

Colston Budd Hunt & Kafes Pty Ltd

as Trustee for C & B Unit Trust

ABN 27 623 918 759

Our Ref: JH/6455/jj

Transport Planning

Town Planning

Retail Studies

24 April, 2007

Bovis Lend Lease Pty Limited
Level 4, 30 The Bond
30 Hickson Road
MILLERS POINT NSW 2000

Attention: Fleur Mellor

Email: Fleur.Mellor@lendlease.com.au

Dear Madam,

**RE: PROPOSED COMMERCIAL DEVELOPMENT,
SITE 4B, SYDNEY OLYMPIC PARK**

1. As requested, we are writing to set down our assessment of the traffic and parking implications of the proposed amended basement parking levels for the above development. We have previously prepared a report¹ which was submitted with the development application.
2. The proposed amended basement parking levels provide an amended basement layout. The proposed parking provision is 366 spaces in five levels, compared to some 362 spaces in three levels in the previous plans. Additional motor cycle parking is proposed. The commercial floor area of the building (some 22,180m²) is not proposed to change.
3. Our assessment of the proposed changes is set down through the following sections:
 - parking provision;
 - access, servicing and internal layout;
 - traffic generation and effects; and
 - summary.

¹ Transport Report for Proposed Commercial Development, Site 4B, Sydney Olympic Park, Homebush, November 2006.

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Parking Provision

4. As noted in our report submitted with the development application, the draft TMAP for Sydney Olympic Park suggests that commercial developments should provide car parking at a maximum rate of one space per 55m².
5. The proposed commercial development provides some 22,180m², which is unchanged from that previously proposed. On this basis, the development should provide a maximum of some 403 parking spaces.
6. The proposed development provides 366 spaces. This provision is in accordance with the recommendations in the draft TMAP. Reduced parking provision in an area with good access to public transport and a mix of land uses is in accordance with government policy. The proposed parking provision is therefore considered appropriate.
7. Four parking spaces (some one to two per cent of spaces) will be disabled spaces. Disabled parking spaces will be located on basement level 1, close to lifts.
8. In addition, eight parking spaces for motor cycles will be provided on basement level 1.
9. The masterplan for Sydney Olympic Park indicates that bicycle parking should be provided at the rate of one space per 500m². A bicycle store is proposed on the upper parking level with storage for 76 bicycles. This is in accordance with the requirements of the masterplan which, for the proposed development, would require a provision of some 45 spaces. Showers and lockers will be provided in the building for bicycle and other users.

Access, Servicing and Internal Layout

10. Vehicular access to the development is proposed to be provided from a new road running south from Herb Elliott Avenue. The proposed access location is similar to that proposed in the previous plans.
11. A driveway from the new road will provide for two-way traffic to and from basement parking levels in the development. The driveway will provide for the swept paths of cars entering and exiting the building. It will provide separate entry and exit lanes, each separated by a median.

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12. Five levels of basement parking are proposed. The upper level will provide 41 spaces (including the four disabled spaces). The central three levels will each provide 81 spaces and the lower level will provide 82 spaces. Internal ramps will connect the parking levels.
13. Parking spaces will be a minimum of 2.5 metres wide by 5.4 metres long, with 5.8 metre wide aisles (6.1 metres where there is structure adjacent to the aisle). Spaces with adjacent obstructions will be 0.3 metres wider. Disabled spaces will be 3.2 metres wide. Columns will be located outside the vehicle design envelope identified in Figure 5.2 of the Australian Standard for Parking Facilities (Part 1: Off-street car parking), AS 2890.1:2004. Height clearances will be 2.2 metres generally, with 2.5 metres above disabled spaces and 2.3 metres between disabled spaces and the car park entry/exit. These dimensions are considered appropriate, being in accordance with the Australian Standard for Parking Facilities (Part 1: Off-street car parking), AS 2890.1:2004.
14. A loading dock is proposed on the eastern side of the building, with access from the new road. A separate driveway will be provided to the loading dock, north of the driveway to the basement car park. This is similar to the previously submitted plans.
15. The building will be serviced by vehicles ranging in size up to large rigid trucks. The proposed loading dock has been designed to accommodate 8.8 metre medium and 12.5 metre large rigid trucks in accordance with the Australian Standard for Parking Facilities (Part 2: Off-street commercial vehicle facilities), AS 2890.2 – 2002. Service vehicles will be able to turn to and from the loading dock, manoeuvre into the service bays and exit the site in a forward direction.

Traffic Generation and Effects

16. The RTA's "Guide to Traffic Generating Developments" indicates that traffic generation of commercial development is a function of the gross floor area. With no change in GFA proposed, traffic generation of the proposed development will not change, compared to that assessed in our previous report.
17. Our previous report found that the road network will be able to cater for the traffic generated by the proposed development.

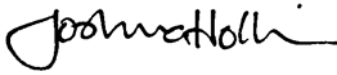
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Summary

18. In summary, the main points relating to our assessment of the implications of the proposed amended basement parking levels for the proposed development are:
- i) the proposed parking provision is considered appropriate;
 - ii) access, servicing and layout will be provided in accordance with AS 2890.1:2004 and AS 2890.2 - 2002; and
 - iii) the road network will be able to cater for the traffic generated by the proposed development.
19. We trust the above provides the information you require. Finally, if you should require any further information, please do not hesitate to contact us.

Yours faithfully,

COLSTON BUDD HUNT & KAFES PTY LTD



J Hollis
Director