

LETTER

Transport Engineering

REF: N194920

DATE: 6 April 2022



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

Attention: Chris Gorton (Senior Development Manager)

Dear Chris

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

Background

A Planning Proposal application has been lodged with Cumberland City Council (Council) for proposed uplift to the approved mixed-use development at 233-249 Merrylands Road, Merrylands. Stantec 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 55 apartments in Buildings D & E. A summary of the changes between the scheme that was approved as part of the most recent Section 4.55 application and this Planning Proposal application is provided in Table 1.

Table 1: Revised development schedule and comparison

Use	Description	Size		
		Approved as part of S4.55	Proposed	Difference
Residential	Studios	120 apartments	127 apartments	+7 apartments
	1-bedroom apartments	234 apartments	255 apartments	+21 apartments
	2-bedroom apartments	397 apartments	432 apartments	+35 apartments
	3+bedroom apartments	25 apartments	17 apartments	-8 apartments
	Sub-Total	776 apartments	831 apartments	+55 apartments
Childcare centre	-	60-place childcare	60-place childcare	-
Commercial	-	3,060m ² GLFA	3,060m ² GLFA	-
Retail	-	4,398m ² GLFA	4,398m ² GLFA	-

A total of 935 on-site car parking spaces were approved as part of the Section 4.55, comprising:

- 602 residential spaces
- 153 visitor spaces
- 165 retail/ commercial spaces
- 15 childcare spaces.

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

Parking Assessment

Car Parking

The parking requirements for the development based on the revised development schedule and the parking rates that were previously adopted and/or approved for the site are summarised in Table 2.

Table 2: Site-specific car parking requirements for the site

Use	Description	Size	Parking rate	Parking requirement
Residential	Studios	127 apartments	0.6 per dwelling	76
	1-bedroom apartments	255 apartments	0.6 per dwelling	153
	2-bedroom apartments	432 apartments	0.9 per dwelling	389
	3-bedroom apartments	17 apartments	1.4 per dwelling	24
	Visitor	831 apartments	0.2 per dwelling	166
Childcare centre	-	60 children	1 per 4 children	15
Commercial	-	3,060m ² GLFA	1 per 50m ²	61
Retail	-	4,398m ² GLFA	1 per 50m ²	87
Total				971

Table 2 indicates that the Planning Proposal scheme generates a parking requirement of 971 car parking spaces. The approved parking provision of 935 spaces presents a shortfall of 36 spaces from the requirements above, however this is considered minor and equates to around a 3.7 per cent shortfall on the total provision. Overall, the approved parking provision is considered acceptable for the following reasons:

- Given the mixed-use nature of the site, there is opportunity for some shared use of parking between the commercial/ retail spaces and residential visitor parking, as peak parking for commercial/ retail uses usually occurs during the day when residential visitor parking demand is low, while peak parking demand for the residential visitor spaces occurs at night when demand for the commercial/ retail spaces is low.
- The proportional demand for residential visitor parking demand typically reduces with larger developments (i.e. the relationship between visitor parking demand and number of apartments is not linear). As such, requirement of 166 residential visitor parking spaces assumes one in five of the total 803 apartments would have a guest visiting at the same time which unlikely and considered excessive. A good example of a proactive development control for larger-scale residential development in this regard is the Rhodes West DCP 2015 which permits a maximum visitor parking provision of 1 space per 20 apartments.

- Many residential visitor trips to the site would likely be linked with other land uses within the site or its surrounds including the adjacent Stockland shopping centre. As such, the residential visitor parking rate of one per five dwellings potentially double-counts parking demand associated with the other retail uses. There is also an abundance of publicly available parking within walking distance of the site.

The specific parking provisions and associated allocation can be addressed in a subsequent development application.

Bicycle Parking

The Cumberland DCP 2021 bicycle parking requirements for the proposed scheme are presented in Table 3.

Table 3: DCP 2021 bicycle parking requirements for the site

Use	Size	Bicycle parking rate	Bicycle parking requirements
Residential	831 apartments	1 per 3 dwellings	277
Childcare	60 children	On merit	Recommend applying commercial staff rate
Commercial	3,060m ² GLFA	<ul style="list-style-type: none"> Staff: 1 space/ 10 employees Visitor: <ul style="list-style-type: none"> Sites under 1000 m²: Nil Sites over 1000m²: 1 space/ 750m² over 1000m² 	3 visitor + staff spaces
Retail	4,398m ² GLFA	<ul style="list-style-type: none"> Staff: 1 space/ 10 employees Visitor: 1 space/ 750m² over 1000m² 	5 visitor + staff spaces
Total			285 spaces

Table 3 indicates a bicycle parking requirement of 285 spaces plus additional for childcare, commercial and retail staff. Detailed provisions would be addressed in any subsequent development application.

Traffic Impact Assessment

As the overall car parking provision is not proposed to change from that previously approved, there is not anticipated to be any change in traffic generation from that previously assessed. However, for a conservative assessment, reference has been made to the traffic generation rates in the TfNSW Guide to Traffic Generating Developments Updated Traffic Surveys Technical Direction (TDT 2013/ 04a), which suggests a rate of 0.19 and 0.15 vehicle trips per dwelling for high density residential apartments. Based on the proposed increase of 55 apartments as part of this Planning Proposal, this represents a potential increase of 8-10 vehicle trips in any peak hour. Such an increase is minor and could not be expected to compromise the safety or function of the surrounding road network.

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 has been lodged with Council for proposed uplift to the approved mixed-use development at 233-249 Merrylands Road, Merrylands. The proposal includes the addition of 55 apartments from that already approved for the site.
2. Based on the site-specific parking rates adopted in the approved DA, the proposed scheme generates a parking requirement of 971 parking spaces. This represents a minor shortfall of 36 spaces compared with the approved parking provision of 935 spaces, which is readily justified on the basis of economies of scale associated with residential visitor parking. The specific parking provisions and associated allocation can be addressed in a subsequent development application.
3. As the overall car parking provision is not proposed to change from that previously approved, there should in theory not be any change in traffic generation from that previously assessed.
4. Notwithstanding, for a conservative assessment the TDT 2013/04a traffic generation rates based on trips per dwelling have been applied to the proposed yield increase, resulting in a potential increase of 8-10 vehicle trips in the AM and PM peak hours.
5. Give the potential minor change in traffic generation, the traffic modelling prepared for the approved DA remains valid and therefore the Planning Proposal can be supported on traffic generation grounds. The likely traffic impact on the surrounding road network would therefore be consistent with the approved DA and Section 4.55.
6. In summary, the uplift proposed as part of the Planning Proposal application 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

STANTEC AUSTRALIA PTY LTD



Brett Maynard
Senior Principal Transportation Engineer