

Our Ref: 13S1179000

14 December 2012

AMP Capital Investors
46 Bridge Street
SYDNEY NSW 2000

Attention: Mr. Ben Matthews

Dear Ben,

**RE: PROPOSED MODIFICATION TO CONCEPT PLANS FOR EXPANSION OF
MARRICKVILLE METRO SHOPPING CENTRE**

This letter is to advise on traffic implications of this proposal.

The application seeks to amend the existing Major Project approval No 09_0191, relating to the Stage 1 development of the centre. It relates only to the existing industrial site south of Smidmore Street at 13-55 Edinburgh Road.

The proposed modifications seek to refine the design quality both internally and externally. There is no proposed increase in retail floor space and vehicular access is proposed to remain at the same location as in the approved scheme, located midway between the intersection of Edinburgh Road with Smidmore Street and Sydney Street Road.

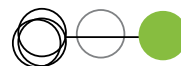
It is however, proposed, to change the shape of the ramp to the two levels of parking proposed on the 3rd and 4th levels. The change involves replacement of the previously proposed double helix circular ramp with a more direct straight ramp.

In addition, a simpler traffic circulation pattern is proposed between the two parking levels.

It is proposed that the new ramp and parking layout comply with AS 2890.1 2004 Part 1 – Off Street Car Parking.

In relation to the number of parking spaces to be provided it is noted that Condition B19 of the Consent required that 433 spaces be provided in the Stage 1 component. This was the exact number of parking spaces shown on the application plans.

For the overall development a parking supply ratio of 4.1 spaces per 100m² of GLA was required (1,628 spaces for 39,700m² of GLA). For the amended Stage 1 design a total of 411 parking spaces are proposed. The floor area on this site will be limited to something less than 10,000m² GLA, depending on the final tenancy fit outs. 10,000m² of GLA would require 410 parking spaces at a rate of 4.1 spaces per 100m² GLA. Thus the amended parking supply of 411 spaces on the Stage 1 site is considered to be satisfactory.



We thus conclude that the proposed changes will have no impact on the external road network and are satisfactory in terms of the car park layout internally and the parking supply.

Finally we note that vehicle manoeuvring arrangements within the loading area and on the road system surrounding the site have been separately examined by consultant Cardno and found to be satisfactory.

Yours sincerely

GTA CONSULTANTS

Bruce Masson
Executive Consultant