

Our Ref: 12S1395000

19 December 2012

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

Attention: Mr Alex Sicari

Dear Alex,

**RE: CENTRAL PARK, BROADWAY
CONCEPT PLAN PROPOSED MODIFICATIONS (MP 06_0171 MOD 8) – TRAFFIC
AND PARKING REVIEW**

This statement has been prepared to examine the traffic and parking effects of a proposed modification to the Concept Plan Approval MP 06_0171 granted for a proposed mixed use development at a site known as Central Park, Chippendale (former Carlton United Breweries site).

The proposed modification in MP 06_0171 (MOD 8) seeks approval from the Department of Planning and Infrastructure (DoPI) to amend the mix of the approved use, and re-distribute the approved floor areas within Blocks 1 and 4.

The subject application is one of three concurrent applications relating to Blocks 1 and 4 being submitted to the Department. The other two applications relate to Blocks 1 and 4 as follow:

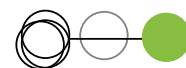
- Blocks 1 and 4 Project Application – this application seeks approval to excise Building 4S and Block 8 parking from the original Project Application approval (MP 08_0253) and Buildings B1 and 4N continue to be developed as commercial use as per the original approval
- Blocks 4S State Significant Site Application – this application seeks approval to develop Building 4S as a standalone building to provide student accommodation.

Each of the above applications will be accompanied by separate traffic and parking assessment reports. This statement specifically addresses traffic and parking issues relating to the proposed modifications in MP 06_0171 (MOD 8).

Concept Plan Approvals

The original concept plan approval for the site was granted by the then Department of Planning (DoP) in February 2007. This was followed by a number of modifications to the original approval. The last one being MP 06_0171 MOD 6 approved in July 2012.

The current approval (MP 06_0171 MOD 6) allows a maximum gross floor area (GFA) of 255,500m² across the entire site. Table 1 presents the approved maximum gross floor areas for each development blocks as well as across the entire site.



The approval also stipulates that gross floor areas for residential land uses not to exceed 70 per cent of the total gross floor area. Similarly, the gross floor areas for non-residential land uses not to be less than 30 per cent of the total gross floor area.

The Concept Plan also intimates an approved maximum gross floor area of 77,000m² with the following permissible non-residential uses on Blocks 1 and 4 (including the Brewery Yard):

- commercial
- retail
- childcare centre.

Table 1: Concept Plan Approved Maximum GFAs

| Block ID | Total Maximum GFA (m ²) |
|--|-------------------------------------|
| Blocks 1 and 4 (Includes the Brewery Yard) | 77,000m ² |
| Block 2 | 68,000m ² |
| Block 3 | 10,500m ² |
| Block 5A | 11,000m ² |
| Block 5B | 16,000m ² |
| Block 5C (Formerly Block 9) | 27,000m ² |
| Block 6 | 2,180m ² |
| Block 7 | 1,250m ² |
| Block 11 | 14,500m ² |
| Block 10 | 2,070m ² |
| Block 11 | 26,000m ² |
| Site Total | 255,500m ² |

It is further noted that a separate application (MP 06_0171 MOD 7) is currently before the Department seeking approval to re-allocate gross floor area within Kensington Precinct, while maintaining the approved gross floor area and the distribution of residential and non-residential floor areas across the entire site.

Blocks 1 and 4 Project Application Approval

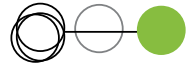
In addition to the Concept Plan approval for the entire site, Blocks 1 and 4 has a Project Application approval (MP 08_0253 and subsequent modifications) allowing an "L" shape office building aligned along the Broadway and Abercrombie Street corner to be constructed on the site. The approved building has three separate, but linked structures known as Blocks 1 (fronting on to Broadway), 4N (at the corner of Broadway with Abercrombie Street) and 4S (southern building fronting on to Abercrombie Street). The building was approved for commercial use with some retail use and a proposed childcare centre (i.e. non-residential uses as per the Concept Plan approval).

This approval also allows a combined basement to be constructed on the site to accommodate parking requirements for Blocks 1 and 4 (including the Brewery Yard) as well as Block 8.

Proposed Modifications

The subject application (MP 06_0171 MOD 8) proposes to amend the mix of the approved uses and re-distribution of gross floor areas within Blocks 1 and 4.

No change is proposed to the overall gross floor area across the entire site i.e. maximum gross floor area of 255,500m² to be maintained.



The application seeks approval to include residential uses as well as non-residential uses within Blocks 1 and 4. The following uses and maximum gross floor areas are proposed for Blocks 1 and 4:

- Block 1 – residential use with up to a maximum of 25,000m² of gross floor area (approximately 380 apartments of various mix) plus 1,000m² of retail gross floor area
- Block 4N – commercial office development with a minimum of 24,800m² of gross floor area
- Block 4N – childcare centre with 660m² of gross floor area (this could be located either in Block 1 or Block 4N depending on the final configuration of the proposed buildings and availability of floor space area in the respective buildings)
- Block 4S – student accommodation (residential use) with up to 24,000m² of gross floor area plus 1,000m² of retail gross floor area
- Brewery Yard – residential use with up to 2,000m² (approximately 20 units of various mix) plus 1,000m² retail gross floor area.

Blocks 1 and 4 would continue to have three separate structures. A combined basement beneath Blocks B1 & 4N is proposed to accommodate parking demand arising from the commercial and residential apartment uses. The student accommodation building basement in Block 4S would accommodate the Stage 2 Central Thermal Plant and future services provision only. It is not proposed to provide any parking for Block 4S.

In addition, the application proposes to modify Condition A8 of Schedule 3 contained in the Approval (MP 06_0171 MOD 2). Condition A8 states that public car parking facility is not included in the approval as follows:

"The Concept Plan is modified so that no approval is granted for public car parks and shall not be included in any subsequent future project application or development applications."

The proponent is considering future opportunities to provide a 100 space public car parking facility using the parking allocation from Blocks 1 and 4N commercial uses during after hours when the commercial allocated parking spaces are not in use. The proponent will assess the merits of the proposal with consideration to any issues raised by the local community and authorities. If appropriate, the proposal would be formalised in a future S75W application with appropriate justifications.

In the light of the above, it is proposed to modify Condition A8 as follows:

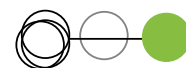
"The Concept Plan is modified so that no approval is granted for public car parks. ~~and shall not be included in any subsequent future project application or development applications.~~"

As stated above, the inclusion of the public car parking facility will not result in additional car parking spaces provided, but instead will utilise the parking allocation from the commercial uses within Blocks 1 and 4N. The proponent is committed to limit the number of car parking spaces to a maximum of 2,000 parking spaces consistent with Condition B5 in the approval MP 06_0171 MOD 2.

Traffic Effects

Concept Plan Traffic Assessment

The Roads and Maritime Services, RMS (formerly RTA) previously examined the traffic implications on the surrounding road network due to the Central Park development as proposed under the Concept Plan including consideration of the proposed connections to the surrounding road network. RMS found that the surrounding road network would continue to operate satisfactorily.



The approved Concept Plan (and the subsequent approved modifications to the Concept Plan) estimated that the entire development would generate some 493 vehicles per hour (vph).

Subsequent modifications to the original approval for Blocks 2 and 5 resulted in the overall development traffic increasing from 493 vph to 532 vph – an increase of 39 vph.

Consultants Halcrow conducted additional intersection analysis to examine the effects of this additional traffic¹. Table 2 compares the analysis results under the original approval with those arising from the additional Blocks 2 and 5 traffic.

Table 2: Intersection Performance Results

| | Morning Peak Hour | | Evening Peak Hour | |
|--------------------------|-------------------|----------------------|-------------------|----------------------|
| | LoS | Ave. Delay (sec/veh) | LoS | Ave. Delay (sec/veh) |
| Original Approval | | | | |
| - Abercrombie St Access | A | 11 | A | 10 |
| - Broadway Access | A | 13 | B | 16 |
| - Regent St Access | B | 15 | B | 15 |
| Amended PA | | | | |
| - Abercrombie St Access | A | 11 | A | 10 |
| - Broadway Access | A | 13 | B | 16 |
| - Regent St Access | B | 16 | B | 16 |

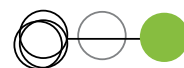
Source: Halcrow

Note: The level of service (LoS) provides an indication of the operational efficiency of a given intersection. LoS A indicates that an intersection has good operating conditions, while LoS F indicates that the intersection operates unsatisfactorily. LoS D is the long term desirable level of service.

It was found that the extra traffic would have negligible effects on the operation of the surrounding intersections. They would continue to operate at the same levels of service as those applying to the original approval i.e. level of service B or better for both peak periods.

Subsequent to the above, additional changes to Blocks 2 and 5 unit mix resulted in an additional 3 vph increasing the overall development traffic to 535 vph. It was considered that the additional 3 vph was too small to have any negligible traffic impact.

¹ Halcrow report *Central Park Mixed Use Development – Project Application for Block 5C Residential Building Traffic Report* (Ref: CTLRDOro5 110819 Final.doc) dated Final, 19 August 2011.



Concept Plan Blocks 1 and 4 Traffic Estimates

The Concept Plan traffic assessment estimated that Blocks 1 and 4 (including the Brewery Yard) would generate about 117 vph during the peak periods². The make-up of this is as follow:

- Block 1 – 23,000m² of commercial use
(102 spaces @ 0.32 peak hour trips per space³) = 33 vph
- Block 4 – 59,000m² of commercial use
(262 spaces @ 0.32 peak hour trips per space³) = 84 vph
- Total Blocks 1 & 4 (including Brewery Yard) = 117 vph

This traffic was included in the total site traffic generation of 493 vph discussed above.

Recent Proposed Modifications to Kensington Precinct

Kensington Precinct within Central Park comprises Blocks 3, 6, 7 and 10. These were assessed collectively in terms of traffic effects in the Concept Plan traffic assessment. The traffic assessment made an allowance of some 20 vph arising from the assumed developments within the Kensington Precinct.

There have been a number of recent project applications seeking development approval for various uses within the Kensington Precinct. These are yet to be determined by DoPI and are as follow:

- Blocks 3B, 3C and 10 Student Accommodation PA (MP 11_0090) – 7,294m² of student accommodation plus 650m² of retail floor space area⁴
- Blocks 3A Boutique Hotel PA (MP 11_0089) – 3,996m² of boutique hotel development (60 rooms) plus 600m² floor area of food and drink premises
- Blocks 6 and 7 PA (MP 11_0091) – 2,997m² of commercial and retail uses.

It was estimated the cumulative traffic generation of these PAs would result in the Kensington Precinct generating about 25 vph during the peak period as follow:

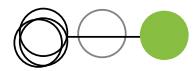
- Block 3A 60-room boutique hotel @ 0.26 trips per room = 16 vph
- Blocks 3A food and drink premises (600m²) 4 car spaces @ 0.32 trips per space = 1 vph
- Blocks 3B, 3C and 10 (Student Accommodation) = 5 vph
- Block 6 & 7 (3,100m² max) 10 car spaces @ 0.32 trips per space = 3 vph
- Total trips (for Kensington Precinct) = 25 vph

In summary, an additional 5 vph would be generated by the Kensington Precinct above the original traffic generation allowance in the Concept Plan. This change would increase the overall site development traffic from 535 vph to 540 vph.

² The traffic generation for the retail component has been excluded as per the original traffic assessment.

³ Traffic generation rates for residential and commercial uses are consistent with those adopted in the original traffic assessment.

⁴ This application has been approved by DoPI (in November 2012), but a S75W is being lodged seeking approval to modify the approved development. However, this is unlikely to alter the traffic generation potential of the development.



Traffic Generation and its Effects Arising from this Application

The current proposed modifications for Blocks 1 and 4 are as follow:

- Block 1 – approximately 380 residential apartments
- Block 4N – commercial office development with 24,800m² of gross floor area
- Block 4N – childcare centre with 660m² of gross floor area
- Block 4S – student accommodation with 24,000m² of gross floor area plus 1,000m² of retail gross floor area
- Brewery Yard – approximately 20 residential apartments plus retail use of 1,000m².

The traffic estimates arising from these proposed modifications are as follow:

- Block 1 – residential apartments⁵
 - 59 x studio units @ 0.20 peak hour trips per unit³ = 12 vph
 - 175 x 1-bed units @ 0.20 peak hour trips per unit³ = 35 vph
 - 129 x 2-bed units @ 0.24 peak hour trips per unit³ = 31 vph
 - 17 x 3-bed units @ 0.24 peak hour trips per unit³ = 4 vph
- Block 4N – 25,300m² of commercial use
(116 spaces⁶ @ 0.32 peak hour trips per space³) = 37 vph
- Block 4S – student accommodation
(no parking proposed) = nil
- Brewery Yard – residential apartments
 - 4 studio units @ 0.20 peak hour trips per unit³ = 1 vph
 - 28 x 1-bed units @ 0.20 peak hour trips per unit³ = 6 vph
 - 4 x 2-bed units @ 0.24 peak hour trips per unit³ = 1 vph
- Brewery Yard – retail use² = nil
- Total Blocks 1 and 4 = 127 vph

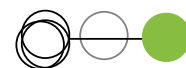
From the above, the proposed modifications in Blocks 1 and 4 would result in the previous traffic allowance of 117 vph for Blocks 1 and 4 increasing to 127 vph i.e. an increase of 10 vph during the peak periods.

Including the additional 5 vph arising from the recent proposed modifications to Kensington Precinct, the overall site development traffic would increase from 535 vph (for which SIDRA analysis was conducted and the results are presented in Table 2 above) to 550 vph i.e. a total increase of 15 vph. The SIDRA analysis results indicate that the access intersections serving the site have good level of service (level of service B or better) in the future. The additional 15 vph represents about three per cent of the total development traffic estimated in the Concept Plan traffic assessment (i.e. 493 vph). It is noted that the adjacent arterial roads (i.e. Broadway and Abercrombie Street) have peak hour volumes in the range between 2,000 vph to 5000 vph. Therefore, the additional 15 vph is very low in comparison to the existing background traffic. In addition, this traffic would be spread across four access points to/from Central Park.

Therefore, it is considered that the additional traffic arising from the proposed modifications within Blocks 1 and 4 would have negligible traffic effects. The surrounding road network would continue to operate well in the future as originally planned.

⁵ For traffic analytical purposes, it is assumed that Block 1 residential uses would have the same apartment mix as Block 2.

⁶ Sydney City Council Local Environmental Plan maximum parking requirements



Finally, it is noted that the above estimated development traffic for Blocks 1 and 4 (127 vph) represent a worst case scenario. This level of traffic would only eventuate if Block 1 was to be developed for residential use. If Block 1 was continued to be developed as commercial use (as per current approval), then Blocks 1 and 4 would generate approximately 80 vph during the peak periods⁷.

Parking Assessment

Parking requirement to accommodate parking demand arising from the proposed modifications within Blocks 1 and 4 has been assessed against 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).

The Sydney City Council LEP requires parking for various types of development uses. For residential uses, the LEP stipulates the following maximum parking rates:

- Studio units 0.25 spaces per unit
- 1 bedroom units 0.5 spaces per unit
- 2 bedroom units 1.2 spaces per unit
- 3 bedroom units 2 spaces per unit.

The LEP stipulates on-site parking for non-residential uses to be provided in accordance with the formula below:

$$\text{Max. Car Parking} = \frac{\text{Total Other FSA}}{\text{Total FSA within Development}} \times \frac{\text{Site Area}}{50}$$

In addition, the DCP also suggests parking for service vehicles as follows:

- residential – 1 space per first 50 apartments + 0.5 for every 50 apartments thereafter
- commercial – 1 space per 3,300m² for first 50,000m² + 0.5 space per 3,300m² thereafter
- retail – 1 space per 350m² of floor space area.

The DCP also requires motorcycle parking be provided at a rate equivalent to at least one car space per 100 car parking spaces provided. Similarly, bicycle parking is to be provided at rate equivalent to at least one car space per 100 car parking spaces provided.

Table 3 presents the parking requirements for the proposed modifications within Blocks 1 and 4 assuming Block 1 is developed as residential use using the above parking rates.

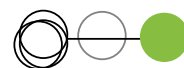
Table 3: LEP and DCP Parking Requirements (Residential Use in Block 1)

| Proposed Uses | LEP Requirements | DCP Requirements [‡] | Total |
|---|------------------|-------------------------------|------------|
| Block 1 – Residential | 295 | 13 | 308 |
| Block 4N – Commercial | 116 | 10 | 126 |
| Block 4S – Student Accommodation [†] | 114 | 5 | 119 |
| Brewery Yard – Residential | 20 | 4 | 24 |
| Brewery Yard – Retail | 5 | 3 | 8 |
| Total | 550 | 35 | 585 |

[‡] – includes car spaces required for motorcycle and bicycle parking

[†] - parking assessed as "Other Uses"

⁷ Based on 51,460m² of commercial floor space area (as proposed in the MP 08_0253 MOD 4 S75W application) requiring 235 car parking spaces @ 0.32 trips per hour per space



From Table 3, Blocks 1 and 4 has a maximum permissible parking requirement of 550 car parking spaces. In addition, Blocks 1 and 4 requires another 35 service vehicle spaces.

However, if Block 1 was continued to be developed as commercial use then Blocks 1 and 4 has a reduced maximum permissible parking requirement of 374 spaces plus another 34 service vehicle spaces as presented in Table 4.

Table 4: LEP and DCP Parking Requirements (Commercial Use in Blocks1 & 4N)

| Proposed Uses | LEP Requirements | DCP Requirements [‡] | Total |
|---|------------------|-------------------------------|------------|
| Block1 – Commercial | 119 | 12 | 131 |
| Block 4N – Commercial | 116 | 10 | 126 |
| Block 4S – Student Accommodation [†] | 114 | 5 | 119 |
| Brewery Yard – Residential | 20 | 4 | 24 |
| Brewery Yard – Retail | 5 | 3 | 8 |
| Total | 374 | 34 | 408 |

[‡] – includes car spaces required for motorcycle and bicycle parking

[†] - parking assessed as "Other Uses"

Attachment 1 contains a schedule (for the scenario with Block1 developed as residential use) showing the parking requirements for the entire development site in accordance with the LEP and DCP requirements.

It is noted that parking is not proposed to serve the proposed student accommodation development for the following reasons:

- the accommodation is specifically aimed at students who would not have a car
- the site is located within walking distances to major transport nodes, and amenities and services
- a number of tertiary educational campuses are located in close proximity of the site (UTS, University of Sydney and TAFE NSW)
- a significant number of car share spaces will be provided on the Central Park site and will be available for student use.

It is further noted that a number of existing student accommodation developments in the vicinity of the site operated without any on-site parking provision for the tenants without any issues. These existing developments include:

- UniLodge Sydney at Corner of Broadway and Bay Streets, Broadway (limited car parking available at extra costs)
- Urbanest Quay Street at 83 Quay Street, Haymarket
- Link 2 at Dwyer Street Sydney.

In addition, Sydney City Council has recently approved the proposed Iglu Central at 1 Regent Street, Chippendale. The approval allows the development of a 98-bed student accommodation building without any on-site parking provision. Council cited by not allowing on-site parking would reduce car dependency. Council also approved in June 2012 a 665 bed student accommodation development at 445 Wattle Street, Ultimo with 86 motorcycle parking spaces and 86 bicycle parking spaces, but no provision for on-site parking. Similarly, DoPI also approved a 461-bed student accommodation development at 157 Cleveland Street, Redfern in May 2012. The development was approved with 135 bicycle spaces and no provision for car parking.

Finally, it is noted that for the overall Central Park development, the Sydney City LEP stipulates general vehicle parking requirement to 2,021 car spaces. In addition to this, the DCP requires an additional 159 spaces for service vehicle parking as well as parking of motorcycles and bicycles.

Condition B5 of the Modification Approval places a limit on the on-site parking provision to be the lesser of the Sydney Council LEP requirement for parking spaces and 2,000 spaces.

At this stage, the 2,000 spaces limit applies and the proponent is committed to not exceed this number of spaces.

Conclusion

The proposed modifications within Blocks 1 and 4 would generate an additional 15 vph (including 5vph from the recent proposed changes in Kensington Precinct) during the peak period. This additional traffic is not expected to create any negligible traffic effects to the surrounding road network.

Based on Council's LEP and DCP requirements, Blocks 1 and 4 has a maximum permissible parking allowance of 550 car parking spaces plus 35 service vehicle spaces (assuming Block1 is developed as residential use). If Block 1 was to be developed as commercial, the maximum permissible parking allowance would be reduced.

It is proposed to provide car parking spaces within an amended basement beneath Buildings B1 and 4N to comply with the LEP requirements. In addition, it is not proposed to provide any parking to serve the student accommodation proposed development.

The proponent is committed to comply with Condition B5 of the approval which requires overall parking provision not to exceed the lesser of the required LEP parking requirement (2,021 spaces) and 2,000 spaces.

Therefore, proposed parking provision is also satisfactory.

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

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

encl.

Attachment 1 – LEP & DCP Parking Requirements

Central Park Parking (LEP & DCP) Requirements & Proposed Allocation

Residential Use in Block 1

| Block ID | Proposed GFA | | | | | | No. Residential Units | | | | | Hotel Rooms | LEP Maximum Permitted Parking | | | | | | DCP Allowance (Service Vehicles) | | | | Motor cycle | Bicycle | All Spaces | Proposed Parking Allocation | | | | |
|--------------------------------------|-------------------------|--------|--------|-------|------------|---------|---------------------------|--------|--------|--------|-------|-------------|-------------------------------|------|--------|-------|------------|-----------|----------------------------------|------|--------|-----------|-------------|---------|------------|-----------------------------|-----------|---------------------|---------------------|-------|
| | Resi | Comm | Retail | Hotel | Child Care | Total | Studios | 1-Beds | 2-Beds | 3-Beds | Total | | Resi | Comm | Retail | Hotel | Child Care | Total LEP | Resi | Comm | Retail | Total DCP | | | | General | Car Share | Service Bays | Loading Bays | Total |
| Block 1 | 25,000 | | 1,000 | | | 26,000 | 59 | 174 | 129 | 17 | 380 | 60 | 291 | 0 | 5 | 0 | 0 | 295 | 4 | 0 | 3 | 7 | 3 | 3 | 308 | 295 | 0 | 4 | 2 | 301 |
| Block 4N | | 24,800 | | | 660 | 25,460 | 0 | 0 | 0 | 0 | 0 | | 0 | 113 | 0 | 0 | 3 | 116 | 0 | 8 | 0 | 8 | 1 | 1 | 126 | 116 | 0 | 4 | 2 | 122 |
| Block 2 | 48,391 | | 19,235 | | | 67,626 | 97 | 286 | 212 | 28 | 623 | | 478 | 0 | 88 | 0 | 0 | 566 | 7 | 0 | 55 | 62 | 6 | 6 | 640 | 593 | 22 | 11 | 7 | 633 |
| Block 4S [†] | 24,000 | | 1,000 | | | 25,000 | Student Accomodation Only | | | | | | 110 | 0 | 5 | 0 | 0 | 114 | 0 | 0 | 3 | 3 | 1 | 1 | 119 | 0 | 0 | 0 | 1 | 1 |
| Block 5A | 10,284 | | 1,232 | | | 11,516 | 18 | 83 | 50 | 4 | 155 | | 114 | 0 | 6 | 0 | 0 | 120 | 2 | 0 | 4 | 6 | 1 | 1 | 128 | 101 | 5 | 10 | 2 | 118 |
| Block 5B | 16,600 | | 200 | | | 16,800 | 83 | 77 | 73 | 5 | 238 | | 157 | 0 | 1 | 0 | 0 | 158 | 3 | 0 | 1 | 3 | 2 | 2 | 164 | 181 | 5 | 10 | 1 | 197 |
| Block 5C | 26,598 | | | | | 26,598 | 180 | 119 | 102 | 11 | 412 | | 249 | 0 | 0 | 0 | 0 | 249 | 5 | 0 | 0 | 5 | 3 | 3 | 259 | 225 | 5 | 10 | 1 | 241 |
| Block 8 | 11,000 | | 500 | | | 11,500 | 60 | 36 | 51 | 0 | 147 | | 94 | 0 | 2 | 0 | 0 | 96 | 2 | 0 | 1 | 3 | 1 | 1 | 102 | 66 | 30 | 2 | 1 | 99 |
| Block 9 | Block 9 is now Block 5C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Block 11 | 23,913 | | 1,000 | | 1,200 | 26,113 | 110 | 116 | 84 | 10 | 320 | 60 | 206 | 0 | 5 | 0 | 5 | 216 | 4 | 0 | 3 | 7 | 2 | 2 | 227 | 206 | 10 | 6 | 1 | 223 |
| Brewery Yard [‡] | 2,000 | | 1,000 | | | 3,000 | 4 | 28 | 4 | 0 | 36 | | 20 | 0 | 5 | 0 | 0 | 24 | 1 | 0 | 3 | 4 | 0 | 0 | 29 | 19 | 0 | Shared with B1 & B4 | Shared with B1 & B4 | 19 |
| KP - Block 3A [¤] | | | 600 | 3,996 | | 4,596 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 3 | 12 | 0 | 15 | 0 | 0 | 2 | 2 | 0 | 0 | 17 | 10 | 0 | Shared with B2 | Shared with B2 | 10 |
| KP - Blocks 3B, 3C & 10 [¤] | 7,799 | | 492 | | | 8,291 | Student Accomodation Only | | | | | | 36 | 0 | 2 | 0 | 0 | 38 | 0 | 0 | 1 | 1 | 0 | 0 | 40 | 5 | 0 | Shared with B2 | Shared with B2 | 5 |
| KP - Blocks 6 & 7 [¤] | | 656 | 2,344 | | | 3,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11 | 0 | 0 | 14 | 0 | 0 | 7 | 7 | 0 | 0 | 21 | 10 | 0 | Shared with B2 | Shared with B2 | 10 |
| Total | 195,585 | 25,456 | 28,603 | 3,996 | 1,860 | 255,500 | 611 | 919 | 705 | 75 | 2,311 | 60 | 1,753 | 116 | 131 | 12 | 8 | 2,021 | 27 | 8 | 82 | 117 | 21 | 21 | 2,180 | 1,827 | 77 | 57 | 18 | 1,979 |

↑
General + Car Share Spaces to be lesser of LEP Total or 2,000 Spaces
1,904

Notes:

‡ - Car parking provision for Brewery Yard development to be provided within Blocks 1 & 4N basement

† - Parking for proposed retail use in Block 4S only (no parking provision for Student Accomodation). To be provided within Blocks 1 & 4N basment

¤ - Parking to be located in combined Blocks 2 and 5 basement