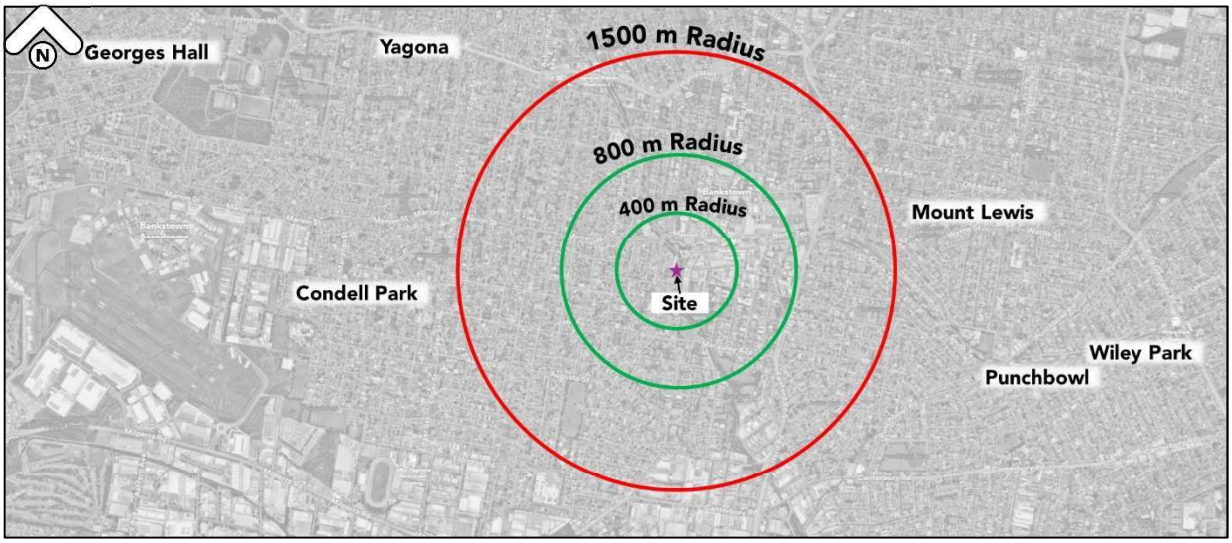


Figure 8 - Walking and Cycling Catchment (*Source: Nearmap 2024, modified by* ***ptc.***)

3.1.1. Train Services

The nearest train station to the site is Bankstown Station, located approximately 400 metres west of Griffith Park as shown in Figure 9 . The station is within easy walking distance and provides access to a wide range of destinations across Greater Sydney.

- Bankstown Station is served by the T3 Bankstown Line, with regular services to:
- Liverpool via Cabramatta and Warwick Farm
- Lidcombe via Regents Park
- Sydney CBD via Sydenham and the Inner West Line

As mentioned previously, Bankstown Station is currently being upgraded as part of the Sydney Metro City & Southwest project, which will convert the existing heavy rail line to a metro line. Once complete (expected by 2026), Bankstown will become a terminus station on the Metro Southwest Line, offering turn-up-and-go services every four minutes in peak periods.

3.1.2. Bus Services

The nearest bus stops to the site are located along Olympic Parade, Chapel Road, and Bankstown City Plaza, all within a short walking distance from the site as shown in Figure 9. These stops are serviced by several routes providing connections to key destinations across the region:

- Route 905: Connects Bankstown to Fairfield, operating via Bass Hill and Villawood.

- Route 911: Runs between Bankstown and Auburn via Lidcombe and Berala.
- Route 916: Services the Bankstown to Greenacre corridor, stopping at major residential areas.
- Route M91: A Metrobus route linking Parramatta and Hurstville via Bankstown, offering high-frequency service.
- Route 940 / 941: Operates between Bankstown and Hurstville, passing through Punchbowl and Roselands.

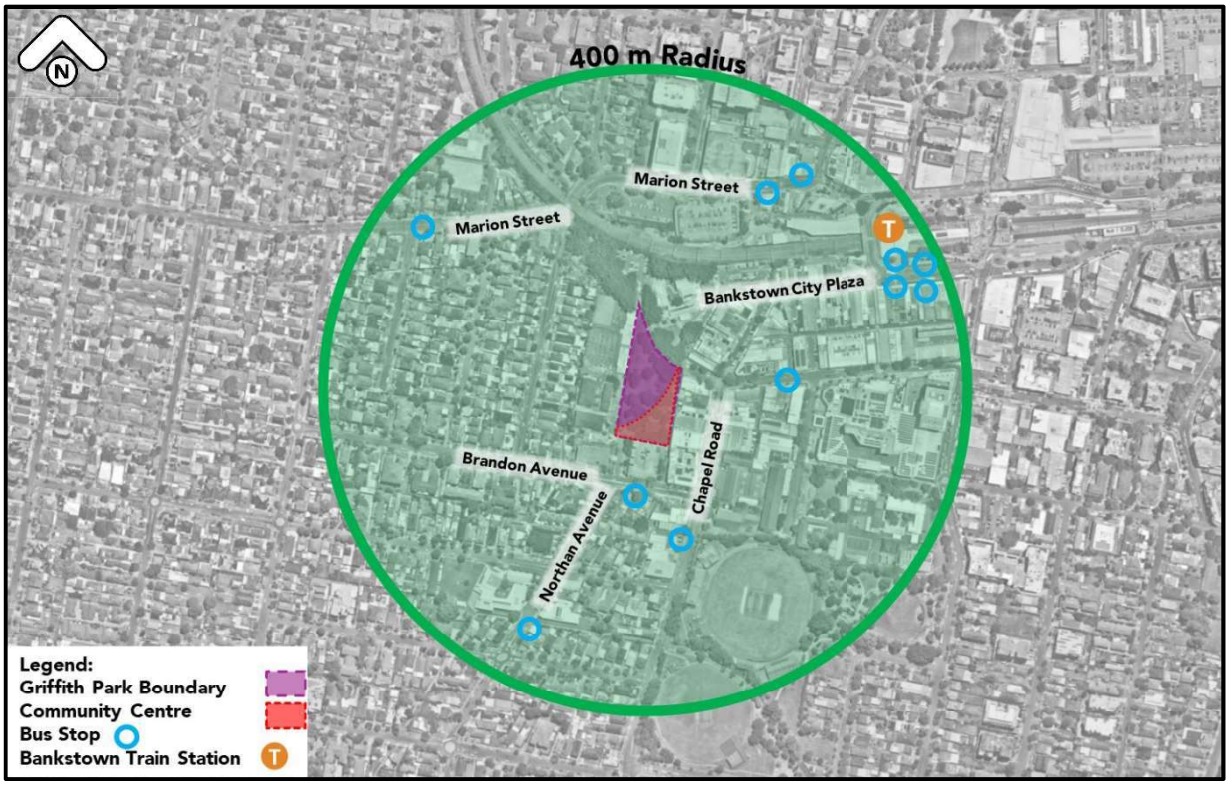


Figure 9 - Surrounding Public Transport

3.2. Active Transport

3.2.1. Pedestrian Access

The site benefits from good pedestrian connectivity, being centrally located within Bankstown City Centre. Continuous footpaths are provided along Olympic Parade, Dale Parade, Northam Avenue, and Brandon Avenue, linking the site to nearby public transport, civic facilities, and retail areas. Pedestrian crossings are available at key intersections, including Dale Parade / Chapel Road and at Bankstown City Plaza, ensuring safe movement between the park and the surrounding precinct. The proposed public domain works will further enhance walkability through the introduction of new footpaths and upgraded surfaces throughout the site.

3.2.2. Cycling Access

According to the NSW Planning Guidelines for Walking and Cycling (2004), a typical catchment area of 1500 meters is considered suitable for cycling. As depicted in Figure 17, the development area lacks dedicated cycle lanes.

Cycling access to the site is supported by existing and planned infrastructure within the Bankstown area. The City Centre Masterplan includes upgrades to Dale Parade and Olympic Parade that will incorporate new dedicated cycle paths, improving east–west and north–south connectivity for cyclists.

These upgrades will link Griffith Park to broader cycling routes within Bankstown, facilitating safe and convenient access for local residents. A map of the local cycle network is shown in Figure 10.

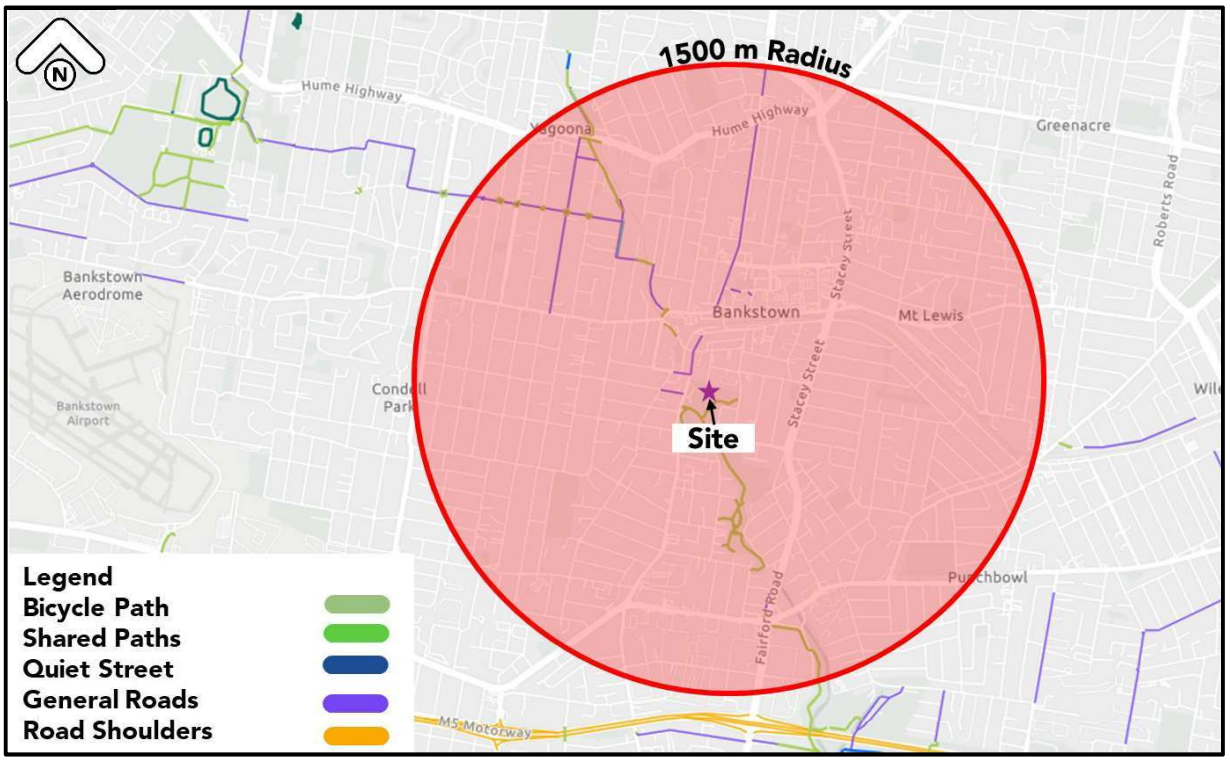


Figure 10 - Surrounding Cycling Path (Source: TfNSW Cycleway Finder, modified by ptc.)

4. Traffic Impact Assessment

4.1. Methodology

The GTIA 2024 does not provide a specific trip generation rate for community centres or similar civic facilities. As such, a first-principles approach has been adopted for this assessment, taking into account the proposed capacity, usage patterns, and site context.

The proposed community centre includes a 200-person multi-purpose hall and a 40-person meeting room, with primary activity expected on weekends and during off-peak periods.

4.2. Event Scenarios Considered:

To reflect the varied nature of activities expected at the facility, two event scenarios have been considered. It is worth highlighting that the assumed car occupancy rates and mode share figures in the coming sections are based on industry-standard assumptions for community and cultural events, supplemented by professional judgement and experience by ptc. A mode share of 60% private vehicle use is considered reasonable in the context of Bankstown's town centre location, its proximity to high-frequency public transport, and the expected use by local residents. Higher occupancy rates (e.g. 2.8 persons/vehicle) for large events reflect typical family or group attendance patterns seen at civic and community venues, while the lower figure of 1.5 aligns with more routine and individualised visits.

4.2.1. Maximum Capacity Events

- Attendance: Up to 240 attendees
- Event Type: Larger family-oriented or community events such as cultural celebrations, festivals, or performances. These events are likely to occur occasionally throughout the year.
- Travel Pattern: These events typically attract groups travelling together, such as families or community groups.
- Car Occupancy Assumption: An average of 2.8 people per vehicle
- Mode Share: 60% of attendees arriving by private vehicle
- Trip type: A high proportion of movements are anticipated to be linked trips, given the site's integration within the Bankstown City Centre.

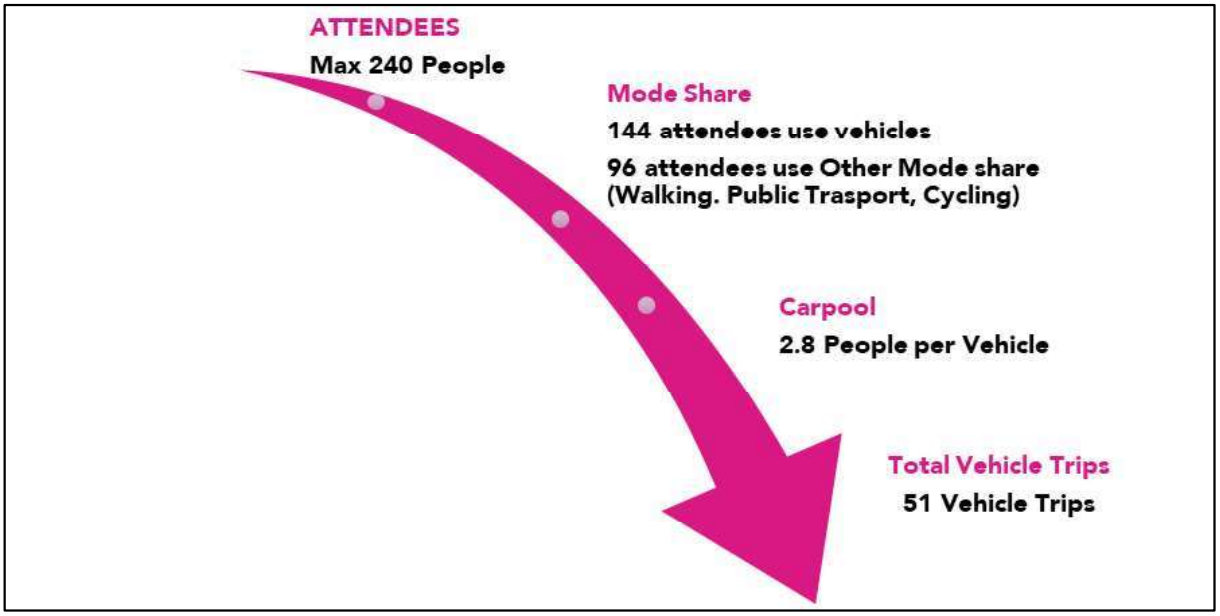


Figure 11 - Estimated Vehicles Demand _ Maximum Capacity

4.2.2. Average Capacity Events (More Frequent)

- Attendance: On average, 80 seated attendees
- Event Type: Regular bookings such as workshops, community group meetings, or educational programs. These events are expected to form the majority of the centre's weekly activity.
- Travel Pattern: These trips are more individualised, with lower car occupancy rates.
- Car Occupancy Assumption: An average of 1.5 people per vehicle
- Mode Share: 60% of attendees arriving by private vehicle
- Trip type: A high proportion of movements are anticipated to be linked trips, given the site's integration within the Bankstown City Centre.

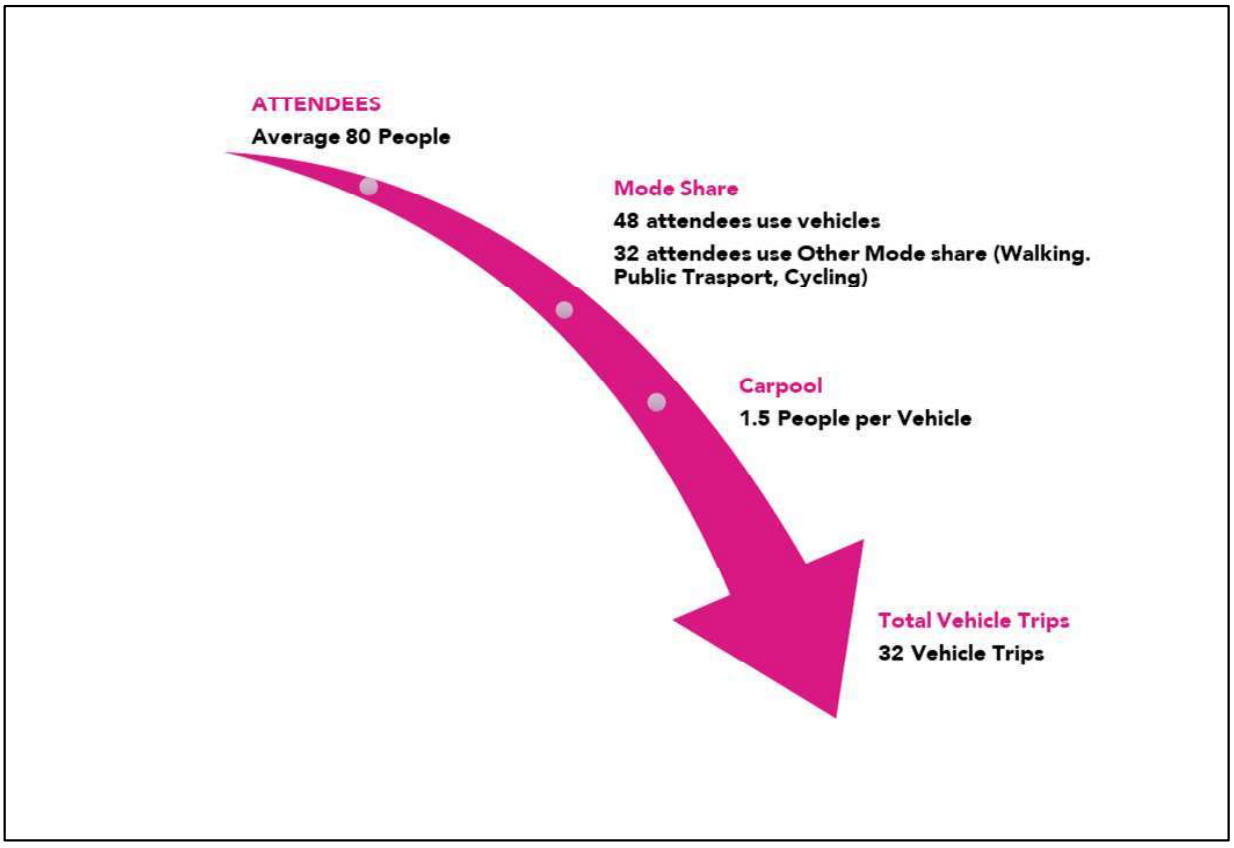


Figure 12 - Estimated Vehicles Demand _ Average Capacity

4.3. Traffic Impact Consideration

To assess the potential traffic impacts associated with events at the proposed community centre, two scenarios were modelled:

- Average Capacity Event – 32 vehicles
- Maximum Capacity Event – 51 vehicles

These scenarios reflect varying levels of use, from regular community activities to full-capacity gatherings.

To understand how these vehicle numbers relate to existing traffic conditions, the estimated trips have been compared to daily traffic volumes on nearby roads using Council's 7-day AADT tube count data (converted to daily figures). The results are summarised in Table 4.

Table 4: Estimated Event Traffic as a Percentage of Existing Daily Volumes

Road Name	Tube Count (Daily AADT)	Average Event (32 veh)	Max Event (51 veh)
Chapel Road	3,046	1.05%	1.41%
Brandon Avenue	2,183	1.47%	1.97%
Greenwood Avenue	1,645	1.95%	2.61%
Marion Street	4,031	0.79%	1.07%

The results indicate that while the development will generate some additional traffic, the overall impact is negligible. On Chapel Road, daily volumes would increase by approximately 1.05% during an average event, and 1.41% during a maximum event. Brandon Avenue would see increases ranging from 1.47% to 1.79%, while Greenwood Avenue could experience up to a 2.61% increase in the max event case. Marion Street would experience a maximum increase of 1.07%. Although these increases reflect a measurable change, they remain small in the context of each road's daily traffic load. Moreover, as larger events are expected to occur only occasionally and outside of peak periods, the resulting traffic impacts are not expected to affect overall network performance in any meaningful way. Given the negligible scale of impact, SIDRA analysis is not considered necessary for this assessment.

5. Parking Provision Assessment

5.1. Overview and DCP Requirements

The Canterbury-Bankstown Development Control Plan 2023 does not prescribe a specific car parking requirement for community centres or public halls located within the Bankstown City Centre. As such, a first-principles approach has been adopted to assess parking demand, in accordance with the GTIA, 2024. This approach takes into account the likely size and frequency of events, car mode share, and typical vehicle occupancy for similar land uses.

To provide further context, comparable community centres have been reviewed:

- Villawood Community Centre, located in Villawood, was approved by Canterbury-Bankstown Council. Despite a capacity of over 200 people and proximity to recreational fields, only two parallel spaces were provided. The remaining demand was met using an existing public car park and nearby on-street parking, including during peak periods and concurrent sporting events. The traffic and parking assessment concluded that this shared public parking network was sufficient. The approval confirmed that new civic facilities may be supported without additional on-site parking where accessible, well-connected, and supported by adequate nearby supply, as is the case at Griffith Park.
- Yagoona Community Centre, also located within the Canterbury-Bankstown LGA, provides only six on-site parking spaces despite a capacity of approximately 100 attendees. The remainder of parking demand is absorbed by the surrounding local street network and nearby public car parks, particularly given the centre's close proximity to Yagoona Station. The centre supports regular community programming without formal parking controls or enforcement, relying instead on its walkable catchment and integrated location within a local centre precinct.

These approved developments demonstrate that in highly accessible urban locations, it is standard practice for community centres to rely on surrounding public parking infrastructure rather than provide dedicated on-site parking. This precedent supports the assessment approach adopted for the proposed Griffith Park Community Centre, which is further detailed in Section 5.3.

5.2. Parking Provision

The proposed development includes two standard on-street parking located on Northam Avenue, adjacent to the community centre. In addition to these, seven parallel on-street parking spaces, including two accessible car spaces, will be provided along Dale Parade as part of the upgraded public domain works.

This represents a reduction from the existing 19 angled parking spaces previously available on Dale Parade. However, as mentioned previously, this change is supported by findings from a 2024 parking occupancy survey undertaken by **ptc.** The survey found that even during peak demand periods (typically between 11:00 AM and 2:00 PM), approximately 10 to 20 spaces remained consistently available in the nearby Brandon Avenue Car Park. Most of these available spaces were located on Level 5, where parking is unrestricted. The survey also noted that existing 1P spaces on Dale Parade were already heavily utilised, primarily by nearby businesses and for short-term loading

These provisions form part of the broader public parking network available in the surrounding area and are supported by several nearby public car parks and on-street parking options within walking

distance of the site. To understand the relationship between available supply and expected demand, the following section provides an estimate of parking needs under typical and peak event scenarios, as outlined in Section 4.2.

Shops located to the east of the site currently rely on Dale Parade for deliveries. The proposed reconfiguration of angled to parallel parking will maintain the existing road width, ensuring that current access conditions are preserved. Swept path analysis undertaken confirms that a B99 vehicle can continue to access the garage opposite the proposed on-street parking area. This demonstrates that vehicle manoeuvrability and loading access for nearby businesses will not be affected. These outcomes are detailed in Appendix 2. In addition, the proposed community centre loading arrangement will be managed via the Northam Avenue cul-de-sac as stated in section 5.7.

5.3. Parking Demand Estimate

As outlined in Section 4.2, two event scenarios have been considered to estimate the parking demand generated by the proposed community centre — a maximum capacity event and a more frequent average-capacity event.

- In the average event scenario, with an expected attendance of around 80 people, the estimated parking demand is approximately 32 vehicles.
- In the maximum capacity scenario, where up to 240 attendees are expected, the estimated parking demand is approximately 51 vehicles.

These figures represent conservative peak-hour estimates, assuming all attendees arrive and depart within the same window. In addition to visitor parking, parking demand associated with primary hirers is expected to be minimal and is accounted for within the overall occupancy limit of the facility, as outlined in the Operational Plan of Management. The facility will be booked and operated remotely, with no permanent Canterbury-Bankstown Council personnel located onsite. Attendance related to the primary hirer is expected to be limited to user-related personnel such as caterers or event coordinators. While the Operational Plan refers to one parking space per hall being made available for staff use, this is understood to be intended for the primary hirer and is expected to be managed operationally via surrounding public parking rather than through any formally designated on-site or off-street spaces. Primary hirers and attendees are expected to arrive by public or active transport where possible, supported by nearby time-restricted and short-stay parking options during non-peak periods. This approach is considered appropriate given the site's location and access to surrounding transport infrastructure.

5.4. Nearby Public Parking & Parking Survey

ptc. has undertaken a detailed parking occupancy survey to assess the availability of public parking spaces in the vicinity of the proposed Griffith Park Community Centre. The survey was carried out during both a typical weekday (Wednesday) and weekend (Saturday), capturing hourly occupancy patterns across formal public car parks (CP2, CP3, CP4), staff parking, and surrounding on-street parking areas (labelled A–H) as shown in Figure 13.

While a full 7-day parking survey was not undertaken, Wednesday and Saturday were selected to represent both a typical weekday and a peak weekend condition. This approach reflects standard practice for assessing community facility demand, with Wednesday capturing mid-week daytime activity and Saturday capturing high-turnover retail and community-based demand. Based on experience with similar facilities, these two days are considered representative of the centre's likely usage patterns and provide a reasonable basis for assessing parking availability and demand.

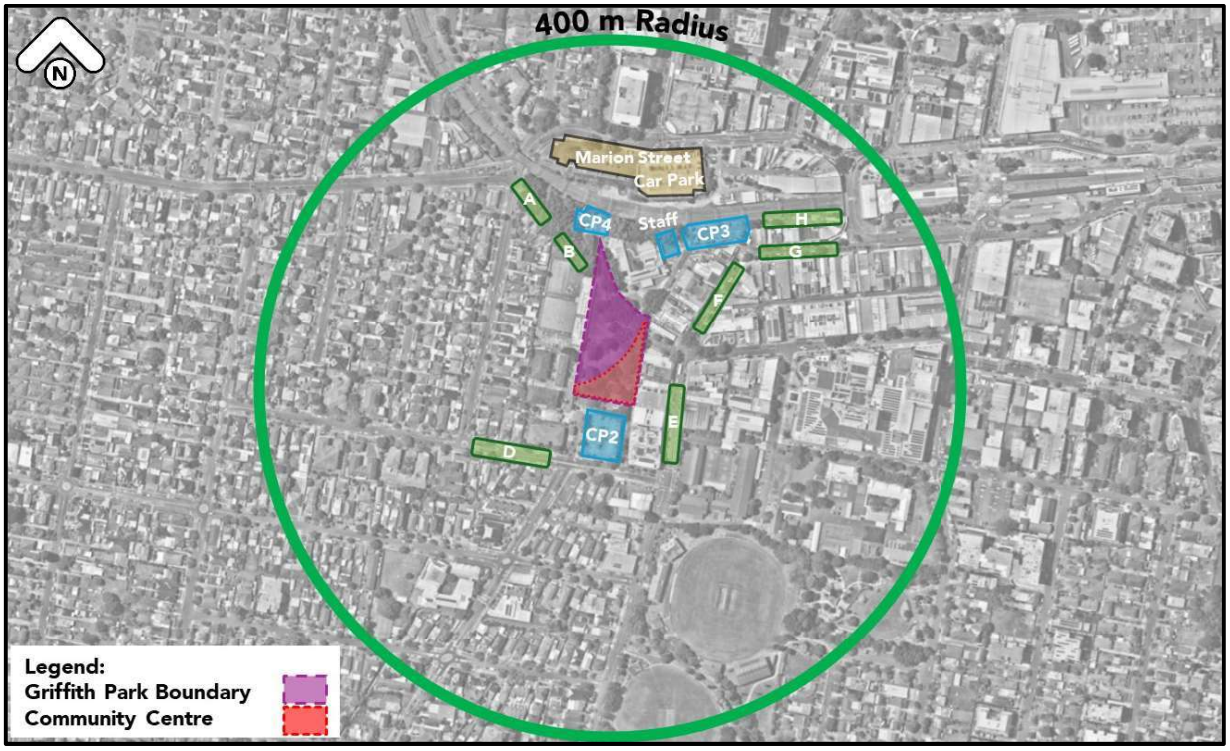


Figure 13 – Nearby Public Parking

A spatial summary of the surveyed parking areas in relation to the subject site is presented in Figure 14 and Figure 15, while the detailed occupancy data is provided in Appendix 3.

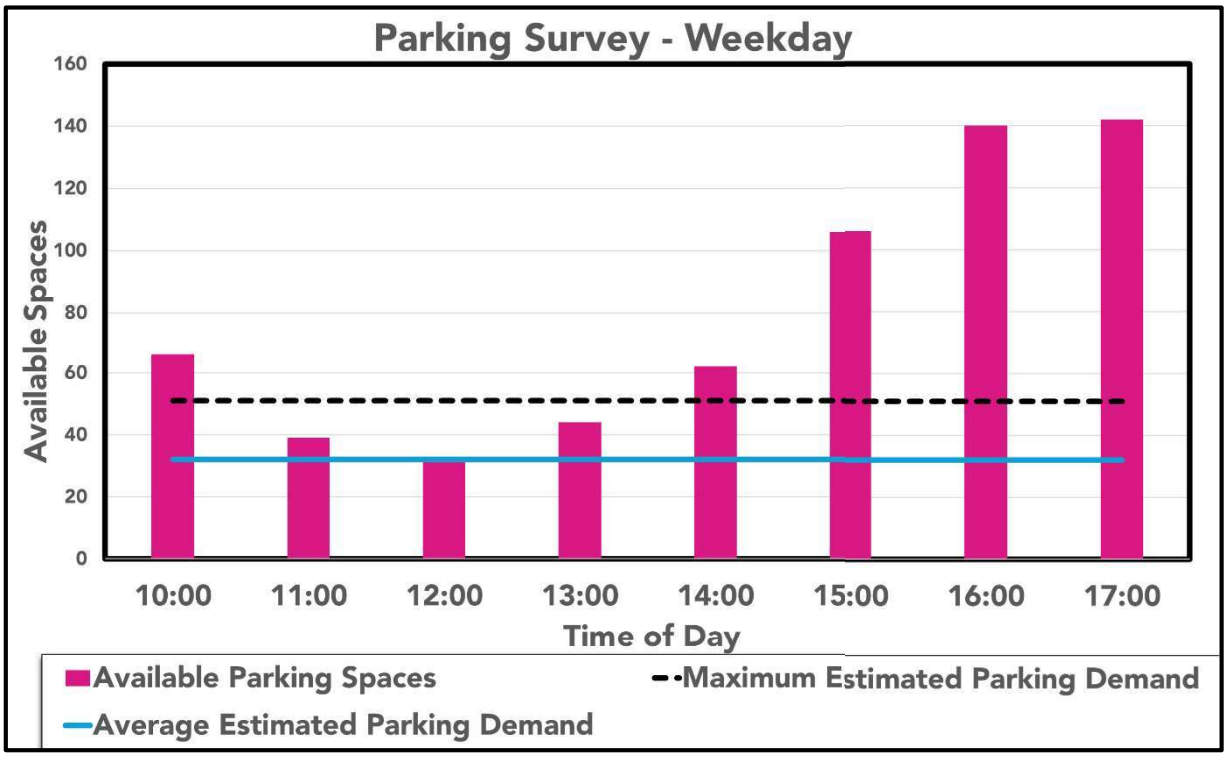


Figure 14 – Weekday Parking Availability vs Estimated Demand

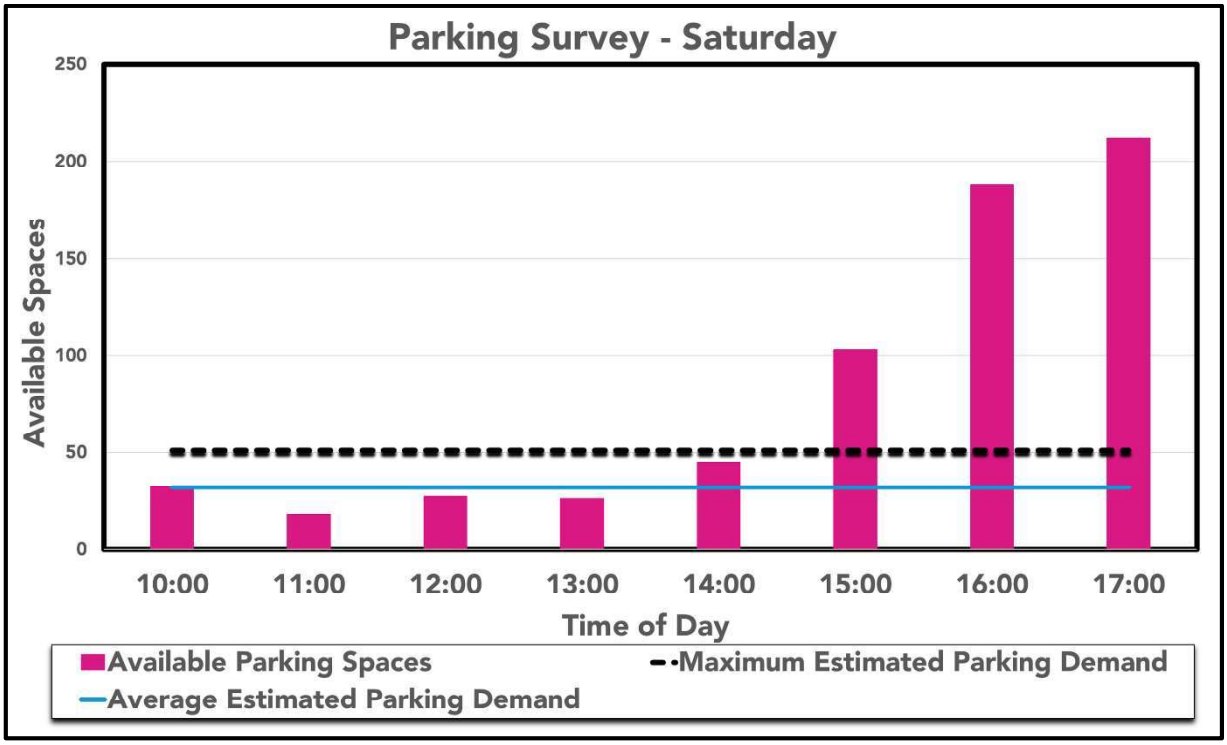


Figure 15 – Saturday Parking Availability vs Estimated Demand

As shown in the weekday survey (Figure 14), parking availability is most constrained between 11:00 AM and 2:00 PM, with available spaces ranging from approximately 35 to 45 spaces during this period. The lowest point occurs around 12:00 PM, where availability dips below both the average estimated parking demand (32 vehicles) and approaches the maximum demand (51 vehicles) threshold. Availability begins to increase from 2:00 PM onward, with over 70 spaces available by 3:00 PM, and more than 140 spaces consistently available between 4:00 PM and 5:00 PM.

On Saturdays (Figure 15), the most constrained period occurs between 10:00 AM and 2:00 PM, when availability ranges from 18 to 45 spaces. During this period, parking demand may approach or slightly exceed availability. However, availability improves substantially after 3:00 PM, reaching over 100 spaces.

While the survey provides a strong understanding of the nearby public car parks, it is important to note that the Marion Street Car Park, although publicly accessible and located within 400m of the site, was not included in the survey. Additional facilities such as Bankstown Central Shopping Centre are also within comfortable walking distance and were excluded from the survey but are expected to provide additional capacity, particularly on weekends.

The survey also did not capture all on-street parking within the 400 m radius. Several nearby residential and local streets offer unrestricted or lightly controlled parking, which can accommodate overflow demand during peak events.

In addition, it is expected that many trips to the community centre will form part of a linked trip — where visitors are already in the Bankstown CBD for other purposes (e.g. shopping, appointments, or dining) and choose to visit the centre as part of a broader journey. These types of trips typically do not generate additional demand for new vehicle parking, as the car is already parked in the area. This further reduces the likelihood of concentrated parking impacts solely attributable to the community centre.

This merit-based approach aligns with typical design strategies for community facilities in town centre locations, where parking demand is intended to be absorbed by surrounding infrastructure rather than through dedicated on-site provision.

Comparable precedents such as the Villawood and Yagoona Community Centres (see Section 5.1) show that even for facilities with capacities of 100–200+ people, reliance on nearby public parking is common and has been accepted by Council where suitable supporting infrastructure is available. These examples reinforce the reasonableness of the proposed parking approach for Griffith Park.

Furthermore, in response to Council's comments, ptc. acknowledged that the introduction of time restrictions within Brandon Avenue Car Park could further improve parking turnover and balance access between community centre users, nearby businesses, and visitors. This option may be considered by Council as part of its broader parking management strategy.

Surveys were undertaken while Bankstown Station was closed for Metro conversion. With services now operating, a shift toward public transport is expected for both workers and community-centre attendees, which will reduce future private-vehicle parking demand

5.4.1. Recommended Parking Management Measures

To ensure effective parking management during peak events, the following actions are recommended:

- Provide parking and travel information to attendees as part of the event invitation or booking process.
- Encourage the use of public transport, as well as taxis and rideshare services such as Uber, especially for large events.
- Direct overflow parking to unsurveyed public car parks such as Marion Street or Bankstown Central.
- Given the lack of detailed operational information for the community centre, such as event frequency, duration and peak attendance, it is premature to nominate a specific time restriction for Brandon Avenue Car Park at this stage. It is recommended that the future Parking Management Plan (PMP) or Operational Traffic Management Plan (OTMP) review parking turnover after opening and, if required, introduce targeted restrictions such as 2P during daytime periods or for special events in consultation with Council. This approach ensures any changes are based on observed demand and maintain equitable access for visitors, nearby businesses and residents.

Overall, while minor shortfalls may occur during weekend late morning periods, the combined availability of surveyed and unsurveyed spaces, coupled with practical management strategies, will ensure that the proposed development does not generate adverse impacts on the surrounding parking network. Additionally, the surrounding local roads are subject to controlled parking, which minimises the risk of informal or overflow parking occurring in nearby residential areas.

5.5. Accessible Car Space

The Canterbury-Bankstown Development Control Plan 2023 does not specify a minimum accessible parking requirement for community centres located within the Bankstown City Centre. However, under the Building Code of Australia (BCA), where parking is provided on-site or for use by the building, accessible parking must be supplied at a rate of one space per 50 car parking spaces, in accordance with AS 2890.6: Off-street parking for people with disabilities.

In this case, two accessible parking spaces will be provided on-street along Dale Parade, ensuring convenient access for people with mobility needs.

5.6. Bicycle Parking Provision

While the Canterbury-Bankstown Development Control Plan 2023 does not prescribe a specific bicycle parking rate for community centres, bicycle parking is proposed as part of the development to support active transport use and improve accessibility for local visitors. Bicycle racks will be located near the main entrance of the community centre, in a visible and accessible location adjacent to the pedestrian path.

The architectural plans indicate provision for 7 bicycle racks. The location benefits from passive surveillance and convenient access and supports broader strategic goals to encourage sustainable travel within the Bankstown City Centre.

All bicycle parking will be designed in accordance with AS 2890.3:2015 – Bicycle Parking Facilities, ensuring appropriate dimensions, layout, and functionality. The racks will also comply with Security Level C requirements, providing low-risk, short-stay parking suitable for visitors in public areas.

5.7. Service Vehicle Spaces & Waste Collection

The Canterbury-Bankstown Development Control Plan 2023 does not specify a minimum requirement for service vehicle spaces for community centre developments. Accordingly, the servicing strategy has been developed based on a first-principles approach, taking into account the site's layout, function, and operational needs.

All loading and unloading activities related to event setup and hirer operations are expected to occur from the space located on Northam Avenue. This space is intended to support event logistics only. Public or general service vehicles are not permitted to use these spaces for access or loading.

Public vehicles are not expected to access the site directly. Only service vehicles associated with park maintenance, essential access, or similar uses will be permitted to enter the park via removable bollards, which can be temporarily lowered to allow controlled entry. Swept path analysis has confirmed that both a 6.4 m SRV and a B99 passenger vehicle with trailer can safely access the internal park area when required. These movements are expected to be infrequent and limited to maintenance or emergency servicing needs.

Waste collection will continue to occur externally via the cul-de-sac at the northern end of Northam Avenue. Swept path testing confirms that a 12.5 m heavy rigid vehicle (HRV) can safely access and manoeuvre within the cul-de-sac using dry steering, as shown in Appendix 2. This method reflects current arrangements in the area. Based on advice from the CBC Waste Management team, existing collection services by an external contractor (Waste Corp) will be maintained. Waste Corp currently services Griffith Park, the adjacent apartment buildings, and nearby residences along Northam Avenue.

The current waste collection approach is expected to be retained for the proposed redevelopment. It is understood that existing HRV vehicles typically use local driveways or turning areas to assist with manoeuvring, without encroaching on kerb edges. Kerbs in the area appear to be in good condition, indicating no regular overrunning occurs. This servicing strategy is therefore considered consistent with existing practice and will continue to rely on manoeuvring via Northam Avenue without requiring site access.

It should also be noted that similar vehicle types, including fire appliances and delivery trucks, are expected to manoeuvre within the cul-de-sac under the same conditions. All swept path anaylsis is provided in Appendix 2 .

6. Parking and Access Design Assessment

As no off-street parking is proposed for the development, a formal internal parking layout assessment is not required. However, design considerations still apply to the proposed on-street parking modifications and site access arrangements.

6.1. On-Street Parking – Dale Parade

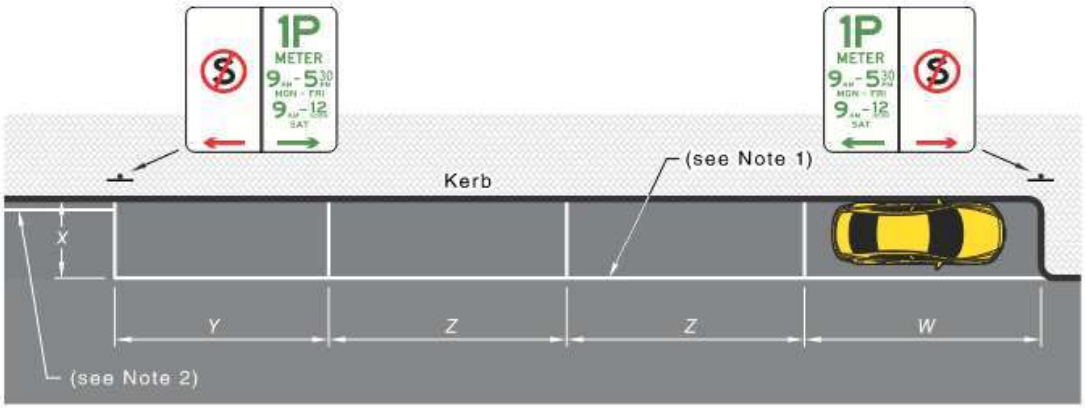
The existing angled parking along Dale Parade is proposed to be reconfigured as parallel parking to improve traffic safety and alignment with the upgraded public domain layout. These spaces should be designed in accordance with AS 2890.5:2020 – On-Street Parking, which sets out the minimum length and width dimensions for standard public roadside parking bays.

Specifically, Figure 3.1, Figure 4.2, and Figure 4.3 of AS 2890.5 provides the recommended layout for parallel spaces and should be used to inform the detailed design of this section.

The proposed reconfiguration of Dale Parade is to complement the Complete Streets principles, supporting improved pedestrian safety, accessibility, and enhanced streetscape quality as part of the broader Bankstown City Centre public-domain upgrade.

An on-site observation survey was undertaken between 7:00 am and 8:00 am on 9 October 2025, focusing on the frontage of Dale Parade. This period was selected as it represents the typical peak hour for loading and servicing activity before nearby businesses open for morning trade. Both parking and loading behaviours were observed during this time, confirming that approximately three to four spaces are regularly used for loading and unloading rather than long-stay parking.

To maintain turnover and offset the reduction in total spaces, **ptc.** proposes converting the remaining five standard spaces along Dale Parade from 1P to ¼P (15-minute) parking. This would enable up to four vehicles per space per hour, providing an equivalent functional capacity to support business operations and short-term deliveries while aligning with Council's broader streetscape vision.



Key

X = width of space including safety buffer

Y = length of end space where vehicles may enter or leave the space directly — 5.4 m min

Z = length of intermediate space — 6.0 m to 6.7 m, depending on parking turn over and traffic volume (see Note 3)

W = length of end space which is obstructed at one end by a kerb or barrier — 6.3 m or length Z of adjacent space, whichever is the greater

NOTE 1 Space markings may be broken or unbroken. Unbroken longitudinal space markings can assist in the guidance of traffic past parking spaces.

NOTE 2 "No Stopping" restrictions may be supplemented by a yellow line 80 mm to 100 mm wide, close to the kerb.

NOTE 3 Where parking turnover is high and vehicles reversing into parking spaces cannot be readily tolerated, increased space lengths, up to 8 m, should be considered.

NOTE 4 For accessible parallel parking, see Clause 4.5.

Figure 3.1 — Typical parallel parking layout for cars

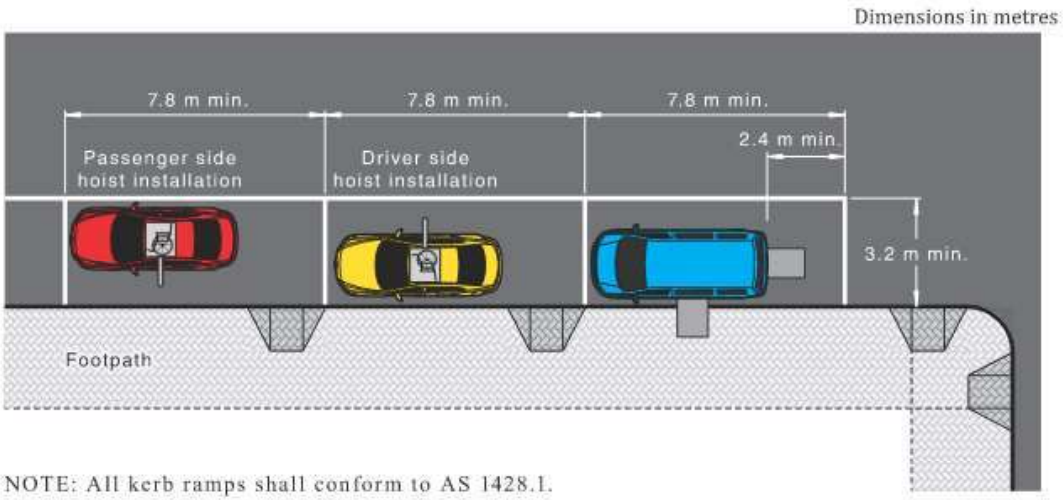


Figure 4.2 — Examples of accessible parallel parking without kerb extensions

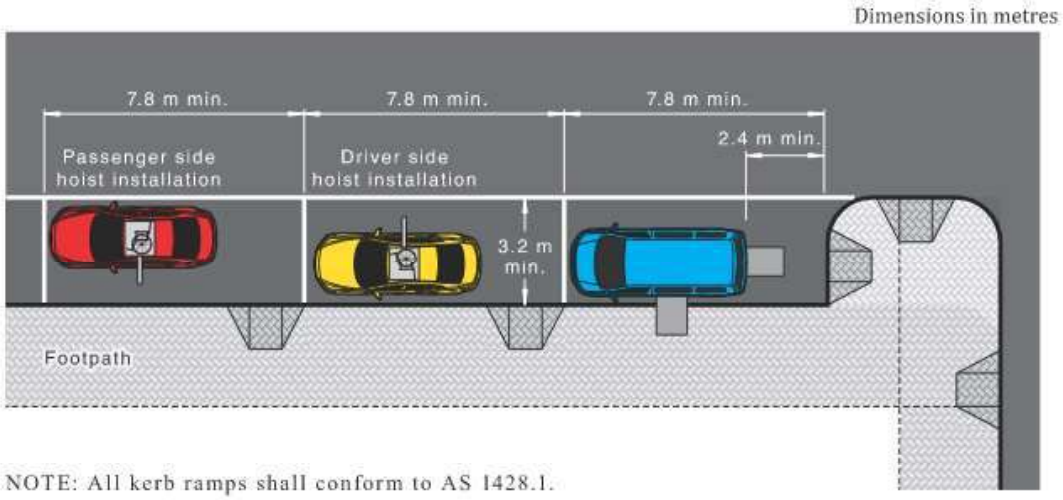


Figure 4.3 — Examples of aaccessible parallel parking with kerb extensions

The Bankstown Complete Streets framework identifies a two-way shared path along the Dale Parade frontage within Griffith Park to support pedestrian and cyclist connectivity. Based on the architectural drawings provided by Collins and Turner, the proposed footpath between the new community centre building and the reconfigured parallel parking measures approximately 2.5 metres in width. This satisfies the minimum clearance required to accommodate a two-way shared path consistent with Council's Complete Streets guidelines.

7. Summary and Conclusion

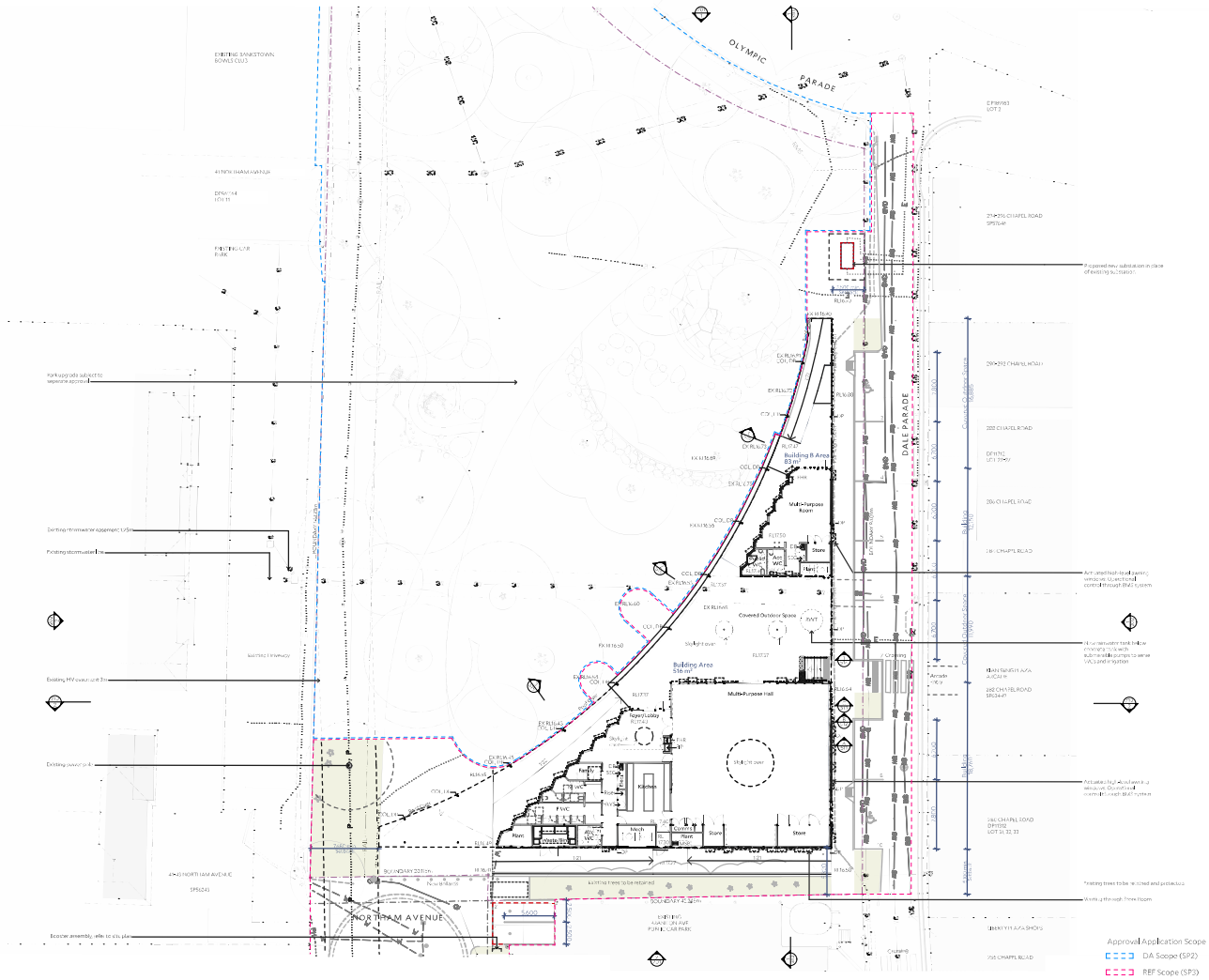
This Transport Impact Assessment (TIA) has been prepared by **ptc.** on behalf of Collins and Turner to assess the transport implications of the proposed redevelopment of Griffith Park, located at 4A Olympic Parade, Bankstown. The development includes a new community centre and public domain upgrades, forming part of the broader City Centre Masterplan led by Canterbury-Bankstown Council.

Following submission to Council, Requests for Information (RFIs) were received from Council's Traffic and Transport Unit. This report has been updated to address those comments, including clarifications relating to on-street parking reduction along Dale Parade, parking demand within nearby public car parks, and recommendations for future parking management.

- The site benefits from a highly accessible location within walking distance of Bankstown Station (future Metro services), multiple bus services, and established pedestrian and cycling networks. This supports the use of sustainable travel modes and reduces reliance on private vehicles.
- Trip generation and parking demand have been assessed using a first-principles methodology, accounting for event types, attendance levels, and local travel patterns. Two scenarios were tested, to ensure a robust understanding of potential impacts.
- The traffic volumes generated by the centre are expected to be low and occur predominantly outside peak commuter periods. Increases in local traffic are minimal relative to existing volumes and are unlikely to affect the operation of nearby intersections. On this basis, detailed intersection modelling is not considered necessary.
- Parking demand associated with the development is expected to be accommodated within the surrounding public parking network. While some shortfalls may occur during weekend midday periods, these can be managed through access to unsurveyed public car parks (such as Marion Street), nearby on-street parking, and targeted travel demand management strategies.
- Travel associated with primary hirers and their event personnel is expected to occur via public or active transport, with no long-stay parking anticipated.
- Servicing and waste collection will be managed via the Northam Avenue cul-de-sac and designated access points within the park.

Overall, the proposed development is considered supportable from a traffic and transport perspective. With appropriate parking and event management measures in place, no adverse impacts on the surrounding road network are anticipated.

Appendix 1. Full Architecture Drawing



COLLINS AND TURNER

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Registered Architect in NSW
Penelope Collins ARB 7342

Notes

01 Do not scale; dimensions govern
02 All dimensions are in millimeters
03 All dimensions to be verified on site
04 Collins and Turner is to be notified of any discrepancies

Scale bar

Legend

SW stormwater culbert
SS Sewer line
GAS Gas line
W Water line
DA works within P
REF works within
P Power line overhead
E Sewer line
PH Telephone line
ELEC RMS
RAIL Railway easement
Proposed tree
Existing tree

No	Date	By	Note
1A	14/4/2025	MR	For Pre-DA
17	28/4/2025	AC	For Coordination
18	30/4/2025	MR	For Coordination
19	1/5/2025	AC	For Review
20	2/5/2025	MR	For Review
21	5/5/2025	MR	For Coordination
22	7/5/2025	MR	For Coordination
23	16/5/2025	AC	For Coordination
24	16/5/2025	MR	Draft For DA
25	18/5/2025	AC	Draft For DA
2A	28/5/2025	MR	Draft For DA
27	4/7/2025	AC	For Coordination
28	7/7/2025	AC	For DA
29 - WIP	Work in Progress	AC	For Coordination

Client

Canterbury Bankstown City Council
Civic Tower, 66/72 Rickard Rd,
Bankstown, NSW, 2200

CANTERBURY BANKSTOWN

North

Project

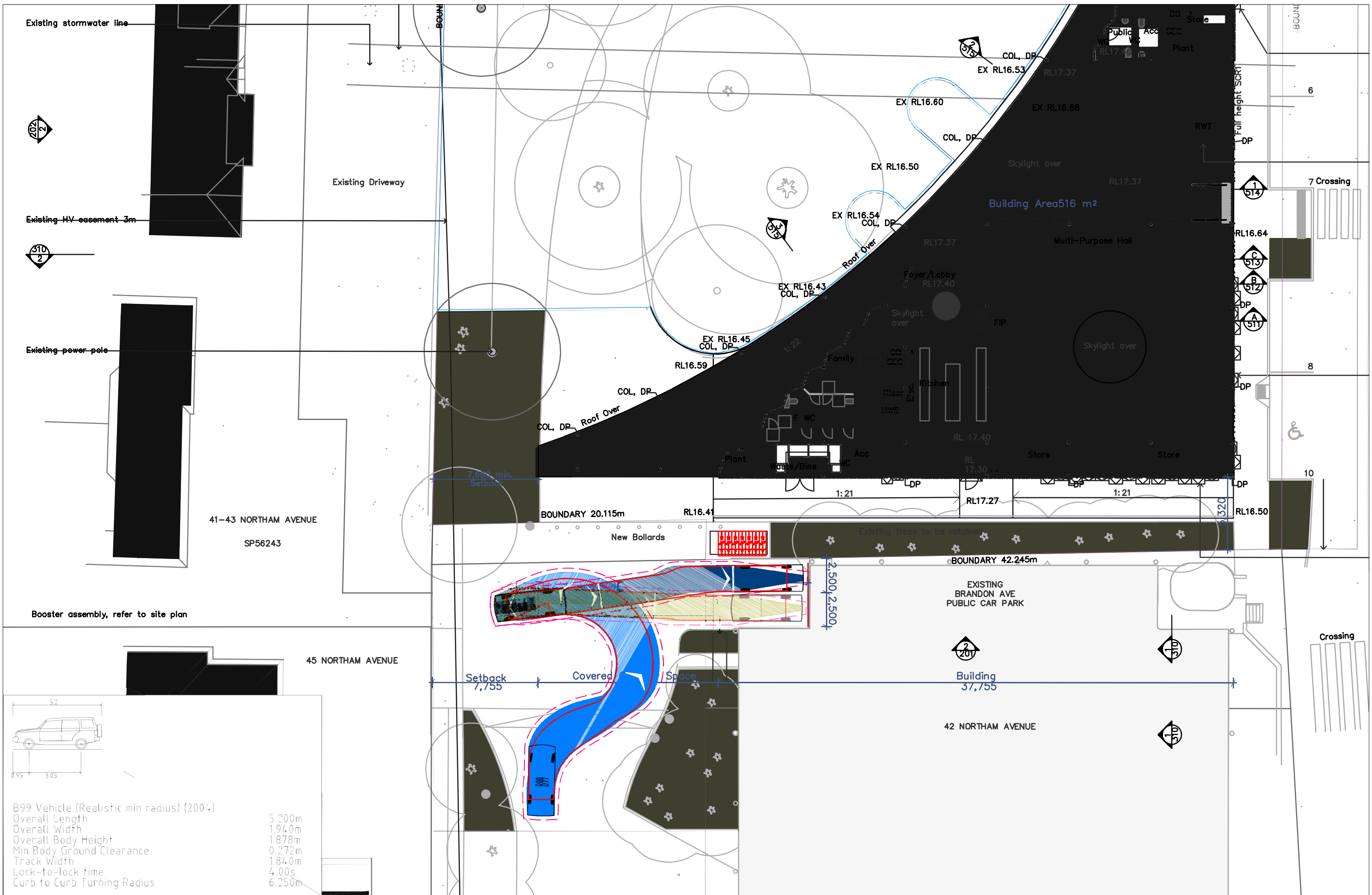
357
Griffith Park Community Centre
4A Olympic Parade,
Bankstown, NSW 2200

Drawing Title Ground Floor Plan

Scale 1:200 @ A1
Date 15/10/24
Drawn by MR

Drawing number+ revision 357_DA_120 | 29 - WIP

Appendix 2. Swept Paths & Design Assessment



ptc.

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REV	DATE	DESCRIPTION	DRAWN	REVIEWED
P7	10/10/25	FOR INFORMATION	MA	DP
P6	16/07/25	FOR INFORMATION	MA	PA
P5	15/07/25	FOR INFORMATION	MA	JAJ/MA
P4	14/05/25	FOR INFORMATION	MA	PA
P3	13/03/25	FOR INFORMATION	MA	PA
P2	02/04/25	FOR INFORMATION	MA	PA
P1	02/04/25	FOR INFORMATION	MA	PA

DRAWING KEY

PROJECT
GRIFFITH PARK COMMUNITY CENTRE

DRAWING TITLE
B99 SWEPT PATH ASSESSMENT

CLIENT COLLINS AND TURNER
DRAWING # 01C-0001
PROJECT # 24-0951
SCALE 1 : 125@A1

PRELIMINARY

REV P7

ptc.

DRAWING KEY

PROJECT: GRIFFITH PARK COMMUNITY CENTRE

DRAWING TITLE: B99 SWEPT PATH ASSESSMENT

CLIENT: COLLINS AND TURNER

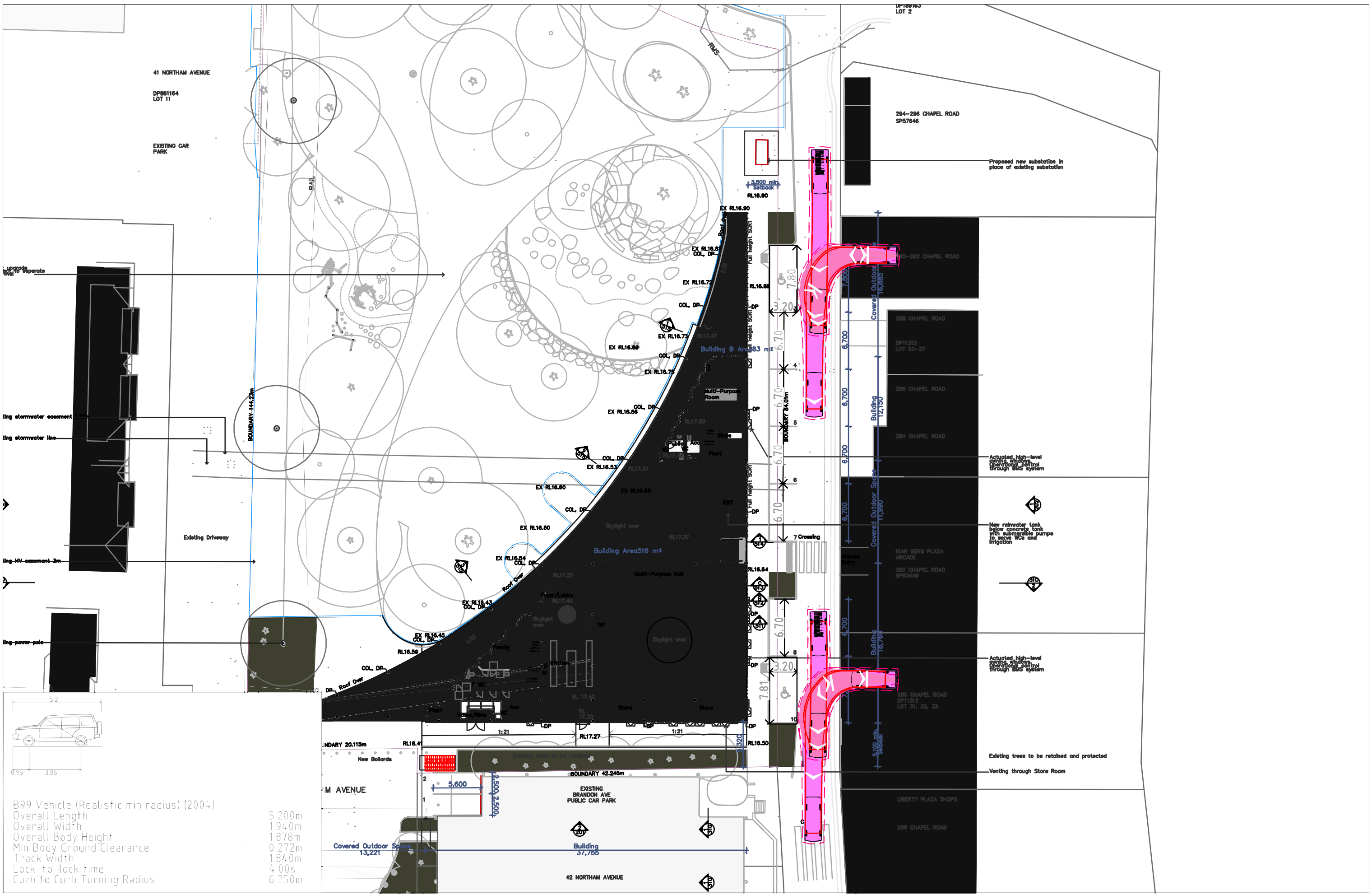
DRAWING # 010-002

PROJECT # 24-051

SCALE 1:125@A1

PRELIMINARY

REV P7



B99 Vehicle (Realistic min radius) (2004)

Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	1.878m
Min Body Ground Clearance	0.272m
Track Width	1.840m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.250m

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REV	DATE	DESCRIPTION	DRAWN	REVIEWED
P7	10/10/25	FOR INFORMATION	MA	DP
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P3	13/03/25	FOR INFORMATION	MA	PA
P2	02/04/25	FOR INFORMATION	MA	PA
P1	02/04/25	FOR INFORMATION	MA	PA

DRAWING KEY

PROJECT
GRIFFITH PARK COMMUNITY CENTRE

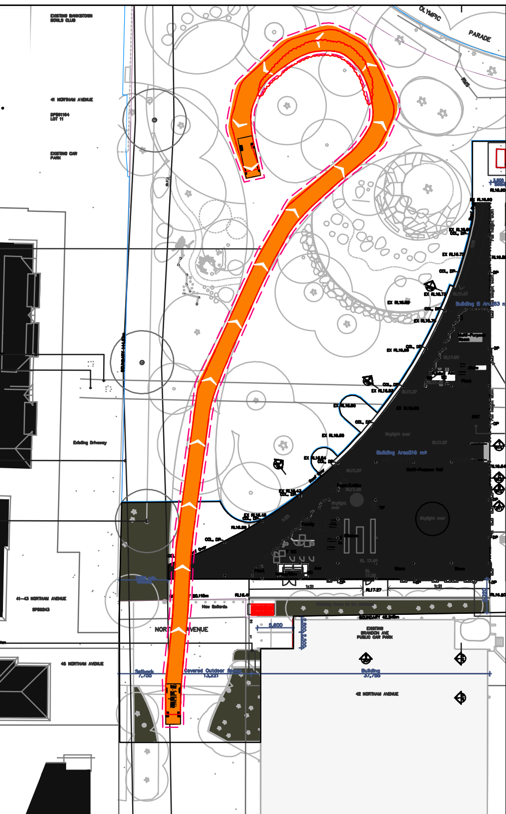
DRAWING TITLE
B99- SWEPT PATHS TO ADJACENT PROPERTY

CLIENT	COLLINS AND TURNER
DRAWING #	01C-0003
PROJECT #	24-0951
SCALE	NTS

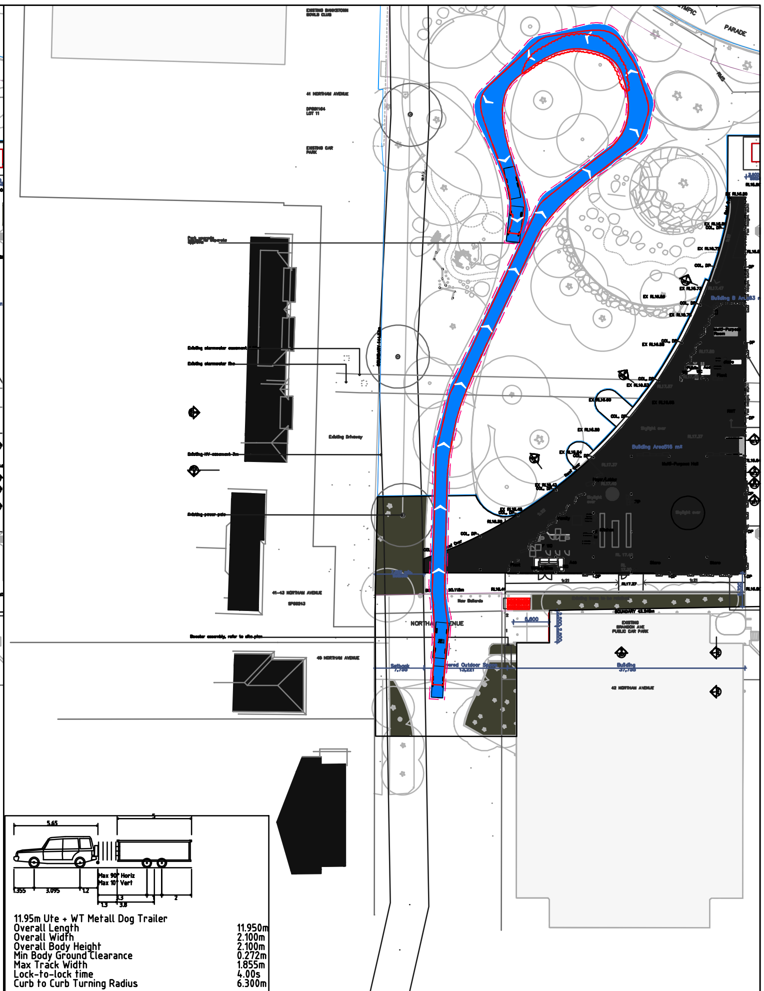
PRELIMINARY

REV P7

TWO VEHICLE TYPES WERE ASSESSED FOR ACCESS TO THE PARK: A 6.4 M SMALL RIGID VEHICLE (SRV) AND A 11.9 M B99 WITH A TRAILER .



SRV - Small Rigid Vehicle	
Overall Length	6.400m
Overall Width	2.330m
Overall Body Height	3.500m
Min Body Ground Clearance	0.398m
Track Width	2.330m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	7.100m



11.95m Ute + WT Metall Dog Trailer	
Overall Length	11.950m
Overall Width	2.100m
Overall Body Height	2.100m
Min Body Ground Clearance	0.272m
Max Track Width	1.855m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.300m

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REV	DATE	DESCRIPTION	DRAWN	REVIEWED
P7	10/10/25	FOR INFORMATION	MA	DP
P6	16/07/25	FOR INFORMATION	MA	PA
P5	15/07/25	FOR INFORMATION	MA	JAJ/MA
P4	14/05/25	FOR INFORMATION	MA	PA
P3	13/03/25	FOR INFORMATION	MA	PA
P2	02/04/25	FOR INFORMATION	MA	PA
P1	02/04/25	FOR INFORMATION	MA	PA

DRAWING KEY

PROJECT
GRIFFITH PARK COMMUNITY CENTRE

DRAWING TITLE
SERVICE VEHICLES SWEPT PATHS ASSESSMENT

CLIENT: COLLINS AND TURNER
DRAWING #: 01C-0004
PROJECT #: 24-0951
SCALE: 1 : 300 @ A1

PRELIMINARY
REV P7

Appendix 3. Parking Survey Data

Wednesday - 21/08/2024

#	Street	Section	Side	Restriction	Capacity	Note	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00
CP4	CP4			4P 8:30-6 Mon-Sun	30		4	13	30	30	30	30	29	27	23	18
	CP4			Disabled	3		0	1	2	2	2	2	1	1	1	0
A	Olympic Pde	From Greenwood Ave to CP4	West	2P 8:30-6 MF, 8:30-12:30 Sat	6		0	0	4	6	6	6	6	2	1	1
B	Olympic Pde	From CP4 to Dale Pde	West	2P 8:30-6 MF, 8:30-12:30 Sat	4		0	0	3	4	4	4	3	3	3	3
C	Dale Pde	From Olympic Pde to CP2	West	Disabled	2		1	2	1	2	2	2	2	2	2	1
	Dale Pde			1P 8-6 Mon-Sun	17		10	13	16	17	17	15	16	15	15	14
CP2	CP2	Brandon Ave Car Park	Level 1	Disabled	3		3	3	3	2	3	2	3	3	2	3
			Level 1	Council	3		2	2	2	2	3	2	1	0	1	0
	CP2		Level 1-4	4P	159		42	98	153	158	157	156	153	131	125	121
	CP2		Level 5	Unrestricted	75		6	25	48	65	71	61	51	43	37	33
D	Brandon Ave	From Greenfield Pde to CP2	Nth	NS 6:30-9:30, 3-6 MF	10		0	0	4	5	3	4	4	0	0	0
	Brandon Ave		Sth	Unrestricted	6		5	5	5	5	6	6	6	5	5	6
E	Chapel Rd	From Brandon Ave to Greenfield Pde	West	1P 8:30-6 MF, 8:30-12:30 Sat	6		3	3	4	5	5	5	5	5	5	6
	Chapel Rd		West	1P 8:30-3 MF, 8:30-12:30 Sat; NS 3-7MF	5		3	3	3	5	5	5	4	3	1	5
	Chapel Rd		East	1P 8:30-6 MF, 8:30-12:30 Sat	9		9	8	9	8	9	9	8	9	6	5
F	Chapel Rd	From Greenfield Pde to Dale Pde	East	Disabled	2		2	2	2	1	2	2	2	2	2	1
	Chapel Rd		East	P15m 8-6 MF, 8:30-12:30 Sat	1		1	1	1	1	1	1	1	1	1	1
	Chapel Rd		Both	1/2P 8:30-6 MF, 8:30-12:30 Sat	33		32	33	33	33	33	33	33	33	33	33
G	Bankstown City Plaza	From Chapel Rd to Pedestrian Crossing	Nth	1/2P 8:30-6	10		10	10	10	10	9	10	10	10	4	8
	Bankstown City Plaza		Sth	1/2P 8:30-6 MF, 8:30-12:30 Sat	9		8	9	9	9	9	9	8	8	8	9
H	Dale Ln	From CP2 to End	Nth	Unrestricted	14		14	14	14	14	14	14	14	14	14	12
CP3	CP3	Dale Pde Car Park		1P 8:30-6 Mon-Sun	46		28	45	46	45	46	46	46	46	40	46
	CP3			Disabled	2		2	2	2	2	2	2	2	1	1	2
Staff CP	Staff CP	Bankstown Arts Centre Staff		Reserved + 1 Disabled + 1 Visitor	15		0	2	10	14	13	15	15	11	10	8

Saturday - 24/08/2024

#	Street	Section	Side	Restriction	Capacity	Note	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00
CP4	CP4			4P 8:30-6 Mon-Sun	30		20	30	29	30	29	30	30	29	24	26
	CP4			Disabled	3		2	3	1	3	1	2	2	2	0	0
A	Olympic Pde	From Greenwood Ave to CP4	West	2P 8:30-6 MF, 8:30-12:30 Sat	6		3	6	6	5	5	6	6	5	4	5
B	Olympic Pde	From CP4 to Dale Pde	West	2P 8:30-6 MF, 8:30-12:30 Sat	4		4	4	3	4	3	3	4	4	3	2
C	Dale Pde	From Olympic Pde to CP2	West	Disabled	2		2	1	2	2	2	2	2	1	1	1
	Dale Pde			1P 8-6 Mon-Sun	17		17	17	16	17	17	17	16	16	16	16
CP2	CP2	Brandon Ave Car Park	Level 1	Disabled	3		3	3	3	2	2	2	2	2	1	1
			Level 1	Council	3		2	2	1	0	0	0	0	0	0	0
	CP2		Level 1-4	4P	159		132	149	156	159	156	157	149	130	75	62
	CP2		Level 5	Unrestricted	75		20	68	68	72	72	70	62	26	18	10
D	Brandon Ave	From Greenfield Pde to CP2	Nth	NS 6:30-8:30, 3-6 MF	10		5	8	8	7	7	7	7	4	3	3
	Brandon Ave		Sth	Unrestricted	6		1	6	6	6	6	6	6	6	5	4
E	Chapel Rd	From Brandon Ave to Greenfield Pde	West	1P 8:30-6 MF, 8:30-12:30 Sat	6		5	6	6	6	6	6	6	5	4	6
	Chapel Rd		West	1P 8:30-3 MF, 8:30-12:30 Sat; NS 3-7MF	5		5	5	5	5	5	5	5	5	5	5
	Chapel Rd		East	1P 8:30-6 MF, 8:30-12:30 Sat	9		8	6	8	8	8	7	7	7	9	8
F	Chapel Rd	From Greenfield Pde to Dale Pde	East	Disabled	2		2	2	2	2	2	2	2	2	2	2
	Chapel Rd		East	P15m 8-6 MF, 8:30-12:30 Sat	1		1	1	1	1	1	1	1	1	1	1
	Chapel Rd		Both	1/2P 8:30-6 MF, 8:30-12:30 Sat	33		33	33	33	33	33	32	32	32	32	32
G	Bankstown City Plaza	From Chapel Rd to Pedestrian Crossing	Nth	1/2P 8:30-6	10		10	10	10	10	10	10	10	10	8	7
	Bankstown City Plaza		Sth	1/2P 8:30-6 MF, 8:30-12:30 Sat	9		9	9	8	9	8	9	8	9	9	7
H	Dale Ln	From CP2 to End	Nth	Unrestricted	14		12	14	14	14	14	14	13	14	9	11
CP3	CP3	Dale Pde Car Park		1P 8:30-6 Mon-Sun	46		37	46	46	46	46	46	46	46	46	44
	CP3			Disabled	2		1	2	2	2	2	2	1	2	1	1
Staff CP	Staff CP	Bankstown Arts Centre Staff		Reserved + 1 Disabled + 1 Visitor	15		4	4	4	8	8	8	8	9	6	5