

Traffic Impact Assessment

15 Hilwa Street, 890 & 898 Woodville Road, Villawood

24170

Prepared for

Nationwide Builders Pty Ltd

16 December 2024



Contact Information

Genesis Traffic	Suite 3, 53 Grandview Street, Pymble
	www.genesistraffic.com.au
	ABN 34 660 055 532
Email	bernard@genesistraffic.com.au
Approved By	Bernard Lo

Document Information

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Prepared for	Nationwide Builders Pty Ltd
Architects	Tony Owen Partners
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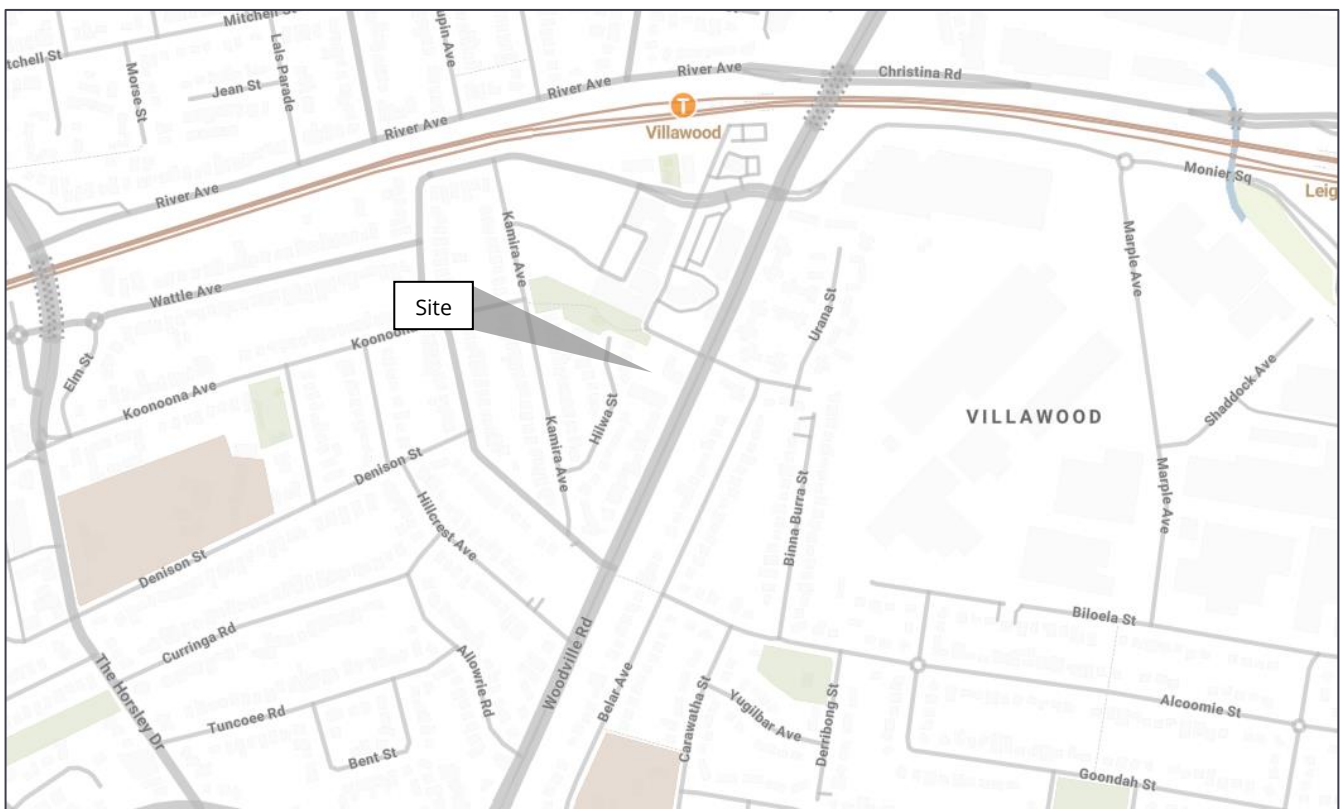


1 Introduction

1.1 Background

This report has been prepared to accompany a Development Application to Fairfield City Council in respect to a proposed mixed-use development on a consolidated site at 15 Hilwa Street, 890 & 898 Woodville Road, Villawood (Figure 1-1).

Figure 1-1 Site



Source: Mecone (Modified by Genesis Traffic)

1.2 Scope of Works

The purpose of this report is to:

- describe the site, its context and the development proposal
- describe the road network serving the site and the prevailing traffic conditions
- assess the potential traffic implications
- assess the suitability of the proposed parking provision
- assess the suitability of the proposed access and provision for circulation and servicing



1.3 Reference Documents

Reference has been made to the following documents when preparing this report:

- Australian Standard Part 1: Off-street Car Parking (AS2890.1:2004)
- Australian Standard Part 2: Off-street Commercial Vehicle Facilities (AS2890.2:2018)
- Australian Standard Part 3: Bicycle Parking (AS2890.3:2015)
- Fairfield City Wide Development Control Plan 2024
- RMS Guide to Traffic Generating Developments, RTA, 2002
- Guide to Transport Impact Assessment, NSW Government, 2024
- Planning Proposal Traffic Impact Assessment (Ref No: T22142), 15 Hilwa Street, 896-898 Woodville Road, Villawood, 2 November 2022
- Traffic Response to RFI (Ref No: T22142), 15 Hilwa Street, 896-898 Woodville Road, Villawood, 22 March 2024



2 Existing Conditions

2.1 Site and Surrounding Context

The development site (Figure 2-1) has frontages to Woodville Road, Hilwa Street and Howatt Street, and occupies an irregularly shaped area of approximately 3,225m². This consists of a large rectangular block on the corner of Woodville Road and Howatt Street between Hilwa Street and Woodville Road.

Figure 2-1 Site Context



Source: Nearmap

Adjoining the site is a service station with frontage to Woodville Road. To the north (across Howatt Street) is a multi-storey mixed-use complex.

Existing land uses on the site are primarily bulky goods retail. Vehicle accesses are located at Woodville Road and Howatt Street.



2.2 Road Network

The road network serving the site area comprises:

- Hume Highway – a State Highway and arterial route for both inter and intra-state travel
- Woodville Road – a State Road and arterial route connecting Great Western Highway/M4 and Hume Highway
- Henry Lawson Drive – a State Road and sub-arterial route connecting Hume Highway and M5/Milperra Road
- Christina Road – part of a Regional Road and collector route connecting Carramar and Regents Park, which interchanges with Woodville Road (via on/off ramps)
- The Horsley Drive – a sub-arterial road connecting Hume Highway and Cumberland Highway
- Llewellyn Avenue, Villawood Road and Wattle Avenue are minor collector routes connecting Villawood and Carramar.
- Villawood Place/Howatt Street– part of a local road system off Woodville Road providing access to the local Villawood shop
- Kamira Circuit– a local one-way access road connecting Kamira Avenue and Villawood Road
- Kirang Avenue – a collector road connecting local streets to Woodville Road
- Howatt Street – a local road with a one-way west traffic flow restriction (widening subject to land dedication to Council)
- Hilwa Street – a local road and a dead-end cul-de-sac

2.3 Traffic Controls

The traffic controls on the road system in the vicinity of the site comprise:

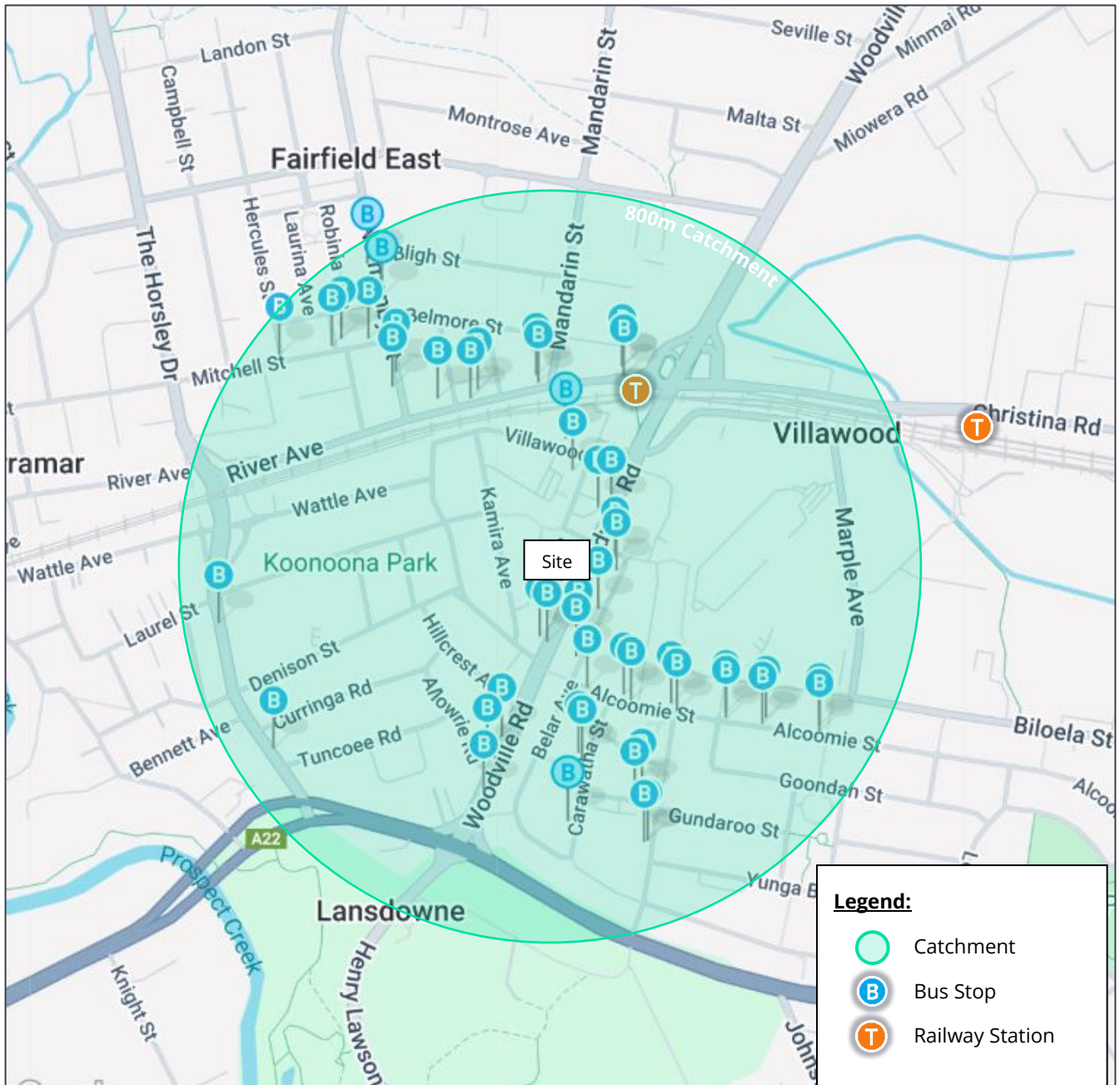
- the traffic signal controls along Woodville Road at the Villawood Road, Binna Burra Street, Kirang Avenue and Hume Highway intersections
- the pedestrian mid-block traffic signals on River Avenue just to the north of the station
- the roundabout at the Llewellyn Avenue and Marple Avenue intersection
- the Bus Only right turn lane from Woodville Road to Howatt Street (southbound)
- the PM (3-7pm) right turn restriction from Woodville Road to Kirang Road (southbound)
- the one-way restriction in the Kamira Circuit carpark and Cheryl Lane



2.4 Public Transport Services

The local public transport services are illustrated in Figure 2-2.

Figure 2-2 Local Public Transport Locations



Source: Google Map (Modified by Genesis Traffic)

Train/Metro

The site is centrally located within 400m of Villawood Train Station providing high-frequency connections to the Sydney Central Business District (CBD) via the Sydney Trains/Metro rail network. This train station provides T2 (Inner West & South Line) and T3 (Bankstown Line) service(s).



Bus

Local bus services are within walking distance (120m to the nearest bus stop) of the site, as follows (Table 2-1)

Table 2-1 Bus Services Provision

Bus Line	Bus Route	Peak Frequency
904	Fairfield to Liverpool	2 trips per hour
905	Bankstown to Fairfield	4 trips per hour
907	Bankstown to Parramatta via Bass Hill	3 trips per hour
N50	Liverpool to City Town Hall via Strathfield (Night Service)	2 trips per hour
S4	Chester Hill to Fairfield via Carramar & Villawood	1 trip per hour



3 Development Scheme

3.1 Project Background

An approved Planning Proposal that seeks to increase building height and floor space ratio for a mixed-use development is in place. The Planning Proposal envisaged a development yield of retail floor space up to 2,800m² GFA (supermarket) and 165 residential units with vehicle access points located via Howatt Street and Hilwa Street. It is understood that up to 9m of Howatt Street frontage will be dedicated to the Council. A previously sought right turn movement from Woodville Road to Howatt Street was not approved by TfNSW.

3.2 Proposed Development Scheme

This Development Application seeks consent for a land use within the Planning Proposal's parameters, involving:

- A total of 148 residential units in the following mix:
 - 28 x 1-Bedroom
 - 98 x 2-Bedroom
 - 22 x 3-Bedroom
- Retail units with a total floor area of 1,615.1m² (not supermarket)
- A café with a floor area of 177.3m²
- Basement carpark with 256 car spaces – retail and residential carpark will be separated
- A dedicated service and loading area in Basement 1

Two (2) vehicle access points will be provided, as per the Planning Proposal, involving:

- a commercial vehicle access at Howatt Street (to the retail carpark and loading dock)
- a residential car park access at Hilwa Street

Details of the development scheme, which are prepared by Tony Owen Partners are reproduced in part in **Attachment 1**.



4 Parking Assessment

4.1 Car Parking Requirements

The assessment applies car parking rates for residential flat / shop top housing from Fairfield City Wide DCP, outlined in Table 4-2.

Table 4-1 DCP Car Parking Rates

Land Use	Element	Parking Rates
Residential Flat	Resident	1 space per dwelling
	Visitor	1 space per 4 dwellings
Retail		1 space per 40m ² GFA
Café		1 space per 7m ² GLA

Application of the proposal using the above criteria would indicate the following requirements in Table 4-2.

Table 4-2 Car Parking Requirements

Element	Units/GFA	Minimum Requirement	Provision
Residential Flat	148 units	148	159
Residential Visitor	148 units	37	37
Retail	1,616m ²	40	40
Café	177m ²	25	20
Total		250 spaces	256 spaces

It is proposed to provide 256 car spaces in the basement carpark. The parking provision generally complies with the DCP criteria, except for the café, which has a shortfall of 5 spaces. However, the assessment considers this shortfall acceptable due to its strategic location within Villawood Town Centre and its proximity to Villawood Railway Station. Furthermore, a café typically attracts local or linked trips, where visits are part of a series of stops, such as grabbing a coffee while running errands, at work, or before catching a train. This is particularly relevant in the context of this residential-based mixed use development, where many patrons are likely to come from on-site, thereby minimising the café's independent parking demand. In summary, the assessment concludes that the parking provision for residential and retail uses complies with the DCP criteria, while the café provision does not fully comply but is deemed to adequately meet the parking demand.



4.2 Bicycle Parking Assessment

The DCP does not specify any applicable bicycle parking rates. Nevertheless, it is proposed to provide 11 bicycle spaces for residents.

4.3 Motorcycle Parking Assessment

There is no applicable motorcycle rate specified in the DCP. It is proposed to provide 2 motorcycle spaces for residents.

4.4 Servicing Arrangement

A loading area will be provided onsite and accessed via Howatt Street. It is envisaged that the loading area will accommodate a 12.5m Heavy Rigid Vehicle (HRV).

Garbage collection for the commercial development will also occur at the proposed loading bay using a private waste vehicle.



5 Access and Circulation Design

5.1 Access

Two (2) vehicle access driveways will be provided: one located at Howatt Street for retail carpark and loading dock access and another one located at Hilwa Street for residential carpark access.

Details of the access design and geometry are discussed in Section 5.2.

5.2 Internal Circulation & Design

A detailed review of the car park has been undertaken to assess its conformance with the relevant AS2890 design criteria. The assessment outcome is tabulated below for ease of reference.

Table 5-1 Off-street Car Parking (AS2890.1:2004) Criteria

Features	Requirement	Provision	Compliance	Notes
Access Driveways				
Access Driveway Location	6m clear from intersection	>6m	Yes	
Access Width	(Category 1A, 3) 3m - 6m	5.8m – 6.6m	Yes	
Passing Provision	1 per 30m	N/A	N/A	
Sight Triangle (Pedestrian)	2.5m long x 2.0m wide	Provided	Yes	
Sight Distance (50km/h)	Min 45m	Provided	Yes	
First 6m Ramp Grade	Max 5% (1:20) down Max 12.5% (1:8) up	5%	Yes	
Vehicular Control Point	Max 5% (1:20)	5%	Yes	
Type of Vehicular Control Point	Island with Intercom / Security Gate	Island with Intercom	Yes	
Straight Ramp / Driveway				
Ramp Grade	Public Carpark: Max 20% (1:5)	Public: 20% Private: 25%	Yes	
	Private Carpark: Max 25% (1:4)			
Transitions	Min 2.0m	2.0m	Yes	
Grade Transitions	Max 12.5% (1:8)	12.5%	Yes	
Roadways Width (One-way)	Min 3.0m	6.0m	Yes	



Roadways Width (Two-way)	Min 5.5m	5.8m	Yes	
Vertical Obstruction Clearance / Kerbs	300mm on both sides	Provided	Yes	
Headroom Clearance	Min 2.2m Min 2.26m (Close to Transition)	>2.2m	Yes	
Internal Circulation	B85 and B99 Passing	Satisfied	Yes	
Parking Modules				
Car Space Dimension	User Class 1A, 3 1A: 5.4m long x 2.4m wide 3: 5.4m long x 2.5m wide	1A: 5.4m long x 2.4m wide 3: 5.4m long x 2.5m wide	Yes	
Aisle Width	User Class 1A, 3 5.8m (+ 300mm from wall)	5.8m	Yes	
Car Space Dimension (Parallel)	6.5m long x 2.4m wide (Between 2 structures/columns)	6.5m long x 2.4m wide	Yes	
Door Clearance	300mm	Provided	Yes	
Blind Aisle	Min 1.0m	>1.0m	Yes	
Headroom Clearance	Min 2.2m	>2.2m	Yes	
Gradient	Max 5% (1:20)	Level	Yes	
Turning Bay/Area (except Residents and Staff)	To be provided at the end of the aisle	Provided	Yes	
Motorcycle Space Dimension	2.5m long x 1.2m wide	N/A	N/A	

Table 5-2 Off-street Commercial Vehicle Facilities (AS2890.2:2018) Criteria

Features	Requirement	Provision	Compliance	Notes
Access Driveways				
Sight Triangle (Pedestrian)	2.5m long x 2.0m wide	Provided	Yes	
Sight Distance (50km/h)	Min 69m	Provided	Yes	
First 7m Ramp Grade	Max 5% (1:20) down Max 6.25% (1:16) up	5% (down)	Yes	
Type of Service	Occasional - no passing required	Satisfied	Yes	
Ramp / Circulation Roadways				
Ramp Grade	Max 15.4% (1:6.5)	15.4%	Yes	



Transitions	Min 7.0m	7.0m	Yes	
Grade Transitions	Max 6.25% (1:16)	6.25%	Yes	
Kerbs	300mm on both sides	Provided	Yes	
Headroom Clearance	Min 4.5m	>4.5m	Yes	
Ground Clearance	50mm	Provided	Yes	
Parking Modules				
Space Dimension	12.5m long x 3.5m wide	Provided	Yes	
Headroom Clearance	Min 4.5m	5.0m	Yes	
Gradient	Max 4% (1:25)	Level	Yes	

Table 5-3 Bicycle Parking (AS2890.3:2015) Criteria

Features	Requirement	Provision	Compliance	Notes
Horizontal Bicycle Parking				
Space Dimension	1.8m long x 0.5m wide	1.8m long x 0.5m wide	Yes	
Aisle	1.5m	1.5m	Yes	
Gradient	Max 5% (1:20)	Level	Yes	
Height Clearance	Min 2.2m	>2.2m	Yes	

5.3 Loading and Servicing Circulation

The proposed loading arrangement complies with the requirements of AS2890.2:2018 as demonstrated in Table 5-2. The designated service vehicle(s) can enter and exit the site and loading area in a satisfactory manner (refer to Section 5.4: Swept Path Analysis).

5.4 Swept Path Analysis

All critical vehicle movements in the proposed car parking facility have been assessed using Autoturn. Details of the assessment outcome, which demonstrate a satisfactory design provision, are provided in **Attachment 2**.



6 Traffic Assessment

6.1 Development Traffic Generation

The assessment refers to the most recently published Guide to Transport Impact Assessment 2024 by TfNSW.

Residential

The Guide to Transport Impact Assessment (2024) provides trip generation rates for high-density residential apartment blocks in Sydney Metropolitan areas. The relevant trip rates are as follows:

- 0.19 vehicle trips per hour (vtpH) per unit during the AM peak hour
- 0.15 vehicle trips per hour (vtpH) per unit during the PM peak hour

Application of these trip rates to the 148 proposed residential units would indicate a peak hour traffic generation outcome in Table 6-1.

Table 6-1 Traffic Generation During Peak Hour

Period	Total	In	Out
AM peak	28 vtpH	6 vtpH	22 vtpH
PM peak	22 vtpH	18 vtpH	4 vtpH

Commercial

The assessment notes that the proposed commercial floor space is no longer going to be associated with a higher traffic-generating supermarket (that was formerly envisaged in the Planning Proposal). The Guide to Transport Impact Assessment (2024) does not provide a commercial rate; however, the RMS Guide to Traffic Generating Developments 2002 specifies the following peak traffic generation rate for commercial.

- 2 vehicle trips per hour (vtpH) per 100m² GFA during the AM peak hour
- 2 vehicle trips per hour (vtpH) per 100m² GFA during the PM peak hour

Application of RMS rates to the proposed retail floor space would indicate a peak hour traffic generation outcome of 32 vtpH during the AM and PM peak.

Café

Similarly, the Guide to Transport Impact Assessment (2024) does not provide any rate for café. The assessment will adopt a more conservative restaurant trip rate of 5 vtpH per 100m². Applying the proposed café floor area (177.3m²) will generate a peak hour trip outcome of 9 vtpH. Note that the café generally does not operate during the PM peak.



6.2 Overall Traffic Generation

Having regard to the above, the net traffic generation outcome is tabulated in Table 6-2.

Table 6-2 Net Peak Hour Traffic Generation

Period	AM Peak (vtph)		PM Peak (vtph)	
	In	Out	In	Out
Residential	6	22	18	4
Commercial	16	16	16	16
Cafe	5	4	-	-
Net Traffic	27	42	34	20

Reference is made to the traffic generation outcome associated with the site's Planning Proposal. Table 6-3 below provides a side-by-side comparison of the projected development traffic for the Planning Proposal and the current development scheme.

Table 6-3 Planning Proposal vs Proposed Development

Period		Planning Proposal (vtph)	Proposed Development (vtph)	Net Outcome (vtph)
AM Peak	In	65	27	-38
	Out	88	42	-46
PM Peak	In	253	34	-219
	Out	233	20	-193

As demonstrated above, the traffic generated by the current scheme will be significantly lower than the projected traffic for the Planning Proposal. This is primarily due to the deletion of the supermarket retail. On this basis, the assessment concludes that the current development scheme will not have adverse impacts on the surrounding road network.

Of note, the proposal no longer proposes opening the southbound right-turn Bus Lane from Woodville Road to Howatt Street.



7 Conclusion

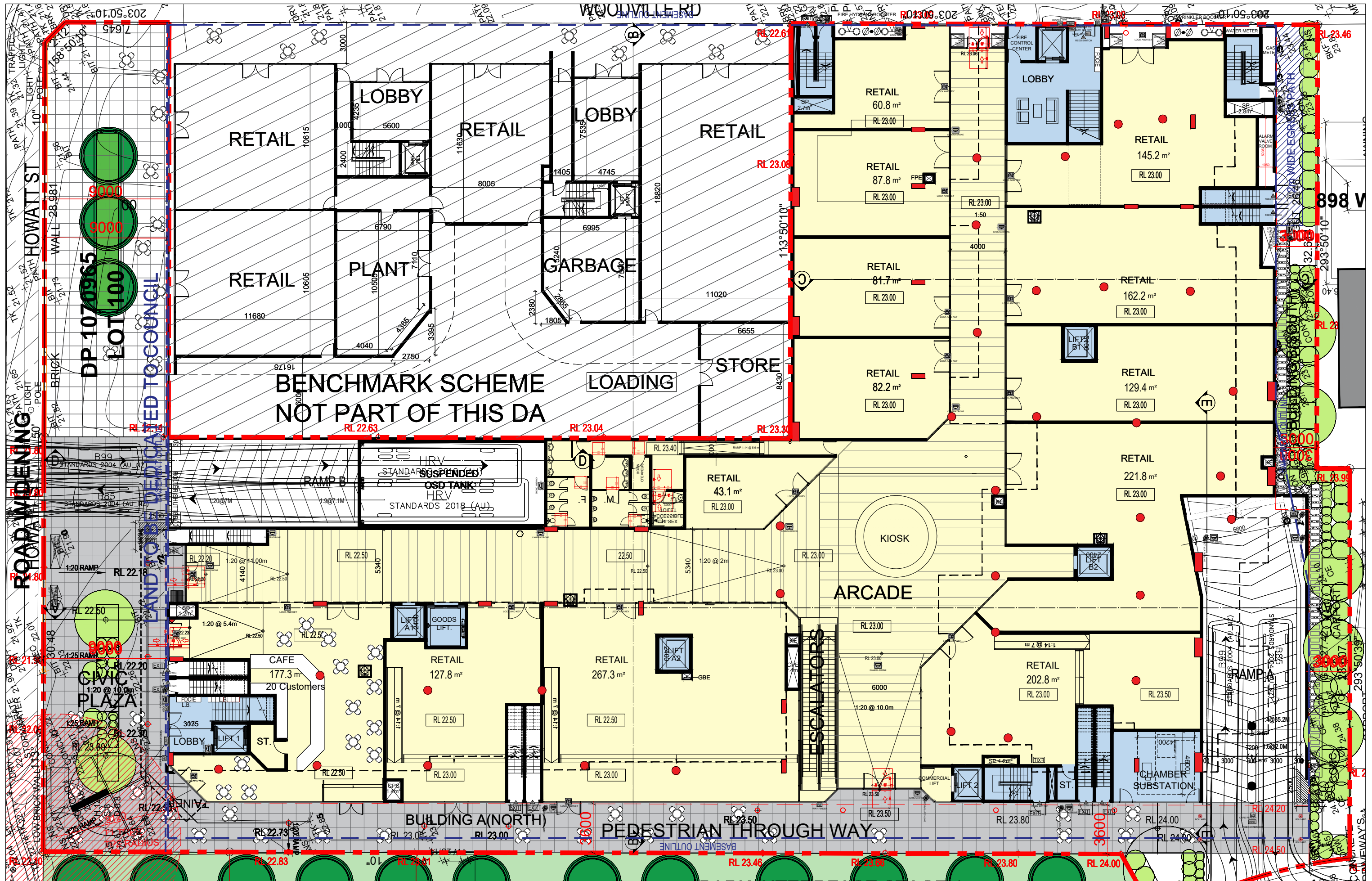
The traffic and parking assessment undertaken for the proposed Planning Proposal at 15 Hilwa Street, 890 & 898 Woodville Road, Villawood has concluded that:

- the site benefits from good accessibility to local transport services and connectivity to the Villawood Town Centre.
- the proposed parking provision for residential and retail is consistent with the DCP criteria.
- the proposed parking provision for cafe does not comply with the DCP criteria; however, it is acceptable and will adequately serve the development due to its proximity to Villawood Town Centre and Villawood Railway Station.
- the traffic generation of the proposed development falls within the threshold of the projections made in the Planning Proposal and not present any adverse traffic implications on the local network.
- the proposed access design, internal circulation and service arrangement will be consistent with the relevant AS2890 design requirements.



Attachment 1

Architectural Plans



Rev	Description	By	Date	Disclaimer	Notes	Legend	Drawing Label	Client	Architects	Project	Key plan	Scale	Date
A	ISSUE TO CONSULTANTS	DL VA	AUGUST 2024	THESE DRAWINGS ARE PRELIMINARY DRAWINGS AND ARE SUBJECT TO CHANGE WITHOUT NOTICE DURING THE COURSE OF THE PROJECT. THE CLIENT ACCEPTS RESPONSIBILITY FOR THE ACCURACY OF THE INFORMATION PROVIDED AND THE DESIGNER ACCEPTS RESPONSIBILITY FOR THE DESIGN OF THE PROJECT.	THESE DRAWINGS ARE PRELIMINARY DRAWINGS AND ARE SUBJECT TO CHANGE WITHOUT NOTICE DURING THE COURSE OF THE PROJECT. THE CLIENT ACCEPTS RESPONSIBILITY FOR THE ACCURACY OF THE INFORMATION PROVIDED AND THE DESIGNER ACCEPTS RESPONSIBILITY FOR THE DESIGN OF THE PROJECT.			ABA PTY. LTD.	tony o'neill architects	WOODVILLE ROAD SHOP TOP HOUSING DEVELOPMENT		1:100 @ A1 1:200 @ A3	NOV 2024
B	ISSUE TO CONSULTANTS	DL ZS	OCTOBER 2024										
C	ISSUE TO CLIENT	ZS CK	OCTOBER 2024										
D	DA SUBMISSION	ZS CK	NOVEMBER 2024										

Plot Style: TONYPLOT.dwt

Project address: 896 Woodville Road, Villawood 2163 NSW

Drawing title: GROUND FLOOR PLAN

Project no: 1051 Drawing no: A104

Drawn: ZS CK

Drawing status: DA SUBMISSION

GROUND FLOOR PLAN

FAIRFIELD CITY DCP

(Residential Flat Buildings and Shop Top Housing Parking Rate):

1 space per dwelling	= 148
1 visitor space per 4 dwellings	= 37
Retail (1 space / 40sqm)	=40
Cafe (1 space/ 7sqm)	=25

250 PARKING SPACES IN TOTAL REQUIRED

PROPOSED PARKING 256 PARKING SPACES

- incl.
- 58 Retail & Cafe Parking Spaces
 - 2 Accessible Retail & Cafe Parking Spaces
 - 36 Visitor Parking Spaces
 - 1 Accessible Visitor Parking Spaces
 - 144 Residential Parking Spaces
 - 15 Accessible Residential Parking Spaces
 - 1 Residential Car Wash Bay

BENCHMARK SCHEME
NOT PART OF THIS DA

BREAK OUT
WALLS

BUILDING B(SOUTH)

BUILDING A(NORTH)

BASEMENT 1
4 CAR PARKING SPACES
INCL 40 RETAIL PARKING SPACES
1 RETAIL ACCESSIBLE CAR SPACES

B1 FLOOR PLAN

Rev.	Description	By	Date	Disclaimer	Notes	Legend	DRAWING LABEL	Client	Architects	Project	Project address	Key plan	Scale	Date
A	ISSUE TO CONSULTANTS	DL VA	AUGUST 2024	"THESE DRAWINGS ARE PRELIMINARY DRAWINGS AND ARE SUBJECT TO CHANGE WITHOUT NOTICE DURING THE COURSE OF THE DEVELOPMENT AND IN CONSULTATION WITH THE COUNCIL. SUBMISSION OF THE DRAWINGS DOES NOT CONSTITUTE A REPRESENTATION OF THE DEVELOPER OR ITS AGENTS, AGENTS OR CONTRACTORS THAT THE DRAWINGS ARE FINAL NOR THAT THE PROPOSED DEVELOPMENT WILL TAKE PLACE IN ACCORDANCE WITH THESE DRAWINGS."	DRAWINGS MADE TO A LARGER SCALE AND THOSE SHOWING PARTICULAR DETAIL OF WORKS SHALL TAKE PRECEDENCE OVER DRAWINGS MADE TO A SMALLER SCALE AND FOR MORE GENERAL PURPOSES			ABA PTY. LTD.	Architects	WOODVILLE ROAD SHOP TOP HOUSING DEVELOPMENT	896 Woodville Road, Villawood 2163 NSW		Scale 1:125 @ A1 1:250 @ A3 1:500 @ A4	Date NOV 2024
B	ISSUE TO CONSULTANTS	DL ZS	OCTOBER 2024		WHERE ANY DISCREPANCY EXISTS BETWEEN FIGURED AND SCALED DIMENSIONS, THE FIGURED DIMENSIONS SHALL PREVAIL.									
C	ISSUE TO CLIENT	ZS CK	OCTOBER 2024		BUILDER TO CHECK ALL SITE DIMENSIONS PRIOR TO IMPLEMENTATION OF FETMENTS									
D	DA SUBMISSION	ZS CK	NOVEMBER 2024											
				Plot Style	Notes									
				TODAY_ARCH@GMAIL.COM	"THESE DOCUMENTS AND ANY WORKS DERIVED AS A RESULT OF THESE DOCUMENTS SHALL BE KEPT IN CONFIDENCE BY THE CLIENT AND NOT BE REPRODUCED OR USED IN ANY MANNER WITHOUT THE WRITTEN PERMISSION OF TODAY ARCHITECTS."									

FAIRFIELD CITY DCP
(Residential Flat Buildings and Shop Top Housing Parking Rate):
1 space per dwelling = 148
1 visitor space per 4 dwellings = 148 / 4 = 37
Retail (1 space / 40sqm) = 1616/40 = 40
Cafe (1 space/ 7sqm) = 177/7 = 25
250 PARKING SPACES IN TOTAL REQUIRED

PROPOSED PARKING **256 PARKING SPACES**
incl. 58 Retail & Cafe Parking Spaces
2 Accessible Retail & Cafe Parking Spaces
36 Visitor Parking Spaces
1 Accessible Visitor Parking Spaces
144 Residential Parking Spaces
15 Accessible Residential Parking Spaces
1 Residential Car Wash Bay

BENCHMARK SCHEME
NOT PART OF THIS DA

LAND TO BE DEDICATED TO COUNCIL

BUILDING B(SOUTH)

BUILDING A(NORTH)

BASEMENT L2
96 CAR PARKING SPACES
INCL. 37 VISITOR PARKING SPACES
1 VISITOR ACCESSIBLE PARKING SPACES
50 RESIDENTIAL PARKING SPACES
8 RESIDENTIAL ACCESSIBLE PARKING SPACES
1 RESIDENTIAL CAR WASH BAY
73 STORAGES

Rev.	Description	By	Date	Disclaimer	Notes	Legend	DRAWING LABEL	Client	Architects	Project	Key plan	Scale 1:125 @ A1 1:250 @ A3	Date NOV 2024
A	ISSUE TO CONSULTANTS	DL VA	AUGUST 2024	THESE DRAWINGS ARE PRELIMINARY DRAWINGS AND ARE SUBJECT TO CHANGE WITHOUT NOTICE DURING THE COURSE OF THE PROPOSED DEVELOPMENT AND IN CONSULTATION WITH COUNCIL. SUBMISSION OF THE DRAWINGS DOES NOT CONSTITUTE A REPRESENTATION OR WARRANTY BY THE DEVELOPER OR SURVEYORS, AGENTS OR CONTRACTORS THAT THE DRAWINGS ARE TRUE AND CORRECT OR THAT THE PROPOSED DEVELOPMENT WILL TAKE PLACE IN ACCORDANCE WITH THESE DRAWINGS.	WHERE ANY DISCREPANCY EXISTS BETWEEN FIGURED AND SCALED DIMENSIONS, THE FIGURED DIMENSIONS SHALL PREVAIL. BUILDERS TO CHECK ALL SITE DIMENSIONS PRIOR TO FABRICATION OF FIXTURES					WOODVILLE ROAD SHOP TOP HOUSING DEVELOPMENT		Scale 1:125 @ A1 1:250 @ A3	Date NOV 2024
B	ISSUE TO CONSULTANTS	DL ZS	OCTOBER 2024										
C	ISSUE TO CLIENT	ZS CK	OCTOBER 2024										
D	DA SUBMISSION	ZS CK	NOVEMBER 2024	BEFORE CARRYING OUT ANY WORK, ENSURE THAT THE DRAWINGS USED COMPLY WITH THE LATEST AMENDMENT No.	THESE DOCUMENTS AND ANY WORKS EXECUTED AS A RESULT OF THESE DOCUMENTS SHALL BE SUBJECT TO THE COPYRIGHT OWNERSHIP OF CITY OF THE COUNCIL OF ENGLAND								
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FAIRFIELD CITY DCP
(Residential Flat Buildings and Shop Top Housing Parking Rate):
1 space per dwelling = 148
1 visitor space per 4 dwellings = 148 / 4 = 37
Retail (1 space / 40sqm) =1616/40 =40
Cafe (1 space/ 7sqm) =177/7 =25
250 PARKING SPACES IN TOTAL REQUIRED

PROPOSED PARKING **256 PARKING SPACES**
incl. 58 Retail & Cafe Parking Spaces
2 Accessible Retail & Cafe Parking Spaces
36 Visitor Parking Spaces
1 Accessible Visitor Parking Spaces
144 Residential Parking Spaces
15 Accessible Residential Parking Spaces
1 Residential Car Wash Bay

BENCHMARK SCHEME
NOT PART OF THIS DA

LAND TO BE DEDICATED TO COUNCIL

BUILDING A(NORTH)

BASEMENT L3
100 CAR PARKING SPACES
INCL. 93 RESIDENTIAL PARKING SPACES
7 RESIDENTIAL ACCESSIBLE PARKING SPACES
78 STORAGES

BUILDING B(SOUTH)

Rev.	Description	By	Date
A	ISSUE TO CONSULTANTS	DL VA	AUGUST 2024
B	ISSUE TO CONSULTANTS	DL ZS	OCTOBER 2024
C	ISSUE TO CLIENT	ZS CK	OCTOBER 2024
D	DA SUBMISSION	ZS CK	NOVEMBER 2024

Disclaimer
THESE DRAWINGS ARE PRELIMINARY DRAWINGS AND ARE SUBJECT TO CHANGE WITHOUT NOTICE DURING THE COURSE OF THE PROPOSED DEVELOPMENT AND IN CONSULTATION WITH COUNCIL. SUBMISSION OF THE DRAWINGS DOES NOT CONSTITUTE A REPRESENTATION OR WARRANTY BY THE DEVELOPER OR SURVEYORS, AGENTS OR CONTRACTORS THAT THE DRAWINGS ARE TRUE AND CORRECT OR THAT THE PROPOSED DEVELOPMENT WILL TAKE PLACE IN ACCORDANCE WITH THESE DRAWINGS.
BEFORE CARRYING OUT ANY WORK, ENSURE THAT THE DRAWINGS USED CORRECTLY THE LATEST AMENDMENT NO.
Plot Style
TODAY_ARCH_01.dwt

Notes
DRAWINGS MADE TO A LARGER SCALE AND THOSE SHOWING PARTICULAR DETAIL, OR WORKS SHALL TAKE PRECEDENCE OVER DRAWINGS MADE TO A SMALLER SCALE AND FOR MORE GENERAL PURPOSES.
WHERE ANY DISCREPANCY EXISTS BETWEEN FIGURED AND SCALED DIMENSIONS, THE FIGURED DIMENSIONS SHALL PREVAIL.
BUILDER TO CHECK ALL SITE DIMENSIONS PRIOR TO FABRICATION OF FIXTURES.
THESE DOCUMENTS AND ANY WORKS DERIVED AS A RESULT OF THESE DOCUMENTS SHALL BE SUBJECT TO THE COPYRIGHT OWNERSHIP OF THE CLIENT AND THE CONTRACTOR OF THE PROJECT.

Legend

DRAWING LABEL

B3 FLOOR PLAN

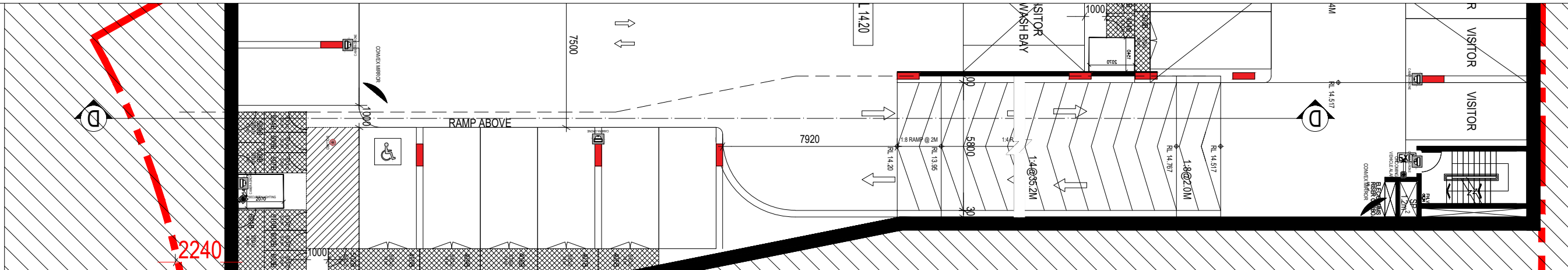
ABA PTY. LTD.

Architects
today
ptnrs

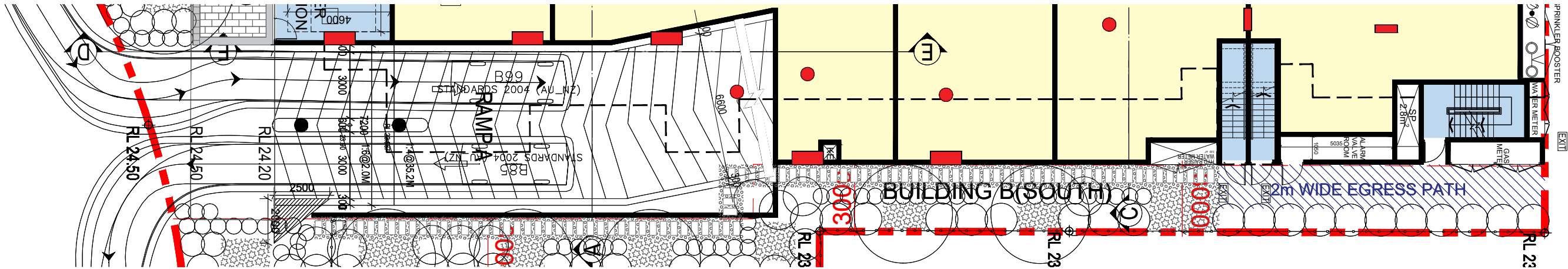
Project
WOODVILLE ROAD
SHOP TOP HOUSING
DEVELOPMENT
Project address
896 Woodville Road, Villawood
2163 NSW

Key plan
SITE

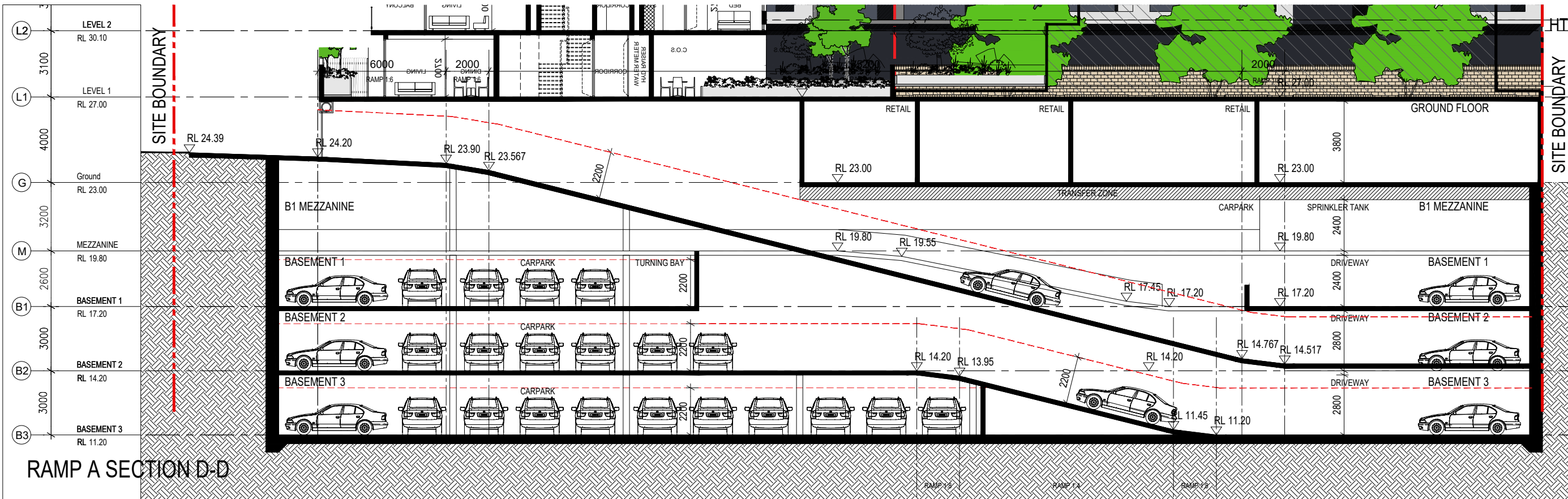
Scale 1:125 @ A1 1:250 @ A3
Drawing title
B3 FLOOR PLAN
Project no. 1051 Drawing no. A100
Drawn ZS CK
Drawing status
DA SUBMISSION



RAMP A BASEMENT 2 PLAN



RAMP A GROUND FLOOR PLAN



RAMP A SECTION D-D

Rev.	Description	By	Date	Disclaimer	Notes	Legend	DRAWING LABEL	Client	Architects	Project	Project address	Key plan	Scale	Date
A	ISSUE TO CONSULTANTS	DL VA	AUGUST 2024	THESE DRAWINGS ARE PRELIMINARY DRAWINGS AND ARE SUBJECT TO CHANGE WITHOUT NOTICE DURING THE COURSE OF THE PROJECT. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY APPROVALS FROM THE RELEVANT AUTHORITIES. THE DRAWINGS ARE FOR INFORMATION ONLY AND DO NOT CONSTITUTE A CONTRACT. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY APPROVALS FROM THE RELEVANT AUTHORITIES. THE DRAWINGS ARE FOR INFORMATION ONLY AND DO NOT CONSTITUTE A CONTRACT.	THESE DRAWINGS ARE MADE TO A LARGER SCALE AND THOSE SHOWING PARTICULAR DETAIL OF WORKS SHALL TAKE PRECEDENCE OVER DRAWINGS MADE TO A SMALLER SCALE AND FOR MORE GENERAL PURPOSES.			ABA PTY. LTD.	tony o'neill	WOODVILLE ROAD SHOP TOP HOUSING DEVELOPMENT	896 Woodville Road, Villawood 2163 NSW		Scale 1:100 @ A1 1:200 @ A3	Date NOV 2024
B	ISSUE TO CONSULTANTS	DL ZS	OCTOBER 2024											
C	ISSUE TO CLIENT	ZS CK	OCTOBER 2024											
D	DA SUBMISSION	ZS CK	NOVEMBER 2024											

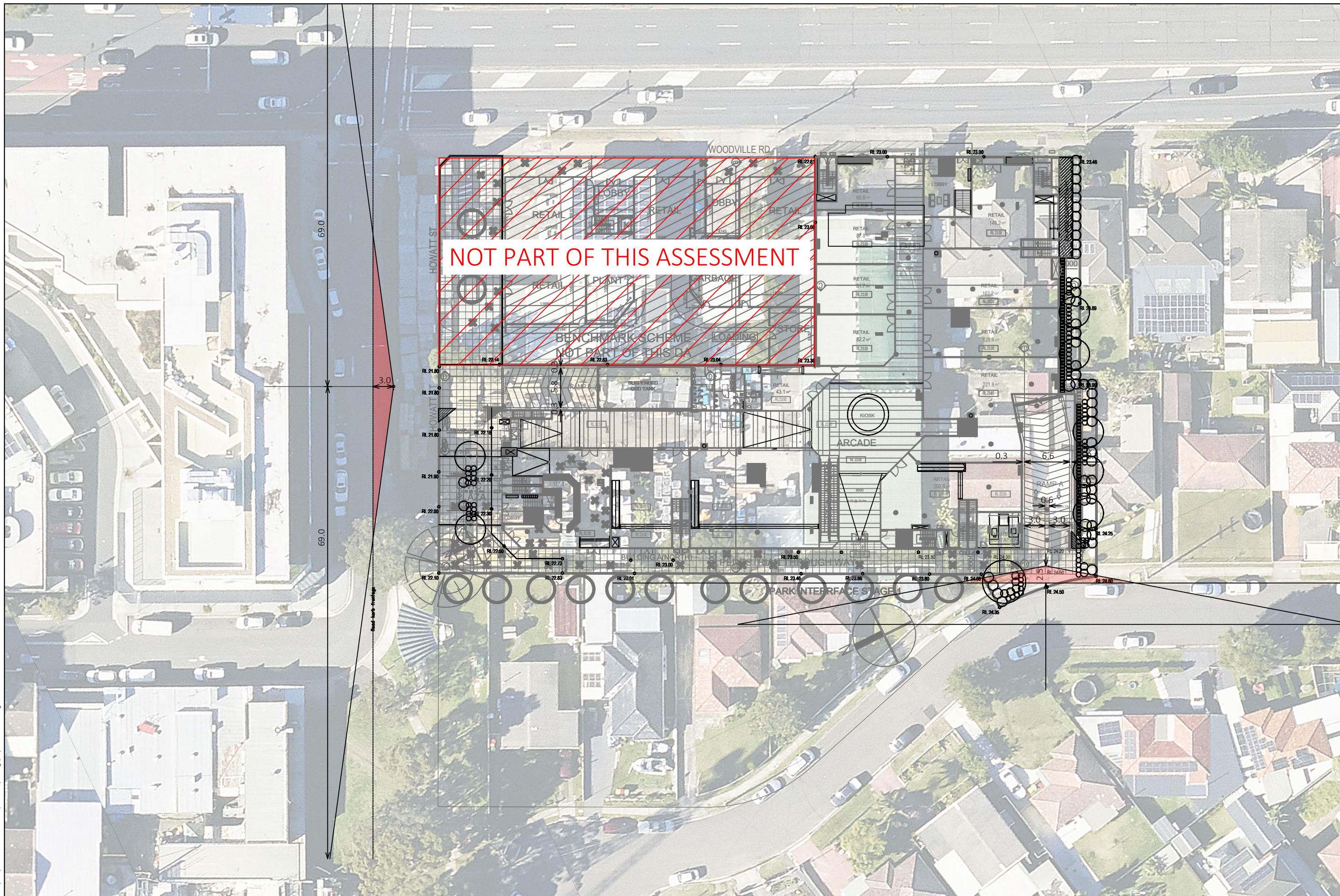
RAMP A - SECTION D-D



Attachment 2

Swept Path Assessment

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Printed by Brian Bui



890 WOODVILLE ROAD, VILLAWOOD
GROUND LEVEL
COMPLIANCE ASSESSMENT

DRAWING REF NO. 24170-V1.14-SP

SHEET NO. 01 OF 18

ISSUE DATE 16 December 2024

DESIGNED BY
B.BUI

SCALE
A3



REVIEWED BY
B.LO

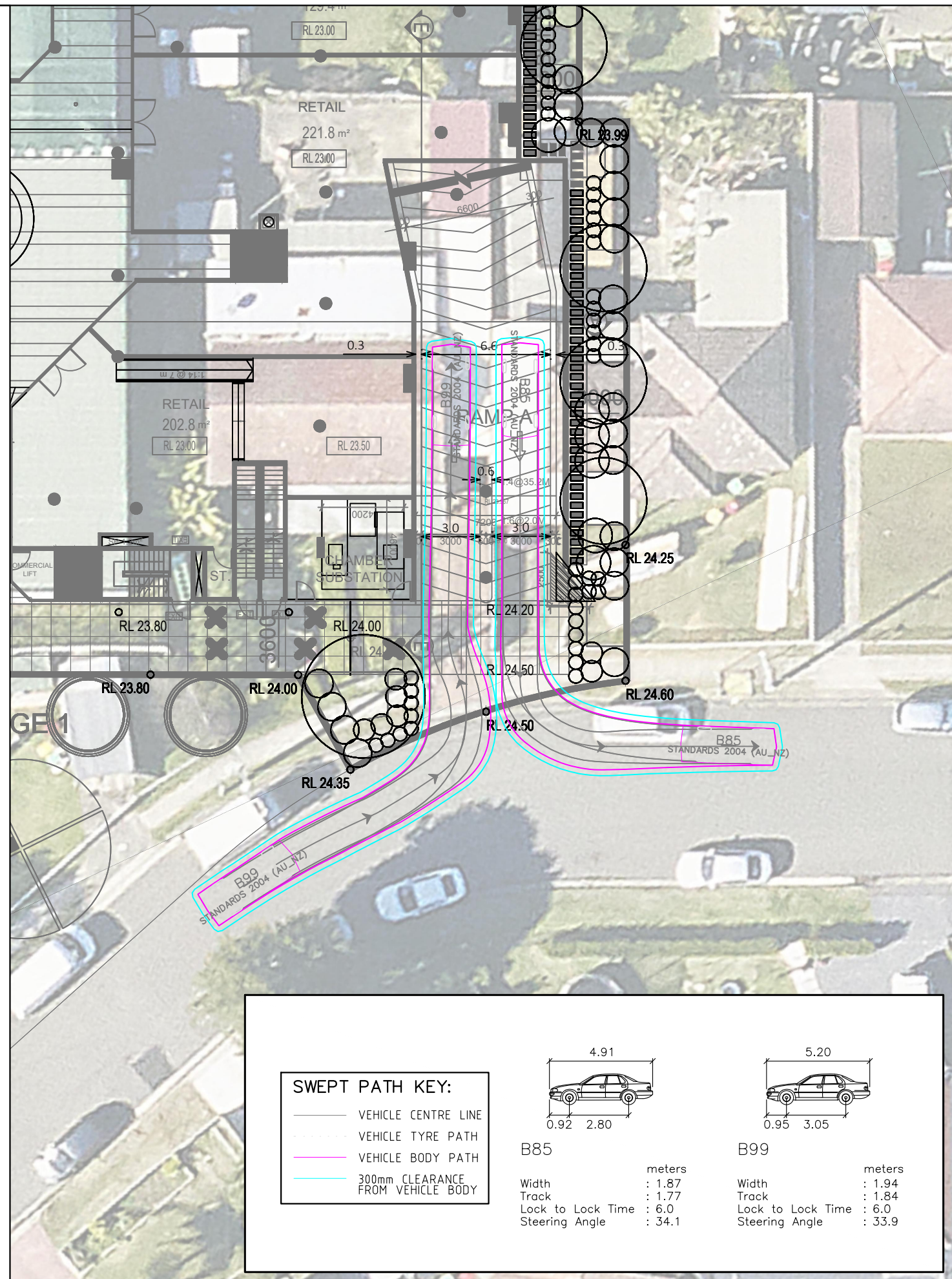
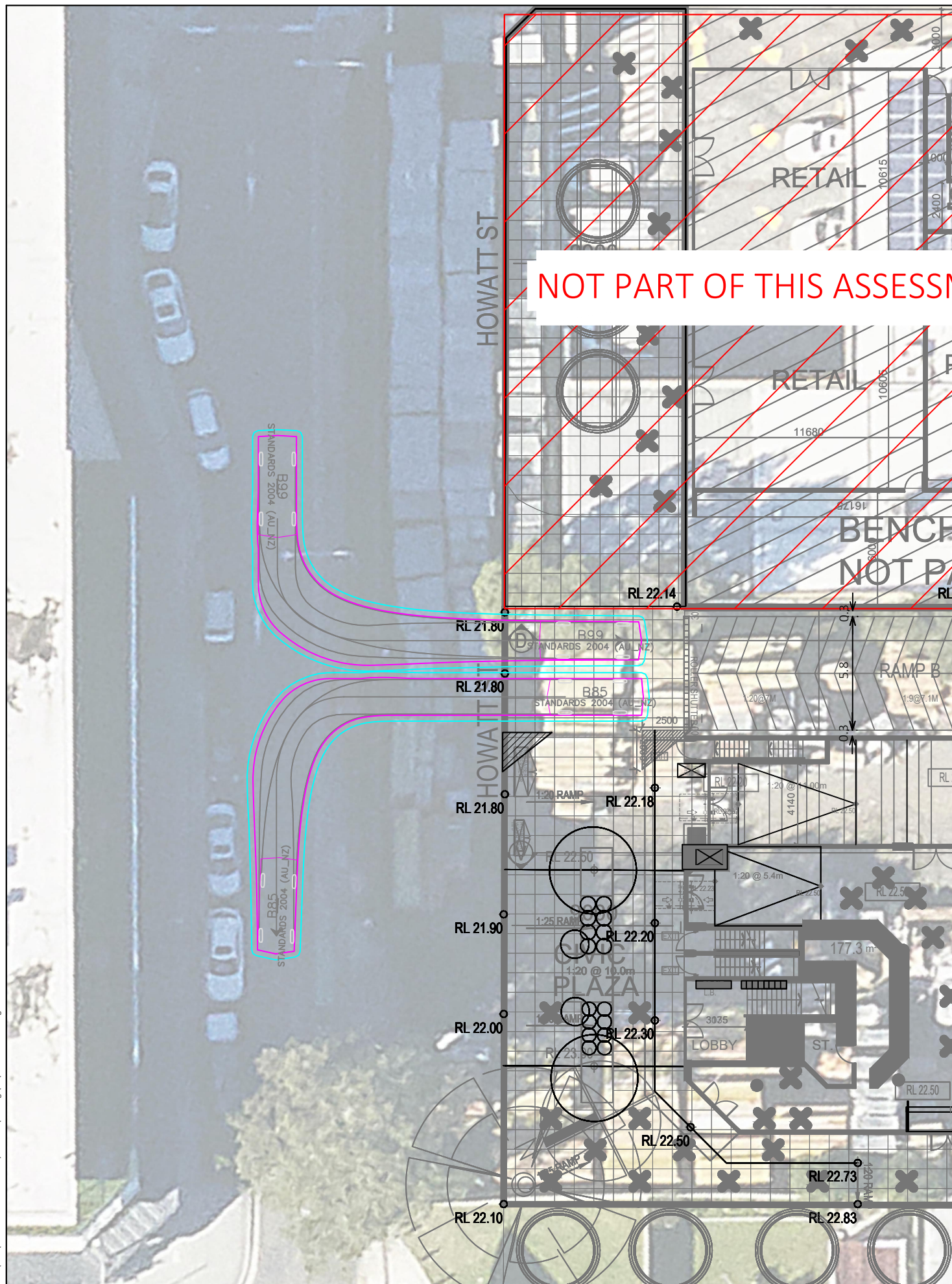
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VILLAWOOD\DRAWINGS\DA\20241213



GenesisTraffic

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Plotted by Brian Bui



890 WOODVILLE ROAD, VILLAWOOD
GROUND LEVEL
SWEPT PATH ASSESSMENT - B85 AND B99 PASSING

DRAWING REF NO. 24170-V1.14-SP

SHEET NO. 03 OF 18

ISSUE DATE 16 December 2024

DESIGNED BY
B.BUI

REVIEWED BY
B.LO

SCALE
A3

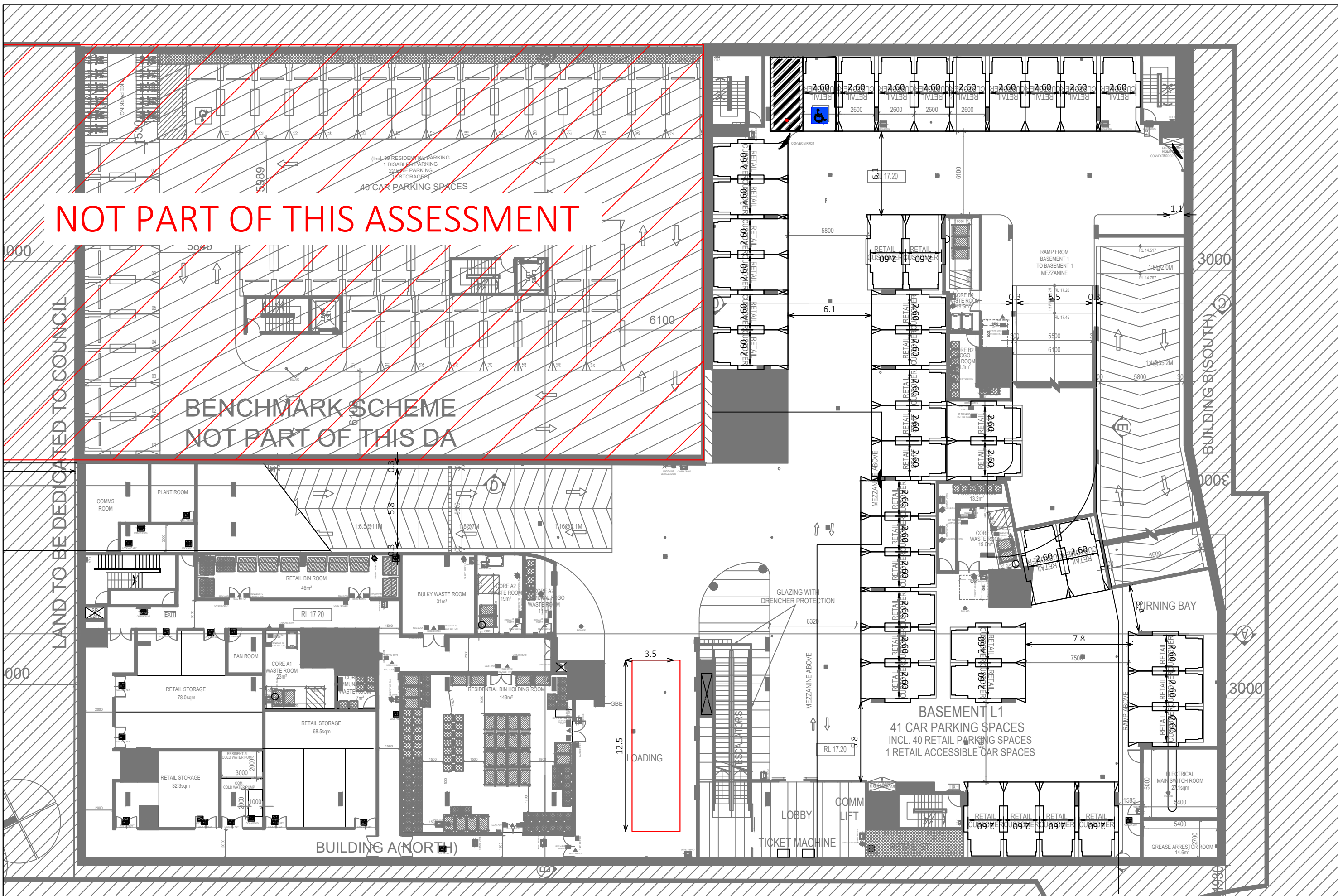
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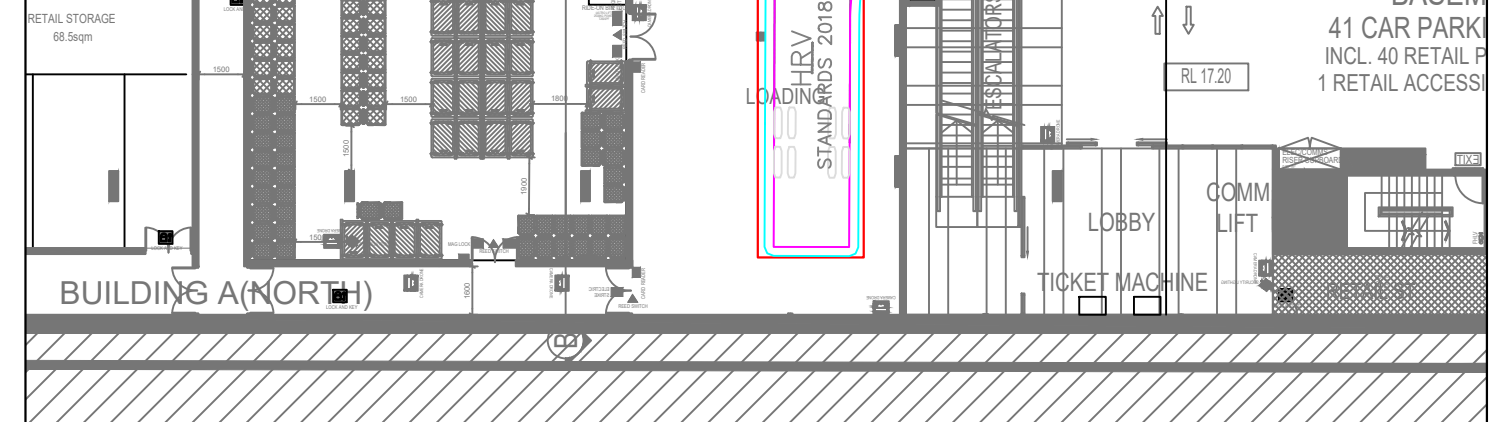
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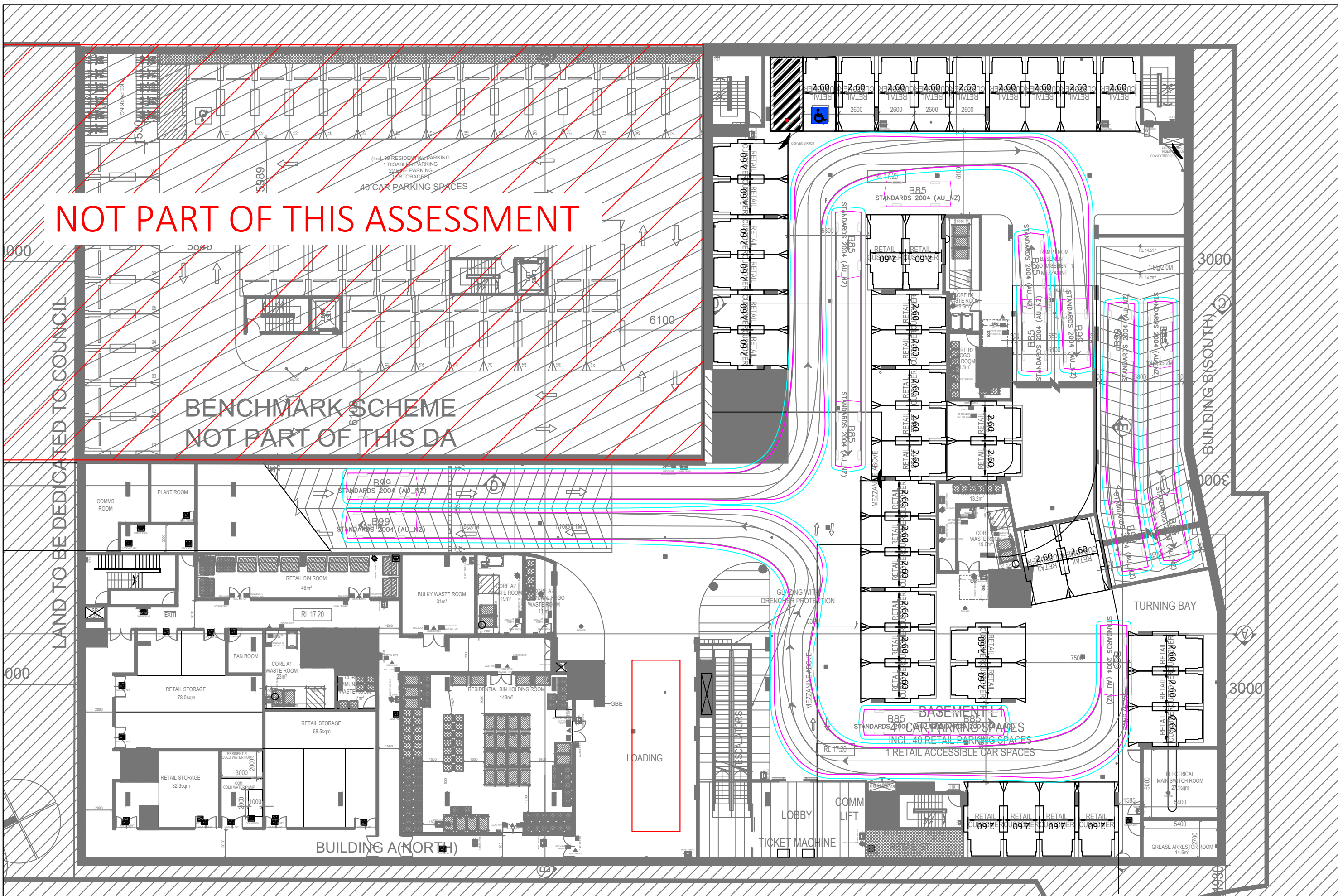
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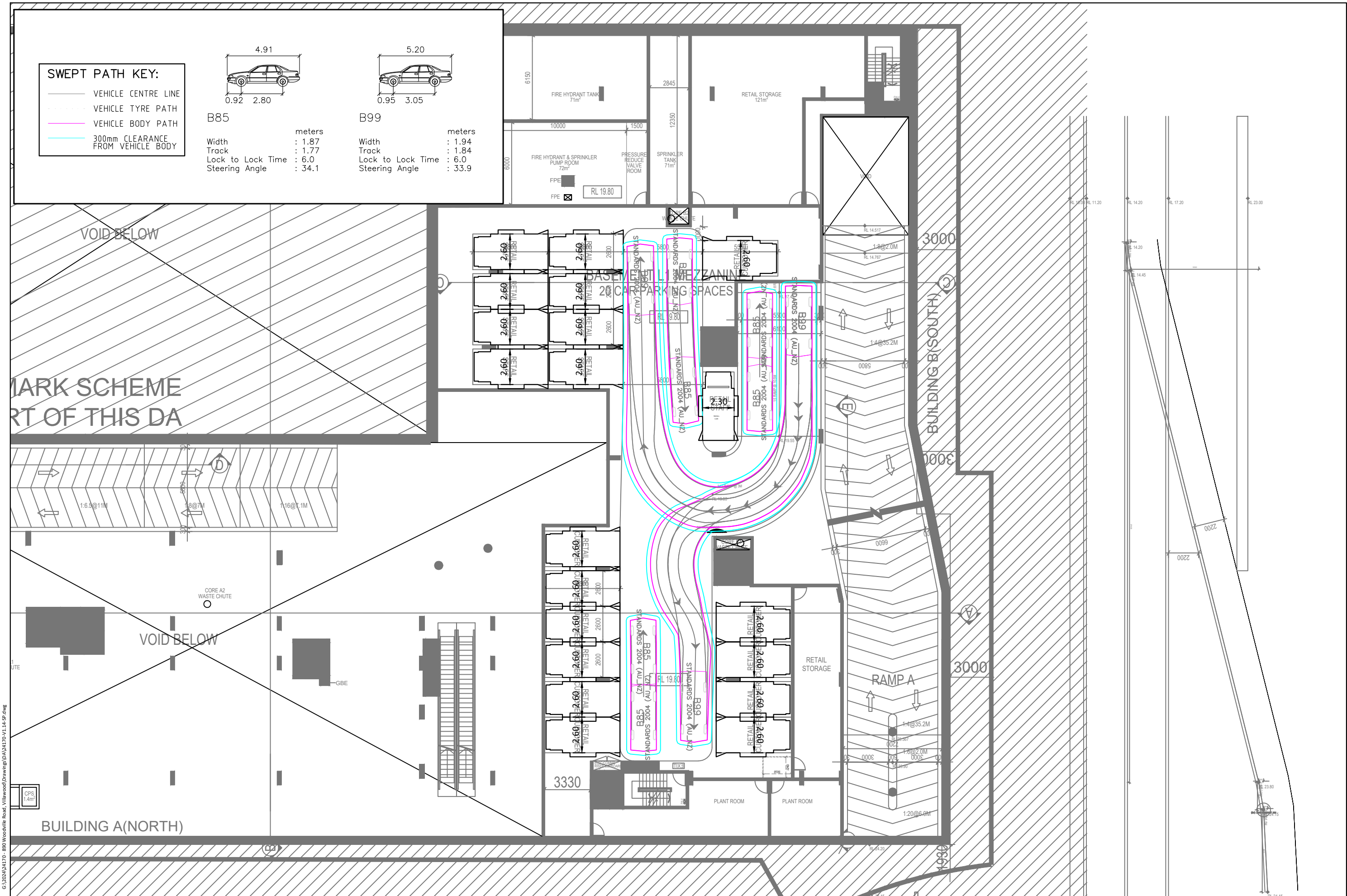




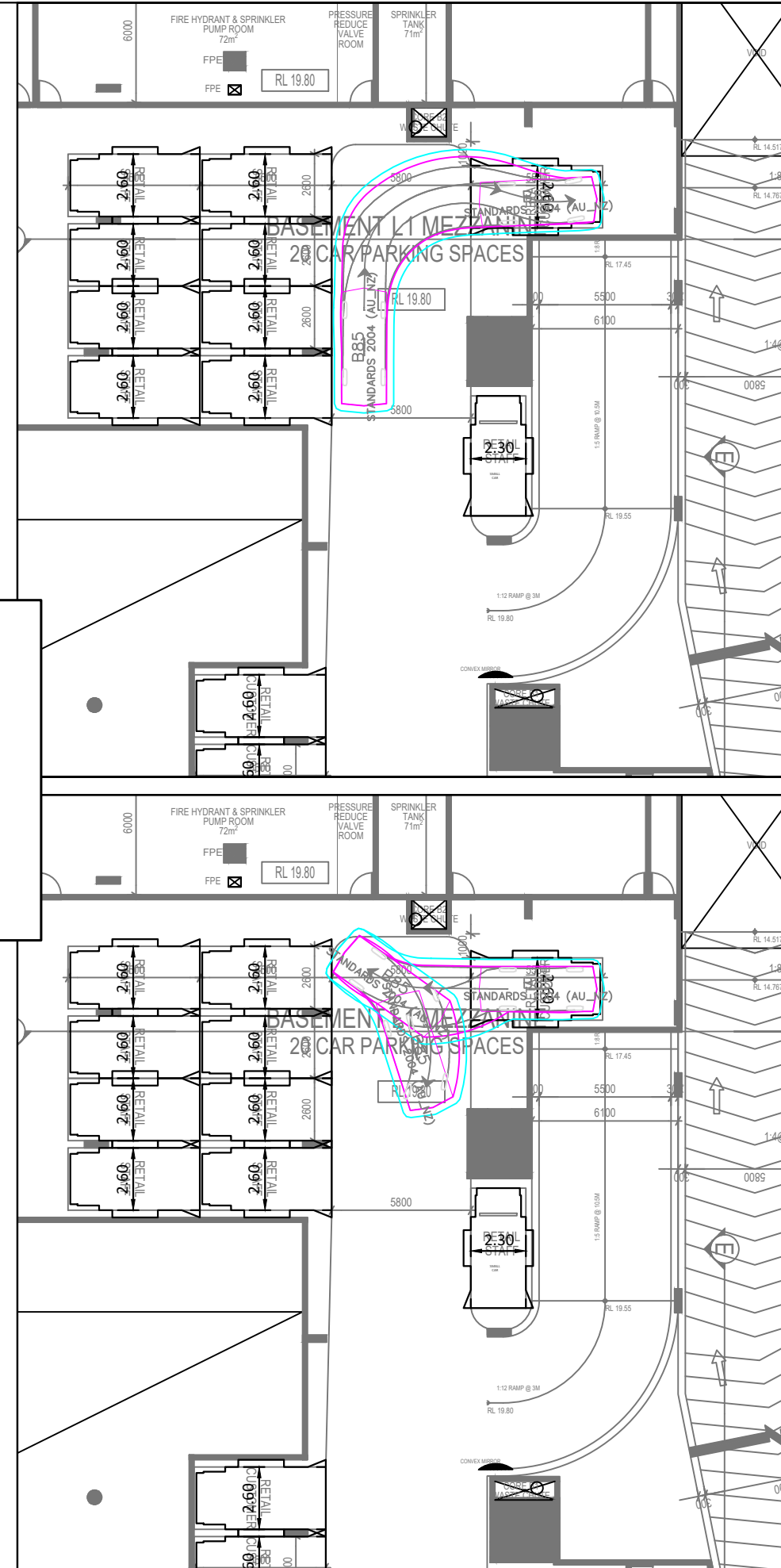
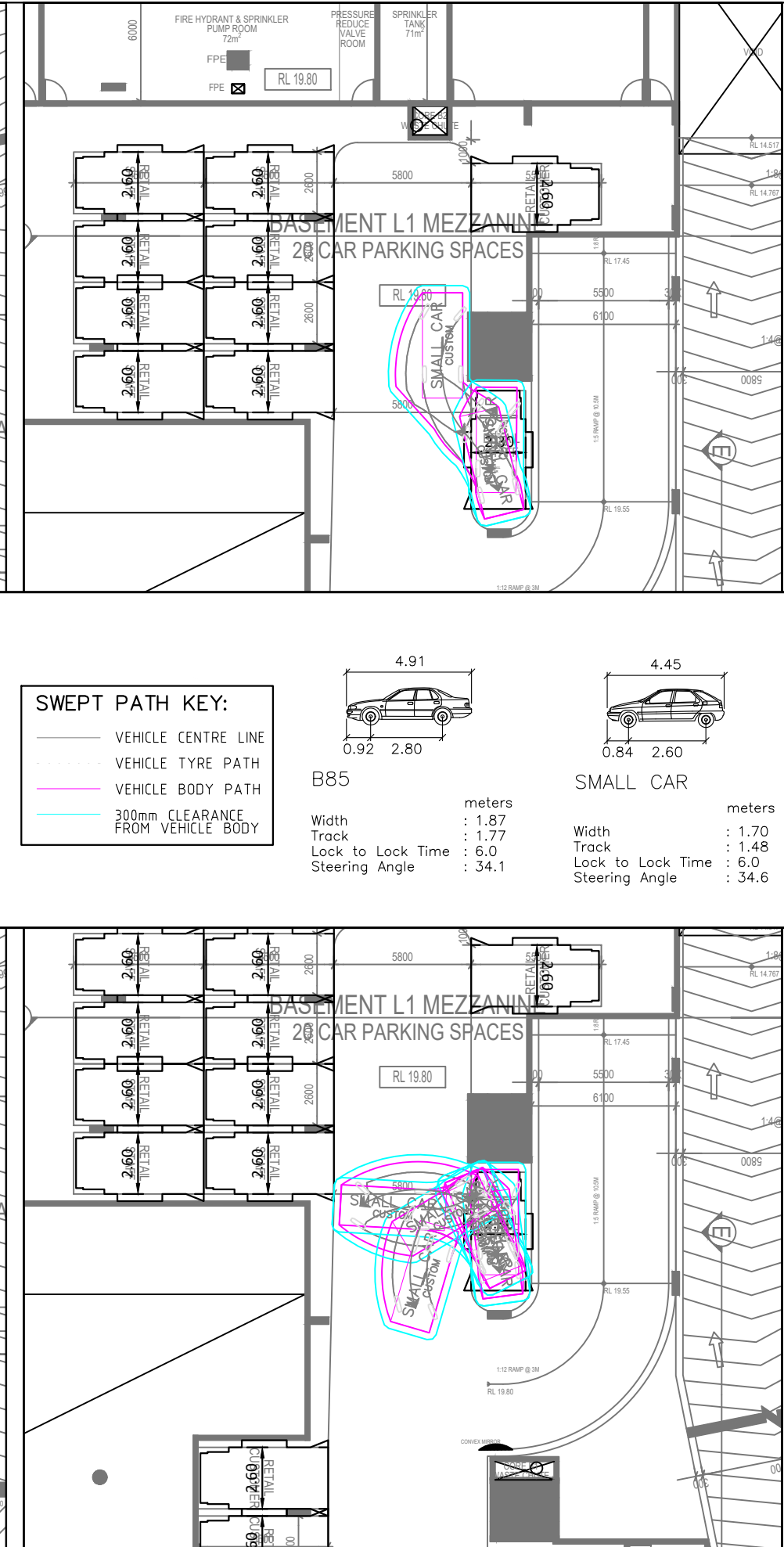
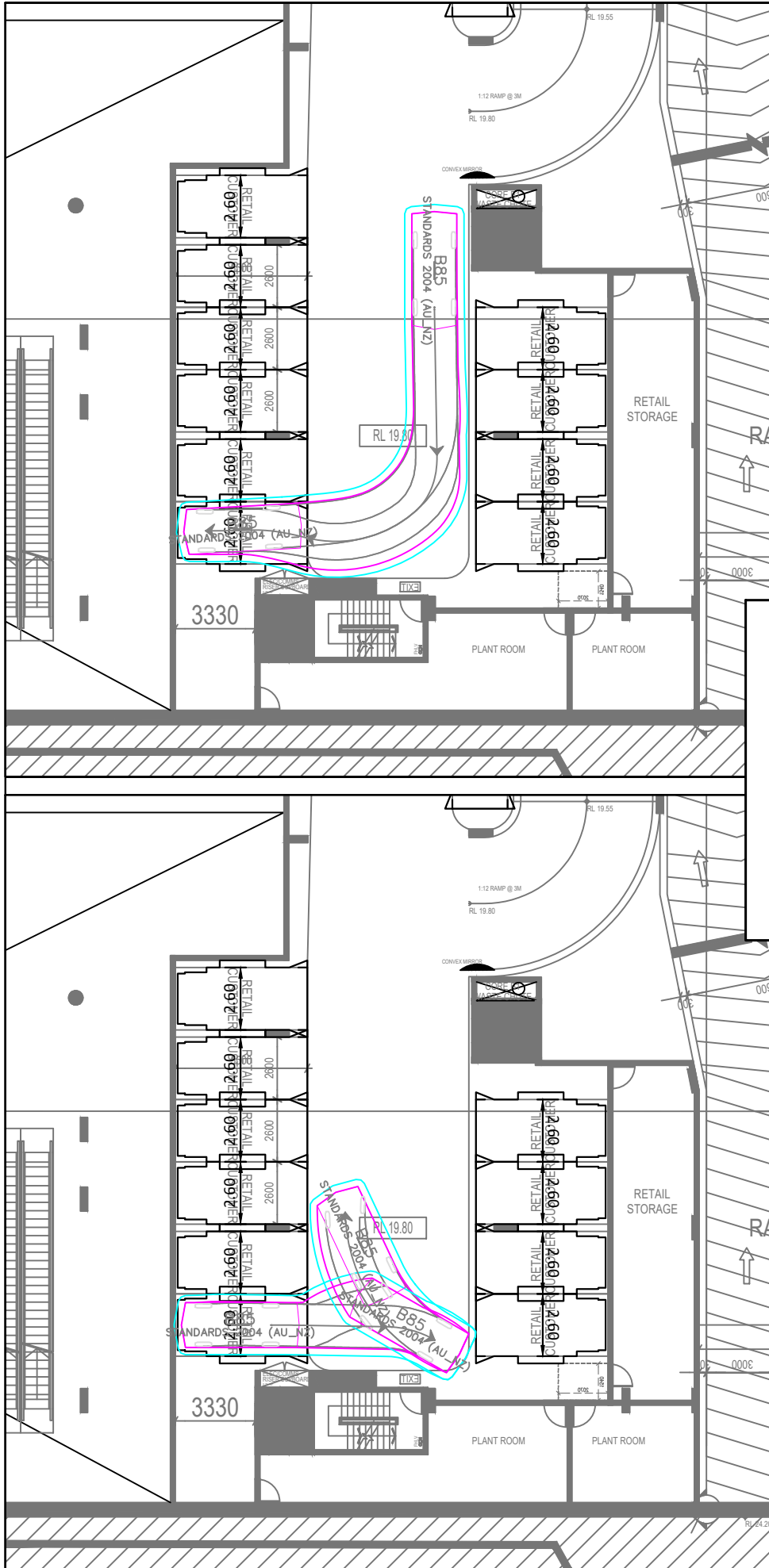


Printed by Brian Bui
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Printed by Brian Bui



890 WOODVILLE ROAD, VILLAWOOD
MEZZANINE LEVEL
SWEPT PATH ASSESSMENT - B85 ENTERING AND EXITING CAR SPACE

DRAWING REF NO. 24170-V1.14-SP

SHEET NO. 10 OF 18

ISSUE DATE 16 December 2024

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B.LO

SCALE
A3

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DRAWING REFERENCE (SOURCE):
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VILLAWOOD\DRAWINGS\DA\20241213



NOT PART OF THIS ASSESSMENT

BENCHMARK SCHEME
NOT PART OF THIS DA

LAND TO BE DEDICATED TO COUNCIL

BUILDING B(SOUTH)

BUILDING A(NORTH)

BASEMENT L2
96 CAR PARKING SPACES
INCL. 37 VISITOR PARKING SPACES
1 VISITOR ACCESSIBLE PARKING SPACES
50 RESIDENTIAL PARKING SPACES
8 RESIDENTIAL ACCESSIBLE PARKING SPACES
1 RESIDENTIAL CARWASH BAY
73 STORAGES

890 WOODVILLE ROAD, VILLAWOOD
BASEMENT 02
COMPLIANCE ASSESSMENT

DRAWING REF NO. 24170-V1.14-SP

SHEET NO. 11 OF 18

ISSUE DATE 16 December 2024

DESIGNED BY
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SCALE
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REVIEWED BY
B.LO

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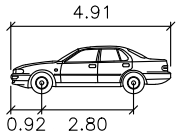
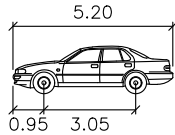
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VILLAWOOD\DRAWINGS\DA\20241213



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SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

			
B85		B99	
Width	1.87 meters	Width	1.94 meters
Track	1.77	Track	1.84
Lock to Lock Time	6.0	Lock to Lock Time	6.0
Steering Angle	34.1	Steering Angle	33.9

NOT PART OF THIS ASSESSMENT

BENCHMARK SCHEME
NOT PART OF THIS DA

LAND TO BE DEDICATED TO COUNCIL

BUILDING B(SOUTH)

BUILDING A(NORTH)

BASEMENT L2
96 CAR PARKING SPACES
INCL. 37 VISITOR PARKING SPACES
1 VISITOR ACCESSIBLE PARKING SPACES
50 RESIDENTIAL PARKING SPACES
8 RESIDENTIAL ACCESSIBLE PARKING SPACES
1 RESIDENTIAL CARWASH BAY
73 STORAGE

890 WOODVILLE ROAD, VILLAWOOD
BASEMENT 01
SWEPT PATH ASSESSMENT - B85 AND B99 PASSING

DRAWING REF NO. 24170-V1.14-SP

SHEET NO. 12 OF 18

ISSUE DATE 16 December 2024

DESIGNED BY
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REVIEWED BY
B.LO

SCALE
A3

1:250

DRAWING REFERENCE (SOURCE):
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VILLAWOOD\DRAWINGS\DA\20241213

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NOT PART OF THIS ASSESSMENT

BENCHMARK SCHEME
NOT PART OF THIS DA

LAND TO BE DEDICATED TO COUNCIL

BUILDING B(SOUTH)

BUILDING A(NORTH)

BASEMENT L3
100 CAR PARKING SPACES
INCL: 93 RESIDENTIAL PARKING SPACES
7 RESIDENTIAL ACCESSIBLE PARKING SPACES
78 STORAGES

PUMP
HOLDING
TANK
ELOW

890 WOODVILLE ROAD, VILLAWOOD
BASEMENT 03
COMPLIANCE ASSESSMENT

DRAWING REF NO. 24170-V1.14-SP

SHEET NO. 14 OF 18

ISSUE DATE 16 December 2024

DESIGNED BY
B.BUI

REVIEWED BY
B.LO

SCALE
A3

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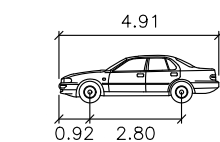
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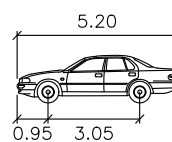
SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



B85

Width : 1.87 meters
Track : 1.77
Lock to Lock Time : 6.0
Steering Angle : 34.1



B99

Width : 1.94 meters
Track : 1.84
Lock to Lock Time : 6.0
Steering Angle : 33.9

NOT PART OF THIS ASSESSMENT

BENCHMARK SCHEME
NOT PART OF THIS DA

LAND TO BE DEDICATED TO COUNCIL

BUILDING B(SOUTH)

BUILDING A(NORTH)

BASEMENT L3

100 CAR PARKING SPACES

INCL. 93 RESIDENTIAL PARKING SPACES

RESIDENTIAL ACCESSIBLE PARKING SPACES

78 STORAGES

890 WOODVILLE ROAD, VILLAWOOD
BASEMENT 03
SWEPT PATH ASSESSMENT - B85 AND B99 PASSING

DRAWING REF NO. 24170-V1.14-SP

SHEET NO. 15 OF 18

ISSUE DATE 16 December 2024

DESIGNED BY
B.BUI

REVIEWED BY
B.LO

SCALE
A3

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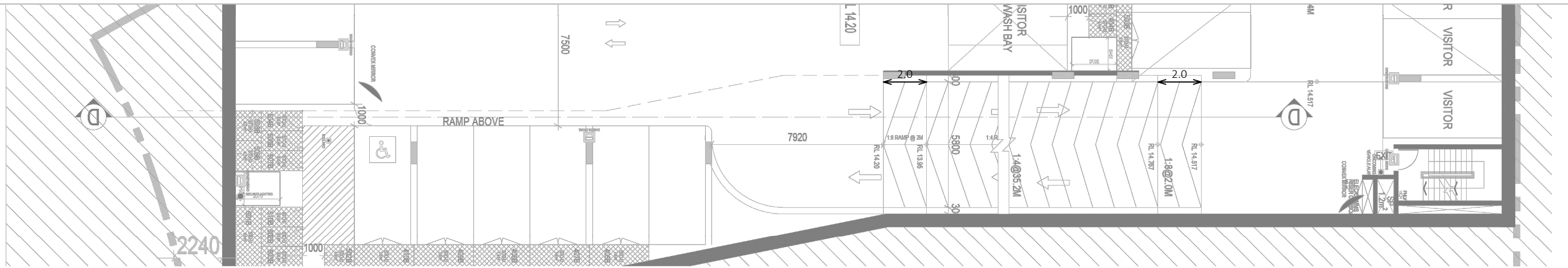
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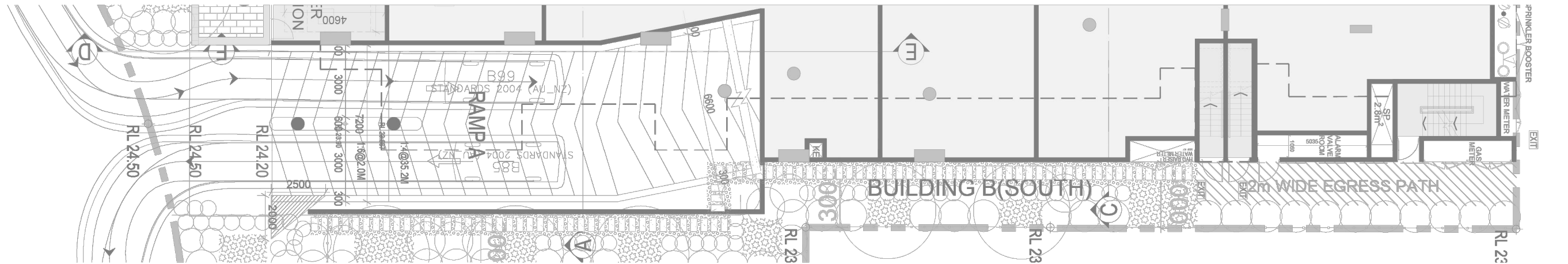


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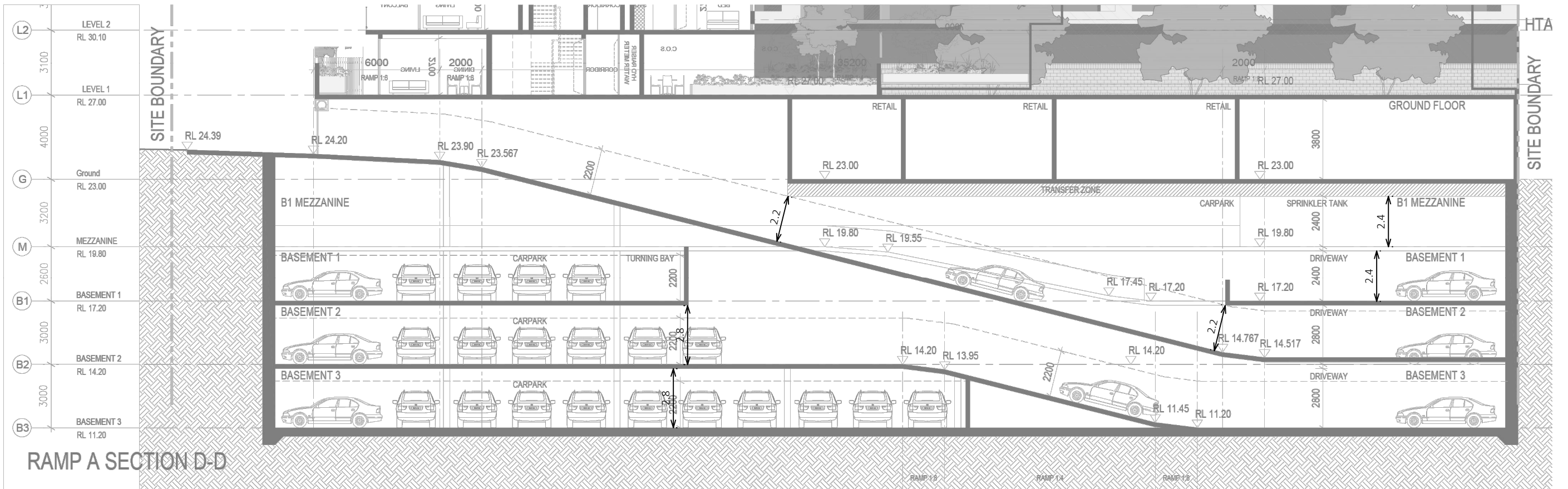




RAMP A BASEMENT 2 PLAN



RAMP A GROUND FLOOR PLAN



RAMP A SECTION D-D

890 WOODVILLE ROAD, VILLAWOOD
SECTION PLAN - RAMP A
COMPLIANCE ASSESSMENT

DRAWING REF NO. 24170-V1.14-SP

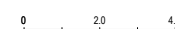
SHEET NO. 17 OF 18

ISSUE DATE 16 December 2024

DESIGNED BY
B.BUI

REVIEWED BY
B.LO

SCALE
A3

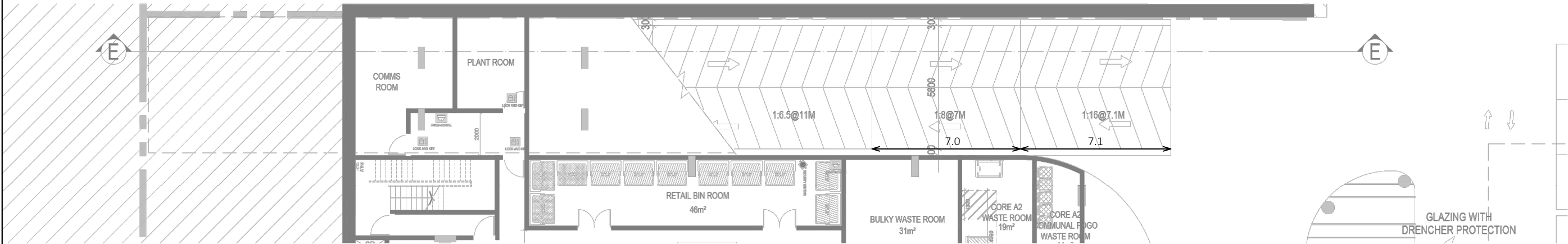


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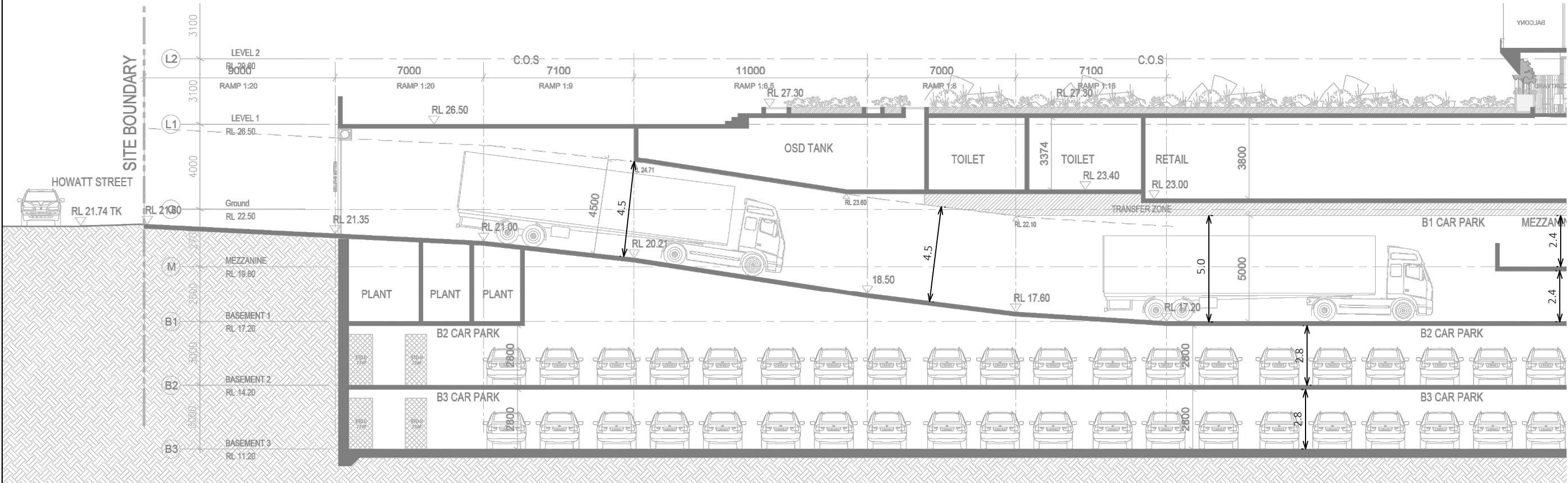
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MP B BASEMENT PLAN



MP B GROUND FLOOR PLAN



MP B - E-E SECTION

890 WOODVILLE ROAD, VILLAWOOD
SECTION PLAN - RAMP B
COMPLIANCE ASSESSMENT

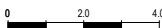
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SHEET NO. 18 OF 18

ISSUE DATE 16 December 2024

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SCALE
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