

## Transport Engineering

REF: N194920

DATE: 2 March 2021

Coronation Property Co Pty Ltd  
Level 2, 66 Wentworth Avenue  
SURRY HILLS NSW 2010

**Attention: Dominic Vertoudakis (Assistant Development Manager)**

Dear Dominic

**RE: 233-249 MERRYLANDS ROAD, MERRYLANDS - PLANNING PROPOSAL  
TRANSPORT ASSESSMENT**

### Background

It is understood that a Planning Proposal application is to be lodged with Cumberland City Council (Council) for proposed uplift to the approved mixed-use development at 233-249 Merrylands Road, Merrylands.

GTA Consultants (GTA) was commissioned by Coronation Property Co Pty Ltd to prepare a transport statement to support the Planning Proposal application.

### Proposal

The Planning Proposal includes an additional 5 levels on Buildings D & E, equivalent to a 90 apartment increase. A summary of the changes between the approved scheme and the proposed scheme is provided in Table 1.

**Table 1: Revised development schedule and comparison**

Use	Description	Size		
		Approved	Proposed	Difference
Residential	Studios	120 apartments	130 apartments	+10 apartments
	1-bedroom apartments	234 apartments	264 apartments	+30 apartments
	2-bedroom apartments	397 apartments	447 apartments	+50 apartments
	3-bedroom apartments	25 apartments	25 apartments	-
	<b>Sub-Total</b>	<b>776 apartments</b>	<b>866 apartments</b>	<b>+90 apartments</b>
Childcare centre	-	60-place childcare	60-place childcare	-
Commercial	-	3,798m <sup>2</sup> GFA	3,798m <sup>2</sup> GFA	-
Retail	-	5,067m <sup>2</sup> GFA	5,067m <sup>2</sup> GFA	-

The approved DA included 935 on-site car parking spaces comprising:

- 670 residential spaces
- 157 visitor spaces
- 55 retail spaces
- 38 commercial spaces
- 15 childcare spaces.
- 37 motorcycle spaces
- Three loading bays suitable for 8.8-metre medium rigid vehicles
- Four car wash bays.

No changes to the basement are proposed as part of this Planning Proposal application and any requirements can be addressed in a subsequent application.

## Parking Assessment

### DCP Parking Requirements

The car parking requirements for different development types are set out in Holroyd DCP 2013. The parking requirements for the development based on the revised development schedule is summarised in Table 2. This includes consideration of Clause C2 and C3 of DCP 2013, whereby the on-site parking rate for commercial and other non-residential land uses can be reduced to a minimum parking rate of 20 per cent and maximum of 70 per cent.

**Table 2: DCP 2013 car parking requirements for the site**

Use	Description	Size	Parking rate	Parking requirement	
				Min	Max
Residential	Studios	130 apartments	Min: 0.8 per dwelling Max: 1 per dwelling	104	130
	1-bedroom apartments	264 apartments	Min: 0.8 per dwelling Max: 1 per dwelling	211	264
	2-bedroom apartments	447 apartments	Min: 1 per dwelling Max: 1.2 per dwelling	447	536
	3-bedroom apartments	25 apartments	Min: 1 per dwelling Max: 1.2 per dwelling	25	30
	Visitor	866 apartments	0.2 per dwelling	173	173
Childcare centre	-	60 children	1 per 4 children	15	15
Commercial	-	3,269m <sup>2</sup> GLFA	Min: 1 per 50m <sup>2</sup> (20% min) Max: 1 per 15m <sup>2</sup> (70% max)	13	46
Retail	General	3,029m <sup>2</sup> GLFA	Min: 1 per 8m <sup>2</sup> (20% min – 70% max)	12	42
	Supermarket	1,333m <sup>2</sup> GLFA	4.2 per 100m <sup>2</sup> (RMS Guide) (20% min – 70% max)	11	39
<b>Total</b>				<b>1,011</b>	<b>1,275</b>

Table 2 indicates that the DCP 2013 presents a requirement of between 1,011 and 1,275 car parking spaces for the development with consideration to the proposed modifications. This presents a lesser total (maximum) requirement compared with the previous scheme which resulted in a requirement of 975 -1,492 car parking spaces as referenced in the original Transport Assessment (Ason, March 2020).

### Proposed Parking Rates

The same parking rates proposed as part of the original Transport Assessment (Ason, March 2020) have been applied to the proposed scheme, with a summary of the associated parking requirements provided Table 3. These parking rates and overall provision were accepted by Council.

**Table 3: Proposed car parking rates for the site**

Use	Description	Size	Parking rate	Parking requirement	
				Min	Max
Residential	Studios	130 apartments	Min: 0.8 per dwelling Max: 1 per dwelling	104	130
	1-bedroom apartments	264 apartments	Min: 0.8 per dwelling Max: 1 per dwelling	211	264
	2-bedroom apartments	447 apartments	Min: 1 per dwelling Max: 1.2 per dwelling	447	536
	3-bedroom apartments	25 apartments	Min: 1 per dwelling Max: 1.2 per dwelling	25	30
	Visitor	866 apartments	0.2 per dwelling	173	173
Childcare centre	-	60 children	1 per 4 children	15	15
Commercial	-	3,269m <sup>2</sup> GLFA	Min: 1 per 50m <sup>2</sup> (20% min) Max: 1 per 15m <sup>2</sup> (70% max)	13	46
Retail	General	3,029m <sup>2</sup> GLFA	Min: 1 per 50m <sup>2</sup> (20% min) Max: 1 per 15m <sup>2</sup> (70% max)	27	95
	Supermarket	1,333m <sup>2</sup> GLFA	4.2 per 100m <sup>2</sup> (RMS Guide) (20% min – 70% max)	11	39
<b>Total</b>				<b>1,026</b>	<b>1,328</b>

Table 3 indicates that the parking rates proposed as part of the Development Application (DA) result in a recommended parking provision of between 1,026 and 1,328 parking spaces for the proposed uplift in the Planning Proposal.

Compared to the 935 parking spaces provisioned in the approved DA, there is an increase to the minimum parking requirement of 91 parking spaces. This requirement can be addressed in a subsequent application.

## Bicycle Parking

The DCP 2013 bicycle parking requirements for the proposed scheme are presented in Table 4.

**Table 4: DCP 2013 bicycle parking requirements for the site**

Use	Description	Size	Bicycle parking rate	Bicycle parking requirements
Residential	Resident	886 apartments	0.5 per dwelling	443
	Visitor		0.1 per dwelling	89
Commercial/ retail/ supermarket	Ground floor	5,632m <sup>2</sup> GFA	1 employee space per 300m <sup>2</sup> GFA	19
			1 visitor space per 2500m <sup>2</sup> GFA	2
	All other floors	3,233m <sup>2</sup> GFA	1 employee space per 200m <sup>2</sup> GFA	16
			1 visitor space per 750m <sup>2</sup> GFA	4
<b>Total</b>				<b>573</b>

Table 4 indicates a bicycle parking requirement of 573 spaces. The approved DA consists of 525 bicycle parking spaces. There is an increase of 48 bicycle parking spaces that can be addressed in a subsequent application.

## Traffic Impact Assessment

Traffic generation estimates for the development taking into consideration the proposed modifications have been calculated based on the rates adopted in the Transport Assessment (Ason, March 2020) . A summary of the traffic generation estimates for the site is provided in Table 5.

**Table 5: Traffic generation estimates**

Use		Size	Traffic generation rate (vehicle trips per hour)		Traffic generation estimate (vehicle trips per hour)	
			AM	PM	AM	PM
Existing	Shopping Centre	-	Survey data	Survey data	122	186
Proposed	Residential	787 car parking spaces	0.25 per car space	0.20 per car space	197	157
	Childcare centre	60 children	0.8 per child	0.7 per child	48	42
	Commercial	3,798m <sup>2</sup> GFA	1.6 per 100m <sup>2</sup> GFA	1.2 per 100m <sup>2</sup> GFA	61	46
	Retail	3,029m <sup>2</sup> GLFA	2 per 100m <sup>2</sup> GLFA	5 per 100m <sup>2</sup> GLFA	61	151
	Supermarket	1,333m <sup>2</sup> GLFA	4 per 100m <sup>2</sup> GLFA	10 per 100m <sup>2</sup> GLFA	53	133
<b>Net change from existing</b>					<b>+29</b>	<b>+23</b>

Table 5 indicates the development is anticipated to generate 542 vehicle trips in the AM peak hour and 715 vehicle trips in the PM peak hour. This equates to an increase of twenty-nine (0.05%) vehicle trips

in the AM peak hour and twenty-three (0.03%) vehicle trips in the PM peak hour compared to the approved DA. Overall, the anticipated overall traffic generation for the site with the planning proposal is negligible.

Traffic modelling completed as part of the Transport Assessment (Ason, March 2020) assessed the traffic impact of the development on the surrounding key intersections near the site based on the 2029 future design year. The assessment found that against base 2029 intersection operation, the development traffic volumes would not have a significant impact on the surrounding road network and therefore the development was supportable on traffic generation grounds. On this basis, the traffic modelling prepared for the approved DA remains valid and therefore the proposed modifications can be supported on traffic generation grounds.

## Conclusion

Based on the analysis and discussions presented within this report, the following conclusions are made:

1. A Planning Proposal application is sought to modify the approved development at 233-249 Merrylands Road, Merrylands. The proposal results in an additional 90 apartments.
2. Based on the site-specific parking rates developed for the approved DA, the proposed uplift generates a parking requirement of between 1,026 and 1,328 parking spaces, which is 91 parking spaces more (minimum) than the 935 parking spaces provisioned under the approved DA. This can be addressed in a subsequent application.
3. The proposed scheme is expected to generate an additional 29 and 23 vehicle trips in the AM and PM peak hours respectively. This represents a minor increase from the approved DA.
4. Given the minor change in traffic generation, the traffic modelling prepared for the approved DA remains valid and therefore the proposed modifications can be supported on traffic generation grounds. The likely traffic impact on the surrounding road network would therefore be consistent with the approved DA.
5. In summary, the uplift proposed as part of the Planning Proposal can be supported from a traffic and parking perspective.

I trust the above provides the information you require. Should you have any questions or require any further information, please do not hesitate to contact me on (02) 8448 1800.

Yours sincerely

GTA CONSULTANTS