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Mr Walter Gordon
Meriton
Level 11, 528 Kent Street
Sydney NSW 2000

28 May 2010

Dear Walter

**Re: Epping Park - Proposed Residential Development at 61 Mobbs Lane, Epping
Proposed Concept Plan Modification
Preliminary Consideration of Traffic and Parking Implications**

This traffic and parking advice has been prepared on behalf of Meriton who are the new owners of the Epping Park (former Channel 7) site at 61 Mobbs Lane, Epping.

Halcrow has been commissioned to consider the potential traffic and parking implications of the proposed modification to the concept plan as part of the preliminary environmental assessment for the Epping Park site.

It is understood that a full and detailed traffic and parking assessment will undertaken as part of the Concept Plan Environmental Assessment following the preparation of Director General requirements for such an assessment.

Overview of Modified Concept Plan Proposal

Meriton is proposing to submit a Concept Plan for the Epping Park site which will include:

- Up to 800 residential dwellings; and
- Child care centre (as approved).

It is proposed that the internal road layout, site access arrangements and external road network and transport improvement works as approved for the site will remain unchanged as part of the proposal.

Furthermore, it is understood that the proposed residential development will be consistent with the prescribed requirements of the approved Concept Plan with regard to:

- building heights;
- building envelopes;
- dwelling mix; and
- rates for car parking provision.

Background

In 2005 a Concept Plan for the Epping Park site was submitted to the Department of Planning and exhibited as part of the assessment process.

The Transport Report¹ submitted with the Concept Plan application considered the traffic implications of up to 900 dwellings on the former Channel 7 site (Epping Park) and development of the former Brick Pits site also accessed via Mobbs Lane.

Based on RTA guidelines, the proposed 900 dwelling yield and unit mix equated to a site traffic generation of some 469 vehicles per peak hour.

The traffic assessment presented in the Transport Report¹ indicated that this level of traffic generation could be satisfactorily accommodated within the surrounding road network subject to the provision of certain road network improvements.

These improvements principally included:

- Marsden Road / Mobbs Lane - signalisation of the existing priority intersection;
- Midson Road / Mobbs Lane – capacity improvements and provision of signalised pedestrian crossing on all approaches; and
- Mobbs Lane - widening of Mobbs Lane and formalisation of road pavement with kerb and gutter along the site's frontage.

The Transport Report¹ concluded that provided the above measures were implemented, the surrounding road network would operate with satisfactory capacity. These measures are required as a condition of the approved Concept Plan for 650 dwellings on the site.

Traffic Implications of Modified Concept Plan (up to 800 dwellings)

We have undertaken a preliminary review of the traffic generation characteristics for a yield of 800 dwellings plus a child care centre to be provided within the approved building envelopes and consistent with the DoP's dwelling mix conditions in the approved Concept Plan.

Based on RTA traffic generation guidelines the expected traffic generation of an 800 dwelling plus child care centre would be approximately 449 vehicle trips per peak hour.

¹ The Parklands Residential Concept Plan, Mobbs Lane Epping – Transport Report (Masson Wilson Twiney, Nov. 2005)

Thus the potential peak period traffic generation of the proposed modified concept (up to 800 dwellings) is estimated to be some 20 trips less than the traffic generation levels assessed as part of the Transport Report².

Thus provided that the road network improvements listed above (ie. as detailed in the approved Concept Plan conditions) are implemented, the findings of the Transport Report can be applied to the proposed up to 800 dwelling plus child care development.

That is that the expected traffic generation of the site will allow the surrounding road network to operate satisfactorily with regard to network capacity and approved road functions within the network hierarchy.

Parking Implications

The proposed modified Concept Plan intends to provide on site car parking in accordance with the parking rates prescribed with the existing Concept Plan approval.

Summary

It is noted that further and more detailed traffic and parking assessments will be required as part of the Environmental Assessment of the proposed Concept Plan modification.

However, based on the traffic assessments undertaken to date for the Epping Park site, it is concluded that provided particular road network capacity improvements are undertaken, then the development of the proposed modified Concept Plan can be adequately accommodated.

Thus it is concluded that these assessments warrant further detailed assessment for the modified concept plan.

If you have any queries regarding the above or require further information, please do not hesitate to contact the undersigned.

Yours Sincerely



Jason Rudd
Associate

² The Parklands Residential Concept Plan, Mobbs Lane Epping – Transport Report (Masson Wilson Twiney, Nov. 2005)