

Our Ref: 16275

16 August 2018

Langston R & J P/L
Level 2, 388-402 Sussex Street
Haymarket NSW 2000

Attention: Mr Richard Yuan

Dear Richard,

**RE: 24-36 LANGSTON PLACE, EPPING, DA/237/2017
PROPOSED PARKING PROVISION**

As requested, please herein The Transport Planning Partnership (TPPP) review of parking requirements for the above proposed development.

Background

The above proposed development is before the Sydney Central Planning Panel for determination. The proposed development involves the demolition of existing buildings on site and construct in their place a new mixed use development comprising 101 residential apartments with 256m² of retail uses on the ground floor and 559m² of commercial floor area on the first floor.

This statement assesses the parking requirement for the proposed development.

Proposed Development

The proposed development comprises:

- residential use
 - 40 x 1-bedroom apartments
 - 55 x 2-bedroom apartments
 - 6 x 3-bedroom apartments
- retail use – 256m², and
- commercial use – 559m².

The above proposed development mix has been revised slightly from the scheme originally submitted in the development application.

Parking Assessment

Originally when the development application was first lodged with Council in March 2017, parking requirements for the proposed development were assessed against Hornsby Shire Council's Development Control Plan 2013 (DCP2013) (as the development site was located within the administration area of Hornsby Shire Council before Epping Town Centre (including the subject site) was amalgamated with Parramatta City Council).

Table 1 below provides a summary of the car parking assessment based on applying Hornsby Shire Council DCP2013 parking rates to the revised scheme.

Table 1: Car Parking Requirement (DCP2013)

Proposed Use	Proposed Uses	DCP Parking Rates	DCP Required Provision
Residential Units			
- 1-Bedroom Units	40	0.75 spaces per unit	30.0
- 2-Bedroom Units	55	1.0 space per unit	55.0
- 3-Bedroom Units	6	1.5 spaces per unit	9.0
- Residential Tenant Sub			94.0
- Visitors	101	1 space per 10 units	10.1
- Residential Total			104.1
Non-Residential Uses			
- Retail	256m ²	Min. of 1 space per 60m ²	4.3
	256m ²	Max. of 1 space per 30m ²	8.5
- Commercial	559m ²	Min. of 1 space per 70m ²	8.0
	559m ²	Max. of 1 space per 50m ²	11.2
Total			116-124

Based on DCP 2013 requirements, the proposed development is required to provide 116 to 124 car parking spaces comprising:

- residents – 94 car parking spaces
- residential visitors – 10 car parking spaces
- retail (staff) – 4 to 9 car parking spaces, and
- commercial – 8 to 11 car parking spaces.

Subsequent to the lodgement of the development application and the Panel Hearing in April 2018, Council recommended the adoption of the parking rates from the Roads and Maritime Services Guide to Traffic Generating Developments for high density residential developments located in Metropolitan Regional Centres as maximum permissible parking for the residential

component of the proposed development. The non-residential components will continue to have parking consistent with DCP2013.

The parking requirement based on Roads and Maritime Services requirements is presented in Table 2.

Table 2: Car Parking Requirement (Roads and Maritime Services Requirements)

Proposed Use	Proposed Uses	Roads and Maritime Services Parking Rates	Roads and Maritime Services Required Parking Provision
Residential Units			
- 1-Bedroom Units	40	0.4 spaces per unit	16.0
- 2-Bedroom Units	55	0.7 spaces per unit	38.5
- 3-Bedroom Units	6	1.2 spaces per unit	7.2
- Residential Tenant Sub			61.7
- Visitors	101	1 space per 7 units	14.4
- Residential Total			76.1
Non-Residential Uses			
- Retail	256m ²	Min. of 1 space per 60m ²	4.3
	256m ²	Max. of 1 space per 30m ²	8.5
- Commercial	559m ²	Min. of 1 space per 70m ²	8.0
	559m ²	Max. of 1 space per 50m ²	11.2
Total			88-96

From the above, the Roads and Maritime Services requirements permit a maximum permissible car parking provision of 96 car parking spaces comprising:

- residents – a maximum of 62 car parking spaces
- residential visitors – a maximum of 14 car parking spaces
- retail (staff) – a maximum of 9 car parking spaces, and
- commercial – a maximum of 11 car parking spaces.

Proposed Car Parking Provisions

With consideration to Council's recommendation, the proposed development now includes a total of 61 car parking spaces make up as follow:

- residents – 49 car parking spaces
- residential visitors – nil car parking spaces
- retail (staff) – 4 car parking spaces, and
- commercial – 8 car parking spaces.

The above proposed car parking provision includes seven adaptable car spaces (3.8m wide) and six accessible car parking spaces (2.4m with adjacent shared area).

The proposed car parking provision complies with Roads and Maritime Service parking requirements for high density residential development as recommended by Council.

The provision of nil visitor parking for the proposed development is consistent with Council's recommendation of adopting Roads and Maritime Services parking provision as a maximum. It is also consistent with the stated transport objectives within various State Government transport planning strategies of encouraging travel by more sustainable travel methods.

The site is located in close proximity to the Epping Railway Station as well as the bus terminus on Cambridge Street which are only a short stroll from the subject site. Epping Railway Station currently offers a number of high frequency train services to multiple destinations around the Sydney metropolitan suburbs as well as inter-city destinations. In the future following the completion of the Sydney Metro Northwest Rail Link in 2019, train services to and from Epping Railway Station would be further enhanced. As such, the subject site is well placed to be leveraged off existing and future public transport services as well as its excellent access to services and amenities within the Epping Town Centre.

As such, visitors to the site would be well served by existing and future public transport services in the area. On this basis, it is considered the provision of nil visitor parking on the site is unlikely to result in any detrimental parking issues in the local area.

However, on the other hand the provision of visitor parking for a site so close to public transport nodes could potentially be used as a commuter car park by some. Commuters not living in the development could go into an un-official arrangement with one of the residents to gain access to the visitor parking spaces and use it as a commuter car park. This could become out hand as words are passed around.

It is further noted that a green travel plan has been prepared with the principle objective of encourage travel by more sustainable travel modes (e.g. public transport, active travel, car pooling). The green travel plan has been submitted to Council for their consideration and approval.

In addition, one of the travel management measures in the submitted green travel plan is that residents living the development will not be permitted to apply for a local resident parking permit.

In addition, it is proposed to provide three additional car parking spaces (in addition to the proposed 61 car parking spaces for tenants of the building). These three car spaces will be allocated to a commercial car share operator. The car share spaces will be available for use by both occupiers of the building and the public as long as they have membership of the appointed car share operator.

The proposed development also includes 113 bicycle parking spaces for both tenants and visitors as well as 10 motorcycle car parking spaces.

Summary and Conclusion

The proposed car parking provision is consistent with Council's recommendation to adopt parking requirements from Roads and Maritime Services as a maximum. It is also consistent with principle transport planning objectives of encouraging travel by more sustainable travel modes.

The provision of nil visitor parking on the site is considered to be satisfactory as the development site is well placed to leverage off existing and future public transport services in the area.

Overall, it is considered that the proposed car parking provision is satisfactory.

We trust the above is to your satisfaction. Should you have any queries regarding the above or require further information, please do not hesitate to contact the undersigned on 8437 7800.

Yours sincerely,



Michael Lee
Director