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Mr Pino Accardo
Design Manager – Construction
Watpac NSW Pty Ltd
Level 5, 8 Australia Ave
Sydney Olympic Park NSW 2127

9 August 2011

Dear Pino

Re: One Central Park Block 2 S75W Application – Traffic and Parking

A Section 75W Application is being lodged with the Department of Planning (DoP) seeking approval for various changes within Block 2 east basement area from that approved at the above site. This letter accompanies the amended S75W Application. It assesses the traffic and parking implications arising from the proposed changes.

Proposed Changes

The DoP approved the Project Applications for the basement car park on 26 May 2010 and subsequently Block 2 Towers on 18 June 2010. Subsequent to these approvals, there were various amended project applications seeking approvals to vary the apartment yields (in Blocks 2, 5A, 5B and 5C) and increase of Block 2 retail floor area.

Since the above approvals were granted, further design refinement necessitates additional changes to the approved development. The current application contemplates the following changes:

- a slight decrease in the approved retail floor area in Block 2; and
- change to traffic arrangements at the supermarket loading area.

The current application does not seek to amend the current approved apartment mix in any of the approved residential towers (Blocks 2, 5A, 5B and 5C).

Traffic Implications

During the concept plan stage (at that stage the site was known as the Carlton and United Brewery (CUB) site), the NSW Roads and Traffic Authority (RTA) examined the external traffic implications for the entire site through the use of the Paramics microsimulation model. From that investigation, the RTA concluded the external traffic implications would

be satisfactory and approved the proposed access connections to the surrounding road network.

The total development traffic for the entire site arising from the proposed development (that was approved in the original Project Application (PA)) was consistent with the Concept Plan assessed by the RTA. The total development traffic was estimated to be about 493 vehicles per hour (vph) during the peak periods.

In the traffic assessment accompanying the modified PA for Blocks 5A and 5B and the PA for Block 5C in April 2011, it was estimated that there would be a net additional 35 vph due to the changes arising from the proposed changes to apartment mix for Blocks 2, 5A, 5B and 5C. Intersection analysis at the main access intersections, where the effects of this additional traffic would be most noticeable, indicates these intersections would continue to operate well in the future as originally planned.

As current proposed changes would result in a slight decrease of the retail floor area, it is expected that overall development traffic would continue to be at the same level as previously assessed (i.e. additional 35 vph arising from the proposed changes to apartment mix for Blocks 2, 5A, 5B and 5C). As such the nearby intersections would continue to operate well.

Furthermore, the proposed change to the supermarket loading area is unlikely to result in any additional development traffic.

Parking Provisions

Attachment 1 contains a detailed schedule presenting the required parking for the proposed amended development in accordance with the requirements set out in Sydney City Council's *Local Environmental Plan Chapter 2 Central Sydney (LEP)* and *Central Sydney Development Control Plan Part 5 On-site Parking (DCP)*.

Table 1 below compares the allowable maximum parking set out in the LEP and DCP against the proposed parking provision for Blocks 2, 5A, 5B and 5C, and the Kensington Precinct.

Table 1 Maximum Allowable and Proposed Parking Provisions

Use by Block	LEP & DCP Maximum Allowable			Proposed Provision		
	Car Space	Service Parking	All Car Spaces	Car Space	Service Parking	All Car Spaces
Block 2	582	63	645	520	44	564
Block 5 (A, B & C)	521	12	533	516	13	529
Kensington Precinct	107	9	116	108	0	108
Total	1,210	84	1,294	1,144	57	1,201

The LEP and DCP allow a maximum of 1,294 car spaces. It is proposed to provide 1,201 parking spaces. The proposed on-site parking provision would be slightly below the allowable maximum and would accordingly be satisfactory. Of the 1,201 car spaces, about

37 car spaces would be allocated to car share operators. There would be an additional seven car share spaces on the street level near Block 5. In addition to this, a total of 121 motorcycle spaces are also provided as part of the Green Star requirements.

The previous approvals place a condition that limit the total on-site parking provision for all blocks to be the lesser of the Council LEP requirements for parking spaces and 2,000 spaces. The proposed changes have no effect on this condition. Frasers Property, the proponent, will continue to comply with this condition.

Access and Internal Layout

The basement levels (including the majority of the proposed car parking spaces and loading bays with the exception of re-arrangement of some car spaces and the additional supermarket loading bay) have not altered since the PA for Block 5C.

The proposed changes to the car parking space arrangement would continue to comply with AS2890.1:2004.

In addition, an additional loading bay to cater for a slightly larger truck (12 pallet or 10.0m long truck) to service the proposed supermarket is proposed to the immediate north of the retail area on Level B1. This truck has been specified by a potential supermarket operator.

This additional loading bay is proposed on part of the waiting bay to the north of the retail area whilst continuing to allow the remaining area to be used as a waiting bay.

Attachment 2 contains a series of swept path diagrams demonstrating that this slightly larger vehicle would be able to access the basement level to service the supermarket. **Figures 1A** and **1B** show the 10.0m long truck circulating within the basement to access the proposed loading bay. **Figure 2** shows the 10.0m turning into the site from Kent Road.

Therefore, the proposed additional loading area is also satisfactory.

All other traffic and parking related arrangements would be consistent with the approved Project Application.

On this basis, we conclude that the proposed changes would be satisfactory from traffic and parking perspectives.

Yours sincerely,



Michael Lee
Executive Transport Consultant

Attachment 1 – Parking Schedule

Total Site Area	58,346 m ²
Total GFA for Development	253,033 m ²
Total FSA for Development	232,717 m ²

Com / Retail Car Parking CSDCP 1996

Com or Retail FSA per site / total allowable FSA within development * Site Area / 50

Service Vehicle Parking Calculation

Commercial 1 space / 3,300sqm FSA for first 50,000sqm + 0.5 space / 3,300sqm thereafter
Retail 1 space / 350sqm FSA
Residential 1 space / first 50 apts + 0.5 for every 50 apt thereafter

Motorcycle Parking CSDCP 1996

1 carparking space / 100 carparking spaces or part thereof

Bicycle Parking CSDCP 1996

1 carparking space / 100 carparking spaces or part thereof

Unit Mix / Car Parking Rates (under CSLEP 2005)

% Mix	no.of spaces
Studio	0.25
1 Bed	0.15
2 Bed	0.48
3 Bed	0.3

Hotel = 1 space / 5 bedrooms

CONCEPT PLAN ASSUMPTIONS	NSA = 0.81 GFA
No. Apartments =	1 per 75sqm NSA
Resultant GFA = 75sqm / 0.81 =	92.6 sqm GFA

Child Care Centre - Child Care Centre DCP 2005

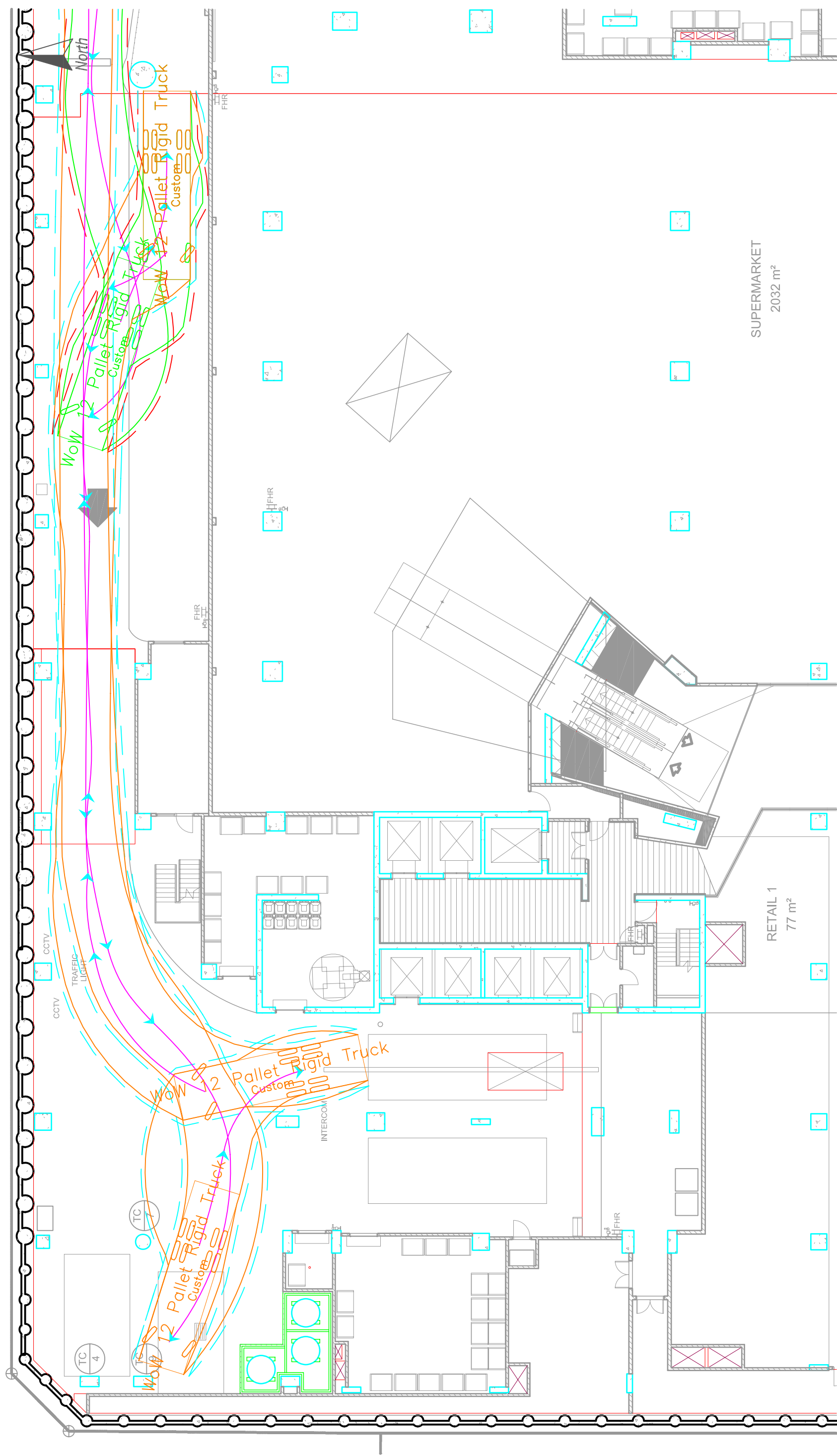
Use FSA per site / total allowable FSA within development * Site Area / 50

Site	Building Group	SITE AREA	Proposed Yields (max) GFA in m ²	Maximum Yields by Type & Location										Parking Spaces by Use** USING GFA					Service Parking	Motor Cycle	Bicycle Parking								
				Resi	Comm*	Retail	Hotel	Child Care	No. Residential Units	No. Studios	No. 1 Bedrooms	No. 2 Bedrooms	No. 3 Bedrooms	Resi	Comm	Retail	Hotel	Child Care				Comm	Retail	Resi	Spaces	Spaces			
1 & 4	A	6,865	73816	0	67980	4140	0	660	0	0	0	0	0	0	314	19	0	3	18	12	0	4	4						
	B																												
2	C	4,000	67625	48390	0	19235	0	0	622	99	262	233	28	491	0	89	0	0	0	55	7	6	6						
	D																												
5	H	5,890	56071	54364	0	1293	0	0	789	229	326	220	14	512	0	6	0	0	0	4	8	6	6						
	I																												
8	K	2,250	14500	12850	0	1650	0	0	139	21	42	56	21	134	0	8	0	0	0	5	2	2	2						
	L																												
9				Block 9 is now Block 5C																			0	0	0	0	0	0	0
11	N	5,780	25157	24000	0	1157	0	0	326	0	254	62	10	221	0	5	0	0	0	3	4	3	3						
	O																												
3	E	1,340	15864	6036	3265	2855	72	0	65	10	20	26	10	64	15	13	14	0	0	8	1	1	1						
	J																												
6	P1, P2	0																											
7	P2, P3	0																											
10	Q	526					GFA = 3,708																						
Total				145640	71245	30330	660		1941	359	903	597	83	1423	329	140	14	3	18	87	21	22	22						
Grand Total				253033		251583		Total Parking Spaces = 1910										126											
*includes heritage buildings																													

Attachment 2 – Swept Path Diagrams

BASEMENT LEVEL B1 - 12 PALLET TRUCK

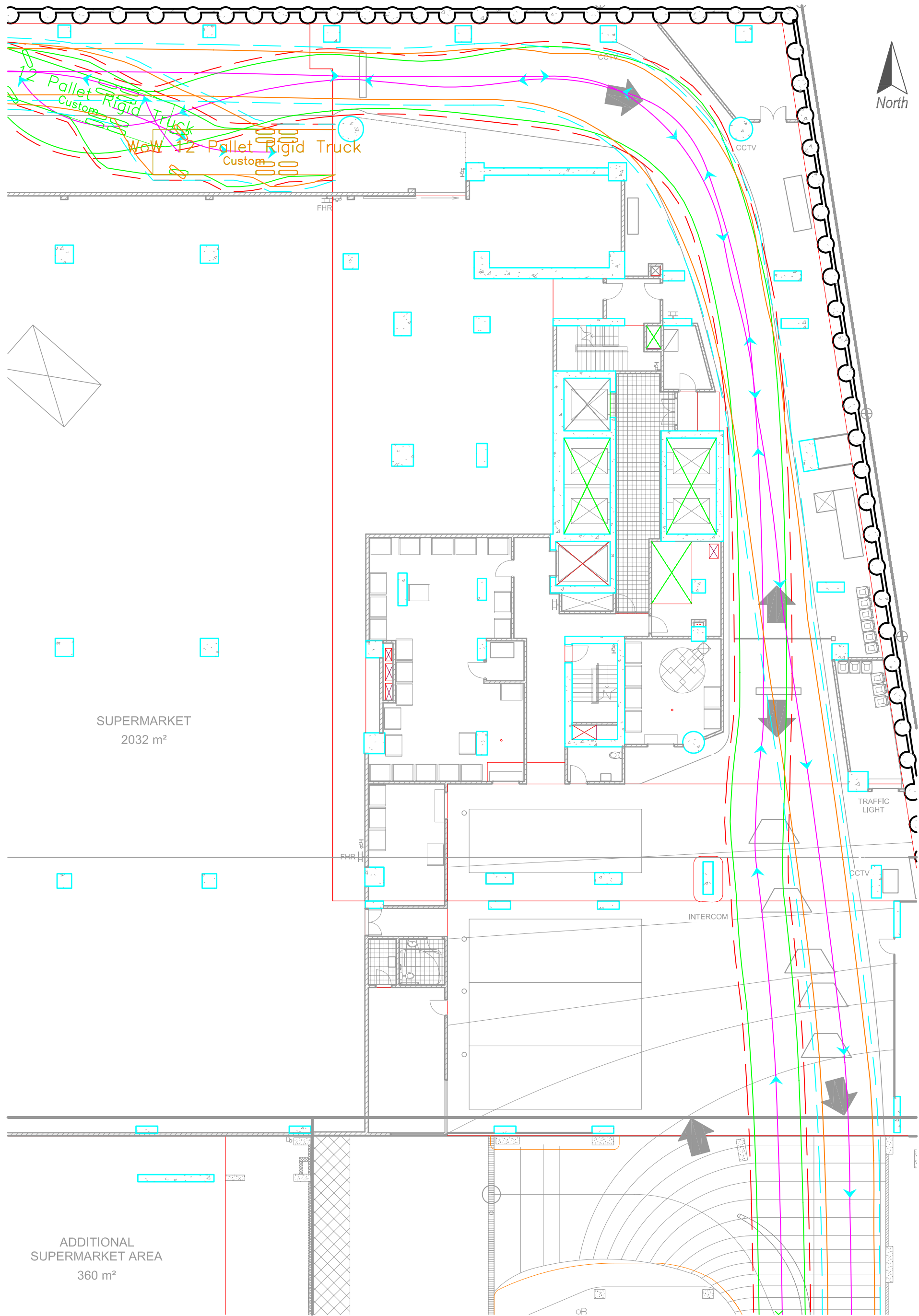
CENTRAL PARK



Scale: 1:200 @ A3

BASEMENT LEVEL B1 - 12 PALLET TRUCK

CENTRAL PARK



Scale: 1:200@A3

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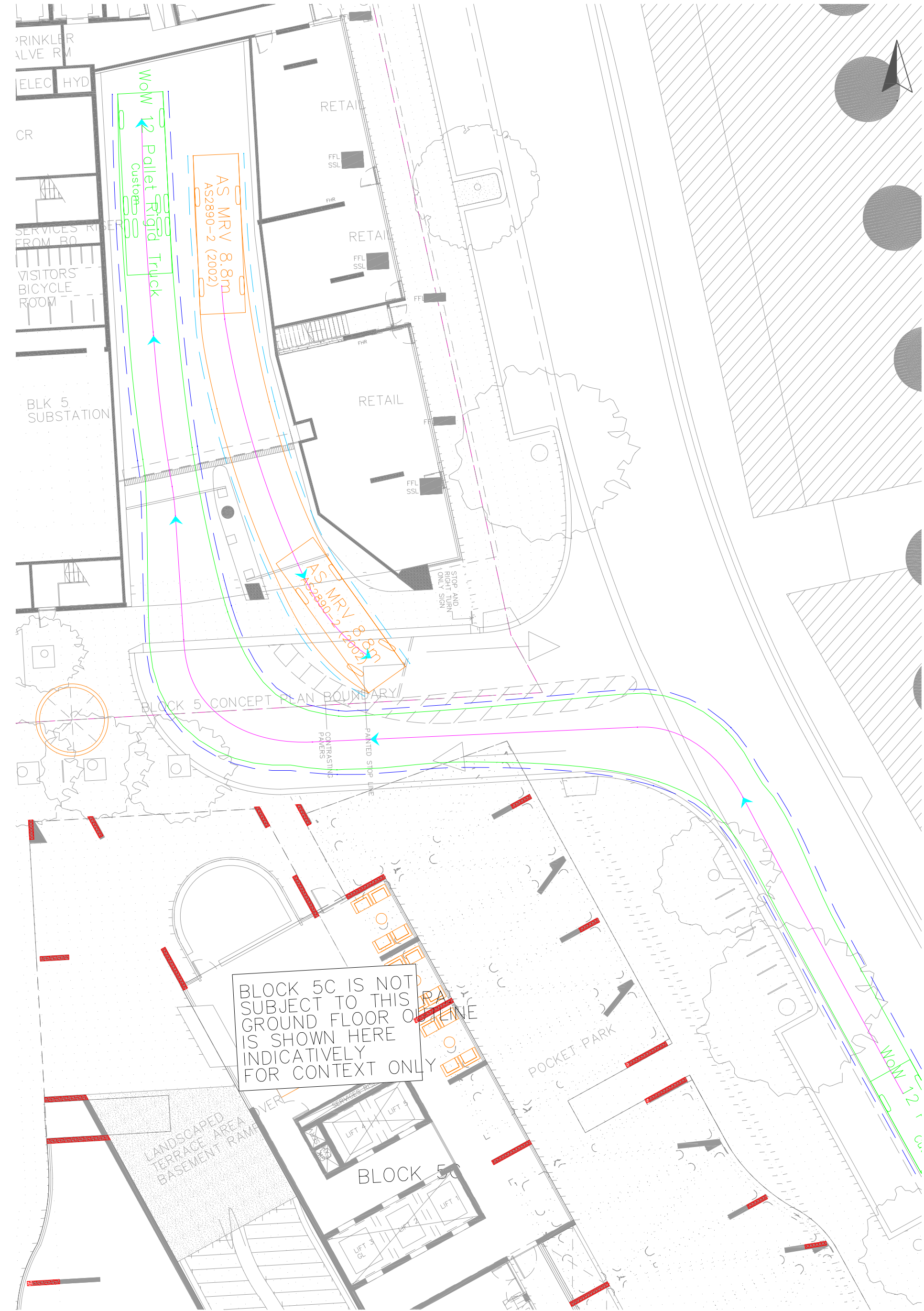
Filename: CTLRDOda67

Figure 1B

Date: 4 April 2011

KENT RD DRIVEWAY - 10.0M TRUCK ENTERING + 8.8M MRV LEAVING

CENTRAL PARK



Scale: 1:200@A3



Filename: CTRLDOda68

Figure 2

Date: 6 April 2011