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Dear Mark

**Summer Hill Flour Mill
Section 75W Modification to the Approved Concept Plan - Traffic Assessment**

Arup prepared the traffic and transport assessment for the Preferred Project Report in March 2012. At that time the traffic analysis was based on the following development mix:

Total dwellings 267
Commercial GLA 3,752 m²
Retail GLA 2,088 m²

This development mix was used to generate the peak hour traffic flows as shown in Table 1 which were used for the traffic modelling of the road system.

Table 1 PPR Traffic Generation

Land Use	Size	Parking Spaces	Traffic Generation Rate		Vehicles / Hour	
			AM Peak	PM Peak	AM Peak	PM Peak
Dwellings	267	335	0.4/dwelling	0.4/dwelling	107	107
Commercial	3,752m ²	94	0.5/space	0.5/space	47	47
Retail	2,088m ²	52	1.0/space	2.0/space	52	104
Total		481			206	258

The Concept Plan approval, dated 7 December 2012, allows up to 300 dwellings, 3,500 m² of commercial and 2,500 m² of retail. The approval also stipulates reduced maximum parking space provision for the commercial and retail uses from 1 space per 40m² down to 1 space per 80m². This recognises that on-street car parking spaces will occur on the internal road system for public use and that reduced car parking provision will increase public transport and active transport use for visitors to the retail and commercial uses. Table 2 provides the peak hour traffic flows for the approved concept plan with the reduced parking rates.

Table 2 Approved Concept Plan Traffic Generation

Land Use	Size	Parking Spaces	Traffic Generation Rate		Vehicles / Hour	
			AM Peak	PM Peak	AM Peak	PM Peak
Dwellings	300	- ¹	0.4/dwelling	0.4/dwelling	120	120
Commercial	3,500m ²	44	0.5/space	0.5/space	22	22
Retail	2,500m ²	31	1.0/space	2.0/space	31	62
Total		481			173	204

Note 1: car parking provision will be determined for each development application. The number of resident parking spaces is not used for traffic generation purposes.

This Section 75W Modification to the Approved Concept Plan proposes changes to the floor space and apartment numbers as follows:

Total dwellings 380
Commercial GLA 4,000 m²
Retail GLA 1,500 m²

The traffic generation for this development mix is shown in Table 3.

Table 3 Section 75W Modification Traffic Generation

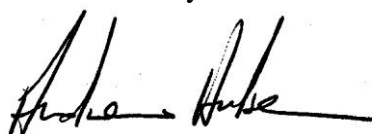
Land Use	Size	Parking Spaces	Traffic Generation Rate		Vehicles / Hour	
			AM Peak	PM Peak	AM Peak	PM Peak
Dwellings	380	- ¹	0.4/dwelling	0.4/dwelling	152	152
Commercial	4,000m ²	50	0.5/space	0.5/space	25	25
Retail	1,500m ²	19	1.0/space	2.0/space	19	38
Sub-Total		481			196	215

Note 1: car parking provision will be determined for each development application. The number of resident parking spaces is not used for traffic generation purposes.

The revised floor space mix and reduced car parking provision results in a lower peak hour traffic generation of 10 vehicles/hour in the AM Peak and 43 vehicles/hour in the PM Peak from the PPR traffic generation. When compared with the approved Concept Plan, there is a slight increase in traffic generation of 23 vehicles in the AM Peak and 11 vehicles in the PM Peak.

It is concluded that the revised floor space mix proposed in the Section 75W modification will have lower traffic generation than originally considered in the PPR traffic analysis and only a slight increase over the approved Concept Plan. The approval was granted on the basis of the works proposed on the road system to manage the PPR traffic flows and hence the Section 75W modification will have a reduced impact on the operations of the road system.

Yours sincerely



Andrew Hulse
Senior Associate