



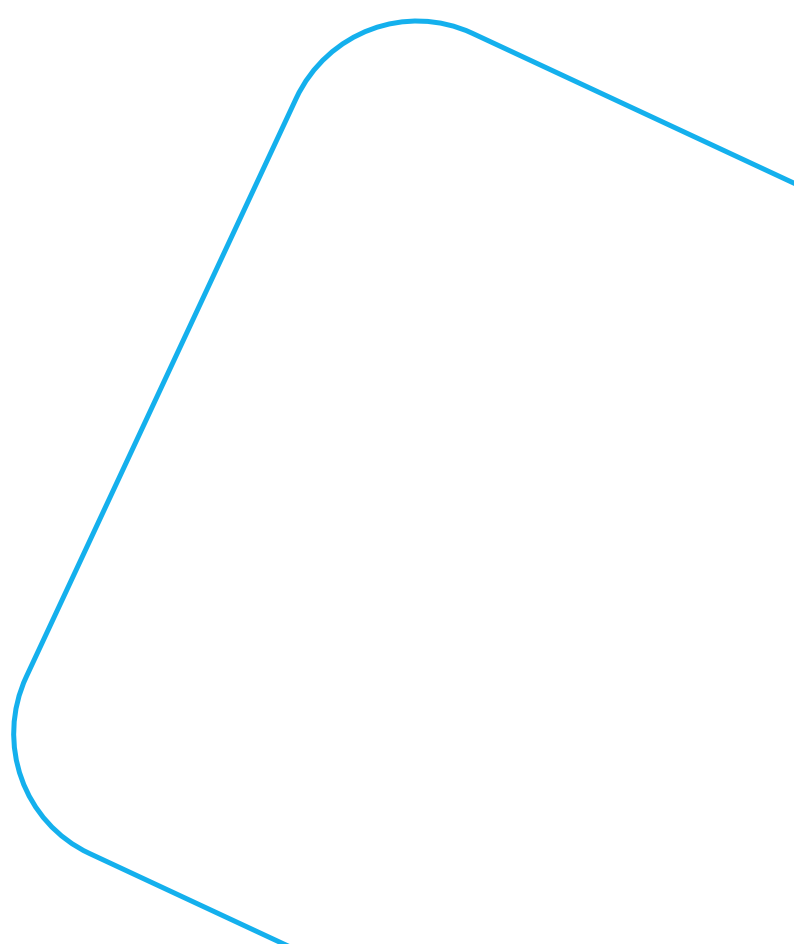
72, 82 – 86 MENANGLE ROAD CAMDEN

Transport Impact Assessment

30 JUNE 2026

SCT Consulting acknowledges
the traditional owners of the lands
on which we work.

We pay our respects to Elders
past, present and emerging.



Quality Assurance

Project:	72, 82 – 86 Menangle Road Camden		
Project Number:	SCT_00864		
Client:	Homes NSW	ABN:	36 433 875 185
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Version	Date	Details
1.0	22 May 2026	Draft report
2.0	12 June 2026	Draft final report
3.0	26 June 2026	Final report
4.0	30 June 2026	Updated final report



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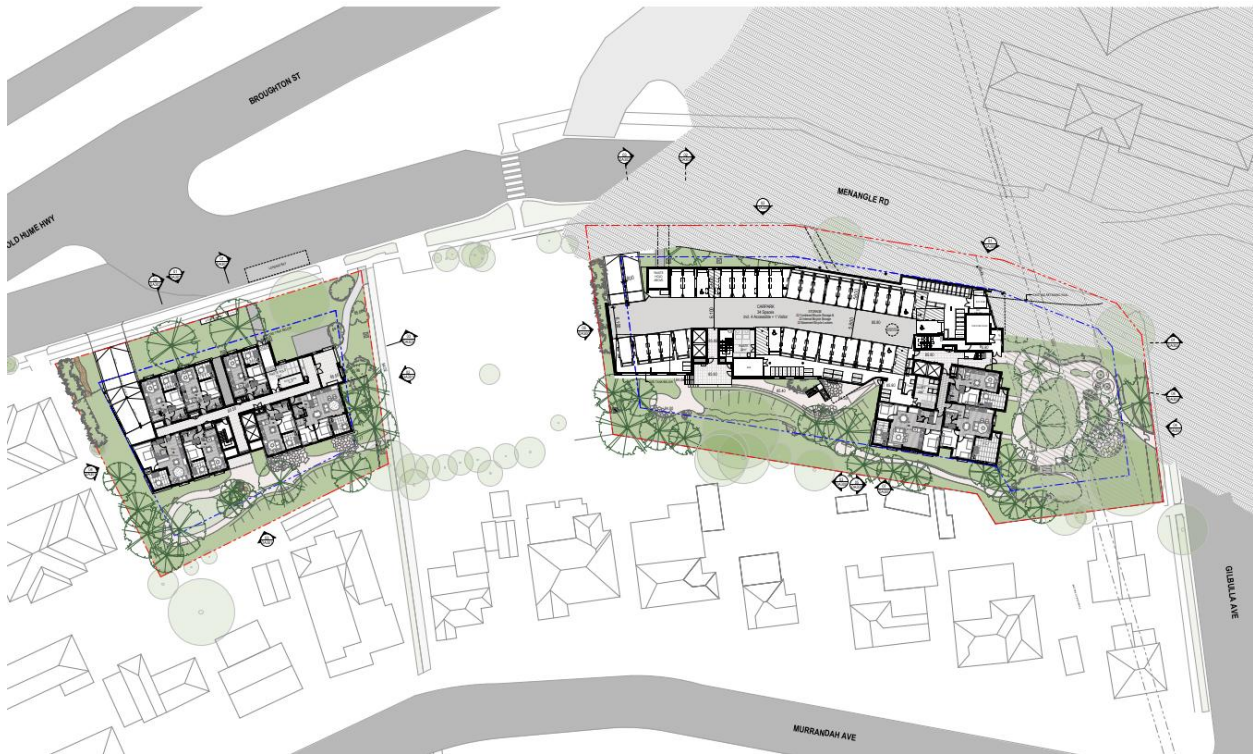
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Executive Summary

This Transport Impact Assessment (TIA) has been prepared by SCT Consulting as part of the Environmental Impact Statement (EIS) for a State Significant Development Application (SSDA) and concurrent rezoning for a social and affordable housing development at 72 and 82-86 Menangle Road, Camden. The site is located at 72 and 82-86 Menangle Road, Camden, in the Camden Local LGA, and has a combined site area of 7,184sqm. The SSDA seeks approval for the construction of two residential flat buildings comprising a total of 95 social and affordable housing dwellings.

Figure ES-1 Overall development site plan



The transport appraisal assessed the traffic, active transport, public transport, and parking impacts of the proposed development in accordance with the *Guide to Transport Impact Assessments* (Transport for NSW, 2024). The assessment concluded the following:

- Private vehicle
 - The proposal is forecast to generate up to 12 vehicle trips in the busiest peak hour. Relative to existing traffic volumes on the surrounding road network, this increase is minor and is not expected to result in any material traffic impacts.
- Other modes
 - The proposal is also expected to generate up to 25 non-vehicular trips in the peak hour, comprising walking, cycling and public transport trips. This level of demand is negligible and can be readily accommodated by the existing pedestrian, cycling and bus networks without adverse impacts.
 - Also the over-provision of bicycle parking (when compared with DCP requirements) also aims to encourage active transport use and reduce car use.
- Parking impacts
 - The proposed parking provision of 48 spaces across the two buildings exceeds the minimum statutory requirement of 46 spaces under the Housing SEPP 2021. The (2) two spaces (over the minimum requirements of 46 spaces) will be provided as visitor parking spaces. All parking demand is expected to be accommodated on-site.

- Servicing and waste collection will occur via on-street loading bays on Menangle Road, resulting in the loss of four (4) on-street parking spaces between 6:00 am and 3:00 pm. This is considered acceptable because of the following:
 - The surrounding land uses, including Camden Hospital, are each served by dedicated off-street parking, meaning on-street supply on Menangle Road is complementary rather than essential
 - The loading bays will only operate between 6:00 am and 3:00 pm, when residential parking demand is at its lowest.



Introduction

1

1.1 Background

This TIA has been prepared by SCT Consulting as part of the Environmental Impact Statement (EIS) for a State Significant Development Application (SSDA) and concurrent rezoning for a social and affordable housing development at 72 and 82-86 Menangle Road, Camden.

The site is located at 72 and 82-86 Menangle Road, Camden, in the Camden Local LGA, and has a combined site area of 7,184sqm.

The SSDA seeks approval for the construction of two residential flat buildings comprising a total of 95 social and affordable housing dwellings.

1.2 Report structure

- **Section 2.0** describes the existing transport and traffic conditions surrounding the development site.
- **Section 3.0** provides details about the proposed development, including details on the design and access to the site.
- **Section 4.0** outlines the methodology and findings of the impact assessment.
- **Section 5.0** summarises the assessment's conclusions and recommendations of the assessment.

1.3 Purpose of this report

This report has been prepared to address the Secretary's Environmental Assessment Requirements (SEARs) issued for the project (SSD-116982991) on (11 May 2026) as detailed in **Table 1-1**.

Table 1-1: Relevant SEARs considered

Issue	SEARs requirement	Section reference
9	Provide a Transport Impact Assessment (TIA) in accordance with the processes and methodology recommended in the Guide to Transport Impact Assessment (GTIA) published by Transport for NSW.	This report
	Provide a preliminary Construction Traffic (or Transport Management Plan (CTMP) should be prepared as part of the TIS to mitigate such impacts.	Section 4.3



Existing conditions

2

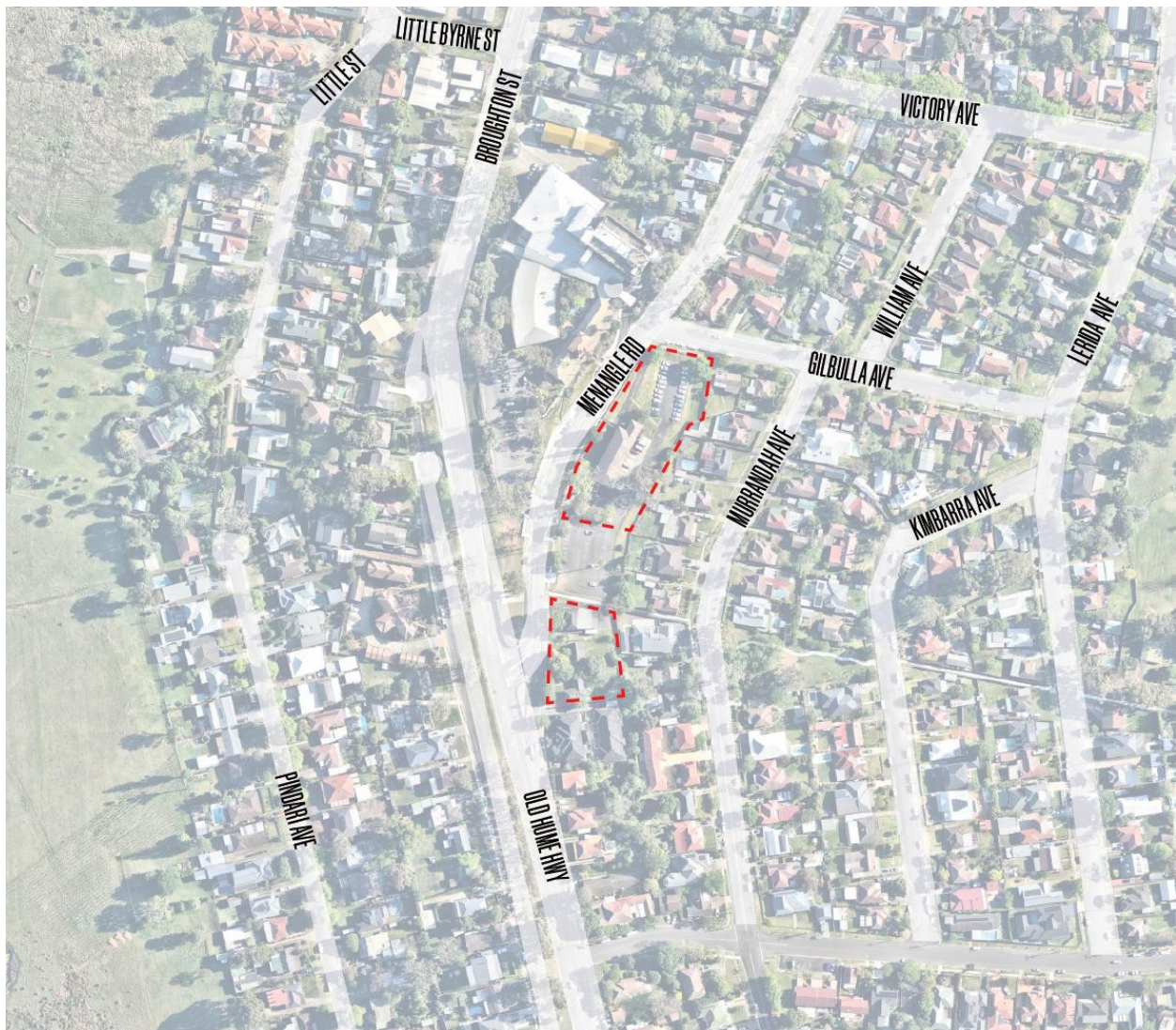
2.1 Subject site

The site is located at 72 and 82-86 Menangle Road, Camden in the Camden Local Government Area (LGA). The site comprises 9 lots and has a combined site area of 7,184sqm. The lots are legally described as Lot 73-77 in DP21405, Lot 86 in DP21405, and Lots 1-3 in DP24039. The site is currently occupied by three 1960s brick cottages, the former Camden Nurses' Quarters, and a former NSW Health car park.

The site has frontage to Menangle Road and Gilbulla Avenue. It is located opposite Camden Hospital and is approximately 600m from the Camden Town Centre, which provides a range of essential services, retail, and civic facilities. A bus stop is located directly in front of the site on Menangle Road and Don Moon Memorial Reserve is located less than 250m from the site.

To the south and east, the site is surrounded by low density residential housing.

Figure 2-1 Subject site



Source: DKO, 2026

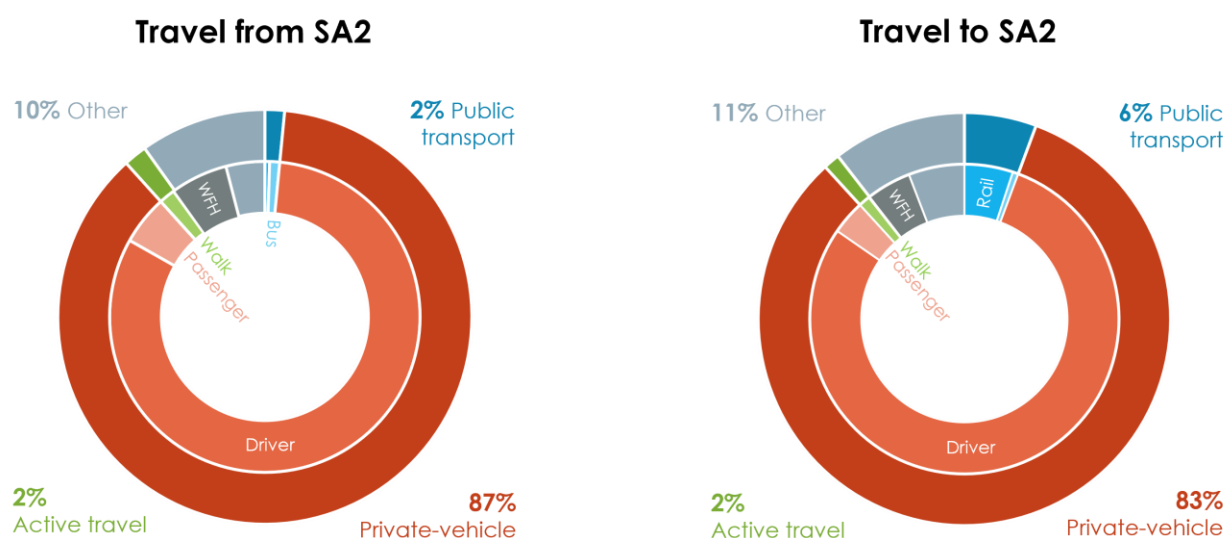
2.2 Travel behaviour

The existing travel behaviour among the residents within the site's vicinity has been understood through the analysis of the Australian Bureau of Statistics (ABS) Census data from 2016. Given the statewide lockdown during the COVID-19 pandemic, the 2021 census data does not provide an accurate representation of typical travel behaviours; hence, the 2016 data have been used.

The Method of Travel to Work data was used to derive the mode share and destinations of the residents in the 'Camden – Ellis Lane' Statistical Area 2 (SA2). The results have been summarised in **Figure 2-2** and **Table 2-1**.

The mode share analysis revealed that private vehicles were the most preferred travel mode, accounting for up to 87 per cent of all travel. This was followed by public transport and then active travel, accounting for up to six and two per cent, respectively. A high mode share of private vehicles is common in the Greater Sydney Metropolitan areas because the lower-density urban environment usually leads to less road congestion, making driving a convenient choice. Additionally, public transport networks in these areas are generally less developed and less frequent compared to urban centres, further reinforcing reliance on private vehicles for everyday travel.

Figure 2-2 Existing travel behaviour from Camden – Ellis Lane



Source: Australian Bureau of Statistics, 2016

The top five destinations for the residents in the 'Camden – Ellis Lane' SA2 are listed in **Table 2-1**. The most common destination for commuting was within the same SA2, with 21 per cent of residents working within the same SA2.

While many residents work locally, a significant portion commute to nearby urban centres, such as Campbelltown. The most popular destination for out commuting was Campbelltown – Woodbine, which attracted 10 per cent of the commuting population. This was followed by Mount Annan – Currans Hill (nine per cent), Elderslie – Harrington Park (eight per cent), and Sydney – Haymarket – The Rocks (four per cent).

Table 2-1 Top 5 destinations for residents within the Camden – Ellis Lane SA2

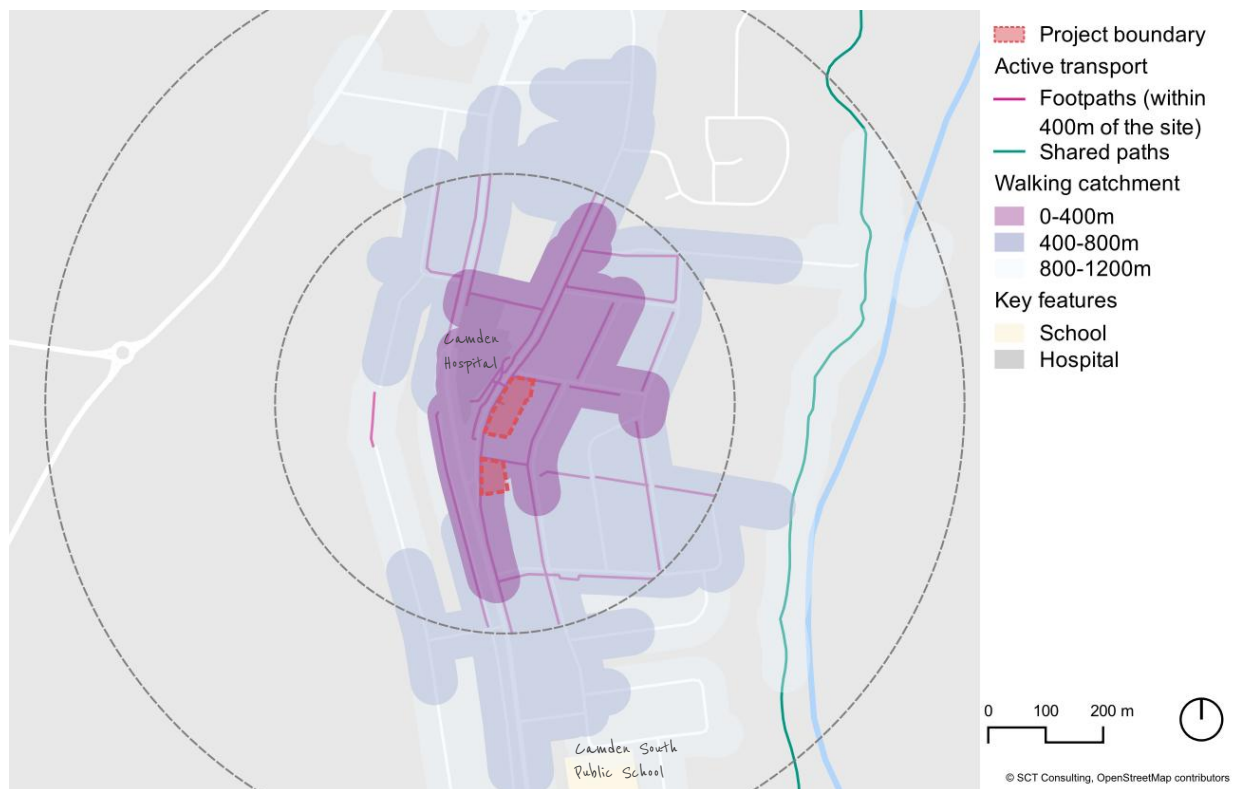
Places of work (Top 5)	Per cent of total (%)
Internal	21%
Campbelltown – Woodbine	10%
Mount Annan – Currans Hill	9%
Elderslie – Harrington Park	8%
Sydney – Haymarket – The Rocks	4%

2.3 Walking and cycling network

There is walkable infrastructure throughout the area, including footpaths on both sides of Menangle Road, Broughton Street, Chellaston Street, Little Street and Barsden Street. As the site is located within a residential area, there are limited pedestrian crossings. However, there is a pedestrian-priority crossing located directly adjacent to the north site. This crossing facilitates pedestrian movements across Menangle Road directly to Camden Hospital. Further south (approximately 800m) there is an east-west pedestrian crossing provided over the Old Hume Highway, as well as a pedestrian refuge 850m north on Broughton Street. With no signalised intersections in the area, there are no other pedestrian crossings in the vicinity of the site.

In terms of cycling, there are no dedicated cycling facilities in the area. However, a shared path linking the town centre and Camden South exists 550m to the east of the site as shown in **Figure 2-3**. This path can be accessed directly from the site via a footpath towards the southern end.

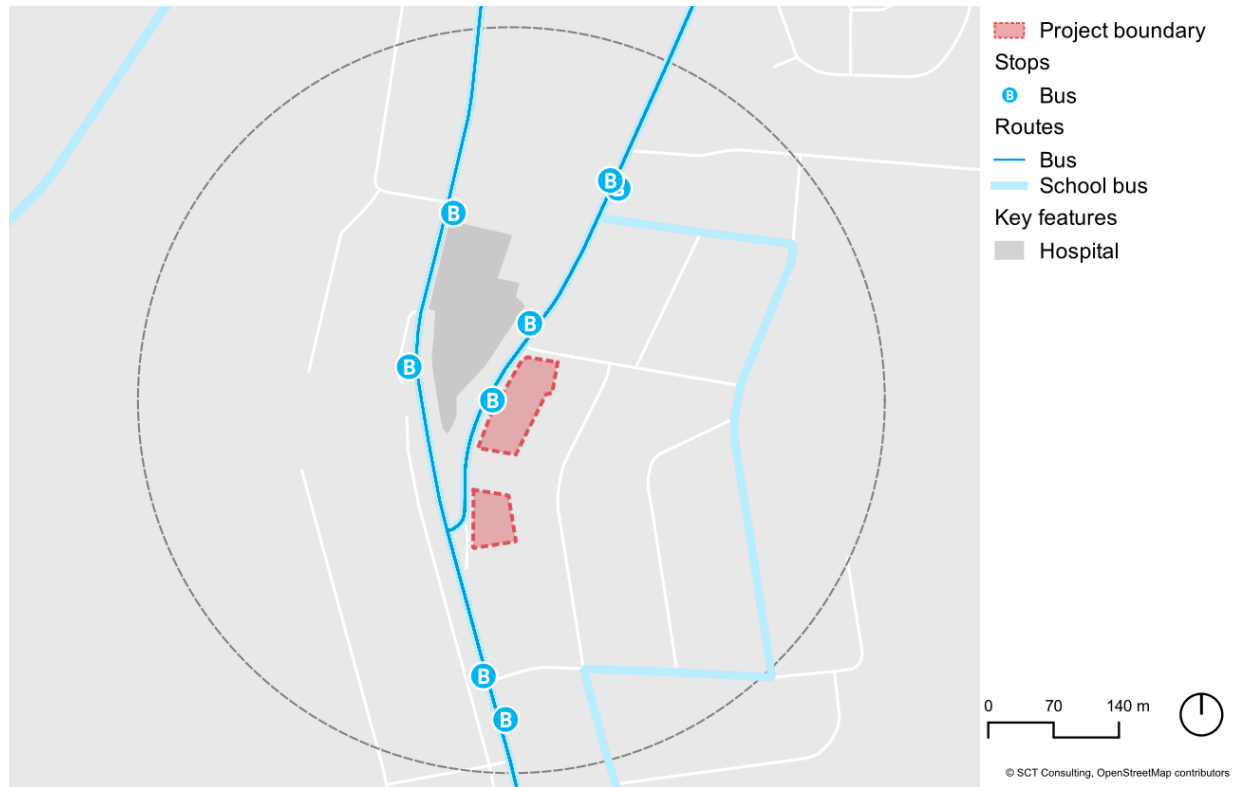
Figure 2-3 Active transport network



2.4 Public transport

The bus stops and routes in the vicinity of the site are shown in **Figure 2-4**. The closest bus stop is located directly adjacent to the northern site. This stop is serviced by local bus routes providing connections to Camden South, Razorback, Narellan, Picton and Campbelltown.

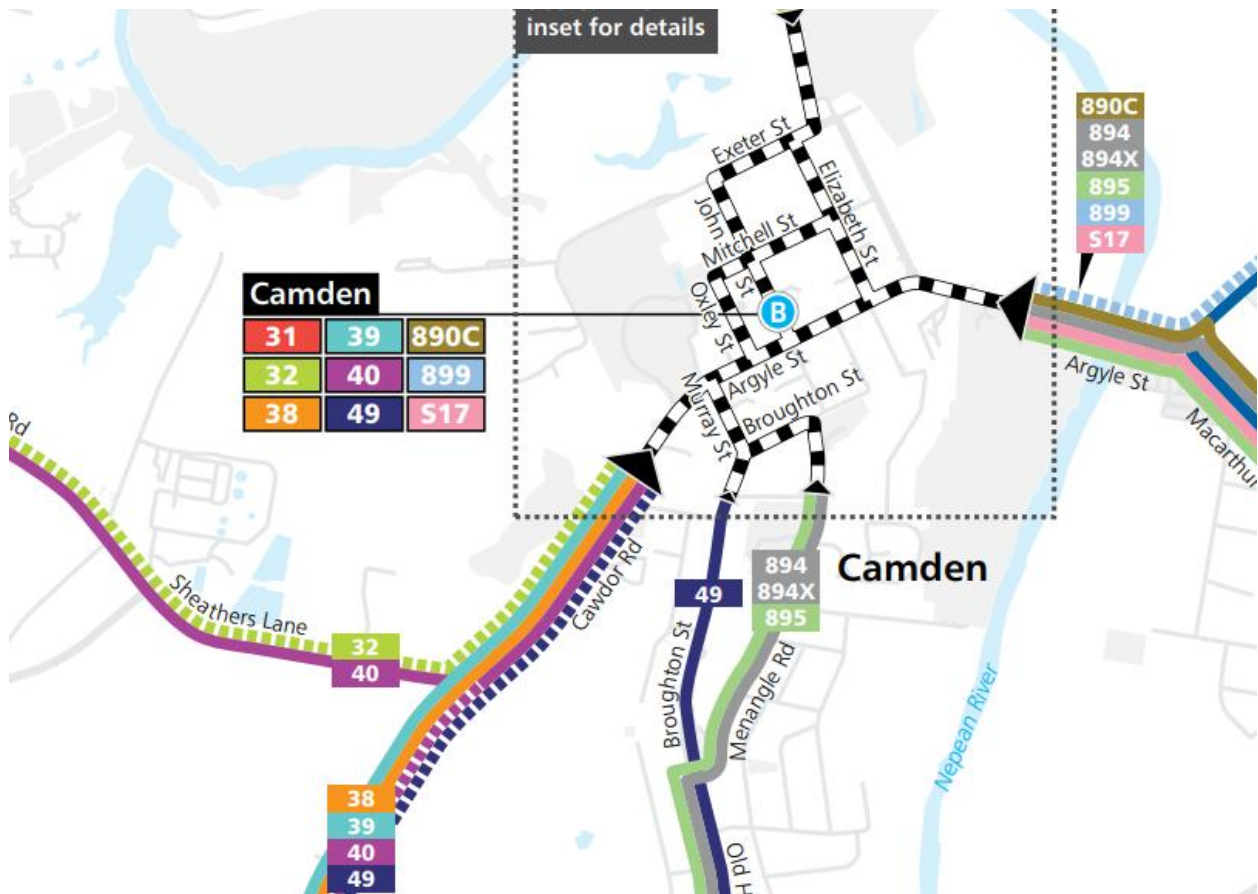
Figure 2-4 Existing public transport services around the site



Source: Transport for NSW (2026)

This stop is served during peak hours by three main routes: the Picton to Narellan & Campbelltown service (900), the Campbelltown to Camden South via Camden (Loop Service) (895), and the Campbelltown to Bridgewater via Narellan & Camden service (894). During the day, two additional services also stop here: the Bridgewater to Campbelltown via Camden bypass (894X) and the Camden to Menangle & Razorback (Loop Service) (49). The most frequent route is the 895, which operates every 20 to 30 minutes. With services to Camden town centre, an additional seven bus services can be accessed, providing access to several other surrounding areas and schools. The bus services that serve the site and the Camden town centre are shown in **Figure 2-5**.

Figure 2-5 Existing bus map showing bus routes serving the site and Camden town centre



Source: Transport for NSW (2026)

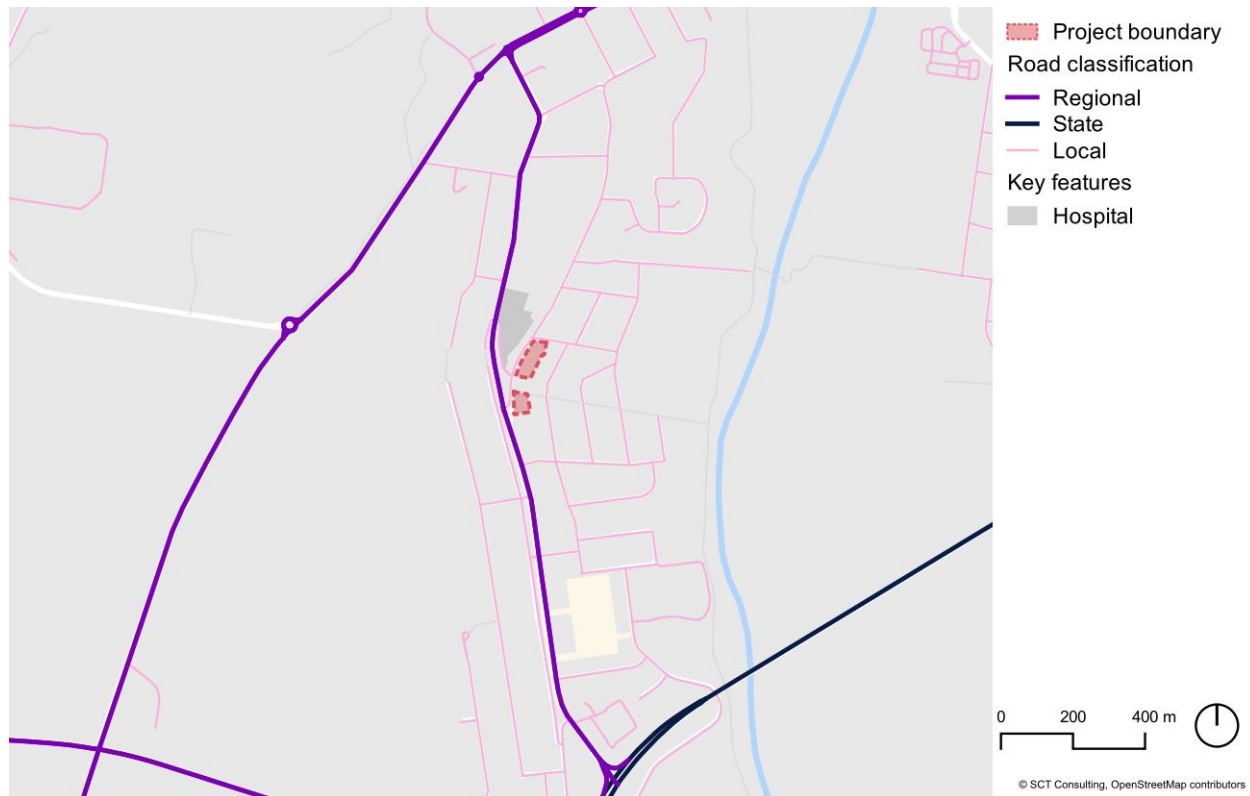
There are several school bus services that service the nearby bus stop, including the S845, 6002, 6019, 6028, 6034, 6517, 6526 and 6557 services.

There are no train or metro services within the vicinity of the site. The closest train station by travel distance is Menangle Station, which is located approximately 12km away from the site. Macarthur Station is also within a 15-to-20-minute drive of the site, providing more frequent services to the city.

2.5 Road network

The road network in the vicinity of the site is shown in **Figure 2-6**. The site is located at the intersection of Menangle Road, Broughton Street and Old Hume Highway within the Camden LGA. All surrounding roads are classified as local roads with Broughton Street and Cawdor Road being classified as regional roads. To the south of the site, Camden Bypass and Old Hume Highway/ Remembrance Driveway are classified as state roads.

Figure 2-6 Road classification surrounding the site



Source: Transport for NSW (2026)

- **Menangle Road** is a two-way local road that provides direct access to the site. It has a speed limit of 50km/h and on-street parking on both sides of the road. Menangle Road connects to Broughton Street at its north end, providing access to the town centre.
- **Broughton Street/ Old Hume Highway** is an arterial road that intersects with Camden Bypass/ Remembrance Driveway. It has a speed limit of 50km/h however with Camden South Public School being located on this road, 40km/h school zone speed limits are applied to the south of the site between Rosalie Avenue and Ironbark Avenue. Its primary function is to provide residents with access to the wider network (via Camden Bypass/ Remembrance Driveway). On-street parking as well as footpaths are provided on both sides of this road.
- **Old Hume Highway/ Remembrance Driveway/ Camden Bypass** is an arterial road located 1.3km south of the site. It is a classified state road with a speed limit of 80km/h, providing high-capacity access to key destinations such as Narellan, Campbelltown and Picton. To the south, its carriageway has four lanes (two in each direction) separated by a median. To the north, there is one lane in each direction.

2.6 Crash statistics

The crashes within the site's vicinity are shown in **Figure 2-7**, and have been tabulated in **Table 2-2**. Over the five-year period, seven crashes were recorded within a 400m radius of the site, occurring at both midblock sections and intersections. No crashes were recorded directly in front of the site, with the closest one being a non-casualty crash near Annabella Road. Three of the seven crashes occurred on Broughton Street, two of which were defined as serious injury crashes. The most common crash type involved a vehicle veering off the carriageway into an object (RUM 71 and 73). This crash type accounted for four of the seven crashes.

Within the entire radius, no pedestrian crashes were recorded. This may be related to the relatively low pedestrian traffic in the area.

Figure 2-7 Crash data (2020-2024) within 400m buffer of the site



Source: Transport for NSW (2026)

Table 2-2 Crash data (2020-2024) within 400m buffer of the site

Type	Fatal	Serious injury	Moderate injury	Minor/Other injury	Non-casualty/Towaway	Total
Non-Pedestrian	0	3	1	1	2	7



Proposal

3

3.1 Overview

The proposal involves the construction of two residential flat buildings comprising a total of 95 social and affordable housing dwellings.

In particular, SSD application seeks consent for the following:

- Site preparation works including excavation.
- Construction of two residential flat buildings containing 95 dwellings of social and affordable housing.
- Construction of one level of basement parking for each residential flat building.
- Associated landscaping and communal open space.
- Infrastructure servicing.

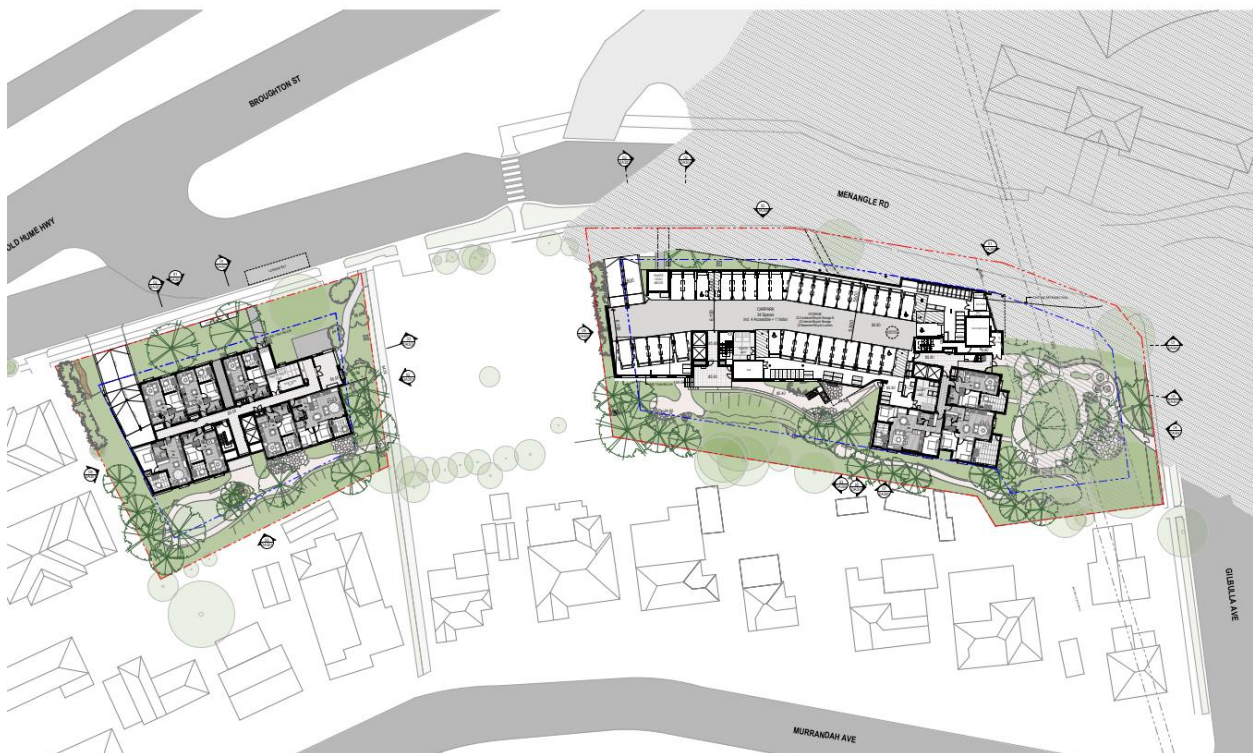
A detailed description of the project is included in the EIS.

The breakdown of the development yields for the proposed buildings is summarised in **Table 3-1**.

Table 3-1 Project yield

Component	Building A	Building B
Parking spaces	34	14
1 – Bedroom units	35	18
2 – Bedroom units	24	11
3 – Bedroom units	7	0
Total dwellings	66	29

Figure 3-1 Overall development site plan



Source: DKO, 2026

3.2 Access arrangements

The pedestrian access arrangements are depicted in **Figure 3-2**.

Figure 3-2 Pedestrian access arrangements

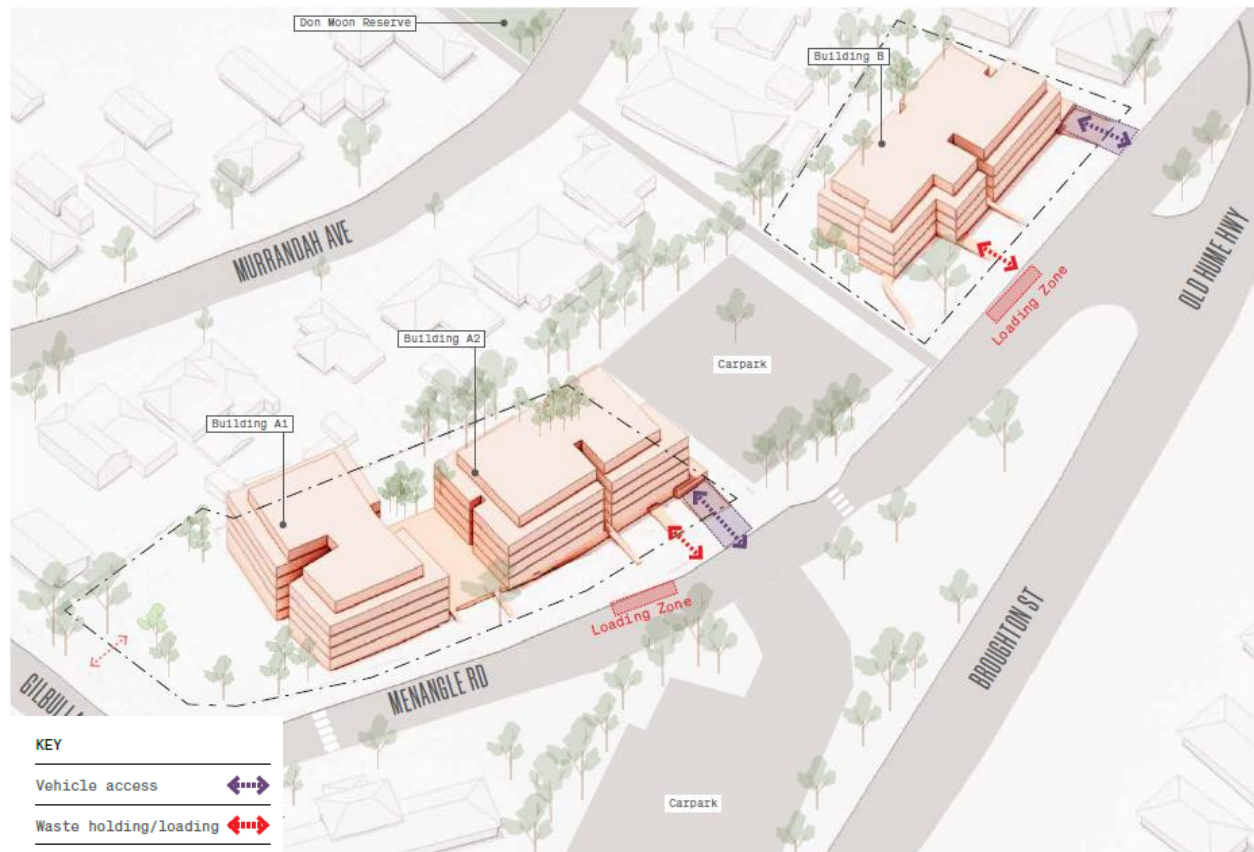


Source: DKO, 2026

The site features frontages on Menangle Road for both buildings, creating continuous, clear, and well-linked pedestrian paths to the surrounding area. The proposal intends to blend smoothly with the current pedestrian network by maintaining a frontage along Menangle Road, enabling pedestrians to utilise the existing footpaths and wombat crossings along the site's boundary.

The vehicle access arrangements are depicted in **Figure 3-3**. All vehicle access to the site is via Menangle Road, with a combined crossover for building A on the eastern end of the site leading to basement parking, and a crossover for building B also leading to its basement. The driveway is located on the southern boundary of the site to allow building entry to connect to key pedestrian movements.

Figure 3-3 Vehicle access and loading zone locations



Source: DKO, 2026

Loading (servicing and waste collection) will occur on-street adjacent to the proposed buildings on Menangle Road, with the loading zone located near the waste holding and loading area. This setup facilitates easy loading and unloading of items to and from the site via the nearby on-street loading zone.

Meetings were held with Camden Council in relation to the proposed Operational Waste Management Plan. Through this consultation process, Camden Council is supportive of the proposed waste management arrangements, including the use of on-street waste collection from Menangle Road.

Following this, swept path analysis was conducted to determine the required loading bay lengths for the design vehicle (Council's waste vehicle) to enter and exit. Considering the residential nature of this development, the largest service vehicle anticipated is Council's waste vehicle, measuring at 10.5m (refer to **Figure 3-4**).

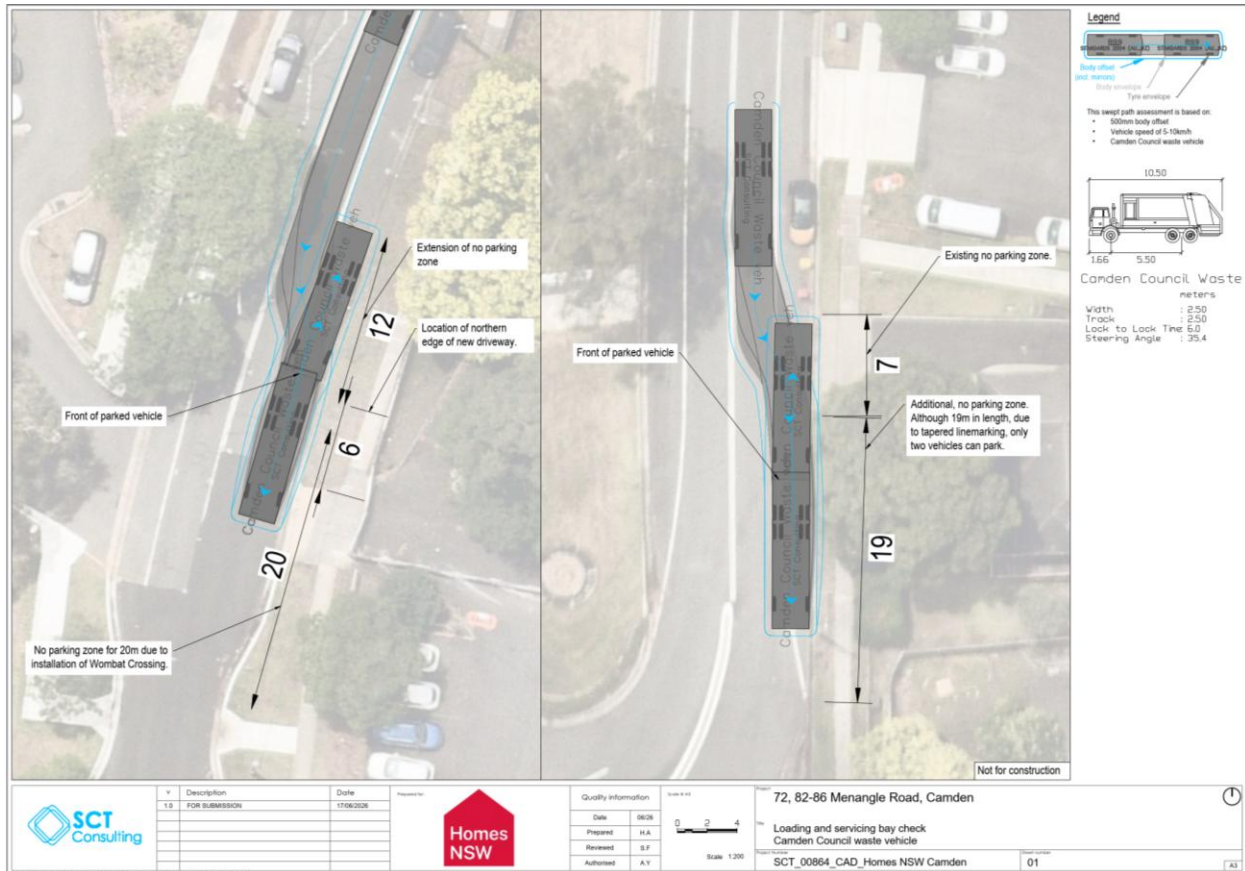
Figure 3-4 Dimensions of Council's Waste Vehicle

Dimension	Measure
Length overall	10.5m
Width (vehicle)	2.5m
Width (extended arm grab)	6m
Height overall	4.3m
Weight (vehicle and load)	22.5 tonnes
Weight (vehicle only)	13 tonnes
Turning circle	19m

Source: Camden Council, August 2019, *Waste Management Guidelines*

Both swept paths utilised the existing driveways to minimise the loss of on-street parking spaces. The swept path analysis revealed that the loading bays need to be 12.5m for both buildings, supported by no parking zones in front of each loading bay. The exit manoeuvre would utilise the same space as the entry manoeuvre.

Figure 3-5 Loading bay swept path analysis (entry manoeuvre only)



The loading bays will result in the loss of approximately two (2) on-street parking spaces per building, for a total of approximately four (4) on-street parking spaces across the two buildings along Menangle Road between 6:00 am and 3:00 pm.

3.3 Proposed parking arrangements

3.3.1 General parking provision

The parking provision will be provided in compliance with the minimum parking requirements for infill affordable housing in Chapter 2 of the Housing SEPP 2021. The Housing SEPP prescribes two sets of minimum parking rates: one for accessible areas and one for non-accessible areas. The site meets the legislative definition of a development in an accessible area, based on proximity to adequate public transport and bus servicing. Accordingly, the rates for infill affordable housing in accessible areas apply. The relevant parking rates and parking provision are presented in **Table 3-2**.

As shown in **Table 3-2**, the development provides a total of 48 car spaces, meeting the minimum statutory requirement of 46 car spaces for future residents according to Housing SEPP 2021. The Housing SEPP does not specify visitor parking rates; however, the development has included two visitor spaces, one in each basement.

In addition, in lieu of the Camden DCP requirement for 10 per cent adaptable apartments, the proposal provides 15 per cent of apartments designed in accordance with Schedule 4 of the Housing SEPP. These apartments are not required to be linked to an accessible parking space.

Table 3-2 Residential car parking requirements vs provision

Building	Type	Yield	Rate	Requirement		Provision
Building A (social)	1-bedroom	35	0.4 space per dw (min)	14	33	33 for residents and 1 for visitor
	2-bedroom	24	0.5 spaces per dw (min)	12		
	3-bedroom	7	1 space per dw (min)	7		
Building B (affordable)	1-bedroom	18	0.4 space per dw (min)	7	13	13 for residents and 1 for visitor
	2-bedroom	11	0.5 spaces per dw (min)	6		
	3-bedroom	-	1 space per dw (min)	0		
Total				46		48

3.3.2 Bicycle parking

The bicycle parking requirements and provisions from the Camden DCP is summarised in **Table 3-3**. The development offers more bicycle parking spaces than the DCP requirement, providing 91 spaces to support active transport.

The bicycle parking spaces will be provided based on 1 bicycle space per social unit and 0.5 per affordable unit, so a total of 87 spaces with 79 spaces for social units and 8 spaces for affordable units will be provided across the two buildings. There will also be 4 visitors hoops (2 per building near the entries).

Table 3-3 Bicycle parking

Building	Yield	Rate	Source	Requirement	Provision
Building A	66 units	1 space per 3 units	Camden DCP 2019	22	91
Building B	29 units			10	
Total				32	91

3.4 Car park design compliance

As discussed in **Section 3.2**, waste collection and servicing will occur from on-street loading bays on Menangle Road rather than within the basement. Accordingly, the basement car park is designed for passenger vehicles only, and the relevant design standard is AS 2890.1 for off-street parking facilities.

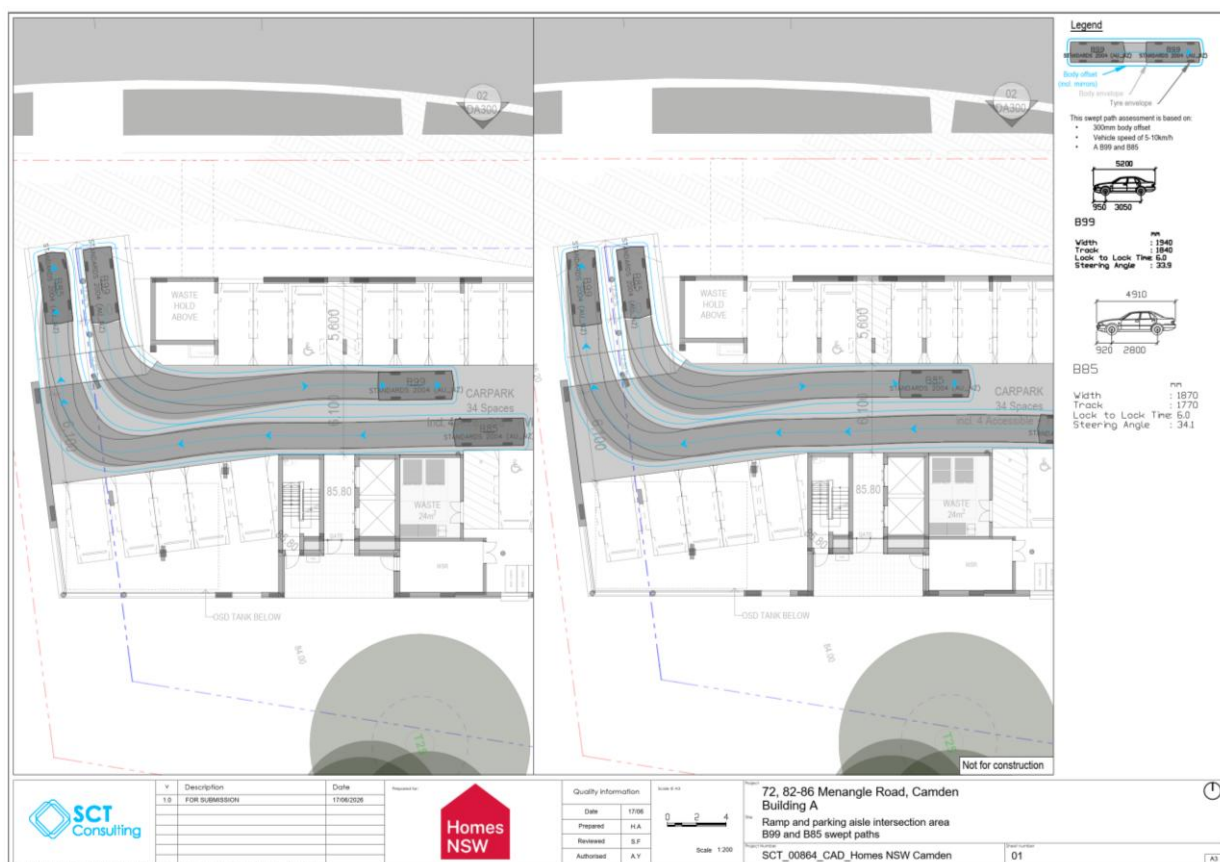
The basement car park is classified as a Class 1A parking facility under AS2890.1. On this basis, the minimum standard bay dimensions are 2.4m by 5.4m, with a minimum aisle width of 5.8m.

The proposed layout satisfies these requirements and is 2.4m by 5.6m, which is 200mm longer than the minimum standard. This additional length improves usability for longer passenger vehicles and assists with day-to-day manoeuvring within the basement. Parking aisles have also been provided at 5.8m and, where single-sided aisles are provided, include an additional 300mm of aisle width to improve manoeuvring conditions. Blind aisles are extended by 1m.

Accessible parking spaces are designed in accordance with AS2890.6. Each accessible bay is provided with an adjoining shared area of equal dimension, and the associated gradients, vertical clearances and circulation areas satisfy the relevant minimum criteria.

Swept path testing has been undertaken for the intersection area between the parking aisles and ramp (shown in **Figure 3-6**). This assessment confirms that the B99 and B85 vehicles can pass independently. On this basis, the proposed basement parking layout is considered to comply with the applicable requirements of AS2890.1 and AS2890.6.

Figure 3-6 Swept path analysis for the intersection of the parking aisle and the ramp







Transport appraisal

4

4.1 Trip generation

The peak-hour trip generation has been prepared in accordance with the *Guide to Transport Impact Assessments* (Guide)(TfNSW, 2024). With the sub-metropolitan location of the site, meaning the most appropriate rates are those from the Guide's Table 5.8 (refer to **Figure 4-1**).

Within the sub-metropolitan category, however, the Guide does not provide a complete set of rates for both person and vehicle trips across each peak period. In preparing the assessment, the available rates for each trip type have therefore been applied consistently across both the AM and PM peak periods to ensure a complete and comparable estimate of trip generation. The trip generation results are shown in **Table 4-1** and **Table 4-2**.

Based on the results, the site generates up to 25 person-trips and 12 vehicle-trips in the busiest peak hour. These trips are two-way, split into incoming and outgoing. This level of traffic increase would be considered as a relatively low traffic generating development.

Figure 4-1 Trip generation rates sourced from Table 5.8 of GTIA

Table 5.8. Car based high density residential sample summary (weekday)

Weekday rates	Person trips	Vehicle trips
Metropolitan		
AM Peak	$0.2P + 4.67$ (where $P > 92$)	$0.134P + 4.9$ (where $P > 147$)
PM Peak	$0.26P$	$0.20P$
Daily	Not available	$1.37P$
Sub-Metropolitan		
AM Peak	Not available	$0.19P + 1.79$
PM Peak	$0.35P + 3.65$ (where $P > 43$)	Not available
Daily	$5.09U$	$1.62P$

Source: TfNSW, 2026, GTIA

Table 4-1 Person trips generated by the proposed site

Building	Proposed parking spaces	Person trip rate (trips/hr)		Person trip generation (trips/hr)	
		AM	PM	AM	PM
Building B (Affordable)	14	0.35P+3.65	0.35P+3.65*	9	9
Building A (Social)	34			16	16
Total				25	25

*No rate provided for the AM peak therefore, the rate for the PM peak has been applied to estimate the AM peak person trip generation.

Table 4-2 Vehicle trips generated by the proposed site

Building	Proposed parking spaces	Vehicular trip rate (veh/hr)		Vehicular trip generation (veh/hr)	
		AM	PM	AM	PM
Building B (Affordable)	14	0.19P+1.79*	0.19P+1.79	4	4
Building A (Social)	34			8	8
Total				12	12

*P represents the number of proposed parking spaces

4.2 Transport impacts

4.2.1 Walking, cycling and public transport impacts

The proposal is expected to generate a maximum of 25 trips by walking, cycling and public transport in the peak hour. Given this very low number of trips, the resulting demand on the surrounding active transport and public transport networks would be negligible. Any walking and cycling trips can be readily accommodated by the existing pedestrian and cycling infrastructure, and no adverse impacts on the active transport network are anticipated.

Similarly, the small number of public transport trips can be comfortably absorbed by the existing bus network, including services along Menangle Road and the Old Hume Highway within convenient walking distance of the site. On this basis, the proposal is not expected to result in any adverse impacts on the existing public transport network.

4.2.2 Road transport impacts

As shown in **Table 4-2**, the proposal is projected to generate up to 12 vehicle trips during the busiest peak hour, equivalent to approximately one vehicle every five minutes.

All vehicles will access the site via Menangle Road, connecting to the broader network via local roads and the Old Hume Highway. These 12 trips are two-way and dispersed across multiple links on the surrounding network, meaning the incremental volume on any individual road is a fraction of the total. When assessed against existing traffic volumes, this increase is negligible.

Accordingly, the traffic generated by the development is not expected to result in any material impact on the surrounding road network, and no further traffic analysis or intersection modelling is required.

4.2.3 Parking impacts

4.2.3.1 Residential parking provision

The proposed parking provision is in line with the minimum requirements of the Housing SEPP. It is expected that the parking provision is sufficient to cater for the anticipated demand for the following reasons:

- Social (and affordable) housing typically yields lower car ownership rates and depends more on other forms of transport day-to-day. This is reflected in the Housing SEPP's parking requirements for affordable housing. Moreover, the site is within an accessible area (according to the legislative definition) and is therefore required to be assessed against the relevant infill affordable housing parking provision in accessible areas (refer to Section 3.3).
- The site is situated next to two bus stops (one in each direction) that serve five bus routes. The five bus routes at each stop means that future residents will be serviced by buses with an average 10-minute frequency.

On this basis, the proposed car parking provision is considered sufficient to meet the anticipated demand generated by the development.

Also the over-provision of bicycle parking (when compared with DCP requirements) also aims to encourage active transport use and reduce car use.

4.2.3.2 Loading and servicing

The provision of on-street loading bays associated with the proposed development will result in the removal of four (4) on-street parking spaces along Menangle Road (approximately two spaces per building) between 6:00 am and 3:00 pm (when residential parking demand is at its lowest). Whilst this represents a reduction in on-street parking supply, the impact is considered acceptable for the following reasons:

- The surrounding land use in the vicinity of the site is predominantly low-density residential, with Camden Hospital being the only non-residential facility nearby. Both residential uses and the hospital are served by their own off-street parking provision and do not depend on kerbside supply to function. Camden Hospital, in particular, has two dedicated off-street car parks. As a result, it is expected that any on-street parking along Menangle Road is complementary and not relied upon by adjacent land uses to meet their core parking needs.
- The proposed loading bays will operate between 6am and 3pm, which is sufficient to accommodate waste collection vehicles and general loading and servicing activity for the site. Given that the surrounding area is predominantly residential, on-street parking demand along Menangle Road is at its lowest during daytime hours, coinciding with the operating window of the loading bays. Outside these hours, the kerbside spaces revert to general on-street parking, ensuring the reduction in supply is limited to the operational window of the loading bays.

Overall, the loss of four on-street parking spaces is considered acceptable and will not materially affect parking availability or amenity along Menangle Road. The surrounding land uses are predominantly residential, with each use, including Camden Hospital, served by dedicated off-street parking, meaning on-street supply along Menangle Road is complementary rather than essential. Compounding this, the loading bays will be active only between 6:00 am and 3:00 pm (when residential parking demand is at its lowest). Outside of these hours, the spaces revert to general availability.

4.2.4 Addressing the Transport and Infrastructure SEPP

Responses to the relevant clauses in the Transport and Infrastructure SEPP are shown in **Table 4-3**.

Table 4-3 Response to applicable clauses in the Transport and Infrastructure SEPP 2021

Clause	Item	Response
2.119 Development with frontage to classified road		
(a) where practicable and safe, vehicular access to the land is provided by a road other than the classified road, and		Access is provided via Menangle Road, which is not a classified road.
(b) the safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development as a result of—	(i) the design of the vehicular access to the land, or	There are no classified roads within the vicinity of the site.
	(iii) the nature, volume or frequency of vehicles using the classified road to gain access to the land, and	The anticipated peak period traffic generation is similar to the existing and is expected to have minimal impact to the surrounding road network, including any classified roads.
2.122 Traffic-generating development		
(1) This section applies to development specified in Column 1 of the Table to Schedule 3 that involves—	(a) new premises of the relevant size or capacity, or	Per Schedule 3 of the Transport and Infrastructure SEPP, this development does not fall under the definition of relevant size or capacity as it does not exceed the 300-dwelling threshold (per Column 2 of Schedule 3).
(3) A public authority, or a person acting on behalf of a public authority, must not carry out development to which this section applies that this Chapter provides may be carried out without consent unless the authority or person has—	(a) given written notice of the intention to carry out the development to TfNSW in relation to the development, and	The development is low-traffic-generating as it generates only 12 vehicle trips during each peak hour. This level of traffic generation is minimal and is not expected to significantly impact the safety and operation of the surrounding road network.

Clause	Item	Response
2.119 Development with frontage to classified road		
(4) Before determining a development application for development to which this section applies, the consent authority must—	(a) give written notice of the application to TfNSW within 7 days after the application is made, and	As this development does not require TfNSW engagement, it is at the Department of Planning, Housing and Infrastructure's (DPHI) discretion to consult with TfNSW when determining the application.
(4)(b) take into consideration—	(ii) the accessibility of the site concerned	
	(iii) any potential traffic safety, road congestion or parking implications of the development.	
(5) The consent authority must give TfNSW a copy of the determination of the application within 7 days after the determination is made.		

4.3 Preliminary construction traffic management plan

4.3.1 Introduction

The project is in its early stages, with many elements of the construction activities yet to be confirmed. Therefore, a preliminary Construction Traffic Management Plan (CTMP) has been developed based on the confirmed elements.

Before construction, the delivery partner/contractor will prepare a detailed CTMP or a Construction Traffic and Pedestrian Management Plan (CTPMP), which may need to be approved by relevant authorities. Typically, the detailed CTMP would include Temporary Traffic Management Plans (TTMP) and a Driver's Code of Conduct.

4.3.2 Construction site access

Access to the construction site is expected to be provided predominantly via Menangle Road. Given the scale of the development, it is anticipated that one access point will be sufficient to cater for the construction demand.

4.3.3 Construction hours

Construction hours would be implemented in accordance with Camden Council requirements and the conditions of consent. A general council requirement is that construction be undertaken between Monday and Saturday 7am-5pm. Any additional requirements will be included in the conditions of consent.

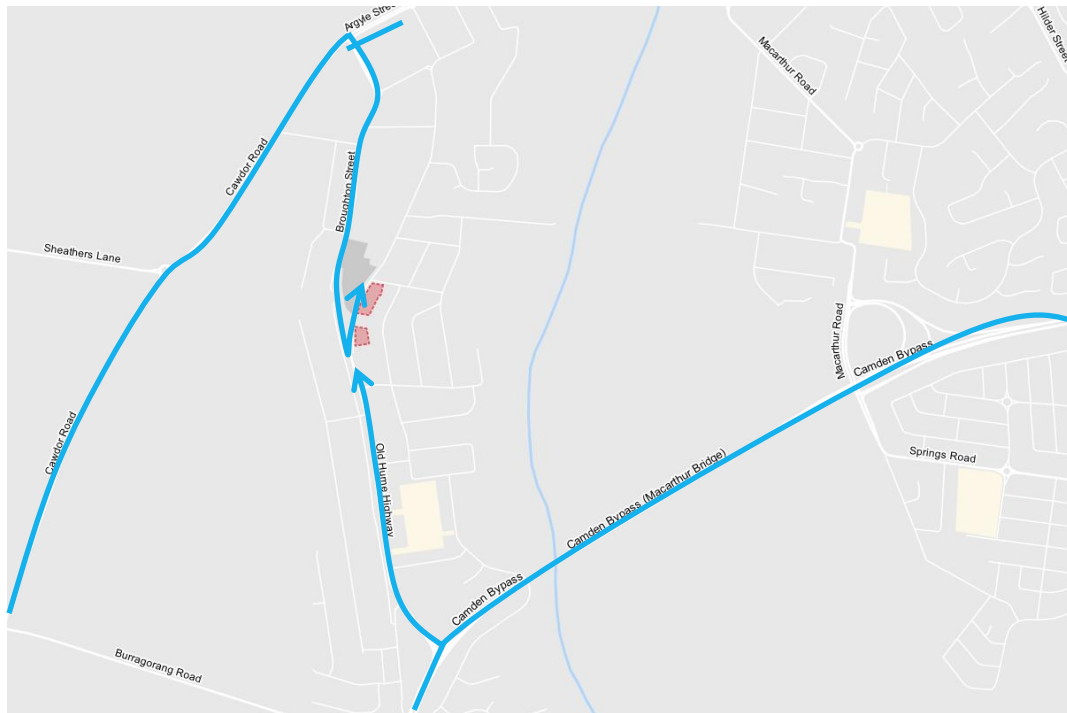
4.3.4 Construction traffic volume

The construction traffic volume required to deliver this proposal has not yet been determined. However, it is not expected to be major given the size of the development. The principal contractor will need to confirm the anticipated movements in the development of the CTMP.

The site is also well-positioned to take advantage of bus services along the Menangle Road and Old Hume Highway.

For those who cannot use public transport (i.e. deliveries), it is expected that traffic would predominantly arrive via Old Hume Highway to access the site on Menangle Road.

Figure 4-2 Potential access routes to the site



4.3.5 Construction impact on pedestrian and cyclist access

The Roads Act does not give any special treatment to trucks leaving a construction site. Vehicles already on the road have right of way. Vehicles entering, exiting and driving around the site will always be required to give way to pedestrians and cyclists.

All vehicles are recommended to enter and exit the site in a forward direction to ensure that pedestrians and drivers have clear sight distances and can easily gauge any hazards. During the construction phase, appropriate signage and pedestrian detours must be provided to support any footpath closures. Signage and hoarding locations will be determined as part of the detailed CTMP.

4.3.6 Construction impact on parking

Given that the project is currently at the SSDA stage and construction has not yet been planned in detail, the extent to which work zones may be required will depend on the construction methodology adopted by the appointed contractor. A detailed assessment of parking impacts will be required as part of the CTMP to be prepared prior to construction.

As a reference point, a detailed CTMP was prepared for the demolition phase of this project. That assessment identified the need for a work zone on Menangle Road, resulting in the temporary loss of on-street parking spaces in that location. The primary driver for this work zone was the swept path requirements of large vehicles accessing the site. The swept path analysis was undertaken using a 19-metre truck and dog combination, which represents one of the largest vehicle types anticipated to access the site.

On this basis, it is considered that the impact on on-street parking during construction would be broadly in line with, or less than, that identified for the demolition phase.

4.3.7 General mitigations

The following mitigations are proposed to reduce the impact of construction traffic movements on the community:

- Truckloads are to be covered during transportation.
- Neighbouring properties are to be notified of construction works and timing. Any comments would be recorded and taken into consideration when planning construction activities.
- All activities, including materials delivery, are to be conducted fully within the sites and, therefore, would not impede traffic flow along local roads.

- Materials are to be delivered, and spoil removed, during standard construction hours.
- Avoidance of idling trucks alongside sensitive receivers.
- Deliveries are planned to ensure a consistent and minimal number of trucks arriving at the site at any time.
- Additionally, to manage driver conduct, the following measures are to be implemented:
 - All truck movements will be scheduled
 - Vehicles are to enter and exit the site in a forward direction along the travel path shown on delivery maps
 - Drivers are to always give way to pedestrians and plant.

4.3.8 Detailed CTMP requirements

The Principal Contractor will develop a detailed CTMP, which will include/formalise the following information:

- Description of construction activities, duration and work hours
- Detailed assessment of construction traffic impacts, including any cumulative impacts from surrounding developments
- Details regarding one-off activities such as installations of cranes and other equipment
- Swept path analysis of heavy vehicle access to the site
- Detailed assessment of on-street parking impacts
- Detailed strategy for pedestrian diversion
- Emergency vehicle access
- Traffic Guidance Schemes
- Contact details of key project personnel.
- Any work zones or permits required will be sought from Camden Council.



Summary of findings

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This TIA has been prepared to support the Environmental Impact Statement (EIS) for a State Significant Development (SSD) application and concurrent rezoning for a social and affordable housing development at 72 and 82-86 Menangle Road, Camden. The proposal is for the construction of two residential flat buildings comprising a total of 95 social and affordable housing dwellings. The site is supported by 48 parking spaces and 91 bicycle parking spaces. It concludes that:

- The proposal is forecast to generate up to 12 vehicle trips in the busiest peak hour. Relative to existing traffic volumes on the surrounding road network, this increase is minor and is not expected to give rise to any material traffic impacts. The proposal is also expected to generate up to 25 non-vehicular trips in the peak hour, comprising walking, cycling and public transport trips. This level of demand is negligible and can be readily accommodated by the existing pedestrian, cycling and bus networks without adverse impacts.
- The proposal provides 48 on-site parking spaces, with 46 spaces allocated for future residents which satisfies the minimum requirement of 46 spaces under the Housing SEPP. The (2) two spaces (over the minimum requirements of 46 spaces) will be provided as visitor parking spaces. All parking demand is expected to be accommodated on-site.
- Servicing and waste collection will occur via on-street loading bays on Menangle Road, resulting in the loss of approximately four (4) on-street parking spaces between 6:00 am and 3:00 pm. This is considered acceptable for the following reasons:
 - The surrounding land uses, including Camden Hospital, are each served by dedicated off-street parking, meaning on-street supply on Menangle Road is opportunistic rather than essential.
 - The loading bays will only operate between 6:00 am and 3:00 pm, when residential parking demand is at its lowest.
- To mitigate the construction impacts, a detailed Construction Traffic Management Plan is to be developed by the Principal Contractor prior to the start of construction and be prepared in consultation with Transport for NSW and Camden Council.

In conclusion, the existing and planned surrounding network can accommodate the minor increase in transport demands from the proposal.



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