

APPENDIX C INDEPENDENT REVIEW

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Dear Simon

Review of Car Parking Rates - 110-114 Herring Road, Macquarie Park

Introduction

Arup has undertaken a peer review of the proposed car parking rate for the development at 110-114 Herring Road, Macquarie Park. A Section 75W modification has recently been lodged seeking approval to alter the approved parking rates for the site. The proposed parking rates, and equivalent number of parking spaces, are summarised in Table 1.

Table 1 Proposed parking rates

Project Stage	Proposed Maximum Car Parking Rate	Proposed Dwellings	Maximum Parking Provision
Stage 1	1 bed – 1 space / unit	163	163
	2 bed – 1 space / unit	180	180
	3 bed – 1 spaces / unit	0	0
	Visitor – 0.1 spaces / unit	-	34
Sub-Total: Stage 1		343	377
Stage 2	1 bed – 1 space / unit	178	178
	2 bed – 1 space / unit	102	102
	3 bed – 1 spaces / unit	17	17
	Visitor – 0.1 spaces / unit	-	29
Sub-Total: Stage 2		297	326
Total		640	703

Analysis

Determining the appropriate number of on-site parking spaces to be provided within a residential development is frequently a point of conjecture. The requirement to provide an appropriate number of parking spaces to accommodate residents (and ensure there are no adverse on-street parking impacts) must be considered in the context of reducing traffic generation resulting from a higher quantum of on-site car parking.

Generally in Sydney (including areas with high public transport accessibility) car ownership is increasing. The rise in car ownership is a result of cars becoming more affordable with a larger stock of cheaper new cars and increasing household income. Recent trends also shows that private vehicle use for journey to work trips has decreased over the past decade - indicating that higher car ownership does not necessarily translate to car usage in the busy commuter peak periods.

This is illustrated in Figure 1 below, indicating the proportion of private vehicle journey to work trips and car ownership of Macquarie Park residents. While car ownership has remained relatively static over the past decade, the level of car usage as a mode of travel to work has decreased significantly. The sudden drop between 2006 and 2011 can be attributed to the opening of the Chatswood to Epping railway line in 2009.

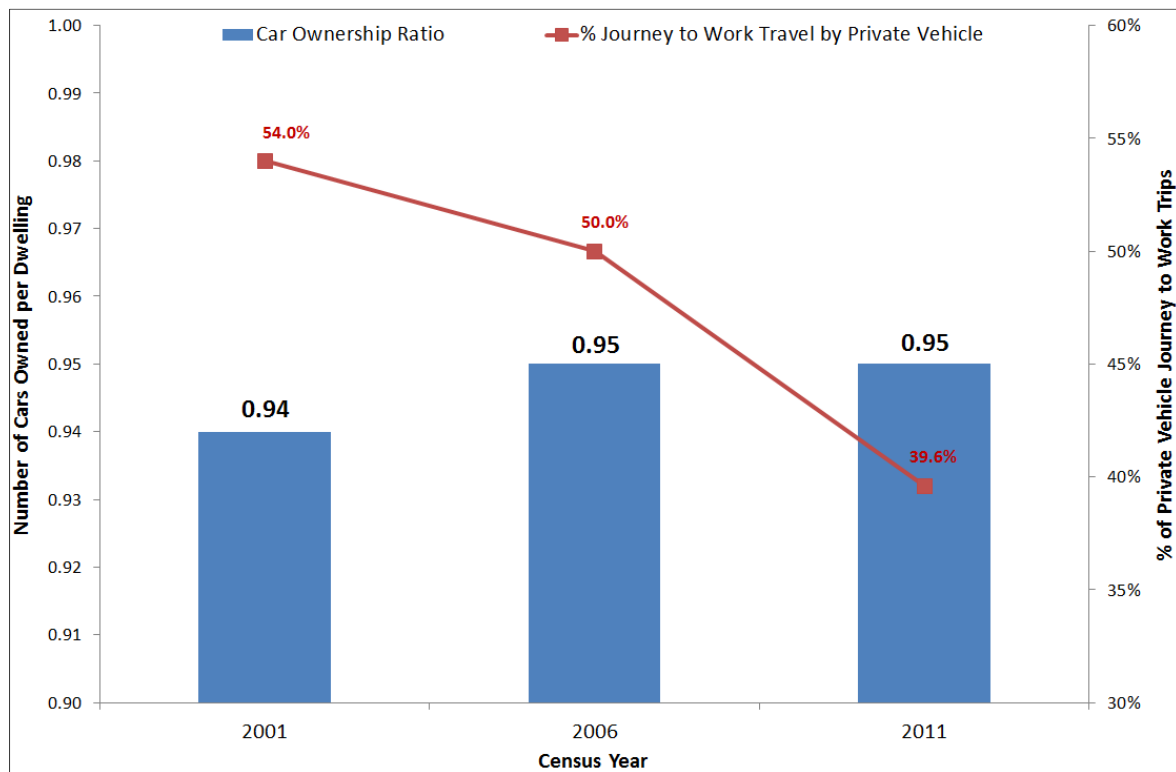


Figure 1 Private vehicle usage vs car ownership, Macquarie Park

In March 2013 Arup undertook a peer review of the Concept Plan modification for the subject site (MP10_0112 MOD 1). The review included an assessment of the revised parking rates proposed for the development, those being:

- 1 bed: 1 space / unit
- 2 bed : 1 space / unit
- 3 bed: 1 space / unit
- Visitor 0.1 spaces / unit

The Arup 2013 review concluded that the proposed parking rates were appropriate for the development. The review noted that the application of the rates would result in an overall reduction in on-site parking relative to the maximum rates outlined in the Council DCP. The revised dwelling mix proposed under the current Concept Plan modification results in no change to this conclusion, with up to 834 parking bays permissible should the maximum Council DCP rates be applied (compared with the proposed 703).

It is noted that the parking rates proposed by the applicant correspond with those contained in the recently exhibited Herring Road Urban Activation Precinct (UAP) document. Given the subject site sits within the UAP boundary, it is appropriate that this rate be applied consistently across all new residential development in the precinct.

Conclusions

The revised dwelling mix proposed under the modification to the Concept Plan for 114 Herring Road (MP10_0112) should not alter the parking rates previously recommended (by Arup in March 2013) for the site. It is considered the rates proposed under the modification proposal remain appropriate for the development, given:

- Analysis demonstrates that car ownership does not necessarily translate to car usage in the busy commuter peak periods;
- Application of the proponents parking rates represents a reduction from Ryde Council maximum DCP rates under the revised dwelling mix; and
- The parking rates proposed are consistent with those outlined in the recently exhibited Herring Road Urban Activation Precinct (UAP) document.

Should you have any questions or require clarification regarding this matter, please do not hesitate to contact the undersigned.

Yours sincerely



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