

16 December 2019



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NSW 2000

Dear Jessica

1. Transport Response - 1a Cheltenham Road, Croydon, Panel Ref: PP_2018_BURWO_002_00

This letter has been prepared to address two queries raised by TfNSW in relation to the subject Planning Proposal, which relate to the site access and the potential parking provisions within the site once developed.

The TfNSW queries are presented below for ease of reference:

1. Given that the proposal seeks to rezone the site with an intention to potentially develop a motor dealership, any future development application will need to address the suitability of the site for this use and how service vehicles will access this site. In particular, a car carrier truck and other service vehicles may not be able to easily turn into Cheltenham Road from Parramatta Road without crossing the centreline of Cheltenham Road, nor be able to turn into/out of the site in a forward direction, which poses a significant road safety risk. This may lead to reliance on the public local road system for loading/unloading activities associated with the development and impacts to adjacent residential uses along Cheltenham Road. This may also require off-site unloading of car carriers and individual transport of vehicles to the site. Further, on-street kerbside parking may need to be removed to improve safety and efficiency of the access into/out of the site.

There are three likely potential development outcomes arising from this Planning Proposal, being:

1. The site is developed and connected to the adjoining property (178, 194, 204 Parramatta Road), which is under the same ownership and has a consent for a new car showroom and service centre. Under this scenario, the delivery of new vehicles would be undertaken within the larger site, with vehicles being transported internally to the subject smaller site.
2. The site could be developed independently to accommodate the 'used car' business associated with the adjacent larger site, which will accommodate 'new car' sales and servicing. The management of used cars does not typically involve the use of car transporters as they can be driven, or are simply dropped off at the site by a customer as a part-exchange arrangement.
3. Under the property zoning, the site could be developed as a building / business unrelated to car sales.

While these scenarios are potential uses for the site, the servicing arrangement would be subject to assessment following the submission of a development Application during which time, the proposed use would be known along with the servicing demands (i.e. frequency and vehicle size).

The query from TfNSW references car carriers. The only scenario that would involve car carriers at the subject site would comprise the site being developed as a stand-alone 'new car' sales showroom. Given that the applicant is developing the larger site for this purposed, this is a highly unlikely outcome.

Regardless, I understand that TfNSW would need to be satisfied in the unlikely event that the site is sold to another operator. During the DA stage, Consent Conditions associated with servicing and the use, or otherwise, of the on-street parking would be determined.

2. The proposed uplift scheme for the subject site (considered in isolation) is unlikely to have a significant traffic impact on the classified road network, however depending on the future use pursued at the site Council may wish to consider the need for travel demand management measures, including appropriate maximum car parking rates aligned with table 3.2 of the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) planning and design guidelines coupled with suitable on-street parking schemes to prevent reliance on the local road network for parking and loading.

The parking provision would be determined in the context of the applicable planning controls at the time of the Development Application. In this regard and as stated by TfNSW, Council would be able to consider the proposed parking provision in line with the applicable policy at that time.

I trust that this submission is suitable, however should any clarification be required, please do not hesitate to contact me.

Your faithfully,



Andrew Morse

Partner

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