

Subject Summer Hill Flour Mill - Response to DPI request for further information following PPR  
 Date 29 May 2012 Job No/Ref 220640

DPI request for further information	Response
<p>The traffic analysis undertaken by ARUP is based on development data which varies from the PPR. In particular ARUP's assessment is based on a total of 267 dwellings, compared to 280-300 dwellings in the EA and PPR and 290 dwellings in the initial TMAP. Concern is raised that the traffic generation and impacts have been underestimated.</p>	<p>We confirm the target dwelling yield derived from the revised building envelopes will fall within a range between 280 – 300 as indicated in the PPR. The reference to 267 dwellings stems from an early, conservative test of dwelling yield from the revised building envelopes lodged as the PPR concept plan, and was an impossibly specific estimate for the current stage of design development. The final dwelling numbers yielded by the project will depend on detailed design and the final mix of apartment sizes. The target remains a range between 280 and 300 dwellings.'</p> <p>The 267 dwelling mix with 3,750m<sup>2</sup> Commercial and 2,088m<sup>2</sup> retail used in the PPR analysis resulted in traffic generation of 258 vehicle trips/hour.</p> <p>The proposed lower range development is 280 dwellings with 3,500m<sup>2</sup> commercial and 2,000m<sup>2</sup> retail, resulting in traffic generation of 256 vehicle trips/hour.</p> <p>The proposed upper range development is 300 dwellings with 4,000m<sup>2</sup> commercial and 2,500m<sup>2</sup> retail, resulting in traffic generation of 296 vehicle trips/hour.</p> <p>The upper range therefore generates an additional 38 vehicle trips/hour than the PPR analysis. It should be noted that the combined PPR analysis includes the McGill Street precinct which generates 332 vehicle trips/hour. The upper limit would therefore add up to 6% to overall traffic generation which would have minimal impact on road operations.</p> <p>The traffic analysis has been based on full parking provision. A reduction in retail parking of 50% and commercial parking of 25% has been proposed given the high site accessibility to public transport and the local nature of these land use provisions. A further reduction in traffic generation could be expected. For the lower range a reduction of 60 vehicle trips/hour could be expected and for the upper range a reduction of 84 vehicle trips/hour. These reductions more than compensate for the variations in traffic volumes modelled.</p>

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<p>The ARUP report provides more detailed indicative staging information than the PPR in relation to residential, retail and commercial uses (refer to Table 11 within the ARUP report). Confirmation is required that the staging (and yield within each stage) adopted by ARUP is accurate.</p>	<p>The purpose of describing the staging was to determine when certain off-site improvement works are required. Stages 1 and 2 are small stages which can be implemented with existing arrangements in place.</p>
<p>Further justification for the assumed traffic generation of the McGill Street precinct including assumed dwelling yield, retail and commercial floor space for Stage 1 (78 Old Canterbury Road) and Stage 2 (the balance of the McGill Street precinct. You may also wish to refer to Halcrow's report to the Department of Planning &amp; Infrastructure which provided advice on the traffic generation of these developments.</p>	<p>As stated in the PPR report, the traffic generation and assumed yields are taken directly from the Traffix report, which indicates a peak traffic generation of 332 veh/hour. The Halcrow review concluded a peak traffic generation of 337 veh/hour, which is only 5 vehicles different.</p>
<p>Clarification should be provided in relation to the total number of car parking spaces and basement levels to address the following inconsistencies:</p> <p>-- the EA provided 450-500 basement car parking spaces and 50-70 on-street car parking spaces;</p> <p>-- the ARUP report provides a total of 428 spaces but does not specify if this includes on-street spaces;</p> <p>-- the plans and sections only indicate a single level basement which is estimated to provide only 224 car parking spaces.</p>	<p>The TMAP was based on 290 units, 3,750m<sup>2</sup> commercial and 2,650m<sup>2</sup> retail. This required 553 car parking spaces.</p> <p>The PPR was based on 267 units, 3,750m<sup>2</sup> commercial and 2,088m<sup>2</sup> retail. This required 475 car parking spaces at the DCP rates. A further reduction for commercial and retail is now proposed as suggested by Transport for NSW to support lower car usage targets. The mix of basement and on-street parking spaces would be determined at the project application stage.</p> <p>2 basement levels are expected to accommodate this number of car parking spaces</p>
<p>Confirmation on the number of car share spaces – the Statement of Commitments only refers to one space, however the ARUP report (Figure 7) shows 2 car share spaces.</p>	<p>On-street car parking is flexible for providing specific uses such as car share, kiss and ride bays, loading zones, etc. Figure 7 is showing a possible allocation of uses.</p>