



***MODIFICATION REQUEST:  
Concept Approval and Stage 1 Project  
Approval at 110 – 114 Herring Road,  
Macquarie Park***

***MP10\_0112 MOD 3 and MP 10\_0113 MOD 3***

***Amend car parking provision***



Secretary's Environmental Assessment Report  
Section 75W of the  
*Environmental Planning and Assessment Act 1979*

October 2014

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## 1. INTRODUCTION

The purpose of this report is to assess an application to modify car parking rates for the Concept Approval MP 10\_0112 and Stage 1 Project Approval MP 10\_0113 for a mixed use development at 110-114 Herring Road, Macquarie Park under Section 75W of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

### 1.1 Site and Locality

The site is 110-114 Herring Road, Macquarie Park and legally described as Lot 1 DP 780314. The site is located on the southern edge of Macquarie Park within the Ryde Local Government Area. The site is approximately 13 km north-west of the Sydney CBD and 6 km north-west of Chatswood.

The site has an area of 22,433m<sup>2</sup> and is generally rectangular in shape, with a splayed southern corner, at the intersection of Epping and Herring Roads. The north eastern and south western boundaries are 230.8 metres and 100.5 metres in length, respectively. The site falls approximately 8 metres from its southern to its western corner and 2 metres from its southern to its eastern corner (**Figure 1**).

The site is well serviced by public transport infrastructure including key bus and rail services. In particular, Macquarie University railway station is located within 800m walking distance (approximately 500m north of the site), and key bus services to major centres including Chatswood and Parramatta are within 400 metres distance.



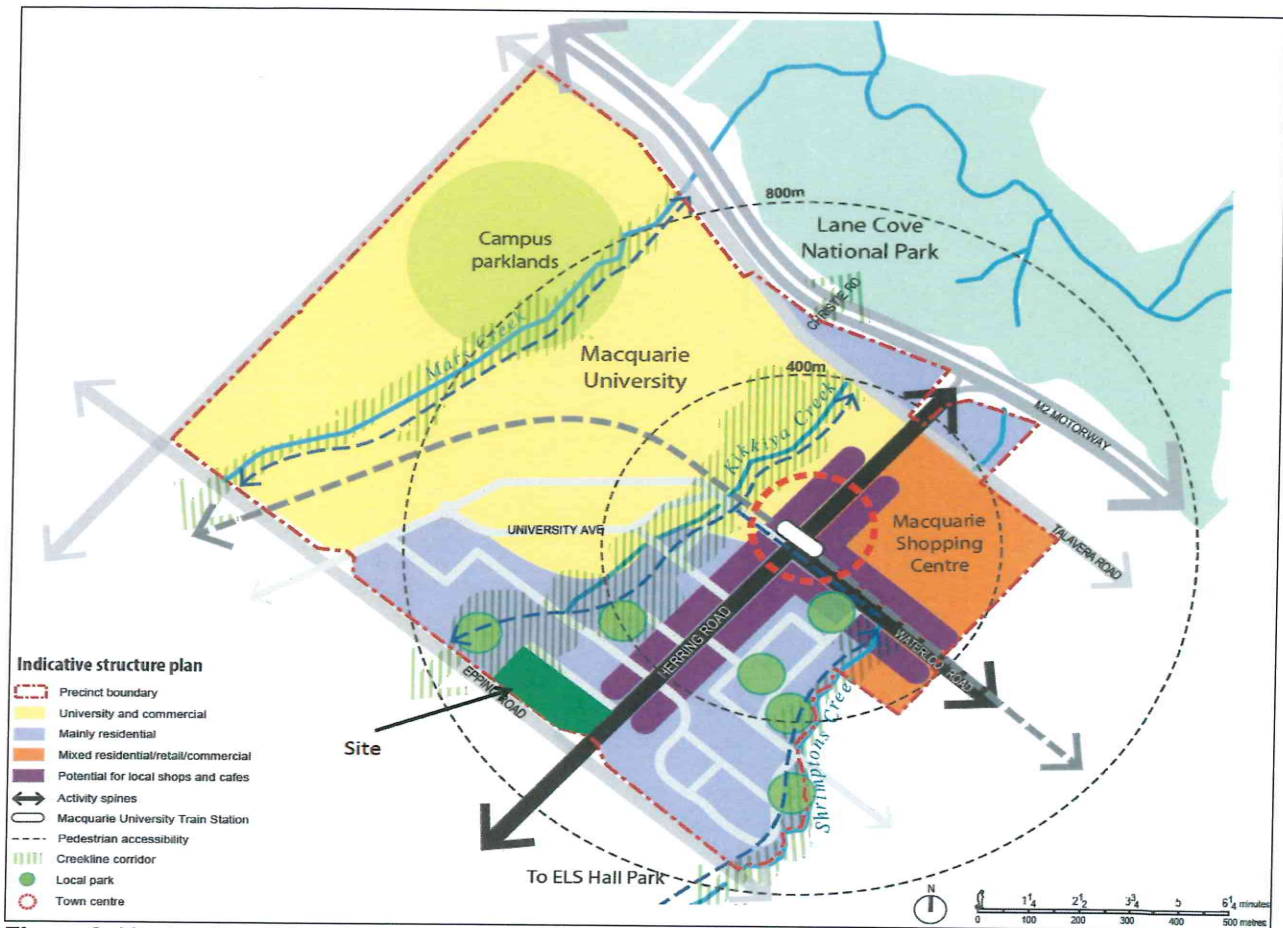
**Figure 1:** Project Location

## 1.2 Herring Road Urban Activation Precinct

The Herring Road Urban Activation Precinct (UAP) was announced by the NSW Government in 2013 and the draft UAP was exhibited from 26 June 2014 to 10 August 2014. The UAP seeks to rezone the precinct to provide increased housing density, building heights, new road and bicycle network, and open space network, and car parking requirements (**Figure 2**).

The site sits within the Herring Road Urban Activation Precinct and seeks to provide an FSR of 2.5:1 and heights of 23 storeys and 14 storeys at the site. The proposed car parking requirements for the UAP are 1 car space per dwelling and 0.1 visitor car spaces per dwelling.

The Department has exhibited the proposed UAP and is reviewing submissions.



**Figure 2:** Herring Road UAP Structure Plan and site

## 1.3 Previous Approvals

### Concept Plan

On 26 September 2012, the Planning Assessment Commission (PAC) approved a Concept Plan (MP 10\_0112) for mixed use residential and commercial development including:

- indicative building envelopes for seven buildings with a maximum height of RL 138.45;
- a maximum gross floor area of 47,650 m<sup>2</sup>;
- a minimum of 1,210 m<sup>2</sup> of non-residential gross floor area;
- residential apartments;
- basement level and at grade car parking;
- open space and landscaped areas; and
- internal and public roads.

The PAC has previously approved 2 Section 75W modification applications to the Concept Plan (MP10\_0012) as follows:

- MOD 1, approved on 3 June 2013 to increase maximum height and density, reorient some building envelopes, and replace part of an internal road with pedestrian/cycleway and landscaping. The MOD also sought amended residential car parking rates, same as the current proposal. While the Department's assessment at the time supported increased residential car parking rates, the PAC did not support the proposed amended car parking rates and concluded the lower rates in the Concept Approval should be maintained in consideration of the sites accessibility to public transport and associated traffic impacts of increased car parking. The PAC also determined that residential parking should not be permitted for residential GFA exceeding the original approved density of 46,420m<sup>2</sup> noting that the original approval was granted subject to modifications to reduce density and car parking to minimise traffic impacts to an acceptable level; and
- MOD 2, approved on 27 May 2014 to amend the internal layout, external elevations, rectify previous errors, and various other changes.

MOD 4 is currently being assessed by the Department for revised mix of apartments for Stage 1 of the development, modification to building envelopes and facades, relocation of the community room, additional retail/commercial tenancy, and modifications to the landscape design.

Future Assessment Requirement C5 outlines that car parking for the development (up to a residential GFA of 46,420m<sup>2</sup>) be provided at the following rates:

- 0.6 car spaces per 1 bedroom apartment;
- 0.9 car spaces per 2 bedroom apartment;
- 1.4 car spaces per 3 bedroom apartment;
- 1 visitor car space per 5 bedroom apartment; and
- 1 car space per 46m<sup>2</sup> of commercial GFA.

No car parking, except visitor parking, is permitted for residential GFA exceeding 46,420m<sup>2</sup> noting that the maximum residential GFA for the development is 51,139m<sup>2</sup>.

### Stage 1 Project Application

On 26 September 2012, the PAC approved the Stage 1 Project Application (MP10\_0113) for four residential buildings including;

- demolition and excavation;
- retail and commercial floor space;
- basement car parking;
- landscaping and public works around the buildings, including lift and stairs to Epping Road;
- publicly accessible open space and through site links; and
- road works.

The PAC has previously approved 2 Section 75W modification applications to MP10\_0013:

- MOD 1, approved on 27 May 2014 which included various internal and external amendments to ensure consistency with the modified Concept Plan including an increase in apartments from 291 to 340; and
- MOD 2, approved on 18 September 2014 to extend hours of construction and other minor variations.

MOD 4 is currently being assessed by the Department for revised mix of apartments for Stage 1 of the development, modification to building envelopes and facades, relocation of the community room, additional retail/commercial tenancy, and modifications to the landscape design.

Condition B1 outlines that 335 basement car parking spaces be provided for the Stage 1 development. This requirement is generally consistent with the rates in the Concept Approval with the exception of additional car parking being provided at a rate of 1 car space per adaptable apartment.

The approved Concept Plan and Stage 1 layout is shown in **Figure 3**. Construction has not commenced.

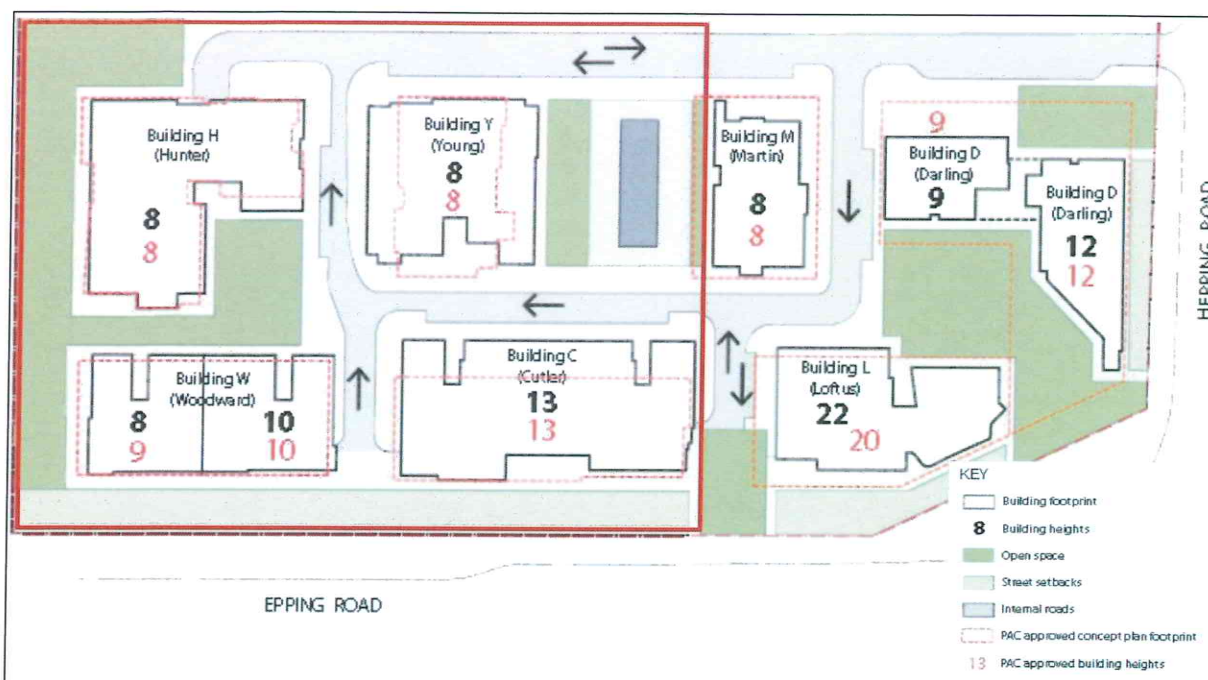


Figure 3: Approved Concept Plan layout (Stage 1 Project Approval shown in red outline)

## 2. PROPOSED MODIFICATION

The proposal seeks to modify the car parking provision rates applied within Future Assessment Requirement C5 of the Concept Approval and Condition B1 of the Stage 1 Project Approval as follows:

- 1 car space per apartment;
- 0.1 visitor spaces per apartment; and
- 1 space per 100m<sup>2</sup> of commercial GFA.

The modification also seeks to delete the restriction to residential car parking provision for GFA over 46,420m<sup>2</sup> imposed in Future Assessment Requirement C5. The proposed amendments would result in an additional 39 car spaces within Stage 1 and potential for an additional 28 car spaces in Stage 2 (dependent on final dwelling mix and numbers which will be subject to a separate Development Application). A comparison of the approved and proposed car parking provision is provided in Table 1.

Table 1: Summary of approved and proposed car parking provision for Stage 1 and indicative Stage 2

	Approved	Proposed	Difference
<b>Stage 1</b>			
<b>165 x 1 bedroom apartments*</b>	109	165	+56
<b>175 x 2 bedroom apartments*</b>	158	175	+17
<b>0 x 3 bedroom apartments</b>	0	0	0
<b>Visitor parking</b>	68	34	-34
<b>On Street spaces within Concept Plan</b>	7	7	0
<b>Sub Total</b>	<b>342</b>	<b>381</b>	<b>+39</b>
<b>Indicative Stage 2 under Concept Plan</b>			
<b>175 x 1 bedroom apartments</b>	105	175	+60
<b>104 x 2 bedroom apartments</b>	94	104	+10
<b>20 x 3 bedroom apartments</b>	28	20	-8
<b>Visitor parking</b>	60	30	-30
<b>On Street spaces within Concept Plan</b>	8	8	0
<b>1,210m<sup>2</sup> Commercial Parking</b>	26	12	-9
<b>Sub Total</b>	<b>321**</b>	<b>349</b>	<b>+28</b>
<b>Total</b>	<b>663</b>	<b>730</b>	<b>+67</b>

\* adaptable apartments provided car parking at a rate of 1 car space per adaptable apartment.

\*\*total car parking provision for the indicative Stage 2 dependent on final dwelling mix and may be less under the car parking restriction for residential GFA over 46,420m<sup>2</sup> as mentioned above.

The proposal also seeks to modify Condition A2 of the Project Approval to include a revised basement layout to reflect the proposed car parking provision and minor internal changes.

### 3. STATUTORY CONTEXT

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#### 3.1 Modification of the Minister's Approval

Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act), as in force immediately before its repeal on 1 October 2011, and as modified by Schedule 6A of the EP&A Act, continues to apply to Section 75W modification applications for Part 3A projects.

The application has been lodged pursuant to Section 75W of the EP&A Act. Consequently, this report has been prepared in accordance with the requirements of Part 3A and the associated Regulation, and the Minister (or delegate) may approve or disapprove of the carrying out of the project under Section 75W of the EP&A Act.

#### 3.2 Environmental Assessment Requirements

In this instance, it was not necessary to notify the proponent of environmental assessment requirements pursuant to Section 75W (3) of the EP&A Act as sufficient information was provided to assess the modification application.

#### 3.3 Delegated Authority

On 14 September 2011, the then Minister for Planning and Infrastructure delegated his functions under Section 75W of the EP&A Act to modify Part 3A approvals to the PAC in cases where:

- the local Council has made an objection to the modification; and/or
- a reportable political donation has been made; and/or
- there are more than 25 submissions by way of objection by members of the public.

No public submissions have been received. However, Council objects to the modification and a reportable political donation has been made, the proposal is therefore referred to the PAC for determination.

### 4. CONSULTATION AND SUBMISSIONS

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#### 4.1 Exhibition

In accordance with Section 75X (2) (f) of the EP&A Act, the Department is required to make the modification publicly available. The modification request was made available on the Department's website and was referred to City of Ryde Council, Transport for NSW (TfNSW), and Roads and Maritime Services (RMS). Adjoining residents and landowners were also notified of the application by mail. Due to the nature of the proposal, the modification request was not exhibited by any other means.

#### 4.2 Submissions

Council objects to the proposed modification to car parking rates. TfNSW and RMS do not support the proposal in principal noting the sites excellent access to public transport and recommend that the approved rates be maintained. Details of the submissions are provided in **Section 5**. No public submissions were received in response to the proposed modification.

The Department has considered the issues raised in submissions in its assessment detailed in **Section 5**.

## 5. ASSESSMENT

The key assessment issues for the proposed modification are:

- car parking; and
- traffic.

### 5.1 Car Parking

The proposal seeks to modify the car parking provision rates under the Concept Approval and Stage 1 Project Approval. A summary of the approved, proposed, and Ryde Development Control Plan 2014 (RDCP 2014) Council's car parking rates is provided in **Table 2**.

**Table 2:** Summary comparison of approved, proposed, and RDCP 2014 car parking rates

	Approved	Proposed	RDCP 2014
<b>1 bedroom apartments</b>	0.6 spaces per apartment	1.0 space per apartment	0.6-1.0 space per apartment
<b>2 bedroom apartments</b>	0.9 spaces per apartment	1.0 space per apartment	0.9-1.2 spaces per apartment
<b>3 bedroom apartments</b>	1.4 spaces per apartment	1.0 space per apartment	1.4-1.6 spaces per apartment
<b>Visitor parking</b>	0.2 space per apartment	0.1 space per apartment	0.2 space per apartment
<b>Commercial Parking</b>	1 space per 46m <sup>2</sup>	1 space per 100m <sup>2</sup>	Various depending on use

The Concept Approval contains a restriction that no residential car parking, other than visitor parking, is permitted for residential GFA exceeding 46,420m<sup>2</sup>. The modification seeks to delete this requirement and allow car parking for all residential GFA to the Concept Approval maximum of 51,139m<sup>2</sup>, in accordance with the above rates.

The Department has separately considered the proposed residential and commercial car parking provision.

#### 5.1.1 Residential Car Parking

The proponent considers that the modified residential car parking rates are appropriate for the site as:

- the proposed car parking rates are less than those permitted in other major centres with greater access to public transport and critical infrastructure;
- the proposed car parking rates are consistent with rates recently recommended by the Department for the Herring Road Urban Activation Precinct (UAP) which the site sits within, and consistent with the North Ryde Station and Epping Town Centre UAPs rates;
- the proposed car parking rates are similar to those approved for similar developments in the area; and
- the proposed car parking is consistent with Council's requirements and represents a 6% reduction from Council's maximum car parking rates (**Table 2**).

The proponent also considers that:

- the provision of parking alone would not result in increased peak hourly trips by private cars notwithstanding a considerable preference in major centres towards alternative transport modes, including public transport;
- public transport accessibility has greater influence on use of non-car travel modes than suppression of residential parking;
- all parking demands associated with the development would be met on-site with no reliance on on-street parking;
- the traffic generation of the development will have no measurable impact on the existing operation of key intersections and would be substantially less than that originally considered in the original Concept Approval as a result of updated reduced traffic generation rates published by the RMS; and

- improved road infrastructure since the Concept Approval is likely to see a reduction in traffic congestion along Epping Road.

#### *Agency Comments*

City of Ryde Council objects to the proposal for the following key reasons:

- parking should be provided as per the approved car parking rates which take into consideration the site's excellent access to public transport;
- the approved rate is consistent with the RMS rate of car parking;
- while the proposed rate is consistent with other UAPs, these car parking rates are not supported by Council and TfNSW; and
- the increased car parking will contribute to the already strained traffic network.

TfNSW and RMS do not support the proposal in principle and comment that the proposed car parking rates should be maintained noting that:

- the site is located within a short walking distance of the Epping to Chatswood Rail line and future North West Rail line and to priority bus routes. Reduced car parking provision is supported in areas serviced by public transport to reduce reliance on private motor vehicle travel;
- the approved rates are consistent with the maximum rates at Green Square which is the benchmark for high density residential development serviced by multiple modes of public transport; and
- the local road network currently experiences traffic congestion during the peak periods on a daily basis.

#### *Department's assessment*

The Department notes the site is well serviced by public transport infrastructure including key rail and bus services. In particular, Macquarie University railway station is located within 800m walking distance (approximately 500m north of the site), and key bus services to major centres including Chatswood and Parramatta are within 400 metres distance. The Macquarie Park area also experiences high levels of traffic congestion in peak hours and is transitioning from being a high car dependent centre to more sustainable transport orientated centre. In this regard, the Department has carefully considered the background to the proposal and has sought independent advice from ARUP to assist with its assessment of the proposed increase in parking.

#### Background

The Department's original assessment of the Concept Plan and Stage 1 Project Application recommended car parking rates consistent with Council's minimum car parking rate and RMS requirements. The lower car parking rates were considered to minimise traffic impacts on the local road network and promote sustainable travel.

The Proponent has previously sought to increase the car parking rates (to 1 space per apartment) in the Concept Plan MOD 1. The Department engaged ARUP to undertake an independent traffic and car parking review of the proposed car parking rates and supported the proposed car parking rates for the following reasons:

- the parking rates within the Concept Approval are substantially less than those allowed at other significant sub-regional centres in Sydney;
- research on car ownership and journey to work travel indicates an increasing tendency for ownership of cars with increased travel to work by public transport; and
- the proposed parking rates are lower than the maximum rates in RDCP 2010 (applicable at the time of Concept Plan MOD 1).

Subsequently, the Department recommended to the PAC that the proposed residential car parking rates be supported.

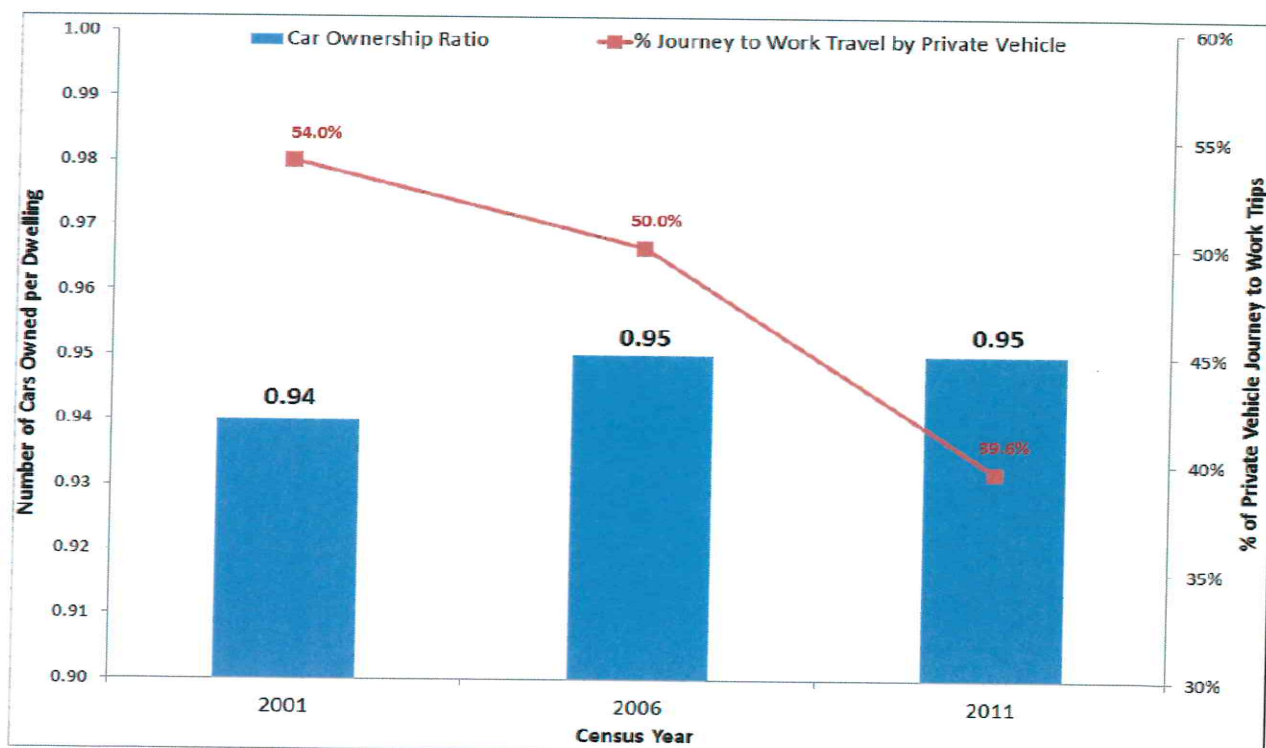
The PAC, however, concluded that the lower rates in the Concept Approval should be maintained in consideration of the sites accessibility to public transport and associated traffic impacts of increased car parking. The PAC also determined that residential parking should not be permitted for residential GFA exceeding the original approved density of 46,420m<sup>2</sup> noting that the original approval was granted subject to modifications to reduce density and car parking to reduce the traffic impacts to an acceptable level. The Concept Approval (as modified) allows a maximum residential density of 51,139m<sup>2</sup>.

#### ARUP's Consideration of Current Request

As the current modification request seeks further consideration of car parking rates, the Department again engaged ARUP to assist with its assessment and in particular, to review the proposal and its earlier position on the proposed residential car parking rates (**Appendix C**).

ARUP notes that the requirement to provide an appropriate number of parking spaces to accommodate residents (and ensure minimal adverse on street parking impacts) must be considered in the context of reducing traffic generation resulting from a higher provision of onsite car parking.

ARUP found that higher car ownership does not necessarily translate to car usage in the busy commuter peak periods. This is supported in census data for Macquarie Park which shows a significant decline in car usage, despite car ownership remaining relatively static between 2006 and 2011 (**Figure 4**). The significant decline in car usage in peak periods is attributed to the opening of the Chatswood to Epping railway line in 2009.



**Figure 4:** Comparison table of car ownership and journey to work by private vehicle from 2001 to 2011 in Macquarie Park

ARUP notes that private vehicle use for journey to work trips has decreased over the past decade. There has been a rise in car ownership across Sydney, a result of cars becoming more affordable and increasing household income, however this has not translated into an increase in car use during peak periods.

In consideration of the above, ARUP concludes that the proposed car parking rates are appropriate for the following reasons:

- the proposed car parking rates are less than Council's maximum car parking rates;

- the proposed car parking rates are consistent with those outlined in the recently exhibited Herring Road UAP which the site sits within (**Figure 2**); and
- car ownership does not necessarily translate to car usage in the busy commuter peak periods.

#### Department's consideration

The Department has also considered the proposed car parking rates against rates in other nearby centres and UAPs as summarised in **Table 3**.

**Table 3:** Summary of car parking rates in UAPs and nearby centres

	<b>Herring Road UAP (proposed)</b>	<b>North Ryde UAP (adopted)</b>	<b>Epping Town Centre UAP (adopted)</b>	<b>Chatswood</b>	<b>Parramatta</b>	<b>North Sydney</b>	<b>Green Square</b>
<b>1 bedroom apartments</b>	1.0 space per apartment	1.0 space per apartment	1.0 space per apartment	1.0 space per apartment	1.0 space per apartment	1.0 space per apartment	0.5 space per apartment
<b>2 bedroom apartments</b>	1.0 space per apartment	1.0 space per apartment	1.0 space per apartment	1.0 space per apartment	1.0 space per apartment	1.0 space per apartment	0.8 space per apartment
<b>3 bedroom apartments</b>	1.0 space per apartment	1.0 space per apartment	1.0 space per apartment	1.25 spaces per apartment	1.2-2.0 spaces per apartment	1.5 spaces per apartment	1.2 spaces per apartment
<b>Visitor parking</b>	0.1 space per apartment	0.1 space per apartment	0.1 space per apartment	0.25 space per apartment	0.25 space per apartment	0.25 space per apartment	0.157 space per apartment

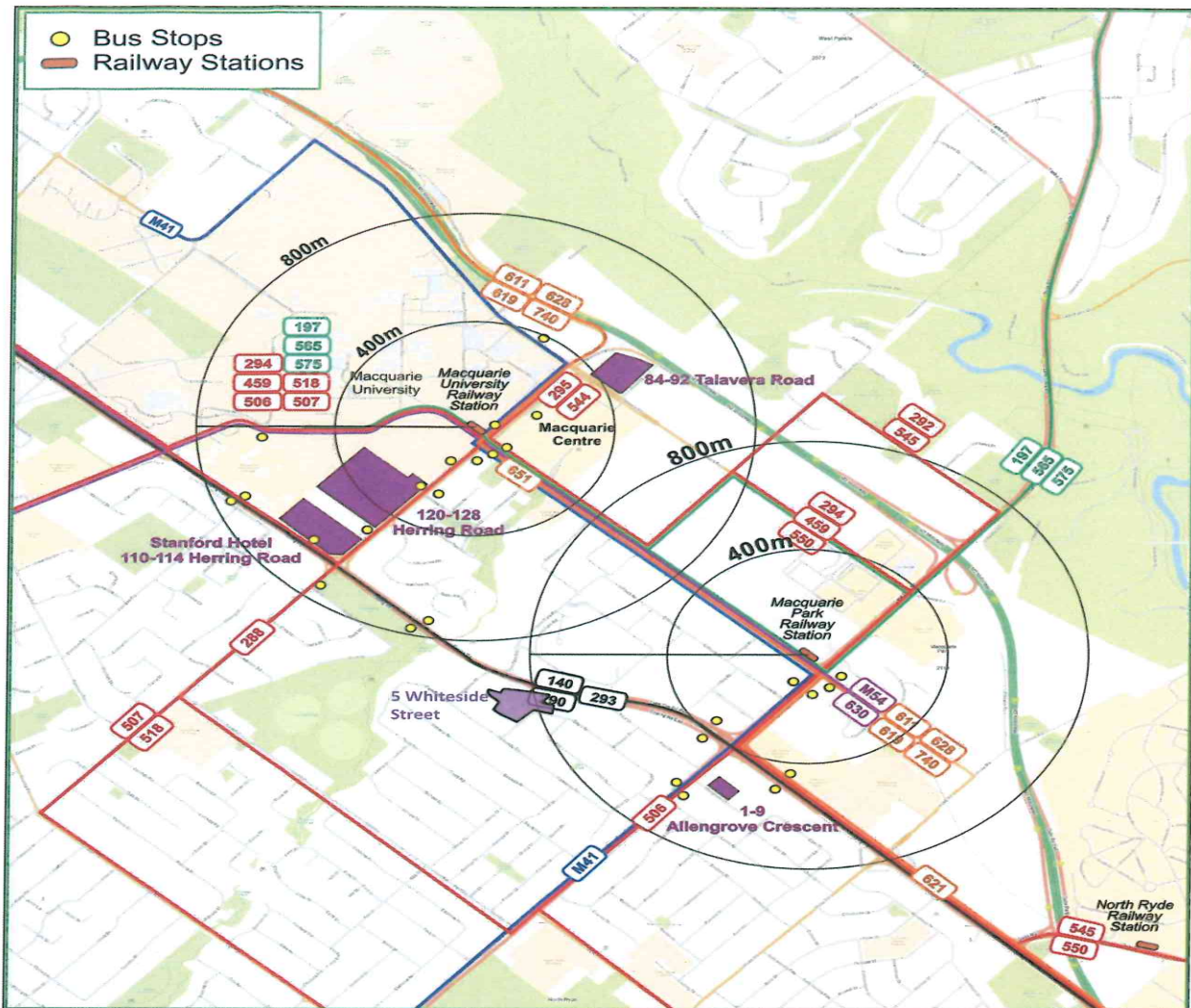
The proposed parking rates are equal to or lower than each of the above UAPs and centres (except Green Square), some of which also provide a transport interchange and a greater range of services than Macquarie Park. The Department notes that Green Square is an inner city area typically less reliant on car use outside of peak times while Macquarie Park and the other comparable centres are suburban areas that have a greater dependence for car use outside of peak times.

Further, the proposed car parking rates are generally similar to those approved for other developments in the area as summarised in **Table 4** and shown in **Figure 5** with the exception of 5 Whiteside Street.

**Table 4:** Summary of approved car parking rates nearby developments

	<b>110-114 Herring Road (Site)</b>	<b>5 Whiteside Street</b>	<b>84-92 Talavera Road</b>	<b>1-9 Allengrove Road</b>	<b>120-128 Herring Road</b>
<b>1 bedroom apartments</b>	0.6 spaces per apartment	0.6 spaces per apartment	1.0 space per apartment	1.0 space per apartment	1.0 space per apartment
<b>2 bedroom apartments</b>	0.9 spaces per apartment	0.9 spaces per apartment	1.2 space per apartment	1.2 space per apartment	1.0 space per apartment
<b>3 bedroom apartments</b>	1.4 spaces per apartment	1.4 spaces per apartment	N/A	1.6 space per apartment	1.6 space per apartment
<b>Total approved car parking</b>	663	168	258	394*	574*
<b>Council maximum provision</b>	833	217	258	394*	615*
<b>Walking distance from rail station</b>	500m-800m	1,200m	400m	400m	260m

\*Calculated based on indicative yields established in proposal



**Figure 5:** Proximity of the site and other developments with similar car parking provision as the proposed to public transport

The Department notes that draft State Environmental Planning Policy (SEPP) 65 recommends that car parking be provided at the RMS rate or Council's minimum rate (as approved) for sites within 400m-800m of a railway station. However, draft SEPP 65 also allows for developers to provide greater car parking subject to detailed assessment of associated impacts. Given the analysis undertaken in support of the application and the proposed higher car parking rates, the Department concludes the proposed increase in car parking is consistent with the draft SEPP 65 provisions.

With regards to the proposed reduction in visitor car parking provision, the Department notes that the proposed rate of 0.1 visitor car space per apartment is consistent with visitor car parking in UAPs including the proposed Herring Road UAP, which the site sits within, and adopted North Ryde and Epping UAPs (**Table 3**). The Department therefore concludes the proposed visitor car parking rate is acceptable.

The Department has also considered the proponents request to delete the restriction on residential parking above a residential GFA of 46,420m<sup>2</sup>. It is noted that this requirement was imposed by the PAC, to ensure that the additional residential floor space approved in MOD 1 (total residential GFA 51,139m<sup>2</sup>) did not cause any additional traffic impacts noting the limits of the already congested road network. However as discussed in **Section 5.2**, the traffic impacts of the proposed parking rates can be accommodated within the local road network with no greater impacts than previously assessed in the original Concept Approval. The Department therefore concludes it is appropriate that the current restriction on car parking provision for residential GFA exceeding 46,420m<sup>2</sup> (FSR of 2.06:1) be removed.

On this basis the Department concludes that the proposed car parking rates are appropriate as:

- the proposed car parking rates are comparable to other nearby centres car parking rates including Chatswood, North Sydney, and Parramatta, despite these centres providing a greater range of services and accessibility to public transport than Macquarie Park;
- the proposed car parking rates are consistent with those outlined in nearby UAPs including the recently exhibited Herring Road UAP which the site sits within;
- additional car spaces do not necessarily translate to car usage in the busy commuter peak periods;
- the proposed car parking rates will not result in increased traffic generation than that originally considered in the Concept Approval (as discussed in **Section 5.2**);
- the proposed car parking rates are less than Council's maximum car parking rates and similar to other developments approved in the area; and
- the proposed car parking provision is consistent with draft SEPP 65.

### 5.1.2 Commercial Car Parking

The Concept Approval and Stage 1 Project Approval allows a commercial car parking rate of 1 car space per 46m<sup>2</sup> of commercial GFA, consistent with RMS requirements. The proposal seeks to modify the commercial car parking rate to 1 car space per 100m<sup>2</sup> of commercial GFA.

Council, TfNSW and RMS have not provided any comments on commercial car parking provision but indicated that they support reduced reliance on car parking provision.

The Department notes that the proposed commercial car parking rate will result in a reduction of approximately 9 spaces in Stage 2 (based on an indicative 1,210m<sup>2</sup> of commercial GFA). The Department is satisfied that the proposed car parking rate is reasonable noting the future commercial uses are likely to be uses such as small retail and restaurants that would cater for residents living on the site and immediate locality. This would thereby generate a limited car parking demand. The Department concludes the proposed rate of commercial car parking is acceptable.

## 5.2 Traffic

The RMS Guide to Traffic Generating Development 2001 provides guidance on traffic generation and parking impacts of new developments. The Guide is currently in the process of being revised and in August 2013, the RMS published updated traffic generation data for high density residential developments (trips per apartment and trips per car parking space). The rates are based upon surveys undertaken in 2010 across the Sydney Metropolitan area (and regional NSW) and indicate a reduction in traffic generation (per apartment and per car space) over the past 10 years. A summary of the residential traffic generation for the development as originally assessed and under the proposed car parking rates is provided in **Table 5**.

**Table 5:** Residential traffic generation during AM and PM peak of the Concept Approval (as modified) under the original assessed traffic generation rates and updated RMS Traffic Generation rates

Assessment Type	Peak Period	RMS Trip Rate	Dwelling Yield/Car Parking Number	Traffic Generation
Original Assessment (including modifications) under 2001 RMS rates	AM	0.29 trips per apartment	639 apartments	185 vehicles/hour
	PM	0.29 trips per apartment		185 vehicles/hour
Updated 2013 RMS rate of traffic generation by apartment numbers	AM	0.19 trips per apartment	639 apartments	121 vehicles/hour
	PM	0.15 trips per apartment		96 vehicles/hour
Updated 2013 RMS rate of traffic generation by car parking numbers	AM	0.15 trips per car space	703 residential car spaces	105 vehicles/hour
	PM	0.12 trips per car space		84 vehicles/hour

The Department notes that despite the increase in car parking provision of 58 residential car spaces, the traffic generation by the development would be 35%-55% less than that originally assessed for the development during morning and afternoon peak periods. This supports ARUP's advice that higher car ownership and an increase in car parking spaces does not necessarily correlate to an increase in peak period traffic (**Figure 4**).

Further, the Department notes that the original assessment for commercial GFA was applied at the RMS's traffic generation rate of 4.6 trips per 100m<sup>2</sup> (56 vehicles/hour). The Department considers the actual traffic generated by the commercial floor space will be lower noting that:

- the proposed commercial car parking rate is less than the RMS rate; and
- the types of commercial uses on site are likely to be of a nature that would cater for residents living on the site and immediate locality, therefore having a lower traffic generation rate.

The Department concludes that the adoption of the proposed car parking rate will not result in a traffic impact greater than originally assessed and is therefore acceptable given that:

- despite the increase in car parking provision, traffic generation by the development based on updated RMS figures would be 35%-55% less than that originally assessed for the development during morning and afternoon peak periods;
- additional car spaces do not necessarily correlate to car usage in the busy commuter peak periods; and
- traffic generated by the commercial floor space will be lower than originally assessed as a result of reduced commercial car parking provision and type of likely commercial uses on site.

## 6. CONCLUSION AND RECOMMENDATION

The Section 75W application seeks to modify the car parking provision rates for the Concept Approval and Stage 1 Project Approval. In assessing the modification request, the Department has reviewed the proposed application, Council, TfNSW and RMS submissions.

The Department concludes that the proposed modification to amend car parking provision rates is acceptable as:


- it is consistent with the car parking rates in the recently exhibited Herring Road UAP, which the site sits within (and adopted rates within the nearby North Ryde and Epping UAPs);
- it is consistent with the range of car parking permitted by Council, and car parking approved for similar residential developments in the area;
- analysis of evidence demonstrates that additional car spaces do not necessarily correlate to car usage in the busy commuter peak periods;
- the proposed car parking rates will not result in increased traffic generation than that originally considered in the Concept Approval;
- the proposed car parking provision is consistent with draft SEPP 65; and
- it is consistent with the principles of providing sustainable car parking provision for sites well serviced by public transport infrastructure.

The Department concludes that the modifications to the approval will result in minimal environmental impact beyond those assessed in the original Concept Plan and Stage 1 Project Application. The Department concludes that the proposed modifications are reasonable and recommends the conditions included in **Appendix C** be modified.

It is recommended that the PAC as delegate for the Minister for Planning:

- (a) consider the findings and recommendations of this report;
- (b) approve the modifications under delegated authority, under Section 75W of the *Environmental Planning and Assessment Act 1979*; and
- (c) sign the attached Instruments of Modification for MP 10\_0112 and MP 10\_0113.

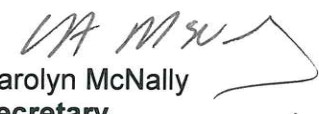
Endorsed by:



10.10.14

Chris Wilson  
Executive Director  
Infrastructure and Industry Assessments

Endorsed by:



16.10.14

Carolyn McNally  
Secretary

Prepared by:  
Simon Truong –Senior Planner  
Metropolitan Projects

## APPENDIX A      MODIFICATION REQUEST

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See the Department's website at:

[http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=6565](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=6565)

[http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=6566](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=6566)

## APPENDIX B SUBMISSIONS

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See the Department's website at:

[http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=6565](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=6565)

[http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=6566](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=6566)

## **APPENDIX D    RECOMMENDED MODIFYING INSTRUMENTS**

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