

175-177 Wellington Road, Sefton

Proposed Affordable Housing

Traffic and Parking Assessment

Ref: 21188

Date: June 2021

Issue: Final A

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1.0 Introduction

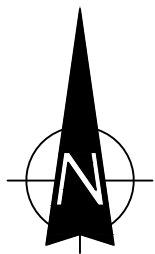
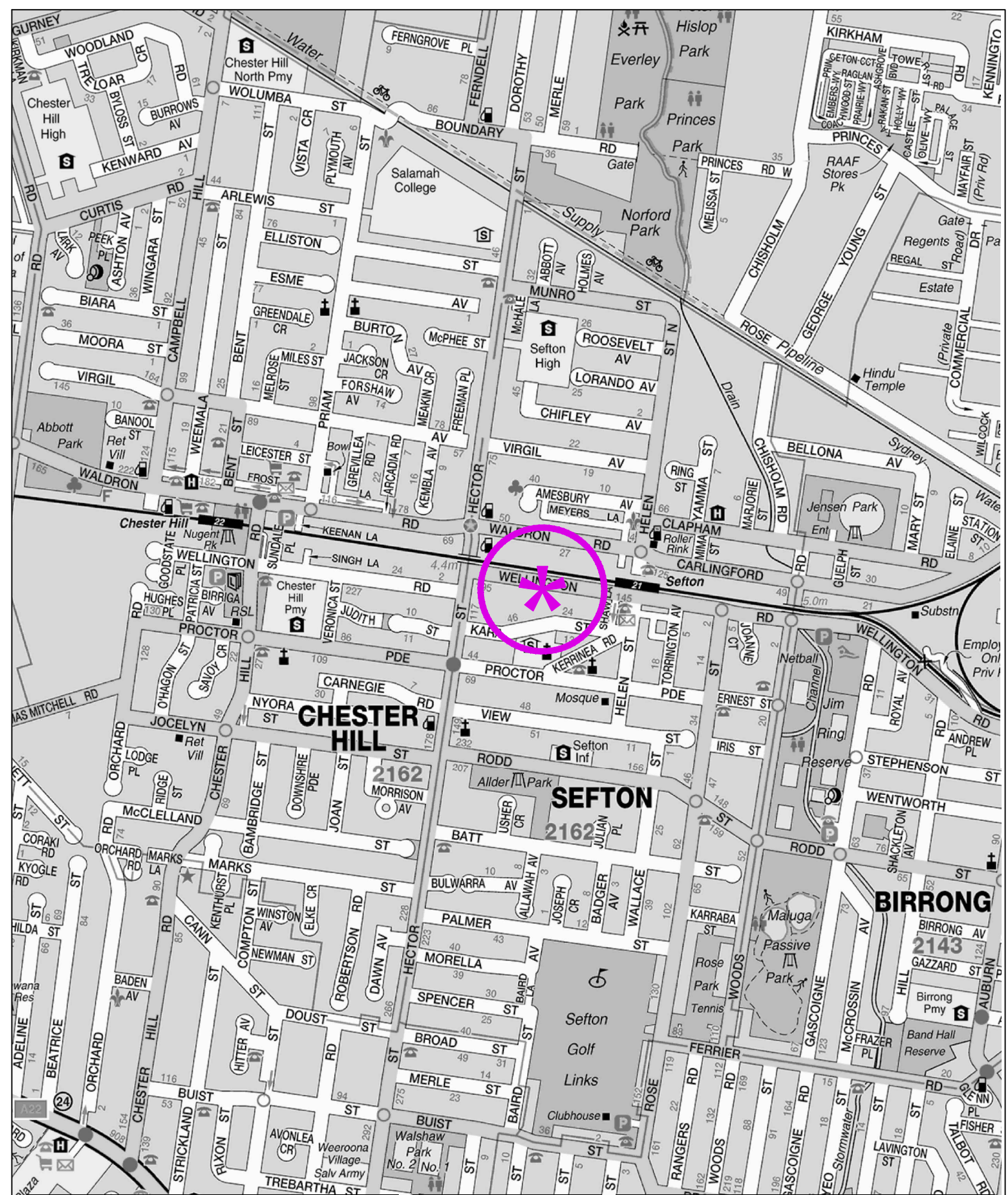
This report has been prepared for the Land and Housing Corporation (LAHC) to accompany a site compatibility certificate (SCC) application to the NSW Department of Planning, Industry and Environment (DPIE) for a proposed Affordable Housing development at 175-177 Wellington Road, Sefton (Figure 1).

The provision of affordable housing, especially for very low-, low- and moderate-income households, has been established as one of the principles adopted to guide decisions about future housing delivery in the City of Canterbury Bankstown (Council) area.

The subject proposal involves the provision of 20 apartments with a basement level carpark on a site which has convenient access to the arterial road and public transport systems.

The purpose of this report is to:

- ❖ describe the site, its context and the proposed development scheme
- ❖ describe the existing road network and traffic conditions
- ❖ assess the adequacy of the proposed parking provision
- ❖ assess the potential traffic implications
- ❖ assess the vehicle access, internal circulation and servicing arrangements.



LOCATION

FIG 1

2.0 Proposed Development Scheme

2.1 Site, Context and Existing Circumstances

The site (Figure 2) is a consolidation of Lots 1 & 2 in DP 35610, which occupies a rectangularly shaped area of 1,446m² with a frontage of 31.5m to the southern side of Wellington Road.

It is located approximately 270m to the west of the Sefton Town Centre and Sefton Railway Station.

The site is currently vacant and is adjoined by multiple single dwellings. Both lots have access driveways on the Wellington Road frontage.

Other uses in the surrounding area include:

- the Sefton Railway Station to the northeast
- the Sefton High School to the north
- the Sefton Child Care Centre and Sefton Community Centre to the south
- the Immaculate Heart of Mary Catholic Primary School to the south.

2.2 Proposed Development

It is proposed to remove the existing trees, clear the site and undertake excavation to provide a basement car park and a new level building platform. The new 4-storey building will comprise:

Residential Apartments

11	x	one-bedroom
9	x	two-bedroom
Total	-	20 apartments

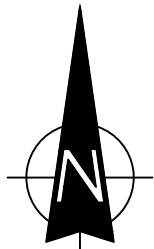
Car parking for 9 cars will be provided in a single level basement, and access will be



WELLINGTON ROAD

SITE

KARA STREET



SITE

FIG 2

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provided via a new driveway on Wellington Road at the north-western site boundary. Details of the proposed scheme are shown on the architectural plans prepared by DPIE and are reproduced in part in Appendix A.

3.0 Road Network and Traffic Conditions

3.1 Road Network

The road network serving the site (Figure 3) comprises:

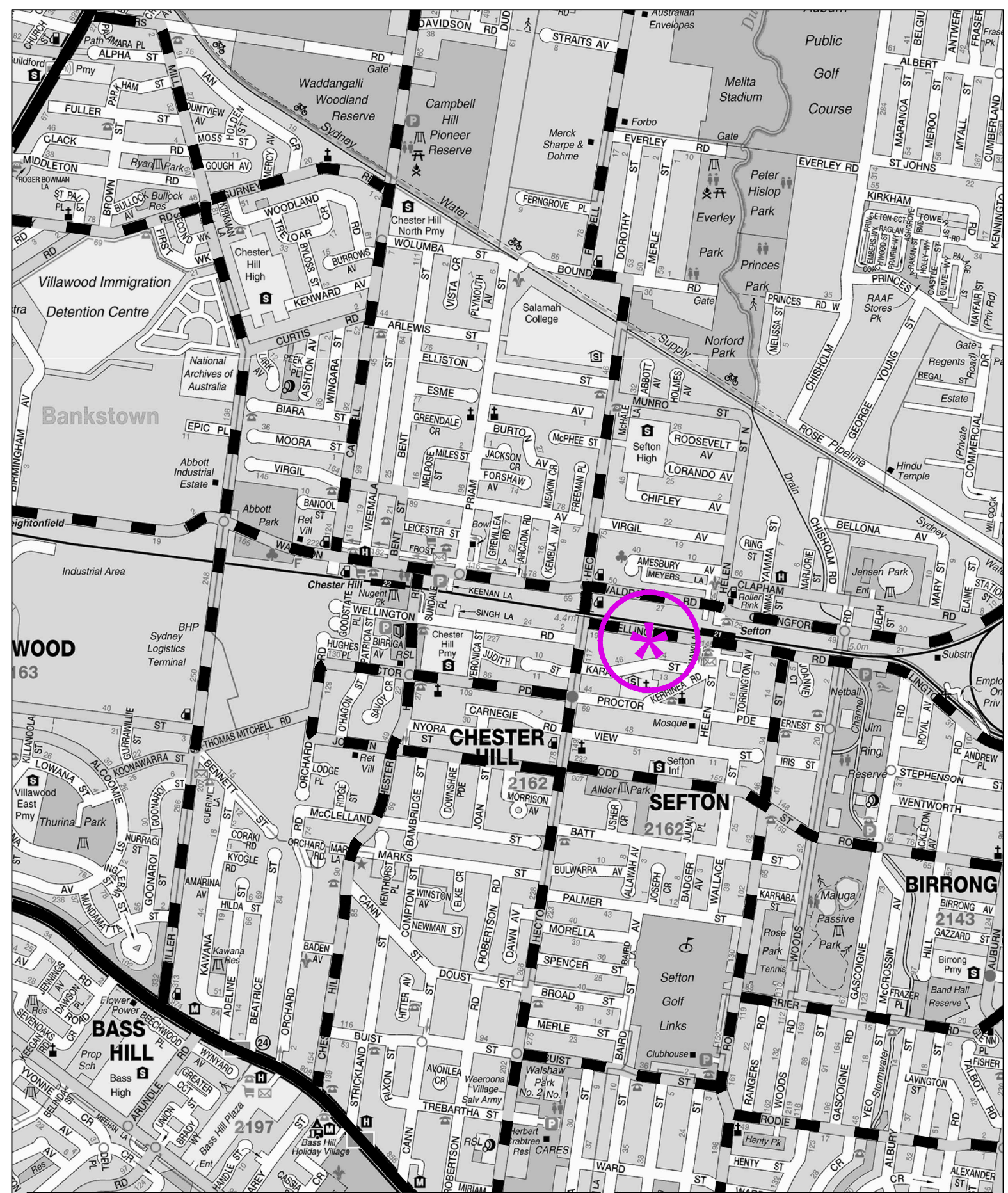
- ❖ *Hume Highway* – a State Highway and arterial route for both inter and intrastate travel
- ❖ *Woodville Road* – a State Road and arterial route connecting between Great Western Highway/M4 and Hume Highway
- ❖ *Christina Road / Waldron Road / Carlingford Street* – part of a Regional Road and collector route connecting between Carramar and Regents Park, which interchanges with Woodville Road (via on/off ramps)
- ❖ *Miller Road / Hector Street / Chester Hill Road/ Wellington Road* – collector road routes connecting between Hume Highway and Waldron Road

Wellington Road is relatively straight and has some 9.5m-wide carriageway with a traffic lane and a parking lane in each direction.

3.2 Traffic Controls

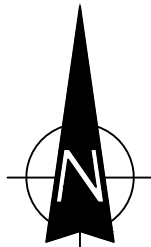
The traffic controls which have been applied to the road system in the vicinity of the site (Figure 4) comprise:

- ❖ traffic signal controls at the intersections of:
 - Waldron Road/Hector Street
 - Waldron Road/Chester Hill Road
 - Hector Street/Proctor Parade
- ❖ the roundabouts at the intersections of:



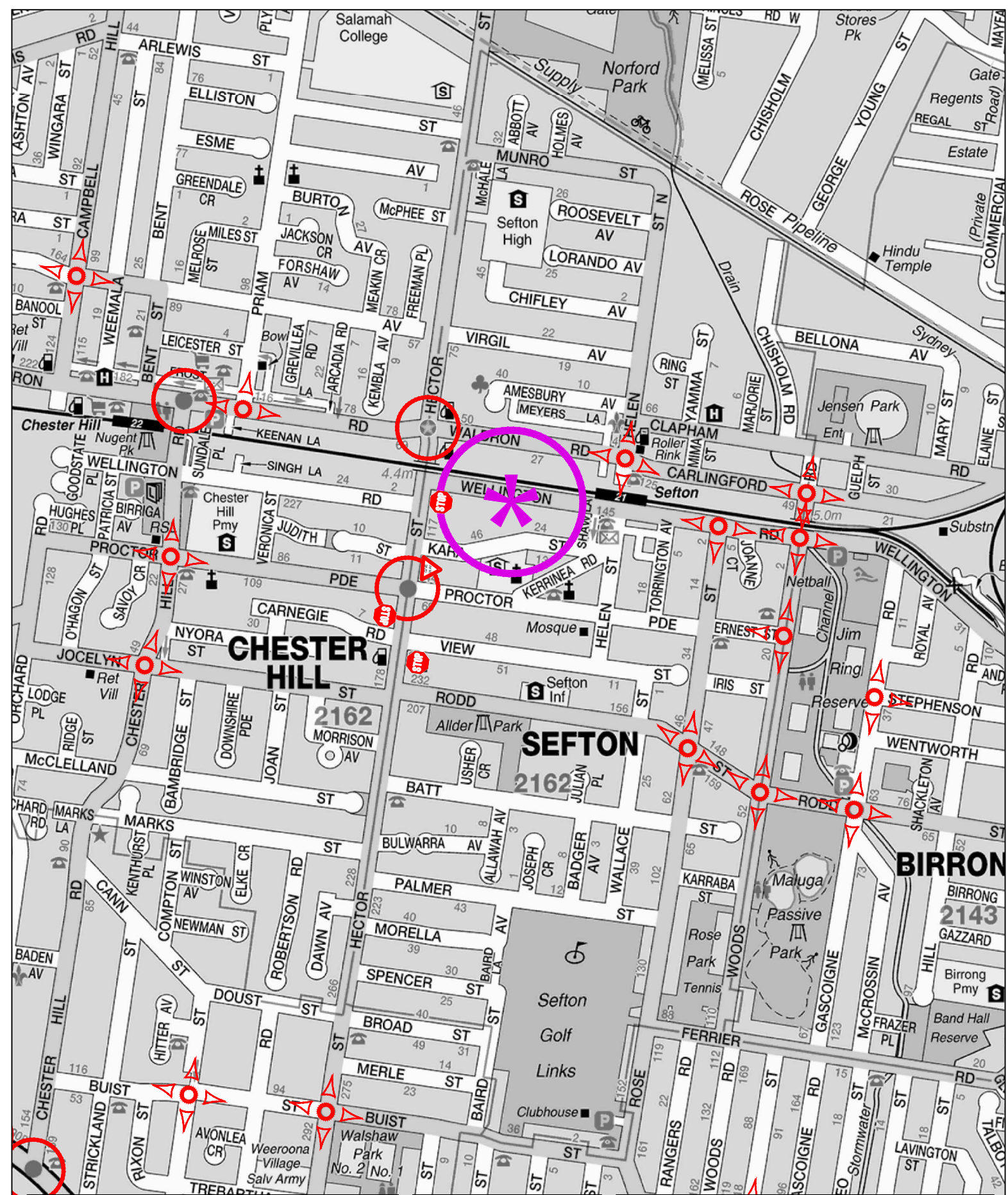
LEGEND

- ARTERIAL**
- COLLECTOR**





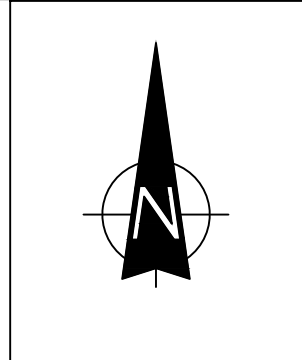
ROAD NETWORK

FIG 3



LEGEND

-  TRAFFIC SIGNAL CONTROL
-  ROUNDABOUT



**TRAFFIC
CONTROLS**

FIG 4

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- Rose Street/Wellington Road
- Proctor Parade/ Helen Street
- Chester Hill Road/Proctor Parade
- Chester Hill Road/Jocelyn Street
- Waldron Road/Priam Street
- Waldron Road/Helen Street
- ❖ the STOP control at the intersections of:
 - Wellington Road/Hector Street
 - Hector Street/ Carnegie Road
 - Hector Street/ View Street
- ❖ the GIVE WAY control at the intersections of:
 - Wellington Road/Helen Street
 - Hector Street/Kara Street
- ❖ the 50 kmph speed restriction on Wellington Road
- ❖ the unrestricted on-street parking along both sides of Wellington Road

3.3 Traffic Conditions

Based on the site observations, there is traffic congestion through the Sefton Town Centre, with the intersections of Hector Street/Wellington Road and Helen Street/Wellington Road, experiencing peak period queuing and delays. Outside of the peak periods, these surrounding key intersections currently operate satisfactorily with acceptable queues and delays on all approaches.

Regular gaps are observed to be available in the Wellington Road traffic flow along the frontage of the site.

3.4 Transport Services

Sefton Railway Station is located some 270m to the east of the site. The station is serviced by the T2 Inner West & Leppington Line and T3 Bankstown Line. Sefton Railway Station provides access to the wider metropolitan rail system via the Lidcombe, Sydenham and Cabramatta Stations.

There is a bus stop located some 250m to the east along Wellington Road and Helen Street. These stops are serviced by routes 916 and S2, providing connections to Chester Hill, Guildford, and Granville.

Details of the available public transport services are provided in Appendix B.

4.0 Parking

4.1 DCP Car Parking Rate

Council's DCP does not provide any car parking rates for residential flat buildings in the R3 zone. As such, reference has been made to the rates associated with Zones R4, B1, B2 and B6, as shown in the following:

- 1 car space per 1 bedroom dwelling
- 1.2 car spaces per 2-bedroom dwelling
- 1.5 car spaces per 3 or more-bedroom dwelling
- 1 visitor car space per 5 dwellings

Application of the DCP parking rates to the proposed development scheme would indicate the following:

		Requirements
11 x One-bedroom dwellings	–	11 spaces
9 x Two-bedroom dwellings	–	11 spaces
20 x dwellings	–	4 visitor spaces
Total	–	26 spaces

4.2 SEPP Accessible Area Car Parking Rate

The proposed development includes social and affordable housing units. The State Environmental Planning Policy (Affordable Rental Housing) 2009 states an accessible area as a land that is within:

- (a) 800 metres walking distance of a public entrance to a railway station or a wharf from which a Sydney Ferries ferry service operates, or
- (b) 400 metres walking distance of a public entrance to a light rail station or, in the case of a light rail station with no entrance, 400 metres walking distance of a platform of the light rail station, or

(c) 400 metres walking distance of a bus stop used by a regular bus service (within the meaning of the Passenger Transport Act 1990) that has at least one bus per hour servicing the bus stop between 06.00 and 21.00 each day from Monday to Friday (both days inclusive) and between 08.00 and 18.00 on each Saturday and Sunday.

The development is within 800 metres of the Sefton Railway Station and 250 metres from the bus stop along Wellington Road, which meets the requirements (a) and (c) above. Footpaths are provided along both sides of Wellington Road, ensuring good permeability to and from the station and bus stops along Wellington Road.

Part 2, Division 1, Clause 14 of the SEPP states that development cannot be refused consent on the following standards related to parking: a) parking if:

- (i) *in the case of a development application made by a social housing provider for development on land in an accessible area—at least 0.4 parking spaces are provided for each dwelling containing 1 bedroom, at least 0.5 parking spaces are provided for each dwelling containing 2 bedrooms, and at least 1 parking space is provided for each dwelling containing 3 or more bedrooms.*

Application of the SEPP parking rates to the proposed development scheme would indicate the following:

		Requirements
11 x One-bedroom dwellings	–	4 spaces
9 x Two-bedroom dwellings	–	5 spaces
Total	–	9 spaces

4.3 Adequacy of Car Parking Provision

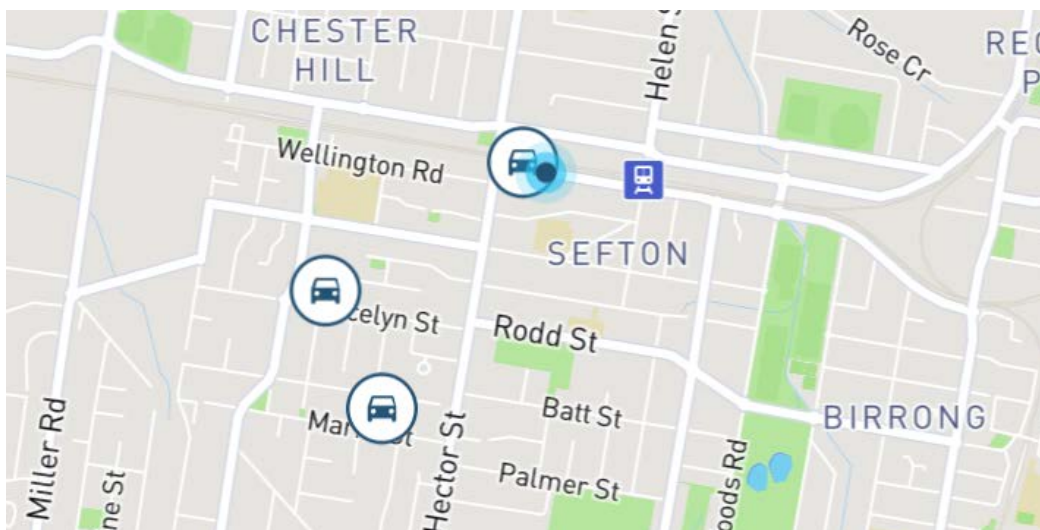
It should be noted that Division 5, Clause 36(4) of the SEPP states that car parking is not required to be provided in relation to an SCC proposal.

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The development proposes 9 off-street car parking spaces in satisfaction with the specifications of the SEPP 2009 (Affordable Rental Housing) for developments within an accessible area, which significantly exceed the requirements specified by Division 5.

While the proposed parking provision is short of Council's DCP parking requirements, the provision will be adequate given the nature of the development and its location due to the following key factors:

- * The car ownership rates within the proposed social housing development will be low
- * The site's proximity to high-frequency bus and train services:
 - bus stops are located on Wellington Road and Helen Street, are served by routes 916 and S2, providing connections to Chester Hill, Guildford, and Granville.
 - the site is located within a short walking distance of Sefton Railway Station.
- * Ample on-street parking is available within the surrounding roads.
- * The availability of nearby car share schemes provided by Car Next Door. See the following figure.



Source: Car Next Door

- * The subject site is located within a convenient walking distance of a broad range of shops, services and facilities

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- * The proximity of nearby Chester Hill and Sefton Town Centres with convenient access to services and facilities
- * The walkable nature of the locality with footpaths and pedestrian refuges and raised crossings, to the nearby town centres, railway station and bus stops

Based on the above, the subject site is ideally located to facilitate reduced private car ownership and usage and to encourage increased usage of public transport services as well as alternate forms of transport such as walking and cycling. In the circumstances, it is considered that the proposed provision of 9 off-street car parking spaces will satisfactorily accommodate the needs of the proposed development.

The geometric design layout of the proposed car parking facilities has been designed to comply with the relevant requirements specified in the Standards Australia publication Parking Facilities Part 1 - Off-Street Car Parking AS2890.1 and Parking Facilities Part 6: Off-Street Parking with People with Disabilities AS2890.6 - 2009 in respect of parking bay dimensions, ramp gradients and aisle widths.

The provision of 2 disabled spaces is in accordance with the requirements of the Building Code of Australia (BCA).

In summary, the proposed parking facilities satisfy the relevant requirements specified in the SEPP and the Australian Standards. As such, the proposed development will not have any unacceptable parking implications.

5.0 Traffic

The TDT 2013/ 04¹ specifies an average AM and PM peak hour trip generation rates for high-density residential developments in Sydney of 0.19 trips and 0.15 trips per apartment.

Based on the above rates, the projected peak traffic generation outcome would be 4 vtpm and 3 vtpm in the AM and PM peaks, respectively and these would be distributed as follows:

AM		PM	
IN	OUT	IN	OUT
1	3	2	1

Traffic generation of this order of magnitude being equivalent to some 1 vehicle every 15 - 20 minutes during the peak hours is minor in the context of the local and arterial road system. It will not create unacceptable traffic congestion or conflict either at the vehicle access point or at adjacent intersections.

¹ RMS Technical Direction TDT 2013/ 04 Guide to Traffic Generating Developments Updated traffic surveys (TDT 2013/ 04)

6.0 Access, Internal Circulation and Servicing

6.1 Access

The proposed vehicle access arrangement comprises a 6.1m-wide driveway with a 5.5m-wide access ramp reducing to a 3.3m-wide single lane in accordance with AS2890.1 Section 3.2.2.

The site access driveway has been designed as a one-lane, two-way access, with a waiting bay of appropriate dimensions to ensure no queuing occurs on Wellington Road. This will ensure an appropriate design in the unlikely event that 2 vehicles are required to pass each other at the driveway.

The driveway will be located on Wellington Road at the north-western site boundary. Wellington Road is relatively straight and level at this location, where there are excellent sight distances available.

6.2 Internal Circulation

The basement car park will have internal circulation arrangements, including ramp grades, aisle widths, headroom and parking bay dimensions, which accord with the requirements of AS2890.1 and 6.

6.3 Servicing

Refuse collection will occur on-street along the site's northern kerb frontage on Wellington Road, with bins wheeled to the Wellington Road kerbside for collection. The on-street collection is consistent with the existing arrangement for nearby properties along Wellington Road.

All loading activities related to deliveries, courier activity, maintenance, etc., can be reliant on the available on-street parking in the vicinity of the site, as is normal for small residential development of this nature.

7.0 Conclusion

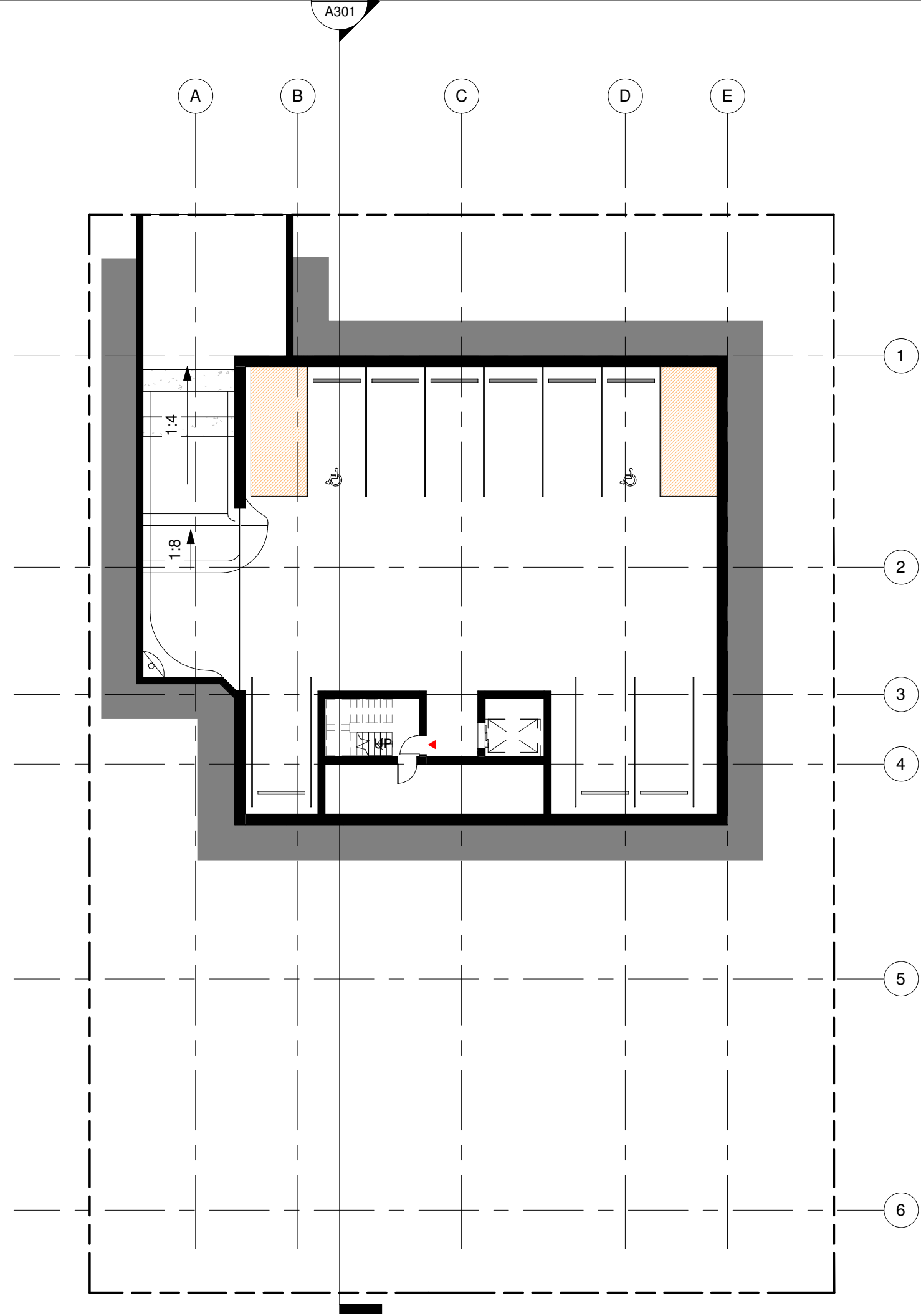
A site compatibility certificate application is to be submitted to the NSW Department of Planning, Industry and Environment for a proposed Affordable Rental Housing project at 175-177 Wellington Road, Sefton.

The assessment of the potential traffic, transport and parking implications of the development scheme has concluded that:

- * there will not be any unsatisfactory traffic implications
- * the proposed parking provision will comply with the SEPP criteria
- * the design of vehicle access, parking and circulation are satisfactory and compliant with the requirements of AS2890.1 & 6.
- * the proposed servicing arrangement will be suitable and appropriate.

Appendix A

Architectural Plans



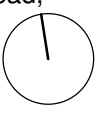
Project
175-177 Wellington Road,
Sefton

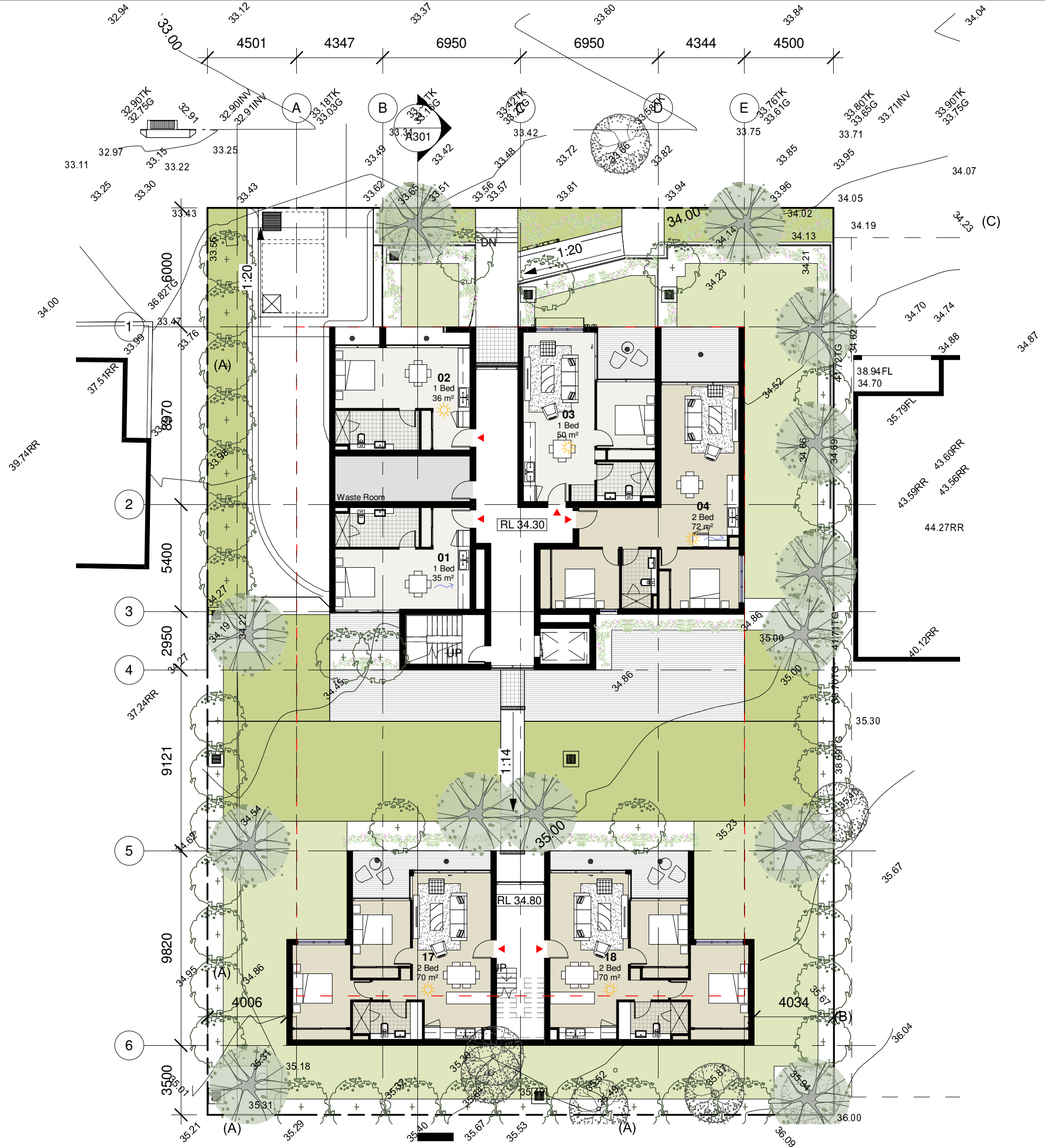
Drawing
Basement 1

Date	Project No.	Drawing No.
Dec 20	00_0000	A101 / B

Scale
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INFORMATION
For internal use only. Information is approximate and to the best of knowledge at the time of investigation. Further due diligence and analysis, such as survey, is recommended prior to future works.





Project
 175-177 Wellington Road,
 Sefton

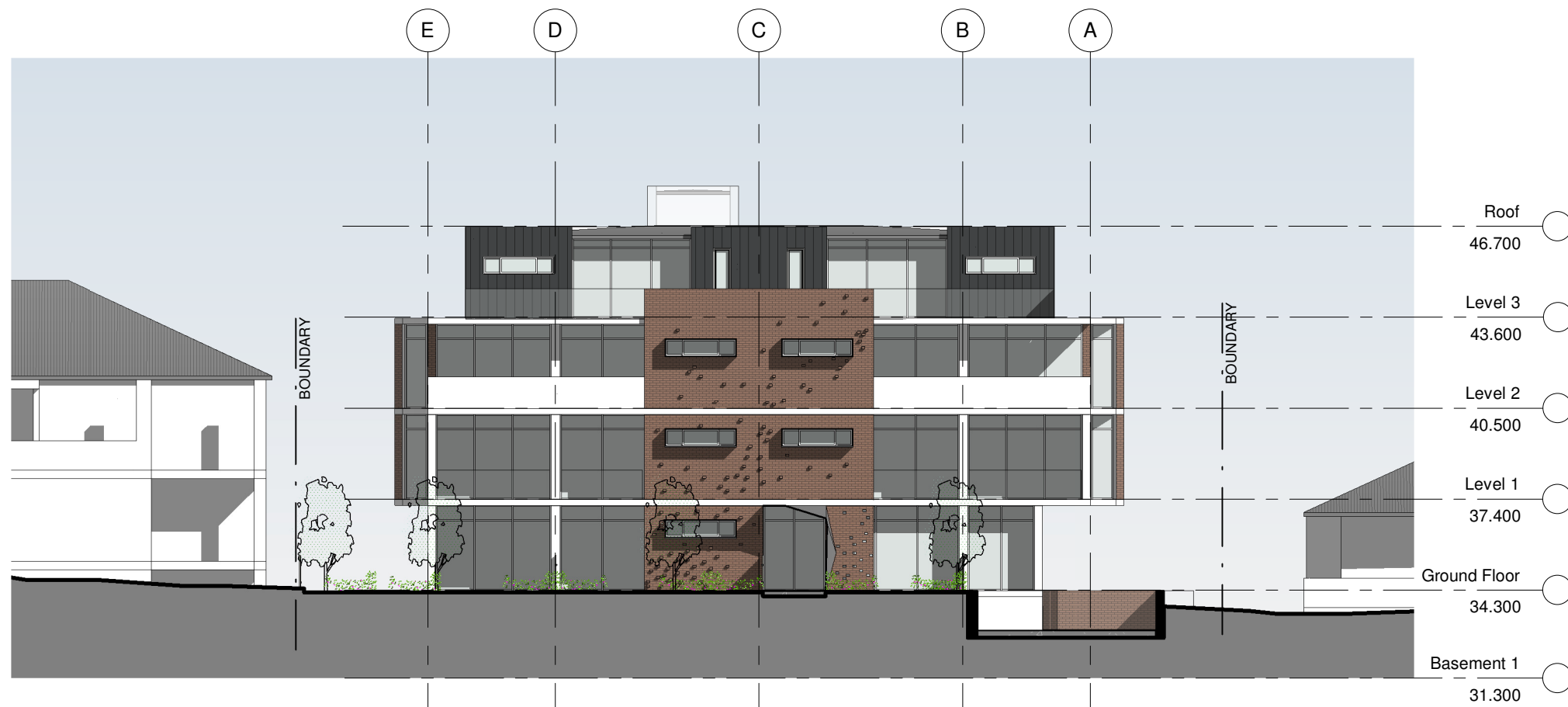
Drawing
 Ground Floor Plan

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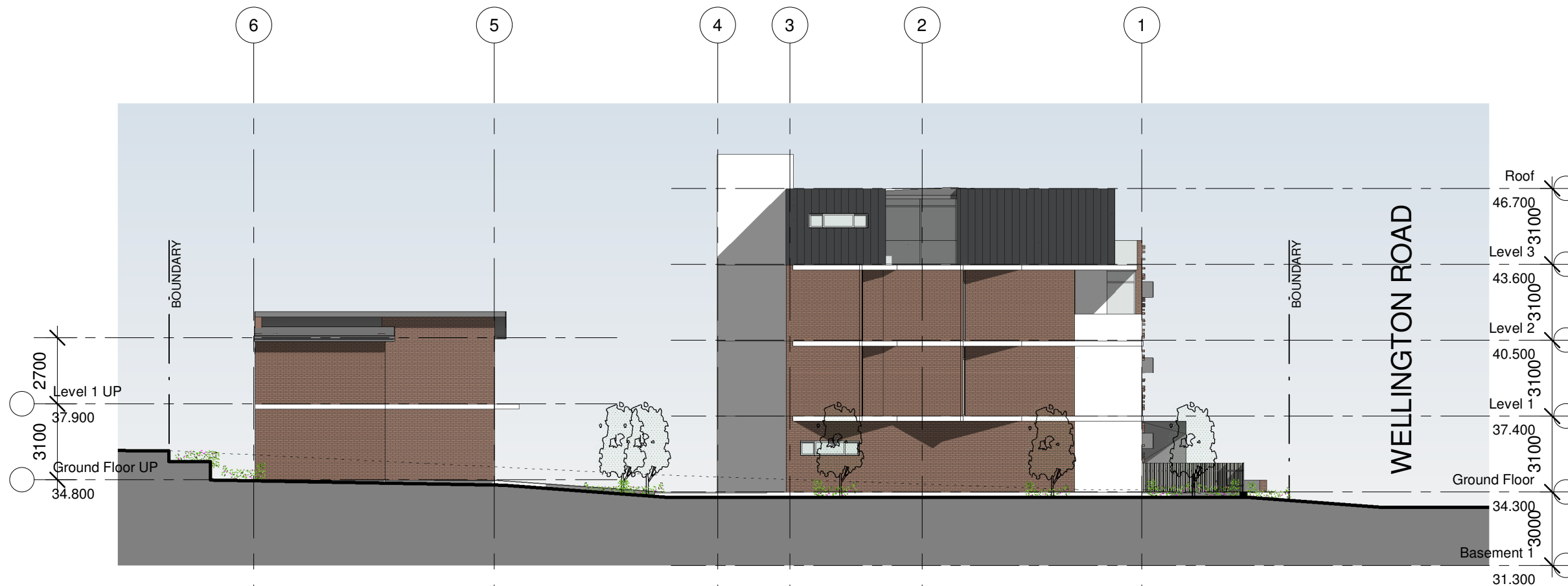
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Issued for
INFORMATION

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1 | North Elevation_A
1 : 200



2 | East Elevation
1 : 200



Project
175-177 Wellington Road,
Sefton

Drawing
Elevations

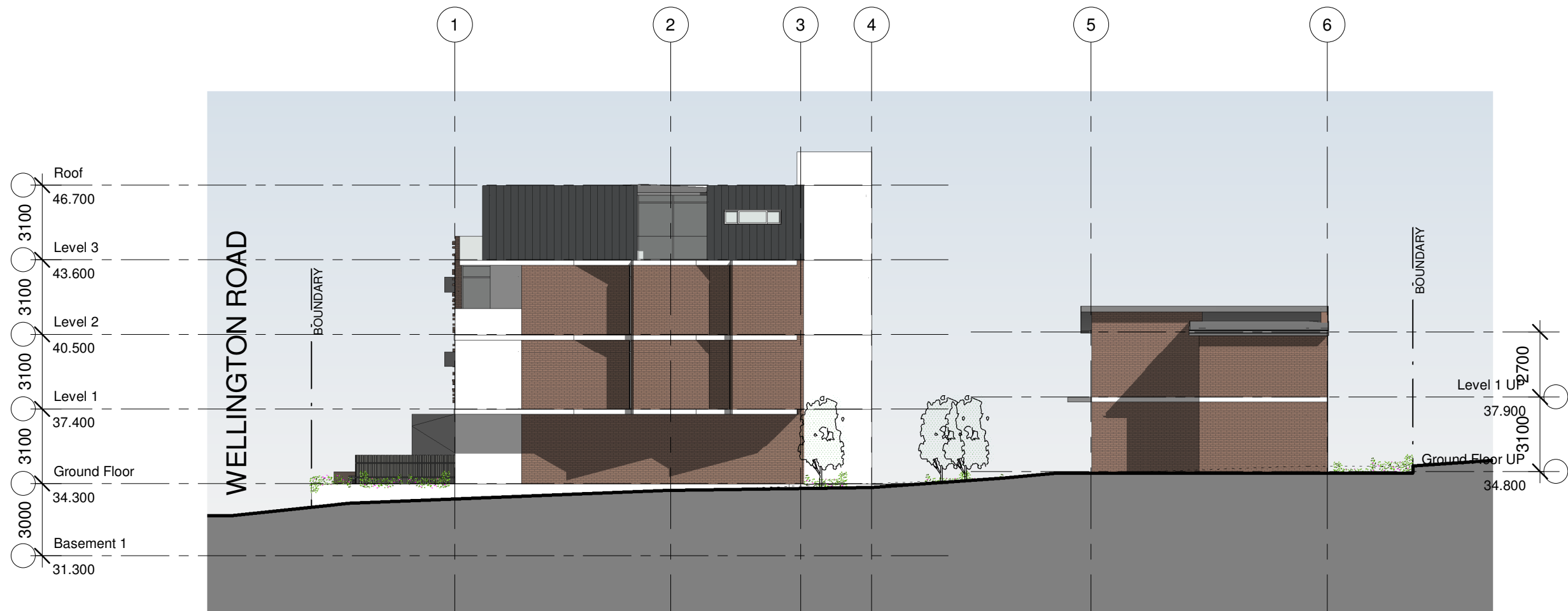
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INFORMATION

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1 | South Elevation_A
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2 | West Elevation
1 : 200



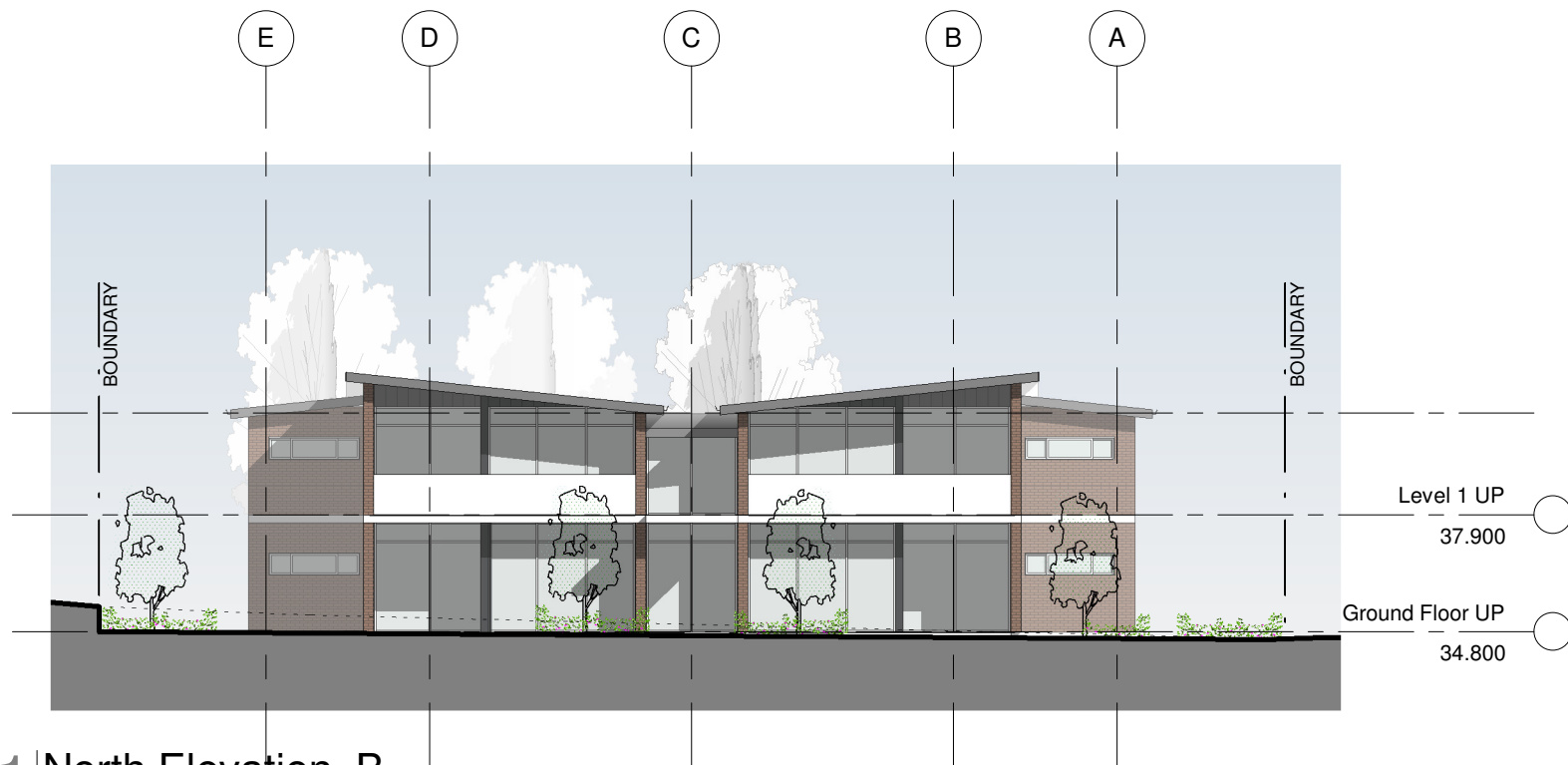
Project
175-177 Wellington Road,
Sefton

Drawing
Elevations

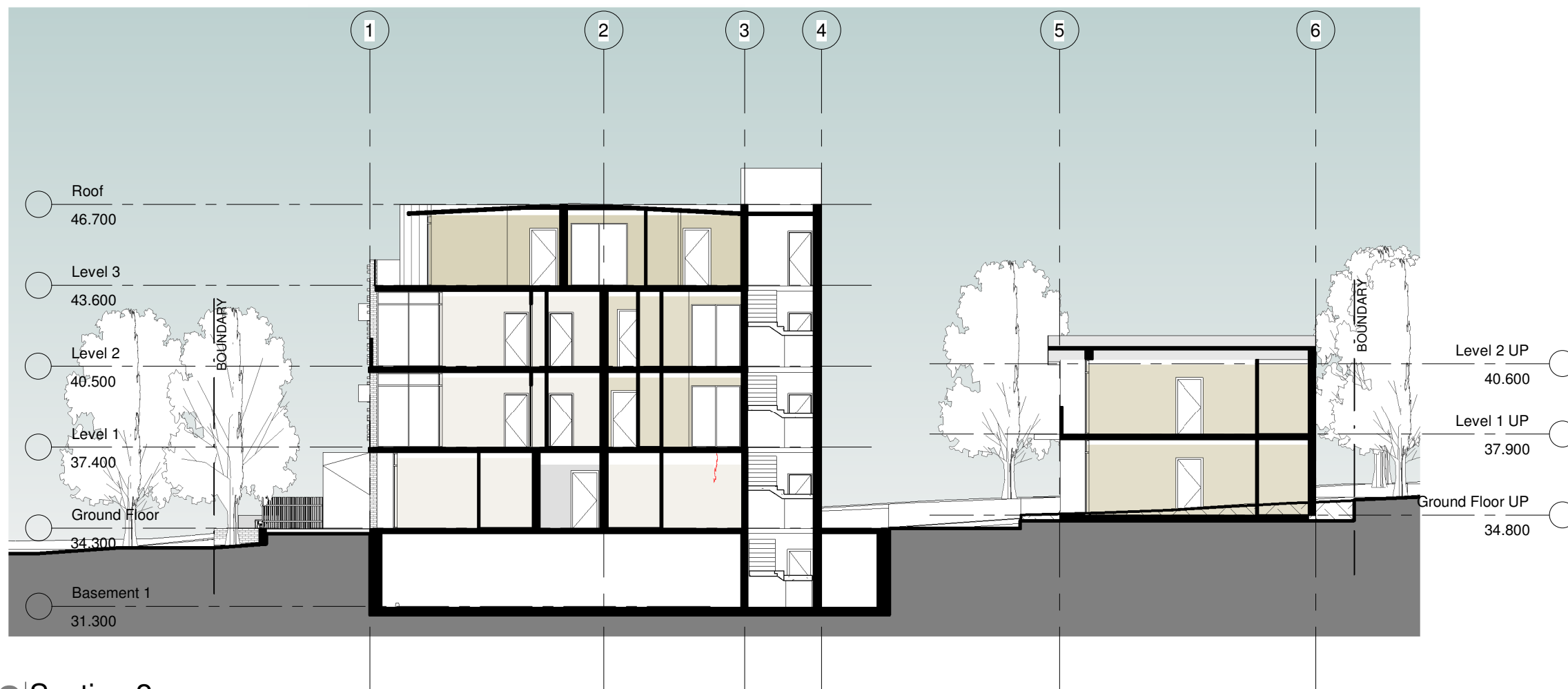
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1 | North Elevation_B
1 : 200



2 | Section 2
1 : 200



Project
175-177 Wellington Road,
Sefton

Drawing
Sections

Date Project No. Drawing No.
Project 00_0000 A301 / B

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Appendix B

Public Transport Services

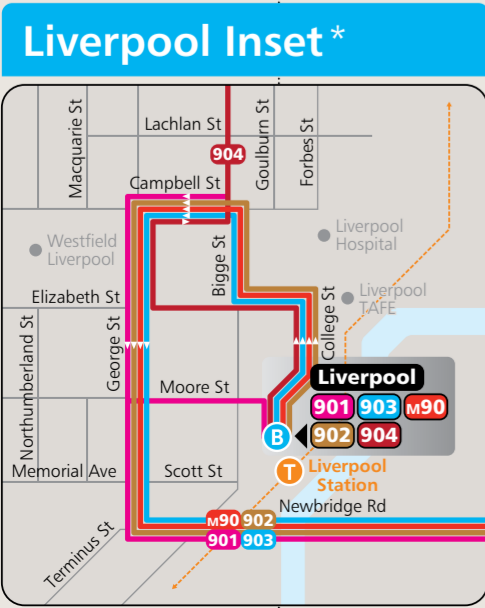
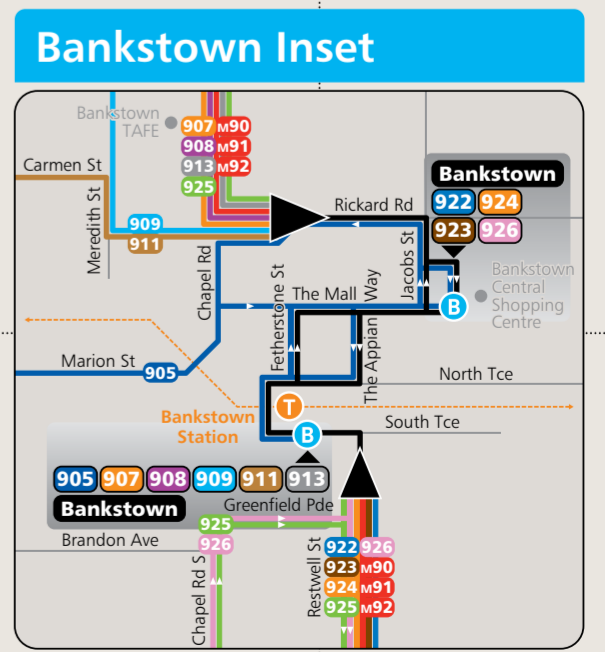
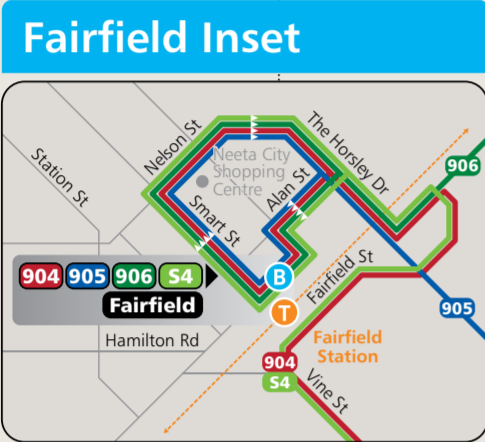
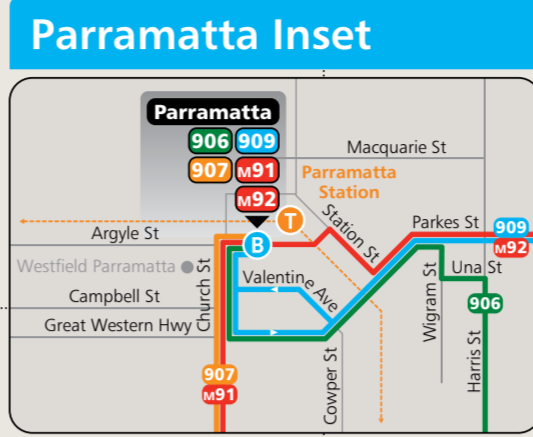


Parramatta, Bankstown and Liverpool bus network map



Diagrammatic Map
Not to Scale

Proudly operated by
Transdev NSW



* The lines on the map show the routes of buses departing Liverpool. For buses arriving in Liverpool, please refer to individual timetables.

Key

- Bus route
- Occasional journey
- Train line/station
- Bus route number
- Bus terminus

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Sydney rail network



M Metro **T** Trains



Sydney metro and train lines

M Metro North West Line
Chatswood
Tallawong

T1 North Shore & Western Line
North Shore
Western
Richmond

T2 Inner West & Leppington Line
Inner West
Leppington
City

T3 Bankstown Line
Liverpool
Lidcombe
City

T4 Eastern Suburbs & Illawarra Line
Eastern Suburbs
Illawarra
Cronulla

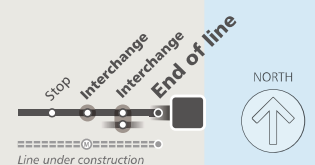
T5 Cumberland Line
Leppington
Richmond

T6 Carlingford Line
Carlingford
Clyde

T7 Olympic Park Line
Olympic Park
Lidcombe

T8 Airport & South Line
Airport
South
City

T9 Northern Line
Northern
Gordon



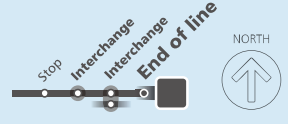
Check timetables and trip planners for train services and connections

Visit transportnsw.info

Intercity Trains Network



- Blue Mountains Line
- Central Coast & Newcastle Line
- Hunter Line
- South Coast Line
- Southern Highlands Line



Check timetables and trip planners for train services and connections

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Appendix C

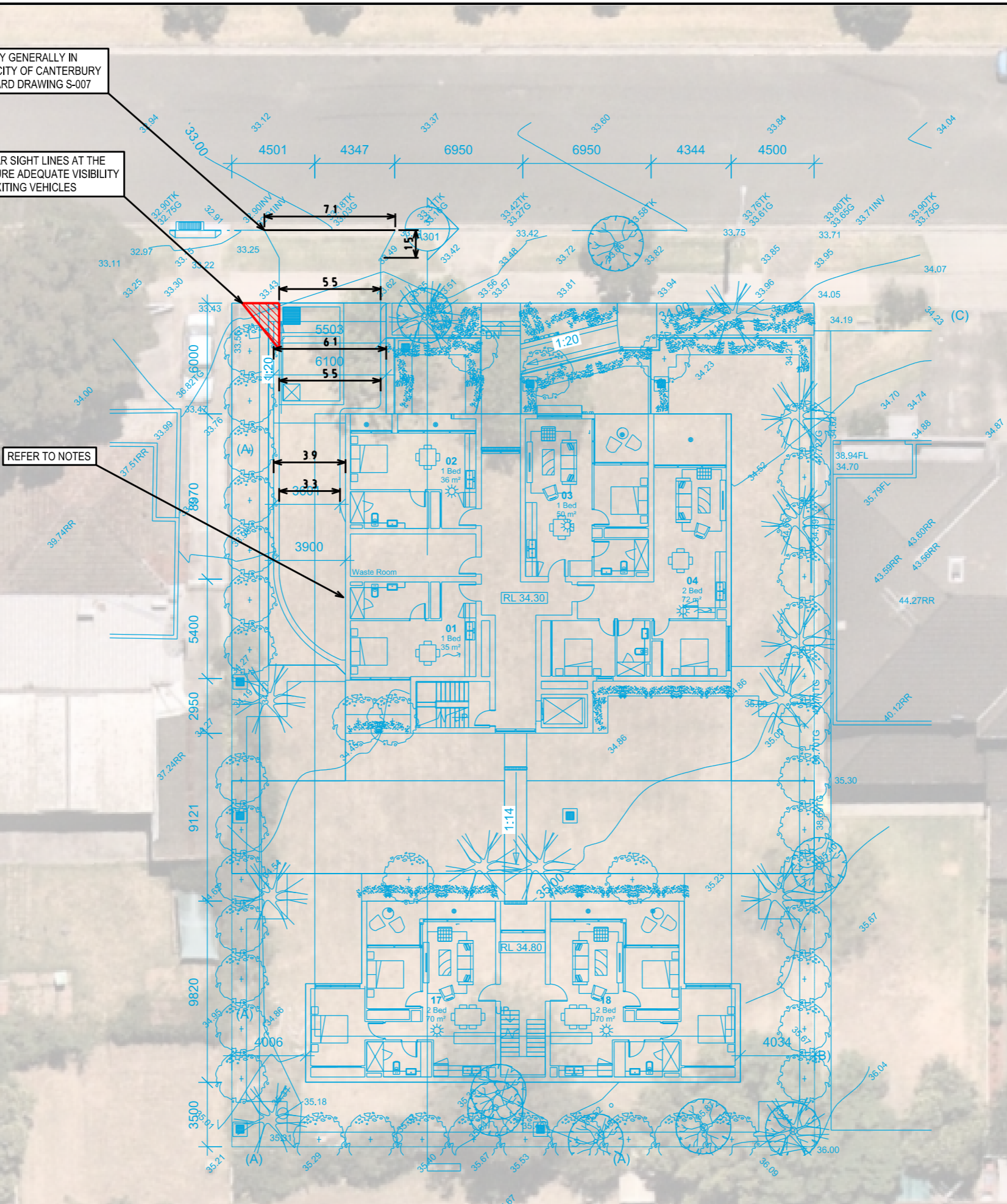
Turning Path Assessment

PROPOSED DRIVEWAY GENERALLY IN ACCORDANCE WITH CITY OF CANTERBURY BANKSTOWN STANDARD DRAWING S-007

MAINTAIN 2.5m x 2m CLEAR SIGHT LINES AT THE PROPERTY LINE TO ENSURE ADEQUATE VISIBILITY TO PEDESTRIANS FOR EXITING VEHICLES

REFER TO NOTES

NOTES:
 - MAXIMUM CHANGE IN GRADE FOR CARS SHOULD BE 1:8 OVER 2m
 - A MINIMUM HEIGHT CLEARANCE OF 2.2m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE CIRCULATION AISLES AND PARKING SPACES.
 - A MINIMUM HEIGHT CLEARANCE OF 2.5m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE DISABLED PARKING SPACES
 - HEIGHT CLEARANCE ABOVE A SAG CHANGE IN GRADES SHOULD BE MEASURED IN ACCORDANCE WITH FIGURE 5.3 AS2890.1-2004.



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175-177 WELLINGTON ROAD, SEFTON
 CAR PARK COMPLIANCE REVIEW
 GROUND
 CONCEPT LAYOUT
 DRAWING REF NO. 21188-MD-01-P2

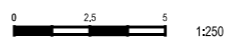
SHEET NO. 01 OF 06

ISSUE DATE 29 JUNE 2021

DESIGNED BY
S.YOU

REVIEWED BY
M.KONG

SCALE
A3



PRELIMINARY PLAN

FOR DISCUSSION PURPOSES
 ONLY SUBJECT TO CHANGE
 WITHOUT NOTIFICATION

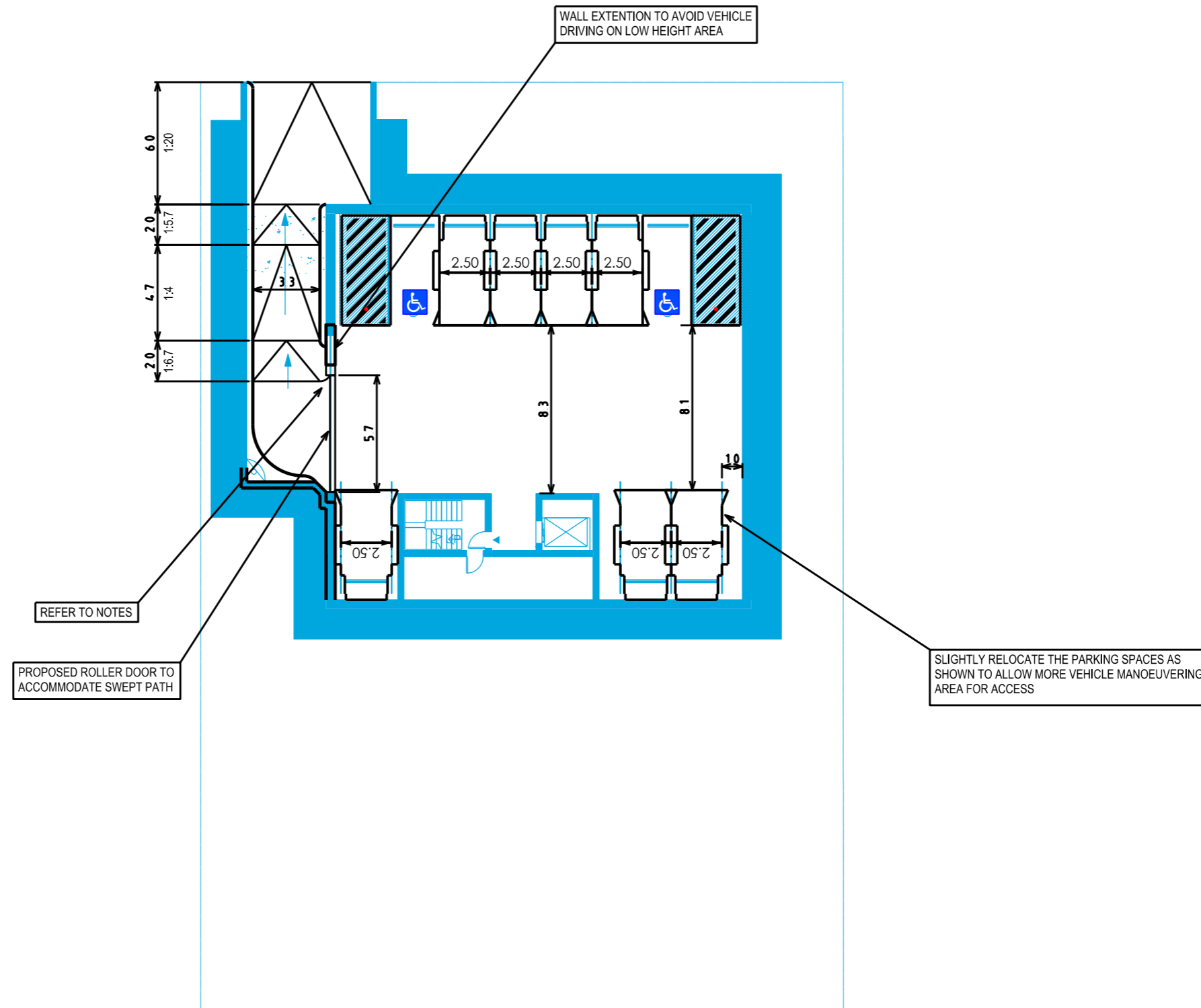
WARNING

THESE DOCUMENTS ARE PRELIMINARY ONLY.
 THE EXACT COST SHALL BE PROVIDED IN THE
 ALL OTHER SERVICES SHOWN ARE NOT GUARANTEED.

tpa TRANSPORT AND TRAFFIC PLANNING ASSOCIATES
 Established 1994

Address: Level 5, Suite 502 / 282 Victoria Ave, Chatswood NSW 2067
 P: 02 9411 5660 E: info@tpa.com.au W: www.tpa.com.au

- NOTES:
- MAXIMUM CHANGE IN GRADE FOR CARS SHOULD BE 1:8 OVER 2m
 - A MINIMUM HEIGHT CLEARANCE OF 2.2m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE CIRCULATION AISLES AND PARKING SPACES.
 - A MINIMUM HEIGHT CLEARANCE OF 2.5m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE DISABLED PARKING SPACES
 - HEIGHT CLEARANCE ABOVE A SAG CHANGE IN GRADES SHOULD BE MEASURED IN ACCORDANCE WITH FIGURE 5.3 AS2890.1-2004.

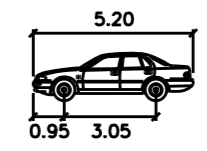


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PRELIMINARY PLAN
 FOR DISCUSSION PURPOSES
 ONLY SUBJECT TO CHANGE
 WITHOUT NOTIFICATION

WARNING
 THE ACCURACY OF DIMENSIONS AND SERVICES
 IS UNLIMITED ONLY.
 THE EXACT LOCATION SHALL BE PROVIDED IN THE
 ALL DIMENSIONS SHOWN ARE NOT GUARANTEED.



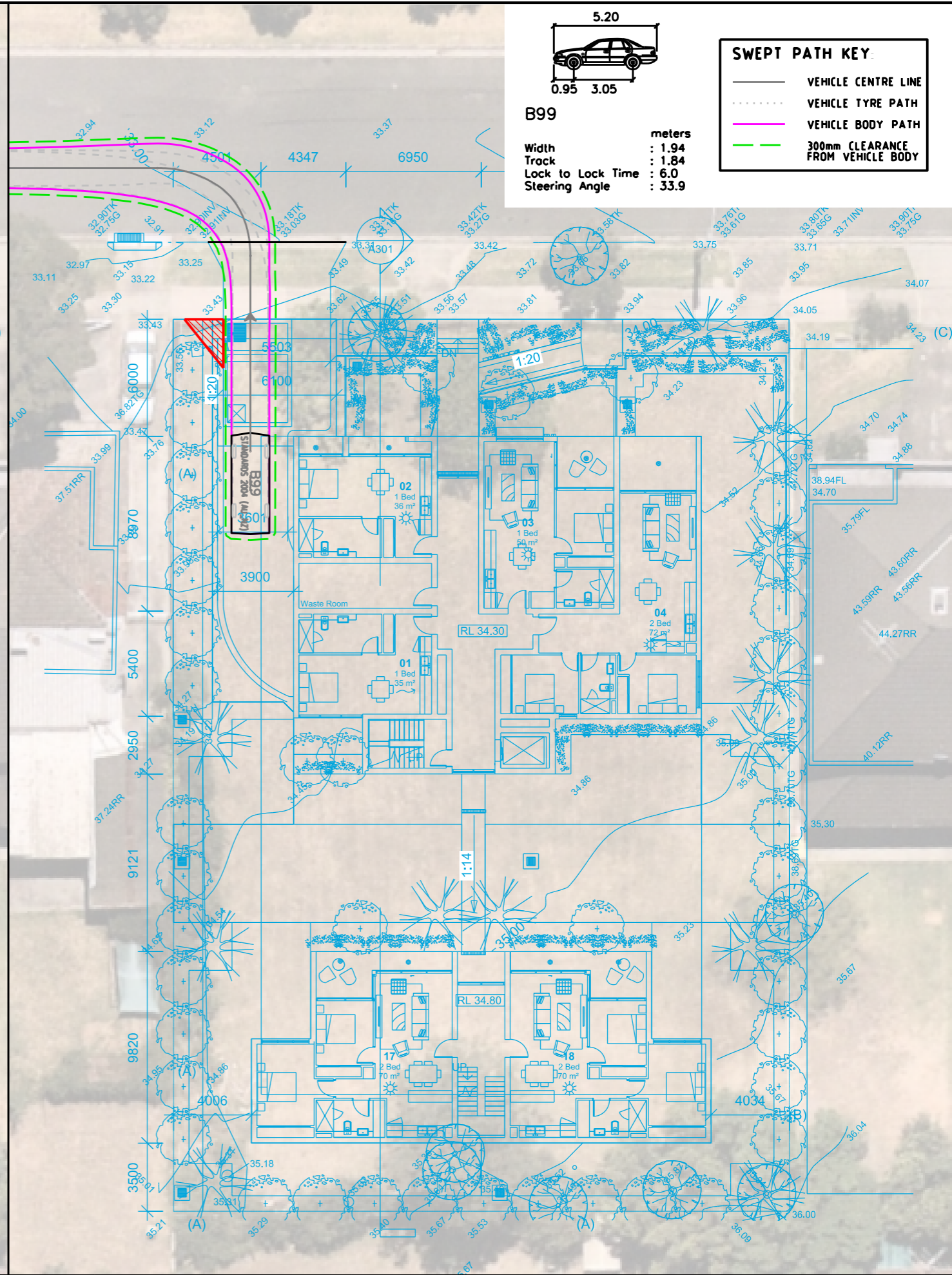
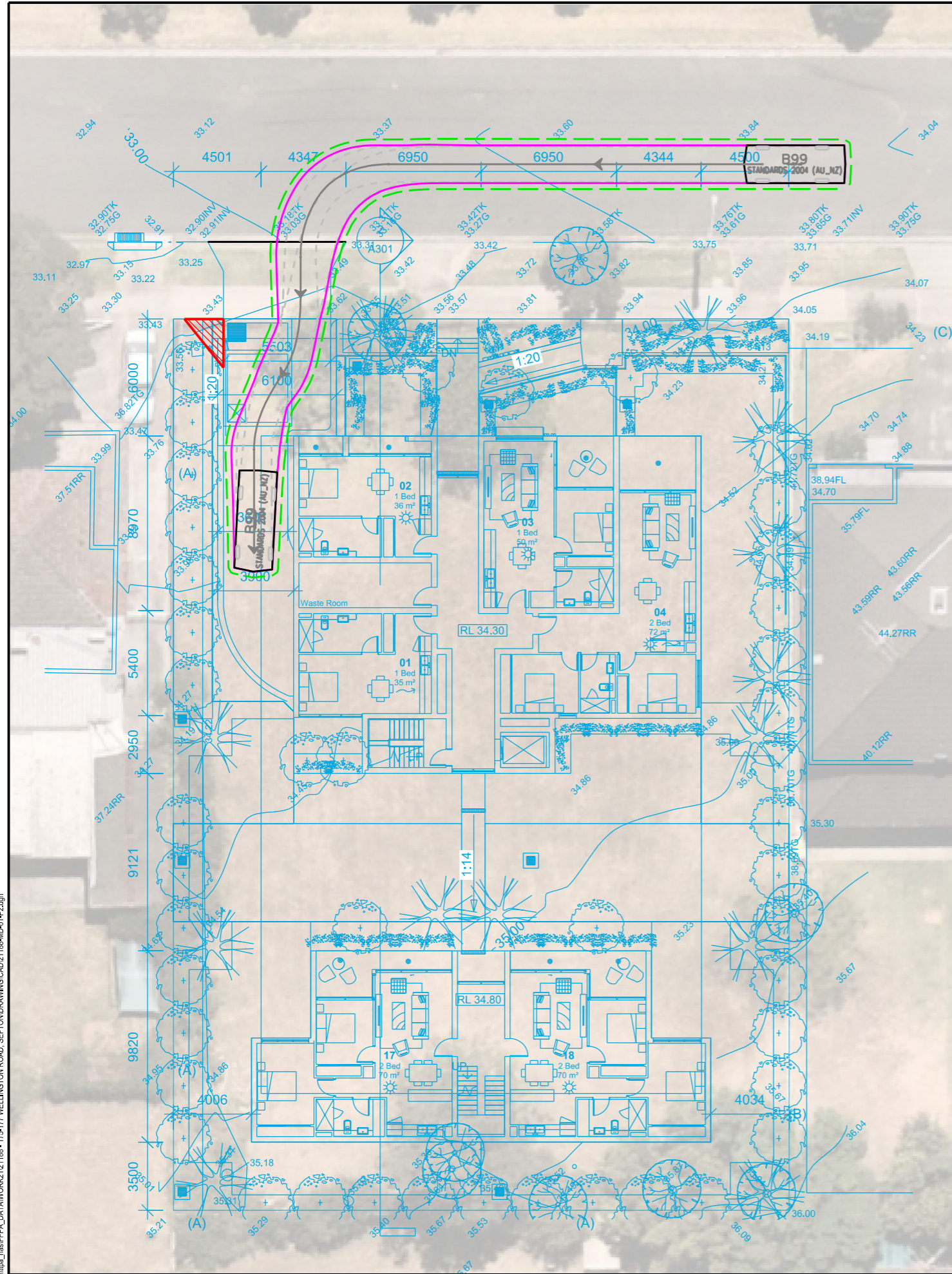
SWEPT PATH KEY:

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

B99

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

meters



\\\tpa_data\FFPA_DATA\W02121188 - 175-177 WELLINGTON ROAD, SEFTON\DRAWING\CAD\21188-MD-01-P2.dwg
 Plt by sherrick

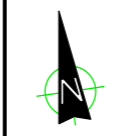
175-177 WELLINGTON ROAD, SEFTON
 CAR PARK COMPLIANCE REVIEW
 GROUND
 SWEEP PATH ASSESSMENT
 DRAWING REF NO. 21188-MD-01-P2

SHEET NO. 03 OF 06

ISSUE DATE 29 JUNE 2021

DESIGNED BY S.YOU
 REVIEWED BY M.KONG

SCALE A3 0 2.5 5 1:250

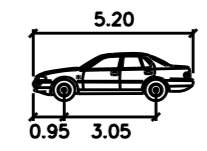


PRELIMINARY PLAN
 FOR DISCUSSION PURPOSES
 ONLY SUBJECT TO CHANGE
 WITHOUT NOTIFICATION

WARNING
 THE LOCALITY SPONSOR'S SERIES
 HAS LIMITS ONLY
 THE EXACT LOCALITY SHALL BE PROVIDED BY
 ALL OTHER SERVICES SPONSORS NOT GUARANTEED.

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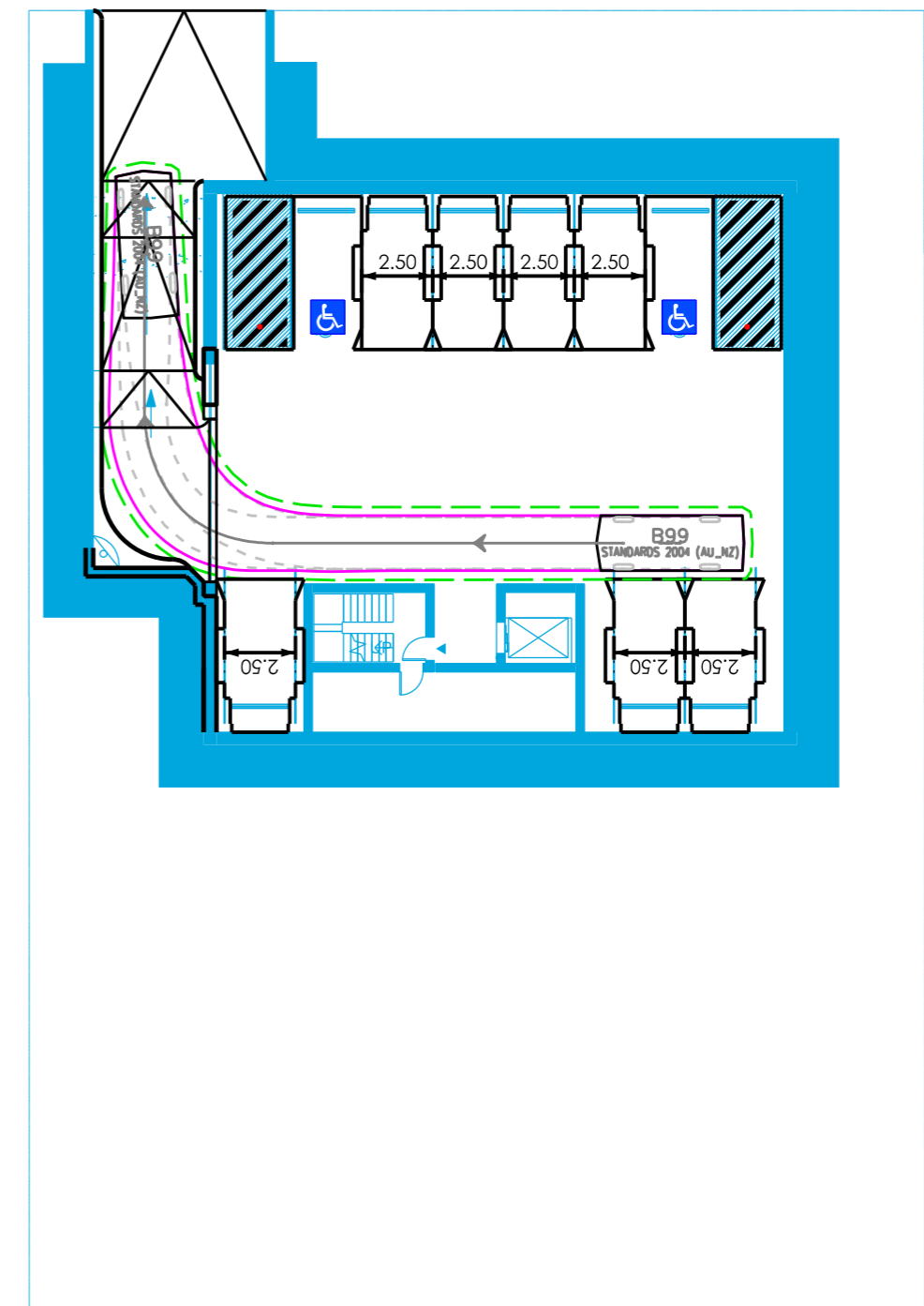
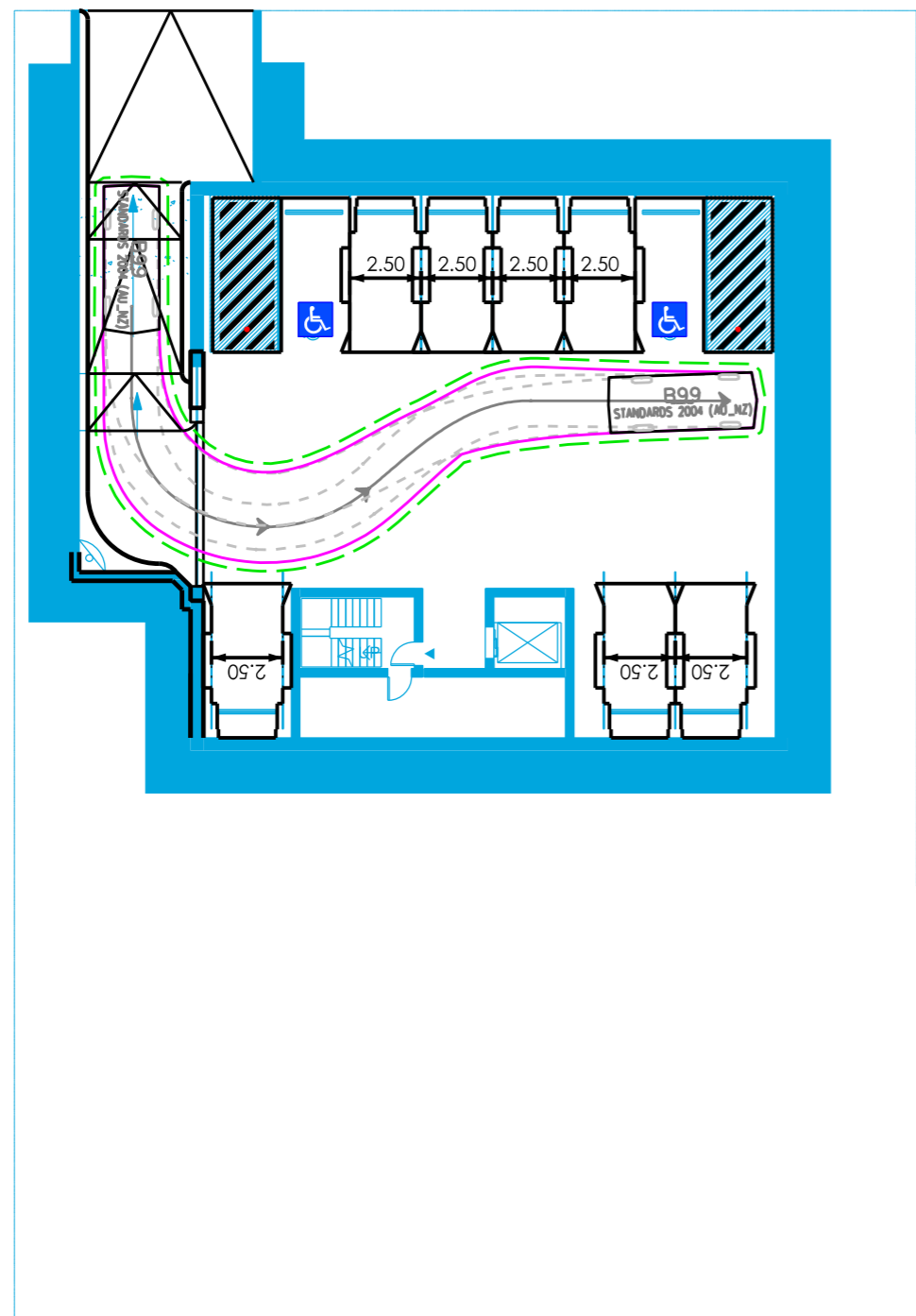
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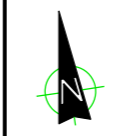
B99

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

SWEEP PATH KEY:	
	VEHICLE CENTRE LINE
	VEHICLE TYRE PATH
	VEHICLE BODY PATH
	300mm CLEARANCE FROM VEHICLE BODY

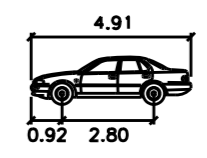


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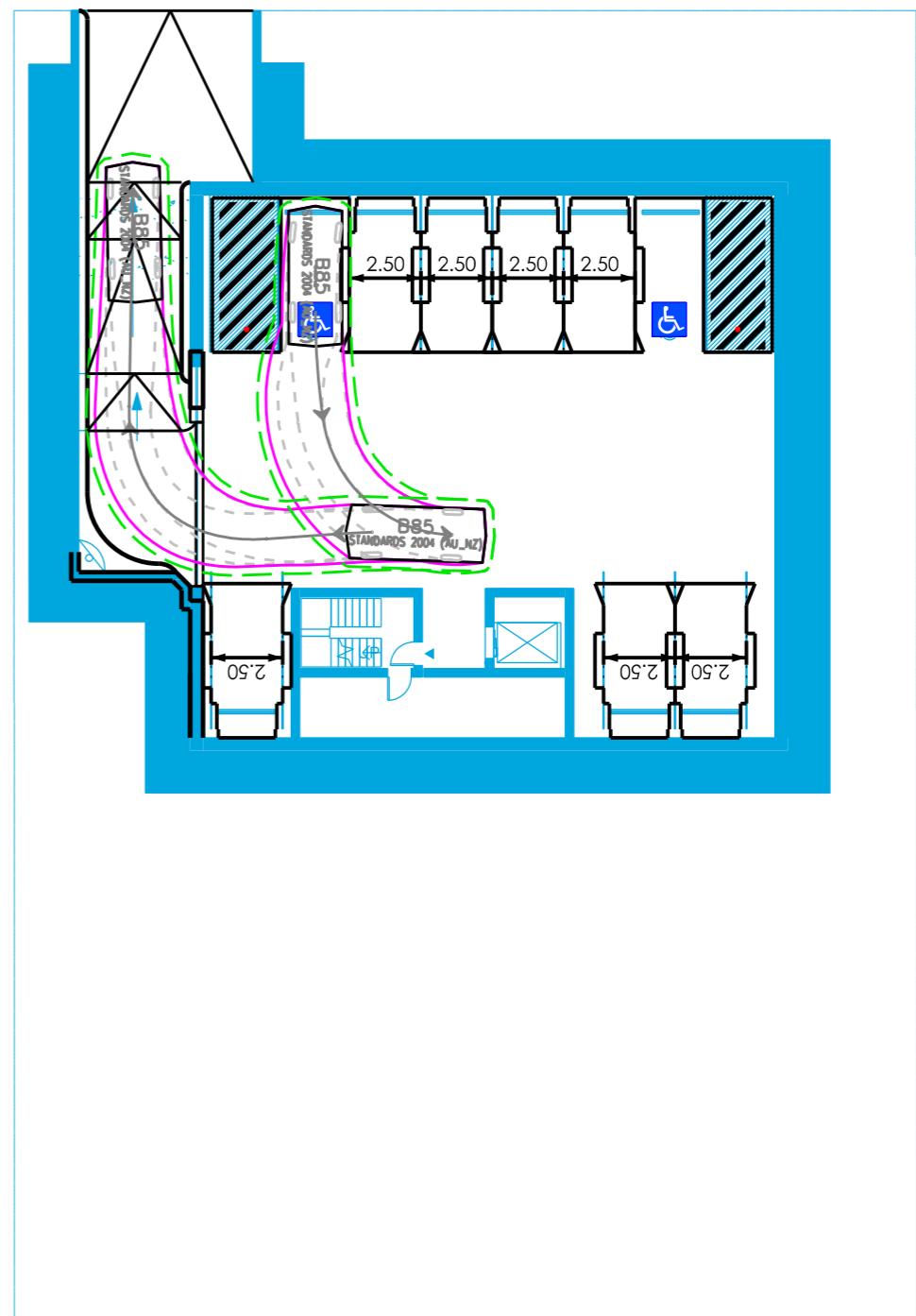
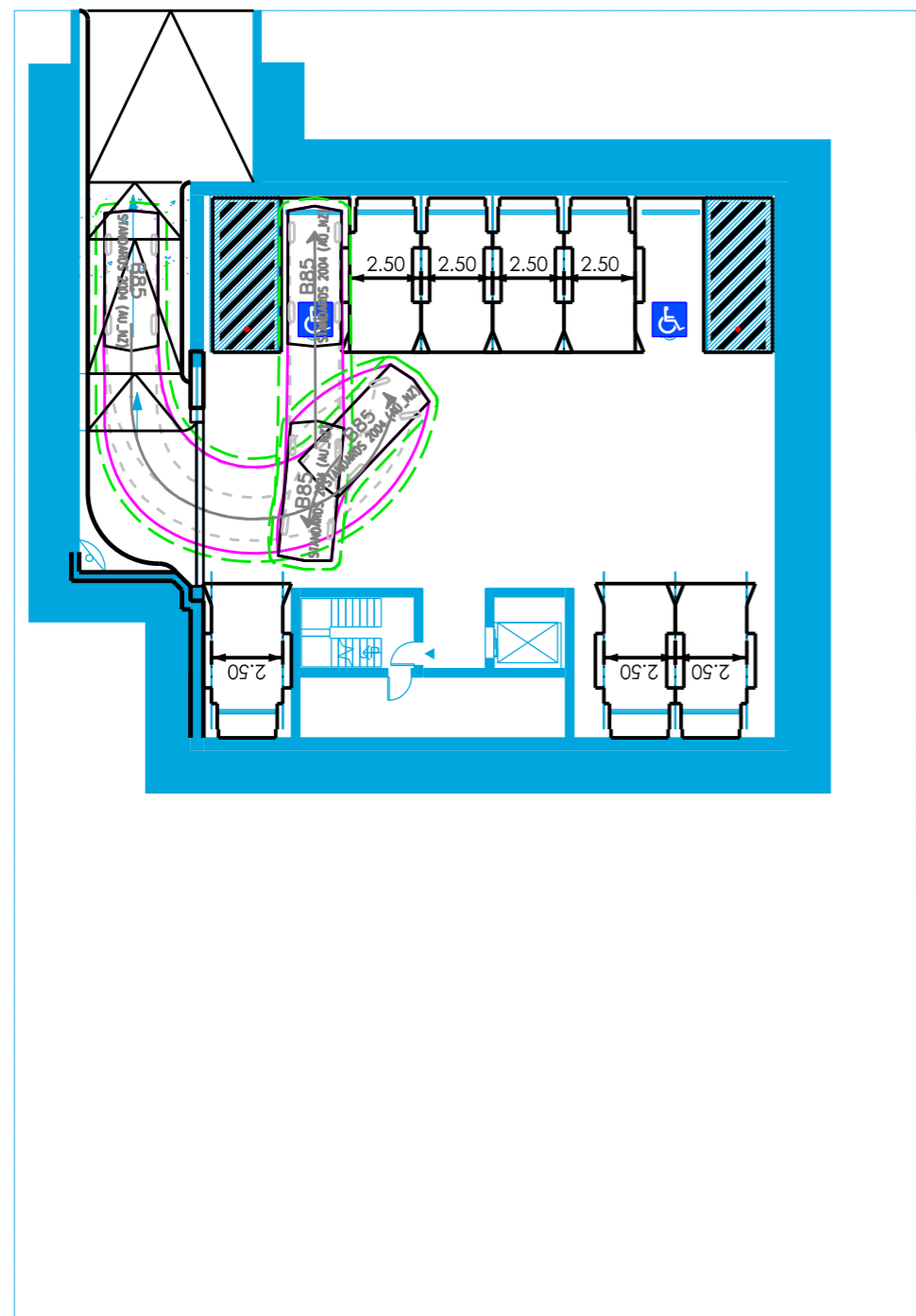
PRELIMINARY PLAN
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WARNING
 THE LOCATIONS OF UNDERGROUND SERVICES
 ARE APPROXIMATE ONLY.
 THE EXACT LOCATIONS SHALL BE PROVIDED IN THE
 ALLIED WORKS SERVICES INFORMATION REPORT.



B85
 meters
 Width : 1.87
 Track : 1.77
 Lock to Lock Time : 6.0
 Steering Angle : 34.1

SWEEP PATH KEY:	
	VEHICLE CENTRE LINE
	VEHICLE TYRE PATH
	VEHICLE BODY PATH
	300mm CLEARANCE FROM VEHICLE BODY



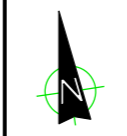
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175-177 WELLINGTON ROAD, SEFTON
 CAR PARK COMPLIANCE REVIEW
 GROUND
 SWEEP PATH ASSESSMENT
 DRAWING REF NO. 21188-MD-01-P2

SHEET NO. 05 OF 06

ISSUE DATE 29 JUNE 2021

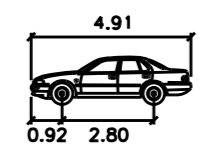
DESIGNED BY S.YOU
 REVIEWED BY M.KONG
 SCALE A3 0 2.5 5 1:250



PRELIMINARY PLAN
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WARNING
 THE LOCATION OF UNDERGROUND SERVICES
 HAS NOT BEEN CHECKED.
 THE EXACT LOCATION SHALL BE PROVEN IN THE
 FIELD BY SERVICES PROVIDED BY THE
 RELEVANT SERVICE PROVIDERS.

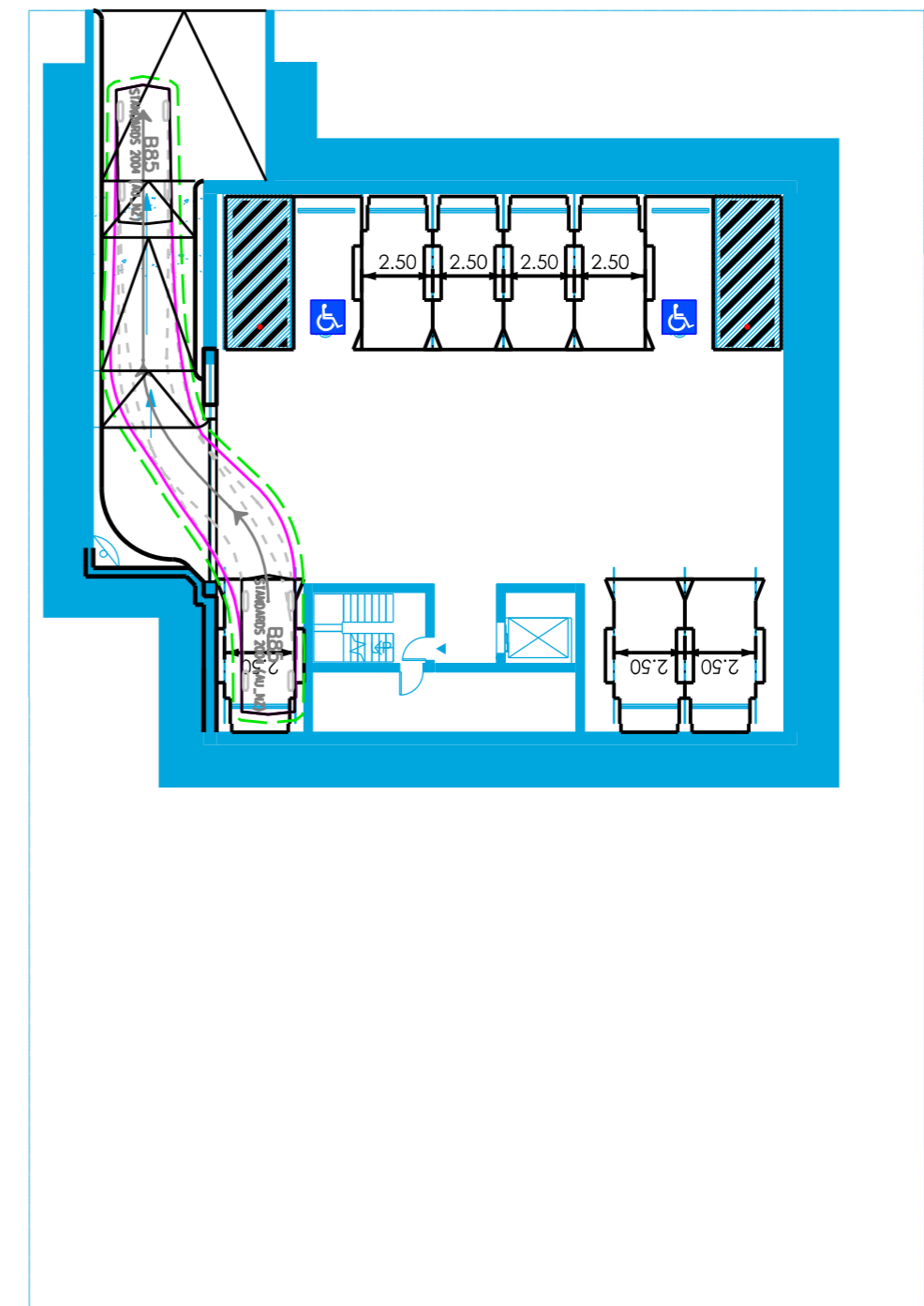
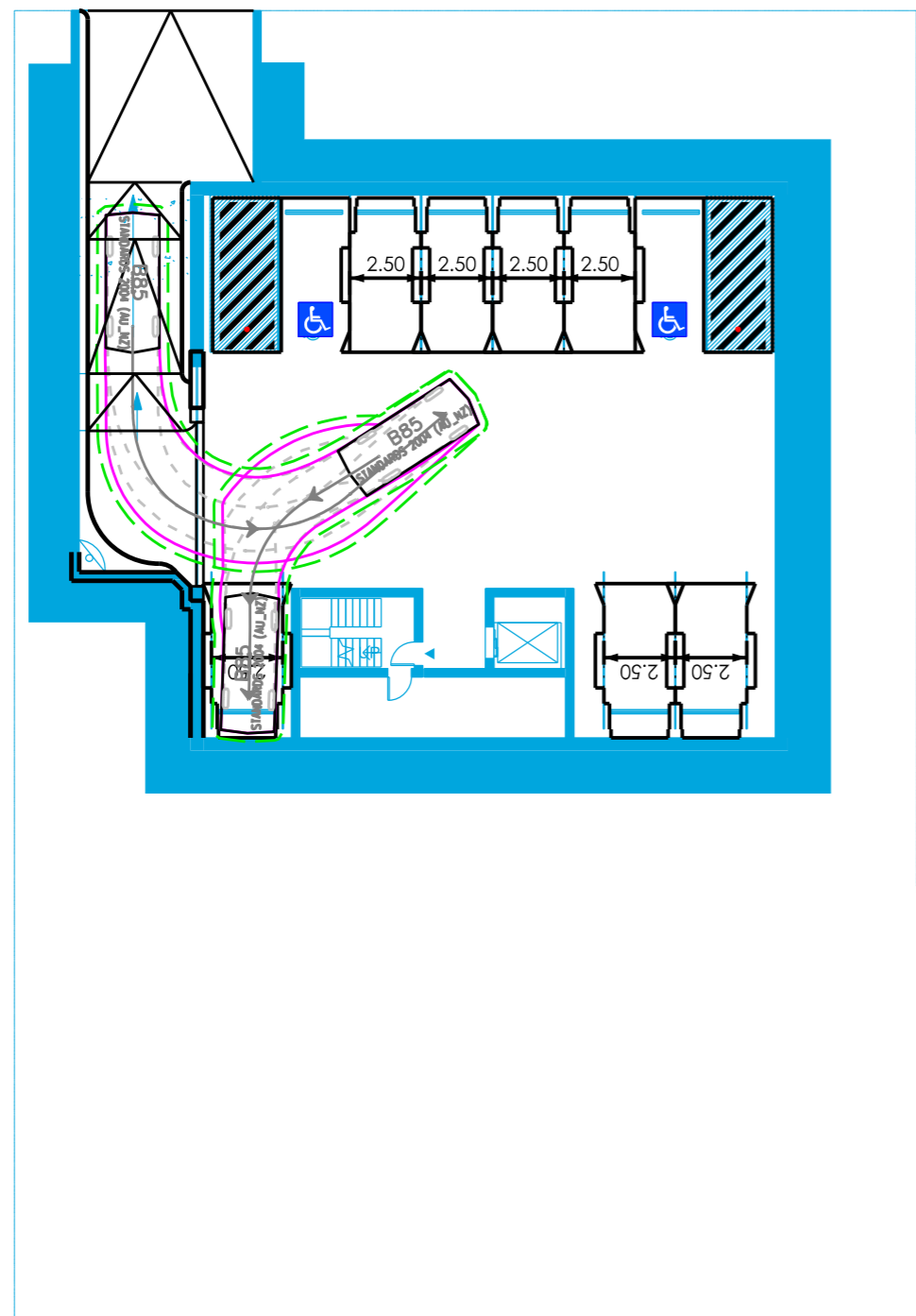
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B85

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

SWEEP PATH KEY:	
	VEHICLE CENTRE LINE
	VEHICLE TYRE PATH
	VEHICLE BODY PATH
	300mm CLEARANCE FROM VEHICLE BODY



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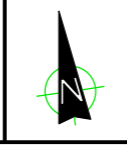
175-177 WELLINGTON ROAD, SEFTON
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