TRAFFIX
TRAFFIC & TRANSPORT PLANNERS
[redacted]

Reference: 20.099r01v02

6 May 2020

Mountainview Nursing Home Pty Ltd
C/- John W Flower Architect
[redacted]

Attention: Mr Robert Oxford

Re: 57 Mulgoa Road, Penrith
Proposed Residential Aged Care Development
Traffic Impact Statement

Dear Robert,

TRAFFIX has been commissioned to assess the traffic impacts in support of a Development Application (DA) relating to a Residential Aged Care Facility (RACF) located at 57 Mulgoa Road, Penrith.

The proposed development involves alterations and additions to the existing development with no changes to the number of existing bed capacity (100 beds) or staffing levels. The subject site is located within the Penrith Local Government Area and has been assessed under that Council's controls and the controls of the State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 (SEPP Seniors Housing 2004).

This statement documents the findings of our investigations and should be read in the context of the Statement of Environmental Effects (SEE), prepared separately.

Site and Location

The subject site located at 57 Mulgoa Road, Penrith is located approximately 49.7 kilometres west of Sydney Central Business District (CBD) and 1.1 kilometres southwest of Penrith Railway Station. More specifically, it is located on the western side of Mulgoa Road, approximately 130 metres north of the intersection of Retreat Drive and Mulgoa Road. Vehicular access is provided to the subject site via Retreat Drive which also forms part of the subject site and provides a right-of-way access road connecting Mountain View Retreat Retirement Village in the north with Panthers Lane in the south.

The site is irregular in configuration and has a total site area of 7,209m^2. It has a northern boundary of approximately 114.7 metres with a neighbouring retirement village, an eastern boundary of 53.3 metres with Mulgoa Road, a western boundary of approximately 119.2 metres with adjacent car park which is parallel to Retreat Drive and a southern boundary of approximately 111.3 metres to neighbouring residential development.

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

Figure 1: Location Plan

Figure 2: Site Plan

Road Hierarchy

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

- High Street: a Roads and Maritime Services (RMS) Highway (HW 5) which is part of the Great Western Highway network that runs in an east-west direction between Henry Street in the east and Victoria Bridge in the west. High Street accommodates two (2) lanes of traffic in each direction within a divided carriageway and is subject to 50km/h speed zoning. Kerbside parking is not permitted along either side of High Street.

- Jamison Road: a Roads and Maritime Services (RMS) Regional Road (RR 7290) that runs in an east-west direction between Bringelly Road in the east and Tench Avenue in the west. Jamison Road accommodates one to two lanes of traffic in each direction within a divided carriageway east of Mulgoa Road and an undivided carriageway west of Mulgoa Road and is subject to 60km/hr speed zoning. Kerbside parking is not permitted along either side of Jamison Road.

- Mulgoa Road: a Roads and Maritime Services (RMS) Main Road (MR 155) that runs in a north-south direction between High Street in the north and Jamison Road in the south in the vicinity of the site. Mulgoa Road accommodates two (2) lanes of traffic in each direction within a divided carriageway and is subject to 60km/hr speed zoning in the vicinity of the site. Kerbside parking is not permitted along either side of Mulgoa Road.

- Retreat Drive: a local road that runs in a north-south and east-west direction between Mountain View Retreat Retirement Village in the north and Mulgoa Road in the east. Retreat Drive forms part of the subject site and accommodates a single lane of traffic in each direction within an undivided carriageway and is subject to a 10km/h shared zone north of the subject sites southern boundary and 50km/h speed zoning for the remainder of its length. Kerbside parking is permitted along both sides of Retreat Drive for the majority of its length.

- Ransley Street: a local road that runs in an east-west direction between Station Street in the east and Mulgoa Road in the west. Ransley Street accommodates a single lane of traffic in each direction within an undivided carriageway and is subject to 50km/hr speed zoning. A combination of unrestricted and restricted parallel kerbside parking is permitted along both sides of Ransley Street.

It can be seen from **Figure 3** that the site is conveniently located with respect to local and arterial roads serving the region, with connectivity to the east and west using Jamison Road and Ransley Street and connectivity to the north and south using Mulgoa Road.

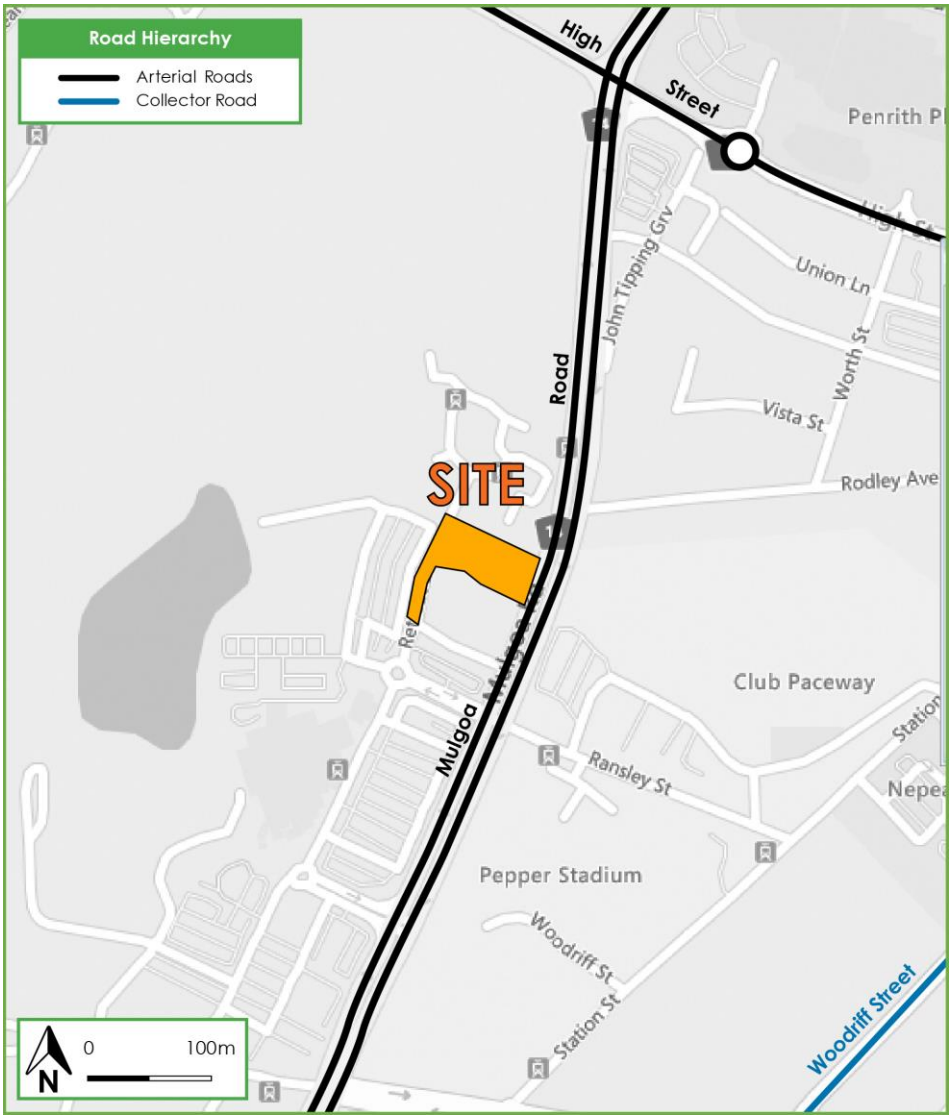


Figure 3: Road Hierarchy

Public Transport

The subject site is located within optimal walking distance (400 metres) of five (5) bus stops in the vicinity of the site. These services are presented in **Figure 4** and summarised below:

- 688 – Penrith to Emu Heights (Loop Service)
- 689 – Penrith to Leonay (Loop Service)
- 690P – Springwood to Penrith
- 691 – Mount Riverview to Penrith
- S13 – Penrith to Mountainview Village (Loop Service)

It can be seen the subject site is well connected via the multiple bus located within walking distance of the subject development including regular services to key centres such as Penrith and Springwood.

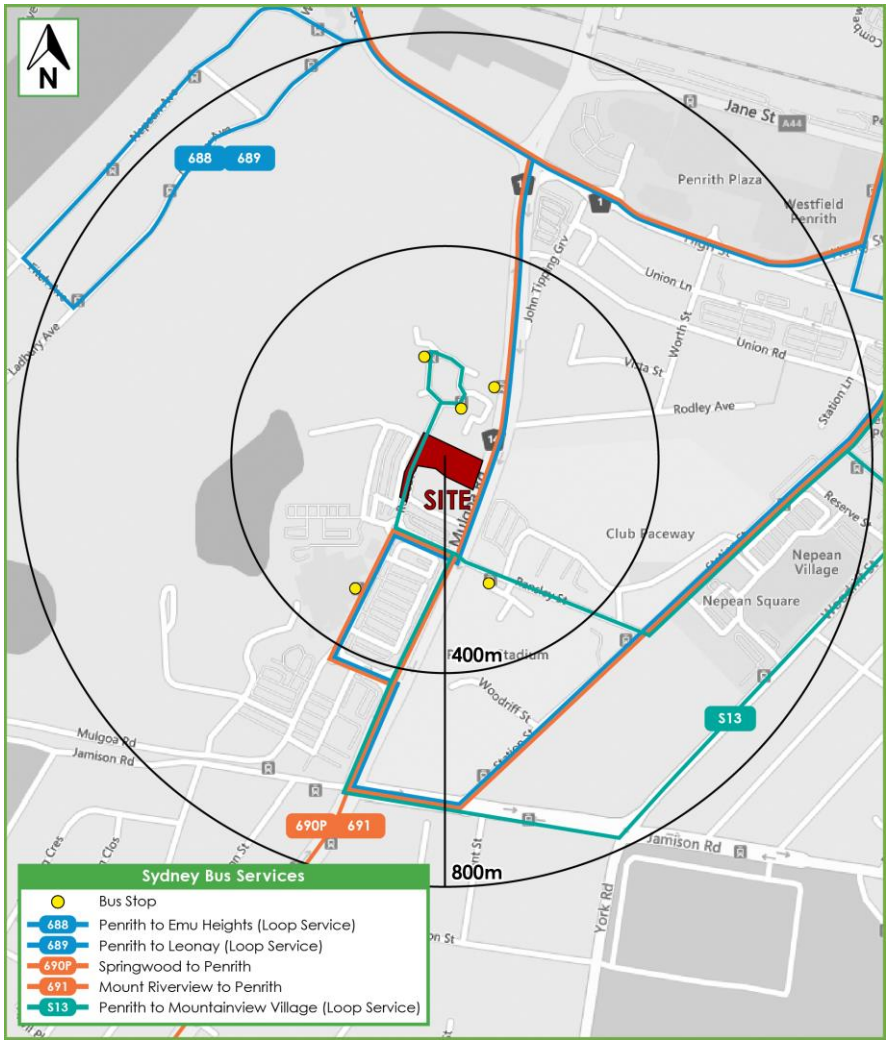


Figure 4: Public Transport

The bus service frequencies are summarised in **Table 1** below:

Table 1: Bus Frequencies

Bus No.	Weekday	Saturday	Sunday and Public Holidays
688	Every 1 hour	Every 1 hour	Every 2 hours
689	Every 1 hour	Every 1 hour	Every 2 hours
690P	Every 1 hour	Limited to 4 services	Limited to 2 services
691	Limited to 6 services	Limited to 3 services	Limited to 3 services
S13	Limited to 4 services	None	None

Description of Proposed Development

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

- Alterations and additions to the existing RACF, including internal refurbishments and fit-outs and minor alterations to the existing carpark, to provide an enhanced amenity and improved safety.
- Retention of the existing two-storey RACF building, comprising:
  - 100 x beds
  - 25 x staff
  - 23 x car parking spaces
  - 1 x Ambulance Bay
- Retention of the existing access driveways and porte-cochere accessed via Retreat Drive.

Reference should be made to the plans submitted separately to Council that are presented at a reduced scale in **Attachment 2**.

Parking Requirements

Car Parking

The SEPP (Seniors Housing) 2004 stipulates a consent authority (Penrith's City Council) must not refuse consent to development that complies with its minimum parking provisions. It is noted the subject development is a RACF, as discussed above. In accordance with Chapter 3, Part 7, Division 2 Clause 48 of SEPP 2004, the minimum parking rates are provided in **Table 1** below:

Table 1 – SEPP (Seniors Housing) 2004 Minimum Car Parking Rates and Provisions

Type	Beds / Numbers	Minimum Car Parking Rate	Minimum Parking	Parking Provided
Residents	100	1 space per 10 bedss	10	23
Staff	25	1 space per 2 persons	13	
		Totals	**23**	**23**

It can be seen from **Table 1** that the proposed development is nominally required to provide a minimum of 23 car parking spaces if assessed as a new development. In response, the development provides a total of 23 car parking spaces in full compliance with the minimum requirements of SEPP (Seniors Housing) 2004 ensuring that all normal parking demands will be accommodated on the subject site.

Notwithstanding, as the development a refurbishment of an existing facility the applicant is entitled to rely on current consents in relation to parking provision, as no changes now proposed will create additional parking demands.

Accessible Parking

The Penrith Council's DCP 2014 Part C10 requires the provision of car spaces catering for the needs of drivers with a disability to be provided in accordance with the Building Code of Australia (BCA) AS1428. In accordance with the BCA, the development is classified as a Class 3 building, being "*accommodation for the aged, children or people with disabilities; or a residential part of a health-care building which accommodates members of staff; or a residential part of a detention centre*".

Accordingly, the development is required to provide one (1) accessible space for every 100 carparking spaces or part thereof, resulting in a requirement for a single parking space. In response, a single accessible parking space is provided, thereby meeting Council's minimum requirements.

Ambulance Bay

SEPP (Seniors Housing) 2004 Division 2 Section 48 (d) requires a minimum of one (1) parking space suitable for an ambulance be provided for a RACF. In response, a dedicated ambulance bay is provided at the front of the site adjacent to the northern access driveway in compliance with the minimum requirements of SEPP (Seniors Housing) 2004 and is considered acceptable. In addition, an ambulance is able to enter and exit the site in a forward direction and utilise the porte-cochere if required. Reference should be made to the swept path analysis provided in **Attachment 3.** This is an improvement to the existing ambulance arrangements.

Servicing and Refuse Collection

It is proposed that all waste collection will be conducted onsite, using a private waste collection vehicle no larger than an 8.8m MRV, thereby minimising impacts to residential amenity and the surrounding road network. Waste collection vehicles are to enter and exit the site in a forward direction and collection of bins will occur within the internal driveway. It is envisaged that a marshal would be required to guide the waste collection vehicle whilst reversing within the site to complete the three-point turn. It is noteworthy that a waste collection vehicle currently uses Retreat Drive (which is part of the subject site) to enter and exit the site in a forward direction. Thus, the provision of a turning bay within the site is a significant improvement to existing conditions and ensures that waste collection vehicles will be able to access Retreat Drive in a forward direction when exiting the subject site. Reference should be made to the swept path analysis provided in **Attachment 3.**

It is proposed that servicing will occur via the porte-cochere which can accommodate vehicles up to a 6.4m Small Rigid Vehicle (SRV), thereby ensuring all servicing requirements are accommodated onsite. Reference should be made to the swept path analysis provided in **Attachment 3.** This is an improvement to the existing ambulance arrangements.

Traffic Generation

The subject development proposes no changes to the number of beds or staff and therefore no intensification of the site resulting in no material traffic impact to trips generated by the existing site. Therefore, no traffic impacts are expected to the surrounding road network as a result of the subject development.

Access and Internal Design

Access and Queuing

The development retains a total of 23 car parking spaces with access via Retreat Drive. In accordance with AS 2890.1 (2004), the proposed development requires a Category 1 vehicular driveway, being a combined entry and exit driveway of 3.0 to 5.5 metres; or separated driveways each of width 3.0 metres. In response, the development provides the retention of the two existing driveways, which exceed the minimum width of 3.0 metres and comply with AS 2890.1 (2004).

Internal Design

The at-grade car park generally complies with the requirements of AS 2890.1 (2004), AS2890.2 (2018) and AS 2890.6 (2009), with the following characteristics noteworthy:

- All 90 degree spaces have been designed in accordance with AS 2890.1 (2004) User Class 1A, being a minimum width of 2.4 metres, length of 5.4 metres, and providing an aisle width of 5.8 metres in accordance with Figure 2.2 of AS2890.1 (2004).

- All parallel parking spaces have been designed with a minimum width of 2.1m, a minimum length of 6.3m and a minimum length of 6.4m for obstructed end spaces in accordance with Figure 2.5 of AS 2890.1 (2004). All other spaces operate satisfactorily, and reference should be made to the swept path analysis provided in **Attachment 3** in this regard.
- The ambulance bay has been designed with a minimum length of 6.4m and a minimum width of 3.5m in accordance with the minimum requirements of a 6.4m SRV loading bay as outlined in Table 4.1 of AS2890.2 (2018) and is considered acceptable.
- All spaces adjacent to obstructions greater than 150mm in height are to be provided with an additional width of 300mm in accordance with Clause 2.4.1 of AS2890.1 (2004).
- All accessible spaces have been designed with dimensions 2.4m x 5.4m with an adjacent shared zone of same dimensions in accordance with the requirements of AS2890.6 (2009).

Other aspects of the design considered noteworthy as follows:

- All blind aisles have been extended by a minimum of 1.0 metre beyond the last car parking space in accordance with Clause 2.4.2 of AS2890.1 (2004).
- Visual splays have been provided at the access driveway in accordance with Figure 3.3 of AS2890.1 2004).
- The minimum head height clearance under the porte-cochere is 3.5m, sufficient to accommodate service vehicles up to a 6.4m SRV including an ambulance.
- A turning bay has been provided within the eastern section of the carpark to ensure that vehicles and able to enter and exit the development in a forward direction in the event all parking spaces are occupied.

In summary, the internal configuration of the at-grade car park has been designed in accordance with AS 2890.1 (2004), AS 2890.2 (2018) and AS 2890.6 (2009), meeting the requirements of SEPP (2004).

Conclusion

On the basis of the above, the proposed moderate changes to the existing residential aged care facility at 57 Mulgoa Road, Penrith are not only supportable, but will improve amenity, safety and operational efficiency.

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

Yours faithfully,

Traffix

Justin Pindar
Traffic Engineer

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

ATTACHMENT 1

Photographic Records

View looking east across Mulgoa Road towards the subject site's southern access driveway

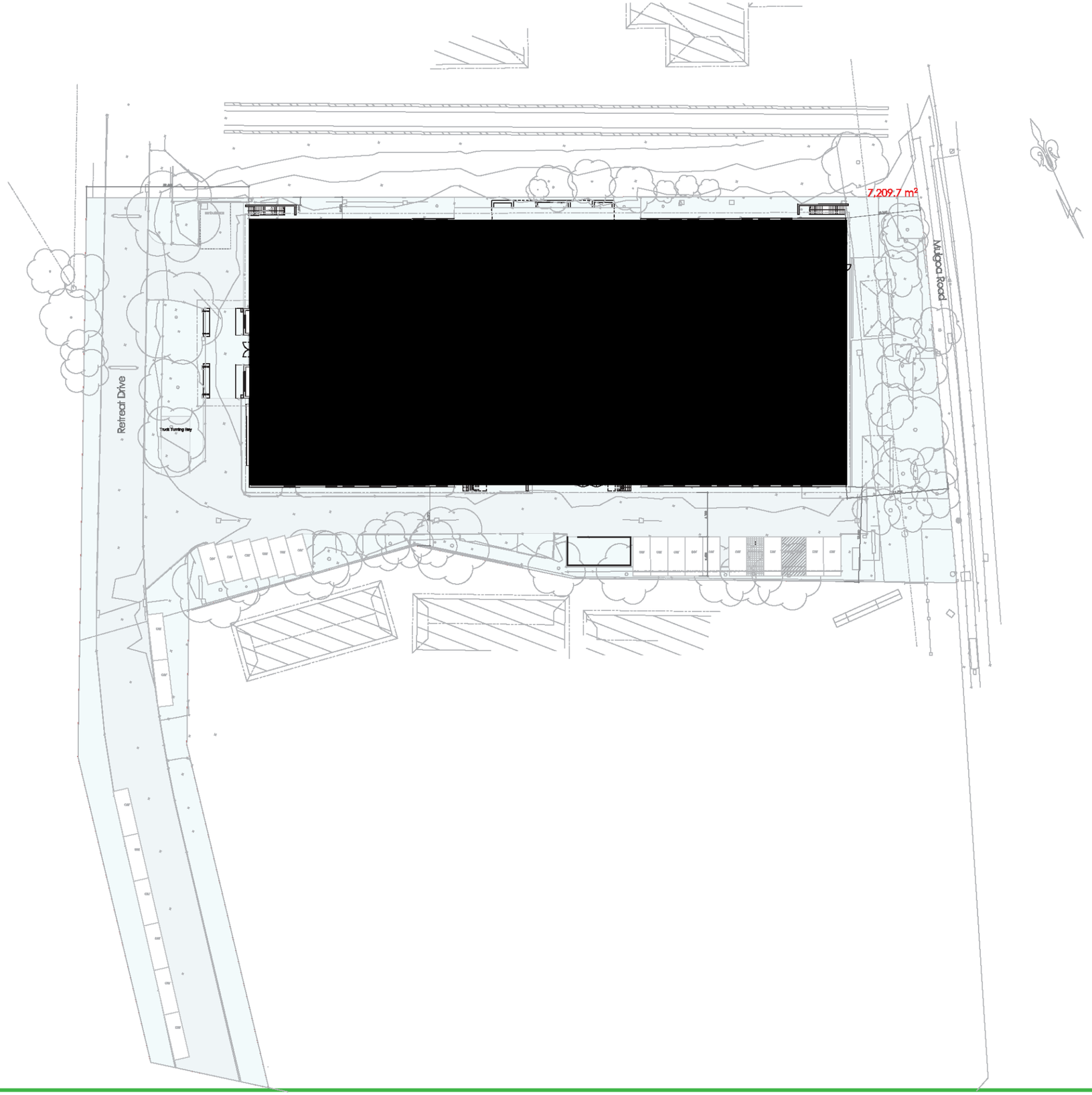
View looking east across Mulgoa Road, towards the subject site's northern access driveway

View looking south towards the existing porte-cochere within the subject site

View looking north along Retreat Drive across the southern access driveway via Retreat Drive

ATTACHMENT 2

Reduced Plans



JOHN W. FLOWER ARCHITECT

HARDI AGEDCARE

Mountainview 57 Mulgoa Road Penrith
Nursing Home Renewal

24/04/2020 Development Application A
Date Revision Rev Issue

Project No 1903192

Drawing Title Site Plan

DA 02

Issue A

ATTACHMENT 3

Swept Path Analysis

Notes:

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

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

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

Rev.	Revision Note	By.	Date

Swept Path Legend

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

Architect
John Flower Architect

Client
Mountainview Nursing Home Pty Ltd

Scale
0 4 8 12 16m
1:400 @ A3

Project Description
57 Mulgoa Road, Penrith, NSW

Drawing Prepared By

TRAFFIX
TRAFFIC & TRANSPORT Planners

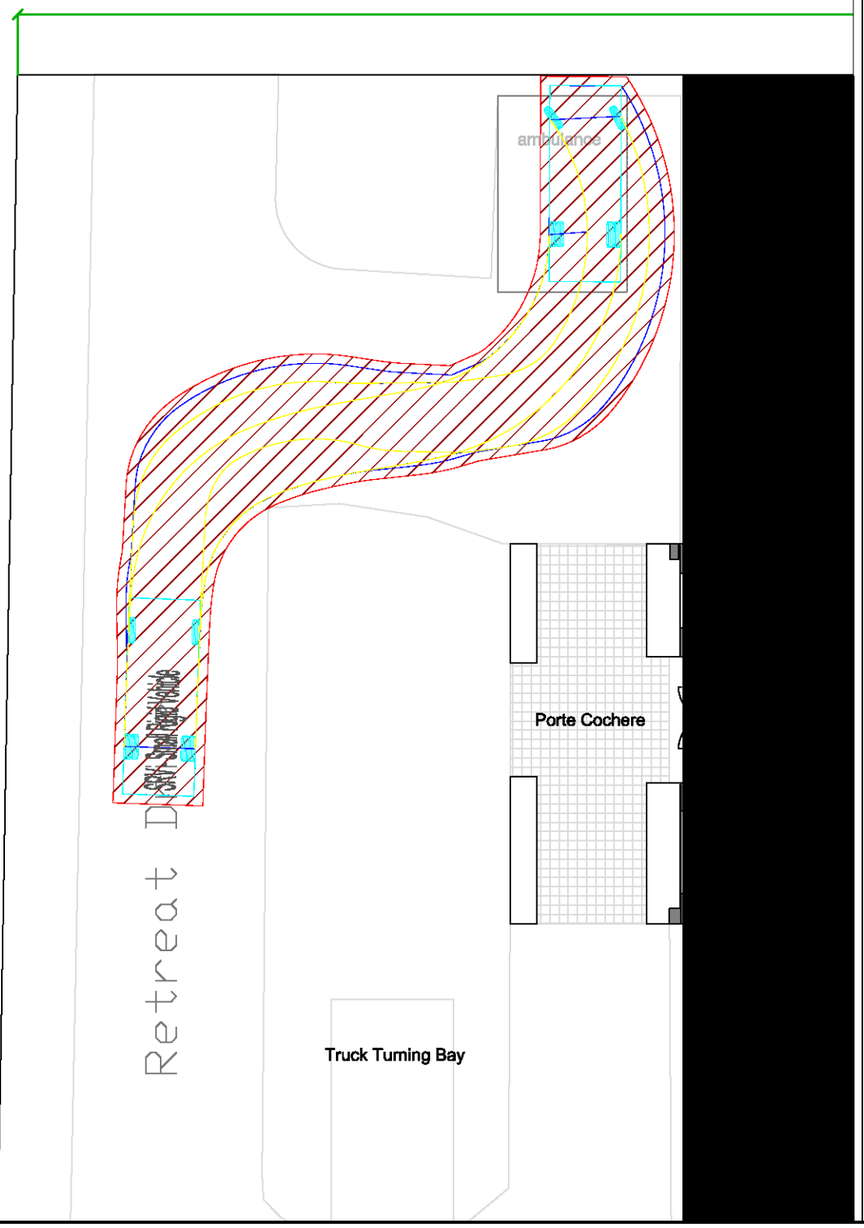
[redacted]

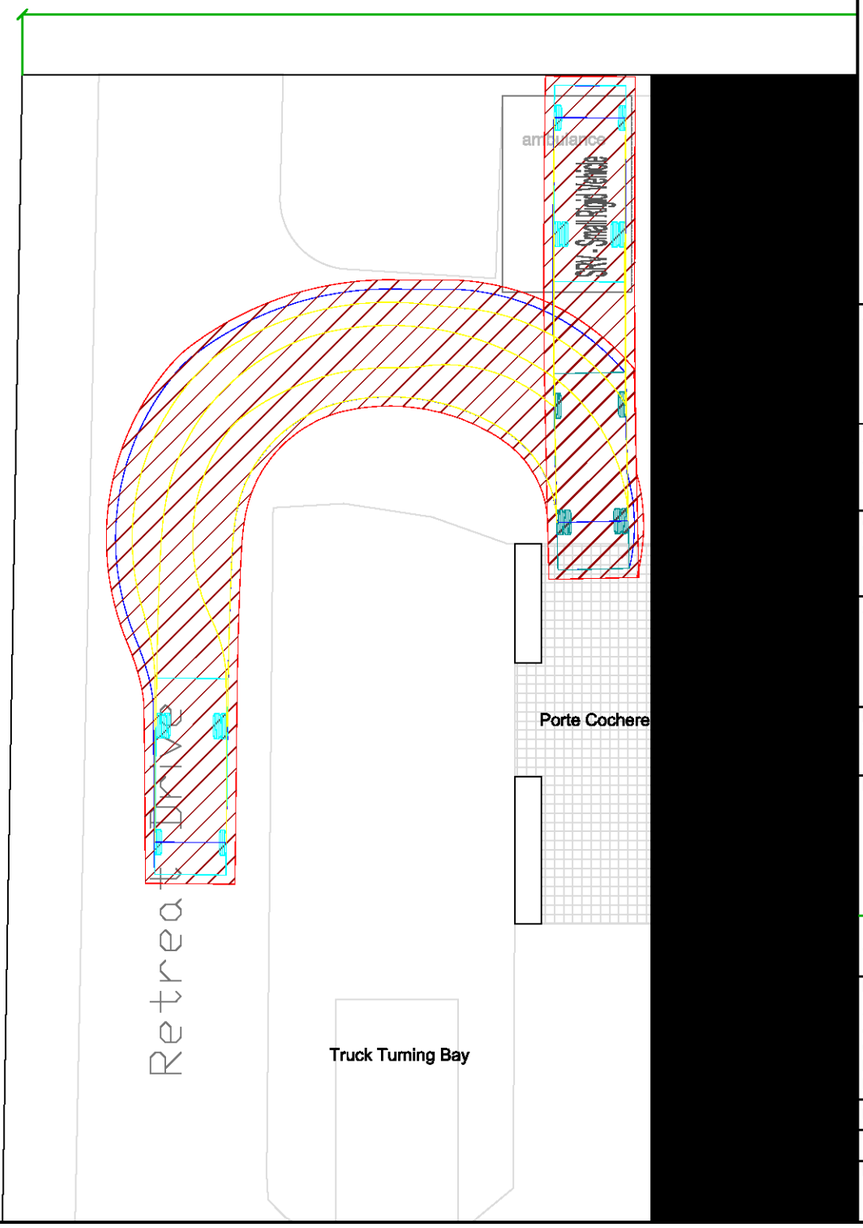
Drawing Title
Swept Path Analysis
8.8m MRV
Ground Floor & Turning Bay
Southern Access Driveway
Above: Entry Movement Below: Exit Movement

Drawn:	Checked:	Date:
JP	GP	05-04-20

20.099d02v02 TRAFFIX [200424 Plans] Design Review.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
20.099	DA	TX.01	





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

Swept Path Legend

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

Architect
John Flower Architect

Client
Mountainview Nursing Home Pty Ltd

Scale
0 2 4 6 8m
1:200 @ A3

Project Description
57 Mulgoa Road, Penrith, NSW

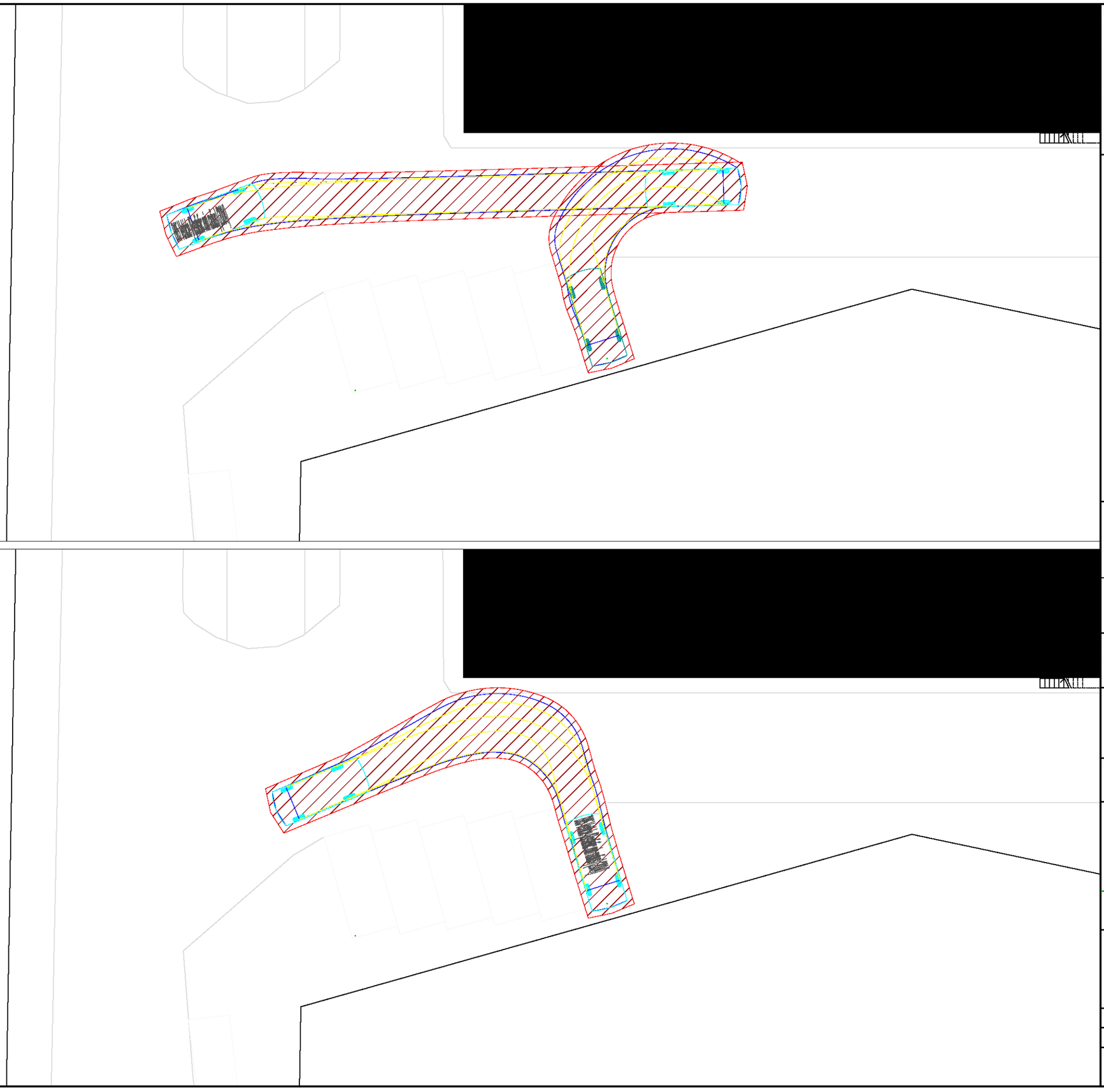
Drawing Prepared By
TRAFFIX
TRAFFIC & TRANSPORT Planners

Drawing Title
Swept Path Analysis
6.4m SRV (Ambulance)
Ground Floor
Northern Access Driveway
Left: Entry Movement Right: Exit Movement

Drawn:	Checked:	Date:
JP	GP	05-04-20

20.099d02v02 TRAFFIX [200424 Plans] Design Review.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
20.099	DA	TX.02	



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

Swept Path Legend

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

Architect
John Flower Architect

Client
Mountainview Nursing Home Pty Ltd

Scale / Plan Orientation

0 2 4 6 8m
1:200 @ A3

Project Description
57 Mulgoa Road, Penrith, NSW

Drawing Prepared By

TRAFFIX
TRAFFIC & TRANSPORT Planners

[redacted]

Drawing Title
Swept Path Analysis
B85 Design Vehicle
Ground Floor
Angle Parking Space
Left: Reverse Entry Right: Forward Exit

Drawn:	Checked:	Date:
JP	GP	05-04-20

20.099d02v02 TRAFFIX [200424 Plans] Design Review.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
20.099	DA	TX.03	