



PROPOSED RESIDENTIAL DEVELOPMENT

17-21 CONDER STREET, BURWOOD

**Traffic and Parking Assessment Report and
Construction Traffic Management Plan**

19th May 2026

Ref: 25065

Prepared by

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Traffic and Parking Consultants



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1. INTRODUCTION

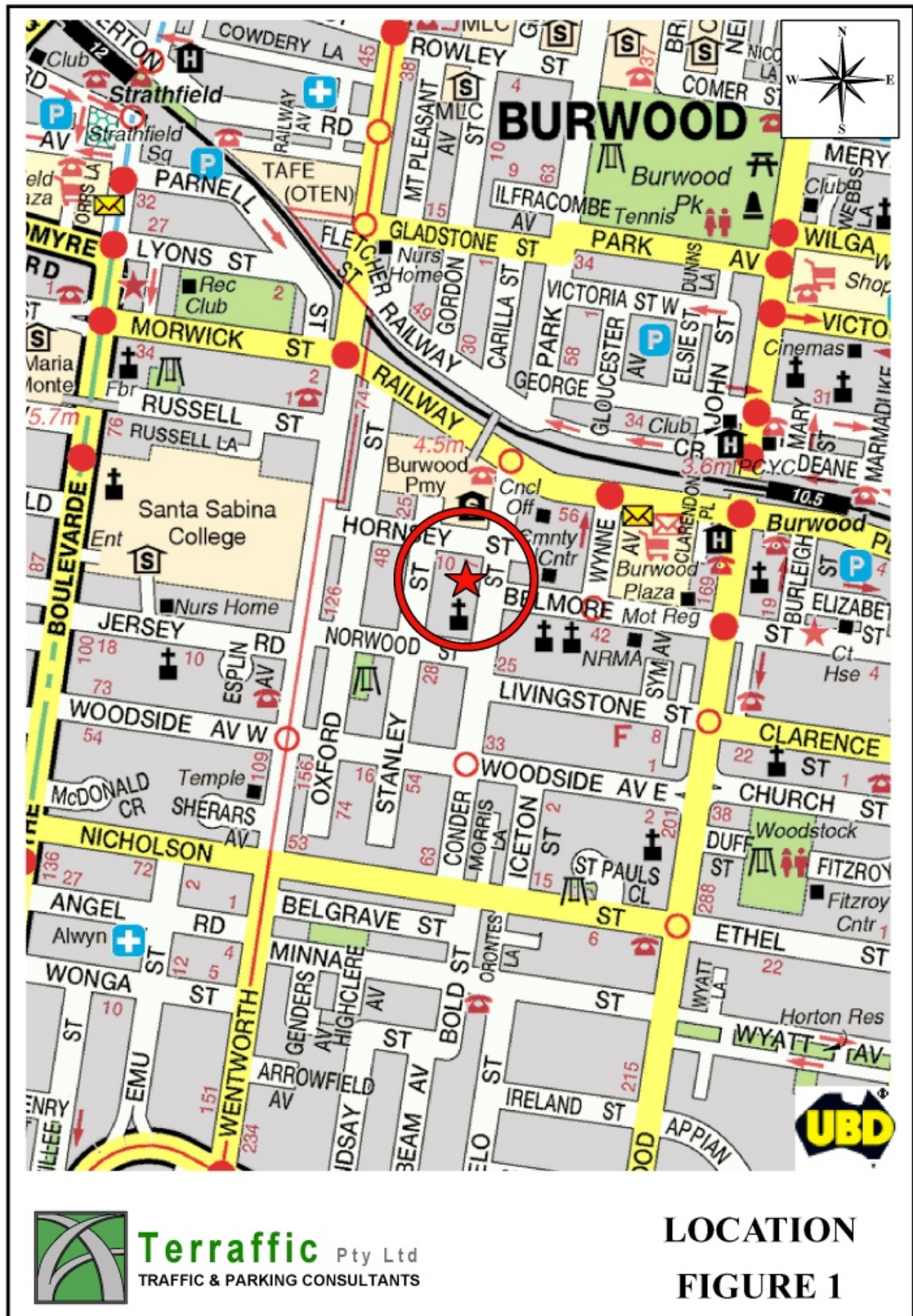
This report has been prepared to accompany a State Significant Development Application (SSD) to the NSW Government for a proposed residential development site on a consolidated at 17-21 Conder Street, Burwood (Figures 1 and 2).

The proposed development site is located on the western side of Conder Street opposite Belmore Street. The consolidated site has an area of 1,387m² with a frontage of 33.7m to Conder Street. The subject site is zoned MU1 Mixed Use under the Burwood Local Environmental Plan 2012.

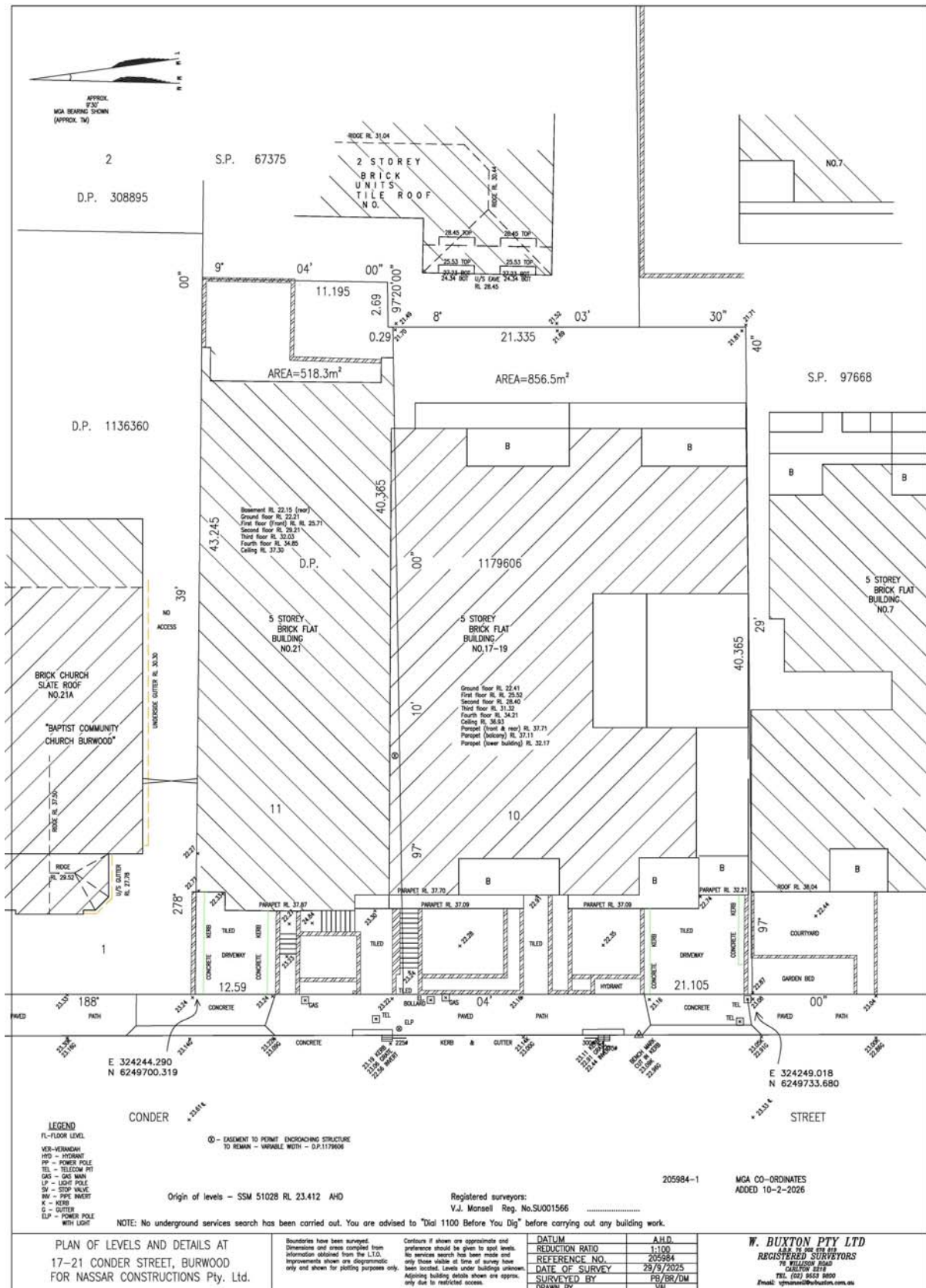
A copy of the site survey is reproduced in the following pages.



Aerial photograph of the site









Existing Site Development

The existing site development comprises the following:

17-19 Conder Street	A residential flat building containing a total of 20 apartments. The development is served by a 23 space basement carpark that gains vehicular access to Conder Street via a 6.1m wide combined entry/exit driveway located adjacent to the northern site boundary.
21 Conder Street	A 29 room boarding house development that is served by a 7 space basement carpark. Vehicular access to Conder Street is via a 4.9m wide combined entry/exit driveway located adjacent to the southern site boundary.

Proposed Development

The development proposal involves the demolition of the existing development and construction of a residential flat building containing 129 residential units comprising 17 x 1 bedroom units, 102 x 2 bedroom units and 10 x 3 bedroom units.

Of those 129 units, 115 will not be allocated as affordable housing while 14 will be allocated as affordable housing under the controls of the State Environmental Planning Policy (Housing) 2021. The overall mix of units will be as follows:

	Non Affordable Units	Affordable units	Total units
1 bedroom units	15	2	17
2 bedroom units	90	12	102
3 bedroom units	10	0	10
Total units	115	14	129

Table 1: Proposed Unit Mix



The proposed development will be served by a 5 level basement carpark containing a total of 140 off-street car parking spaces comprising 123 resident spaces and 17 visitor spaces. Included in the resident parking provision are 13 accessible parking spaces.

A total of 51 bicycle spaces have also been proposed in the basement comprising a secure bicycle parking area for 35 bikes located on Basement Level 1 and a further 16 racks located throughout the basement.

Vehicular access to the basement carpark is via the existing 5.5m wide combined entry/exit driveway off Conder Street located adjacent to the northern site boundary.

The site will also be served by an on-site loading area on the ground level capable of accommodating a standard 10.24m long waste truck. This is the standard truck nominated in the NSW Government publication “*Better Practice Guide for Waste Management in Multi-unit Dwellings*” (June 2008). A copy of the specifications for this vehicle from the Guidelines is reproduced in the following pages.

The loading bay will be accessed by a 5.5m wide combined entry/exit driveway located 4m from the southern site boundary. In order to facilitate forward entry and exit from the site, the loading area will include a 10m diameter turntable. The loading bay and accessway has a headroom clearance of 5.9m while a 4.2m wide accessway will be provided to the loading area. The loading will also be used by removalists or delivery drivers if on-street parking is not available.

Public Transport Accessibility

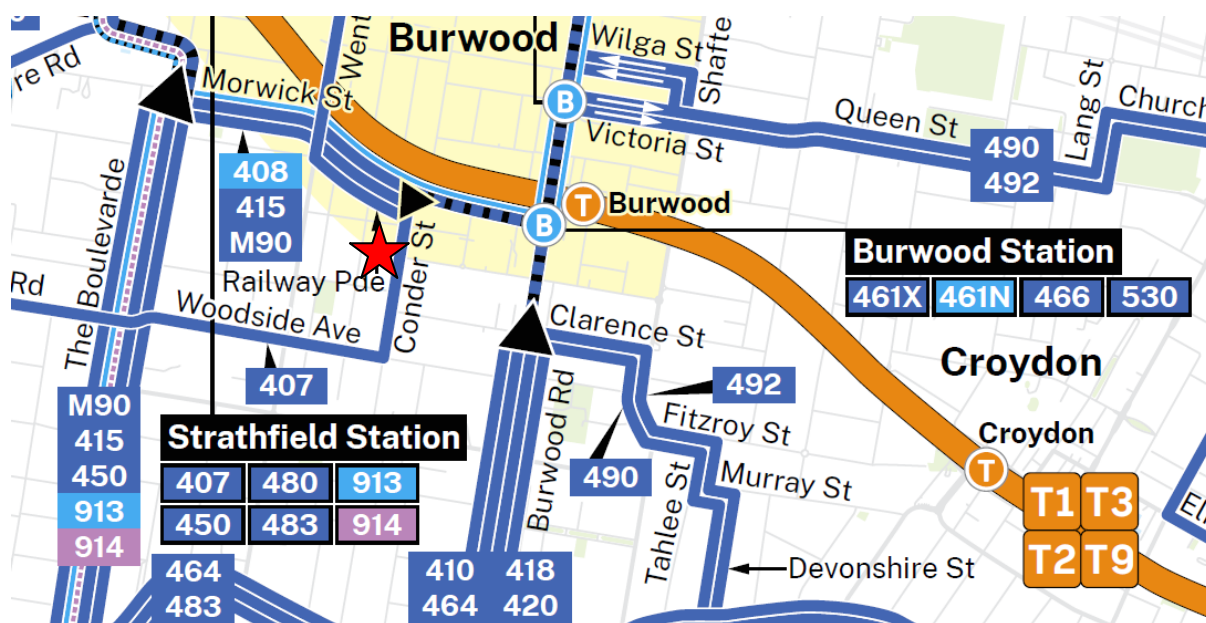
In addition to being a 550m (8 minute) walk to Burwood Railway Station, the proposed development site is served by the following buses operating out of Burwood:

Route 407 Burwood to Strathfield, Concord and Rhodes. Service operates daily

Route 410 Hurstville to Macquarie Park via Campsie, Burwood, Concord, Rhodes Ryde and North Ryde. Service operates daily



Route 418	Tempe to Burwood via Sydenham, Dulwich Hill and Ashfield. Service operates daily
Route 420	Mascot Station to Burwood via Sydney Airport, Arncliffe, Rockdale, Bexley North, Kingsgrove and Campsie. Service operates daily
Route 458	Burwood to Ryde via Strathfield, Concord and Rhodes. Service operates daily
Route 461X	Burwood to City Domain via Croydon, Summer Hill, Stanmore, and Railway Square. Express service operates daily
Route 464	Mortlake to Ashfield via Concord, Burwood, Strathfield and Croydon Park. Service operates daily
Route 466	Burwood to Cabarita via Concord. Service operates daily
Route 530	Burwood to Chatswood via Croydon, Five Dock, Drummoyne, Hunters Hill and Lane Cove. Service operates daily



Local Public Transport

Plans of the proposed development are reproduced in Appendix A.

The purpose of this report is to assess the traffic, parking and servicing implications of the proposed development.



Appendix

Better Practice Guide for Waste Management in Multi-Unit Dwellings

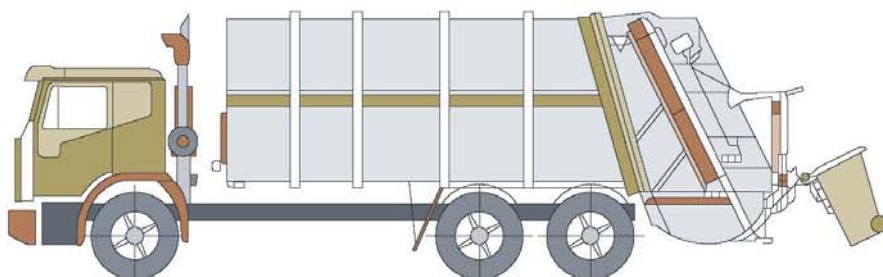
Appendix C

Collection vehicles

Waste collection vehicles may be side loading, rear-end loading, front-end loading or crane trucks. The size of vehicle varies according to the collection service. Thus it is impossible to specify what constitutes the definitive garbage vehicle. Developers should consult the local council and/or relevant contractors regarding the type of vehicle used in that area.

The following characteristics represent the typical collection vehicle, however, these are only for guidance.

It may be possible to engage a collection service provider to use smaller collection vehicles to service developments with narrow roadways and laneways, or for on-site collections. However, as the availability of smaller vehicles to make services varies between councils and private contractors, wherever possible the development should be designed to accommodate vehicles of a similar size to that reported below.



Rear loading collection vehicle

Rear loading collection vehicle	
Length overall	10.24m
Width overall	2.5m
Operational height	3.5m
Travel height	3.5m
Weight (vehicle only)	12.4 tonnes
Weight (payload)	9.5 tonnes
Turning circle	18.0m

This is commonly used for domestic garbage and recycling collections from MUDs. It can be used to collect waste stored in MGBs or bulk bins, particularly where bins are not presented on the kerbside.



2. PARKING AND SERVICING ASSESSMENT

As noted in the Introduction, the development proposal involves the demolition of the existing development and construction of a residential flat building containing 129 residential units comprising 17 x 1 bedroom units, 102 x 2 bedroom units and 10 x 3 bedroom units.

Of those 129 units, 115 will be standard units for sale while 14 will be allocated as affordable housing under the controls of the Housing SEPP.

SEPP Housing 2021 Resident Parking Requirements

Clause 19 in Part 2/Division 1 of the State Environmental Planning Policy (Housing) 2021 specifies the following parking requirements that apply to the subject development:

19 Non-discretionary development standards—the Act, s 4.15

- (2) The following are non-discretionary development standards in relation to the residential development to which this division applies—
 - (e) the following number of parking spaces for dwellings used for affordable housing—
 - (i) for each dwelling containing 1 bedroom—at least 0.4 parking spaces,
 - (ii) for each dwelling containing 2 bedrooms—at least 0.5 parking spaces,
 - (iii) for each dwelling containing at least 3 bedrooms—at least 1 parking space,
 - (f) the following number of parking spaces for dwellings not used for affordable housing—
 - (i) for each dwelling containing 1 bedroom—at least 0.5 parking spaces,
 - (ii) for each dwelling containing 2 bedrooms—at least 1 parking space,
 - (iii) for each dwelling containing at least 3 bedrooms—at least 1.5 parking spaces

Application of that parking rate to the proposed development yields a total requirement of 121 spaces calculated as follows:



4 x 1 bedroom affordable units @ 0.4 space per unit	1.6 resident spaces
12 x 2 bedroom affordable units @ 0.5 space per unit	6.0 resident spaces
15 x 1 bedroom non-affordable units @ 0.5 space per unit	7.5 resident spaces
90 x 2 bedroom non-affordable units @ 1 space per unit	90.0 resident spaces
10 x 3 bedroom non-affordable units @ 1.5 space per unit	15.0 resident spaces
Total SEPP Requirement	120.1 (121) resident spaces

The proposed development satisfies the SEPP parking requirement with the provision of 123 resident spaces. While the SEPP does not specify a parking requirement for visitor parking, the proposal will provide off-street parking for 17 visitors in compliance with the TfNSW Guidelines.

Visitor Parking Requirement

Table 8.2 in Chapter 8 of the TfNSW “*Guide to Transport Impact Assessment*” (TS00085/Version 1.1) nominates the development site within a CATEGORY 1A zone. CATEGORY 1 zones are typical of urban areas with high alternative transport options and low car mode share.

A CATEGORY 1A zone is identified as an area with higher density and lower car mode share than typical urban areas. This sub-category is typical of inner metropolitan areas where local councils are trending to mandate lower parking provision compared to other areas within CATEGORY 1.

A copy of Table 8.4 from the Guidelines is reproduced below specifying a visitor parking requirement of 1 space per 7 dwellings for High Density Residential Dwellings in Category 1 development areas.

Table 8.4. High density residential dwellings – TfNSW reference rates per dwelling

Category	Studio/1 br	2 br	3 + br	Visitor
1	0.4	0.7	1.2	1 space per 7 dwellings
2	0.6	0.9	1.4	1 space per 5 dwellings
3	1.0	1.3	1.5	1 space per 5 dwellings



Application of this requirement to the proposed development yields a parking requirement of 17 visitor car parking spaces as follows:

$$115 \text{ units @ 1 visitor space per 7 units} = 16.4 \text{ spaces (rounded to 17)}$$

The proposed development satisfies the TfNSW requirement with the provision of 17 visitor parking spaces.

Carpark Compliance

The on-site carpark and access arrangements have been designed to satisfy the following requirements of the Australian Standard AS/NZS2890.1-2004 – “*Off-Street Car Parking*”:

- Parking spaces have a minimum length of 5.4m and width of 2.4m
- An additional 0.3m has been provided for spaces adjacent to a wall or obstruction
- The access/manoeuvring aisles satisfies the minimum width requirement of 5.8m
- 1.0m wide blind aisle extensions have been provided as per Figure 2.3 of the Standard
- Structural columns have been set back from the access aisle in accordance with Clause 5.2
- Pavement cross-falls at parking spaces do not exceed 5% (1 in 20) in any direction
- The gradient for the first 6m of the basement ramp does not exceed 5% (1 in 20) from the property boundary
- The two-way access ramps have a minimum width of 6.1m wall to wall comprising a 5.5m wide roadway and 2 x 300mm wide kerbs
- The access ramps have a maximum grade of 25% (1 in 4)
- 2.0m long transitions of 12.5% (1 in 8) have been provided
- A minimum headroom clearance of 2.2m has been provided
- 2.5m x 2.0m pedestrian sight line triangles have been provided as per Figure 3.3

The disabled parking spaces have also been designed in accordance with the Australian Standard AS/NZS2890.6:2022 – “*Off-street parking for people with disabilities*” as follows:

- A 5.4m long x 2.4m wide dedicated (non-shared) parking space
- An adjacent shared area that is also 5.4m long x 2.4m wide
- A minimum headroom of 2.5m above the disabled spaces
- Pavement cross-falls in disabled spaces do not exceed 2.5% (1 in 40) in any direction



Bicycle Parking

The Burwood DCP notes the following with regards to bicycle parking provisions:

- *Standards for the number of bicycle parking facilities and number of showers/lockers for different land uses are provided in Cycling Aspects of Austroads Guides (Austroads and Standards Australia 1999) and Planning Guidelines for Walking and Cycling (Department of Planning and the Roads and Traffic Authority 2004) developments must demonstrate compliance with the requirements of either of these publications.*

As the DCP does not specify a bicycle parking requirement, the following rates from the *Cycling Aspects of Austroads Guides* (June 2017) will apply to the subject development:

Residential Building	1 bicycle space per 4 lodging rooms/dwelling (for residents)
	1 bicycle space per 16 lodging rooms/dwelling (for visitors)

Application of those requirements to the proposed development yields a bicycle parking requirement of 41 bicycle spaces comprising 33 resident and 8 visitor spaces as follows:

129 units @ 1 bike space per 4 units for residents	33 resident bike spaces
129 units @ 1 bike space per 16 units for visitors	8 visitor bike spaces
Total required	41 bike spaces

The proposed development satisfies the Austroads requirement with the provision of 51 bicycle spaces in the basement comprising a secure bicycle parking area for 35 bikes on Basement Level 1 and a further 16 racks located throughout the basement. In addition, the racks have been designed in accordance with Figure B5 of AS2890.3:2015 – “*Bicycle Parking*”.

Servicing Assessment

As noted in the Introduction, the site will be served by an on-site loading area on the ground level capable of accommodating a standard 10.24m long waste truck as specified in the NSW



Government publication “*Better Practice Guide for Waste Management in Multi-unit Dwellings*” (June 2008).

The loading area will include a 10m diameter turntable in order to facilitate forward entry and exit from the site. The loading bay and accessway has a headroom clearance of 5.9m and will be accessed by a 4.2m wide accessway. The loading bay will also be used by removalists or delivery drivers if on-street parking is not available.

The swept path of the 10.24m long waste truck accessing loading bay is reproduced in Appendix B. As can be seen, this vehicle will enter the site in a forward direction, collect the waste and depart in a forward direction.

In the circumstances, it can be concluded that the proposed development has no unacceptable parking or servicing implications.



3. TRAFFIC ASSESSMENT

Road Hierarchy

The road hierarchy allocated to the road network in the vicinity of the site by Transport for New South Wales (TfNSW) is illustrated on Figure 3 and comprises the following:

State Roads	Regional Roads
The Boulevarde	Morwick Street – Railway Parade

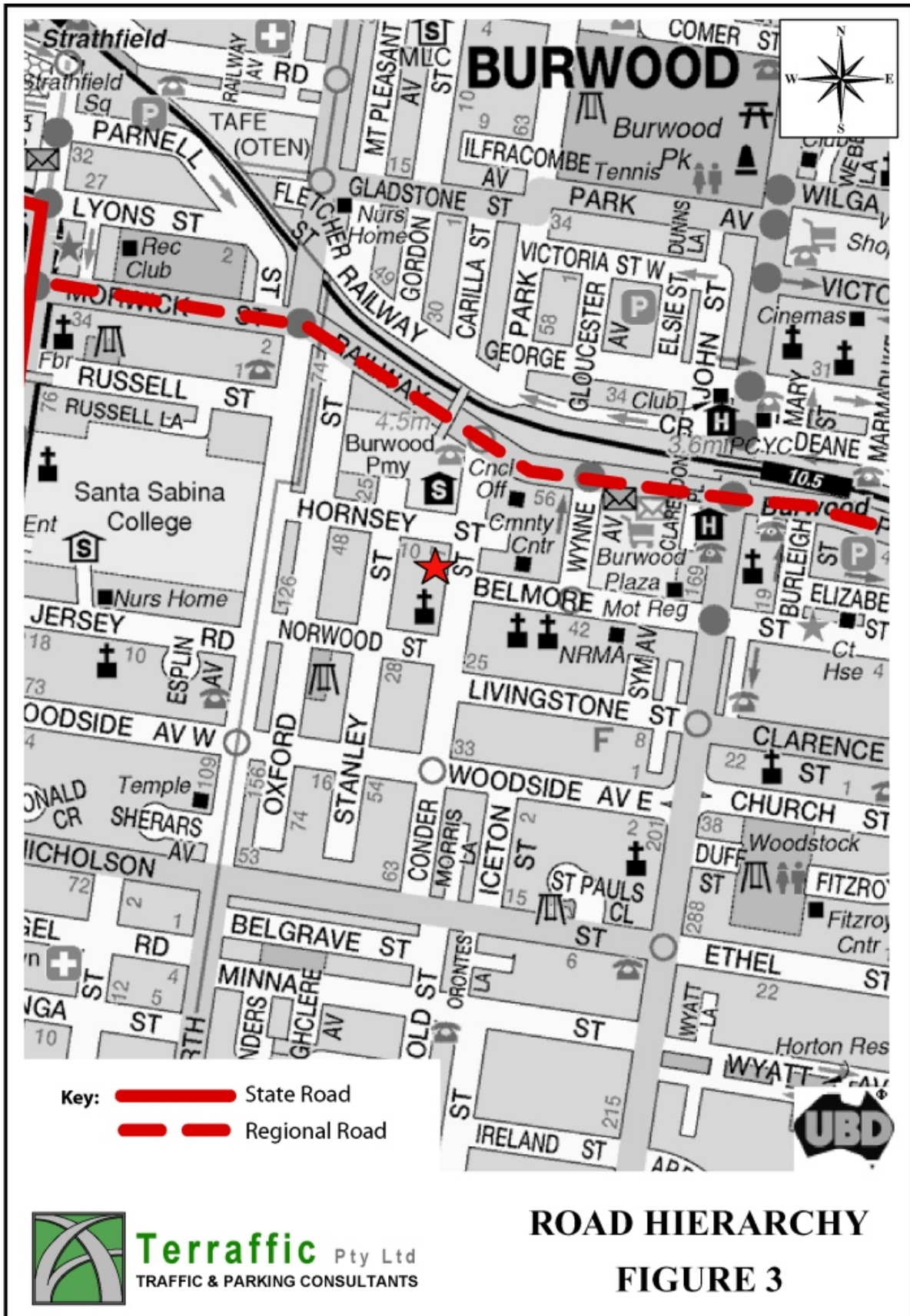
Conder Street is an unclassified *Local Road* that connects Railway Parade to the north with Nicholson Street to the south. It has a pavement width of approximately 10m with restricted and unrestricted parking permitted along both alignments.

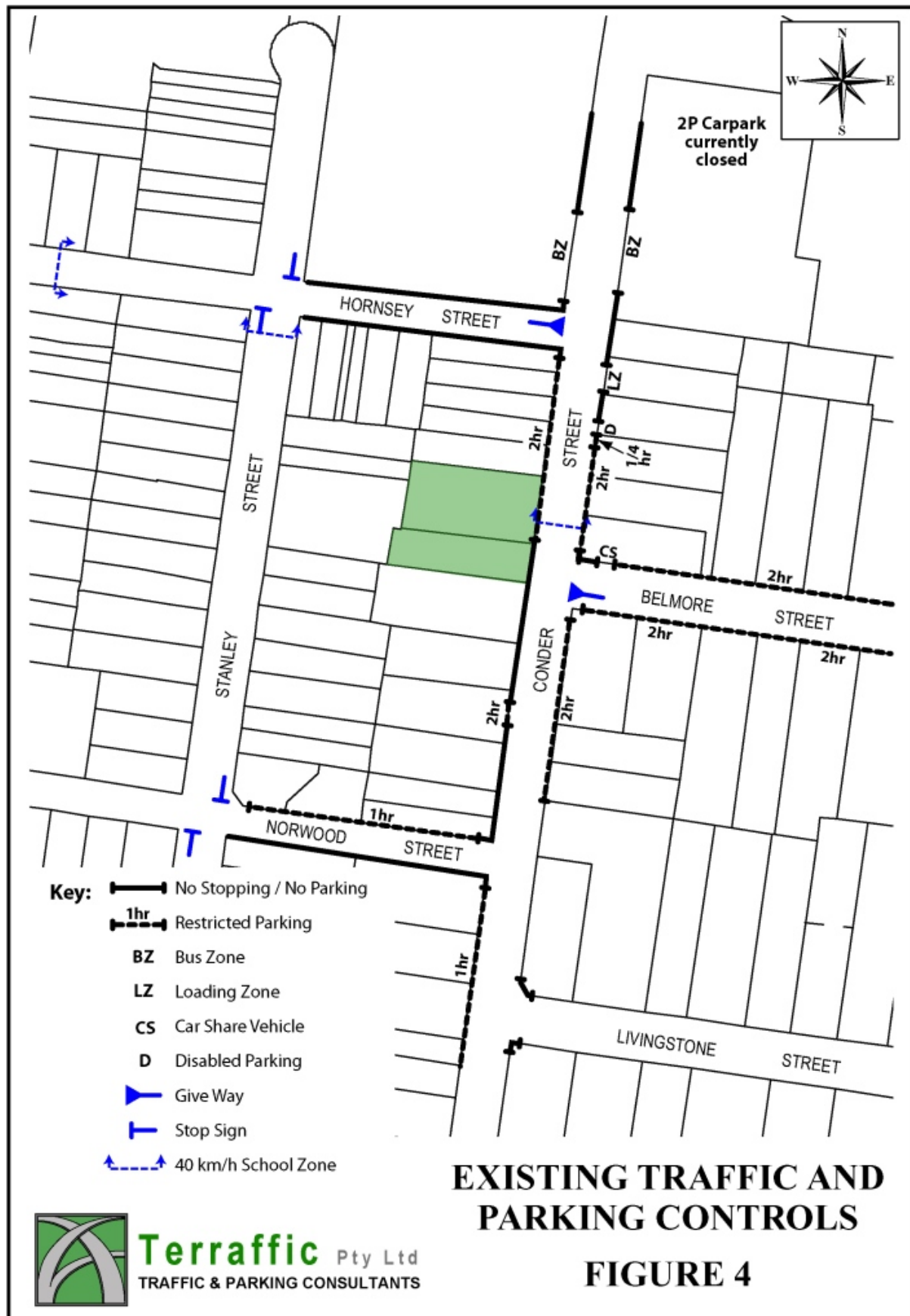
The existing traffic and parking controls in the vicinity of the site are illustrated on Figure 4.

Existing Traffic Conditions

An indication of the existing traffic conditions on the road network in the vicinity of the site is provided by a count of traffic at the intersection of Conder Street and Belmore Street. The survey was carried out on Tuesday 18th November 2025 between 7.00-9.00am and 4.00-6.00pm. The results of the traffic survey are reproduced in Appendix C and reveal that:

- The morning peak occurs between 8.00-9.00am. At that time, there were 410 vehicles per hour (vph) on Conder Street comprising 169vph heading southbound and 241vph heading northbound past the site
- The evening peak occurs between 5.00-6.00pm. At that time, there were 465vph on Conder Street comprising 225vph heading southbound and 240vph heading northbound past the site







Traffic Generating Potential of the Proposed Development

An indication of the traffic generation potential of the proposed development is provided in Chapter 5 of the TfNSW “*Guide to Transport Impact Assessment*” (TS00085/Version 1.1). A copy of Table 5.11 in the updated Guidelines is reproduced below and nominates the following traffic generation rates for high density residential developments with high public transport accessibility:

Table 5.11. High density residential sample summary

	Sydney	Regional
Weekday rates	Average	Average
Person trips (person trips/dwelling)		
AM peak hour	0.66	0.71
PM peak hour	0.56	0.88
Daily	4.49	7.35
Vehicle trips (vehicle trips/dwelling)		
AM peak hour	0.19	0.53
PM peak hour	0.15	0.32
Daily	1.52	4.57

Application of the above traffic generation rates to the development proposal yields a traffic generation potential of approximately 25vtph during morning peak period and 20vtph during the evening peak period as follows:

Morning Peak Period	129 units @ 0.19vtph per unit	25vtph (5 in / 20 out)
Evening Peak Period	129 units @ 0.15vtph per unit	20vtph (16 in / 4 out)

Potential Traffic Generation of the Existing Site Development

The traffic generation of the proposed development should be discounted by the traffic generation of the existing development on the site. As noted in the foregoing, the existing site development comprises a residential flat building with 20 units and a 29 room boarding house.



Table 5.14 in the updated Guidelines is reproduced below and nominates the following traffic generation rates for boarding houses:

Table 5.14. Housing for boarding houses sample summary

Average weekday rates	Person trips (person trips/boarding house room)	Vehicle trips (vehicle trips/boarding room)
Person trips (person trips/boarding room)		
Site AM peak hour	0.52	0.30
Site PM peak hour	0.57	0.35
AM peak hour	0.13	0.09
PM peak hour	0.23	0.13
Daily	3.02	1.71

Application of the TfNSW traffic generation rates to the existing site development yields a traffic generation potential of approximately 7vtph during morning and evening peak periods as follows:

Morning Peak Period	20 units @ 0.19vtph per unit	4vtph (1 in / 3 out)
	29 boarding rooms @ 0.09vtph per room	3vtph (0 in / 3 out)
	Total traffic generation	7vtph (1 in / 6 out)
Evening Peak Period	20 units @ 0.15vtph per unit	3vtph (3 in / 0 out)
	29 boarding rooms @ 0.13vtph per room	4vtph (3 in / 1 out)
	Total traffic generation	7vtph (6 in / 1 out)

To that end, the proposed development will only generate 18 additional vehicle trips during the morning and 13 vehicle trips in the evening peak period as follows:

AM Peak	
Proposed Development	25vtph
Existing Development	7vtph
Additional Traffic	18vtph



PM Peak

Proposed Development	20vtph
Existing Development	7vtph
Additional Traffic	13vtph

It will be readily appreciated that the additional traffic generated by the proposed development is relatively minor (13-18vtph) which will not have any noticeable or unacceptable effect on the road network serving the site in terms of road network capacity or traffic-related environmental effect.

In the circumstances, it can be concluded that the proposed development has no unacceptable traffic implications.



4. CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Construction Program

Depending on weather conditions, the duration of the construction program is to be approximately 18 months as follows:

Construction Program		
Stage	Work	Approximate Duration of Work
1	Demolition/ site establishment	1 month
2	Earth Works	3 months
3	Construction	14 months

Construction hours are from 7am to 6pm on weekdays and 8am to 1pm on Saturdays. No work is to be carried out on Sundays or Public Holidays.

Site Access and Loading Arrangements

Prior to site works, an A-Class hoarding with 8.0m wide inward swinging gates at the existing driveways will be installed. It is envisaged that construction vehicles will enter the site via the existing southern driveway off Conder Street and exit via the northern driveway during the demolition and excavation phases.

The swept path of the 19m long truck and dog accessing the site during the demolition and excavation phase are reproduced in Appendix B. As can be seen, the truck will enter and exit the site in a forward direction during both phases.

It is not proposed to have any on-site loading during the construction phase. If deemed necessary, the site supervisor will make an application to Council for an on-street WORKS ZONE along the site frontage during the construction phase. A B-Class hoarding may also be installed along the site frontage to accommodate the site office and amenities.



The construction site will be serviced by 12.5m long Heavy Rigid Vehicles (HRV's) that are similar in size to a standard bus servicing the area. These vehicles will approach from the south (Nicholson Street), load/unload in the WORKS ZONE and then continue forward to Railway Parade and then The Boulevard.

Traffic Safety

Should trucks be required to reverse into the subject site towards the end of the excavation phase, a standard Traffic Guidance Scheme (TGS) will be prepared to stop oncoming traffic on Conder Street. Detailed Traffic Guidance Schemes will be submitted to the Council should they be required.

Pedestrian Safety

As noted above, 8.0m wide inward swinging gates will be installed at the existing vehicle crossings. As indicated on the truck and dog swept path, traffic controllers will be positioned on the footpath at each driveway to optimise pedestrian safety when trucks enter and exit the site. In addition, a Type "B" hoarding will be erected along the frontage of the site during the construction phase to protect pedestrians on the footpath below.

Construction Vehicle Activity

Stage 1 Demolition / Site Establishment

A total of approximately 2,500m³ of material will be removed from the site during the demolition phase. Based on an average capacity of approximately 30m³ for a truck and dog, this process will involve approximately 80 truck loads over a 1 month period. It is unlikely that more than 5 trucks will access the site on a given day during the demolition phase of the construction.

Stage 2 Earth Works

A total of approximately 20,500m³ of spoil will be extracted from the site. Based on an average capacity of approximately 30m³ for a truck and dog, this process will



involve approximately 700 truck loads over a 3 month period. This equates to approximately 12 trucks to the site per day.

Stage 3 Construction

Vehicular activity during the construction phase can vary from the occasional delivery of machinery, to the concentrated delivery of concrete during a major pour. Depending on the size of the pour, it is possible to generate up to 15 concrete trucks per day to the site.

At no time will cement trucks queue on the Conder Street as drivers will be radioed to the site from the batching plant when required.



Photograph of a typical truck and dog trailer that will visit the site during the demolition and excavation phases

Construction Truck Routes

As noted in the foregoing, The Boulevarde is a classified *State Road* performing an arterial road function while Morwick Street and Railway Parade are designated *Regional Roads*.

During the demolition and excavation phases, all construction vehicles will approach via The Boulevarde/Morwick Street traffic signals and Railway Parade. Trucks will also depart back to The Boulevarde via Railway parade and Morwick Street.

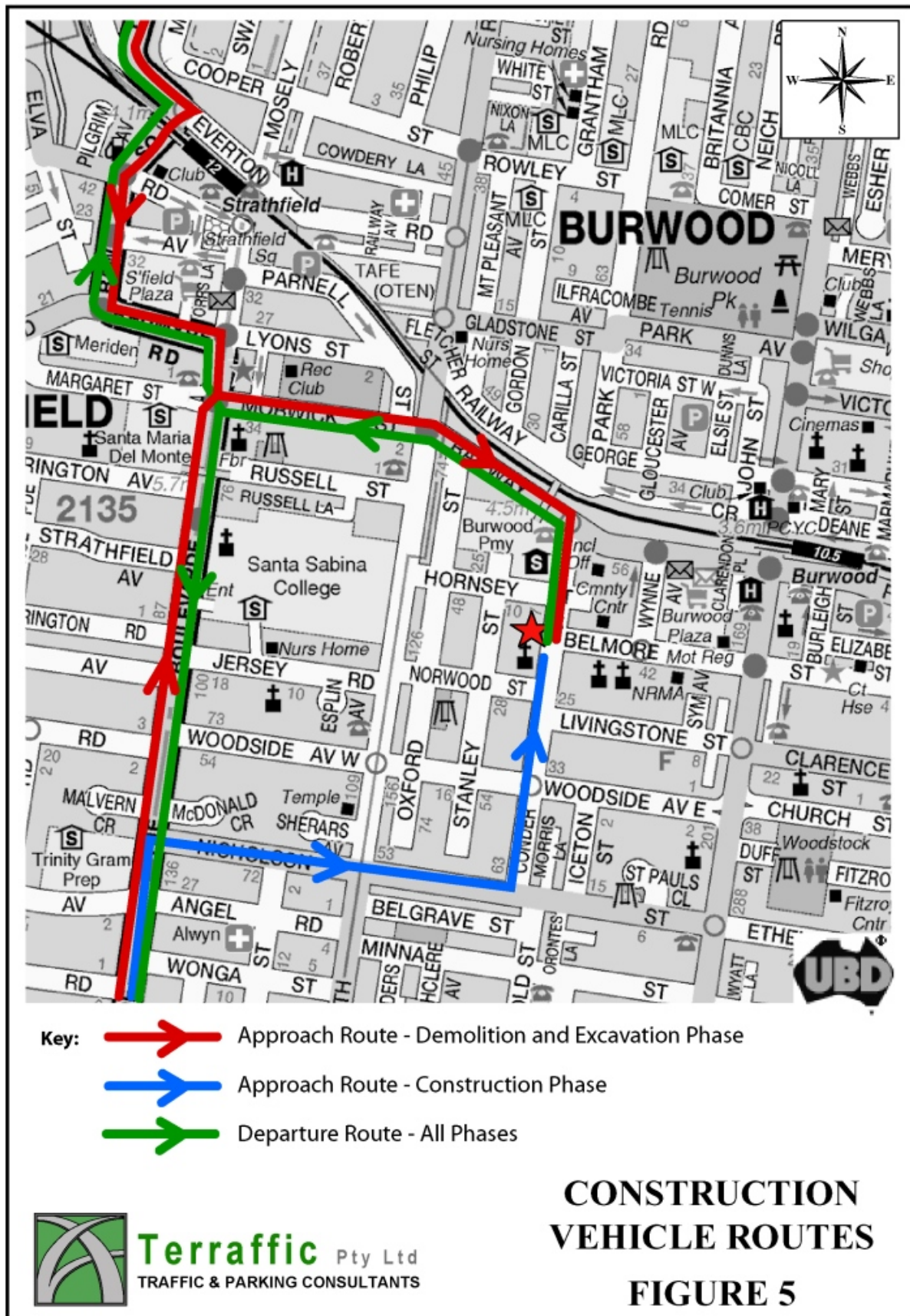


In order to access the on-street WORKS ZONE during the construction phase, all construction vehicles will approach via The Boulevard/Nicholson Street intersection and then will head north along Conder Street towards the site. When departing, the trucks will continue heading northerly to Railway Parade, Morwick Street and then The Boulevard.

The routes for construction vehicles are illustrated on Figure 5.

Tradesmen Vehicle Parking

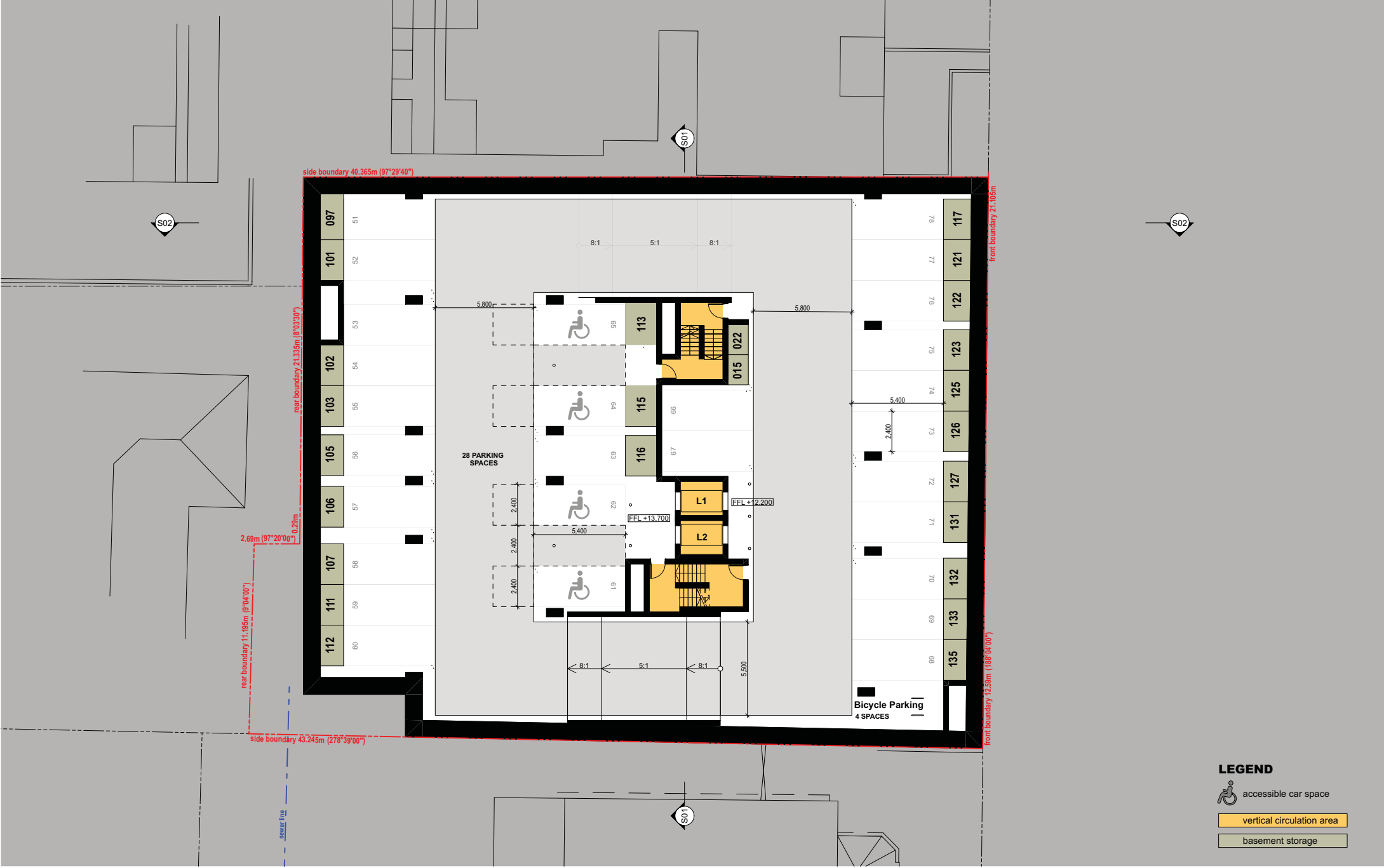
The site manager will ensure that adequate on-site parking is available for employees and tradespersons whenever practical. Parking will also be provided in the basement carpark as soon as vehicular access is available.





APPENDIX A

PLANS OF THE PROPOSED DEVELOPMENT



Basement Level -03



0 1:200 @ A3 8m

kennedy associates architects

project
proposed residential flat building at
17-21 Conder Street,
BURWOOD NSW 2134

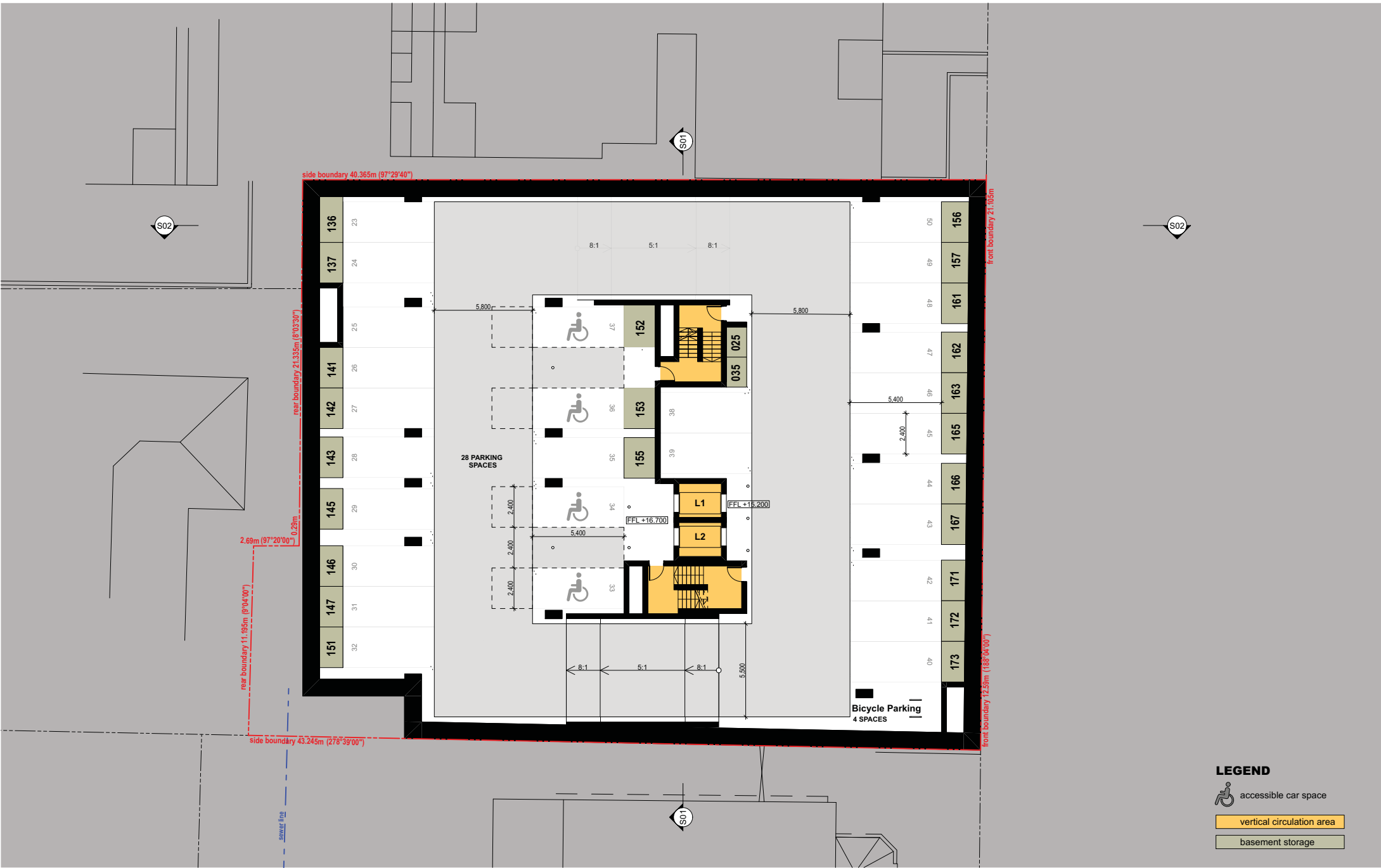
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Level 3, 1 Booth Street E mail@kennedyassociates.com.au P +61 2 9557 6466
Annandale NSW 2038 W www.kennedyassociates.com.au F +61 2 9557 6477

project	drawn by	checked by	date
proposed residential flat building at	PL	VA	8/4/2026
17-21 Conder Street, BURWOOD NSW 2134	drawing number	rev no.	
Basement Level -03	2530-DA103	A	

LEGEND

- accessible car space
- vertical circulation area
- basement storage



Basement Level -02



0 8m
1:200 @ A3

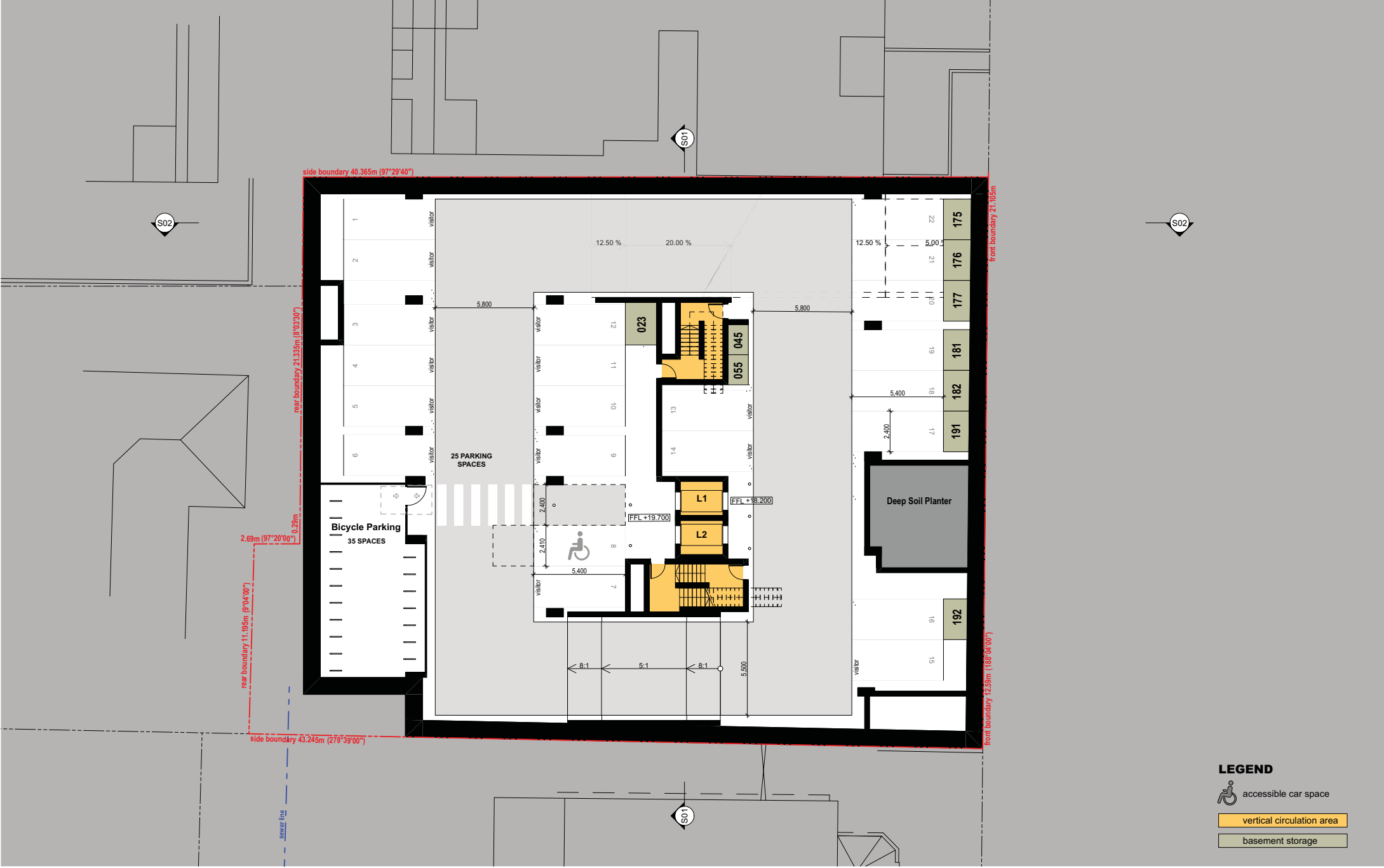
kennedy associates architects

project
proposed residential flat building at
17-21 Conder Street,
BURWOOD NSW 2134

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drawn by	checked by	date
PL	VA	8/4/2026
drawing number	rev no.	
2530-DA104	A	



Basement Level -01

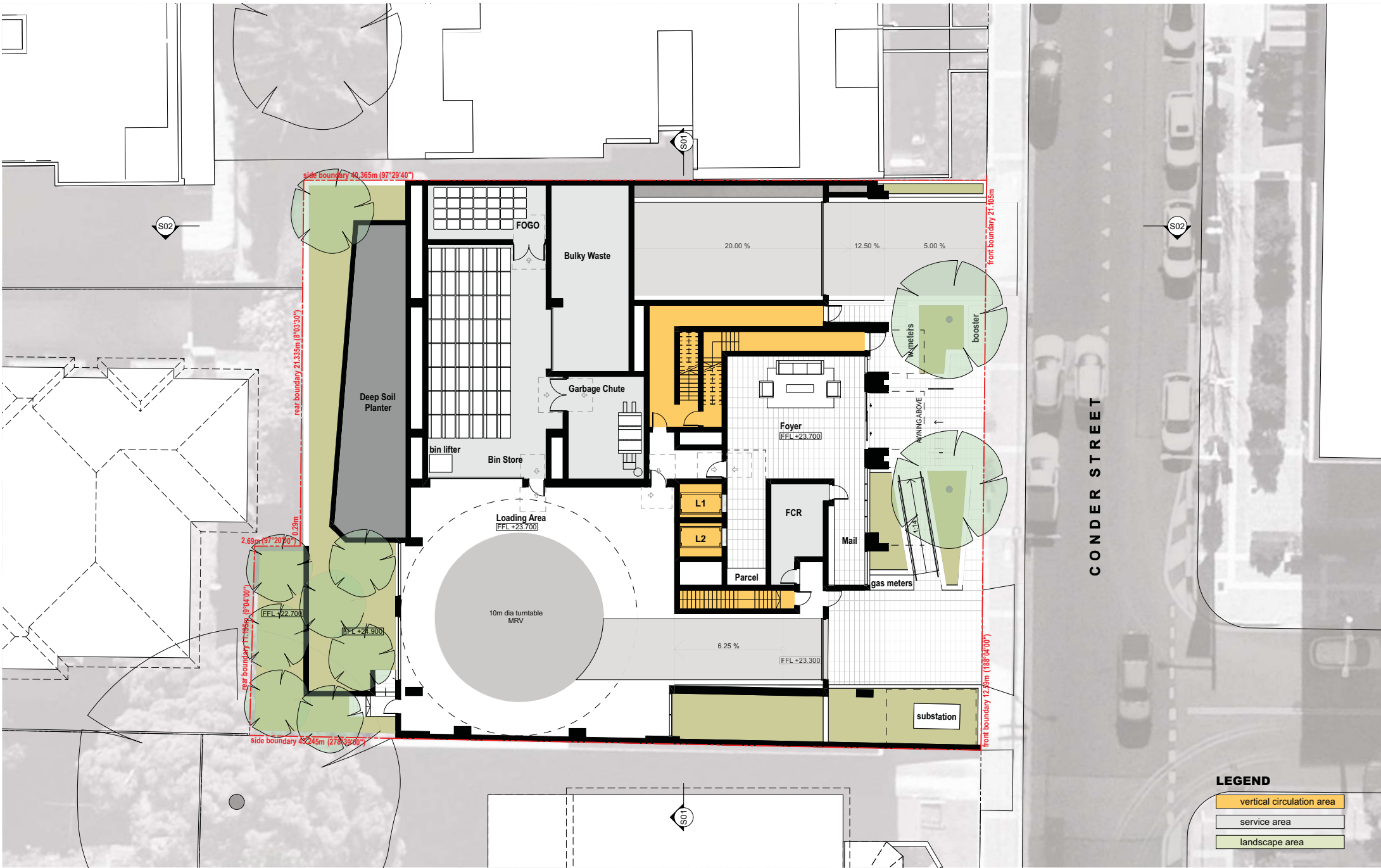


0 8m
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kennedy associates architects

proposed residential flat building at
17-21 Conder Street,
BURWOOD NSW 2134

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Level 3, 1 Booth Street E mail@kennedyassociates.com.au P +61 2 9557 6466		nominated Steve Kennedy Anthony Nolan		date	
Annandale NSW 2038 W www.kennedyassociates.com.au F +61 2 9557 6477		architects reg no. 5828 reg no. 6773		rev no.	
drawing name		drawn by		checked by	
Basement Level -01		PL		VA	
drawing number		2530-DA105		8/4/2026	
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Level 00 / Ground Floor Plan



1:200 @ A3

kennedy associates architects

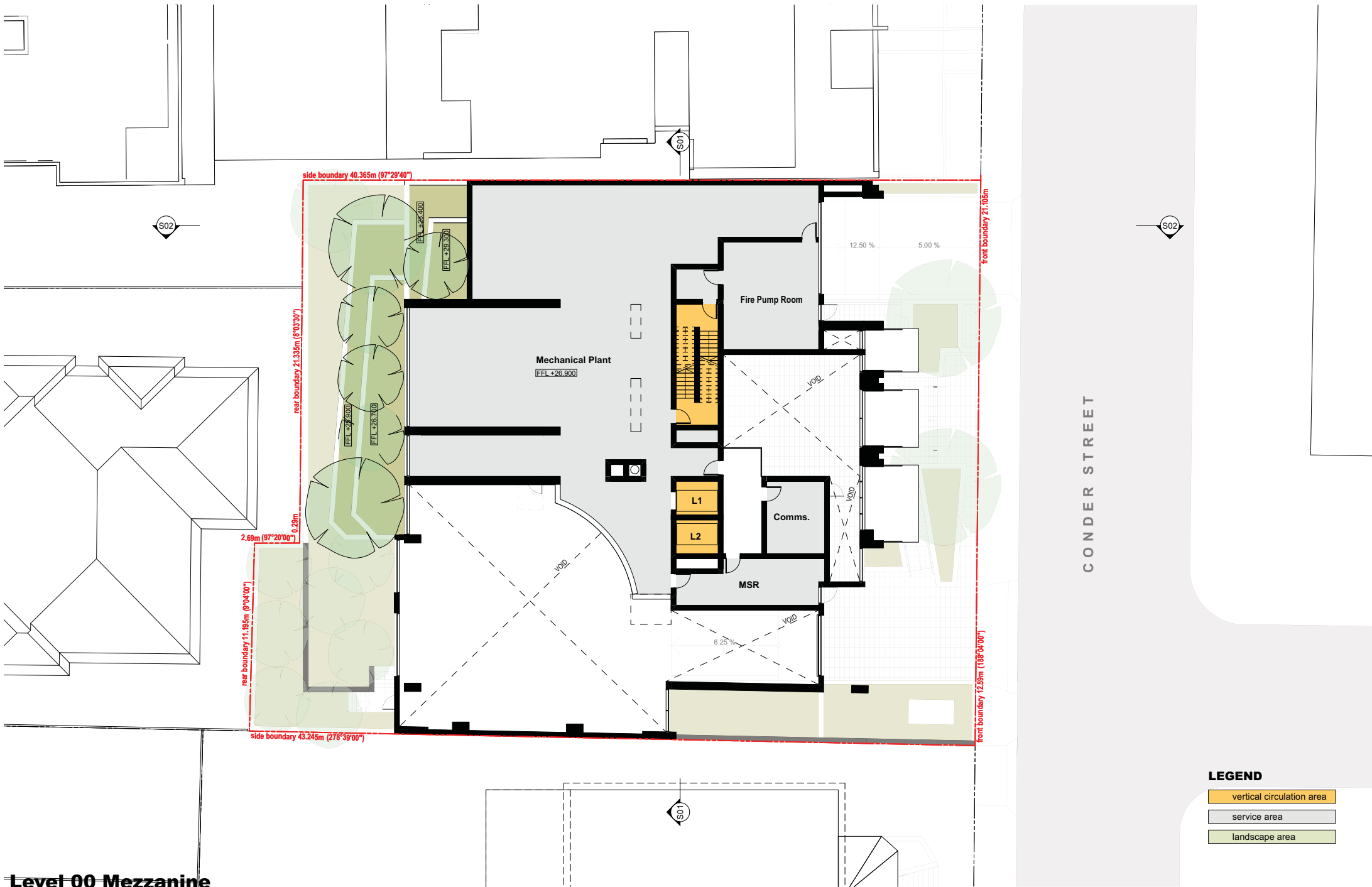
project
proposed residential flat building at
17-21 Conder Street,
BURWOOD NSW 2134

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drawing name checked by date
PL VA 8/4/2026
drawing number: 2530-DA106
rev no. A

Level 00 / Ground Floor Plan



Level 00 Mezzanine

LEGEND

- vertical circulation area
- service area
- landscape area

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proposed residential flat building at
17-21 Conder Street,
BURWOOD NSW 2134

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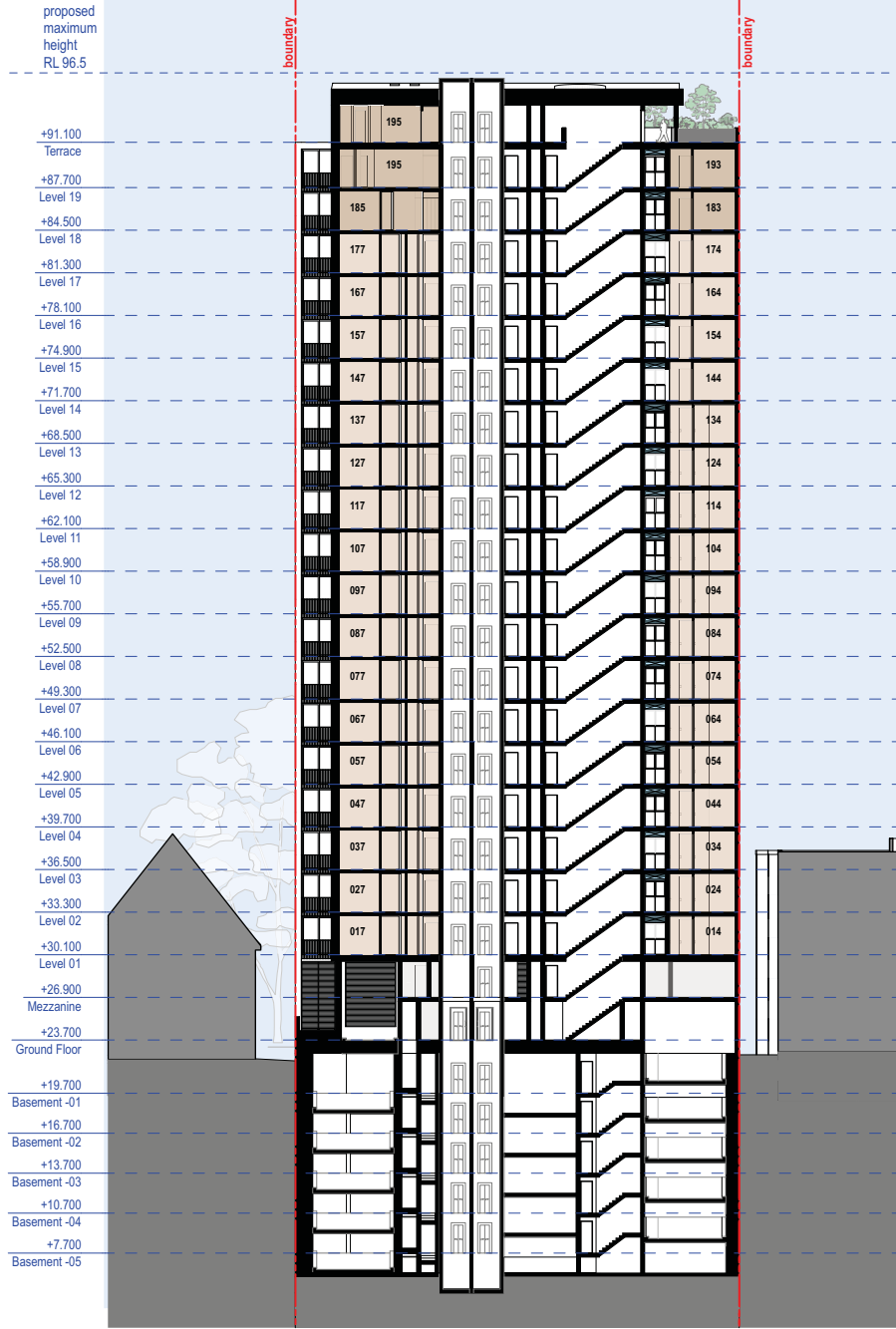
project drawing name
proposed residential flat building at
17-21 Conder Street,
BURWOOD NSW 2134
Level 00 Mezzanine
2530-DA107
8/4/2026
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nominated Steve Kennedy Anthony Nolan
architects reg no. 5628 reg no. 6773

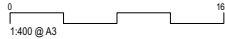
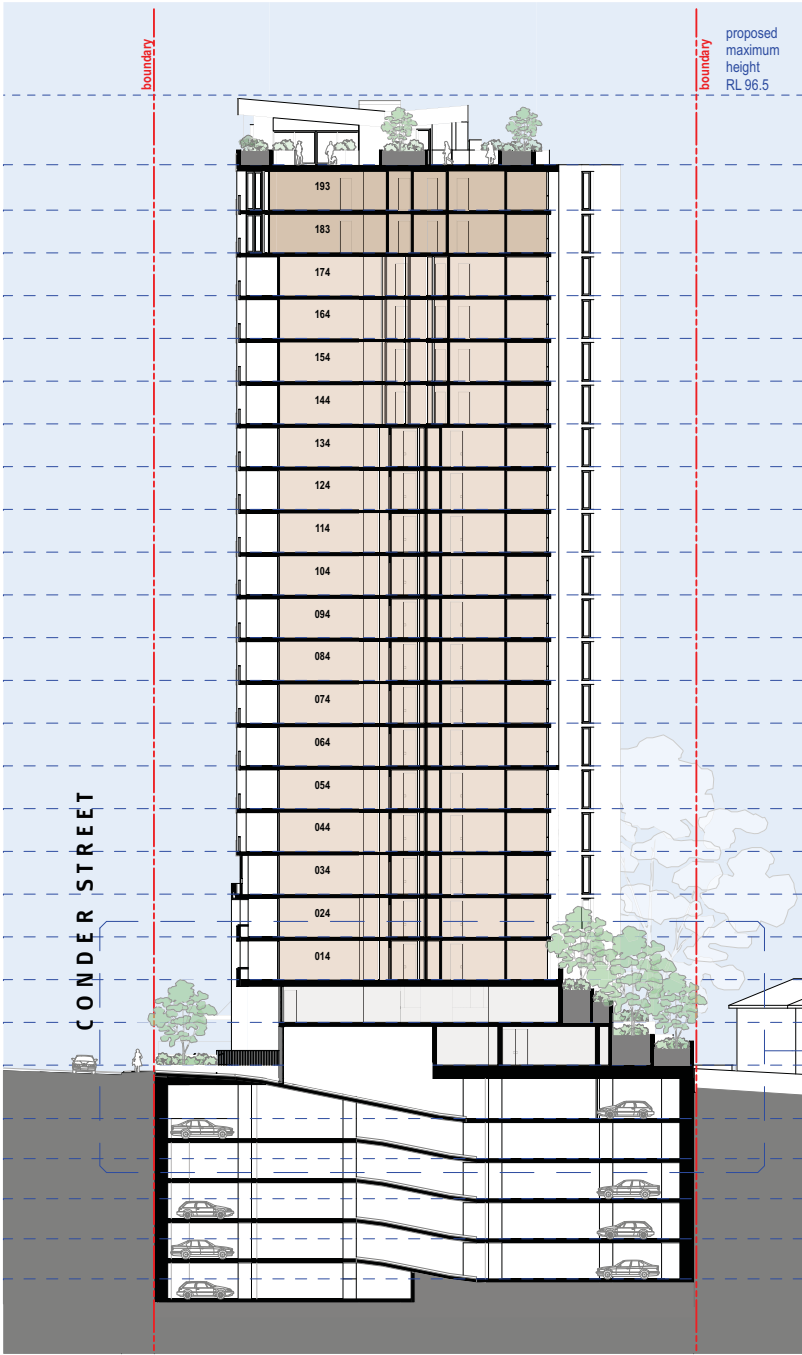
drawn by PL checked by VA
drawing number 2530-DA107
date 8/4/2026
rev no. A

Sections

SECTION 01-01



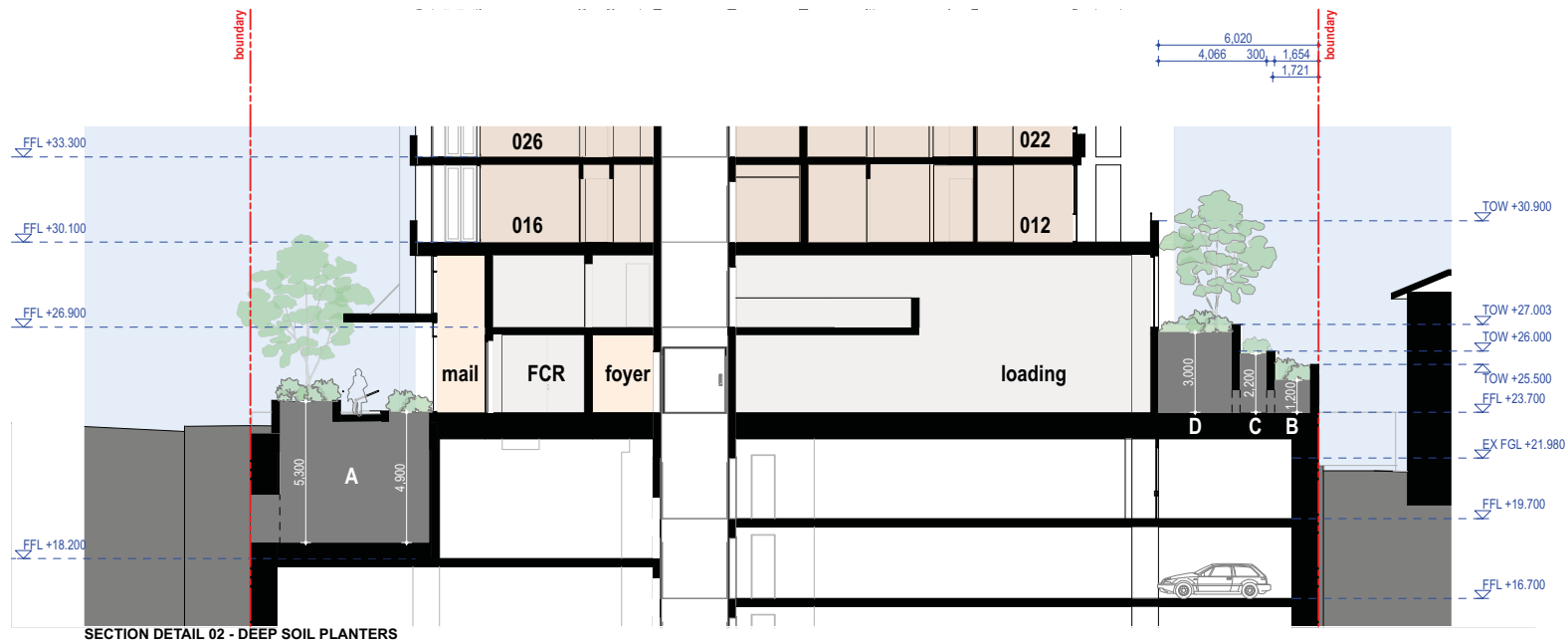
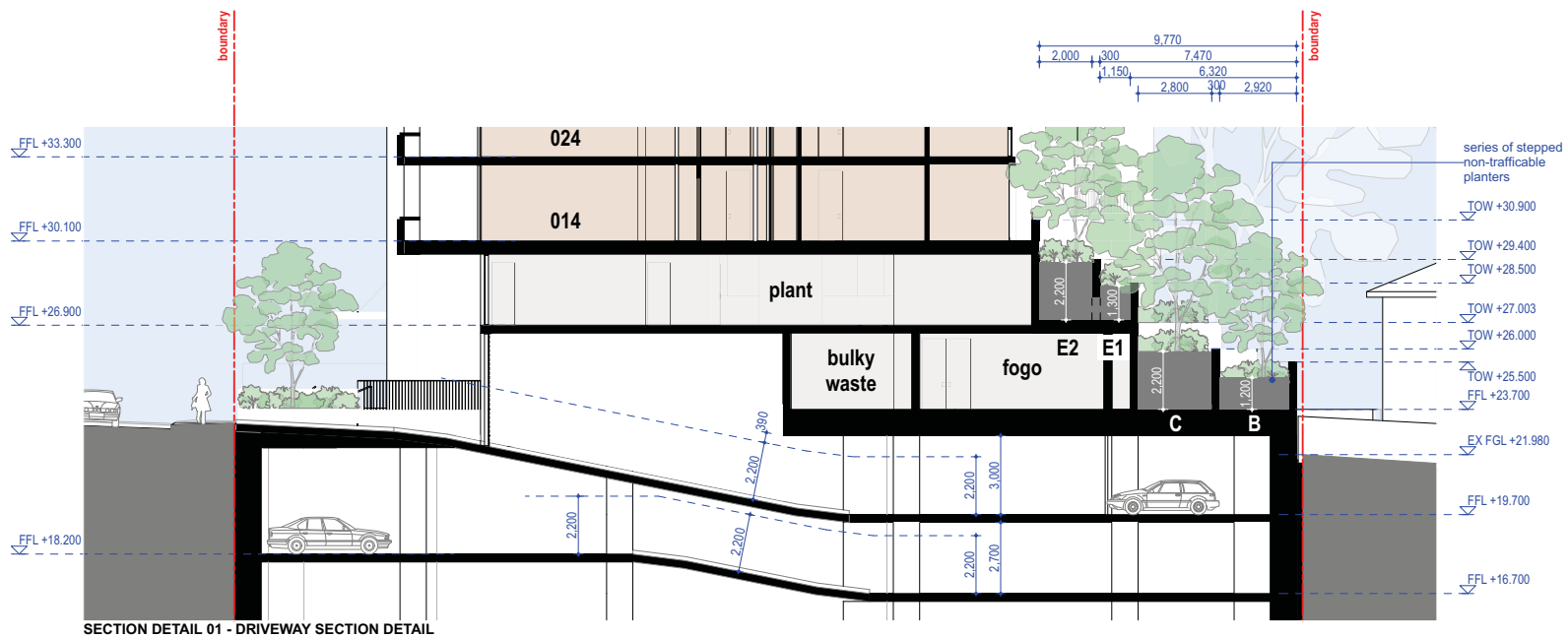
SECTION 02-02



kennedy associates architects

proposed residential flat building at
17-21 Conder Street,
BURWOOD NSW 2134

project	Level 3, 1 Booth Street E mail@kennedyassociates.com.au P +61 2 9557 6466 Annandale NSW 2038 W www.kennedyassociates.com.au F +61 2 9557 6477	8/4/2026	source file: 2530 - SD Master 02
drawn by	PL	checked by	date
drawing number	2530-DA300	rev no.	A



Section Details

kennedy associates architects

proposed residential flat building at
17-21 Conder Street,
BURWOOD NSW 2134

A DA Issue 8/4/2026 source file: 2530 - SD Master 02
Level 3, 1 Both Street E mail@kennedyassociates.com.au P +61 2 9557 6466 nominated Steve Kennedy Anthony Nolan
Annandale NSW 2038 W www.kennedyassociates.com.au F +61 2 9557 6477 architects reg no. 5628 reg no. 6773
drawing name
PL drawing number: 2530-DA320 date 8/4/2026
checked by
rev no. A

0 8m
1:200 @ A3

Section Details

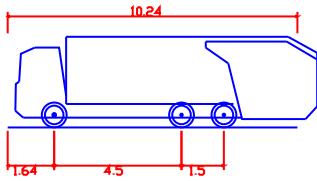


APPENDIX B

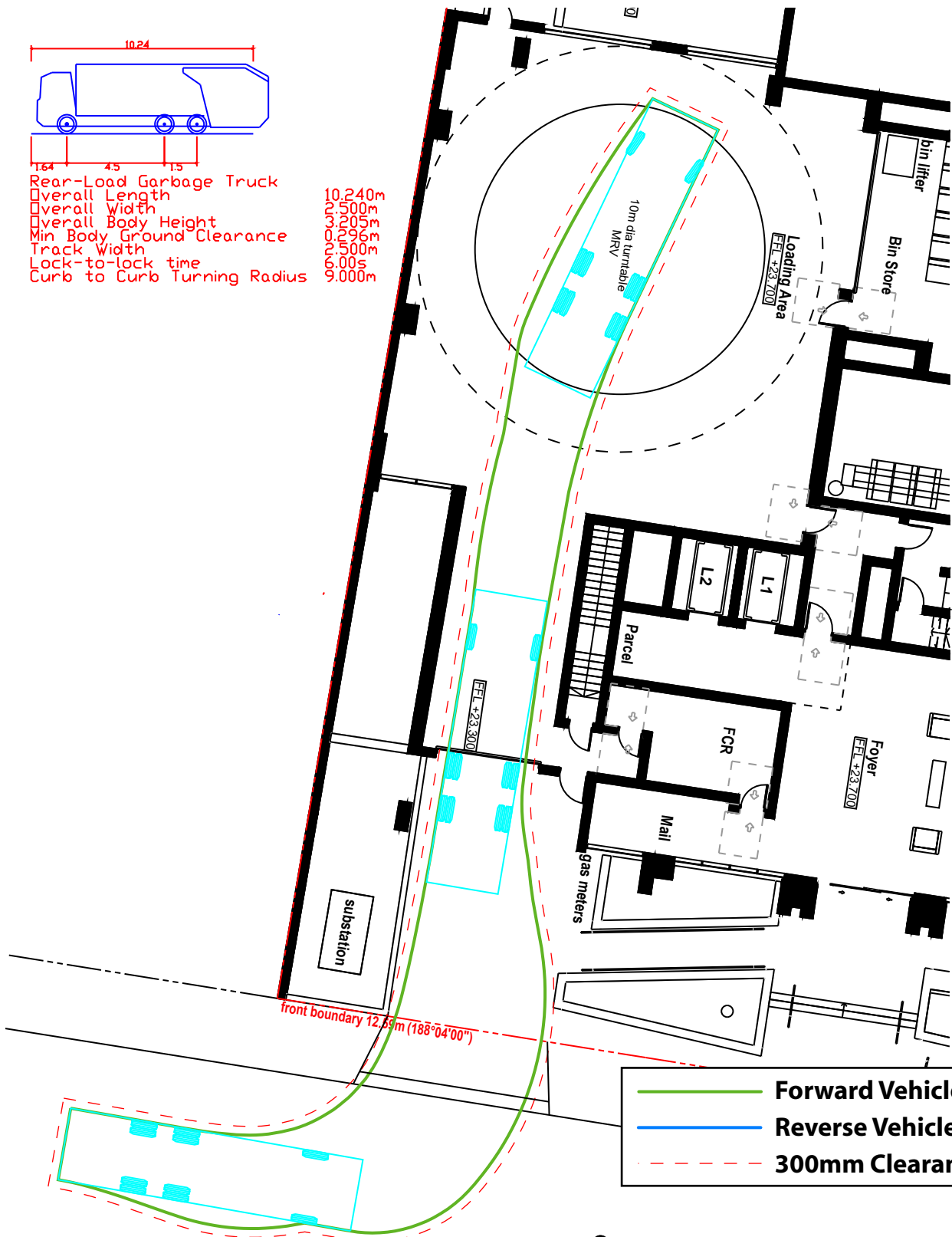
VEHICLE SWEEP PATH ANALYSIS

**Path prepared using
Autodesk Vehicle Tracking**

0 2 4 6 8 10 20
METRES
SCALE 1:200



Rear-Load Garbage Truck
 Overall Length 10.240m
 Overall Width 2.500m
 Overall Body Height 2.05m
 Min Body Ground Clearance 0.26m
 Track Width 2.500m
 Lock-to-lock time 9.00s
 Curb to Curb Turning Radius 9.000m



— Forward Vehicle Path
 — Reverse Vehicle Path
 - - - 300mm Clearance Path

CONDER STREET

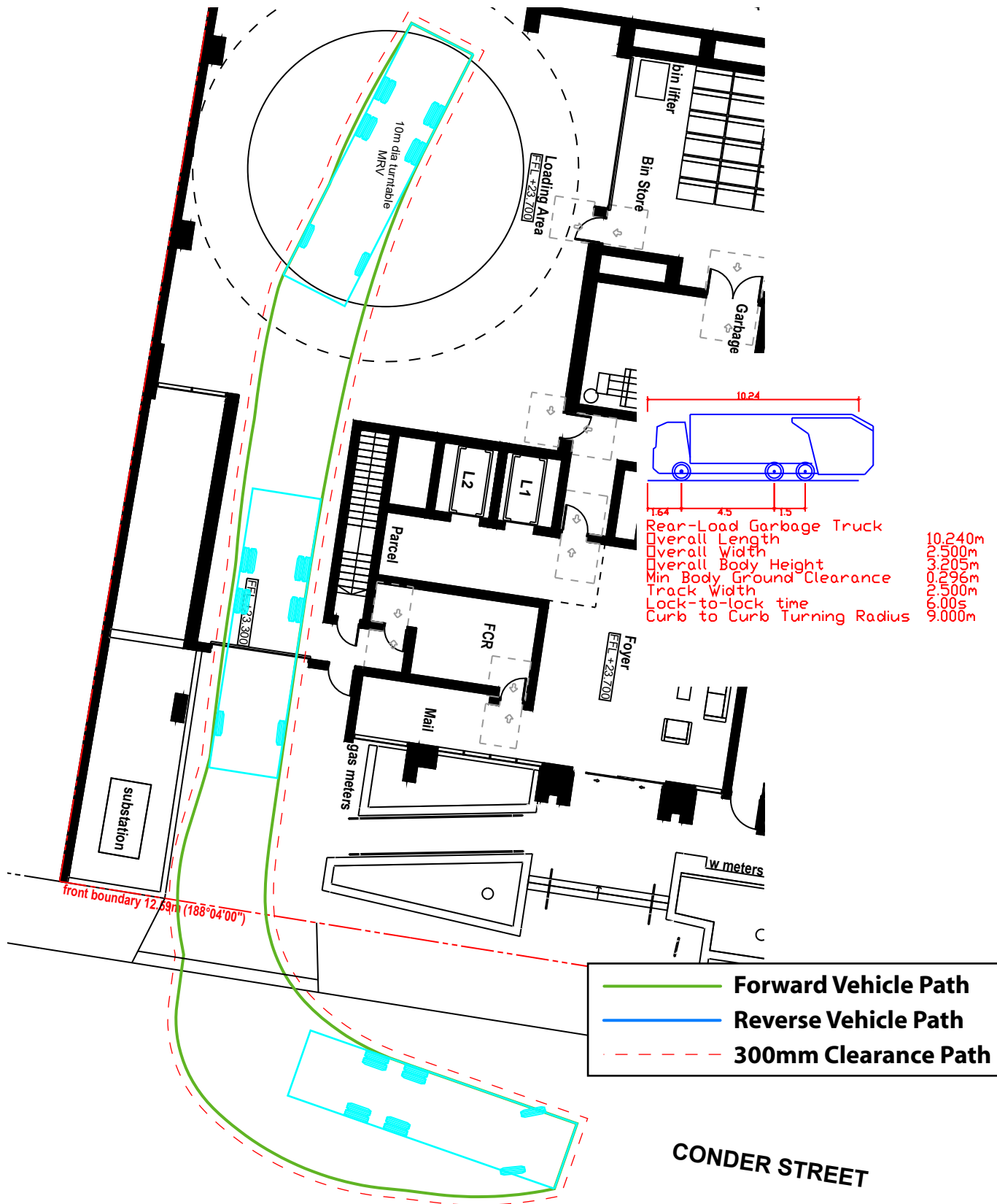
**Manoeuvring Path of 10.24m
Long Waste Collection Vehicle
Entering Loading Bay**



Terraflow Pty Ltd
 TRAFFIC & PARKING CONSULTANTS

Path prepared using
Autodesk Vehicle Tracking

0 2 4 6 8 10 20
METRES
SCALE 1:200



Terraflow Pty Ltd
TRAFFIC & PARKING CONSULTANTS

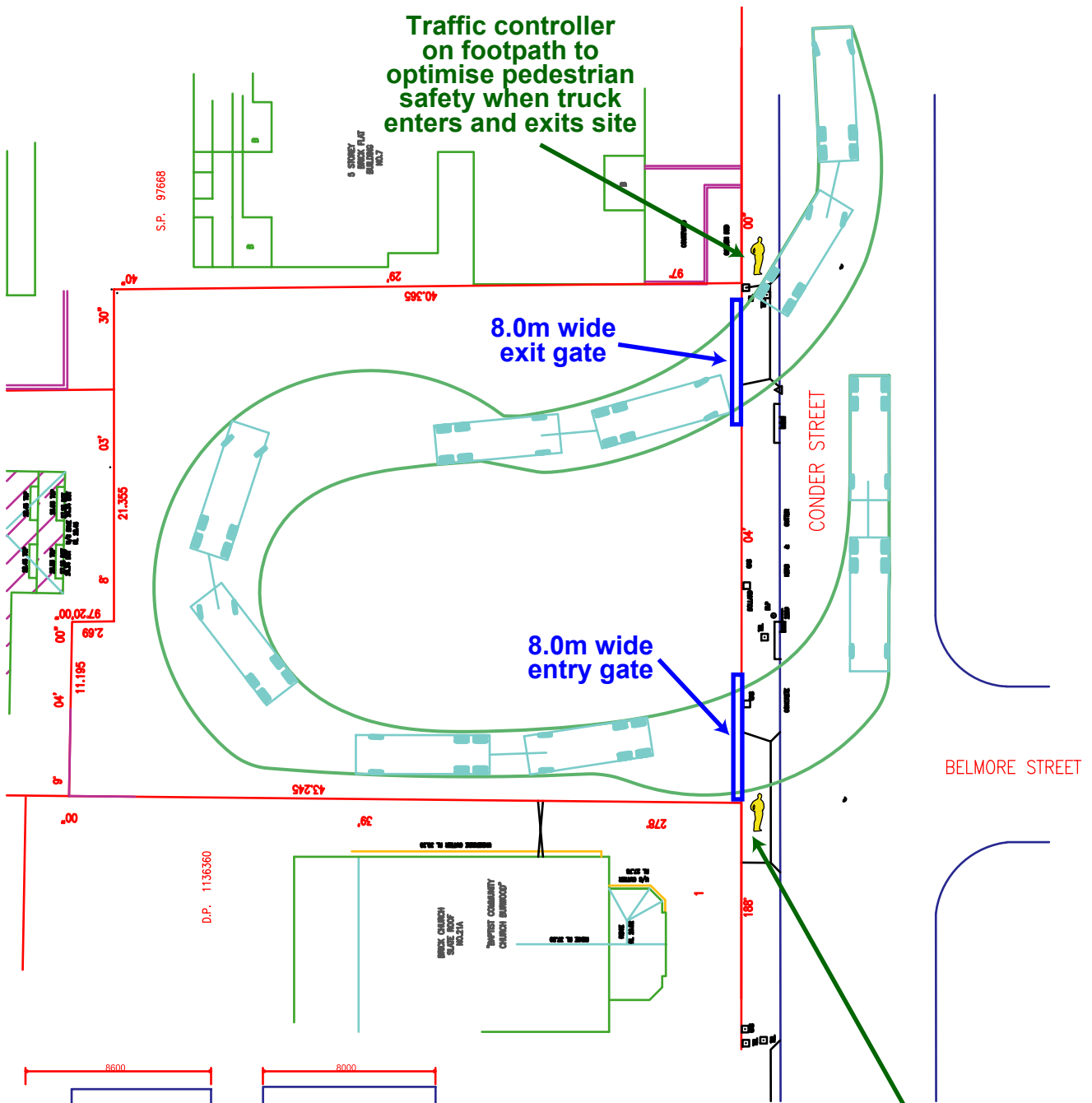
**Manoeuvring Path of 10.24m
Long Waste Collection Vehicle
Exiting Loading Bay**

Path prepared using
Autodesk Vehicle Tracking

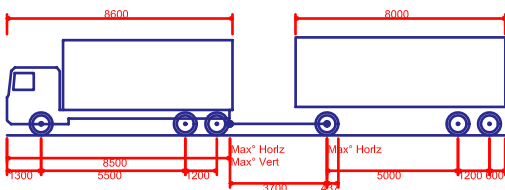
0 4 8 12 16 20 40

METRES
SCALE 1:400

Traffic controller
on footpath to
optimise pedestrian
safety when truck
enters and exits site



Traffic controller
on footpath to
optimise pedestrian
safety when truck
enters and exits site



Truck and Dog
Overall Length 19000mm
Overall Width 2500mm
Overall Body Height 3738mm
Min Body Ground Clearance 427mm
Track Width 2500mm
Lock to lock time 4.00s
Max Steering Angle (Virtual) 30.00°

Manoeuvring Path of 19m
Truck and Dog Accessing Site
During Demolition and
Excavation Phases



Terraflow Pty Ltd
TRAFFIC & PARKING CONSULTANTS



APPENDIX C

TRAFFIC COUNT DATA



TRANS TRAFFIC SURVEY

trafficsurvey.com.au



TURNING MOVEMENT SURVEY

Intersection of Belmore St and Conder St, Burwood

GPS -33.878404, 151.099724

Date:	Tue 18-11-25
Weather:	Overcast
Suburban:	Burwood
Customer:	N/A

North:	Conder St
East:	Belmore St
South:	Conder St
West:	N/A

Survey	AM:	7:00 AM-9:00 AM
Period	PM:	4:00 PM-6:00 PM
Traffic	AM:	8:00 AM-9:00 AM
Peak	PM:	5:00 PM-6:00 PM

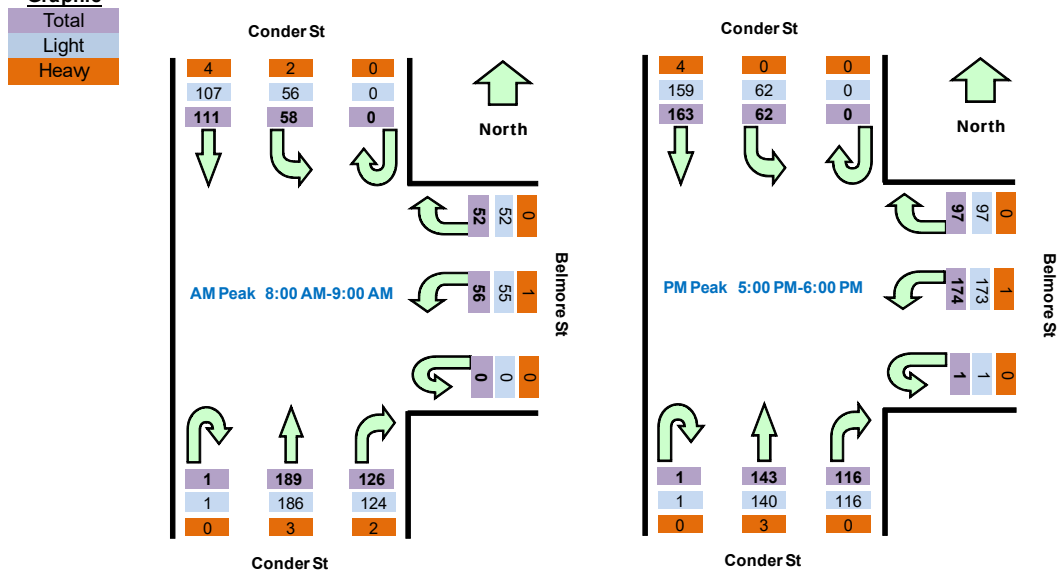
All Vehicles

Time		North Approach Conder St			East Approach Belmore St			South Approach Conder St			Hourly Total	
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	Hour	Peak
7:00	7:15	0	13	6	0	12	14	0	5	23	332	
7:15	7:30	1	21	8	0	7	7	0	6	29	412	
7:30	7:45	0	20	6	0	6	6	0	6	39	495	
7:45	8:00	0	21	10	0	7	12	0	14	33	558	
8:00	8:15	0	31	9	0	18	11	0	22	62	593	Peak
8:15	8:30	0	32	10	0	10	20	0	31	59		
8:30	8:45	0	26	17	0	12	14	1	41	35		
8:45	9:00	0	22	22	0	12	11	0	32	33		
16:00	16:15	0	33	25	0	19	35	0	23	36	648	
16:15	16:30	0	48	13	0	28	36	0	14	27	657	
16:30	16:45	1	32	16	0	23	29	0	18	23	694	
16:45	17:00	0	39	13	0	18	37	0	31	31	731	
17:00	17:15	0	48	13	0	21	39	0	19	40	757	Peak
17:15	17:30	0	45	21	0	23	51	1	30	32		
17:30	17:45	0	38	12	0	27	40	0	34	28		
17:45	18:00	0	32	16	1	26	44	0	33	43		

Peak Time		North Approach Conder St			East Approach Belmore St			South Approach Conder St			Peak total
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	
8:00	9:00	0	111	58	0	52	56	1	126	189	593
17:00	18:00	0	163	62	1	97	174	1	116	143	757

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic





Light Vehicles

Time		North Approach Conder St			East Approach Belmore St			South Approach Conder St		
Period Start	Period End	U	SB	L	U	R	L	U	R	NB
7:00	7:15	0	11	6	0	12	13	0	5	23
7:15	7:30	1	19	8	0	7	7	0	6	28
7:30	7:45	0	18	6	0	5	6	0	6	37
7:45	8:00	0	19	9	0	7	12	0	14	32
8:00	8:15	0	29	8	0	18	10	0	21	62
8:15	8:30	0	32	9	0	10	20	0	30	58
8:30	8:45	0	24	17	0	12	14	1	41	34
8:45	9:00	0	22	22	0	12	11	0	32	32
16:00	16:15	0	33	25	0	19	35	0	23	32
16:15	16:30	0	46	13	0	28	35	0	14	26
16:30	16:45	1	32	16	0	23	29	0	18	23
16:45	17:00	0	36	13	0	18	37	0	31	30
17:00	17:15	0	47	13	0	21	39	0	19	40
17:15	17:30	0	44	21	0	23	51	1	30	31
17:30	17:45	0	37	12	0	27	39	0	34	27
17:45	18:00	0	31	16	1	26	44	0	33	42

Peak Time		North Approach Conder St			East Approach Belmore St			South Approach Conder St			Peak total
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	
8:00	9:00	0	107	56	0	52	55	1	124	186	581
17:00	18:00	0	159	62	1	97	173	1	116	140	749

Heavy Vehicles

Time		North Approach Conder St			East Approach Belmore St			South Approach Conder St		
Period Start	Period End	U	SB	L	U	R	L	U	R	NB
7:00	7:15	0	2	0	0	0	1	0	0	0
7:15	7:30	0	2	0	0	0	0	0	0	1
7:30	7:45	0	2	0	0	1	0	0	0	2
7:45	8:00	0	2	1	0	0	0	0	0	1
8:00	8:15	0	2	1	0	0	1	0	1	0
8:15	8:30	0	0	1	0	0	0	0	1	1
8:30	8:45	0	2	0	0	0	0	0	0	1
8:45	9:00	0	0	0	0	0	0	0	0	1
16:00	16:15	0	0	0	0	0	0	0	0	4
16:15	16:30	0	2	0	0	0	1	0	0	1
16:30	16:45	0	0	0	0	0	0	0	0	0
16:45	17:00	0	3	0	0	0	0	0	0	1
17:00	17:15	0	1	0	0	0	0	0	0	0
17:15	17:30	0	1	0	0	0	0	0	0	1
17:30	17:45	0	1	0	0	0	1	0	0	1
17:45	18:00	0	1	0	0	0	0	0	0	1

Peak Time		North Approach Conder St			East Approach Belmore St			South Approach Conder St			Peak total
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	
8:00	9:00	0	4	2	0	0	1	0	2	3	12
17:00	18:00	0	4	0	0	0	1	0	0	3	8