



Ref 10.151I13v03

24 February 2017

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Attention: Jon Hopkins, Development Manager

**Re: Amending Development Application relating to 110-114 Herring Road, Macquarie Park - Traffic Statement**

Dear Jon,

This letter has been prepared to accompany a proposal to reassign the existing parking provision within the approved Macquarie Park Village development.

It addresses the following issues:

- The traffic and parking impacts of a DCP revision to the visitor parking requirement for developments within the Herring Road Priority Precinct;

## **Background**

The parking rates for the development approved within the Department of Planning 'MOD 5' project approval modification applied the following as maximum car parking rates for the residential component:

- 1 bedroom apartments                      0.6 spaces / apartment
- 2 bedroom apartments                      0.9 spaces / apartment
- 3 bedroom apartments                      1.4 spaces / apartment

In addition, it is noted that no car parking spaces were permitted for the approved residential GFA over the limiting floor area of 46,420m<sup>2</sup>. The result of this was an effective cap on the residential component of 464 car spaces in total.

For the remaining components of the development, the approved minimum rates were as follows:

- Visitor parking                                      0.2 spaces / apartment
- Adaptable parking                                  1.0 spaces / apartment
- Commercial                                          1.0 spaces / 100m<sup>2</sup>

The resulting parking provision for the previously approved development is outlined in **Table 1**.



**Table 1: 1<sup>st</sup> Approval - Car Parking Provision**

Component of Development		Number / Area	Approved Maximum Parking Rate	Parking Rate Provided	Approved Parking Provision (spaces)
Residential	1-bedroom	303	0.6 spaces / apartment	0.54 spaces / apartment	164
	2-bedroom	256	0.9 spaces / apartment	0.84 spaces / apartment	216
	3-bedroom	17	1.4 spaces / apartment	1.18 spaces / apartment	20
	Adaptable	64	1.0 spaces / apartment	1.0 spaces / apartment	64
	<b>Subtotal</b>				<b>464</b>
Residential Visitor		640	0.2 spaces / apartment	0.2 spaces / apartment	129
Commercial / Retail		1,200m <sup>2</sup>	1.0 spaces / 100m <sup>2</sup>	1.0 spaces / 100m <sup>2</sup>	12
<b>TOTAL</b>					<b>605</b>

A subsequent Section 75w and Amending DA application was approved for an additional 60 Residential apartments.

Due to recent changes to the Development Control Plan (DCP) governing the Herring Road Precinct, these additional apartments attracted a visitor rate of 1 space per 10 units, rather than the previously applied rate of 1 space per 5. No additional spaces were proposed for the residential units themselves.

Due to the parking restrictions applied by the PAC the revised scheme proposed to retain the approved maximum parking provision for the residential component. **Table 2** summarises the proposed parking provision in relation to the revised apartment yield and precinct controls during this second approval.

**Table 2: 2<sup>nd</sup> Approval - Car Parking Provision**

Component of Development		Number / Area	Approved Maximum Parking Rate	Parking Rate Under	Approved Parking Provision (spaces)
Residential	1-bedroom	327	0.6 spaces / apartment	0.47 spaces / apartment	158
	2-bedroom	286	0.9 spaces / apartment	0.75 spaces / apartment	216
	3-bedroom	17	1.4 spaces / apartment	1.18 spaces / apartment	20
	Adaptable	70	1.0 spaces / apartment	1.0 spaces / apartment	70
	<b>Subtotal</b>				<b>464</b>
Residential Visitor		640	0.2 spaces / apartment	0.2 spaces / apartment	129
Additional Residential Visitor		60	0.1 spaces / apartment	0.1 spaces / apartment	6
Commercial / Retail		1,200m <sup>2</sup>	1.0 spaces / 100m <sup>2</sup>	1.0 spaces / 100m <sup>2</sup>	12
<b>TOTAL</b>					<b>611</b>



## 2 Proposal

The subject proposal relates to the application of the revised visitor parking rate to the entirety of the subject site. It is proposed that the current DCP rate of a minimum of 1 visitor space per 10 units be applied to the approved scheme and a resulting surplus of 45 visitor spaces be reallocated to residential parking.

**Table 3: Proposed Provision under current DCP visitor rates**

Component of Development		Number / Area	Approved Maximum Parking Rate	Parking Rate Proposed	Approved Parking Provision	Provision Proposed
Residential	1-bedroom	327	0.6 spaces / apartment	0.49 spaces / apartment	158	159
	2-bedroom	286	0.9 spaces / apartment	0.9 spaces / apartment	216	257
	3-bedroom	17	1.4 spaces / apartment	1.4 spaces / apartment	20	23
	Adaptable	70	1.0 spaces / apartment	1.0 spaces / apartment	70	70
	<b>Subtotal</b>				<b>464</b>	<b>509</b>
Residential Visitor <sub>1</sub>		640	0.2 spaces / apartment	0.1 spaces / apartment	129	84
Additional Residential Visitor <sub>1</sub>		60	0.1 spaces / apartment	0.1 spaces / apartment	6	6
Commercial / Retail		1,200m <sup>2</sup>	1.0 spaces / 100m <sup>2</sup>	1.0 spaces / 100m <sup>2</sup>	12	12
<b>Subtotal</b>					<b>147</b>	<b>102</b>
<b>TOTAL</b>					<b>611</b>	<b>611</b>

<sup>1</sup>Residential visitor rates are a **minimum** rate

It can be seen from **Table 3** that the proposal results in a reallocation of a maximum of 45 residential visitor spaces to provide additional spaces for residential strata owners.

This revised proposal still meets the approved maximum parking rates for residential units in addition to meeting the parking requirements for visitor parking under the revised DCP.

The proposal seeks to remove the control limiting parking to 46,420m<sup>2</sup> of GFA and align with the revised DCP controls. Therefore, it is considered that the proposal remains supportable due to the negligible impacts on traffic generation as discussed below.

## 2 Traffic Impacts

The RMS Guidelines provide a measurement of traffic impacts based on site yield (i.e. Floor area or apartment numbers) and a generation measurement based on parking space numbers. It is notable that the subject proposal provides no additional site yield and no additional parking numbers. It is merely a reallocation within the existing provision to bring the visitor space numbers in line with current controls.

As such no noticeable traffic impacts are expected. Any increase in resident trips as a result of an addition of 45 spaces is expected to be offset by a similar reduction in car visitor trips.

Hence the proposal is considered supportable on traffic planning grounds



## **Car Park Layout**

No changes to the existing approved carpark are proposed

## **Summary and Recommendation**

In summary:

- The proposal aims to reallocate the existing approved parking provision to provide visitor parking in line with current DCP controls. This reallocation of spaces is expected to result in a negligible change in traffic generation, no additional spaces or floor area are proposed. In addition, no changes to the approved parking layout is proposed.

This application is therefore considered to be supportable on traffic planning grounds.

Please contact the undersigned should you have any queries or require any further information or assistance.

Yours faithfully

**trafficx**



Vince Doan  
**Senior Engineer**