

Our Ref: 20052102B-220318

18 March 2022

Land and Housing Corporation
C/- Impact Property Consultancy Pty Ltd
Level 1, 51 Walker Street
NORTH SYDNEY NSW 2060

Attention: Mr Emmanuel Igbokwe

Dear Emmanuel,

**RE: 98-102 ALBERT ST, REVESBY PROPOSED SENIORS LIVING
TRAFFIC AND PARKING REVIEW**

As requested, MLA Transport Planning (MLA) has conducted a traffic and parking assessment for the above proposed development. The findings are contained herein.

Background

The New South Wales Land and Housing Corporation (LAHC) is proposing to redevelop the site at 98-102 Albert Street, Revesby into a seniors housing development comprising 18 dwellings with nine car parking spaces.

MLA has been engaged to conduct a traffic and parking review of the proposed development. Our findings are contained herein.

Site Description

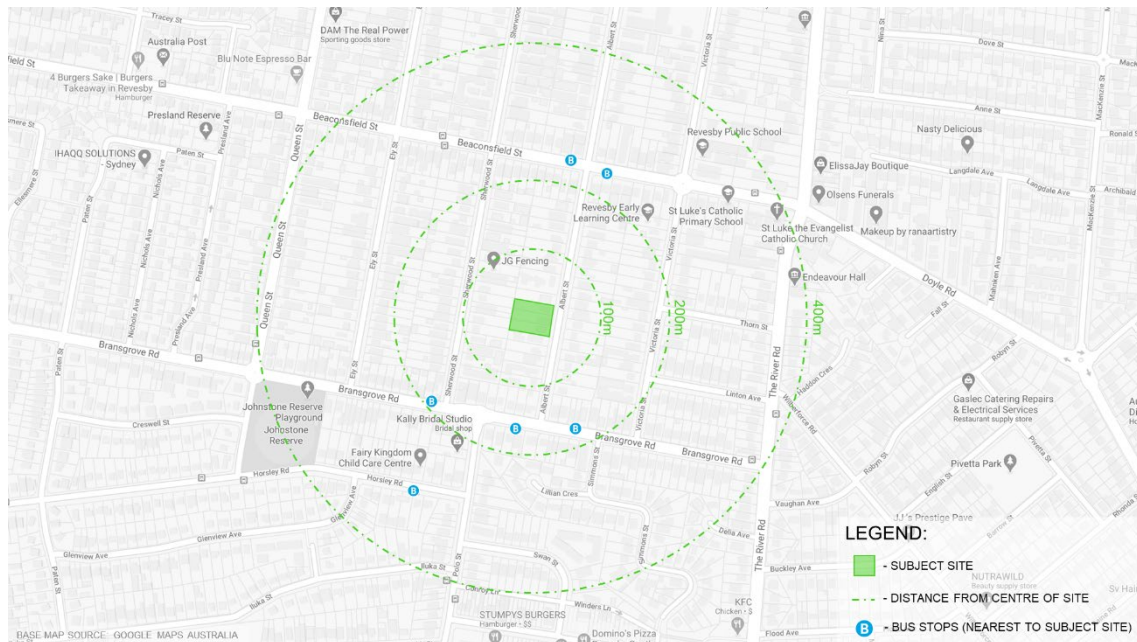
The subject site is located at 98-102 Albert Street, Revesby. The site is legally described as Lots 38, 39 and 40 in Section 13 of DP2343.

The site is located in an established residential area containing low density housing. The site comprises three lots with two lots being vacant, and the remaining lot occupied by an existing dwelling house.

It has frontages to Albert Street only.

Figure 1 shows the locality of the subject site.

Figure 1: Subject Site Locality Plan



The subject site is serviced by regular scheduled bus services operated by Transdev. The available bus services are summarised in Table 1.

Table 1: Available Bus Services

Route No.	Route Description	Weekday Peak Period Frequency
922	East Hills to Bankstown via Milperra	30 Minutes
923	Panania to Bankstown via Picnic Pt	30 Minutes
924	East Hills to Bankstown via Panania	30 Minutes
926	Revesby Heights to Bankstown	30 Minutes
962	East Hills to Miranda	15-30 Minutes
S5	Milperra to Padstow via Panania	>60 Minutes

Source: <https://transportnsw.info/>

The nearest bus stop, which is located on Bransgrove Avenue, is approximately 200m or 2-minute walk from the subject site. The bus services connect the subject site to surrounding suburbs and Centres including Bankstown and East Hills.

Proposed Development

The proposed development is being carried out by the New South Wales Land and Housing Corporation (LAHC). LAHC is registered as a social housing provider. It manages and operates the NSW Government's social housing portfolio.

The proposed development involves the demolition of all existing buildings on site and the construction in their place a mixed of one and two storey buildings to accommodate 18 self-contained seniors living dwellings. The proposed dwelling mix is as follow:

- 1-bedroom units x 12, and
- 2-bedroom units x 6.

The proposed development includes a total of nine car parking spaces including four accessible car parking spaces. Two of the car parking spaces are proposed to be configured as single space carports located adjacent to their respective dwelling. The remaining seven car parking spaces are located in a combined car park located at the centre of the proposed development with an access off Albert Street.

The architectural car park plan is contained in Attachment One of this traffic statement.

Traffic Effects

The traffic generation potential of the proposed development has been assessed using suggested traffic generation rates sourced from guidelines produced by Transport for New South Wales (TfNSW, formerly Roads and Maritime Services).

The applicable traffic generation rates (from the *Guide to Traffic Generating Developments* and *Guide to Traffic Generating Developments Updated Traffic Surveys, TDT 2013/04a*) are as follow:

- low density houses – 0.99 vehicle trips per peak hour per dwelling, and
- seniors living – 0.4 vehicle trips per peak hour per dwelling.

The existing use (3 x low density dwellings) has been estimated to generate 3 vehicle trips per peak hour.

The proposed development includes 18 seniors living dwellings. Therefore, the proposed development is expected to generate 7 vehicle trips per peak hour.

As such, the net additional development traffic would be 4 vehicle trips per peak hour. This level of development traffic is considered to be low and is unlikely to create any noticeable traffic impacts. The local road network will continue to operate satisfactorily following the completion of the proposed development.

Parking Effects

Car Parking

The parking requirements for the proposed development have been assessed against the *State Environmental Planning Policy (Housing for Seniors or People with a Disability)*, 2004 (SEPP HSPD).

Clause 50 (h) of Part 7 Division 4 in SEPP HSPD states that:

A consent authority must not refuse consent to a development application made pursuant to this Chapter for the carrying out of development for the purpose of a self-contained dwelling (including in-fill self-care housing and serviced self-care housing) on any of the following grounds –

(h) parking: if at least the following is provided –

(i) 0.5 car spaces for each bedroom where the development application is made by a person other than a social housing provider, or

(ii) 1 car space for each 5 dwellings where the development application is made by, or is made by a person jointly with, a social housing provider.

The parking assessment is presented in Table 2.

Table 2: Car Parking Assessment

Type	No. of Dwellings	SEPP HSPD Parking Rate	Required Parking Spaces
Resident	18	1.0 space per 5 dwellings	3.6
Total (Say)	-	-	4

Based on the parking requirements stipulated in SEPP HSPD, the proposed development is required to provide four car parking spaces.

Separately, it is noted *State Environmental Planning Policy (Affordable Rental Housing)*, 2009 (SEPP ARH) states that if a development is made by a social housing provider on land in an accessible area:

“A consent authority must not refuse consent to development on parking grounds...if at least 0.4 parking spaces are provided for each dwelling containing 1 bedroom, at least 0.5 parking spaces are provided for each dwelling containing 2 bedrooms and at least 1 parking space is provided for each dwelling containing 3 or more bedrooms...”

From the above, SEPP ARH requires a total of 8 car parking spaces to be provided.

Car Parking Adequacy

The proposed development includes nine car parking spaces. As such the proposed car parking provision complies with the parking requirements stipulated in both the SEPP HSPD and SEPP ARH.

Accessible Car Parking

In relation to accessible parking requirements for seniors living, BDCP has no specific requirements. However, Part 1 of Schedule 3 in SEPP HSPD states that:

If car parking (not being car parking for employees) is provided –

(a) car parking spaces must comply with the requirements for parking for persons with a disability set out in AS 2890, and

(b) 5% of the total number of car parking spaces (or at least one space if there are fewer than 20 spaces) must be designed to enable the width of the spaces to be increased to 3.8 metres, and

(c) any garage must have a power-operated door, or there must be a power point and an area for motor or control rods to enable a power-operated door to be installed at a later date.

From the above, SEPP HSPD requires five per cent of the proposed car parking provision to have a minimum width of 3.8m. In this case, the proposed development is required to provide at least one car space (as it has less than 20 car parking spaces) with a minimum width of 3.8m.

The architectural plan indicates two car spaces (Car Spaces # 1 and #9) have a width of 3.8m. These two car parking spaces complies with the above SEPP requirement.

Car Park Design Review

The proposed development includes two single-space car parking spaces and seven additional car parking spaces located in a combined car park.

The proposed car parking spaces have minimum dimensions of 2.4m wide by 5.5m long with an aisle width of 5.8m. The combined car park also includes a shared area adjacent to the accessible car spaces. It also has dimensions of 2.4m wide by 5.5m.

The proposed dimensions of the car spaces comply with the design requirements set out for Class 1A car parking spaces as stipulated in the Australian Standard, namely AS2890.1:2004. Furthermore, the Australian Standard indicates that Class 1A car parking

spaces are suitable for residential parking. As such, the proposed car park is suitable for use by residents of the proposed development.

It is noted that four of the car parking spaces are proposed as accessible car parking spaces. These car spaces including the adjacent shared area have dimensions in compliance with either AS2890.6:2009 and AS4299:1995.

In addition, the combined car park will be accessed by a single lane, two-way access measuring approximately 27m. The Australian Standard permits single lane, two-way access serving a car park generating 30 movements or less in a peak hour. Therefore, the proposed access is satisfactory.

Attachment Two in this traffic statement contains a swept path diagram of an Australian Standard 5.2m vehicle entering and exiting the site. This shows that a B99 vehicle can enter and exit the site without any issues.

In summary, our review indicates that the car park including the two single-space car parking spaces has been designed in accordance to the design requirements set out in the Australian Standard.

Responses to Traffic Comments from the 2015 Petition

In 2015, the local residents submitted a petition to LAHC in relation to the proposed development. The petition made the following traffic and parking related comments:

- *"would create additional traffic to the street increasing accidents and hardships of being able to safely leave their driveways"*
- *"parking to units ratio are too low, forcing more cars to park on the street", and*
- *"the lack of visitor parking will result in more cars parking on the street".*

In relation to the first comment, it is noted that the proposed development using traffic generation rates suggested by TfNSW for seniors living developments, is expected to generate a total of 7 vehicle trips per hour during the busiest peak period, or a net additional of 4 vehicle trips per hour.

The expected development traffic translates to on average approximately one vehicle every 10 minutes. This is considered to be low. It would not create any discernible traffic effects to the local road network. An average of one vehicle every 10 minutes would not *"create additional traffic to the street increasing accidents"*. At this low level of development traffic, residents would continue to be able to *"safely leave their driveways"* without any *"hardships"*.

In relation to the second comment, it is noted that the SEPP SHPD requires seniors living developments to provide parking at a rate of one space per five dwellings which equates to four car parking spaces for the subject proposed development. It is

proposed to provide nine car parking spaces which is more than twice the number of the required parking spaces stipulated in SEPP SHPD.

In light of the above, resident vehicles would not be forced “to park on the street” as there is ample parking on site.

Any visitors accessing the proposed development by cars would park their vehicle on the street similar to visitors at any other residential dwellings. Given the small scale of the proposed development, visitor parking is not expected to not create any impacts to the near surrounding streets.

Summary and Conclusion

The proposed development is for 18 self-contained seniors living dwellings to be provided by a social housing provider.

The proposed development has been estimated to generate a net additional 4 vehicle trips per peak hour. This level of development traffic is considered to be low and will not create any noticeable traffic impacts.

The proposed development provides nine car parking spaces including four accessible car spaces. This level of proposed car parking provision satisfies the parking requirements stipulated in the *State Environmental Planning Policy (Housing for Seniors or People with a Disability)* as well as the *State Environmental Planning Policy (Affordable Rental Housing)*.

Overall, the traffic and parking aspects of the proposed development are considered to be satisfactory.

Yours sincerely,



Michael Lee
Director

Encl. Attachment One – Architectural Car Park Plan

Attachment Two – Swept Path Diagram

Attachment One

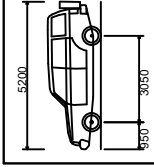
Architectural Car Park Plan

Attachment Two

Swept Path Diagram

KEY:

	Forward	Reverse
Wheel Path		
Body Envelope		
Clearance (300mm)		



B99 Vehicle (Realistic min radius) (2004)
 Overall Length
 Overall Width
 Overall Body Height
 Min Body Ground Clearance
 Track Width
 Lock-to-lock time
 Curb to Curb Turning Radius

DATE: 18 MARCH 2022	SCALE: 1:100@A3
DRAWING NO.: 20052CAD002A-001	REV: A

SWEPT PATH ANALYSIS - AS2890.1 5.2M B99 VEHICLES ENTERING AND EXITING

PROJECT: 98-102 ALBERT ST, REVESBY
PROPOSED SENIORS LIVING

