

## **APPENDIX F – TRAFFIC ASSESSMENT REPORT**



# TRAFFIC IMPACT ASSESSMENT (TIA)

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**Proposed Senior Housing Development  
56 Fuller Street, Mount Druitt**

Reference: 22.123r01v03  
Date: December 2022

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## DOCUMENT VERIFICATION

Job Number	22.123			
Project	56 Fuller Street, Mount Druitt			
Client	Custance			
Revision	Date	Prepared By	Checked By	Signed
v03	02/12/22	Thomas Yang	Thomas Yang	

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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 senior housing development at 56 Fuller Street, Mount Druitt. The development is to be undertaken by the Aboriginal Housing Office (AHO) – a division of the NSW Government Housing and Property group, 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 Transport for NSW (TfNSW) under the provisions of SEPP (Transport and Infrastructure) 2021.

The report is structured as follows:

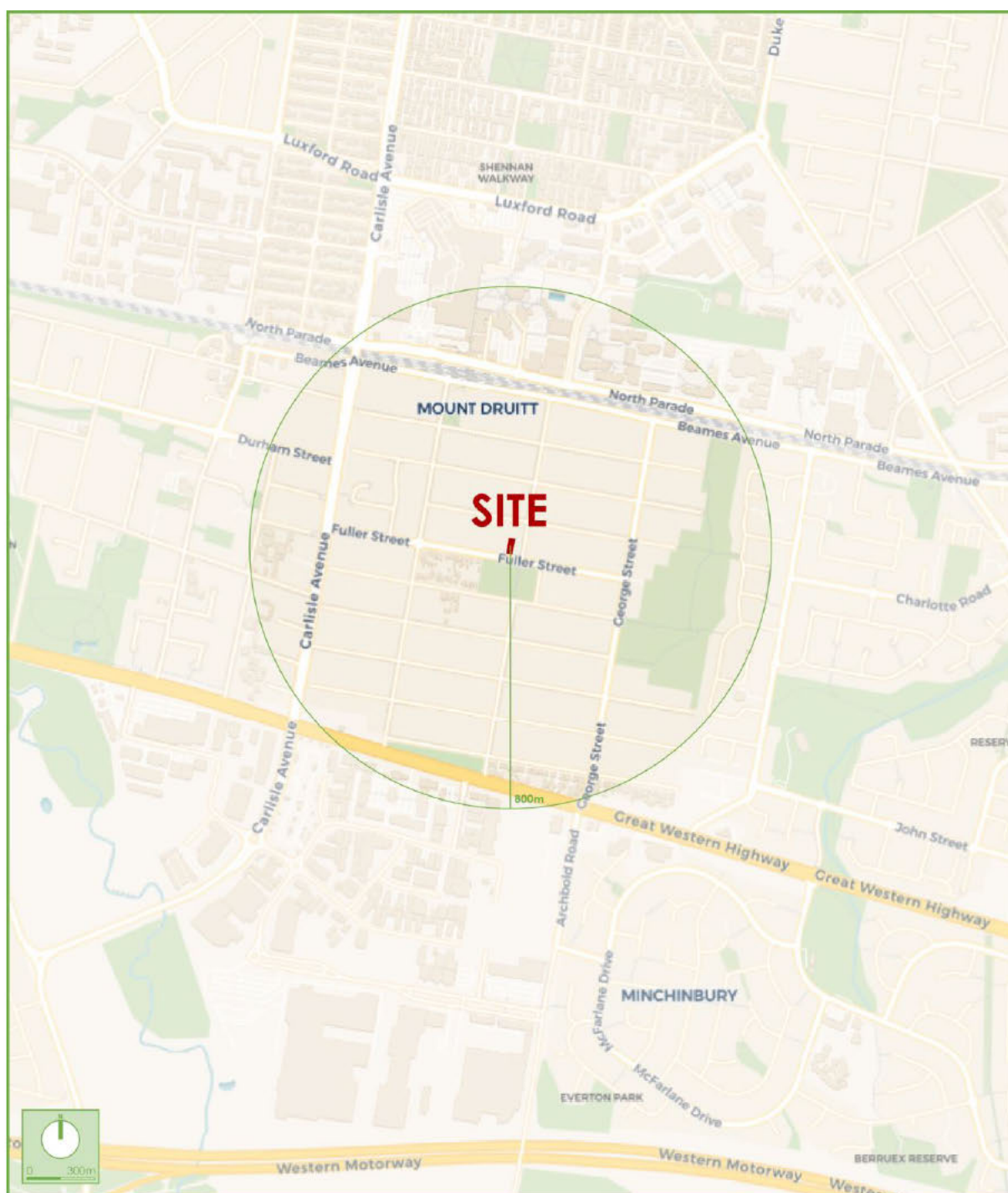
- Section 2: Describes the site and its location
- Section 3: Documents existing traffic conditions
- Section 4: Describes the proposed development
- Section 5: Assesses the parking requirements
- Section 6: Assesses traffic impacts
- Section 7: Discusses access and internal design aspects
- Section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

## 2. LOCATION AND SITE

The subject site is known as 56 Fuller Street, Mount Druitt (Lot 2, Section N of DP2042) and is located on the northern side of Fuller Street, some 35 metres west of Dixon Street. It is also located some 550 metres southeast of Mount Druitt Railway Station, and some 800 metres southeast of Westfield Mount Druitt.

The site has a total site area of approximately 1,011m<sup>2</sup> and consists of a single-storey residential dwelling. It has a southern frontage approximately 20 metres in length to Fuller Street and is bounded to the west, north and east by residential developments.

A Location Plan is presented in **Figure 1**, with a Site Plan presented in **Figure 2**.



**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:

- **Great Western Highway:** a TfNSW Highway (HW 5) that generally traverses in a general east-west direction and links between Sydney with Bathurst. In the vicinity of the site, it is subject to an 80km/h speed zoning and generally consists of three traffic lanes in either directions separated by a median.
- **Carlisle Avenue:** a TfNSW Main Road (MR 629) that generally traverses north-south direction and links between Minchinbury and Bidwill. In the vicinity of the site, it is subject to a 60km/h speed zoning and generally consists of three traffic lanes in either directions separated by a median.
- **Fuller Street:** a local road that generally traverses in a east-west direction and links between Carlisle Avenue and George Street. It is subject to a default urban 50km/h speed zoning, carries a single lane of traffic in each direction and generally permits unrestricted kerbside parallel parking along both sides of the road.



Figure 3: Road Hierarchy

## 3.2 Public Transport

The existing bus services that operate in the locality are shown in **Figure 4**.

It is evident that the development benefits from good bus services with access to multiple bus stops in either direction within 400 metres radius of the site providing access to:

- Bus route 729 – Mount Druitt to Blacktown via Minchinbury; and
- Bus route 739V – Mount Druitt to Mount Druitt South (Loop Service).

These services provide connection to Westfield Mount Druitt which offers a full range of shops, services, recreational facilities as well as general practitioner clinics.

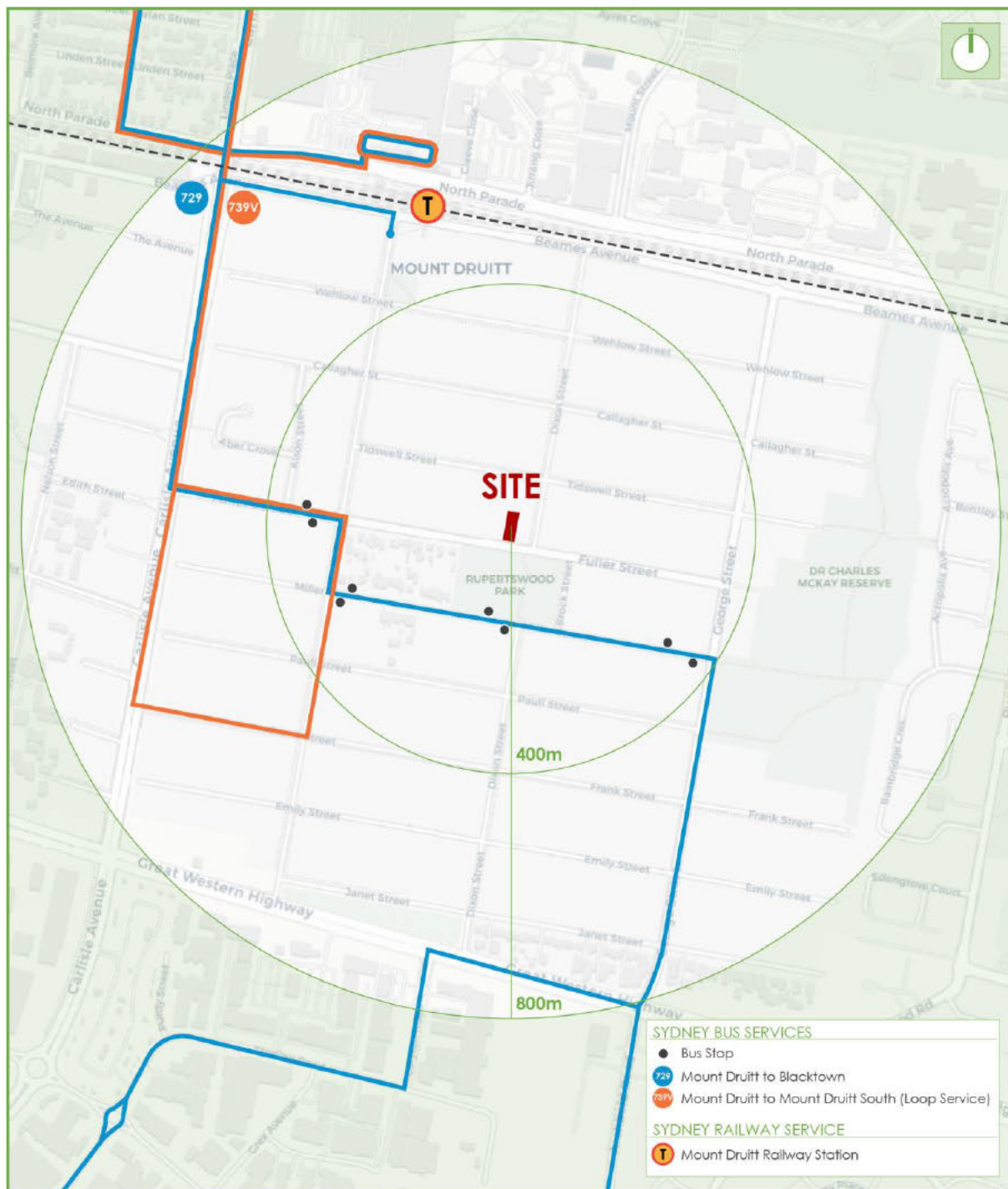
Specifically, bus route 729 operates as follows:

- Weekday: buses typically operate from 5:30am to 8:00pm at 30-minute intervals, then 60-minute intervals until 11:00pm.
- Saturday: buses typically operate from 7:15am to 10:15am at 60-minute intervals, then 30-minute intervals until 6:15pm, then 60-minute intervals until 11:15pm.
- Sunday: buses typically operate from 8:20am to 8:20pm at 60-minute intervals.

Bus route 739V is a weekday only loop service with eight (8) stops departing from Mount Druitt Station, Stand A at 9:25am, 11:55am, 12:55pm and 4:30pm.

On the above basis, the site is conveniently located to existing public transport facilities and satisfies Clause 93 of the Housing SEPP.





#### 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 senior housing development comprising of the following components:

- A total of 6 Independent Living Units (ILUs) each containing 2 bedrooms; and
- An at-grade, open-air car parking providing parking for a total of 3 cars.

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	6	1 parking space for every 5 dwellings	1.2	3
<b>Totals</b>			<b>1</b>	<b>3</b>

It is evident from **Table 1** that the proposed development requires a minimum of 1 parking space to satisfy the non-discretionary parking requirements specified in the Housing SEPP. In response the development provides a total of 3 spaces including 2 accessible spaces thereby satisfying 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 a residential 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:

- 1 vehicle trips per hour during the AM peak hour (0 in, 1 out); and
- 1 vehicle trips per hour during the PM peak hour (1 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 6 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
- 2 vehicle trips per hour during the PM peak hour (1 in, 1 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:

- - 1 vehicle trips per hour during the AM peak hour (0 in, -1 out); and
- +1 vehicle trips per hour during the PM peak hour (0 in, +1 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 3 residential parking spaces with access to Fuller 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 3.6 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 5.4 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.
- 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 of the same dimension.
- A series of swept turning path diagrams are provided in **Appendix B** demonstrating a standard B85 design vehicle can satisfactorily enter and exit each car space in accordance with AS2890.1 (2004) requirements.



### **7.2.2 Other Considerations**

- Pedestrian sight triangles have been provided on both sides of the access driveway in accordance with Figure 3.3 of AS 2890.1 (2004).

## **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 Aboriginal Housing Office (AHO) to construct a senior housing development at 56 Fuller Street, Mount Druitt containing 6 Independent Living Units (ILUs) and an at-grade, open-air car parking area accommodating a total of three (3) cars.
- The subject site is well connected to the public transport network with reliable access to regular bus services providing connection to Westfield Mount Druitt 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 three (3) 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 trip per hour 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

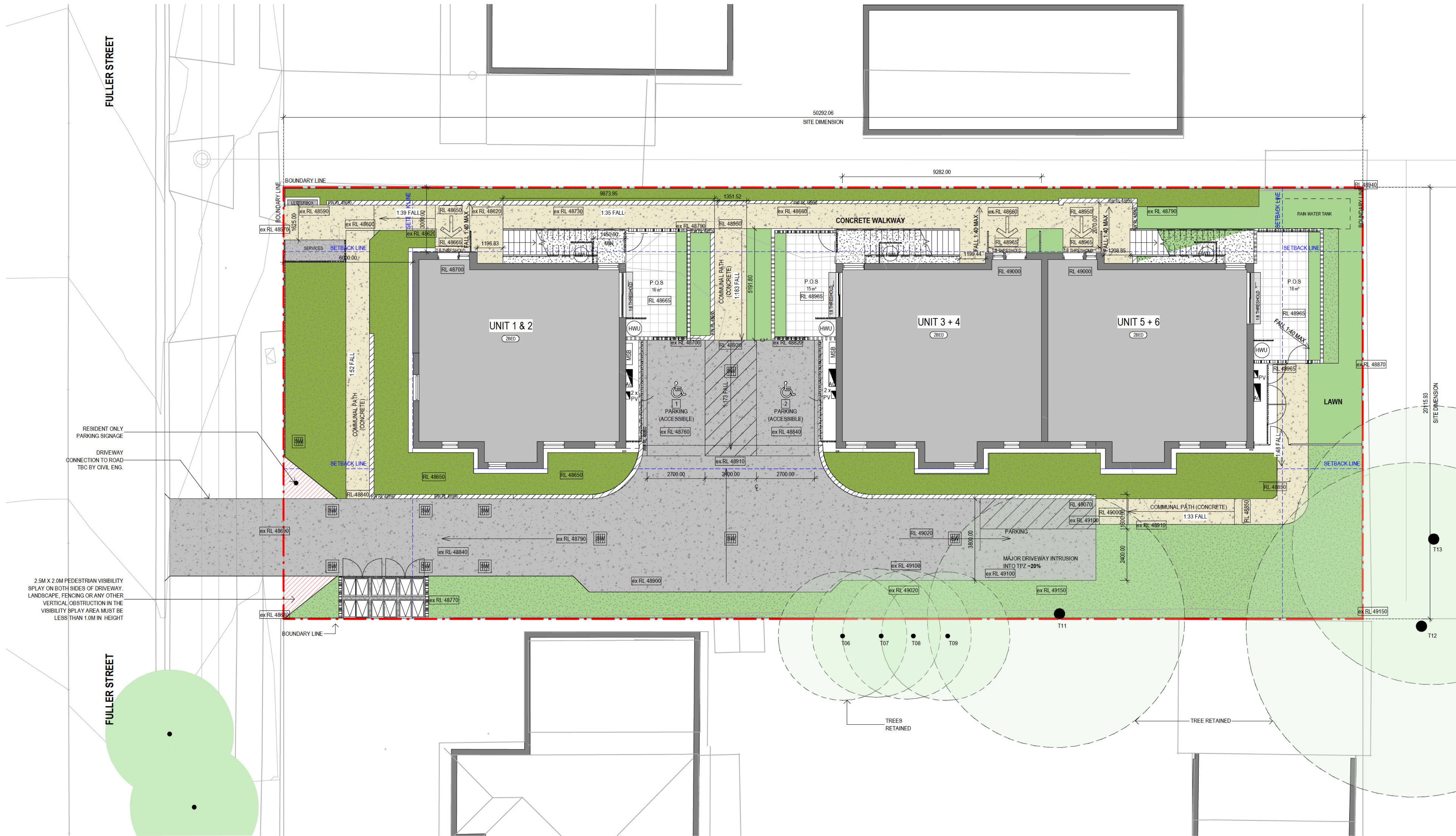
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Reduced Plans



11/2022 12:30 PM

1 SITE PLAN  
1:100



**LEGEND**

- COMMON LANDSCAPING
- DEEP SOIL ZONE
- CONCRETE WALKWAY
- COMMUNAL PATH (CRUSHED GRAVEL)
- PRIVATE OPEN SPACE
- MAINTENANCE STRIP

\*POS OF GROUND FLOOR ARE BIGGER TO COMPLY WITH SL SEPP (MIN 15 SQ.MTS)  
\*ALL BALCONY AREAS TO COMPLY WITH SLSEPP AND LAHC STANDARDS  
\*ALL UNITS COMPLY WITH AS1428.1 CLEARANCES INTERNALLY  
\*ALL UNITS HAVE ALLOCATED SPACE FOR PROVISION OF GRABRAILS IN BATHROOMS

NOTE:  
REFER TO LANDSCAPE PLAN FOR PLANT SCREENING IN WESTFACING FRONT GARDENS  
ALL AREA CALC'S AND RL'S ARE INDICATIVE SUBJECT TO FUTURE DESIGN DEVELOPMENT

Revision	Description	Date
1	Preliminary Issue	01/04/22
2	Updated Site Plan Options	01/05/22
3	Progress Issue	10/06/22
4	Progress Issue	15/06/22
5	Draft DA for Review	31/10/22
6	Draft DA for Review 2	04/11/22
7	For Approval	28/11/22

PRELIMINARY  
WORK-IN-PROGRESS

NOTES : DEVELOPMENT APPLICATION

- 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.

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

- 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

ABORIGINAL HOUSING OFFICE



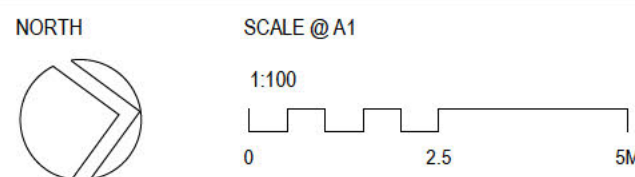
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Project  
**MOUNT DRIUITT HOUSING**  
2 SEC N DP 2042, 56 FULLER STREET,  
MOUNT DRIUITT NSW 2770

Sheet Title

SITE PLAN



Drawn SC Checked CS Scale 1:100 @ 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 issues. ©Copyright of this drawing is vested with Custance Associates Pty Ltd  
Nominated Architect: Craig Sheldrake (NSW), 5612 (JLD)

Project No.  
3409

Sheet No.  
DA-0.20

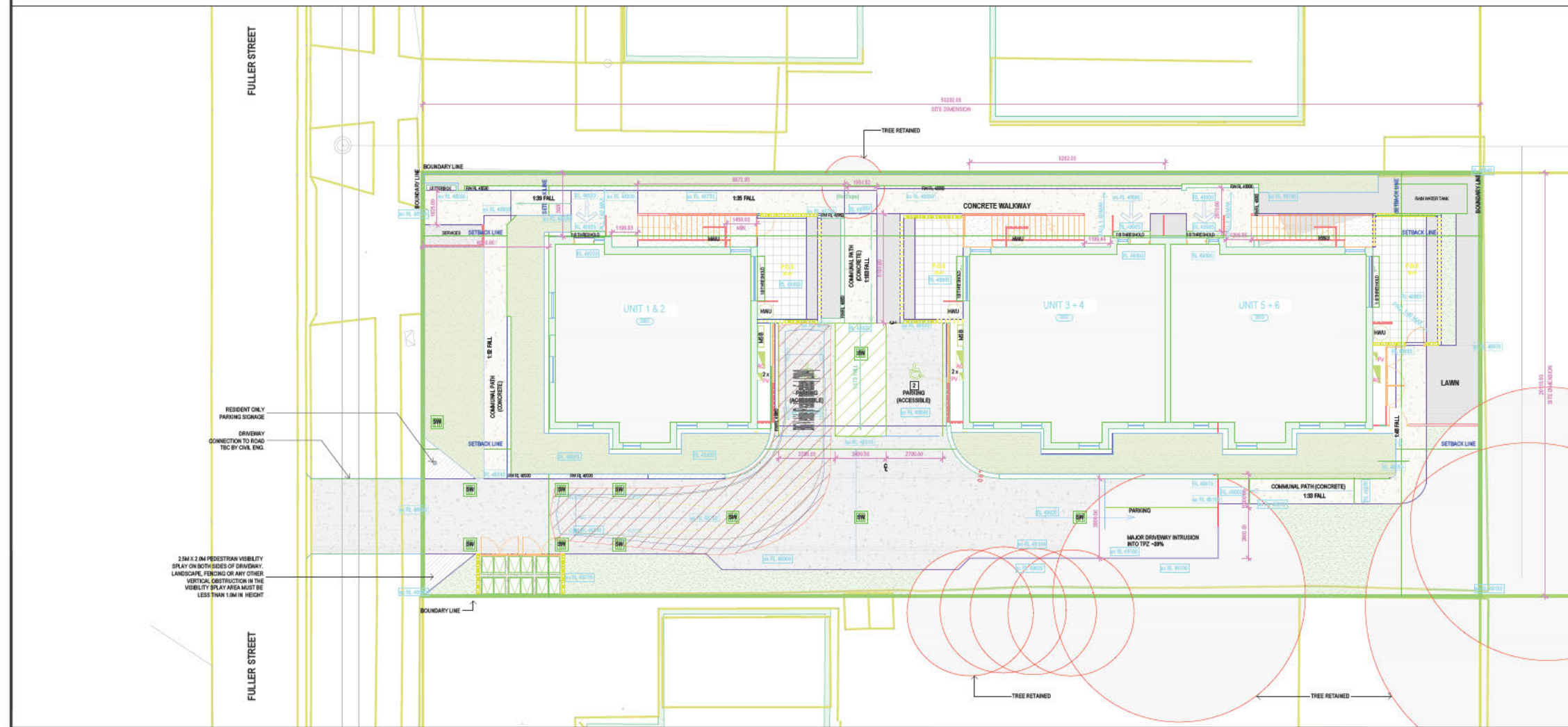
Revision  
7



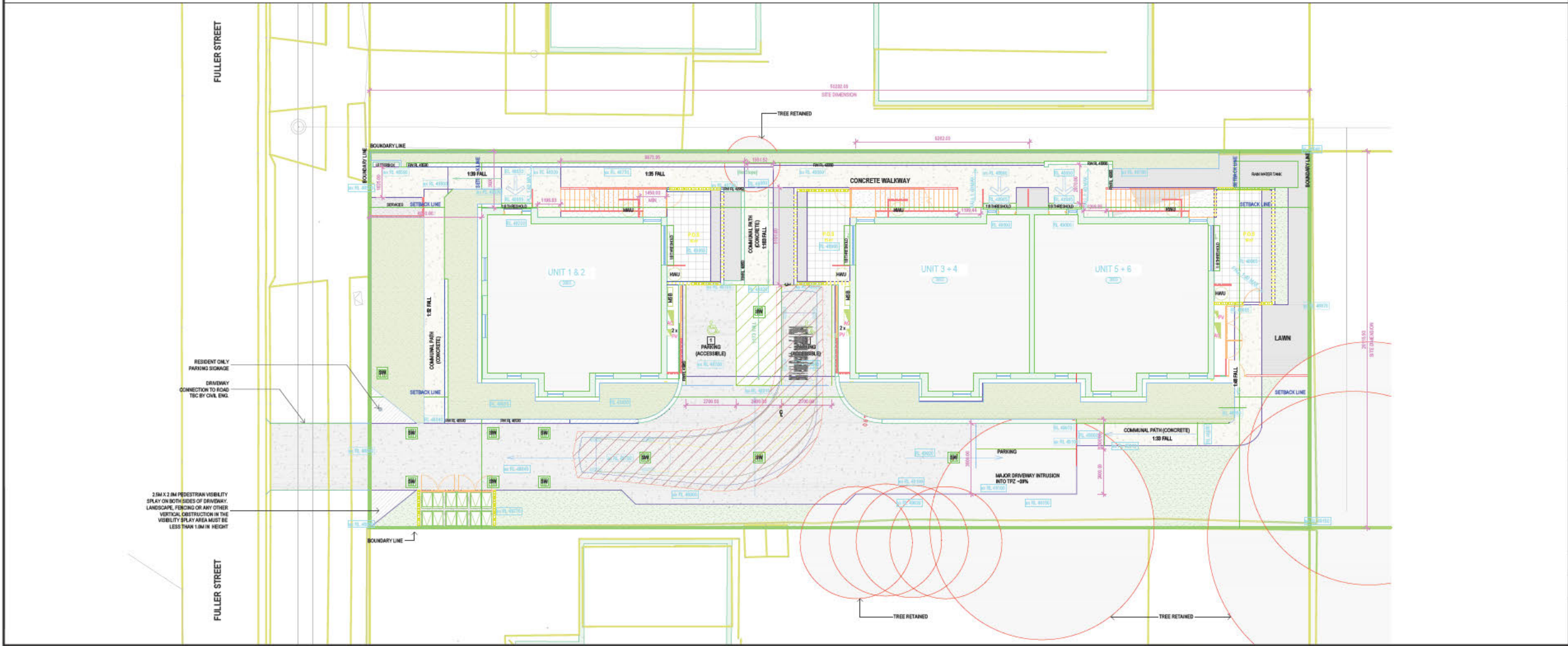
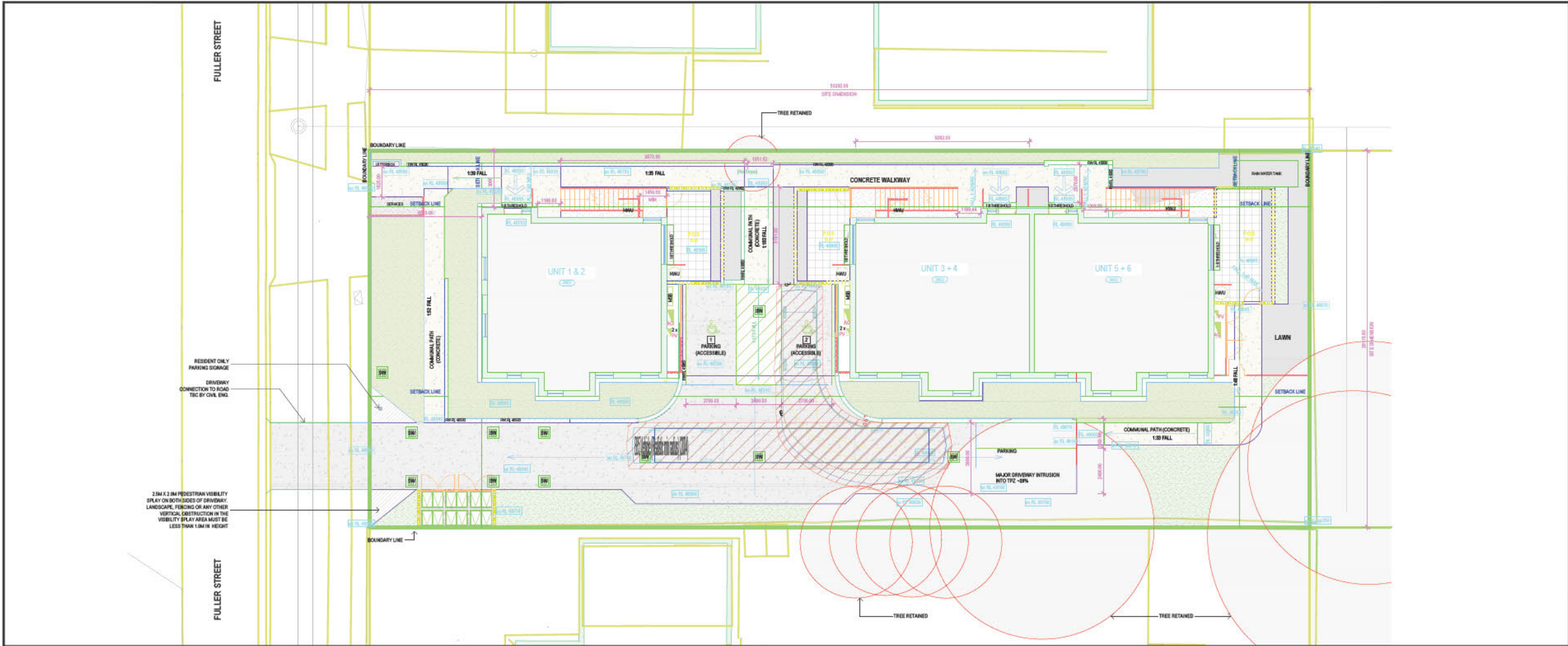
## APPENDIX B

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### 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
C	Swept Path Analysis	TY	07-10-22

Swept Path Legend

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

Architect

Custance  
L3, 89 Foveaux Street  
Surry Hills NSW 2010

Client

Aboriginal Housing Office  
4 Parramatta Square, 12 Darcy Street  
Parramatta NSW 2150

Scale

0 2.5 5 7.5 10m  
1:250 @ A3

Project Description

Proposed Senior Housing Development  
56 Fuller Street, Mount Druitt

Drawing Prepared By

**TRAFFIX**  
TRAFFIC AND TRANSPORT PLANNERS

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Drawing Title

Site Plan - Swept Path Analysis  
Top: B85 Vehicle Entry  
Bottom: B85 Vehicle Exit

Drawn: TY	Checked: -	Date: 05-04-22
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22.123d05v01 TRAFFIX [22-12-01 Plans] Design Review.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
22.123	DA	TX.02	C



