

Reference: 12S1395000

23 January 2015

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 4N STATE SIGNIFICANT  
DEVELOPMENT APPLICATION FOR A MIXED USE BUILDING (SSD 6673)**

As requested, please find herein our advice in relation to a request from the Department of Planning and Environment (DPE) for the Abercrombie Street driveway access to be modified. The request is detailed in DPE's letter dated 15 January 2015 as follows:

*Further consideration and review of the loading dock driveway access from Abercrombie Street to reduce the width or provide two separate crossings with a pedestrian refuge.*

It is understood that the intent of DPE's comment is to reduce the walking distance for pedestrians across the proposed driveway either in a single crossing movement or in a staged manner by way of a pedestrian refuge island.

It is noted that the current proposed design of the driveway fully complies with Australian Standard AS2890.2:2002. The entry lane has a width of 4.0m while the exit lane has a width of 3.5m. The entry and exit lanes are separated by a 0.8m wide island. The total width of the driveway is 8.3m.

The width of the entry and exit lanes have already been minimised to enable an Australian Standard 8.8m long medium rigid vehicle (MRV) to enter and exit the driveway without conflicting with the design requirements set out in the Australian Standard.

Figure 1 shows the swept paths of a MRV turning into and from the proposed driveway.

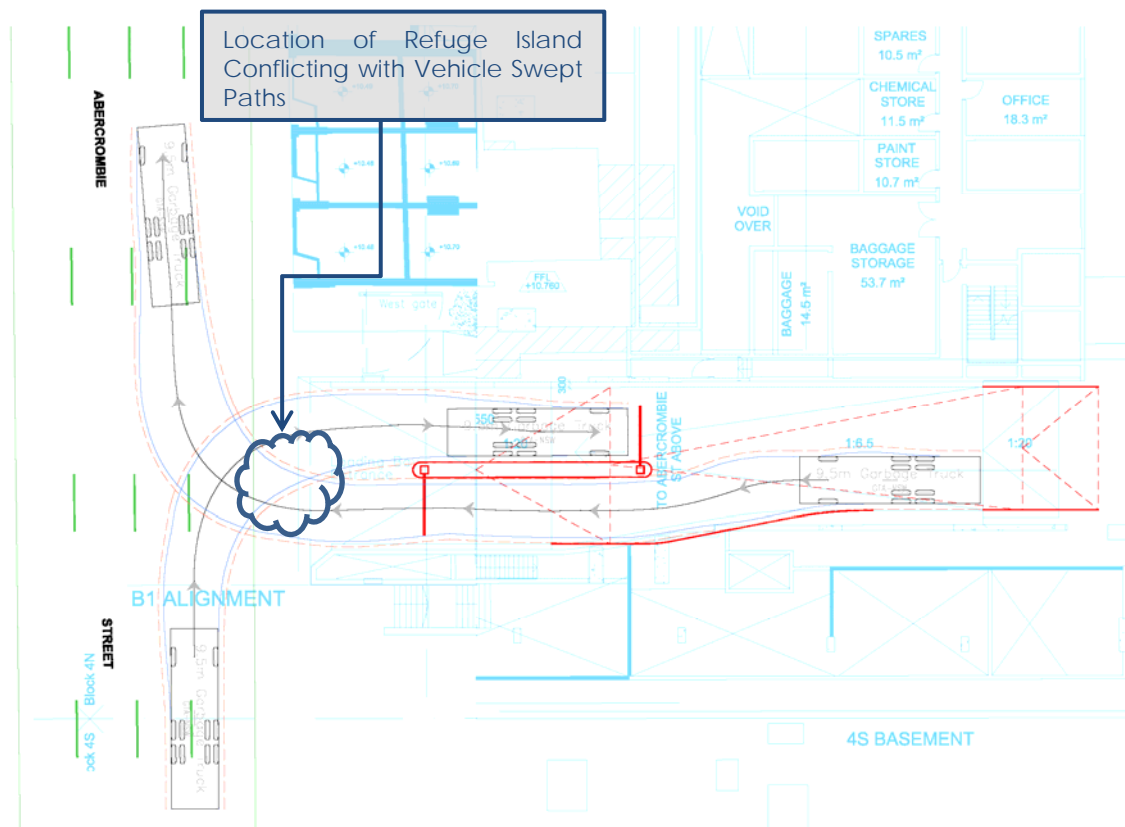
The provision of a refuge island without widening the driveway will adversely affect the safety of pedestrians using the refuge island as vehicles turning to and from the driveway would need to overrun the refuge island area. The vehicle swept path diagram shown in Figure 1 also highlights the vehicle swept paths overlapping into where the refuge island would be, if one was to be provided.

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Figure 1: Vehicle Swept Path Diagram



Furthermore, it is not practically to widen the driveway without detrimentally affecting the urban and aesthetic design of the building.

Finally, as to whether the proposed width is an acceptable distance for pedestrians to cross, it is noted that the Australian Standard AS2890.2 allows pedestrians to cross an access driveway with a total combined (entry and exit) width of up to 12.5m (Figure 3.1 of AS2890.2) or an entry lane width of 10m and an exit lane width of 10m if separated by a 1.5m wide island (Figure 3.2 of AS2890.2). In this case, the proposed total combined driveway width of 8.3m is significantly less than the requirements set out in the Australian Standard.

In summary, we believe that the proposed pedestrian crossing width is acceptable and could not be made wider to provide a pedestrian refuge without significantly affecting the aesthetic design of the building

Yours sincerely

**GTA CONSULTANTS**



**Michael Lee**  
Associate