

16 March 2018

info@asongroup.com.au

+61 2 9083 6601

Suite 1202, Level 12, 220 George Street

Sydney, NSW 2000

www.asongroup.com.au

Celestino PTY Ltd C/-  
Ascot Project Management  
Level 7, 25 Bligh Street  
Sydney NSW 2000

Attention: Ben Eddy, Director

Re: The Gables Precinct B, Planning Proposal – Traffic Review

Dear Ben,

Ason Group has undertaken a high level review of the traffic and transport implications associated with the Planning Proposal application for The Gables Precinct B. The application seeks to amend the High Density (R4) and Medium Density (R3) land zoning. An overview of the Proposal is shown in **Figure 1** providing an illustration of the amendments to the zoning boundaries. As identified in the schematic, it is understood that there would be no change in area with the retention of the high density and medium density developable areas as follows:

- R4 High Density Area 12.4ha
- R3 Medium Density Area 31.3ha



**Figure 1: Existing Vs Proposed Zoning Distribution**

A high level traffic generation assessment has been undertaken to establish the impacts that result from the Proposal scenario. As with any Residential traffic assessment, trip generation is typically applied to developable area and the number of residential units/dwellings capable of being delivered by a development. It is understood that there is no proposed amendment in area or increase in to height limits which would increase the developable residential yield potential in Precinct B and therefore the Planning Proposal would not result in a change to the traffic generating potential over and above the existing land controls. The overall traffic impacts on the external road network would be negligible.

Furthermore, from a transport perspective – the Planning Proposal and objective to relocate a more densely populated development near the town centre is a primary benefit of the application and supports/promotes increased walk trips and the use of public transport. Separate to these traffic and transport benefits, the urban design and town planning benefits of the Proposal have been dealt with in the relevant specialist consultant reports.

The Planning Proposal would therefore generate traffic movements that are consistent with the traffic generating potential of the currently land zoning across the external road network. From a best practice perspective, the Planning Proposal would also support the promotion of alternative transport modes.

Should you have any questions or should you wish to discuss the application further please contact the undersigned.

Yours sincerely,

A handwritten signature in dark ink, appearing to read 'John Mulhaire'.

John Mulhaire  
**Principal Traffic Engineer – Ason Group**  
Email: [john.mulhaire@asongroup.com.au](mailto:john.mulhaire@asongroup.com.au)