TRAFFIX
TRAFFIC AND TRANSPORT PLANNERS

TRAFFIC IMPACT ASSESSMENT (TIA)

Proposed Seniors Housing Development
18-22 Mundamatta Street, Villawood NSW 2163

Reference: 21.640r01v02
Date: November 2022

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DOCUMENT VERIFICATION

Job Number	21.640			
Project	Proposed Seniors Living Development 18-22 Mundamatta Street, Villawood NSW 2163			
Client	Custance			
Revision	**Date**	**Prepared By**	**Checked By**	**Signed**
v02	11/11/2022	Timothy Le	Thomas Yang	

TRAFFIX

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1. INTRODUCTION

TRAFFIX has been commissioned by Custance to undertake a Traffic Impact Assessment (TIA) in support of a development application (DA) relating to a seniors living development located at 18-22 Mundamatta Street, Villawood comprising 12 units. The development is part of NSW Land and Housing Corporation's (LAHC) business objectives to provide more social housing and has been assessed under State Environmental Planning Policy (Housing) 2021 (herein referred to as "Housing SEPP") requirements.

This report documents the findings of our investigations and should be read in the context of the Statement of Environmental Effects (SEE) prepared separately. The development is a minor development and does not require referral to the RMS under the provisions of SEPP (Infrastructure) 2007.

The report is structured as follows:

- Section 2: Describes the site and its location
- Section 3: Documents existing traffic conditions
- Section 4: Describes the proposed development
- Section 5: Assesses the parking requirements
- Section 6: Assesses traffic impacts
- Section 7: Discusses access and internal design aspects
- Section 8: Presents the overall study conclusions

2. LOCATION AND SITE

The subject site is known as 18-22 Mundamatta Street, Villawood (legally described as Lot 814-816 on DP36608) and is located on the eastern side of Mundamatta Street, about 100-metres south of Belar Avenue. It is also located 850-metres northwest of Bass Hill Plaza and 1.5-kilometres southwest of Chester Hill Railway Station.

The site has a total site area of approximately 2,210m^2 and consists of two (2) single-occupancy residential dwellings and one (1) vacant lot of land. It has a western frontage to Mundamatta Street measuring 59-metres, and northern, eastern and southern boundary to adjacent residential developments measuring 42-metres, 41-metres and 47-metres, respectively.

Vehicular access to the site is currently provided via three (3) vehicle crossings for each lot of land via Mundamatta Street.

A Location Plan is presented in **Figure 1**, with a Site Plan presented in **Figure 2** which provides an appreciation of the general character of roads and other key attributes in proximity to the site.

Figure 1: Location Plan

Figure 2: Site Plan

3. EXISTING TRAFFIC CONDITIONS

3.1 Road Network

The road hierarchy in the vicinity of the site is shown in **Figure 3** with the following roads of particular interest:

- Hume Highway: a TfNSW Highway (HW 2) that generally runs in an east-west direction between Parramatta Road, Haberfield in the east and Camden Valley Way, Casula in the west. In the vicinity of the site, Hume Highway carries about 52,000 vpd (pre-covid 2019 AADT) and is subject to a 70km/h speed zoning. It accommodates three (3) traffic lanes in either direction within a carriageway divided by a central median. Clearway restrictions operate on both sides between 6am-10am Mon-Fri on the northern side and 3pm-7pm Mon-Fri on the southern side. Kerbside parking is not permitted on either side.
- Miller Road: a TfNSW Unclassified Regional Road (RR7115) that generally runs in a north-south direction between Barbers Road in the north and Hume Highway in the south. Within vicinity of the site, Miller Road is subject to a 60km/h speed zoning and accommodates one (1) traffic lane in either direction within an undivided carriageway. Unrestricted kerbside parking is permitted along both sides of Miller Road.
- Mundamatta Street: a local road that generally traverses in an east-west direction between Miller Road in the east and Belar Avenue in the west. Within vicinity of the site, Mundamatta Street is subject to a 50km/h speed zoning and accommodates an undivided carriageway. Unrestricted kerbside parking is permitted along both sides of Mundamatta Street.

It can be seen from **Figure 3** that the site is conveniently located with respect to local and arterial roads serving the region, with connectivity to the east and west using Hume Highway, and north via Miller Road.

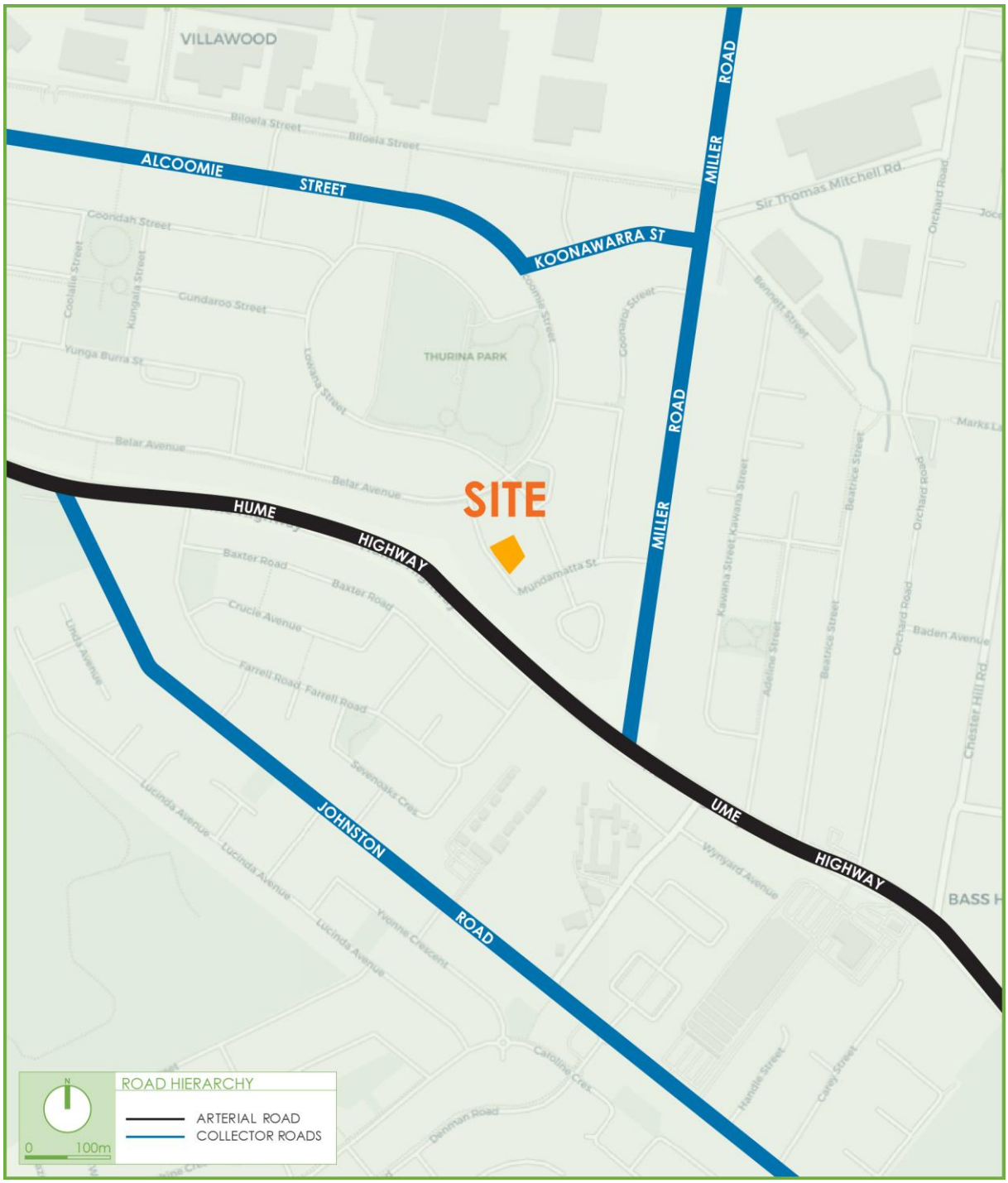

Figure 3: Road Hierarchy

3.2 Public Transport

The existing bus services that operate in the locality are shown in **Figure 4**. Standard transport planning guidelines state that a development is advantageously located to benefit bus services if it is within 400 metres walking distance of a bus stop. It is evident that the site benefits from great bus services with 14 bus stops located within 400 metres of the site. These nearby bus services are listed below:

- 905 – Bankstown to Fairfield; and,
- S4 – Chester Hill to Fairfield via Carramar and Villawood.

Additionally, the subject site is located approximately 1.5-kilometres southwest of Chester Hill Railway Station. This railway station provides regular services for the T2 – Inner West & Leppington Line and T3 – Bankstown Line.

The above bus and train services also provides connections the wider public transport network. Further information regarding bus and train frequencies is available from the Transport for NSW information website: **https://www.transportnsw.info**

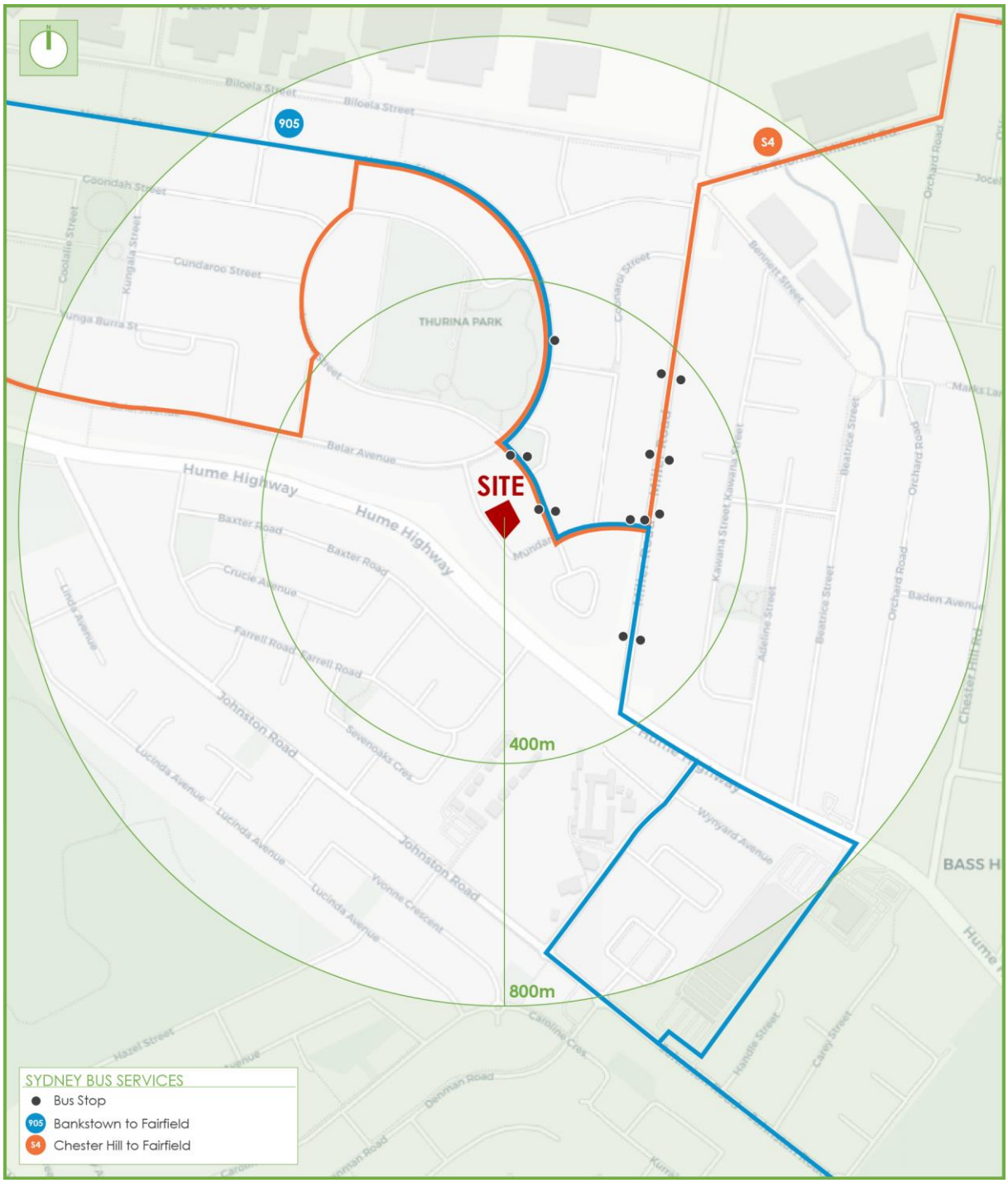

Figure 4: Public Transport

4. DESCRIPTION OF PROPOSED DEVELOPMENT

A detailed description of the proposed development is provided in the Statement of Environmental Effects prepared separately. In summary, the development for which approval is now sought is a seniors housing development comprising of the following components:

- Demolition of existing structures;
- Construction of 12 x Independent Living Units (ILUs) comprising:
  - 7 x one-bedroom apartments; and,
  - 5 x two-bedroom apartments.
- At-grade, open-air car park providing parking for five (5) cars
- A parking hardstand area next to unit no. 4 providing one (1) adaptable car space.

The parking and traffic impacts arising from the development are discussed in **Section 5** and **Section 6**. Reference should be made to the plans submitted separately to Council which are presented at reduced scale in **Appendix A**.

5. PARKING REQUIREMENTS

5.1 Car Parking

5.1.1 State Environmental Planning Policy (Housing) 2021

Clause 108-(2)-(j) of the Housing SEPP specifies the following non-discretionary parking requirements in relation to development for the purposes of independent living units as outlined in **Table 1**, that if complied with, prevents the consent authority from requiring more onerous standards for the matter.

Table 1: Housing SEPP Parking Rates and Provision

Type	Units	Minimum Parking Rate	Minimum Spaces Required	Spaces Provided
ILUs	12	1 parking space for every 5 dwellings	2.4	6
Totals			**2**	**6**

It is evident from **Table 1** that the proposed development requires a minimum of two (2) parking spaces to satisfy the non-discretionary parking requirements specified in the Housing SEPP. In response, the development provides a total of six (6) spaces including two (2) accessible spaces and one (1) adaptable space thereby exceeding the requirements of the Housing SEPP.

5.2 Refuse Collection

Refuse collection will be undertaken by Council's waste contractor, with bins stored on site and brought out onto kerbside locations on collection days.

This arrangement is considered appropriate and supportable given the low frequency of waste collection and the scale of the proposed development. Reference should be made to the waste consultant's report for additional details.

6. TRAFFIC AND TRANSPORT IMPACTS

6.1 Existing Site Generation

The subject site currently accommodates the following:

- 18 Mundamatta Street: Single-occupancy dwelling;
- 20 Mundamatta Street: Vacant land; and,
- 22 Mundamatta Street: Single-occupancy dwelling.

The TfNSW Technical Direction (TDT 2013/04a) provides traffic generation rates for low density residential dwellings, which recommends weekday peak hour vehicle trips of 0.95-0.99 per dwelling.

Application of the above trip rates to the existing residential dwelling, and adopting an 80/20 directional split results in the following traffic generation:

- 2 vehicle trips per hour during the AM peak hour (0 in, 2 out); and
- 2 vehicle trips per hour during the PM peak hour (2 in, 0 out).

6.2 Development Trip Generation

The TDT 2013/04a provides traffic generation rates for senior housing developments, which recommends weekday PM peak hour vehicle trips of 0.4 per dwelling. It is noted the TDT 2013/04a specifies that the morning site peak hour traffic of senior housing developments does not generally coincide with the network peak hour, hence, it is reasonable to assume the proposed development will not generate any traffic during the AM peak hour.

Application of the above trip rates to the 12 ILUs proposed, and adopting a 50/50 directional split results in the following traffic generation:

- 0 vehicle trips per hour during the AM peak hour (0 in, 0 out); and
- 5 vehicle trips per hour during the PM peak hour (3 in, 2 out).

6.3 Traffic Impacts

Taking into account the existing traffic generation of the site, the net traffic generation as a consequence of the development proposal is as follows:

- - 2 vehicle trips per hour during the AM peak hour (0 in, -2 out); and
- +3 vehicle trips per hour during the PM peak hour (+1 in, +2 out).

The net additional vehicle trips associated with the proposed development is negligible. As such, the additional vehicle trips could not be expected to have any negative impact on the surrounding road network.

On the above basis, it is clear that the development is supportable from a traffic planning perspective and no external network improvements are required.

7. ACCESS AND INTERNAL DESIGN ASPECTS

7.1 Site Vehicular Access

7.1.1 Access

The development proposes a total of five (5) residential parking spaces in an at-grade, open-air carparking area with access to Mundamatta Street, a local access road. It will therefore require a Category 1 driveway under AS2890.1 (2004), being a combined entry and exit width of 3.0 to 5.5 metres. In response, a continuous 3-metre-wide driveway has been provided. Swept path analysis has also been undertaken demonstrating a B99 design vehicle will be able to always enter and exit the site whilst driving in a forward direction at all times, provided in **Appendix B**.

The development also proposes one (1) adaptable space next to unit no. 4 which also requires a Category 1 driveway under AS2890.1 (2004), being a combined entry and exit width of 3.0 to 5.5 metres. In response, a 3.3-metre-wide driveway has been provided.

7.2 Internal Design

The internal car park complies with the requirements of AS 2890.1 (2004) and AS 2890.6 (2009), and the following characteristics are noteworthy:

7.2.1 Parking Modules

- All standard car parking spaces have been designed in accordance with User Class 1A being for residential parking. These spaces are provided with a minimum space length of 5.4m and a minimum width of 2.4m.
- All spaces located adjacent to obstructions of greater than 150mm in height are provided with an additional width of 300mm.
- Dead-end aisles are provided with the required 1.0m aisle extension in accordance with Figure 2.3 of AS2890.1 (2004).

- All accessible parking spaces have been designed in accordance with AS 2890.6 (2009), being 2.4m wide, 5.4m long and situated immediately adjacent to a dedicated shared area.
- The adaptable car space next to unit no.4 is provided with a minimum space length of 6m and a minimum width of 3.8m in accordance with AS 4299 (1995).

7.2.2 Other Considerations

- Pedestrian sight triangles have been provided on both sides of the carpark access driveway in accordance with Figure 3.3 of AS 2890.1 (2004).
- Swept path analysis using a standard B85 design vehicle has been undertaken in accordance with AS 2890.1 (2004) to demonstrate satisfactory access / egress to a sample of on-site car spaces, provided in **Appendix B**.

7.3 Summary

In summary, the internal configuration of the car park has been designed in accordance with AS 2890.1 (2004) and AS 2890.6 (2009). It is however envisaged that a condition of consent would be imposed requiring compliance with these standards and as such any minor amendments considered necessary (if any) can be dealt with prior to the release of a Construction Certificate.

8. CONCLUSIONS

In summary:

- The proposal seeks approval for the Land and Housing Corporation (LAHC) to construct a seniors housing development located at 18-22 Mundamatta Street, Villawood containing 12 Independent Living Units (ILUs) and off-street parking for a total of six (6) car spaces.
- The subject site is well connected to a public transport network with reliable access to regular bus services providing connection to Fairfield, Bankstown, Chester Hill and Carramar, which offers a full range of shops, services, recreational facilities, as well as general practitioner clinics thereby satisfying Clause 93 of the Housing SEPP.
- The proposed development makes provision for a total of six (6) car spaces, compliant with the non-discretionary parking requirements specified in the Housing SEPP and prevents the consent authority from requiring more onerous standards for the matter.
- The traffic generation arising from the development has been assessed as a net change over existing conditions and equates to an additional one (1) vehicle every 20-munutes during the PM peak hour only. That net additional vehicle trips associated with the proposed development is negligible. As such, the additional vehicle trips could not be expected to have any negative impact on the surrounding road network.
- The proposed car parking areas have been assessed to comply with the requirements of AS2890.1 (2004) and AS2890.6 (2009).

This traffic impact assessment therefore demonstrates that the subject application is supportable on traffic planning grounds. TRAFFIX anticipates an ongoing involvement during the development approval process.

APPENDIX A

Reduced Plans

Regulated Design Record				
Project Address:	18-22 MUNDAMATTA STREET, VILLAWOOD NSW 2163			
Project Title:	SENIORS LIVING DEVELOPMENT, LAND AND HOUSING CORPORATION			
Consent No:		Body Corporate Reg No:		
Drawing Title:	GA - GROUND	Drawing No:	DA-1.20	

Rev	Date dd.mm.yy	Description	DP Full Name	Reg. No.
6	24.10.22	For Approval	Craig Shelsher	DEP0001741

UNIT AREA SCHEDULE			P.O.S AREA		AREA TOTAL
NO.	TYPE	AREA	TYPE	AREA	
UNIT 1	1BED	61.54 m²	P.O.S	25.85 m²	87.40 m²
UNIT 2	1BED	59.50 m²	P.O.S	15.00 m²	74.50 m²
UNIT 3	1BED	59.77 m²	P.O.S	20.85 m²	80.62 m²
UNIT 4	2BED	70.73 m²	P.O.S	15.07 m²	85.80 m²
UNIT 5	2BED	71.81 m²	P.O.S	18.40 m²	90.21 m²
UNIT 6	2BED	73.49 m²	P.O.S	15.04 m²	88.53 m²
UNIT 7	2BED	76.07 m²	P.O.S	15.02 m²	91.09 m²
UNIT 8	1BED	62.00 m²	BALCONY	10.47 m²	72.47 m²
UNIT 9	1BED	59.49 m²	BALCONY	10.66 m²	70.14 m²
UNIT 10	1BED	59.64 m²	BALCONY	9.21 m²	68.85 m²
UNIT 11	2BED	72.23 m²	BALCONY	9.21 m²	81.44 m²
UNIT 12	1BED	59.78 m²	BALCONY	10.24 m²	70.03 m²
Grand total		786.06 m²		175.01 m²	961.07 m²

DRAWING LEGEND

- UNIT TYPE - 1 BED
- UNIT TYPE - 2 BED
- PRIVATE OPEN SPACE / BALCONY
- TPZ ENCROACHMENT ZONE
- DENOTES TREE TRUNK. REFER TO ARBORIST REPORT FOR DETAILS
- TREE CANOPY. REFER TO ARBORIST REPORT FOR DETAILS
- STRUCTURAL ROOT ZONE. REFER TO ARBORIST REPORT FOR DETAILS
- TREE PROTECTION ZONE.. REFER TO ARBORIST REPORT FOR DETAILS
- TREE TO BE REMOVED. REFER TO ARBORIST REPORT FOR DETAILS
- RL 35.62 EXISTING RL. REFER TO SURVEY PLAN FOR DETAILS
- RL 35.80 PROPOSED RL.

Revision	Description	Date
1	For Coordination	12/07/22
2	Progress Issue	29/07/22
3	Stage B Submission	05/08/22
4	For Coordination	26/08/22
5	For Access Review	09/09/22
6	For Approval	16/09/22
7	DA Issue	26/10/22
8	Client Review	07/11/22

PRELIMINARY
WORK-IN-PROGRESS

NOTES : DEVELOPMENT APPLICATION

1. DESIGN RESOLUTION
- The drawings represent general architectural intent for the purpose of this development application only.
- The internal layout is shown indicatively and is subject to further design development.
- The dimensions shown are general only and are subject to further design resolution.
- Location of car park entry point is general only and will be confirmed and dimensioned at later stage.
- The size and position of privacy screens, louvres is indicative and shown in open and closed positions.
- Please refer to Landscape drawings for Landscape component (shown indicatively only in this set)
- Location & sizes of plant, equipment, service areas and service risers on drawings is general and indicative only, and does not include minor elements, such as vent pipes, flues, aerials, etc.

2. GRAPHIC PRESENTATION
Colours presented on drawings are generic only and indicative of the architectural design intent.

3. EXISTING STRUCTURES AND SERVICES
Extent and location of existing and proposed neighbouring structures and services is according to the available survey information and will need to be verified on site at later stage.

THIS DRAWING IS TO BE PRINTED IN COLOUR

Consultants

Client
LAND AND HOUSING CORPORATION

NSW GOVERNMENT

CUSTANCE
Strategy
Urban Design
Architecture
Interior Design

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Project
18-22 MUNDAMATTA STREET,
VILLAWOOD NSW 2163
SENIORS LIVING DEVELOPMENT

Sheet Title
GA - GROUND

NORTH

SCALE @ A1
1:100
0 2.5 5M

Drawn	Checked	Scale
SC	CS	As indicated @ A1

It is intended that the drawings only represent the visual design of the work. Any technical details are for outline purposes only. The Contractor/ Manufacturer must separately provide all necessary shop drawings or calculations for compliance with any relevant industry, safety standards or Australian Standards, regulations or by-laws. Dimensions are to be checked on site, any discrepancies are to be referred to Custance Associates Pty Ltd, in writing, prior to proceeding. Use written dimensions only. Do not use scaled dimensions. Check for latest revision issue. ©Copyright of this drawing is vested with Custance Associates Pty Ltd

Nominated Architect: Craig Shelsher 8259 (NSW), 5612 (QLD)

Project No.	Sheet No.	Revision
3406	DA-1.20	8

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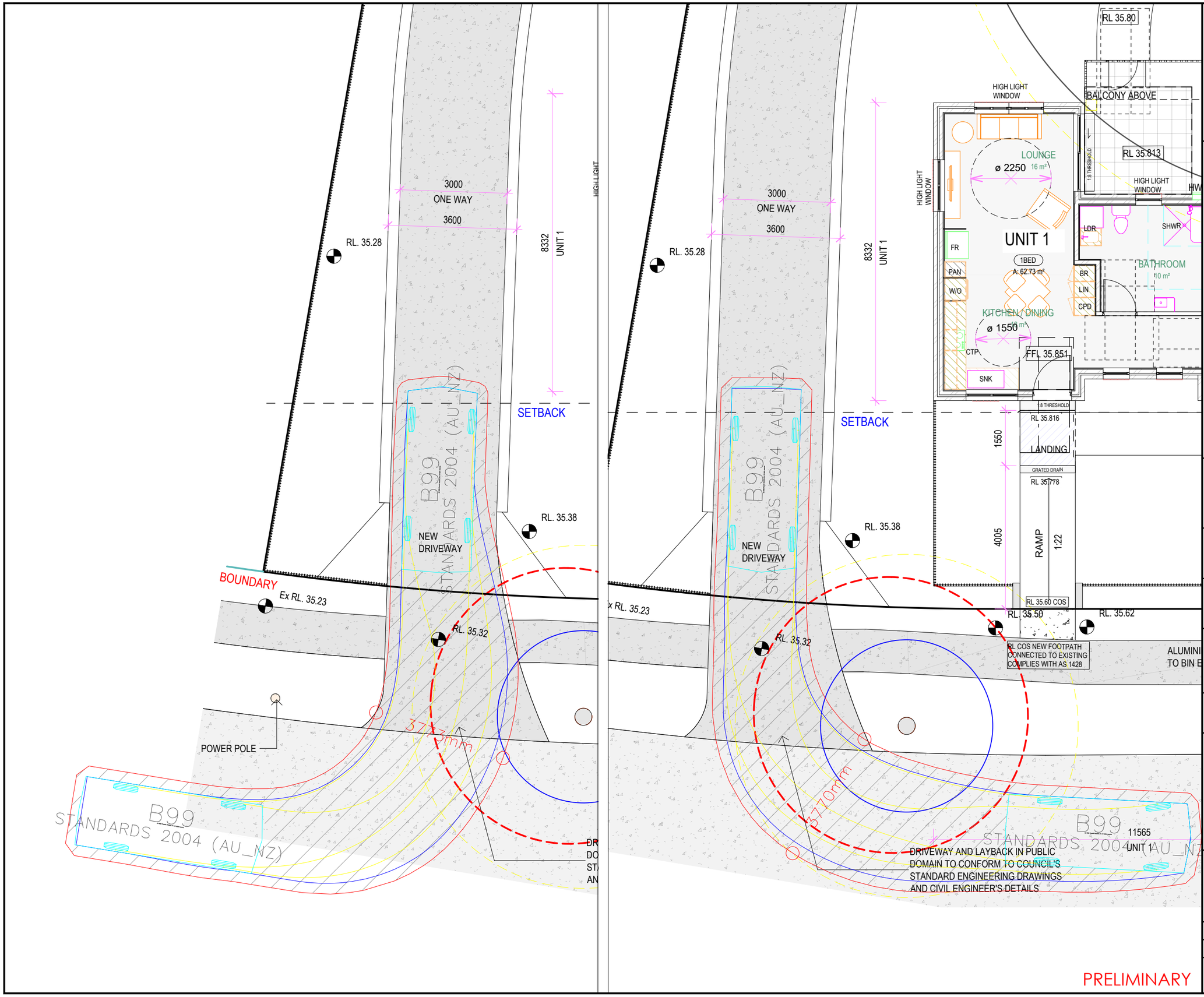
APPENDIX B

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	Swept Path Analysis	TY	11-11-22

Swept Path Legend

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

Architect
CUSTANCE

Client
LAND AND HOUSING CORPORATION

Scale
0 1 2 3 4m
1:100 @ A3

Project Description
PROPOSED SENIORS LIVING
18-22 MUNDAMATTA STREET, VILLAWOOD

Drawing Prepared By

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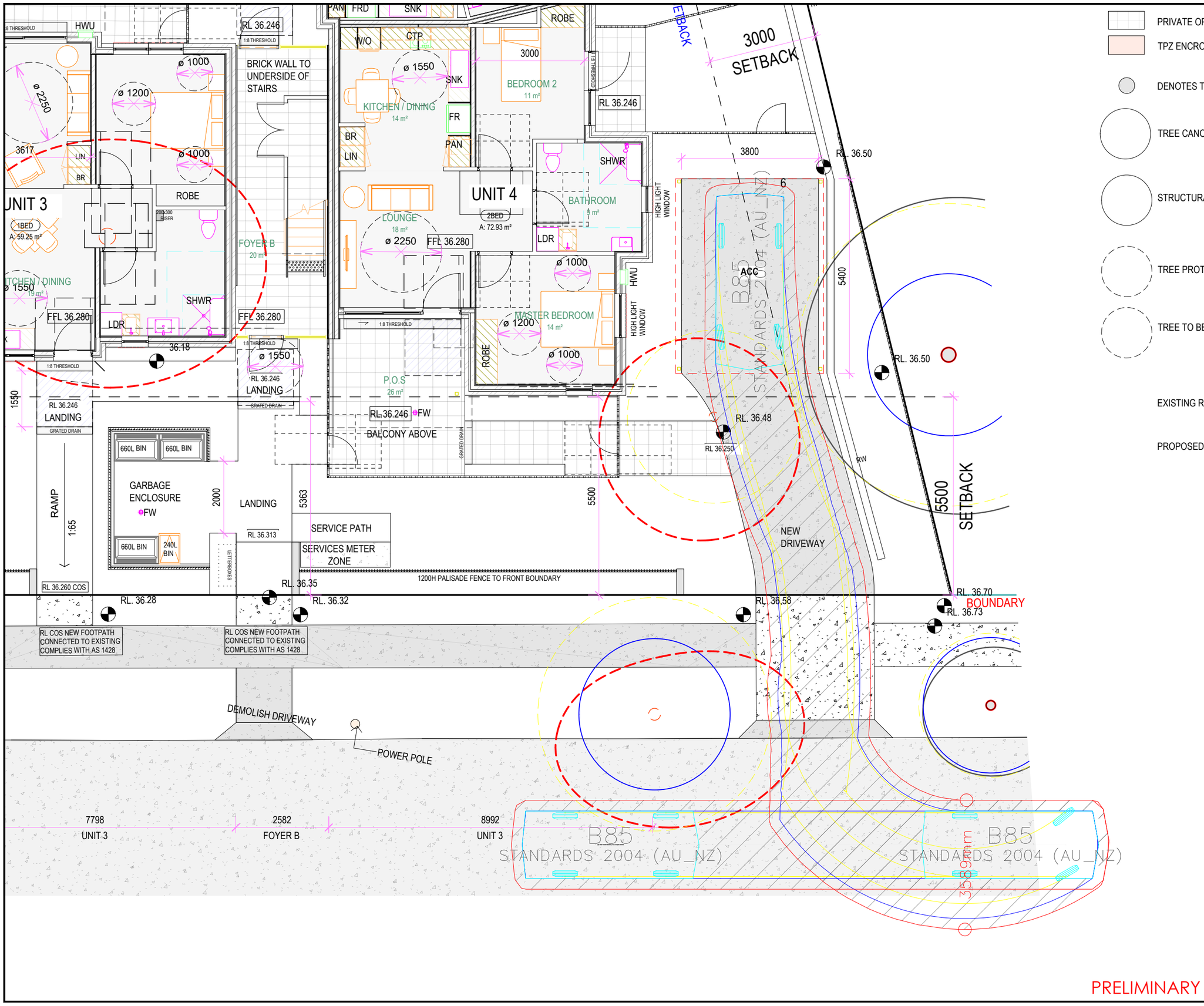
Drawing Title
Carpark Driveway
B99 Design Vehicle Entry & Exit

Drawn: TY	Checked: TY	Date: 11-11-22

21.640d04v01 TRAFFIX [221111 Plans] Swept Path Analysis.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
21.640	DA	TX.01	A



PRELIMINARY

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STRUCTURAL

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A	Swept Path Analysis	TY	11-11-22

Swept Path Legend

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

Architect
CUSTANCE

Client
LAND AND HOUSING CORPORATION

Scale
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1:100 @ A3

Project Description
PROPOSED SENIORS LIVING
18-22 MUNDAMATTA STREET, VILLAWOOD

Drawing Prepared By

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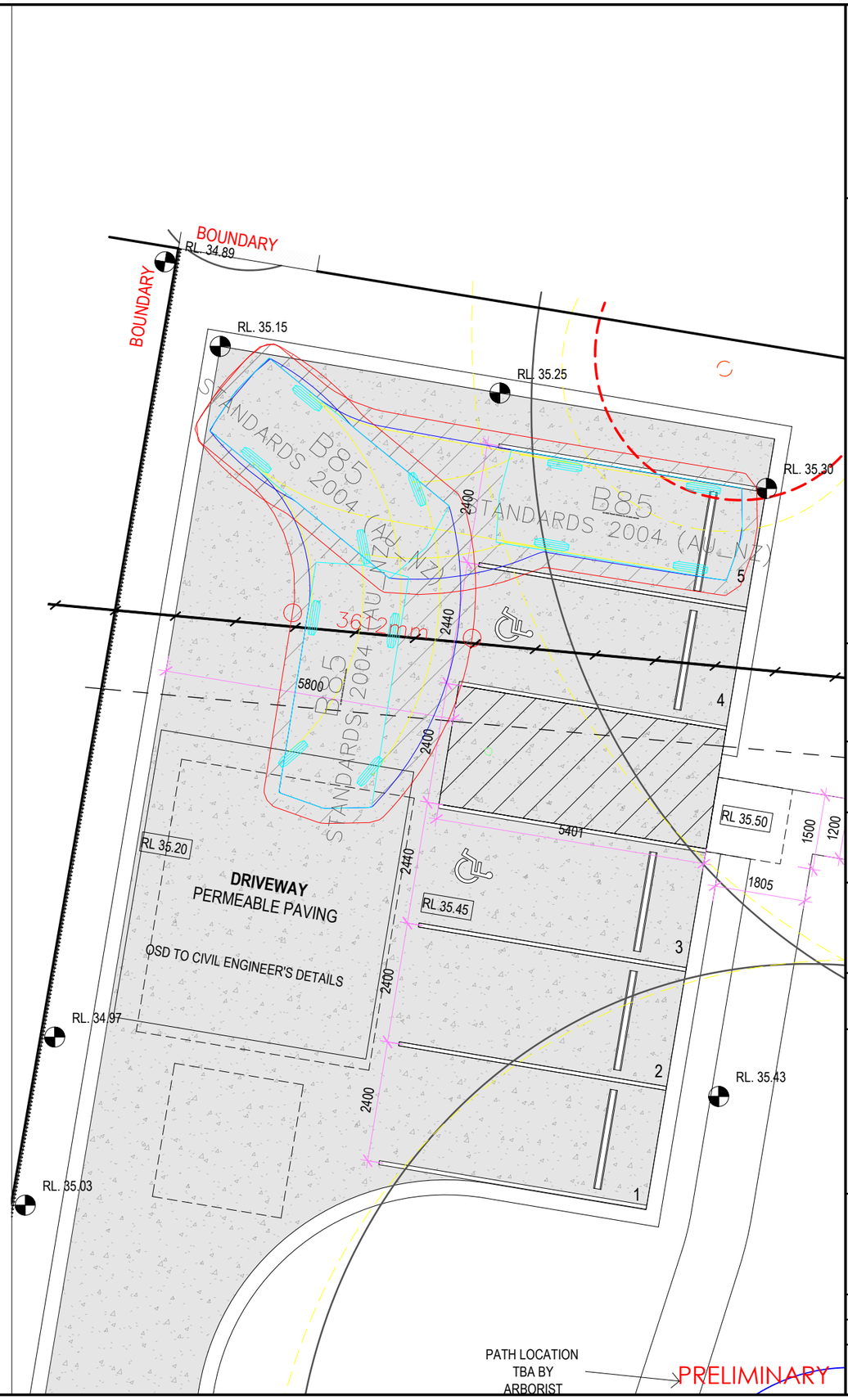
Drawing Title
Unit No.4 Garage
B85 Design Vehicle Entry & Exit

Drawn: TY	Checked: TY	Date: 11-11-22

21.640d04v01 TRAFFIX [221111 Plans] Swept Path Analysis.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
21.640	DA	TX.02	A



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Architect
CUSTANCE

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LAND AND HOUSING CORPORATION

Scale
0 1 2 3 4m
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Project Description
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18-22 MUNDAMATTA STREET, VILLAWOOD

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Drawing Title
Sample Car Space 1
B85 Design Vehicle Entry & Exit

Drawn: TY	Checked: TY	Date: 11-11-22

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Project No.	Drawing Phase	Drawing No.	Rev.
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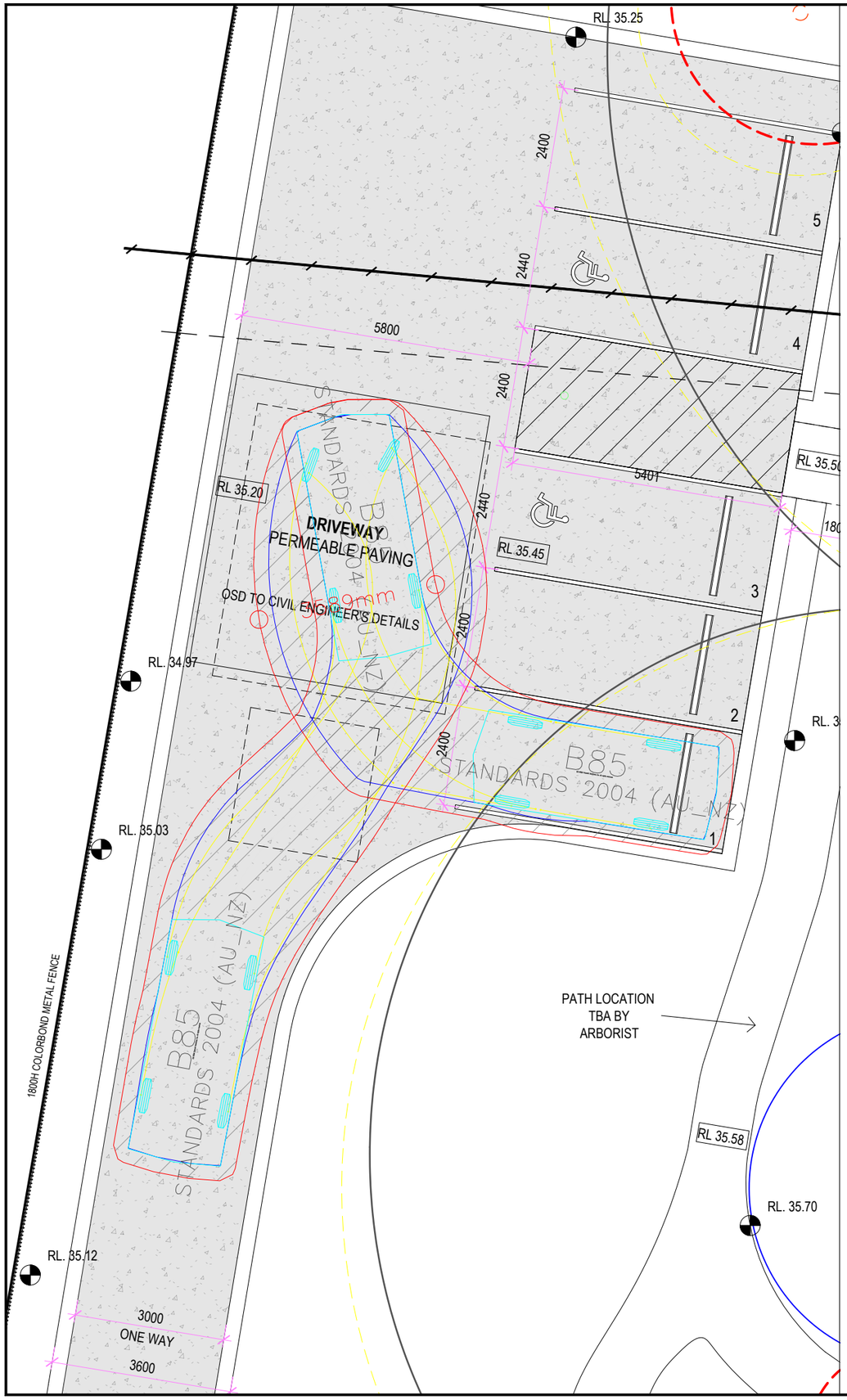

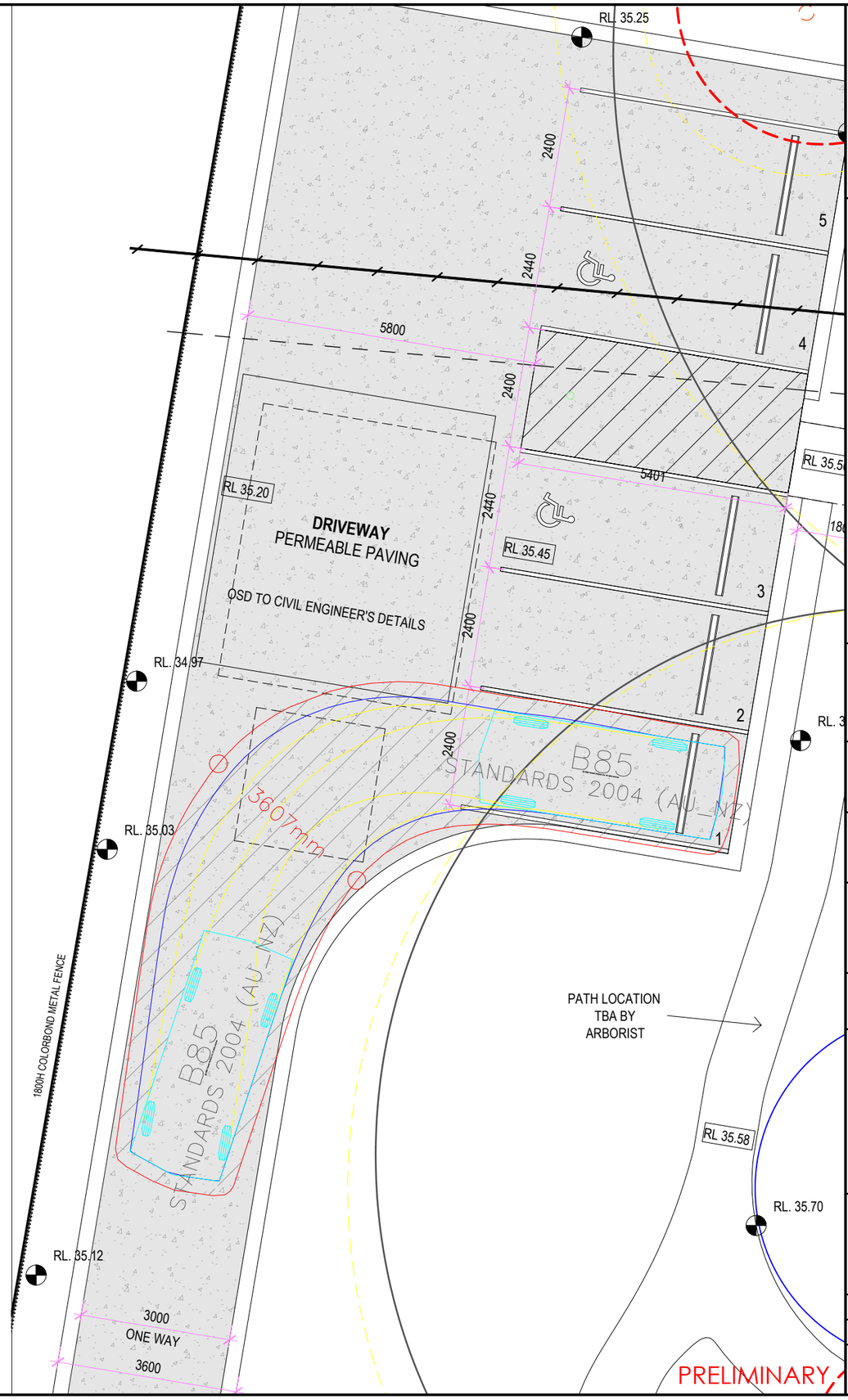

PRELIMINARY

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Architect
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Drawing Title
Sample Car Space 2
B85 Design Vehicle Entry & Exit

Drawn: TY	Checked: TY	Date: 11-11-22

21.640d04v01 TRAFFIX [221111 Plans] Swept Path Analysis.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
21.640	DA	TX.03	A