

Cumberland Golf Course Redevelopment Suggested Approach for Residential Parking Operational Management Plan Framework

This Residential Parking Operational Management Plan (OMP) Framework has been prepared to guide the operations of Cumberland Golf Club Seniors Housing Development at 246-248 Old Prospect Road, Greystanes (the Site). The site is owned and operated by the Cumberland Golf Club and the development site will be operated in partnership with Pariter Cumberland Pty Ltd (who will have ongoing responsibility of operating the seniors village)..

Ethos Urban has prepared this Residential Parking OMP Framework on behalf of Pariter Cumberland Pty Ltd. The operator is to always comply with the provisions of this Framework.

This Residential Parking OMP Framework only relates to operations and does not include management procedures or mitigation measures for construction activities. This framework seeks to outline the operation of the car park that services the Independent Living Units (ILUs) within Buildings A, B, C, D, E and F. It specifically seeks to outline how the provision of accessible and wider parking spaces will accommodate residents.

This plan is a living document and is subject to ongoing review. If, in circumstances where amendments to this plan can achieve better management or improved amenity outcomes, such amendments can be made at the discretion of Pariter.

This OMP is supported by a Transport Assessment prepared by JMT and an Access Report (Seniors Independent Living Units (ILUs)) prepared by Purple Apple Access. It outlines the proposed management arrangements for the Independent Living and Residential Care facility at the golf course to ensure traffic safety relating to the interaction of pedestrians and vehicles.

Operational Management of Pariter Cumberland Golf Club Seniors Housing Development

Parking Provision

This framework pertains to the seniors housing portion of the development which comprises, a total of six independent living unit buildings accommodating 234 units and a residential care facility accommodating 38 beds and ancillary café, health, wellness, and consulting rooms.

A communal carpark is provided in the combined under-crofts of Buildings A, B and C, and the separate undercrofts of Buildings D, E and F. The overall parking offers a total of two hundred and thirty-six (236) residential car parking spaces.

The under-crofts are shown to have twenty-nine (29) fully accessible car parking spaces for the residents with the following numbers noted on the lower ground floor plans:

Building	Number of fully accessible spaces
Building A	4
Building B	6
Building C	5
Building D	5
Building E	5
Building F	4

The parking provision for fully accessible spaces is based on the rates proposed in an Explanation of Intended Effect (EIE) released by the Department of Planning, Housing, and Infrastructure (DPHI) in November 2022. Within this document (at Appendix 4 Table 2 listing the existing provisions, potential change, and the rationale), the relevant standard was:

“10% of the total number of car parking spaces (or at least one space if there are fewer than 10 spaces) must be designed to enable the width of the spaces to be increased to 3.8 metres”

The proposed changes in the EIE clarified previous conflicting standards and was widely supported by the seniors housing sector as reasonable for providing for accessible parking needs. The draft standard has been accepted and adopted as an industry design standard across numerous similar projects. Hence it was adopted as the agreed design approach for the Cumberland Golf Course redevelopment as it provided clear parking requirements.

However, on December 14, 2023, additional revisions to the Housing SEPP were released with contradictory parking requirements that were vastly different than those set out in the EIE, requiring:

at least 15% of the parking spaces must comply with AS/NZS 2890.6, and (ii) at least 50% of the parking spaces must—(A) comply with AS/NZS 2890.6, or (B) be at least 3.2m wide and have a level surface with a maximum gradient of 1:40 in any direction.

Management In Use Approach

This change in the requirements resulted in the site needing to provide significantly more fully accessible and wider parking spaces than the proposed development was designed to accommodate. Purple Apple Access (Accessibility Consultant) have reviewed the proposed design and in consultation with JMT Consulting (Traffic Consultant) have recommended a management in use plan be developed to allow use of the accessible carparking spaces by any resident with that need.

The proposed parking is in the undercroft of the ILU buildings which is considered common area, hence whilst units may have allocated parking spaces, all accessible carparking spaces would remain common property.

The following are proposed to be conditioned through the development consent:

- All ILU accessible carparking spaces to be allocated through the (facilities) management team temporarily or long term to any resident that requires an accessible carparking space.
- This would be subject to the resident having either a
 - NSW Mobility Parking Scheme permit / Australian Disability Parking Scheme permit; or
 - letter from their doctor confirming the need for use of an accessible carparking space.
- Where the resident does not have a Mobility Parking Scheme permit to display, management will need to have a suitable permit to display on their vehicle so that use of the accessible carparking bays can be enforced.
- It is also recommended that signage be provided at each accessible carparking space with the details of the unit or vehicle registration that has been allocated that space.