

Reference: 24.053r06v02

18 December 2025

Traders in Purple
PO Box
Macquarie Centre NSW 2113

Attention: Nathan Cassamento, Senior Development Manager

Re: 30-34 Padstow Parade & 10 Faraday Road, Padstow – Proposed Mixed-use Development (SSD-71454709-Mod-1)
Response to Canterbury Bankstown City Council Submission to the State Significant Development Application, 30-34 Padstow Pde and 10 Faraday Rd, Padstow

Dear Nathan,

We refer to the subject development located at 30-34 Padstow Parade & 10 Faraday Road, Padstow (SSD-71454709-Mod-1). TRAFFIX has been forwarded comments from Canterbury Bankstown City Council concerning the proposal as contained in Council letter dated 10 December 2025.

TRAFFIX has reviewed all relevant comments and has responded to each relevant item below. This is with reference to the Section 4.55 (\$4.55) Traffic Impact Assessment prepared by TRAFFIX (report reference number: 24.053r05v03 dated 27 October 2025) which accompanied the SSDA.

Town Planning – Development Assessments

“The turning in and out of car space R1 requires further analysis”

TRAFFIX Response:

Space R1 has been provided as a User Class 1A parking space with a minimum width of 2.4 metres in accordance with Figure 2.2 and Figure 5.2 of AS2890.1 (2004) and fully complied with the Standard in this regard. It is confirmed that the roller door adjacent to the parking space will be activated and in the opened position when the resident is manoeuvring into and out of parking space R1 and the roller door will not provide an obstruction in terms of manoeuvrability in this regard. As such, car space R1 complies with AS2890.1 (2004) and will operate satisfactorily.

Development Engineering Services

Internal Parking and Vehicular Footway Crossing (VFC)

1. Internal Circulation

- *"B99 vehicles will not be able to access the basement ramp from the proposed VFC without utilising the entire circulation roadway width, as opposed to staying within designated lanes within the circulation roadway. This fails to comply with AS2890.1 regarding provision of passing opportunities for B85 and B99 vehicles simultaneously."*
- *"Although the circulation roadway has been geometrically designed in accordance with AS2890.1 for two-way traffic flow, our swept path analysis suggests that it can only function as a one-way circulation roadway."*
- *"For reference, a similar swept path was conducted for the originally approved layout which presents a much different scenario with the B99 vehicle being able to access the basement ramp using the allocated lanes."*

TRAFFIX Response:

Reference should be made to the swept path analysis presented in **Attachment 1** showing that adequate passing opportunities have been provided within the property boundary at the access driveway and at the top of the internal ramp. This arrangement will allow drivers to sight passing traffic and to pass within the circulation roadway as demonstrated. Furthermore, the internal circulation roadways have been designed with a minimum width of 6.1 metres measured wall to wall and 5.1 metres measured kerb to kerb which is sufficient to accommodate two-way traffic flow in accordance with Clause 2.5.2 of AS2890.1 (2004).

2. Traffic Management Measures

- *"The traffic report has failed to provide details on traffic management between the VFC and basement ramp on the ground level and the traffic measures to be implemented to manage two-way traffic flow being funnelled into a one-way circulation roadway."*

TRAFFIX Response:

It is emphasised that the circulation roadway operates as a two-way circulation roadway in accordance with AS2890.1 (2004) with adequate passing opportunities provided as stated in response to Item 1. Nevertheless, to assist with sighting of passing vehicles, a convex mirror can be provided on the wall opposite the top of the ramp on the Ground Floor level to assist with sighting of oncoming vehicles, if required.

Item 3. Tree Placement

- *"The proposed tree planting near the proposed carpark VFC shall be removed to allow for better manoeuvrability of B99 vehicles into the VFC without encroaching onto the other side of the VFC for approach vehicles."*

TRAFFIX Response:

Reference should be made to the swept path analysis presented in **Attachment 1** showing a B99 turning into the vehicular driveway from Faraday Road with sufficient clearance provided to the proposed tree planting.

Item 4. Traffic and On-site Manoeuvring

- *"The proposed roller shutter door, which is a vehicular control point, has been shifted further towards the proposed VFC in comparison to the approved plans. This will result in loss of internal queueing space within the ground floor. Therefore, queueing analysis will need to be conducted to ascertain the impacts along Faraday Road which shall be provided in the traffic report with comparison between the proposed and approved plans."*

TRAFFIX Response:

The proposed roller shutter door will remain open throughout the day permitting access for residents, visitors, and customers to the site. However, at night the shutter door will remain closed, with residents able to open the door via remote control and there being no requirement to queue to activate the roller door. As such, queuing is not expected to occur.

Item 5. Intercom Location

- *"The proposed intercom location is located on the passenger side of vehicles entering the carpark through the roller shutter door entrance. This is not practical; it needs to be located on the driver side."*

TRAFFIX Response:

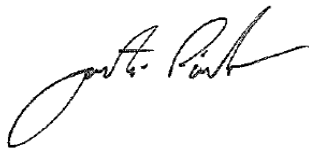
The vehicle control point will not be used manually under normal conditions because after hours the roller door will remain closed and can only be activated by residents with a remote FOB. The intercom is only expected to be used as a back up option in the event the remote FOB is not working, and drivers are required to manually swipe the FOB at the vehicle control point. However, such a requirement is expected to be a rare occurrence and not typical of normal conditions.

Summary

Based on the above, continued support is given on transport planning grounds and we request the opportunity to provide a response if further clarification is required prior to a determination being made. We trust the above is of assistance and please don't hesitate to contact the undersigned should you have any queries.

Yours faithfully,

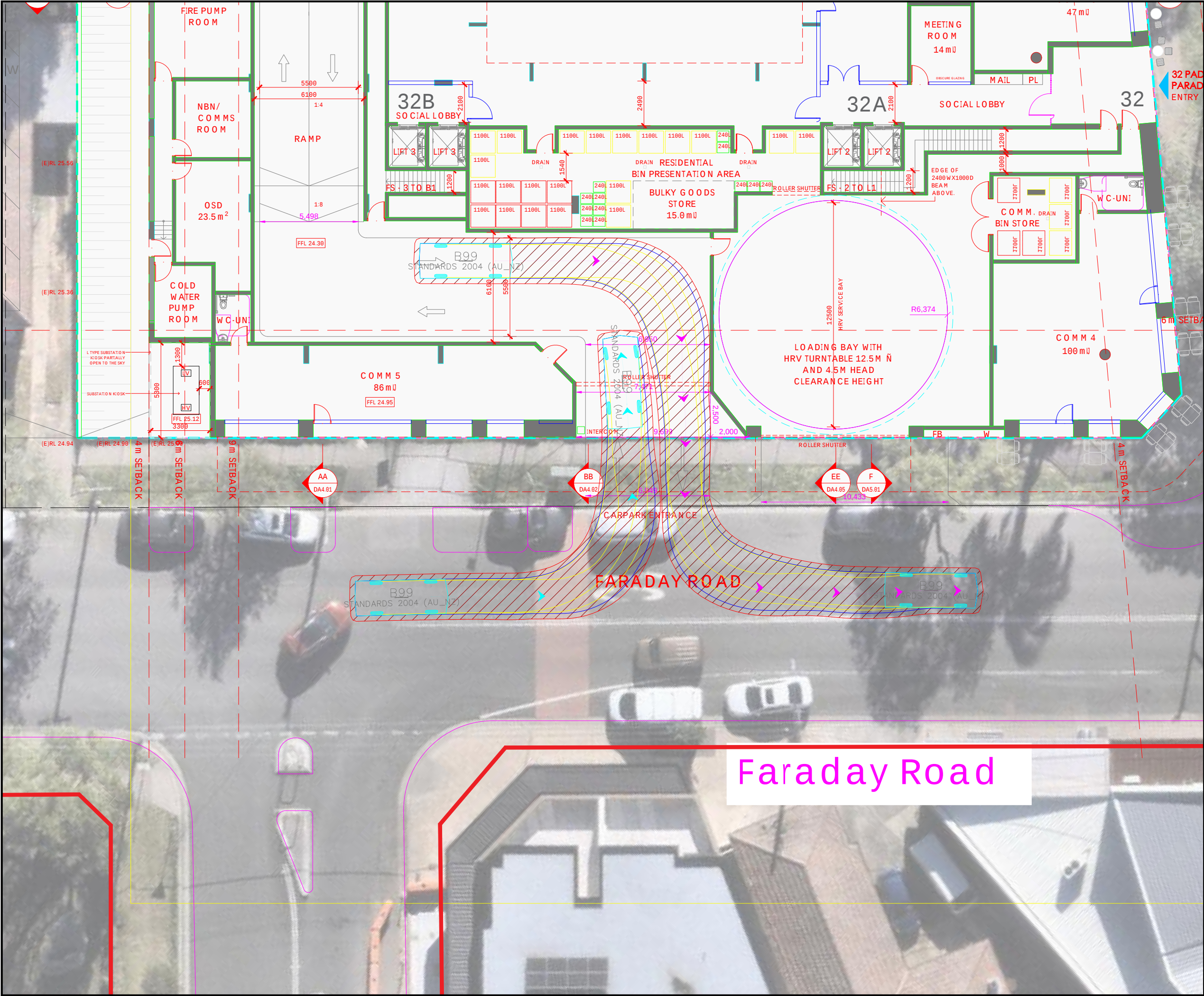
Traffix

A handwritten signature in black ink, appearing to read 'Justin Pindar', written in a cursive style.

Justin Pindar
Director

ATTACHMENT 1

Swept Path Analysis



Notes:

This drawing is prepared for information purposes only. It is not to be used for construction.

TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.

Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (AS/NZS 2890.1:2004 Parking facilities - Off-street car parking, and/or AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

Rev.	Revision Note	By.	Date
A	RFI Design Review	AB	17-12-25

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect

Bonus & Associates

Client

Traders in Purple

Scale / Plan Orientation

0 1 2 3 4m

1:200 @ A3

Project Description

30-34 Padstow Parade & 10 Faraday Road, Padstow

Drawing Prepared By

TRAFFIX

TRAFFIC AND TRANSPORT PLANNERS

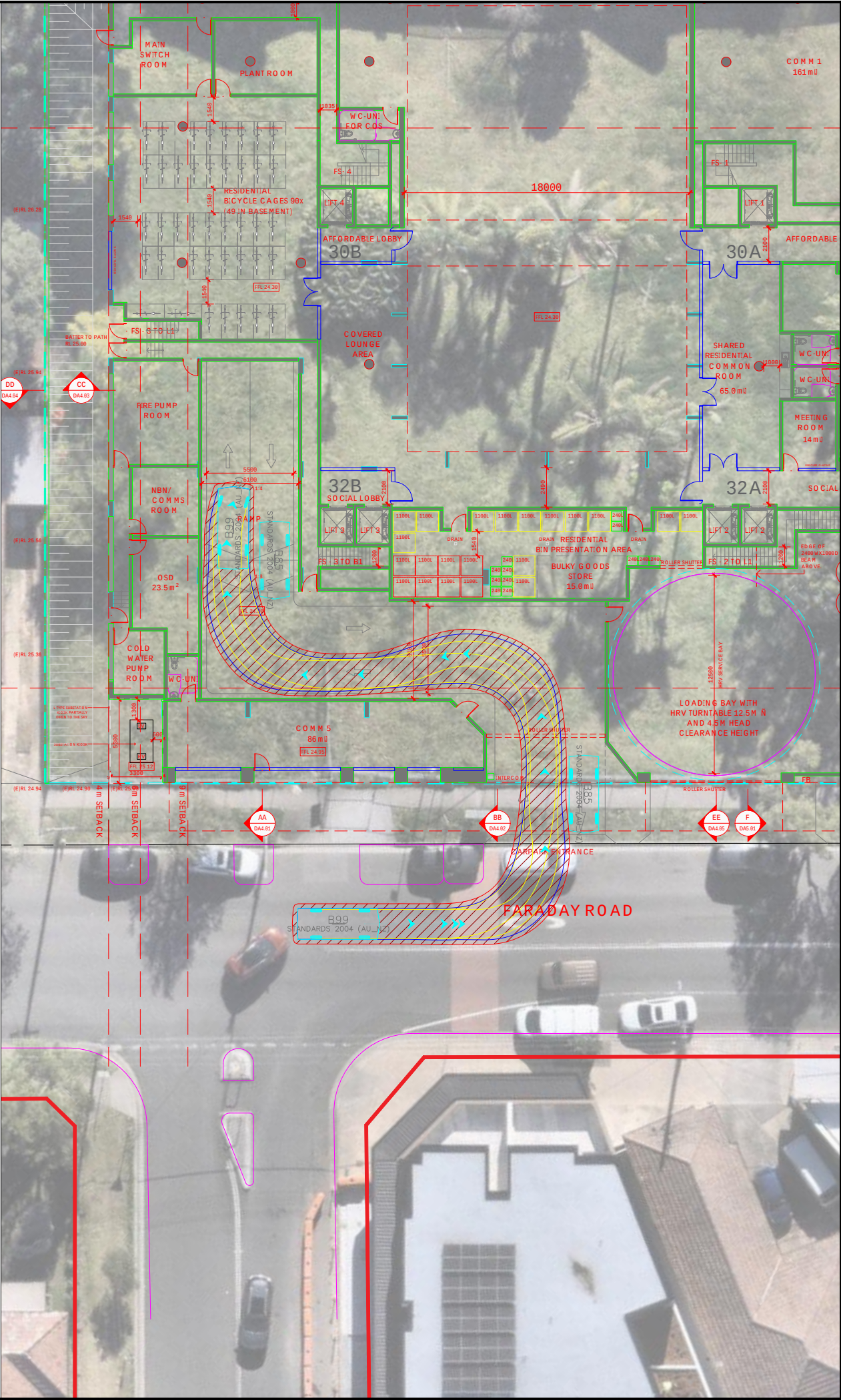
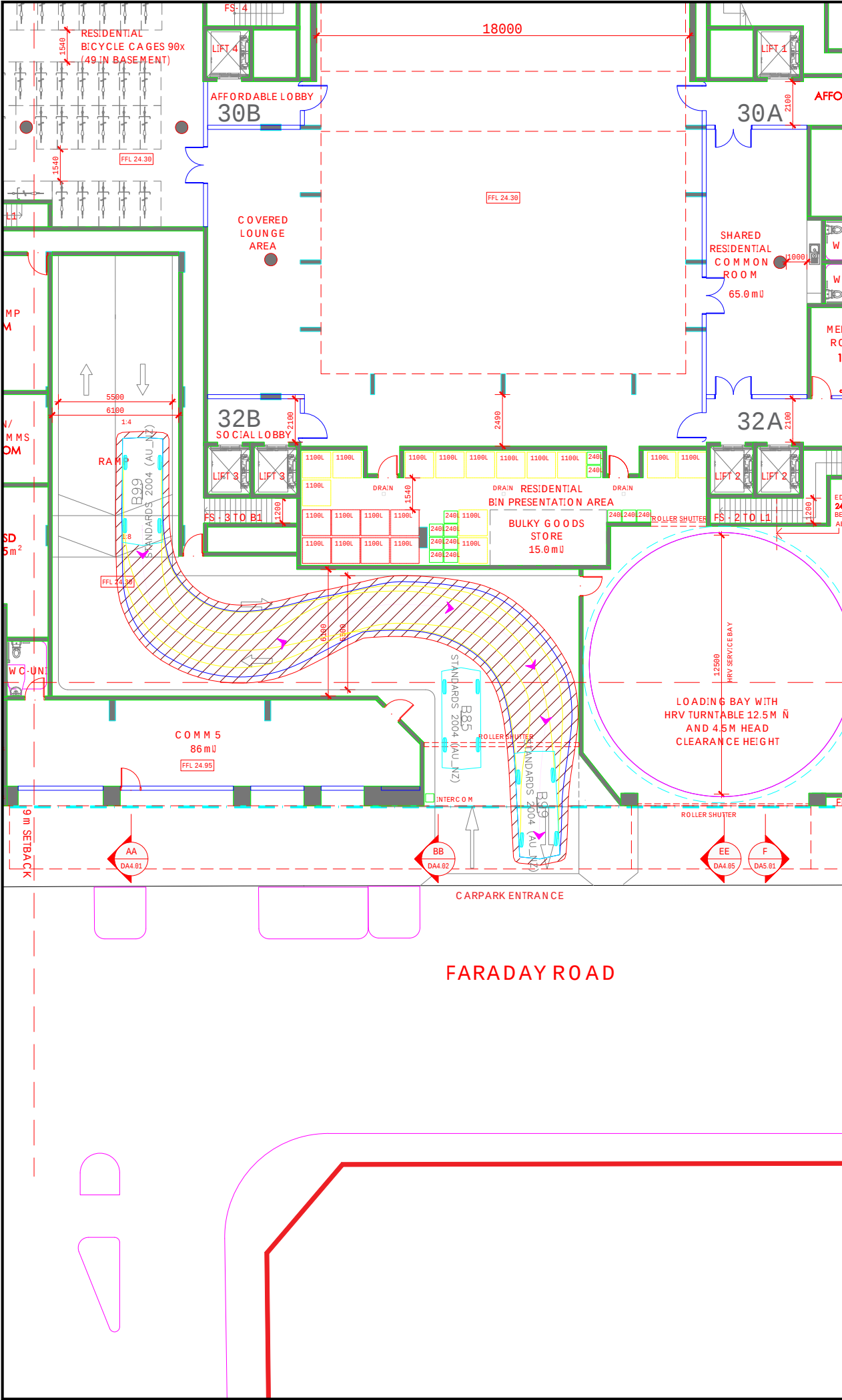
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Drawing Title

Swept Path Analysis
Ground Floor
Passing Opportunity for Egressing vehicle
B99 Design Vehicle Passing a B85 Design Vehicle

Drawn: AB	Checked: JP	Date: See Rev.	
24-053d13v03 TRAFFIX [251023 Plans] \$4.55 Design Review.dwg			
Project No.	Drawing Phase	Drawing No.	Rev.
24.053	RFI	TX.01	A



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Drawing Title

Swept Path Analysis
Ground Floor
Passing Opportunities
Left: B99 Passing B85 at Access Driveway
Right: B99 Passing B85 at Top of Internal Ramp

Drawn:	AB	Checked:	JP	Date:	See Rev.
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24.053d13v03 TRAFFIX [251023 Plans] S4.55 Design Review.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
24.053	RFI	TX.02	A