

Reference: 22.031r01v05

17 October 2024

Stanton Dahl Architects
18-20 Oxford Street
EPPING NSW 2121

Attention: Sudden Matsa

**Re: 1 Robyn Street and 17-19 Pank Parade, Blacktown – Traffic Impact Statement
Proposed LAHC Seniors Living Development**

Dear Sudden,

TRAFFIX has been commissioned to assess the traffic impacts in support of a part 5 Development Assessment relating to a proposed Land and Housing Corporation (LAHC) seniors living development at 1 Robyn Street and 17-19 Pank Parade, Blacktown. The subject site is located within the Blacktown City Council local government area and has been assessed under that Council's controls, as well as the State Environmental Planning Policy (Housing) 2021 (SEPP).

This statement documents the findings of our investigations and should be read in the context of the Review of Environmental Factors (REF), prepared separately. The proposed development is considered minor and as such, will not require referral to Transport for NSW (TfNSW – formally RMS) under the provisions of State Environmental Planning Policy (Transport and Infrastructure) 2021.

➤ Site and Location

The subject site at 1 Robyn Street and 17-19 Pank Parade, Blacktown is located approximately 1.7 kilometres northwest of Blacktown Railway Station and is legally identified as Lot 197, 198 and 199 in DP32163. More specifically, it is situated on the northeast corner of the Pank Parade and Robyn Street intersection, approximately 195 metres west of Lyton Street.

The site is irregular in configuration and has a total site area of 1,885.5m². It has a southern frontage of 45.0 metres to Pank Parade and western frontage of 37.4 metres to Robyn Street, while the remaining northern boundary of 42.6 metres and eastern boundary of 47.5 metres are shared with neighbouring residential properties.

The site currently accommodates three (3) residential dwellings that each provide vehicular access onto Pank Parade and Robyn Street.

A Location Plan is presented in **Figure 1**, with a Site Plan presented in **Figure 2**. Reference should be made to the Photographic Record presented in **Attachment 1**, which provides an appreciation of the general character of roads and other key attributes within proximity of the site.

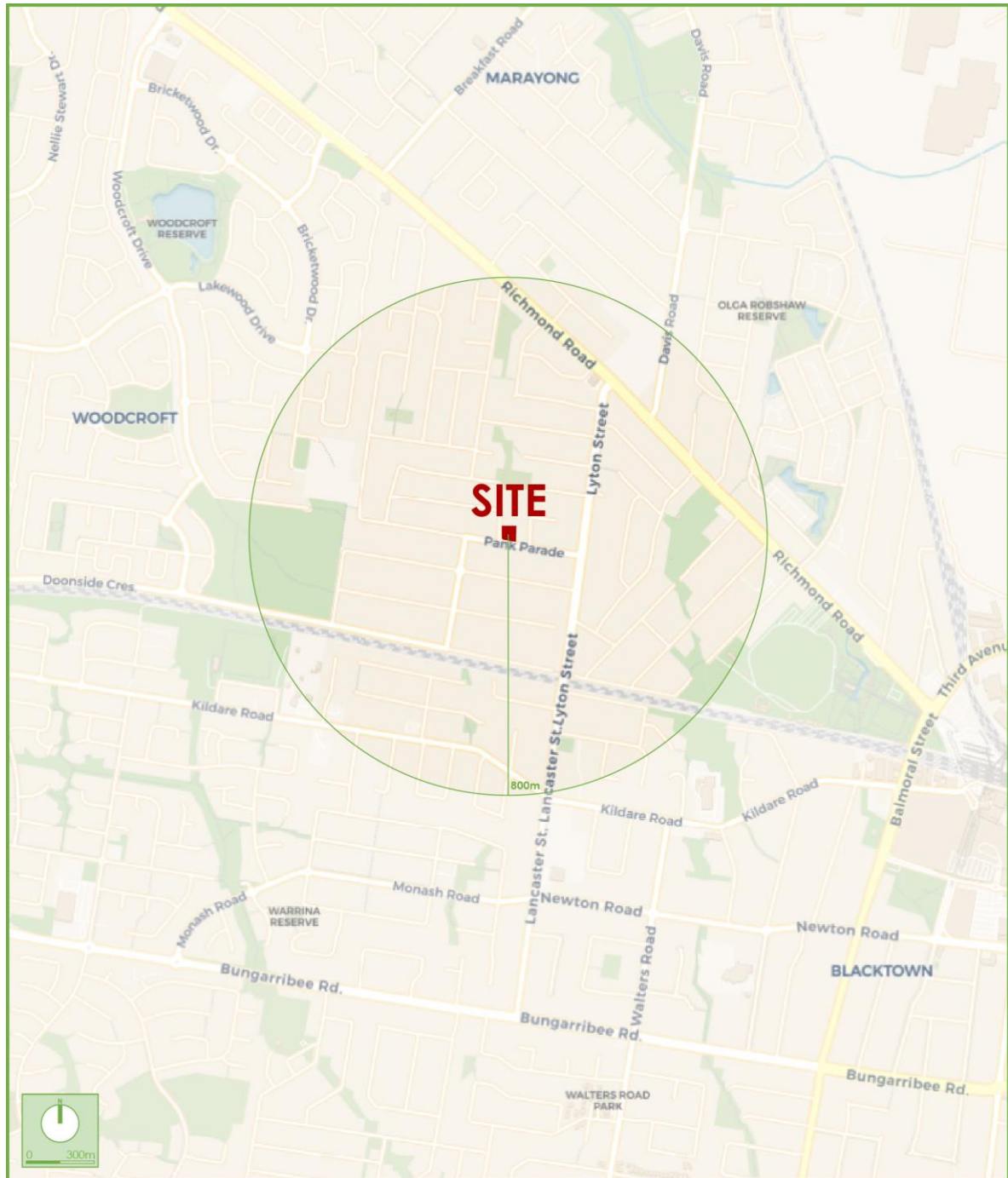


Figure 1: Location Plan

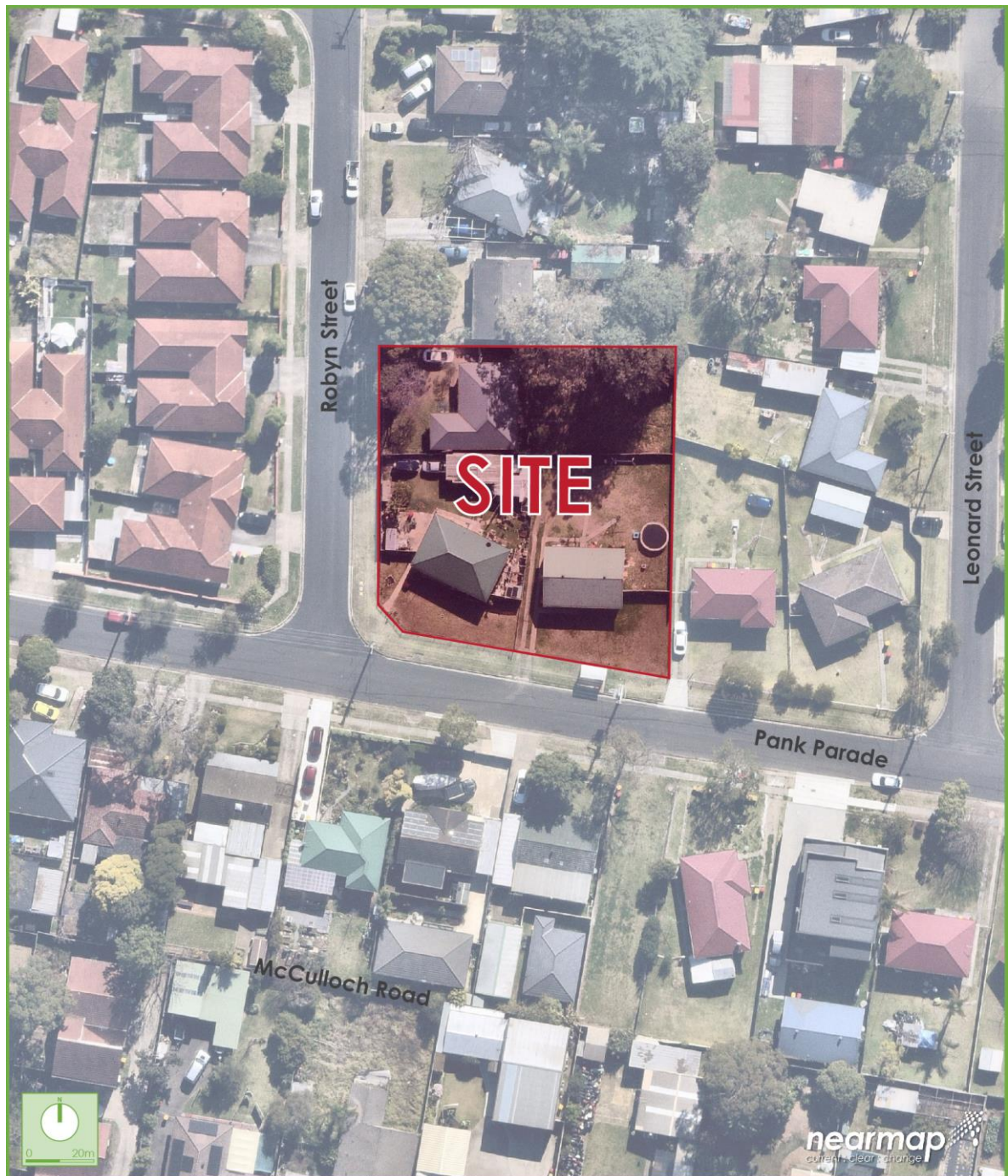


Figure 2: Site Plan

➤ Road Hierarchy

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

- **Richmond Road:** forms part of a TfNSW Main Road (MR 643) that traverses north-south between Blacktown Road in the north and Main Street in the south. Within the vicinity of the site, it is subject to 60km/h speed zoning and accommodates two (2) lanes of traffic in each direction. Richmond Road does not permit on-street parking on either side of the road.
- **Lyton Street:** an unclassified regional road (RR 7465) that traverses north-south between Richmond Road in the north and Lancaster Street in the south. It is subject to 60km/h speed zoning and generally accommodates two (2) lanes of traffic in each direction. Lyton Street permits sections of unrestricted on-street parking along both sides of the road.
- **Pank Parade:** a local road that traverses east-west between Lyton Street in the east and McClean Street in the west. It is subject to 50km/h speed zoning and accommodates a single lane of traffic in each direction. Pank Parade permits unrestricted on-street parking along both sides of the road.
- **Robyn Street:** a local road that traverses east-west between Pank Parade near Leonard Street in the east and Pank Parade near McClean Street in the west. It is subject to 50km/h speed zoning and accommodates a single lane of traffic in each direction. Robyn Street permits unrestricted on-street parking along both sides of the road.

It can be seen from **Figure 3** that the site is conveniently located with respect to the main arterial roads serving the region, being Lyton Street and Richmond Road. As such, traffic can effectively be distributed onto the wider road network, minimising traffic impacts.

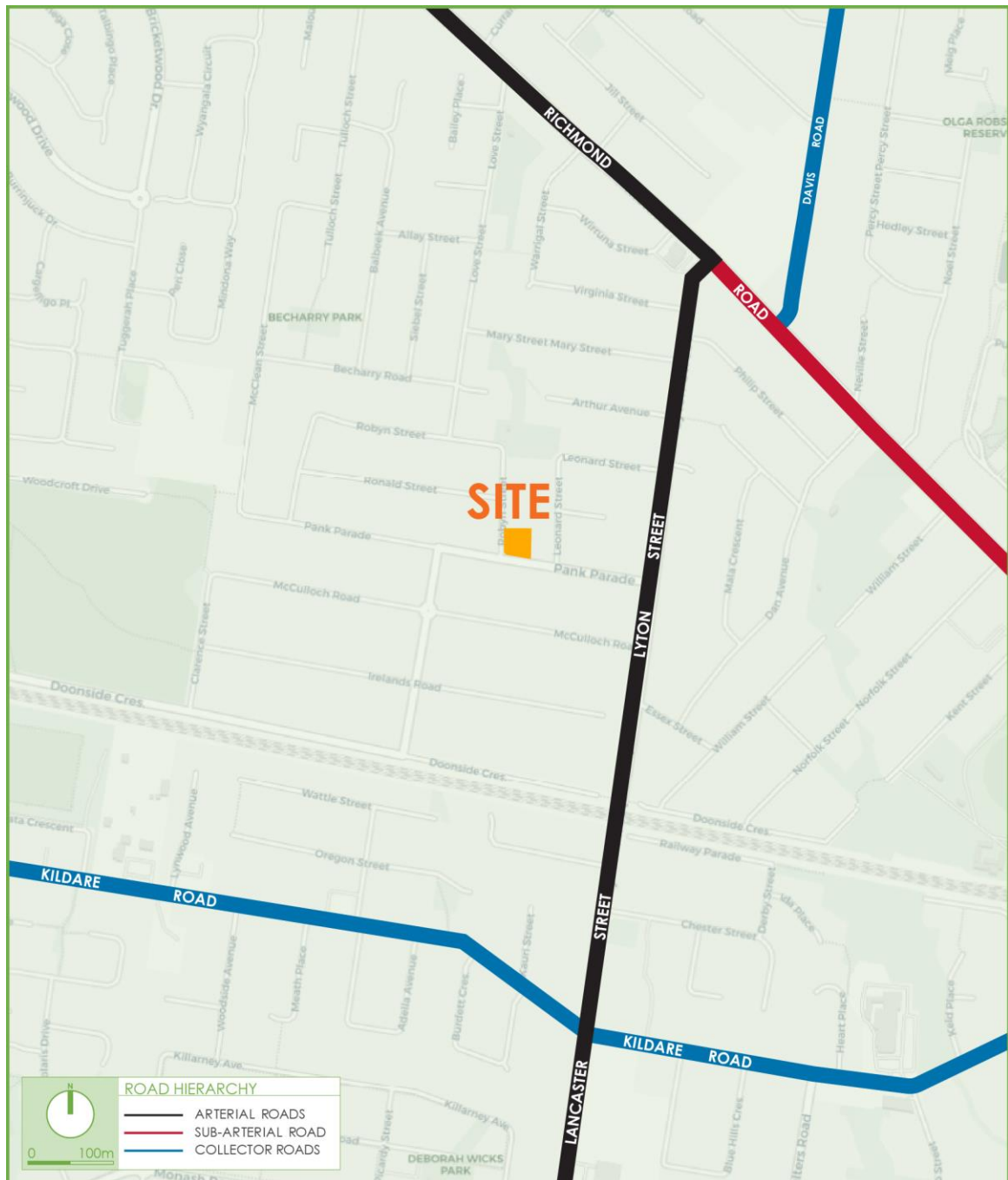


Figure 3: Road Hierarchy

Public Transport

The subject site is within optimal walking distance (400 metres) of several bus stops, with the closest situated on Pank Parade, along the southern frontage of the site. These bus stops are presented in Figure 4, with the routes and approximate frequencies outlined in Table 1 below.

Table 1: Bus Routes and Service Frequency

Bus No	Route	Service Frequency		
		Weekdays	Saturdays	Sundays
753	Blacktown to Doonside	Every 30-minutes (6:00am-9:00pm)	Every 30-minutes (8:00am-6:00pm)	Every 30-minutes (8:00am-6:00pm)
756	Mount Druitt to Blacktown via Plumpton and Woodcroft	Every 30-minutes (6:00am-9:00pm)	Every 30-minutes (8:00am-6:00pm)	Every 60-minutes (8:00am-6:00pm)

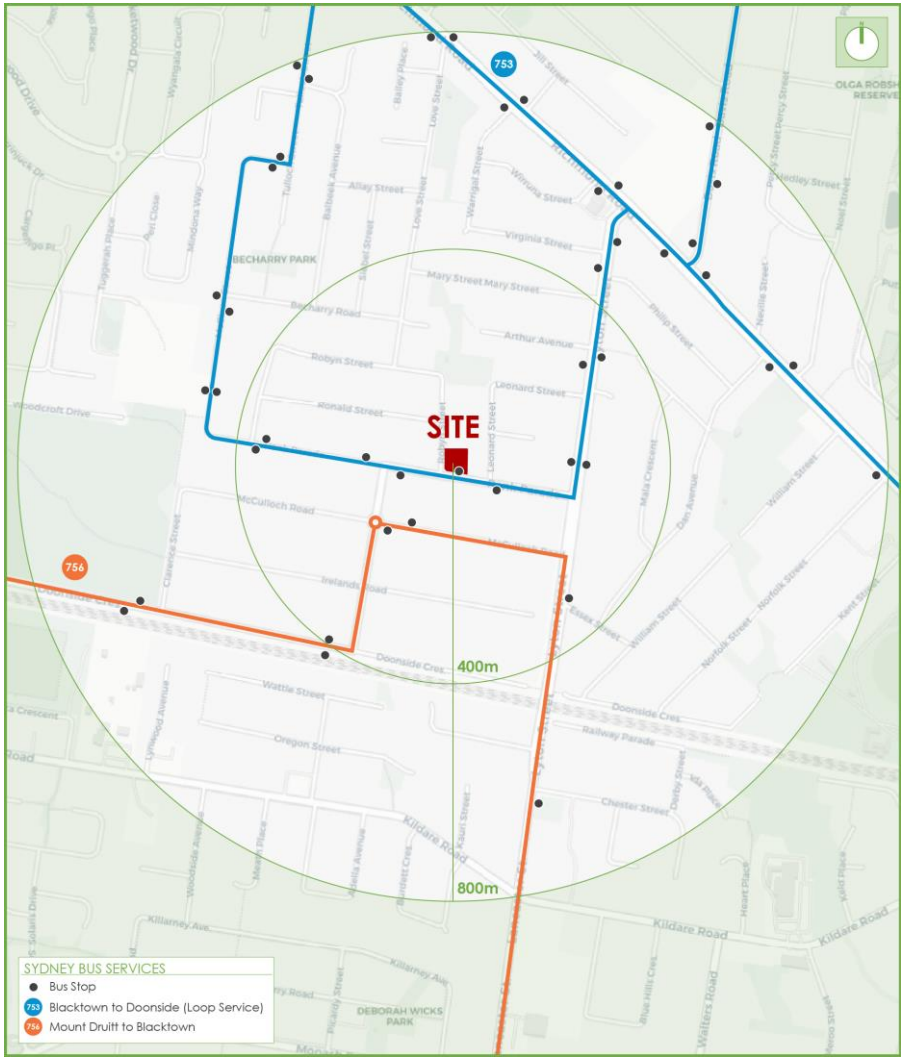


Figure 4: Public Transport

➤ Description of Proposed Development

A full description of the proposed development can be found in the REF, prepared separately. In summary, the development for which approval is now sought comprises the following components:

- Demolition of the existing residential dwellings;
- Construction of a LAHC seniors living development with a total of 14 independent living units (ILUs), including:
 - 8 x one-bedroom dwellings; and
 - 6 x two-bedroom dwellings.
- Provision for a total of six (6) car parking spaces within the at-grade carpark, including:
 - 3 x accessible parking spaces;
 - 3 x standard parking spaces; and
- Provision of a new vehicular access onto Pank Parade, situated on the southeast corner of the site.

Reference should be made to the plans presented at a reduced scale in **Attachment 2**.

➤ Parking Requirements

Car Parking

The SEPP (Housing) 2021, Chapter 3, Part 5, Division 7, Clause 108(2)(j) provides the minimum car parking rates for ILU developments made by a social housing provider, as outlined in **Table 2** below.

Table 2: SEPP Car Parking Rates and Provisions

Type	No. of Dwellings	SEPP Car Parking Rates	Parking Required ^[1]	Parking Provided
Independent Living Units – Social Housing Provider				
One-bedroom	8	1 space per 5 dwellings	1.6	6
Two-bedroom	6		1.2	
TOTAL			2.8 (3)	6

[1] – Rounded to the nearest whole number.

It can be seen from **Table 2** that the proposed development is nominally required to provide a minimum of three (3) car parking spaces, with these spaces to be provided as accessible parking spaces, as per SEPP (Housing) 2021 Schedule 4, Part 1, Clause 5. In response, the development proposes three (3) car parking spaces in the form of accessible parking spaces in compliance with SEPP.

In addition to the above, the development proposes an additional three (3) standard parking spaces, resulting in a total provision for six (6) car parking spaces. This increased car parking provision is considered appropriate and will ensure all standard car parking demands are contained within the development, which would otherwise utilise on-street parking. As such, this proposed provision is considered acceptable and would result in a public benefit, thereby improving the amenity of other residents in the locality.

Accessible Parking

As mentioned above, three (3) car parking spaces are required to be provided as accessible parking spaces, all of which have been provided in compliance with SEPP. It should be noted that a single accessible parking space can also be increased to a width of 3.8 metres, as required under SEPP (Housing) 2021 Schedule 4, Part 1, Clause 5(b).

Motorcycle and Bicycle Parking

The Blacktown DCP 2015 and SEPP (Housing) 2021 do not specify motorcycle and bicycle parking rates for seniors living developments. As such, no motorcycle and bicycle parking spaces are required or proposed.

Refuse Collection

The development proposes all refuse collection be undertaken utilising the existing on-street collection service on Pank Parade and Robyn Street. Bin storage areas are proposed along the southern and western frontages of the site from which, bins would be transferred onto Pank Parade and Robyn Street, for collection.

➤ Traffic Generation

Existing Traffic Generation

The TfNSW Technical Direction TDT 2013/04a (TfNSW TDT) provides the traffic generation rates for low density residential dwellings at a rate of 0.95 and 0.99 vehicle trips per hour during the morning and evening peak periods, respectively. Application of these rates to the three (3) existing residential dwelling, results in the following existing traffic generation:

- 3 vehicle trip per hour during the morning peak period (0 in, 3 out); and
- 3 vehicle trip per hour during the evening peak period (3 in, 0 out)

Proposed Traffic Generation

The TfNSW TDT 2013 provides the traffic generation rate for seniors living developments at a rate of 0.4 vehicle trips per hour during the evening peak period, noting that the morning peak period does not coincide with the network peak period. Application of this rate to the proposed 14 dwellings, results in the following anticipated traffic generation:

- 0 vehicle trips per hour during the morning peak period (0 in, 0 out); and
- 6 vehicle trips per hour during the evening peak period (5 in, 1 out).

Net Trip Generation

The above traffic generation is not however a net change over existing conditions. When taking into account the existing development, the proposed development is anticipated to result in the following net traffic generation:

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

This anticipated net traffic generation would equate to a single additional vehicle every 20 minutes during the evening peak period and a reduction in traffic during the morning peak period. This net traffic generation is considered minor and would have negligible impacts onto the surrounding road network.

Accordingly, the traffic generation as a result of the development is considered supportable from a traffic planning perspective, with no external changes required to facilitate the development.

➤ Access and Internal Design

Vehicular Access

The proposed development incorporates a total of six (6) car parking spaces (User Class 1A) with access onto Pank Parade, a local road. It will therefore require a Category 1 access under AS2890.1 (2004), being a 3.0-5.5 metre wide combined entry-egress access. In response, the development proposes a 5.5 metre wide combined entry-egress access, which is sufficient to comply with the requirements of AS2890.1 (2004), hence considered acceptable.

The proposed vehicular access is located on the southeast corner of the site, adjacent an existing power pole and bus stop. This is considered appropriate, given that the bus stop would prevent on-street parking on the west side of the access, envisaged low speed environment along Pank Parade and all vehicles being able to enter/egress the development in a forward direction.

Internal Design

The at-grade carpark generally complies with the requirements of AS2890.1 (2004) and AS2890.6 (2022), with the following characteristics noteworthy:

- All standard parking spaces have been designed in accordance with AS2890.1 (2004) User Class 1A, being a minimum width of 2.4 metres and length of 5.4 metres.
- All accessible parking spaces have been designed in accordance with AS2890.6 (2009), being a minimum width of 2.4 metres, length of 5.4 metres and provide an adjacent shared zone with the same dimensions.
- All spaces adjacent to obstructions greater than 150mm in height are to be provided with an additional width of 300mm.
- The dead-end aisle is provided with the required 1.0 metre aisle extension in accordance with AS2890.1 (2004), Figure 2.3.
- A minimum head height clearance of 2.2 metres is to be provided for all trafficable areas.
- A minimum head height clearance of 2.5 metres is to be provided for all accessible parking spaces.
- A swept path analysis has been undertaken and provided in **Attachment 3**, demonstrating satisfactory vehicle movements of B99 and B85 design vehicles at the access and to/from critical parking spaces, respectively.

In summary, the internal configuration of the at-grade carpark has been designed in accordance with AS2890.1 (2004) and AS2890.6 (2022). It is however envisaged that a condition of consent would be imposed requiring compliance with these standards. As such, any minor amendments considered necessary (if any) can be dealt with prior to the release of a Crown Certificate.

➤ **Conclusion**

On the basis of the above, the proposed LAHC seniors living development at 1 Robyn Street and 17-19 Pank Parade, Blacktown in our view is considered supportable.

We trust the above is of assistance and request that you contact the undersigned should you have any queries or require any further information. In the event that any concerns remain, we request an opportunity to discuss these with Council officers prior to any determination being made.

Yours faithfully,

Traffix



Neil Caga
Senior Engineer

Encl: *Attachment 1 – Photographic Record*
 Attachment 2 – Reduced Plans
 Attachment 3 – Swept Path Analysis

ATTACHMENT 1

Photographic Record



View looking northeast from Pank Parade towards the subject site



View looking north from Pank Parade towards the existing vehicular access



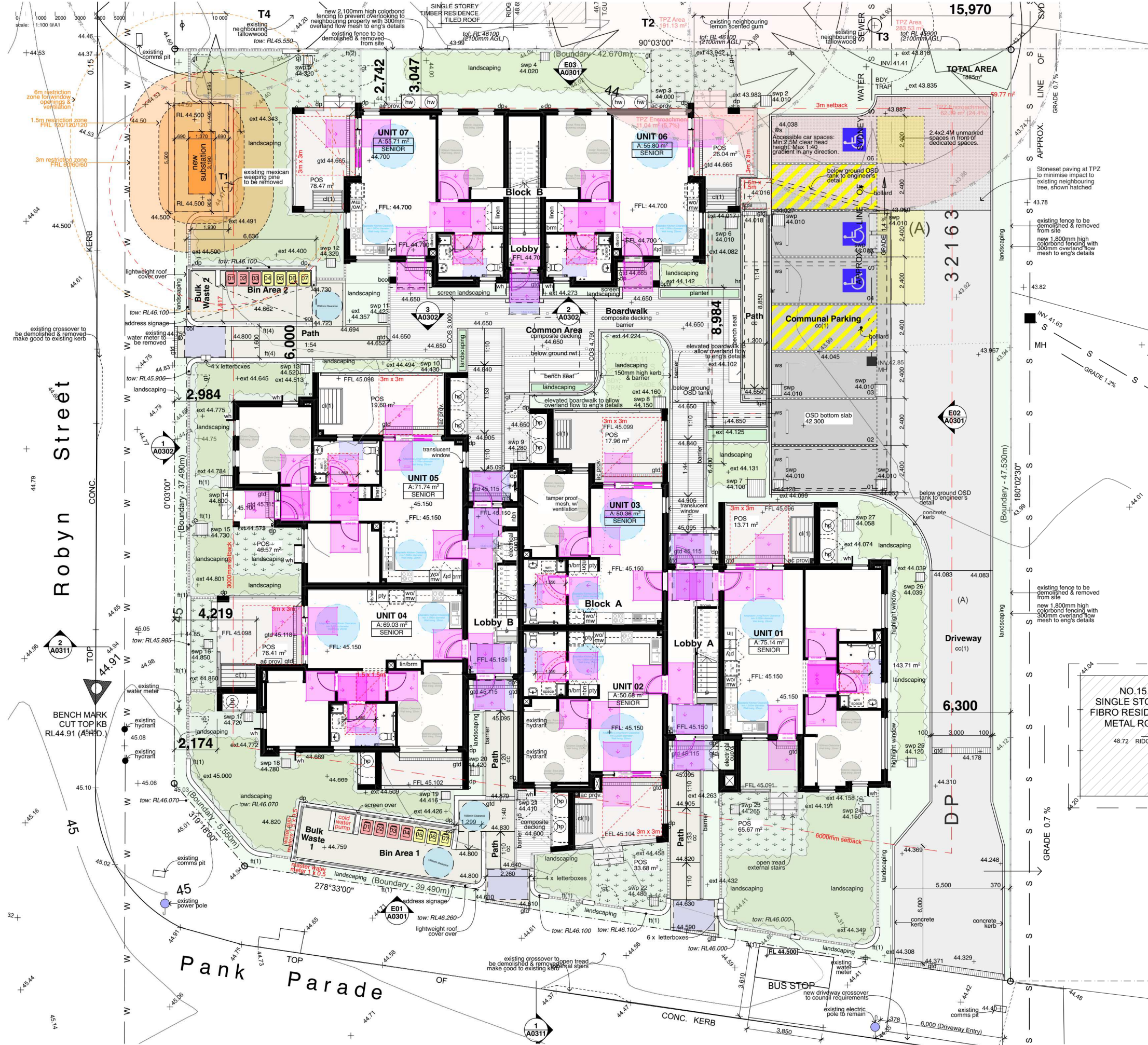
View looking east along Park Parade



View looking west along Park Parade

ATTACHMENT 2

Reduced Plans



DEVELOPMENT DATA TABLE				
Job Reference	BGPY			
Locality	Blacktown			
Suburb	1 Robyn Street & 17-19 Pank Parade			
Street Address	Lots 197, 198 & 199 in DP 32163			
Lot Number(s) & Deposited Plan	1885 m ² - sourced from CP 1 survey (including any lot for easement purposes)			
SITE AREA (sqm)	973.26m ²			
NUMBER OF EXISTING LOTS	3			
PROPOSED GFA* (sqm)	973.26m ²			
ZONING	R2 zone - Seniors Housing permitted with consent (Housing SEPP cl. 108A(b) satisfied)			
ACCESSIBLE AREA				
Number	Type	No of bedrooms	Private Open Space	Livable Housing Standard/Adaptation etc
POS required m ²	POS proposed m ²			
1	ground	2	15m ²	79.38m ² Senior Living
2	ground	1	15m ²	33.68m ² Senior Living
3	ground	1	15m ²	17.96m ² Senior Living
4	ground	2	15m ²	79.41m ² Senior Living
5	ground	2	15m ²	66.17m ² Senior Living
6	ground	1	15m ²	26.94m ² Senior Living
7	ground	1	15m ²	78.47m ² Senior Living
8	1st	2	10m ²	27.76m ² Senior Living
9	1st	1	8m ²	16.14m ² Senior Living
10	1st	1	8m ²	20.54m ² Senior Living
11	1st	2	10m ²	26.10m ² Senior Living
12	1st	2	10m ²	21.92m ² Senior Living
13	1st	1	8m ²	9.77m ² Senior Living
14	1st	1	8m ²	14.28m ² Senior Living
Control		Requirement		Proposed
Housing SEPP Cl 108(2)(a)	Blacktown Council Front Setback	Setback to be generally in line with existing building line.	Primary - 6m Secondary - 3m	Primary - 6m Secondary - 2.95m
And DCP - MDH	Blacktown Council Side Setback	3m	3m (ground) 6.3m (1st floor)	
DCP - MDH	Blacktown Council Side Setback	3m	3m (ground) 6.3m (1st floor)	
DCP - MDH	Blacktown Council Side Setback	3m	3m (ground) 6.3m (1st floor)	
CI 108B(1)(b)		9.5m	8.2 m	
CI 84(2)(c)(ii) (SH standard) in zones where BEBs are not permitted		If the development results in a building with more than 2 storeys - the additional storeys are set back within planes that project at an angle of 45 degrees inwards from all side and rear boundaries of the site	N/A	2 Storey max
Housing SEPP Cl 108(2)(c)		0.5 x 15m ² = 7.5m ²	973.06m ² 0.51 x 1	
LANDSCAPED AREA		Min. 15% of site 15% x 1885m ² = 282.75m ²	639.09m ²	
DEEP SOIL ZONE		Min. 3m dimension Min. 65% of DSZ to be located at rear of site 65% x 202.75m ² = 131.80m ²	Total 307.30m ² Rear 135.92m ²	
SOLAR ACCESS		70% of dwellings - min 2 hrs between 9am & 3pm i) Living rooms ii) Private open space	Living = 78% 11/14 units POS = 78% 11/14 units	
SOLAR ACCESS - ADJOINING DWELLINGS		Neighbouring Dwellings: - Living Rooms min 3hrs direct sunlight between 9am & 3pm mid winter - Solar access to private open space not to be unreasonably reduced	Complies	
PRIVATE OPEN SPACE		Ground Floor dwellings: 15m ² per dwelling Incl. 1 area with min. dimension = 3m x 3m Dwellings not on ground floor: Provide balcony Accessible from living area Min. Dimension of 2m 1 bedroom units = 6m ² 2 bedrooms or greater = 10m ²	Ground Floor Complies Noted above First Floor Complies Noted above	
CAR PARKING		Accessible area 1 bdrm = 0.4 x 8 = 3.2 2 bdrm = 0.5 x 6 = 3 3 bdrm = 1 x N/A Non-accessible area 1 bdrm = 0.5 x N/A 2 bdrm = 1.05 x N/A 3 bdrm = 1.55 x N/A 1 accessible space per 5 dwellings 14 = 5 = 2.8 accessible spaces out of above total *Note Carport to also be designed in accordance with SLUGO criteria Total number of parking spaces required = 6 spaces with 3 spaces to be accessible	6 parking spaces 3 spaces dedicated to accessible.	
TREE REMOVAL		10% of the total number of car parking spaces (or at least one space if there are fewer than 10 spaces) must be designed to enable the width of the spaces to be increased to 3.8 metres	Complies, parking spaces 4, 5 & 6 provided with share zone	
WASTE		Retain, wherever reasonable, significant trees No. of trees on site & in close proximity to development = 1	Retained = 0 Removed = 1	
STORMWATER		Blacktown Council Developments over 8 dwellings Red bin waste 110L per unit (weekly) (110L x 14 Units = 1,540L / 240L = 6.4 x 240L Red bins Yellow bin recycling 90L per unit (fortnightly) (90L x 14 Units = 1,260L) / 240L = 5.25 x 240L Yellow bins	7 Red bins 7 Yellow bins	
Independent Living Units - Design Side		Plans to be prepared in accordance with Council's drainage and on-site stormwater detection technical specifications. Liaise with Council Stormwater Engineers and obtain in principle acceptance of stormwater design etc.		
		Housing SEPP - Schedule 4	LAHC Compliance checklist to be completed	

- Stanton Dahl & Associates Pty Limited, ABN 32 002 261 396
Nominated Architects : S.M Evans 7686 DM Bel 11076
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- Legend (external work / site plan)
note: drawing may not contain all items listed below
- ex contours & banking line
 - existing trees to be retained
 - existing trees to be removed
 - proposed new trees
 - ex RL00.00 → existing levels
 - RL00.00 → proposed levels
 - +39.000 proposed spot levels (ftl)
 - ac air conditioner condenser
 - acc accessible
 - adhc ageing, disability & home care
 - ap access panel
 - bal(1) balustrade (type)
 - bfc broom finished concrete
 - boe brick on edge
 - bol bollard
 - cc(1) coloured concrete (type)
 - clt(1) ceramic floor tile (type)
 - clt(1) clothes line
 - col column
 - dp downpipe
 - drp doorpost
 - ext existing
 - fb(1) facebrick work (type)
 - fe fire extinguisher
 - fl finished floor level
 - fl(1) fence (type)
 - gb garbage bin
 - gt gate
 - gtd grated drain
 - hr(1) handrail (type)
 - ht hose tap
 - hwu hot water unit
 - hyd hydrant
 - kr kerb ramp
 - lr letter box
 - ofc off form concrete
 - pos private open space
 - pmp permeable paving
 - pp power pole
 - rw(1) retaining wall (type)
 - rwo rainwater outlet
 - rwt rainwater tank
 - sfc steel float concrete
 - sfl structural floor level
 - swp storm water pit
 - ttc trowel finished concrete
 - tsi tactile ground surface indicator
 - tow top of wall
 - ws wheel stop
 - wfc wood float concrete

ATTACHMENT 3

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	NC	16-10-2023
B	Swept Path Analysis	NC	14-11-2023
C	Updated Plans	NC	20-12-2023
D	Updated Plans	NC	09-04-2024

Swept Path Legend

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

Architect

Stanton Dahl Architects

Client

NSW Land & Housing Corporation

Scale / Plan Orientation

0 2.5 5 7.5 10m

1:250 @ A3

Project Description

Senior Living Development

17-19 Pank Parade, BLACKTOWN NSW 2148

Drawing Prepared By

TRAFFIX

TRAFFIC AND TRANSPORT PLANNERS

Suite 2.08, 50 Holt Street t: +61 2 8324 8700

Surry Hills, NSW 2010 f: +61 2 9830 4481

PO Box 1124 w: www.traffix.com.au

Strawberry Hills, NSW 2012

Drawing Title

Swept Path Analysis

Site and External Works Plan - Vehicular Access

B99 Design Vehicle

LEFT: Entry Movement

RIGHT: Exit Movement

Drawn: NC	Checked: NC	Date: 16-10-2023
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22.031.d04v01 TRAFFIX [2024-04-08] - DA Design Review.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
22.031	DA	TX.01	D



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- Clearance Envelope (300mm)

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Scale / Plan Orientation

0 2.5 5 7.5 10m

1:250 @ A3

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Strawberry Hills, NSW 2012

Drawing Title

Swept Path Analysis

Site and External Works Plan - Parking Space 1

B85 Design Vehicle

LEFT: Entry Movement

RIGHT: Exit Movement

Drawn: NC	Checked: NC	Date: 14-11-2023
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Project No.	Drawing Phase	Drawing No.	Rev.
22.031	DA	TX.02	C



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- Clearance Envelope (300mm)

Architect

Stanton Dahl Architects

Client

NSW Land & Housing Corporation

Scale / Plan Orientation

0 2.5 5 7.5 10m

1:250 @ A3

Project Description

Senior Living Development

17-19 Pank Parade, BLACKTOWN NSW 2148

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Strawberry Hills, NSW 2012

Drawing Title

Swept Path Analysis

Site and External Works Plan - Parking Space 6

B85 Design Vehicle

LEFT: Entry Movement

RIGHT: Exit Movement

Drawn: NC	Checked: NC	Date: 14-11-2023
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Project No. 22.031	Drawing Phase DA	Drawing No. TX.03	Rev. C
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