

Mr Greg Moore
Johnson Property Group
340 Kent Street
Sydney NSW 2000

27 November 2007

Dear Greg

**Re: Pitt Town Residential Precinct - Concept Plan Preliminary Assessment Report
Review of Traffic Implications of Proposed Development**

In July 2006, Masson Wilson Twiney (MWT) on behalf of the Johnson Property Group undertook a traffic and transport assessment of a proposed rezoning for residential uses in Pitt Town. The study area considered in the MWT (July 2006) represented the area defined by the Pitt Town LES (2003). This area is now referred to as the Pitt Town Investigation Area.

As part of the MWT Traffic and Transport Assessment (July 2006) a number of land use (lot yield) scenarios were developed and assessed.

It is understood that the concept plan for the project application has refined the lot yield within the rezoning site. The purpose of the following is to provide a comparison of the residential lot yields as assessed in the previous traffic and transport assessment (MWT, July 2006) with the current concept plan with regard to the traffic and transport implications on the surrounding road and transport infrastructure.

Lot Yield Scenarios

The Traffic and Transport assessment (MWT, July 2006) considered the following residential lot yield scenarios for the Pitt Town Investigation Area area:

- Low Growth 495 lots
- Medium Growth 710-730 lots
- Proposed Development 1,250 lots
- High Growth 1,405 lots

The preliminary assessment indicates that a total of up to 915 lots within the Pitt Town Investigation Area may now be achieved under the current Concept Plan.

The Pitt Town Investigation Area lot yield of 915 lots is therefore significantly lower than the previously proposed lot yield (July 2006) and the High growth scenario considered as part of the Pitt Town LES (2003).

Concept Plan Proposed Development (Lot Yield)

It is understood that of the potential 915 lots in the Pitt Town Investigation Area, a total of 659 lots would be provided on land owned by the Johnson Property Group.

It is this land (659 lots) for which the Johnson Property Group is seeking Concept Plan Approval.

Traffic and Transport Implications of Revised Lot Yields

As stated above the Traffic and Transport Assessment (MWT, July 2006) considered the traffic and transport implications of development of some 1,250 additional residential lots within the Pitt Town Investigation Area.

External Road Network Traffic Implications

The analysis considered the implications of the development potential to the regional and local road networks.

The traffic and transport analysis (MWT, July 2006) assessed a package of external road network improvement works identified by the RTA and the Pitt Town TMAP 2005 with regard to a +1,250 lots scenario and the relative funding contributions for works by future development potential.

This assessment concluded that the package of external works would provide sufficient capacity to satisfactorily accommodate the transport demands of an additional 1,250 residential lots.

It is understood that agreement between Johnson Property Group and the RTA has been developed with regard to contributions towards the implementation of the package of external transport infrastructure works.

The agreement was prepared on the basis of the RTA's preference for funding and construction of whole projects in order of priority.

As such the Johnson Property Group's contribution for each of the individual elements identified in the package of works (including the Pitt Town Bypass) were identified, totalled and then allocated whole projects in accordance with the RTA's priorities and staging requirements.

The agreement included 100% contribution by the Johnson Property Group of the following works:

- Upgrade to Pitt Town Road shoulders; and
- Upgrade to Pitt Town Road intersections (5).

Therefore, the funding agreement reflects the appropriate contributions of development within the context of providing adequate road infrastructure to accommodate an additional 1,250 residential lots.

It is noted that the construction of the Pitt Town Bypass was not included in the RTA agreement as works to be constructed or funded by the Johnson Property Group. Notwithstanding the above comments on funding arrangements, the Pitt Town TMAP (2005) and the MWT (2006) traffic analysis indicated that the need for the construction of the Pitt Town Bypass would not be triggered by the proposed development yield of an additional 659 residential lots within Pitt Town.

Internal Road Network Implications

The internal road network proposed as part of the Concept Plan application reflects the internal road layout and road hierarchy as defined by the Pitt Town DCP.

The proposed sub division road layout is essentially a grid based system which will facilitate permeability for road users including private vehicles, emergency vehicles, cyclists and pedestrians.

The proposed hierarchy would reflect the local amenity considerations including sensitive road frontages as defined in the DCP.

The internal road layout would facilitate the provision of:

- local bicycle route connections to the regional cycle network
- local bus routes with connections to Windsor and Mulgrave train stations

As defined by the Pitt Town DCP the existing on-road local cycle path along Bathurst Street is to be upgraded / better defined and extended through Pitt Town along the route indicated on the Pitt Town Development Plan. The cycle path will consist of a 2 metre wide section of the road pavement for two-way movement marked by a single white line painted on the road pavement. Other local streets will be low speed shared zones for cyclists and motorists with no line markings provided. Contributions for these works are defined in the relevant Section 94 plan.

Both the local bus and bicycle routes through Pitt Town are identified by the Pitt Town DCP. The proposed development as represented in the Concept Plan would facilitate the provision of both the local bus and bicycle routes.

Package of Improvement Works

It is considered that the lower lot yields within the Pitt Town Investigation Area as sought in the Concept Plan would generate a lower transport demand than previously assessed.

Therefore, provided that the agreement for infrastructure provision is maintained, it is concluded that the conclusions reached in the Traffic and Transport Assessment (MWT, July 2006) are still valid with regard to traffic and transport demand and infrastructure provision.

It is considered that given the reduction in lot yields that the previous study is likely to have over estimated the transport development of the Concept Plan area and is thus a conservation assessment.

Summary

In summary, it is considered that the agreed transport infrastructure provision as envisaged in 2006 remains appropriate and satisfactory for the proposed reduction in lot yields as represented by the current Concept Plan application.

If you have any queries regarding the above or require further information, please do not hesitate to contact the undersigned on (p) 9410 4100.

Yours Sincerely

A handwritten signature in black ink, appearing to read 'Jason Rudd', with a stylized, cursive script.

Jason Rudd
Associate

Email: jason.rudd@mwtttraffic.com.au