VIAE

CONSULTING

Mild Akle
Director
mProjects

Suite C2.08, Level 2

22-36 Mountain Street

Ultimo NSW 2007

Re: Melrose Park – Tomola mixed use development

Dear Miled

This letter outlines the findings of a preliminary traffic impact assessment of the proposed mixed-use development for 19 Hope Street and 69-67 Hughes Avenue as part of a Planning Proposal. This assessment provides a preliminary high-level estimate of traffic generation and parking provision requirements for the proposed development, and identifies the likely traffic impacts on the surrounding road network in the context of the broader Melrose Park Transport Management and Accessibility Plan (TMAP). The Melrose Park TMAP Executive Summary is provided in Attachment A.

Introduction

Melrose Park. Situated on the corner of Hope Street and Hughes Avenue, this site would accommodate approximately 161 high-density residential units and approximately 1,400 m^2 of commercial and retail space. The site is located Melrose Park development precinct, assessed in 2019 as part of the Melrose Park TMAP (Jacobs, 2019). The site location, in the context of the Melrose Park development precinct is shown in Figure 1.

The site is located 600m from Victoria Road with limited access to the arterial road network via Hughes Avenue, which currently allows only left turn onto an off Victoria Road. The closest intersection that currently offers full access to the arterial road network is at Victoria Road and Wharf Road, 1.2km from the site.

Public transport access to and from the site is primarily via bus, with two stops on Hope Street within walking distance of the site providing access to West Ryde and Parramatta via the 534 service that operates every 30 minutes during peak periods. Higher frequency bus services are also available on Victoria Road to Parramatta and Sydney CBD.

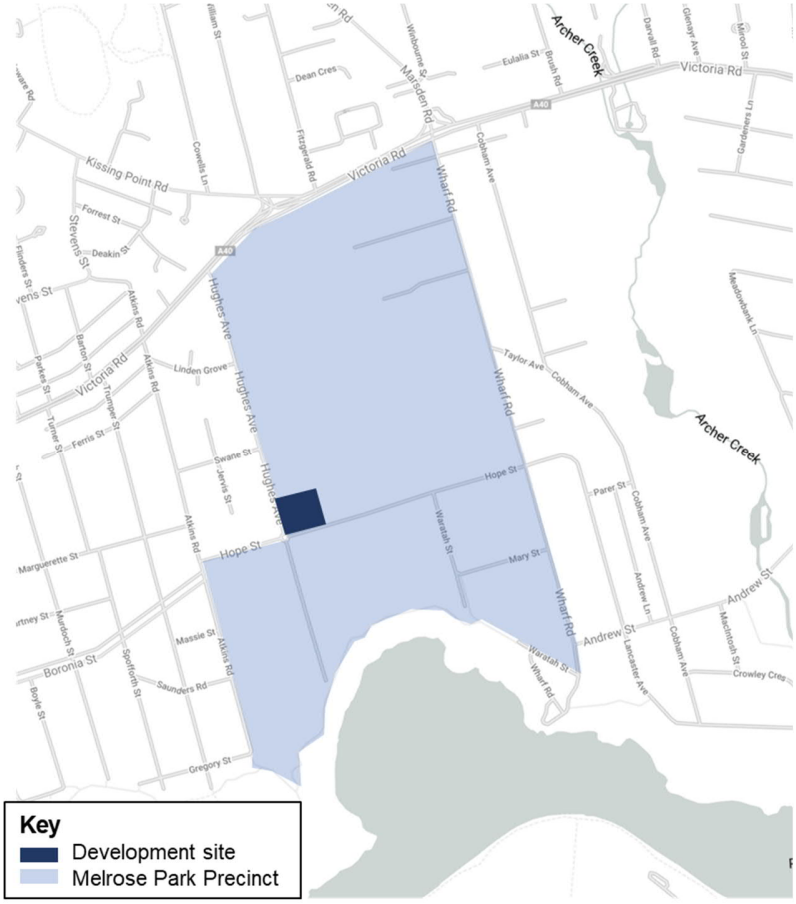

Figure 1 – Tomola site location and context

Trip generation

The Melrose Park TMAP identified the following trip generation rates for developments within the northern precinct:

- High density residential: 0.25 trips per dwelling
- Commercial: 1.2 to 1.6 trips per 100m² GFA
- Retail: 2.5 to 5 trips per 100m² GFA

A summary of the forecast trip generation for the site during morning and evening peak period is provided in Table 1. Based on the trip generation rates adopted for Melrose Park, the development would generate 69 vehicle trips in the morning peak and 83 trips in the evening peak. This is based on an indicative estimate of retail and commercial space, the maximum trip generation for the site based on maximising retail would increase the peak trip generation to a maximum of 75 trips in the morning peak and 110 trips in the evening peak

Table 1 – Forecast peak period trip generation for Tomola development site

Land use	Yield	AM Rate	AM Trips	PM Rate	PM Trips
High density residential	182	0.25 per dwelling	40	0.25 per dwelling	40
Commercial	700 m²	1.6 per 100 m²	11	1.2 per 100 m²	8
Retail	700 m²	2.5 per 100 m²	18	5.0 per 100 m²	35
Total			***69***		***83***

Parking provision

Parking controls for the development site are currently governed by the City of Parramatta Development Control Plan (DCP). A summary of the required parking provision based on the DCP parking rates and proposed development yield is provided in Table 2. Based on these rates, a total of 203 parking spaces would be required within the development to meet the DCP requirements.

Table 2 – Development parking provision for Tomola development site

Land use	Yield	Parking Rate	Parking Spaces
Residential 1 bed	35	1 per dwelling	35
Residential 2 bed	109	1 per dwelling	109
Residential 3 bed	17	1.2 per dwelling	21
Commercial	700 m²	1 per 50 m²	14
Retail	700 m²	1 per 30 m²	24
Total			***203***

Transport infrastructure and services for Melrose Park

Significant investment in new and upgraded transport infrastructure will support the development Melrose Park and the growth of Greater Parramatta and Olympic Park (GPOP). There are already a number of critical infrastructure projects planned by NSW Government in and around Melrose Park which will influence the location and enable residential and employment growth to occur as identified in NSW Governments' *Future Transport 2056* document. Table 3 below shows the indicative completion timeframes for the key metropolitan transport infrastructure enablers that will support Melrose Park.

Table 3 – Transport projects for Melrose Park and GPOP

Project	Transport Mode	Status	Estimated Completion
Parramatta Light Rail 1	Light Rail	Stage 1 – Construction	2023
Parramatta Light Rail 2	Light Rail	Stage 2 – Planning and Design / Business Case	2026
Gateway Bridge (Melrose Park to Wentworth Point)	Bus / light rail	Investigation and Planning	2026
Victoria Road BRT	Bus	Planning and Design	2026
WestConnex	Road / Freight	Stage 1 - Completed Stage 2 - Construction Stage 3 - Construction	2023
Sydney Metro West	Metro	Planning and design / Business Case	2028
Melrose Park Bus Shuttle Service	Bus	Shuttle currently provides key connections to Meadowbank Ferry and Meadowbank Station	2019 – currently operating

Traffic impact

The Melrose Park TMAP identifies traffic impacts of the proposed development of the full Melrose Park Precinct, comprised of some 11,000 high density residential dwellings. The first stage of the development, VRS Melrose Park, is currently under development and would deliver some 1,100 of the 11,000 high density dwellings in the north-east corner of the site on Victoria Road, with access via Victoria Road and Wharf Street.

The Melrose Park TMAP identifies staging trigger points for associated road works on Victoria Road at Wharf Street and Kissing Point Road. The first identified trigger point for upgrades (Stage 1A) would occur at 1,100 dwelling and is currently being proposed as part of the VRS development.

The next trigger point for road works identified in the Melrose Park TMAP (Stage 1B) is at 1,800 dwellings, well above the 1,280 cumulative dwellings total of VRS and Tomola sites together. Consequently, the traffic impacts associated with the Tomola site would be adequately accommodated by the Melrose Park TMAP Stage 1A road works package and the surrounding road network along Hope Street and Hughes Avenue and would not trigger subsequent upgrade stages.

Summary and conclusions

Preliminary assessment of the proposed Tomola mixed-use development has identified the following:

- The site would generate some 69 car trips in the morning peak hour and 83 car trips in the evening peak which is considered minor.
- A total of 203 parking spaces will be required to accommodate the proposed development yields under the City of Parramatta Development Control Plan (DCP), based on an indicative mix of 1, 2- and 3-bedroom dwellings.
- The cumulative trip generation of the VRS site (currently under development and the proposed Tomola site would fall below the trigger point of 1,800 dwellings for Stage 1B road works on Victoria Road. No further works are required beyond Stage 1A (currently under development) to accommodate the additional traffic that would be generated by the proposed development.
- A detailed traffic and transport assessment will be required during the development application process.

Overall, this preliminary traffic impact assessment indicates that the traffic generated by the development would be minimal and could be easily accommodated under the works that are being developed for Stage 1A of the Melrose Park Precinct (as documented in the Melrose Park TMAP).

I trust that this letter of advice provides an adequate summary of the preliminary traffic impacts of the proposed development. If you have any further queries regarding this advice, please do not hesitate to contact me.

Yours sincerely

Director – VIAE Consulting Pty Ltd

Attachment A – Melrose Park TMAP Executive Summary