

## Geoff Kwok

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**From:** Brad Delapierre <[REDACTED]>  
**Sent:** Monday, 4 September 2023 8:05 AM  
**To:** Geoff Kwok  
**Cc:** Adam Byrnes  
**Subject:** FW: [T] 242-244 Beecroft Road, Epping - parking numbers versus traffic generation

Hi Geoff, hope that you had a good weekend. As you are aware the IPC members indicated that an item of discussion for this afternoons meeting may be in relation to the following paragraph in the assessment report.

### 6.5 Traffic and Transport

#### 6.5.1 Traffic impacts

150. The application is accompanied by a Traffic Impact Statement which identified the proposed SSD would result in fewer peak hour vehicle trips compared to the Concept Approval.
151. The proposed reduction in number of apartments from 442 in the Concept indicative design to 374 in the proposal results in 11% reduction in traffic generation.

Our traffic engineer has review this and provide the following commentary that may assist panel members.

Cheers and Regards

**Brad Delapierre**  
Planning Manager

P: [REDACTED]  
M: [REDACTED]  
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**From:** Josh Milston <[REDACTED]>  
**Sent:** Friday, September 1, 2023 5:24 PM  
**To:** Chris Ryan <[REDACTED]>; Brad Delapierre <[REDACTED]>; James McCarthy <[REDACTED]>; Jacqui Liang <[REDACTED]>; Jack Maalouf <[REDACTED]>  
**Cc:** Theo Krallis <[REDACTED]>; Daniel Nicolas <[REDACTED]> Adam Byrnes <[REDACTED]>; Clair Kratochvil <[REDACTED]>; Nick Metcalf <[REDACTED]>  
**Subject:** RE: [T] 242-244 Beecroft Road, Epping - parking numbers versus traffic generation

Hi all

In response to this matter:

- Car parking numbers for the proposal are similar to that envisaged in the Concept DA given the current unit mix is more skewed towards three bedroom units.
- Industry practice, as recommended by Transport for NSW, is to calculate traffic generation on the basis of apartment numbers rather than parking spaces. This is due to the fact that people from the same household are more likely to carpool rather than if those apartments were under the ownership of separate apartments.
- The additional parking spaces allocated to the three bedroom units are typically utilised on a more discretionary basis outside of peak periods.
- Rates of car ownership for residents of in metropolitan Sydney, including in the Parramatta LGA, have been steadily increasing over the past 20 years - rising between 2001 and 2021. At the same time however the percentage of private vehicle use for journey to work trips made during commuter peak hour has decreased. This indicates that car ownership does not necessarily lead to car usage in the busy commuter peak periods for areas well served by public transport such as Epping, particularly given that the subject site is located within close walking distance to Epping Station.
- It can therefore be applied that the reduction in apartment numbers compared with the Concept DA will result in an equivalent reduction in traffic movements during the busy commuter peak hours of the day.

Best of luck for the IPC meeting on Monday.

**Josh Milston**

Director | Transport Planner



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