

Our Ref: 12S1395302

18 December 2012

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

Attention: Mr Anthony Green

Dear Anthony,

**RE: CENTRAL PARK BLOCKS 3B, 3C & 10 STUDENT ACCOMMODATION
MP 11_0090 S75W – TRAFFIC AND PARKING REVIEW**

This traffic statement has been prepared to accompany a Section 75W application seeking approval to amend an approved development granted by the Department of Planning and Infrastructure in November 2012. This statement examines the traffic and parking effects arising from the proposed modifications.

Approved Development

The approval was for the construction of three buildings (3B, 3C and 10) for student accommodation with retail uses comprising:

- total floor space area of 8,6425m² (gross floor area, GFA)
- 7,945m² (GFA) student accommodation
- 680m² (GFA) retail use
- 267 beds, and
- a minimum of 89 bicycle parking spaces.

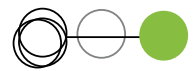
Proposed Modifications

The proposed modifications for which approval is sought are as follow:

- reduction in student accommodation floor space area by 146m² from 7,945m² to 7,799m² (GFA)
- reduction in retail floor space area by 188m² from 680m² to 492m² (GFA)
- increase student accommodation beds by four beds from 267 beds to 271 beds, and
- increase bicycle parking provision to 90 bicycle racks.

The revised total floor space area is 8,291m² (GFA).

In addition, it is not proposed to modify the proposed parking provision for staff parking. Consistent with the original approved development, five parking spaces are proposed for administration staff. These spaces would be located in the combined basement car park beneath Blocks 2 and 5.



Similarly, consistent with the approved development 53 motorcycle parking spaces are also proposed.

Traffic Effects

The transport report prepared by consultants Halcrow that accompanied the original Project Application estimated that the proposed student accommodation would generate about 5 vehicles per hour during the peak periods. This was on the basis that only five car parking spaces would be allocated to the proposed development.

As the car parking provision is consistent with the original approval, the proposed modifications in the subject S75W application would not alter the potential traffic generation of the development. That is, it would continue to generate 5 vph. As such, traffic effects of the proposed modifications would also be consistent with the approved development.

Parking Assessment

In relation to bicycle parking provision, the architectural plans show a total of 90 bicycle parking spaces located on Level 1 within Block 10.

It is noted that the original application proposed bicycle parking be provided at rate of one space per five beds (or 0.2 spaces per bed) consistent with requirement stipulated in the State Environmental Planning Policy (Affordable Rental Housing). It is now proposed to provide bicycle parking at a higher rate at two spaces per six beds (0.33 spaces per bed). This rate is consistent with requirement set out in City of Sydney *Boarding Houses Development Control Plan, 2004*. As such, this represents a significant increase in the number of bicycle parking spaces proposed (about 66 per cent more), while the number of proposed beds has essentially remained the same.

It is further noted that the proposed bicycle parking provision is consistent with the requirement set out in the City of Sydney *Development Control Plan 2012*.

The bicycle parking racks are proposed to be provided using a proprietary system known as JOSTA. This is used in North America and Europe. Technical information for this system is provided in Attachment 1. The system could be provided to generally meet Australian Standard (AS2890.3:1993) requirements for a Class 3 bicycle parking space.

The resident bicycle spaces that were previously located on the ground floor of Block 3B and Block 10 (which was approved as part of the original application) are now proposed to be relocated to Level 1 within Block 10 to be accessed from a lift. The relocation of the bicycle spaces is considered to be consistent with the original approval in terms of accessibility for the users of the proposed development.

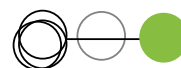
Therefore, bicycle parking is satisfactory.

It is not proposed to amend the previous proposed car and motorcycle parking provisions on the basis the proposed modifications are only marginal. Therefore, this is also satisfactory.

Conclusion

This statement documents the review of the traffic and parking effects arising from the proposed modifications to the approved student accommodation in Blocks 3B, 3C and 10 at Central Park.

The review found that the traffic and parking effects of the proposed modifications would continue to be consistent with the approved development.



We trust the above is to your satisfaction. Naturally, should you have any questions or require any further information, please do not hesitate to contact me in our Sydney office on (02) 8448 1800.

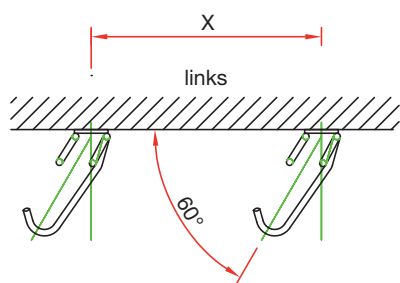
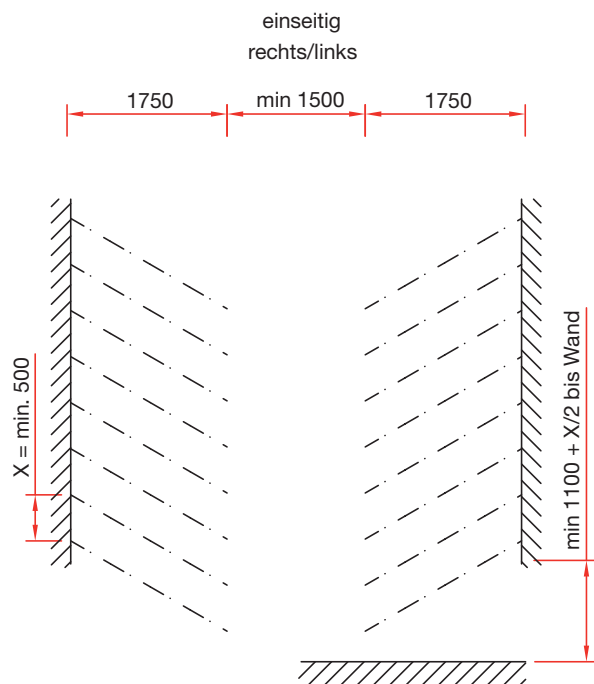
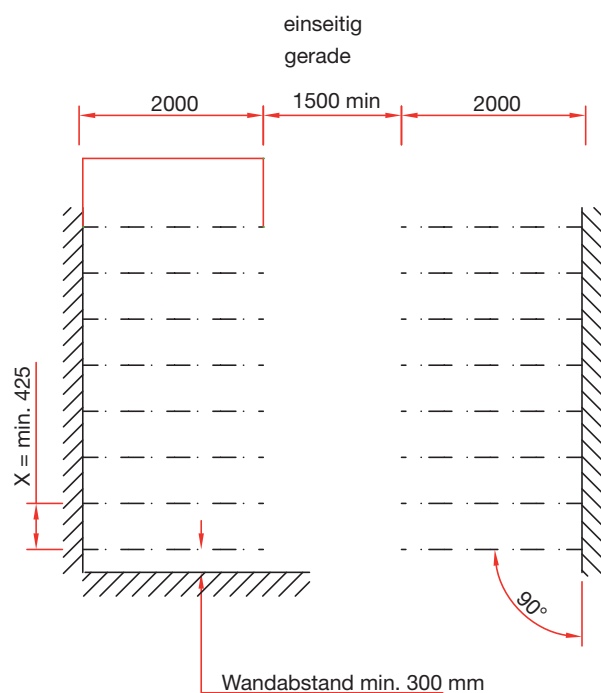
Yours sincerely

GTA CONSULTANTS

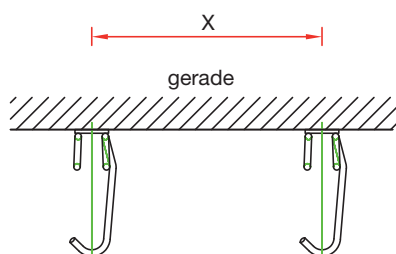
Michael Lee
Associate

Attachment 1 – JOSTA Bike Racks

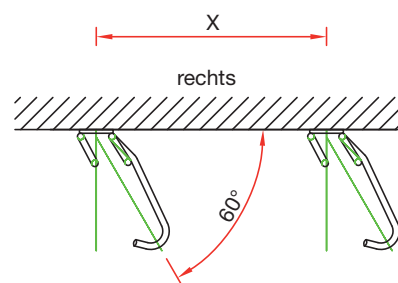
Single holders



$X = \text{Achsabstand}$
min. 500 mm



$X = \text{Achsabstand}$
min. 425 mm



$X = \text{Achsabstand}$
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