



TRAFFIC IMPACT ASSESSMENT (TIA)

**Proposed Health Service Facility and Group Home
2A and 31-33 Santley Crescent, Kingswood**

Reference: 23.308r02v04
Date: August 2025

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Client	Cushman and Wakefield			
Revision	Date	Prepared By	Checked By	Signed
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1. INTRODUCTION

TRAFFIX has been commissioned by Cushman & Wakefield to undertake a traffic impact assessment (TIA) in support of a revised development application (DA) relating to a proposed health services facility and group home development for the purposes of drug and alcohol rehabilitation at 2A Bringelly Road and 31-33 Santley Crescent, Kingswood (DA24/1004).

The revised design seeks to address Penrith City Council's comments provided during the DA review process including the following matters relating to parking, access and waste collection:

- Replacement of visitor car spaces with staff vehicles.
- Provide swept path analysis for a 6.4m Small Rigid Vehicle (SRV) to service the site for commercial waste with 0.5m unobstructed clearance on both sides with consideration of on-street parking.
- Provide swept path analysis for the residential component of the development to be undertaken kerbside. (Note: this item is no longer relevant to the application.)
- A staff parking space is proposed adjacent to the security sliding gate, which is considered to make it difficult to manoeuvre into this space. Swept Paths are to be provided demonstrating adequate manoeuvrability in and out of this space can be provided. Alternatively, this parking space needs to be removed and the car park be redesigned to accommodate the staff car parking space elsewhere.

The revised TIA report documents the findings of our investigations and should be read in the context of the updated Statement of Environmental Effects (SEE) prepared separately. The development is a minor development and does not require referral to Transport for NSW 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 2A Bringelly Road and 31-33 Santley Crescent, Kingswood (Lots 3, 4, and 5 of DP215200) and is located on the corner of Bringelly Road and Santley Crescent.

It is also located about 120 metres south of Kingswood Railway Station, approximately 800 metres east of Nepean Hospital and 2.5 kilometres east of the Penrith CBD.

The consolidated site has a total site area of approximately 2,127.7m² and consists of two dwellings and a building with an approved use as a health care facility (day surgery). It has a western frontage of approximately 47.2 metres to Bringelly Road and a southern frontage of approximately 36.6 metres to Santley Crescent. It is bounded to the north and east by commercial and residential developments.

Vehicular access to each site is provided via access driveways from Bringelly Road and Santley Crescent.

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 State Highway (SH 5) that generally runs in an east-west direction and connects Sydney CBD in the east and Bathurst in the west. In the vicinity of the site, Great Western Highway (Station ID – 7123-PR) carries about 20,445 vpd (2024 AADT) and is subject to a 60km/h speed zoning local to the site. It generally consists of three traffic lanes in either direction separated by a median. The kerbside lanes generally permit unrestricted kerbside parallel parking along both sides at selected locations in the immediate vicinity of the site.
- **Bringelly Road:** a local road that generally runs in a north-south direction and connects the Great West Highway in the north and The Northern Road in the south-west. It is subject to a 50km/h speed zoning, carries a single lane of traffic in each direction and generally permits unrestricted kerbside parallel parking along both sides.
- **Santley Crescent:** a local road that generally traverses in an east-west direction starting from Bringelly Road in the east and continuing 500 metres east and north, then ending at the intersection with Great Western Highway. It is subject to a 50km/h speed zoning, carries a single lane of traffic in each direction and generally permits unrestricted kerbside parallel parking along both sides.

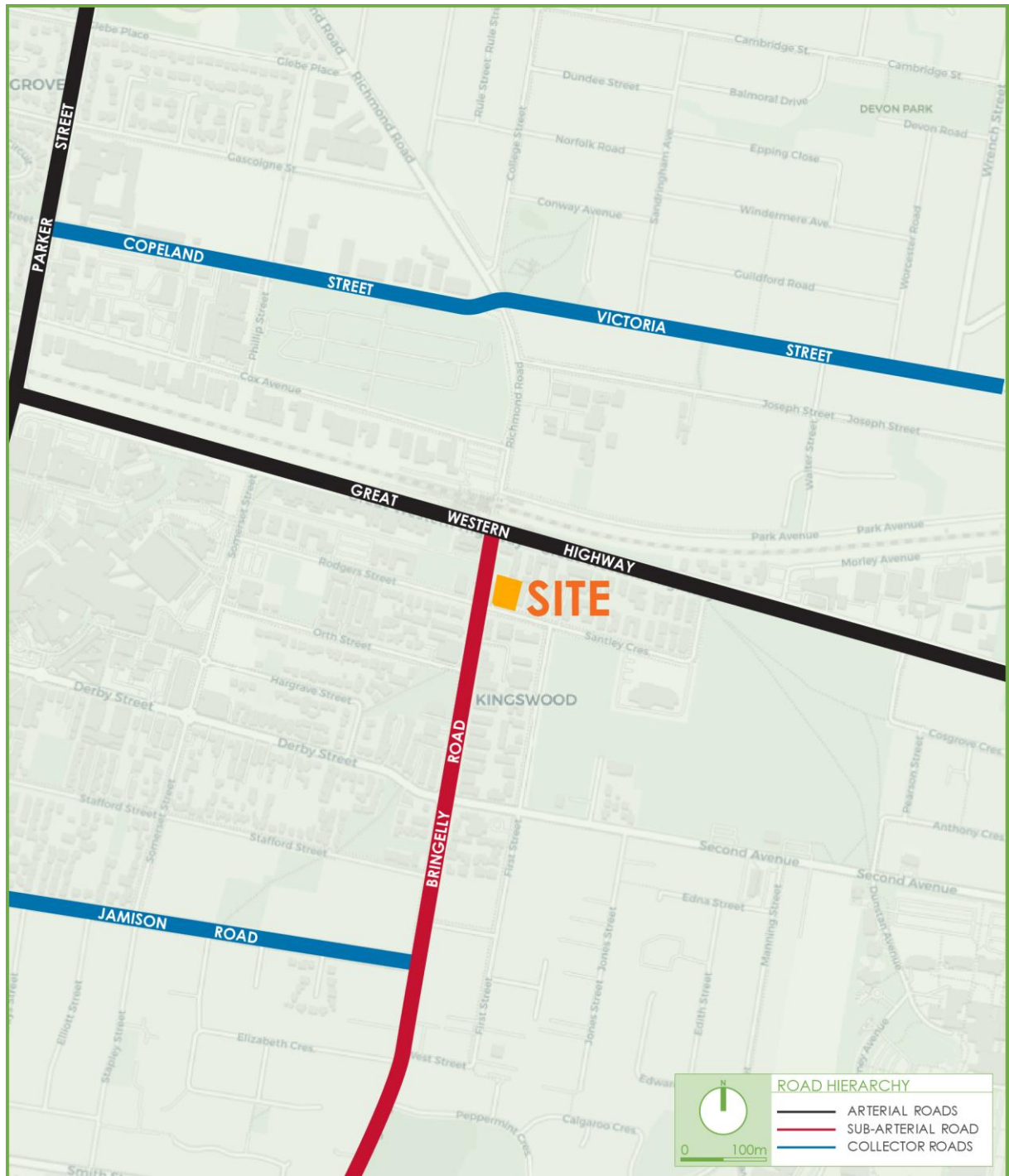


Figure 3: Road Hierarchy

3.2 Public Transport

The existing public transport services that operate in the locality are shown in **Figure 1**.

3.2.1 Sydney Trains Services

The Integrated Public Transport Service Planning Guidelines, Sydney Metropolitan Area (Transport for NSW, December 2013) state that rail services influence the travel mode choices of areas within 800 metres walk (approximately 10 minutes) of a railway station. In this regard, the subject development is located approximately 125 metres south of Kingswood Railway Station serviced by the T1 North Shore and Western line which provides high frequency services to key centres including Penrith, Parramatta and the Sydney CBD and other Sydney Trains services.

3.2.2 Bus Services

Having regard to the standard bus travel, the Integrated Public Transport Service Planning Guidelines state that bus services influence the travel mode choices of sites within 400 metres (approximately 5 minutes' walk) of a bus stop. It is evident that the site benefits from excellent bus services with nine (9) bus stops located within 400-metres of the site. These services provide connections to Mount Druitt, Penrith and Werrington. These bus services are summarised below in **Table 1**.

Table 1: Bus Information

Bus No.	Route	Frequency		
		Weekday	Saturday	Sunday & Public Holidays
774	Mount Druitt to Penrith	30min	60min	60min
775	Mount Druitt to Penrith	20-30min AM + PM peak 60min off peak	60min	60min
776	Mount Druitt to Penrith	15-30min AM + PM peak 60min off peak	60min	60min
785	Werrington to Penrith	30min AM + PM peak 60min off peak	60min	60min
N70	Penrith to City (Town Hall) Night service	60min	60min	60min

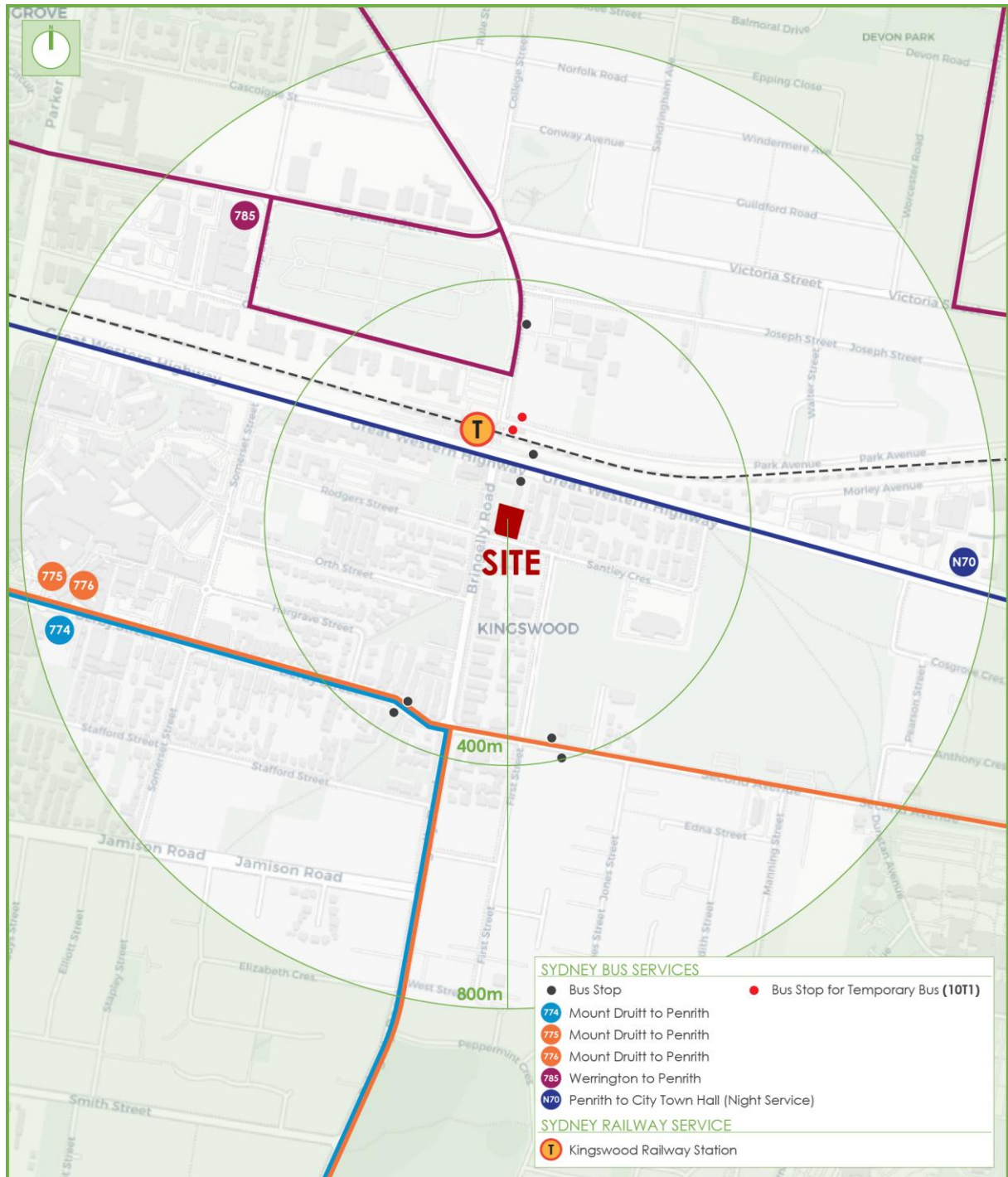


Figure 4: Public Transport

4. DESCRIPTION OF PROPOSED DEVELOPMENT

A detailed description of the revised proposed development is provided in the updated Statement of Environmental Effects. In summary, the nature of the development for which approval is sought remains unchanged and involves the establishment of a health services facility and group home for the purpose of drug and alcohol rehabilitation, comprising the following components:

- Retain the existing use of the building at 33 Santley Crescent as a health services facility;
- Construction of a transitional group home containing 14 bedrooms on 2A Bringelly Road and 31 Santley Crescent; and,
- Construction of an at-grade carpark area providing:
 - Seven (7) car spaces including an accessible space,
 - One (1) service bay,
 - Two (2) commuter van spaces, and
 - One (1) indented hardstand area to be kept clear for manoeuvring and emergency vehicles.

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 presented at reduced scale in **Appendix A**.

5. PARKING REQUIREMENTS

5.1 Car Parking

5.1.1 Health Services Facility

The Penrith Development Control Plan (DCP) 2014, C10 Transport Access and Parking provides minimum parking requirements for the health services facility component of the proposed development. These requirements are summarised below within **Table 2**.

Table 2: Penrith DCP Car Parking Rates and Provisions – Proposed Business Premises

Type	Size	Minimum Parking Rate	Required Parking
Health Consulting Rooms / Medical Centres	max. 4 × health care professional on the health services facility component of the site at any one time 0 × receptionist/support staff 0 × associated dwelling	3 spaces per health care professional practising at any one time plus 1 space per receptionist/support staff, plus 1 space per associated dwelling	12

It is evident from **Table 1** that the concept development requires a minimum of 12 spaces for the health services facility of the development under Council's DCP.

5.1.2 Group Home

Parking requirements for the group home component been assessed based on requirements set out in the State Environmental Planning Policy (Housing 2021) (Housing SEPP).

It is understood that the proposed development would be consistent with a transitional group home development as defined in the Penrith LEP. Based on the Penrith LEP a transitional group home is defined as a dwelling –

- that is occupied by persons as a single household with or without paid supervision or care and whether or not those persons are related or payment for board and lodging is required; and,

- that is used to provide temporary accommodation for the relief or rehabilitation of people with a disability or for drug or alcohol rehabilitation purposes, or that is used to provide half-way accommodation for persons formerly living in institutions or temporary accommodation comprising refuges for men, women or young people.

The Housing SEPP does not specify minimum car parking for transitional group home developments however, the development standards for complying development identify that at least two (2) off-street car parking spaces must be on the site on which a group home is erected. Noting a car parking space may be an open hard stand space, carport or garage, whether attached or detached from the group home.

5.1.3 Cumulative Car Parking Requirement

Based on the aforementioned parking assessment, the proposed development has a cumulative parking requirement of 14 spaces comprising 12 health service spaces and two (2) group home spaces.

The proposed provision of nine (9) off-street car spaces therefore results in a shortfall of 5 car spaces and is acceptable for the following reasons:

- The site will not operate as a 'traditional' health service facility with a separate group home, but rather as a single integrated facility used for the purposes of drug and alcohol rehabilitation.
- The staff arrangement for the whole facility comprises seven (7) staff during the day and one (1) staff after 5pm/overnight (Mon-Fri), and two (2) staff during the day and one (1) staff after 5pm/overnight (Sat and Sun). It is specifically noted there will only ever be a maximum of four (4) staff on the health services component of the site at any one time.
- The proposal provides a total of seven (7) on-site car spaces. As no residents will drive, these spaces will be allocated exclusively for staff use to support the daily operation of the facility.
- None of the residents will drive a vehicle due to the nature of the facility. Residents will instead be transported to day activities and medical appointments by a communal van, typically between 9am and 5pm on weekdays and at set times on weekends. Accordingly, the requirement for three (3) car spaces per health practitioner which is likely based on patient parking demand does not apply to the intended operation of the development.

- Due to the site's excellent connectivity to existing public transport services being located right next to Kingswood Railway Station, it is reasonable to expect that most staff would prefer public transport. In the event that all staff parking bays are occupied, additional car parking demand could be accommodated on either Bringelly Road or Santley Crescent which permit unrestricted car parking. This scenario is considered to be unlikely based on the operation of other transitional group homes and the specific circumstances of this proposed home with residents and clients being treated for substance abuse conditions. The communal vans are to be used to transport residents and clients to appointments. Consequently, demand for visitor parking will be low and infrequent.
- In addition, any visitors would likely schedule visits ahead and if required, short-term parking demand could be accommodated along the site frontage on Bringelly Road or Santley Crescent. Given parking occupancy along Bringelly Road or Santley Crescent is generally low on typical days, it is considered that the short-term parking would not impose a parking impact on this road and would be consistent with the occasional on-street parking demands of the surrounding residential dwellings.

On the above basis, the proposed parking provision for seven (7) staff car spaces and two (2) commuter van spaces satisfactorily accommodate the operational parking demands of the proposed development.

5.2 Communal Vans

The two (2) communal vans would be kept onsite but would generally be used from 9am to 5pm during the week and for general outings on the weekend.

As none of the residents would drive a vehicle, they would be taken for day activities and medical appointments by the communal van, typically between 9am and 5pm on weekdays and a set time period on the weekend.

The communal vans would park within the two (2) dedicated parking spaces.

It is understood the communal vans will comprise a fleet of two (2) 10-seater Toyota HiAce Commuter or the like. Swept path assessment of the access arrangement of the communal van has been undertaken based on a 10-seater van (e.g., Toyota Commuter/HiAce) presented in **Appendix B**. The assessment indicates that sufficient space is available in the driveway to

accommodate the access and egress movements of the van to/from the allocated car parking areas.

5.3 Emergency Vehicles

The turning area of the proposed car park is marked as a "Keep Clear / Emergency Area". No parking is permitted within this area but in the event of an emergency, this area could accommodate parking for ambulances in the event of an emergency.

5.4 Refuse Collection and Servicing

Garbage collection for the development is to be undertaken on site by a private waste contractor outside of peak operating hours.

The nominated design vehicle for the waste collection is a 6.4m long small rigid vehicle and will be able to load/unload on site in a dedicated service space and adequate manoeuvring space has been provided for the SRV turn around and exit the site in a forward direction.

Deliveries for the site is expected to be minimal and can be satisfactorily accommodated in the service space.

In any event, a site-specific Operation/Loading Management Plan can be prepared in response to a suitable condition of consent to facilitate ongoing waste collection and delivery of goods.

6. TRAFFIC AND TRANSPORT IMPACTS

6.1 Existing Site Generation

The site presently is occupied by two (2) dwellings and a 350m² health care facility. Roads and Maritime Services (now TfNSW) provides traffic generation rates for different land uses in their Guide to Traffic Generating Developments 2002 (Guide) and in their technical direction TDT 2013/4a containing revised rates.

From the application of the TfNSW Guide, the dwelling house components would generate in the order of 0.95 trips in the AM peak and 0.99 trips in the PM peak per dwelling. The dwelling house element of the existing site would therefore be expected to generate two (2) vehicle trips during peak AM and PM hours.

Regarding the health care facility component, the Guide to Traffic Generating Developments 2002 does not specify trip generation rates for health care facilities. The closest similar land use was determined to be 'extended hours medical centre' which has been applied to estimate the traffic generated by the existing healthcare facility. The trip generation rates for an 'extended hours medical centre' are as follows:

- 10.4 vehicle trips per 100m² GFA in the AM peak hour; and
- 8.8 vehicle trips per 100m² GFA in the PM peak hour.

The existing health care facility would therefore generate the following number of trips:

- 36 vehicle trips in the AM peak hour; and,
- 31 vehicle trips in the PM peak hour.

From the application of the above, the current use of the site would likely generate in the order of 38 trips during the AM peak period and 33 trips in the PM peak. The AM / PM trips are expected to be split 80:20 between arrivals and departures given the health care facility is a day surgery that likely schedules patients to arrive for treatments in the morning and leave in the afternoon.

As such, the cumulative traffic generation potential of the existing land uses on the site are summarised below:

- 38 vehicle trips per hour during the AM peak hour period (30 in, 8 out); and
- 33 vehicle trips per hour during the PM peak hour period (7 in, 26 out).

6.2 Development Trip Generation

6.2.1 First Principles Approach

The TfNSW Guide or technical direction do not specify traffic generation rates for group home developments. Consequently, the proposed traffic generation is required to be determined utilising a first principles approach.

Given the parking spaces will be primarily used by staff to the site as well as permanently stationed vehicles, it is conservatively assumed that each space will be accessed once during the peak hour.

Furthermore, it is reiterated that none of the residents would drive a vehicle and they would be taken for day activities and medical appointments by the communal van.

Accordingly, the following conservative trip rates have been applied to the proposed development:

- 1 trip per parking space in peak hour;
- 1 trip per communal van space / service bay in peak hour; and
- Given residents do not drive, it has been conservatively assumed that 1 visitor vehicle would arrive during the AM and PM peak hours (i.e. one inbound visitor vehicle and one outbound visitor vehicle in each of the AM and PM peaks). Noting that this is a conservative assumption for analytical purposes only, given the specific circumstances of the proposed group home would generate low and infrequent visitor trips as the communal vans transport residents to appointments.

Application of these trip rates, and adopting an 80:20 split, results in the following predicted trip generation volumes:

- 11 vehicle trips per hour during the AM peak hour period (9 in, 2 out); and
- 11 vehicle trips per hour during the PM peak hour period (2 in, 9 out).

6.3 Net Traffic Generation 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:

- -27 vehicle trips per hour during the AM peak hour period (-21 in, -6 out); and
- -22 vehicle trips per hour during the PM peak hour period (-5 in, -17 out).

On the basis that the proposed development will result in a net reduction in the traffic generation potential of the site, no external improvements to the network required and the proposed development is considered supportable from a transport planning perspective.

Despite the low traffic generation, staff will be encouraged to take public transport where possible considering the work shift times, as the subject site is located within a short walking distance of 120m (or a walking time of two minutes) to the Kingswood Railway Station and 400m of bus stops serviced by regular bus services. This would minimise traffic generation and parking demand associated with the daily operation of the site.

7. ACCESS AND INTERNAL DESIGN ASPECTS

7.1 Site Vehicular Access

7.1.1 Access

The development proposes a total of nine (9) off-street parking spaces via an access to Santley Crescent, 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 6.3 metre wide vehicular crossing is proposed at the entrance with the proposed at-grade car park. This access is also located at a distance greater than 6 metres to the intersection of Bringelly Road and Santley Crescent.

7.2 Internal Design

The internal car park complies with the requirements of AS 2890.1 (2004) 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 / employee parking. These spaces are provided with a minimum space length of 5.4m, a minimum width of 2.4m and a minimum aisle width of 5.8m.
- All spaces located adjacent to obstructions of greater than 150mm in height are provided with an additional width of 300mm.
- Dead-end aisles are provided with the required 1.0m aisle extension in accordance with **Figure 2.3** of AS2890.1 (2004).

7.2.2 Other Considerations

- Visual splay has been provided at the access driveway in accordance with **Figure 3.3** of AS 2890.1 (2004).
- Swept path analysis of critical vehicle movements of the design vehicles demonstrating satisfactory ingress and egress requested by Council are presented in **Appendix B**.

- The nominated accessible parking space requires performance solution from the Access Consultant for the dual use of the service bay as a shared zone.

7.3 Summary

In summary, the internal configuration of the car park has been designed in accordance with AS 2890.1 (2004). 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 to construct a transitional group home development for the purposes of drug and alcohol rehabilitation.
- The subject site is well connected to the public transport network with reliable access to regular bus and rail services. These, along with existing pedestrian and cycle links, ensure the site is ideally situated for a transitional group home development as it provides a good opportunity to encourage future clients, workers and visitors to use sustainable transport modes.
- The proposed development makes provision for a total of nine (9) spaces for the proposed development comprising seven (7) car spaces including an accessible space and two (2) commuter van spaces and will satisfactorily accommodate the operational parking demands of the proposed development. As such, all normal parking demands will be readily accommodated on-site.
- The traffic generation arising from the development has been assessed as a net change over existing conditions and equates to a reduction of 27 vehicle trips per hour during the AM peak period and a reduction of 22 vehicle trips per hour during the PM peak period. As such, no external improvements are required to facilitate the proposed development. The traffic impacts of the development are therefore considered acceptable.
- The proposed at-grade car park has been assessed to comply with the requirements of AS 2890.1 (2004), thereby ensuring safe and efficient operation.
- Waste collection and servicing/deliveries for the proposed transitional group home is expected to be satisfactorily undertaken onsite outside of peak operating hours. A site-specific Operation / Loading Management Plan can be prepared in response to a suitable condition of consent to facilitate ongoing waste collection and delivery of goods.

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

APPENDIX A

Reduced Plans

OCCUPANCY LEGEND

- EXISTING BUILDING
- BEDROOM
- STAFF BEDROOM
- AMENITIES
- COMMUNAL SPACE
- STAFF / ADMIN
- EXTERNAL AMENITY
- CIRCULATION

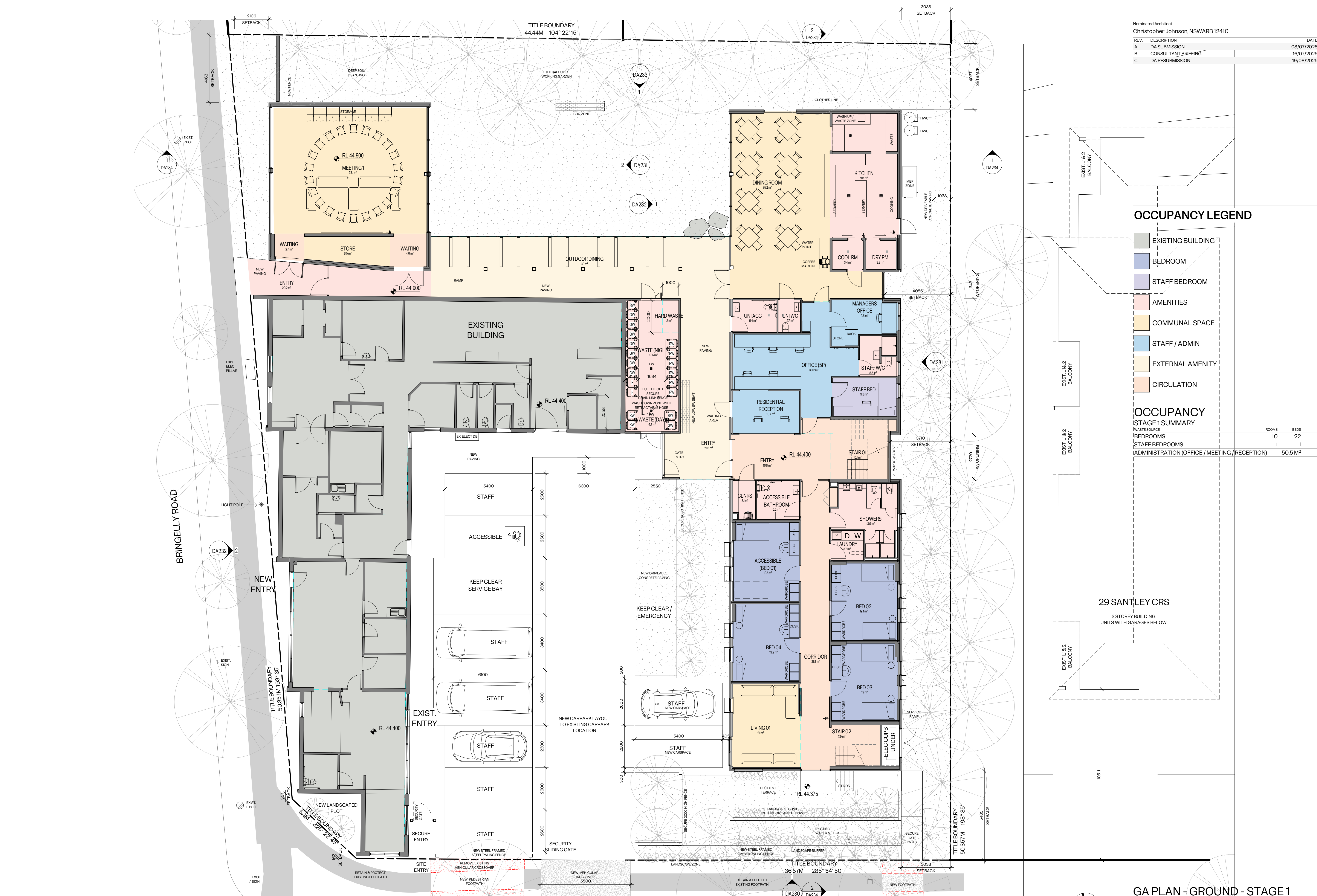
OCCUPANCY

STAGE 1 SUMMARY

WASTE SOURCE	ROOMS	BEDS
BEDROOMS	10	22
STAFF BEDROOMS	1	1
ADMINISTRATION (OFFICE / MEETING / RECEPTION)	50.5 M ²	

29 SANTLEY CRS

3 STOREY BUILDING
UNITS WITH GARAGES BELOW



GA PLAN - GROUND - STAGE 1

DATE: 19/08/2025

SCALE: 1:100 @ A1

REVISION: C

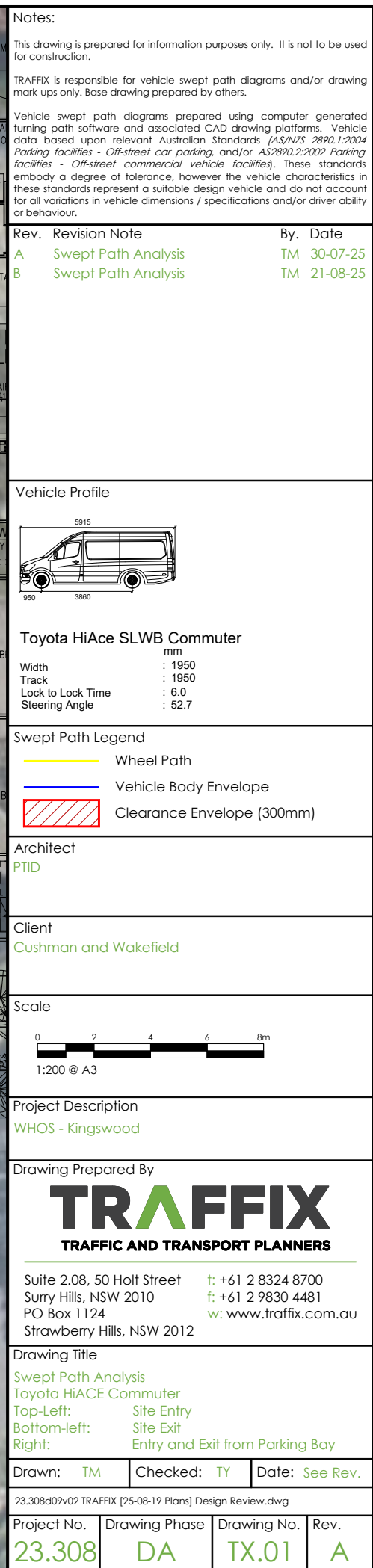
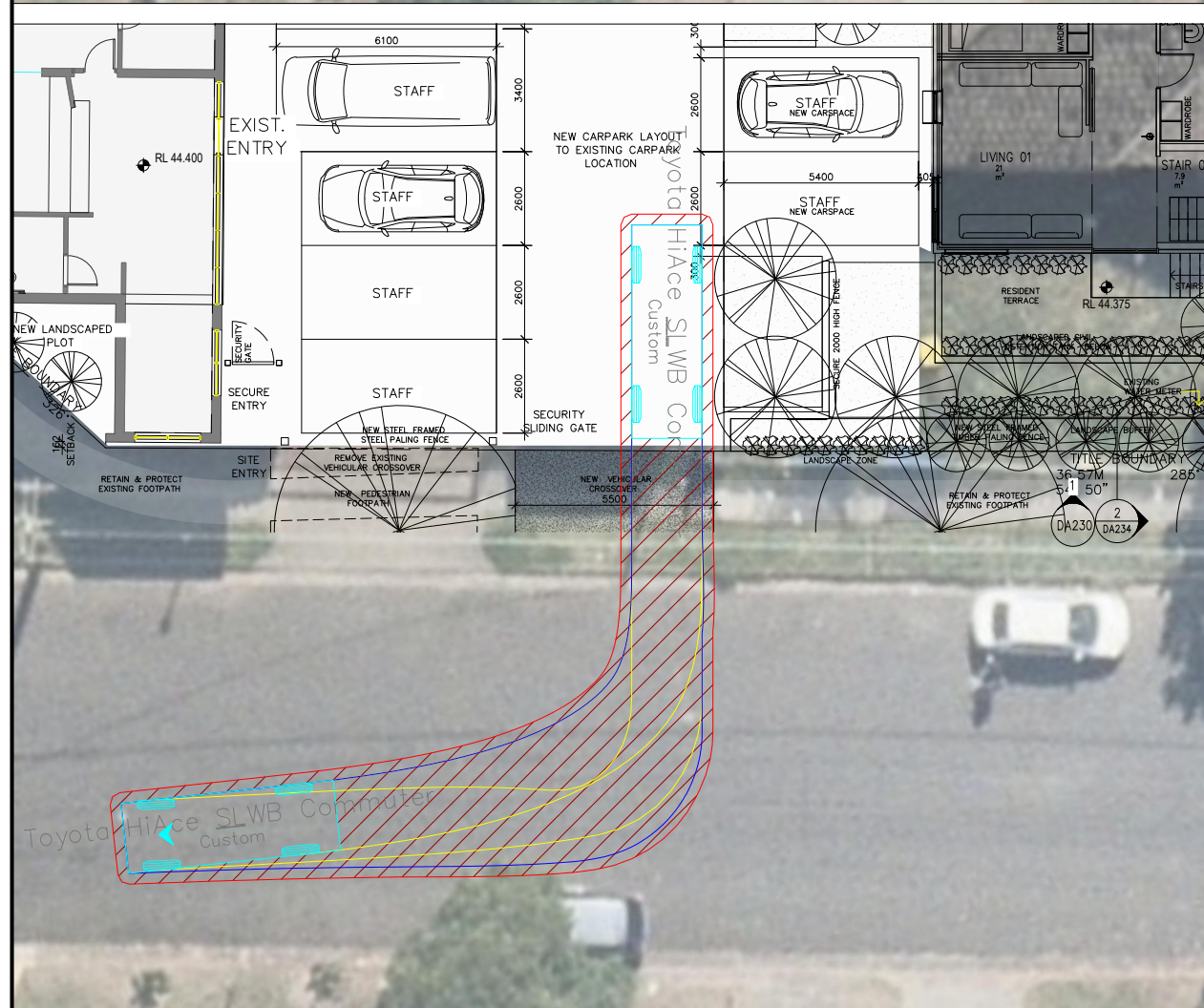
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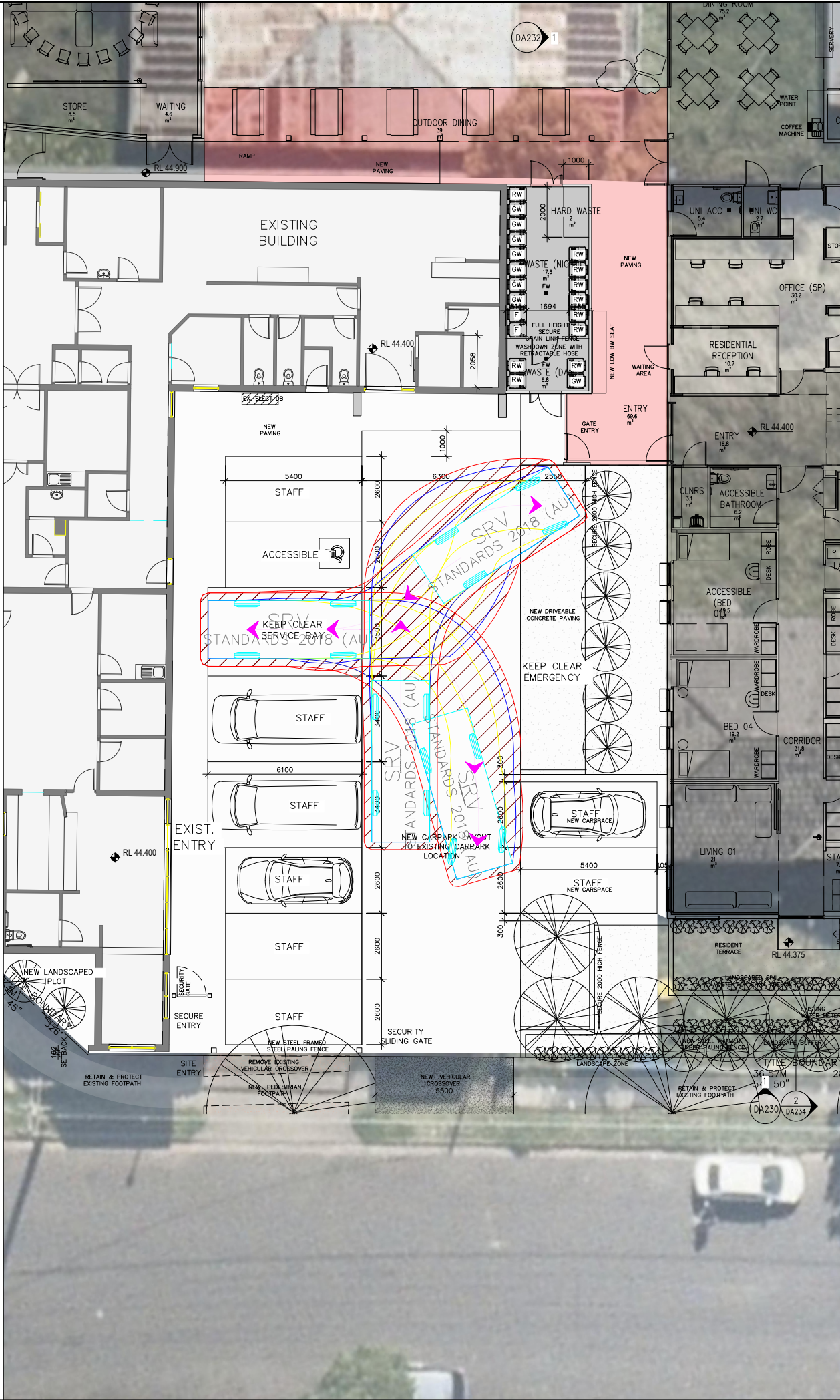
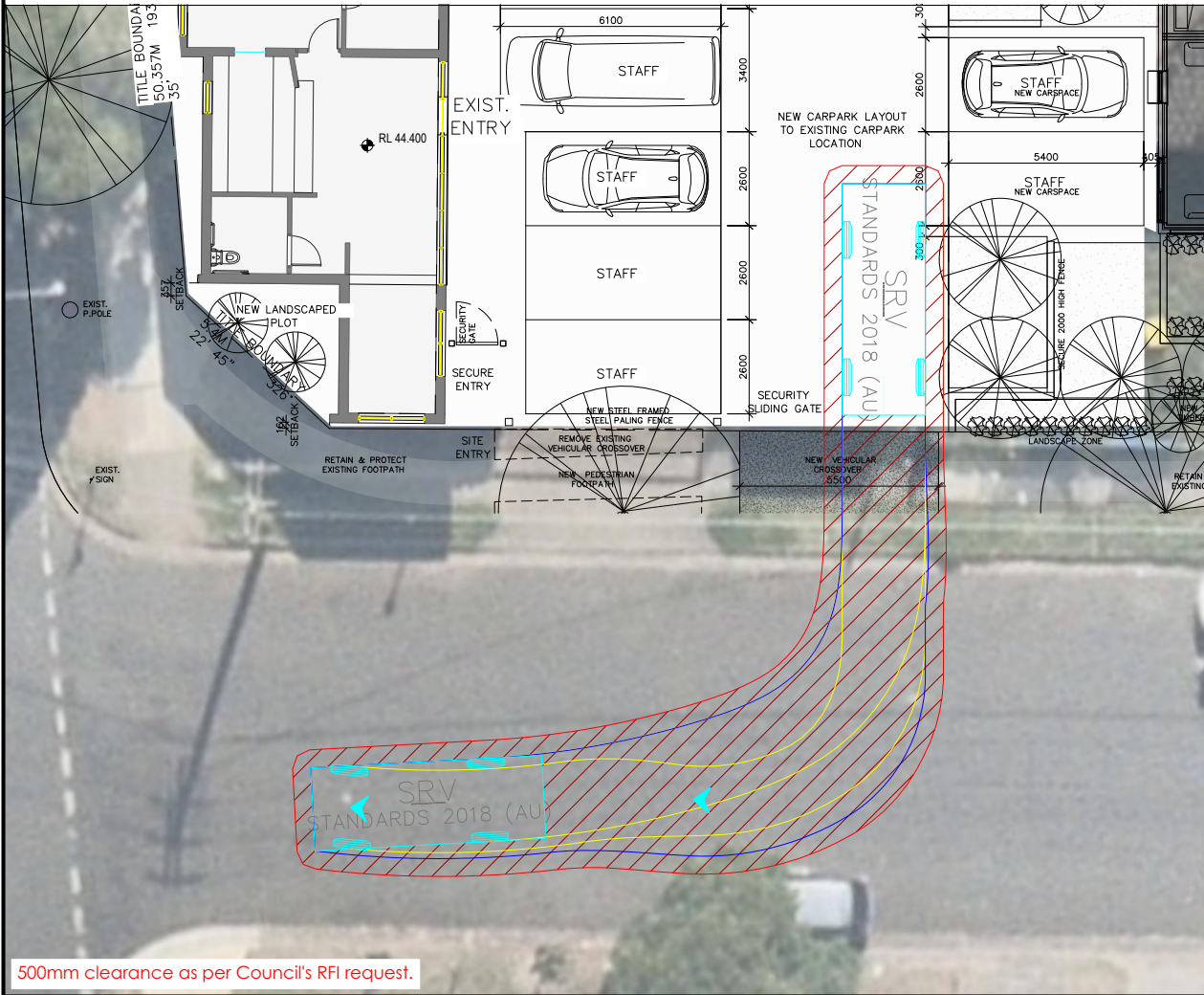
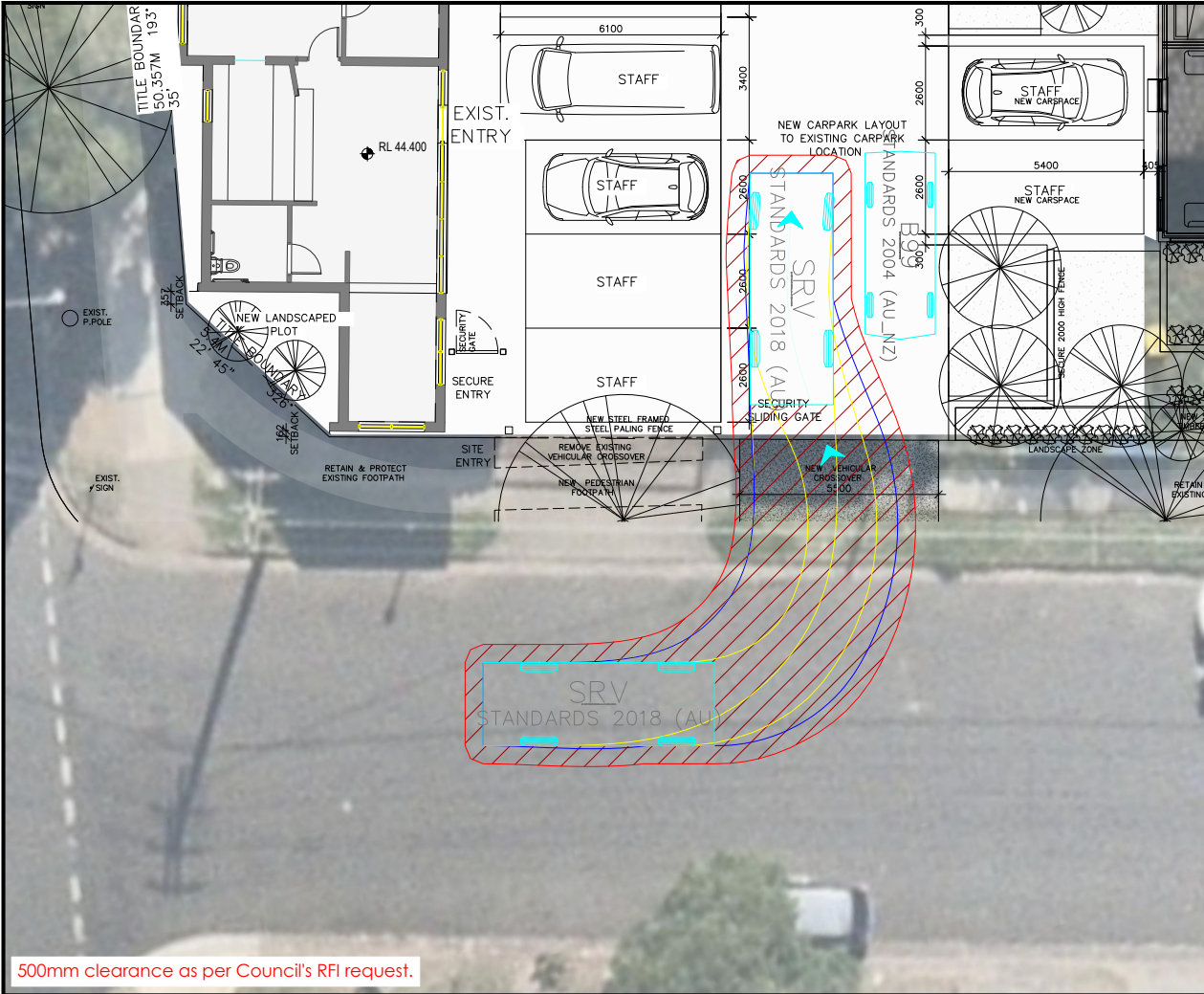
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APPENDIX B

Swept Path Analysis





Notes:

This drawing is prepared for information purposes only. It is not to be used for construction.

TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.

Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (AS/NZS 2890.1:2004 Parking facilities - Off-street car parking, and/or AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

Rev.	Revision Note	By.	Date
A	Swept Path Analysis	TM	30-07-25
B	Swept Path Analysis	TM	21-08-25

Swept Path Legend

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

Architect

PTID

Client

Cushman and Wakefield

Scale

0 2 4 6 8m

1:200 @ A3

Project Description

WHOS - Kingswood

Drawing Prepared By

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Drawing Title

Swept Path Analysis

6.4m Small Rigid Vehicle (SRV)

Top-Left: Site Entry (500mm clearance)

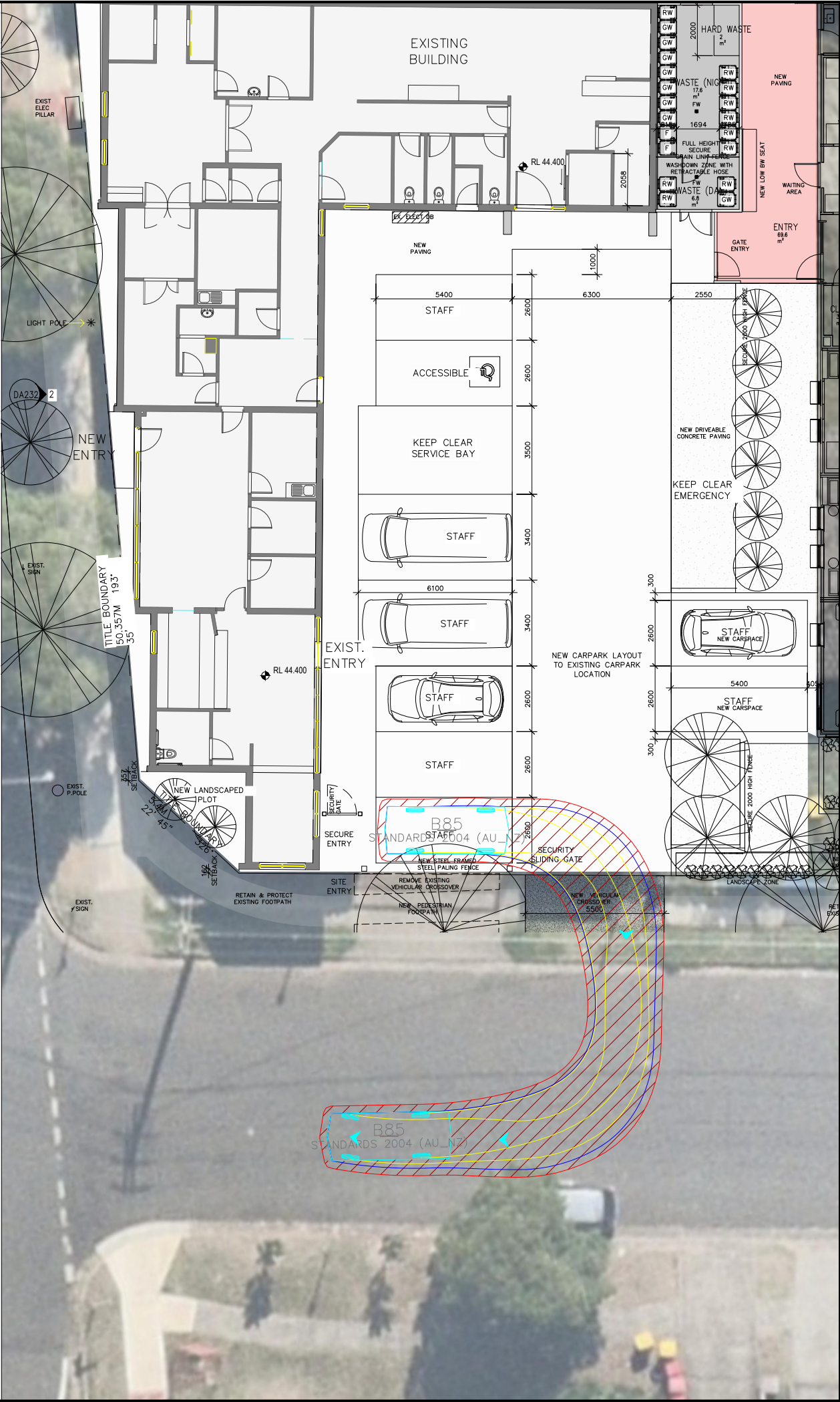
Bottom-left: Site Exit (500mm clearance)

Right: Entry and Exit from Loading Zone

Drawn: TM	Checked: TY	Date: See Rev.
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23.308d09v02 TRAFFIX [25-08-19 Plans] Design Review.dwg

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



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Swept Path Legend

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

Architect

PTID

Client

Cushman and Wakefield

Scale

0 2 4 6 8m

1:200 @ A3

Project Description

WHOS - Kingswood

Drawing Prepared By

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Drawing Title

Swept Path Analysis
B85 Design Vehicle
Left: Space Entry
Right: Space Exit

Drawn: TM	Checked: TY	Date: See Rev.	
23.308d09v02 TRAFFIX [25-08-19 Plans] Design Review.dwg			
Project No.	Drawing Phase	Drawing No.	Rev.
23.308	DA	TX.03	A

500mm clearance as per Council's RFI request.