

7 March 2016  
Our Ref: 14103

Mr Tim Colless  
Project Manager  
Western Sydney Parklands Trust  
PO Box 3064  
Parramatta NSW 2124

By email: [tim.colless@wspt.nsw.gov.au](mailto:tim.colless@wspt.nsw.gov.au)

Dear Mr Colless

**Re: Car parking Requirements for  
Bringelly Road Business Hub (SSD-6324)**

Following recent correspondence and review of the determination documentation, I understand that the Development Consent states a Minimum Car Parking Requirement of 1 space per 50m<sup>2</sup> of GFA for the Large Format Retail (LFR) land use (Condition B10, 'Traffic, Access and Car Parking', SCHEDULE 3, PART B).

While the December 2014 'Assessment of Potential Access and Traffic and Transport Implications' (Assessment) prepared by Transport and Traffic Planning Associates (TTPA) described specific instances where additional car parking is required, it was in no way intended to result in a minimum threshold to be applied to the entire land use. Rather, the commentary was to provide a complete assessment of car parking ratios and alert the Department of Planning & Environment (DPE) that future applications may request more than 1 space per 150sqm for developments over 3,000sqm as stated in Liverpool City Council's Development Control Plan 2008 (Table 2 Car Parking, Servicing and Loading Provision on p.10), as detailed on p.18 of the Assessment.

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In regards to parking, on page 18 of the Assessment by TTPA stated the below which is followed by the parking requirements of the Roads & Maritime Services (RMS) and Council which requires 1 space per 150sqm of development as detailed in Council's DCP.

*“Details of the parking provision for each lot will also be subject to resolution with the individual Development Applications although these will have regard for the relevant Development Standards as follows:”.*

Page 19 of the Assessment details experiences with certain businesses (Masters, Bunnings, IKEA) which at their request, provide more car parking spaces than is typically required for developments of this scale. Information regarding development assessment is provided followed by an example development 'make up' which would result in a higher number of parking provision "without discount for dual use". This 'make up' considers a maximum rather than a minimum number of car spaces at the development.

In the view of TTPA, the ratio of car parking to building area required by Council's DCP, being 1 car space per 150sqm, is an appropriate measure for Large Format Retail as a minimum. I note the ratio of 1 car space per 150sqm of building was adopted in the Indicative Car Parking Scheme prepared by JBA and issued to TTPA, and is considered acceptable by TTPA.

If you have any further questions on this matter, please do not hesitate to contact me.

Yours faithfully



Ross Nettle  
Director  
Transport and Traffic Planning Associates