

Our Ref: 12S1395000

21 January 2014

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
CONCEPT PLAN PROPOSED S75W MODIFICATIONS (MP 06_0171 MOD 9) –
REVIEW OF VEHICLE ACCESS ARRANGEMENTS**

As requested, GTA Consultants have conducted a review of the proposed changes to vehicle access arrangements for Central Park Block 1 and Block 8 basement car parks.

Proposed Modifications

The proposed S75W application MP 06_0171 (MOD 9) seeks approval to modify vehicle access arrangements for Block 1 and Block 8 developments within Central Park.

The proposed modifications are:

- relocation of Block 1 basement car park access further west along Central Park Avenue and further away from Chippendale Way, and
- provision of a new access for Block 8 basement car park following the proposed excise of Block 8 basement car park from Blocks 1 and 4 basement car park.

Traffic Review

From a traffic perspective, the suitability of a proposed location for a vehicle access point on a section road is determined by its available sight distance and queue storage area on the main road.

Along Central Park Avenue where Block 1 access is being proposed, the road alignment is generally flat and level. As such there would be no issue with sight distance.

In addition, the proposed relocation of Block 1 access would provide a positive design outcome namely that there would be greater separation between the Block 1 driveway location and the Chippendale Way and Central Park Avenue intersection.

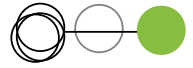
The increased separation would allow additional queuing of vehicles during extreme peak periods or issues associated with car park equipment before overflowing into Broadway.

In relation to the proposed access for Block 8, this is addressed in the State Significant Development Application for Block 8. Similarly, there are no issues at the proposed access location in relation to sight distance or queuing issues.

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Conclusion

The proposed relocation of Block 1 vehicle access and proposed access for Block 8 is satisfactory from a traffic perspective.

We trust the above is of assistance. 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