
Colston Budd Hunt & Kafes Pty Ltd

as Trustee for C & B Unit Trust
ABN 27 623 918 759

Our Ref: JH/8111/jj

Transport Planning
Town Planning
Retail Studies

17 December, 2010

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

Attention: Sarah Crennan
Email: Sarah.Crennan@lendlease.com.au

Dear Madam,

**RE: SECTION 75W APPLICATION FOR APPROVED COMMERCIAL
DEVELOPMENT, SITE 4B, SYDNEY OLYMPIC PARK**

1. As requested, we are writing to set out our comments on the section 75W application for the approved commercial development at the above site.
2. The approved development comprises some 24,143m² commercial and basement parking for some 369 cars. The Section 75W application includes two buildings, with a relatively minor increase in area of some 1,956m² and a parking provision of 273 spaces. We previously prepared a report¹ in support of the approved development.
3. Our assessment of the proposed changes is set down through the following sections:
 - ❑ parking provision;
 - ❑ access and internal layout;
 - ❑ traffic generation and effects;
 - ❑ staging; and
 - ❑ summary.

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

Parking Provision

4. The Sydney Olympic Park Masterplan 2030 indicates a maximum parking rate of one space per 80m² for commercial development.
5. The proposed commercial development provides some 26,099m². On this basis, the development should provide a maximum of some 326 spaces.
6. The proposed development provides 273 spaces. This provision is in accordance with the masterplan. Reduced parking provision in an area with good access to public transport and a mix of land uses is in accordance with government objectives.
7. Some one to two per cent of parking spaces will be disabled spaces in accordance with the Australian Standard for Parking Facilities (Part 1: Off-street car parking), AS 2890.1. Disabled parking spaces will be located close to lifts.
8. The masterplan indicates that bicycle parking should be provided at the rate of one space per 150m² plus one space per 75m² for visitors. Appropriate bicycle parking will be provided for the development. Bicycle parking will be a mix of secure parking for employees and short term parking for visitors. Showers and lockers will be provided in the building for bicycle and other users.

Access and Internal Layout

9. Vehicular access to the development is proposed to be provided from a new road running south from Herb Elliott Avenue. The masterplan identifies access for site 4B from Herb Elliott Avenue.
10. In the short term, the access road will be constructed within the site boundary and terminate at the subject site. Ultimately, SOPA will widen and extend this road south and then west, around the site, to connect with Olympic Boulevard, in association with the redevelopment of adjacent sites.
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.
12. Five levels of basement parking are proposed. The upper level will provide 31 spaces, the basement mezzanine level will provide 35 spaces and the three lower levels will provide 68, 68 and 71 spaces respectively. Internal ramps will connect the levels of parking.

13. Parking spaces will be a minimum of 2.5 metres wide by 5.4 metres long, with 5.8 metre wide aisles. Spaces with adjacent obstructions will be 0.3 metres wider. Disabled spaces will be 2.4 metres wide, with an additional 2.4 metre wide adjacent area for loading/unloading wheelchairs. Columns will be set back 750 mm from the front edge of spaces. Height clearance will be 2.2 metres generally, with 2.5 metres above disabled spaces. 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 will be provided in the south-eastern corner of the building. The dock will provide for an 8.8 metre medium rigid truck to reverse from the driveway into the dock and exit in a forward direction.

Traffic Generation and Effects

15. Our previous report submitted with the environmental assessment for the approved development assessed a traffic generation of some 220 vehicles per hour two-way during morning and afternoon peak hours. This was based on a traffic generation of up to 0.6 vehicles per hour two-way per parking space, and a parking provision of some 366 spaces.
16. With some 273 parking spaces now proposed, the development would have a traffic generation of some 170 vehicles per hour two-way during peak hours. This is lower than assessed in our previous report, which found that the road network will be able to cater for the traffic generated by the proposed development.
17. The road network will therefore be able to cater for the lower traffic generation of the proposed amended development.

Staging

18. The development will be staged. If the northern building is constructed first, at-grade parking will be provided on the southern side of the site. If the southern building is constructed first, the basements will be constructed in this stage. Staging is shown in drawings prepared by Batesmart.

Summary

19. In summary, the main points relating to the traffic and parking implications of the proposed Section 75W modifications are as follows:

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- (i) the proposed parking provision is in accordance with the recommendations of the TMAP for Sydney Olympic Park;
- (ii) access, servicing and layout will be will be provided in accordance with AS 2890.1:2004 and AS 2890.2 – 2002;
- (iii) traffic generated by the proposed development will be less than the approved development; and
- (iv) the road network will be able to cater for the traffic generated by the proposed development.

20. We trust the above provides the information you require. Finally, if you have any queries, please do not hesitate to contact us.

Yours faithfully,

COLSTON BUDD HUNT & KAFES PTY LTD

A handwritten signature in black ink, appearing to read 'J Hollis', written over a horizontal line.

J Hollis
Director