



Traffic Impact Assessment

249-271 Railway Terrace, Schofields (Lots 3-4 DP 1268701 & Lot 5 DP 26987)

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Author:	Kyle Fieg

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1.1	10/8/2023	Section 7	Kyle Fieg	<i>K. Fieg</i>
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Prepared by	
Name:	Kyle Fieg
Role:	Traffic Planner
Organisation:	The Traffic Planner
Signature:	<i>K. Fieg</i>
Date:	29/8/2023

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1 Introduction

The purpose of this Traffic Assessment is to assess the traffic related impacts of a proposed development that is seeking a change to the Local Environment Plan.

The site is currently zoned R3 Medium Density Residential pursuant to State Environmental Planning Policy and is subject to a 16-metre maximum building height and maximum floor space ratio of 1.75:1.

The proposed development seeks an increase in density for the site, to permit a maximum building height of 32 metres and maximum floor space ratio of 3.5:1.

Item	Report
Existing Land Use	R3 Medium Density Residential
	Vacant Site – Rural Holding
	Residential Flat Building <ul style="list-style-type: none"> - up to 900 Units - Subject to a 16-metre maximum building height and maximum floor space ratio of 1.75:1
Proposed Land Use	Residential Flat Building <ul style="list-style-type: none"> - 1600 to 1800 Units - Increase in density to permit a maximum building height of 32 metres and maximum floor space ratio of 3.5:1.
Significant public benefits	33% or 528-594 dwellings will be delivered as social, affordable, and build-to-rent housing
	<p>Increasing the density will facilitate the delivery of 1,600-1,800 dwellings within the Blacktown Local Government Area.</p> <p>Concentrate housing growth in established areas around key Strategic Centres and transport nodes that provide significant opportunities for urban renewal, and in new release areas in the North West Growth Area.</p> <p>The proximity of the site to the Schofields train station and its location within a rezoned precinct (Alex Avenue) of the North West Growth Area make it a prime site to achieve the aims of the Housing Strategy.</p>

2 Site Locality

The site is 249, 259 & 271 Railway Terrace, Schofields (Lots 3-4 DP 1268701 & Lot 5 DP 26987).

The proposed development site is located within the Alex Avenue Precinct. The site borders the Schofields Precinct to the west.

The proposed development falls under the Blacktown City Council Growth Centre Precincts Development Control Plan 2010 – Schedule 1 and State Environmental Planning Policy (Precincts – Central River City) 2021.

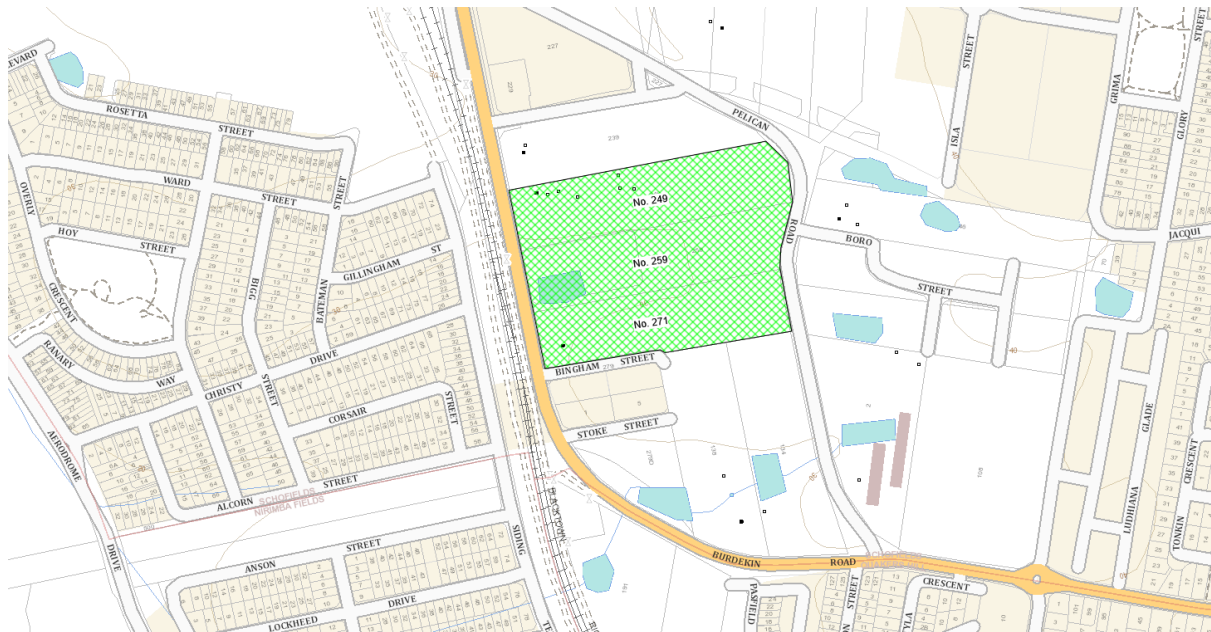


Figure 1 - Subdivision Locality Plan

3 Surrounding Land Use

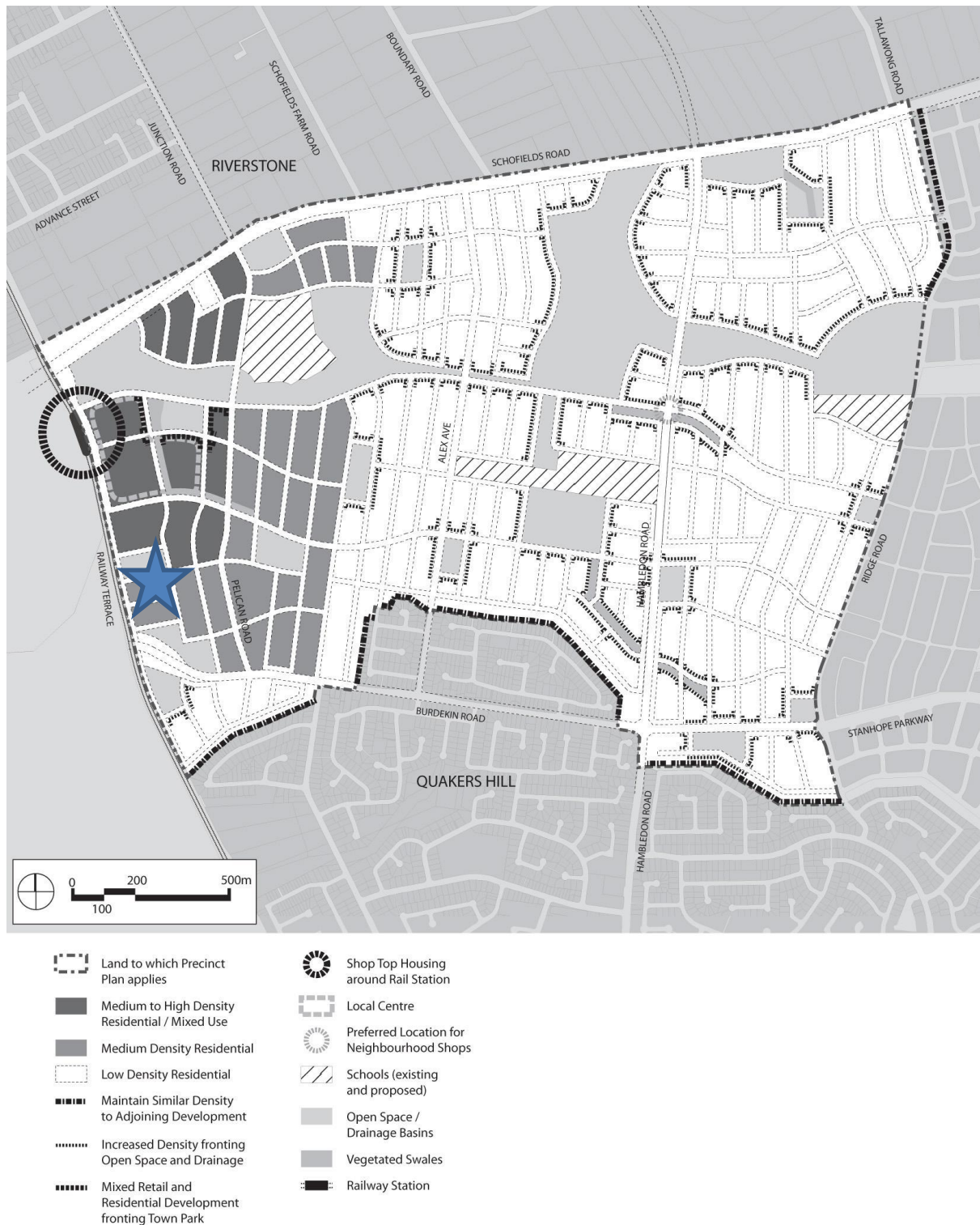


Figure 2 - BCC GCP DCP Schedule 1 Alex Avenue Precinct

4 Road Network

The subject site is well connected to the State and Regional Road network.

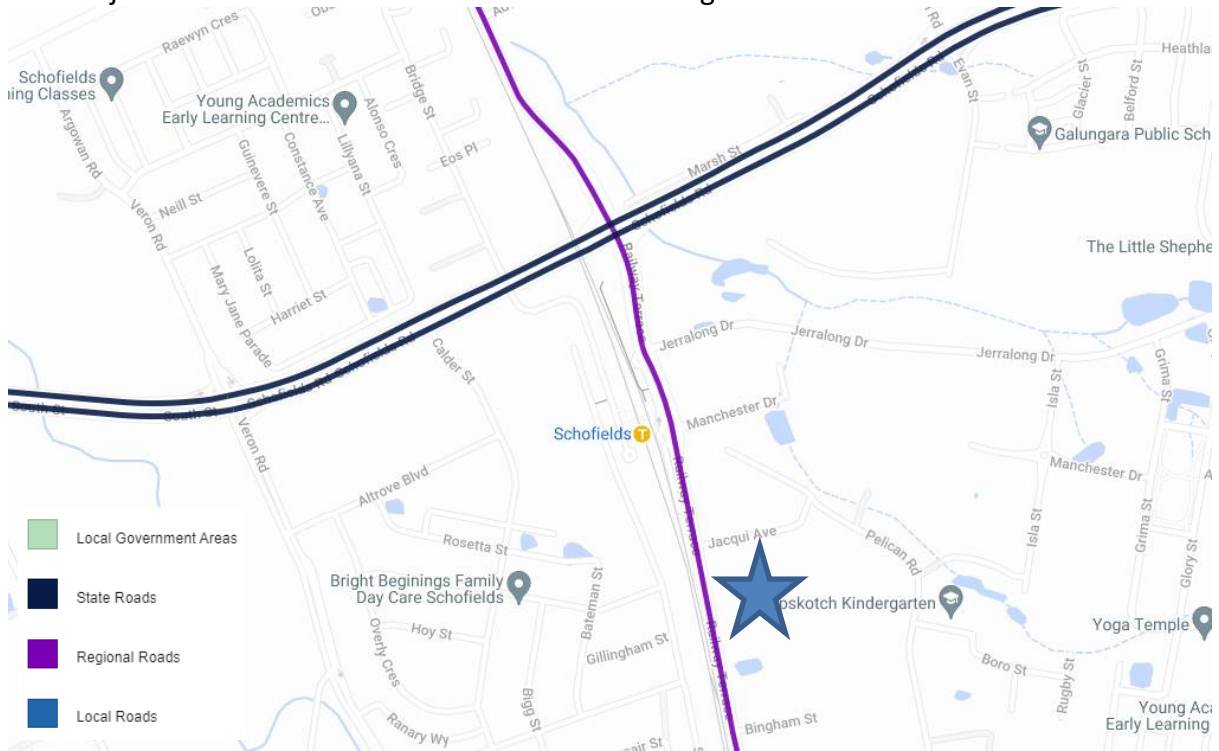


Figure 3 - TfNSW NSW Road Network Classifications

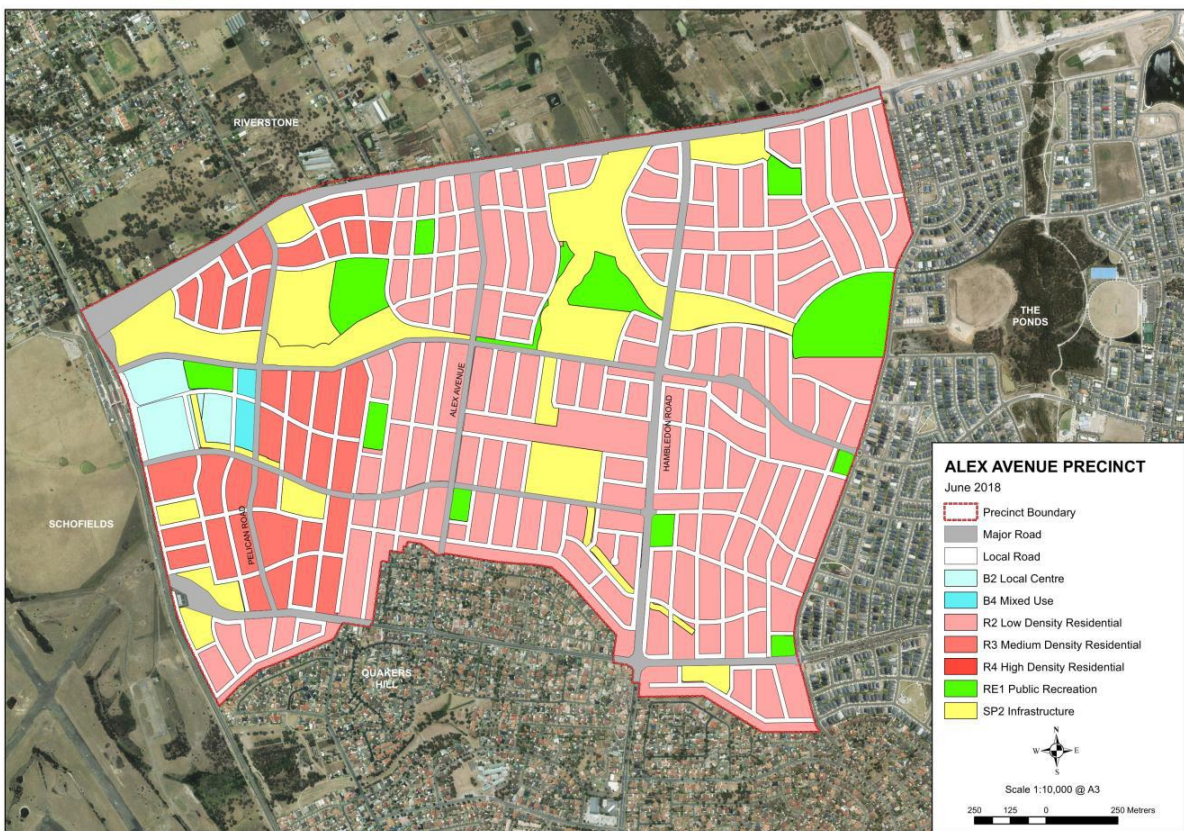


Figure 4 - Indicative Layout Plan

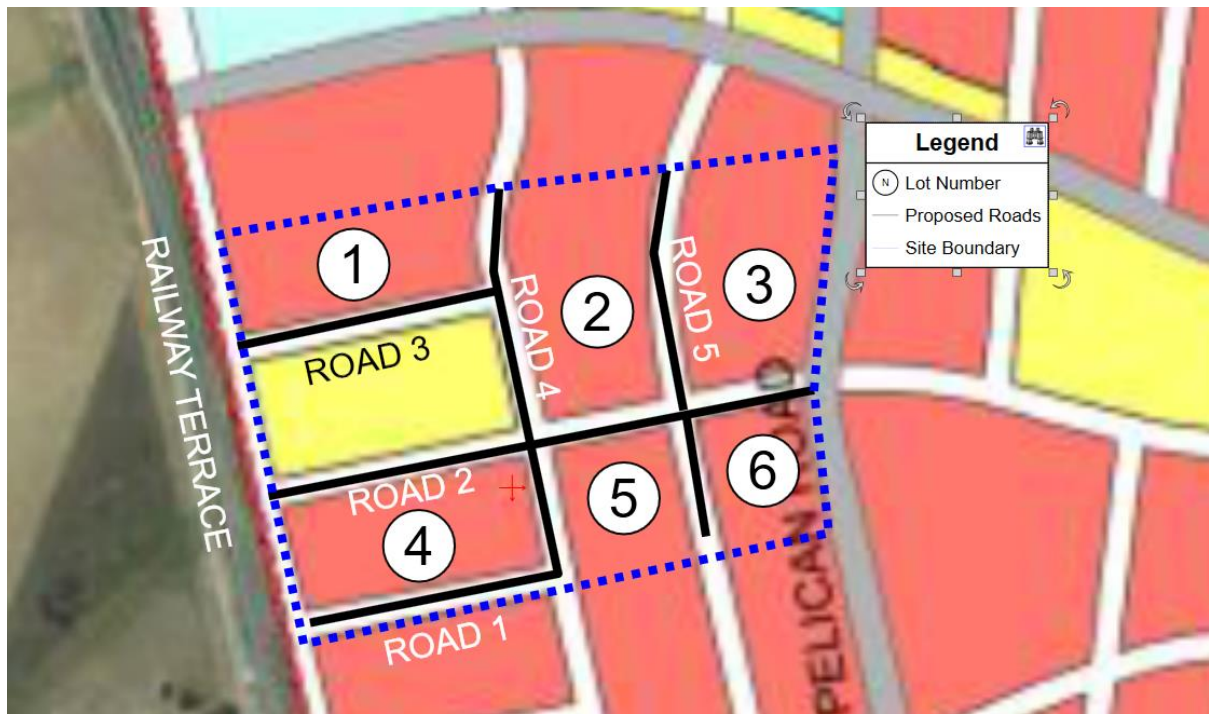


Figure 5 - Proposed Layout Plan

There have been no changes to the road patterns of the Indicative Layout Plan (ILP) as described in Schedule 1 Alex Avenue Precinct - Blacktown City Council Growth Centre Precincts Development Control Plan 2010 (Figure 2-1: Indicative Layout Plan).

The development complies with the ILP including overall movement patterns and land uses.

5 Proposed Development

The site is currently zoned R3 Medium Density Residential pursuant to State Environmental Planning Policy and is subject to a 16-metre maximum building height and maximum floor space ratio of 1.75:1.

The proposed development seeks an increase in density for the site, to permit a maximum building height of 32 metres and maximum floor space ratio of 3.5:1.

The project will contribute to the provision of additional market, built-to-rent, social and affordable housing supply within an accessible location in the North West Growth Centre.

The vision for the Alex Avenue and Schofields Precinct is to create a series of new walkable residential neighbourhoods supported by local retail, community, open space and recreational opportunities. The Precinct will provide for a range of densities, dwelling types and affordability options including larger lots and standard detached houses. Detached housing will comprise the majority of residential development within the Precinct.

The duplication of the Richmond Rail Line and the future expansion of the Metro Network has introduced opportunities for a local centre at Schofields Station. This centre will support the Alex Avenue Town Centre located on the eastern side of the rail line.

The vision for the Alex Avenue Precinct is that a range of housing types will develop to meet the needs of a diverse community, supported by local services, infrastructure, facilities and employment, in an environmentally sustainable manner.

The project aims to deliver between 1,600 and 1,800 dwellings, 33% of which will comprise social, affordable and build-to-rent housing. The increased density will facilitate the delivery of residential flat building and shop top housing development, both of which are currently permissible in the R3 Medium Density zone.

The Precinct will be an integral part of the Blacktown local government area and the North West Growth Centre. It will be linked to surrounding suburbs and to major regional destinations such as Rouse Hill Regional Centre and Blacktown City Centre.

6 Parking Requirements

The car parking requirements are outlined in the Blacktown DCP 2015 Part A and have been calculated below.

Specific Land Use	Car Parking Requirement
Residential Flat building (Outside of Blacktown CBD)	1 space per 1- or 2-bedroom dwelling 2 spaces per 3 or more-bedroom dwelling <i>Plus</i> 1 space per 2.5 dwellings for visitor parking

Unit Type	Lot 1	Lot 2	Lot 2	Lot4	Lot 5	Lot 5	Totals	Mix	Requirement	Parking Spaces	Visitor Spaces
Studio	30	45	40	30	10	10	165	9.40%	0	0	0
1B	102	117	145	100	55	50	569	32.50%	1	569	
2B	155	200	195	150	97	95	892	50.90%	1	892	
3B	25	30	25	25	10	10	125	7.10%	2	250	
Total	312	392	405	305	172	165	1751	Total Units	Total	1711	700.4

Specific Land Use	Car Parking Requirement
Shop Top Housing	For the residential component, refer to the residential flat building car parking requirements above. For other components of shop top housing development, car parking requirements are determined by the type of land use and will need to address that specific land use's car parking requirement in the Blacktown DCP 2015 Part A Table 6.1

Unit Type	Lot 1	Lot 2	Lot 2	Lot4	Lot 5	Lot 5	Totals	Mix	Requirement	Parking Spaces	Visitor Spaces
Mixed Use		1000	1000						TBC	TBC	TBC

The above rates of parking are considered adequate and can be accommodated in the site footprint. The parking requirements will be assessed at the Development Application state of the project and accommodations can be made if necessary, such as multi-level basement car parking.

7 Traffic Impacts

Traffic generation for the proposed developments has been undertaken based on traffic generate rates from RTA (2002) Guide to Traffic Generating Developments with reference to the updated statistics from Transport Roads and Maritime Services TDT 2013/04a.

Existing traffic generation: Currently the site is vacant and does not generate traffic.

Traffic generation by a potential development under the existing LEP controls:

Medium Density Residential Flat Dwellings

Weekday Rates	Trips per dwelling
Daily vehicle trips per dwelling (up to 2 bedroom)	4-5
Daily vehicle trips per dwelling (3 or more bedroom)	5-6.5
Weekday peak hour vehicle trips (up to 2 bedroom)	0.4-0.5
Weekday peak hour vehicle trips (3 or more bedroom)	0.5-0.65

Source: RTA (2002) Guide to Traffic Generating Developments

Traffic generation by a protentional development under the proposed LEP modification:

High Density Residential Flat Dwellings

Weekday Rates	Trips per dwelling
AM peak (1 hour) vehicle trips per unit	0.19
PM peak (1 hour) vehicle trips per unit	0.15
Daily vehicle trips per unit	1.52

Source: Transport Roads and Maritime Services TDT 2013/04a

Traffic Generation

The following calculations are based on the following assumptions:

The existing LEP would allow for up to 900 dwellings.

The proposed changes to the LEP would allow for up to 1800 dwellings.

Proposal	Daily trips per dwelling	Calculation	Daily total trips
900 dwellings	6.5	900*6.5	5,850
1800	1.52	1800*1.52	2,736

It should be noted that the RTA Guide to Traffic Generating Developments (2002) states the following *“The basic generation rates for developments in less affluent areas and for public housing may in some cases be lower than stated.”*

7.1 Public Transport Network

The subject site is located approximately 250m south of the existing Schofields Train Station. Schofields Train Station is connected with the North Shore and Western Line.

Regular bus services operate from Schofields Train Station Stand B and Schofields Road connecting through to Marsden Park, Riverstone, Rouse Hill, and Blacktown. The site is located approximately 500m from Schofields Road. The surrounding road network is furnished with pedestrian footpaths and shared cyclist paths allowing ease of access to the public transport network.

Refer to Figure 6.

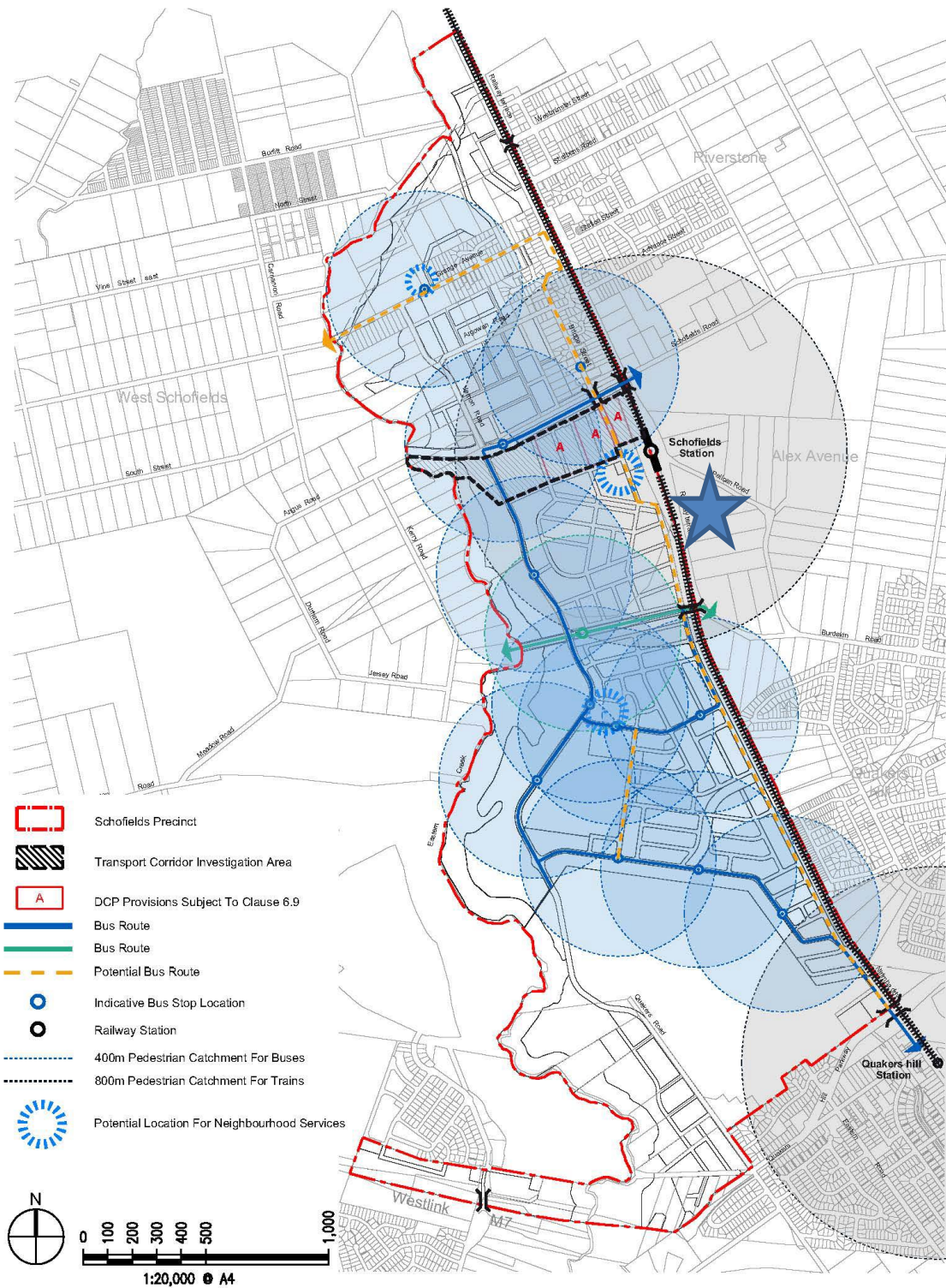


Figure 6. Existing Public Transport Network

Transport for NSW have proposed an expansion of the Western Sydney Metro network which will connect the existing Tallawong Metro Station to Schofields Train Station. The future line will then connect through to Western Sydney Aerotropolis and beyond. Refer to Figure 7.



Figure 7. Proposed Future Public Transport Network

8 Transport Demand Management

Travel demand management combines transport and land use planning in order to change how, when and where local residents travel.

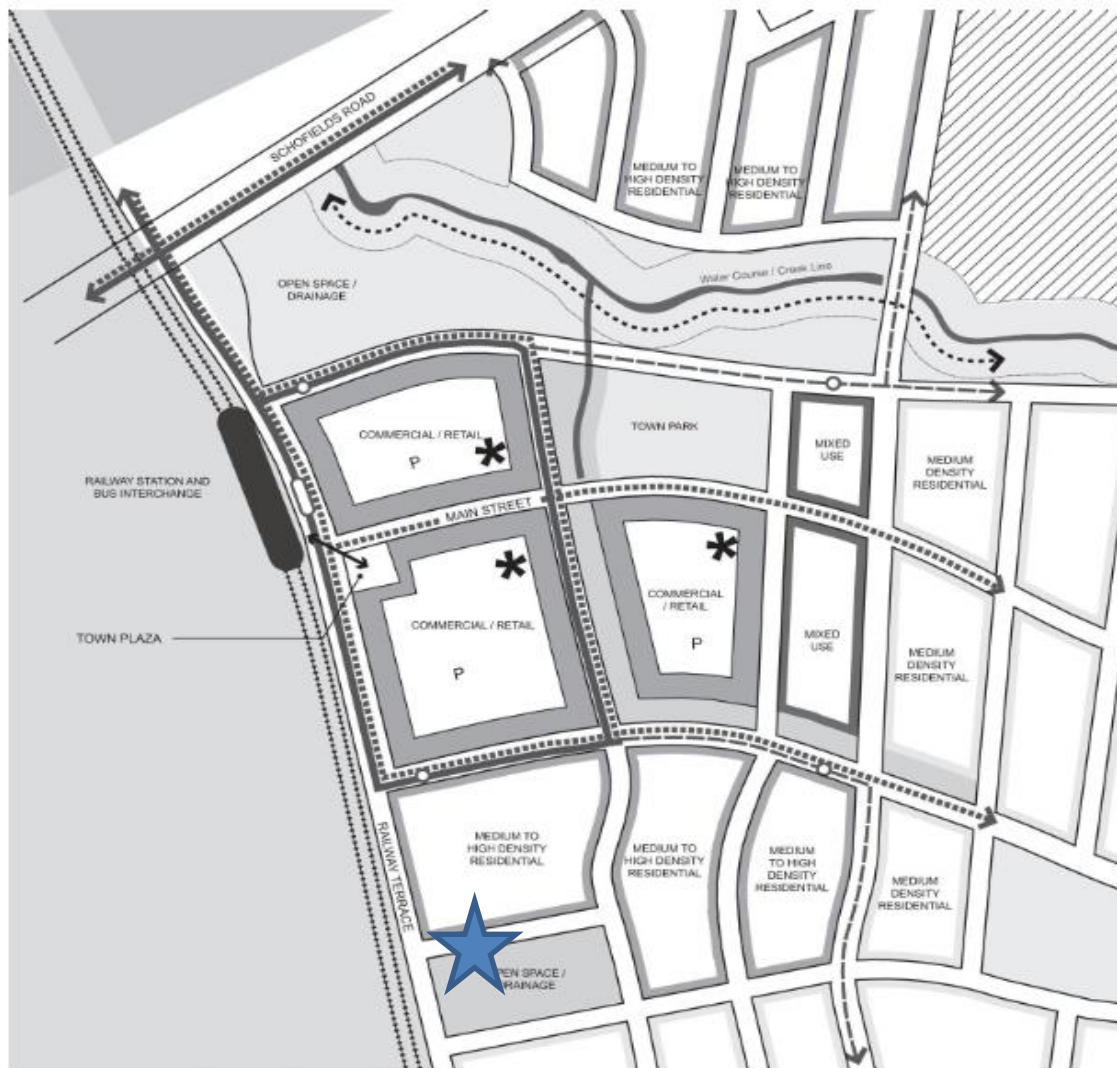
Its purpose is to minimise demand on existing and future road networks, reducing the number and length of trips and reducing reliance on single occupancy private vehicles.

Managing travel demand is a cost-effective alternative to increasing road and car parking capacity, in combination with using public transport more efficiently.

8.1 Access to Alex Avenue Local Centre and Schofields Station

The development site is located approximately 350m south of the Alex Avenue Local Centre, the Schofields Railway Station and Bus Interchange.

Access from the proposed development site by pedestrians, cyclists and public transport users is of the highest priority especially to and within the local centres.



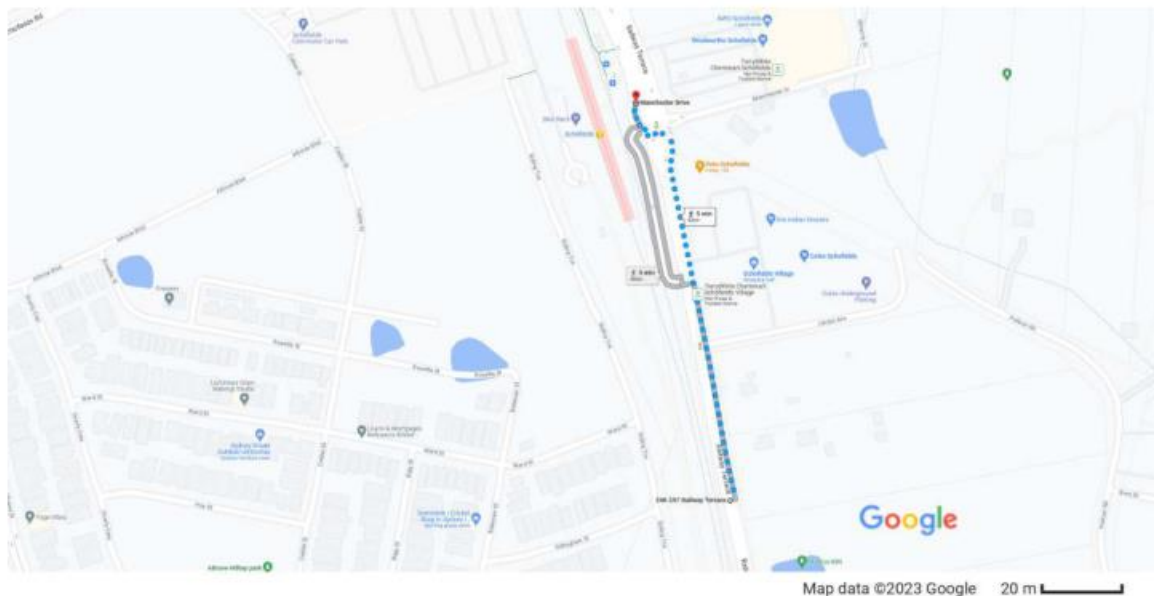
These centres are most easily accessed from the proposed development by walking and cycling.

Shared pedestrian and cyclist footpaths are partial constructed on Railway Terrace and once completed will connect the proposed development site to the local centre.



Buildings constructed within the proposed development will be located in a position to allow easy access to the street frontages. Access for pedestrians between buildings and from the basement carparks will be generally provided to reach each frontage.

The proposed development site is approximately a 5-minute walk to the local centre and public transport hub.

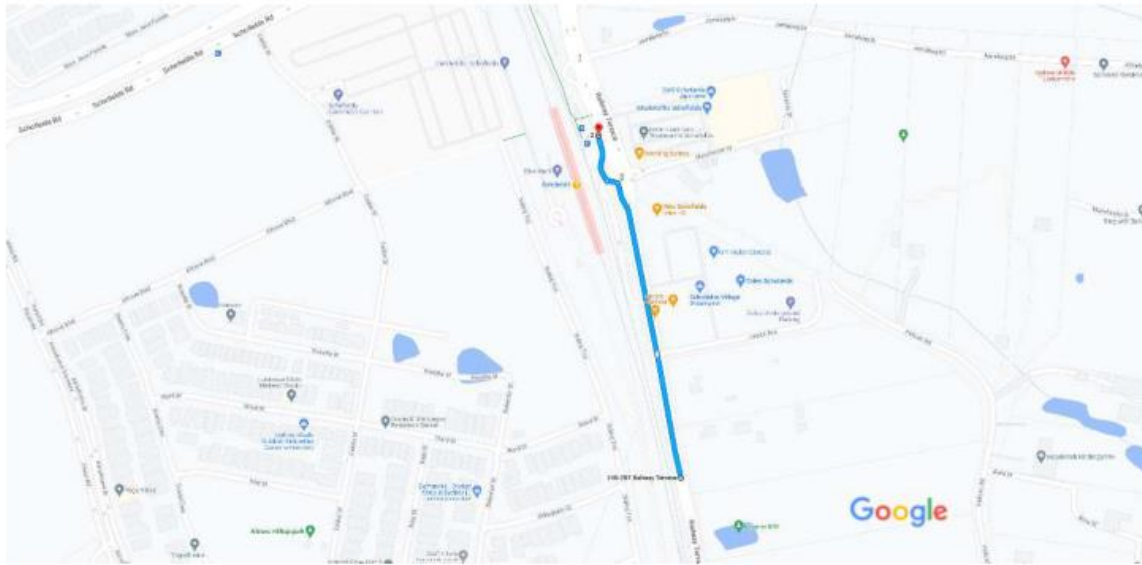


via Railway Terrace

5 min

400 m

The trip is approximately a 400m ride by bicycle.



 **via Railway Terrace** **1 min**
400 m

↑ 3 m · ↓ 2 m

 34 m / 31 m

Bicycle storage facilities are located at the Schofields Train Station, further encouraging this method of transport.

Schofields (Off Railway Terrace), Schofields

Shed spaces at this location

Total Spaces: 51

- Horizontal Rack Spaces: 26
- Wall Mounted Low Spaces: 13
- Wall Mounted High Spaces: 12

Located off Railway Terrace, in paved area between Schofields Station entrance and the north eastern commuter car park

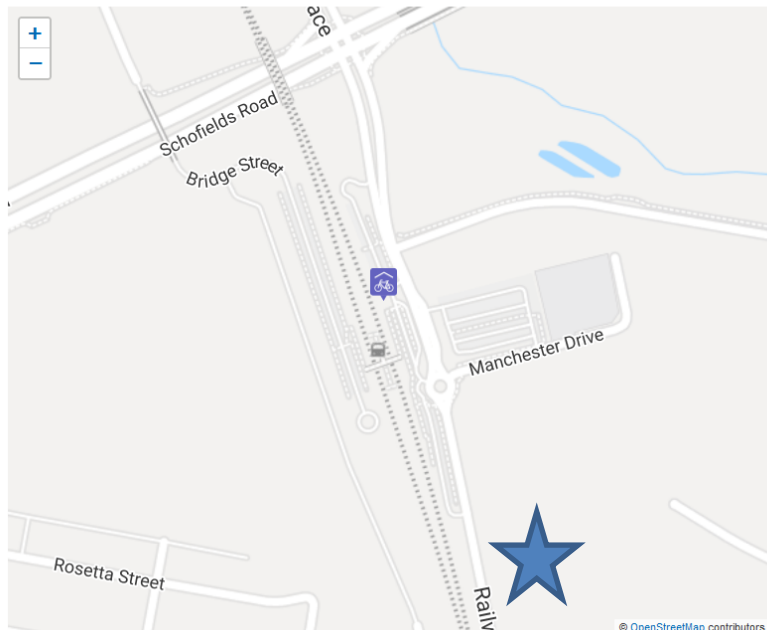
[Link Opal Card](#)

Lockers at this location

Total lockers: 0

Currently available: 0

[Sign up to waiting list](#)



9 Summary

- This project is seeking to facilitate the delivery of higher density residential development, consistent with the Alex Avenue Indicative Layout Plan and Residential Structure Plan, which identify the site for 'Medium to High Density Residential/Mixed Use' development.
- Increasing the density will facilitate the delivery of 1,600-1,800 dwellings within the Blacktown Local Government Area. This is an increase of up to 50%.
- The Blacktown Housing Strategy 2020 (Housing Strategy) acknowledges that there are long wait times for social housing (5– 10 years and up to 10–15 years for larger dwellings), which is indicative of undersupply. There are currently 2,300 households on the waiting list for social and community housing.
- Of the 1600-1800 dwellings that will be delivered through an increase in density for the site, 33% or 528-594 dwellings will be delivered as social, affordable, and build-to-rent housing. This will make a significant contribution to easing the current undersupply of social housing within the Blacktown Local Government Area.
- The proximity of the site to the Schofields train station and its location within a rezoned precinct (Alex Avenue) of the North West Growth Area make it a prime site to achieve the aims of the Housing Strategy.
- The proposed rezoning and the potential development will have no negative (or even noticeable) impacts on the existing road network operation.
- There will be no requirement for road or intersection upgrades as a result of the proposed development. No charges are proposed to the Indicative Road Layout.
- The site is very well serviced by the existing train and bus network, with future expansion of the Metro network servicing the area.
- The proposed development should be supported in relating to the impacts on traffic and the public transport network.