

Reference: 12S1395000

28 November 2014

Frasers Property Australia Pty Ltd
Suite 11, Lumiere Commercial
Level 12, 101 Bathurst Street
SYDNEY NSW 2000

Attention: Mr Michael Goldrick

Dear Michael

**RE: CENTRAL PARK, BROADWAY – BLOCK 1 STATE SIGNIFICANT
DEVELOPMENT APPLICATION FOR A MIXED USE BUILDING (SSD 6554)
AND MODIFICATION TO THE PROJECT APPROVAL FOR COMMERCIAL
DEVELOPMENT ON BLOCKS 1 AND 4N (MP08_0253 MOD 5)**

Following the public exhibition of the above applications, the Department of Planning and Environment (DoPE) has provided their comments in a letter dated 27 November 2014. The letter also included comments from government agencies and authorities in response to the applications. DoPE has requested that the proponent address the comments from the authorities accordingly.

This letter provides a response to the traffic and transport related issues.

Roads and Maritime Services has indicated that they do not object to the proposal.

Transport for NSW has made some minor comments in relation to the transport report that accompanied the SSDA and required bicycle provision and their location to be clarified. This is being addressed by others under a separate submission.

The City of Sydney commented that car parking for Blocks 1 and 4N should be assessed and designed independently. This is being addressed by others separately.

In addition, in their submission the City of Sydney contended that the vehicular access into Block 1 basement car park should be from Abercrombie Street and for the “secondary” access from Central Park Avenue to be deleted.

The City of Sydney submission incorrectly states that:

“The approved Concept Plan and Project Application (subject to a concurrent modification as present) provide vehicle access for Blocks 1 and 4N to/from Abercrombie Street into a combined 4 level basement.

The proposed development maintains the combined basements but introduces a new secondary entry and exit from Central Park Avenue at the south-western corner of the development”.

25 YEARS

melbourne
sydney
brisbane
canberra
adelaide
gold coast
townsville
perth

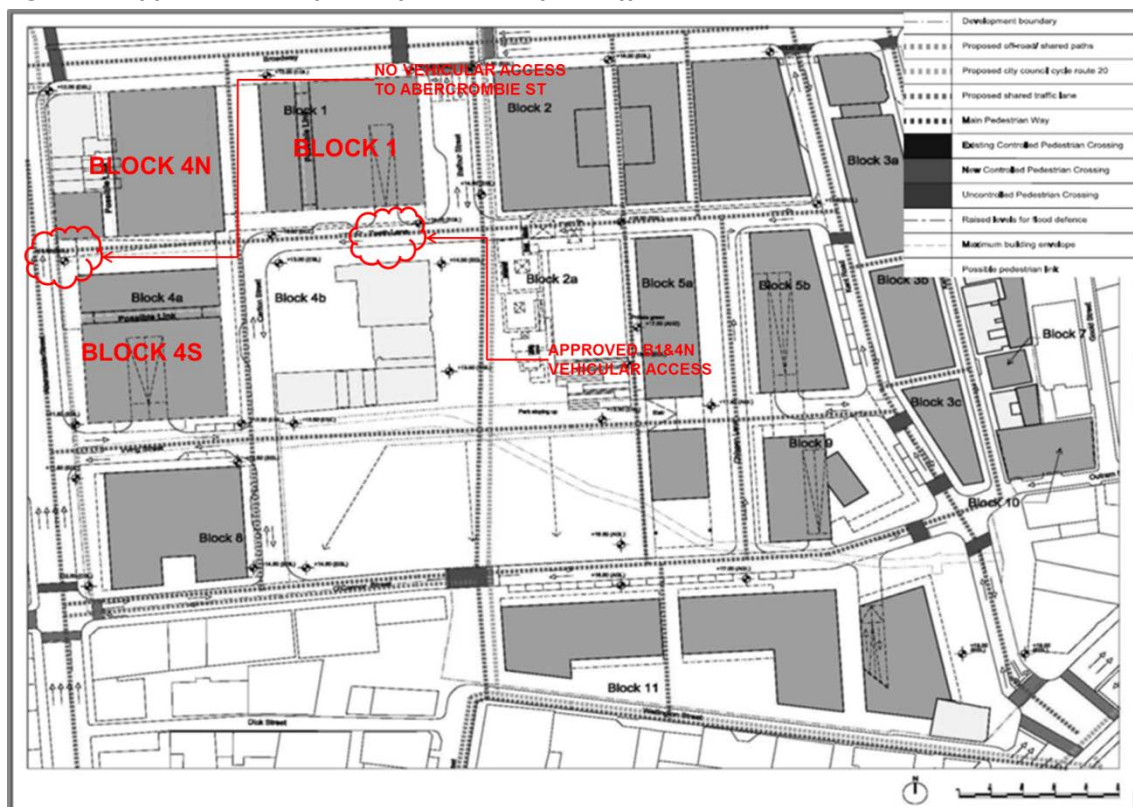
Level 6, 15 Help Street
CHATSWOOD NSW 2067
PO Box 5254
WEST CHATSWOOD NSW 1515
t// +612 8448 1800

www.gta.com.au

The above statement is incorrect. The approved Concept Plan does not include a vehicular access off Abercrombie Street. Developments within Blocks 1 and 4 have always been approved with a single access off Central Park Avenue. Reference to this as secondary access is not correct.

The concept plan as approved in MP 06_0171 (MOD 2) is re-produced below as Figure 1 (this figure was also included in the transport report that accompanied the SSDA).

Figure 1: Approved Concept Plan (MP 06_0171 (MOD 2))



Subsequent to the approval of the concept plan, approval from RMS was sought for a service vehicle access off Abercrombie Street. RMS approved the Abercrombie Street access on the basis that it would be used by service vehicles only and that general vehicle access into the basement car park continued to be via Central Park Avenue (as the one and only general vehicular access into Blocks 1 and 4N combined basement).

The number of service vehicles using the Abercrombie Street access is expected to be relatively low in comparison to existing traffic volume on Abercrombie Street. As such, it was considered that a service vehicle access on Abercrombie Street is unlikely to create any materially adverse impact on the operation of Abercrombie Street.

Separately, *Clause 101 Development with Frontage to Classified Road* in the *State Environmental Planning Policy (Infrastructure) 2007* (Infrastructure SEPP) states that:

"The consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that:

(a) where practicable, vehicular access to the land is provided by a road other than the classified road..."

In accordance with the Infrastructure SEPP, access for general traffic is to be provided off non-classified road where the site has frontage to a non-classified road. The development site has frontage to both Abercrombie Street which is a classified road and Central Park Avenue which is a non-classified road. Therefore, in this case general vehicle access will be provided from Central Park Avenue in accordance with the Infrastructure SEPP and the approved Concept Plan.

Furthermore, the RMS *Guide to Traffic Generating Developments* also requires that *"direct access across the boundary with a major road is to be avoided wherever possible"*.

Under the circumstances, the road authority will not grant consent for a general vehicular access off Abercrombie Street.

In addition, in their submission dated 24 April 2013 in relation to the proposed modification to the concept plan in MP 06_0171 (MOD 8) and project application for Blocks 1 and 4 in MP 08_0253 (MOD 4), the City of Sydney raised a number of issues relating to a vehicular access off Abercrombie Street. In that submission, the City of Sydney stated:

"The proposed new vehicular access on Abercrombie Street is unlikely to result in significant traffic volumes and disruptions, subject to being restricted to service vehicle use only."

The submission went on to state:

"It is noted that the traffic report identifies 4 car parking spaces within the basement of Blocks 1 and 4 dedicated to the childcare centre and may be used by parents for drop off/pick up.

The proposal has not adequately addressed the number of service and non-service vehicles likely to use or attempt to use the proposed vehicular crossing, thus, the potential impact on traffic flow on Abercrombie Street. In particular, the traffic generation and impacts of parents using the Abercrombie Street entrance to access drop off and pick up parking spaces.

It is recommended that access to the basement car parking for vehicles associated with the childcare centre not be permitted via Abercrombie Street to minimise traffic impacts."

It is noted that the April 2013 submission was appended to their recent submission to relation Block 1 SSDA as Appendix A. However, their comments in relation to vehicular access are not consistent.

In the Block 1 SSDA submission, the City of Sydney contended that vehicular access should be maintained entirely from Abercrombie Street. However, the April 2013 submission recommended for the Abercrombie Street access to be limited to service vehicles only so to minimise traffic impacts.

Thus in conclusion, we submit that it is not possible to obtain approval from the road authority for a vehicular access from Abercrombie Street for general vehicles. Furthermore, direct general vehicle access via Abercrombie Street is not a desirable traffic outcome and is not consistent with the approved Concept Plan. It is noted that the proposed SSDA access arrangements are consistent with the approved Concept Plan and are appropriate for the proposed development.

Yours sincerely

GTA CONSULTANTS



Michael Lee
Associate