
Colston Budd Hunt & Kafes Pty Ltd

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

Our Ref: SK/7887/jj

1 February, 2012

Transport Planning
Town Planning
Retail Studies

Mirvac
Level 26
60 Margaret Street
SYDNEY NSW 2000

Attention: Paolo Razza
Email: Paolo_Razza@mirvac.com

Dear Sir,

RE: 7 RAILWAY STREET CHATSWOOD
CONSENT CONDITION B2 (g)

1. As requested, we are writing regarding consent condition B2(g) relating to truck manoeuvring to and from the site and potential conflict of service vehicles with traffic accessing the basement car park. Condition B2(g) is as follows:-

"B2. Any requirements outlined by conditions of this project approval requiring changes and/or information to be noted on plans are to be addressed to the satisfaction of the Certifying authority prior to issue of the relevant construction certificate.

In particular, the following issues re to be addressed:

g) Provision of access to a loading/waste handling area are capable of handling two trucks at the same time and manoeuvring space that is separate to and does not conflict with the access to the car park. The access ramp and entry shall be designed in accordance with AS2890.2."

2. Service vehicles accessing the loading dock will enter the site from Railway Street, will drive in a forward direction into the basement car park ramp and then undertake a reverse manoeuvre into the two available loading bays. On exit, trucks will drive out of the loading dock in a forward direction via the two-way access driveway onto Railway Street.

Suite 1801/Tower A, Zenith Centre, 821 Pacific Highway, Chatswood NSW 2067
P.O. Box 5186 West Chatswood NSW 1515 Tel: (02) 9411 2411 Fax: (02) 9411 2422
Directors - Geoff Budd - Lindsay Hunt - Stan Kafes - Tim Rogers - Joshua Hollis ACN 002 334 296
EMAIL: cbhk@cbhk.com.au

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3. The current design addresses the potential conflict of service vehicles on the access driveway with traffic accessing the basement car park, via the incorporation of a loading dock management plan. The loading dock management plan will be prepared prior to the issue of the construction certificate to the satisfaction of the Certifying Authority. The plan and the traffic measures to manage service vehicle activity will be prepared by ourselves in association with Parking and Traffic Consultants Pty Ltd.
4. The loading dock management plan will incorporate signs and warning lights (traffic light system) within the access driveway and basement car park, informing motorists when service vehicles are accessing to or from the loading dock.
5. At all times passing opportunities will be provided within the access driveway at Railway Street and within the basement car park, with clear sight lines to the traffic light system. The traffic light system will incorporate height beams at the access driveway and within the loading dock, which will be activated by service trucks when entering the site and exiting the loading dock.
6. The loading dock management plan will therefore incorporate the following traffic management measures:-
 - ❑ all vehicles entering and exiting the site will be required to enter and exit the site in a forward direction;
 - ❑ service vehicle access to the site will be controlled by signs and warning lights (traffic light system) located within the access driveway and within the basement car park;
 - ❑ hold bays and passing opportunities will be located within the access driveway and within the basement car park;
 - ❑ the traffic light system will incorporate height beams at the access driveway and within the loading dock, which will be activated by service trucks when entering the site and exiting the loading dock;
 - ❑ on entry to the service vehicle area, service vehicles will drive in a forward direction into the car park ramp and then reverse into the available loading bay;
 - ❑ the access ramp to the basement car park has been designed with a maximum grade of 1 in 16 to allow service vehicle access;

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- ❑ on exit, service vehicles will activate the traffic light system and drive out of the loading dock in a forward direction via the two-way access driveway onto Railway Street;
 - ❑ when service vehicles are entering or exiting the site the traffic light system will be activated. The signaling system will warn other vehicles entering or exiting the car park to stop within the identified holding areas;
 - ❑ traffic measures incorporated within the loading dock management plan will be designed in accordance with appropriate guidelines and the Australian Standards.
7. The use of traffic signal systems referred to in this report, are used in the design of car parks and loading docks. These measures will ensure that provision of access to the loading/waste handling area does not conflict with access to the car park.
8. We trust this provides the information you require. Should you have any queries, please do not hesitate to contact us.

Yours faithfully,
COLSTON BUDD HUNT & KAFES

A handwritten signature in black ink that reads "Stan Kafes". The signature is written in a cursive, flowing style.

S. Kafes
Director