Reference: 12S1395000

10 June 2015

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

Attention: Mr William Lam

Dear William

RE: CENTRAL PARK, BROADWAY – CONCEPT PLAN MP06_0171 (MOD 10) AND BLOCK 4N STATE SIGNIFICANT DEVELOPMENT APPLICATION FOR A MIXED USE BUILDING (SSD 14_6673)

As requested, please find herein GTA Consultants' response to City of Sydney Council's comments in relation to the proposed drop-off spaces on Central Park Avenue proposed as part of the above proposed developments.

Background

The City of Sydney Council has reviewed the above applications, and requested further information to clarify design aspects of the proposed drop-off spaces on Central Park Avenue. The issues raised in Council's letter dated 30 April 2015 are summarised as follows:

- swept path analysis at Central Park Avenue to ensure garbage trucks can adequately travel along Central Park Avenue
- ability of pick-up/drop off spaces to safely accommodate the parking of buses
- provision of adequate footway widths
- justification for the '5 minute' pick-up/drop off restriction, and
- justification for providing only three pick-up/drop off spaces, to be shared between the hotel and childcare facility.

Swept Path Analysis

As requested by Council, GTA Consultants has conducted a swept path analysis of Council's 9.5m long waste collection vehicle travelling around the bend along Central Park Avenue. The analysis assumes that the waste collection vehicle travels around the bend against another vehicle (B99 5.2m long vehicle) in the opposite direction. The analysis also assumes that the proposed drop-off spaces around the bend are all occupied by parked vehicles.

The swept path diagrams are contained in Attachment One of this letter.

The swept path diagram shows that a 9.5m long waste collection vehicle could travel around the bend without overhanging into the proposed drop off spaces or crossing on to the wrong side of the road.

Therefore, this is satisfactory.

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Largest Vehicle Using the Proposed Drop-Off Spaces

Additional swept path analysis has been conducted by GTA Consultants. The analysis indicates that a mini-buses (up to 7.7m long 25-seater) with or without a trailer can satisfactorily access the proposed drop-off spaces. It would need the length of two drop-off spaces to reverse into the spaces. The mini-bus swept path diagrams are also contained in Attachment One of this letter.

Therefore, the largest vehicle that can use the proposed drop-off spaces is a 25-seater mini-bus.

It is noted that the operator of the hotel will advise tour operators/transport companies and other organisations using the proposed hotel development that vehicle access to the site is restricted to a 25-seater mini-bus. This information will be communicated at the time of booking and will be included on the hotel's booking website and contained in the general information package provided as part of the booking confirmation process.

Available Footpath Width

In relation to available footpath width (under public control) adjacent to parking bays, it is noted that the minimum available width adjacent to parking bays is 3.0m (near Block 4N and Block 4S). Immediately adjacent to Block 1 there would be a localised constriction reducing the footpath width to 2.8m (near the south western corner of Block 1).

Level of service is a qualitative measure used to define the operational efficiency of a pedestrian footpath. It ranges from LoS A to LoS F with LoS A generally indicating free flowing conditions and LoS F indicating conditions are such that there is frequent unavoidable contact with other pedestrians. LoS C is generally the recommended design level for a public pedestrian footpath.

For a 2.8m wide footpath, LoS C would equate to a pedestrian flow of approximately 8,200 pedestrians per hour. At this location, it is unlikely that pedestrian flows would exceed 8,200 pedestrians per hour. As such, a 2.8m wide footpath at this location would operate with level of service better than LoS C.

It is also noted that a footpath width of 1.8m is required to allow two wheelchairs to pass each other comfortably.

Therefore, a width of 2.8m/3.0m for pedestrian footpath is considered to be satisfactory.

Time Restrictions for Proposed Drop-off Spaces

The proponent accepts Council's recommendation that all drop-off spaces on Central Park Avenue be signed as 15 minute parking spaces.

Proposed Number of Drop-off Spaces

It is noted that a total of six drop-off parking spaces are proposed along Central Park Avenue – three located on the bend and an additional three spaces adjacent to Building 4S.

In addition, the architectural basement car park plans indicate five car parking spaces inside the basement have been allocated to the childcare centre. These car parking spaces are located within the parking area allocated to the hotel use.

Therefore, a total of 11 car parking spaces would be available for use by the proposed childcare centre, albeit the six Central Park Avenue drop off spaces would be shared with other users.

However, it is noted that the proposed childcare centre would be serving residents and workers living and working within Central Park and other existing and future developments in the area. In addition, the wider Central Park development site is located within walking distances to existing good quality public transport services including bus services along Broadway and at Railway Square as well as train services at Central Railway Station. As such, it is expected parking demand due to the proposed childcare centre would only be moderate. Therefore, it is considered that the proposed parking provision would be sufficient.

I trust the above is to your satisfaction, but please feel free to contact me should you require anything further.

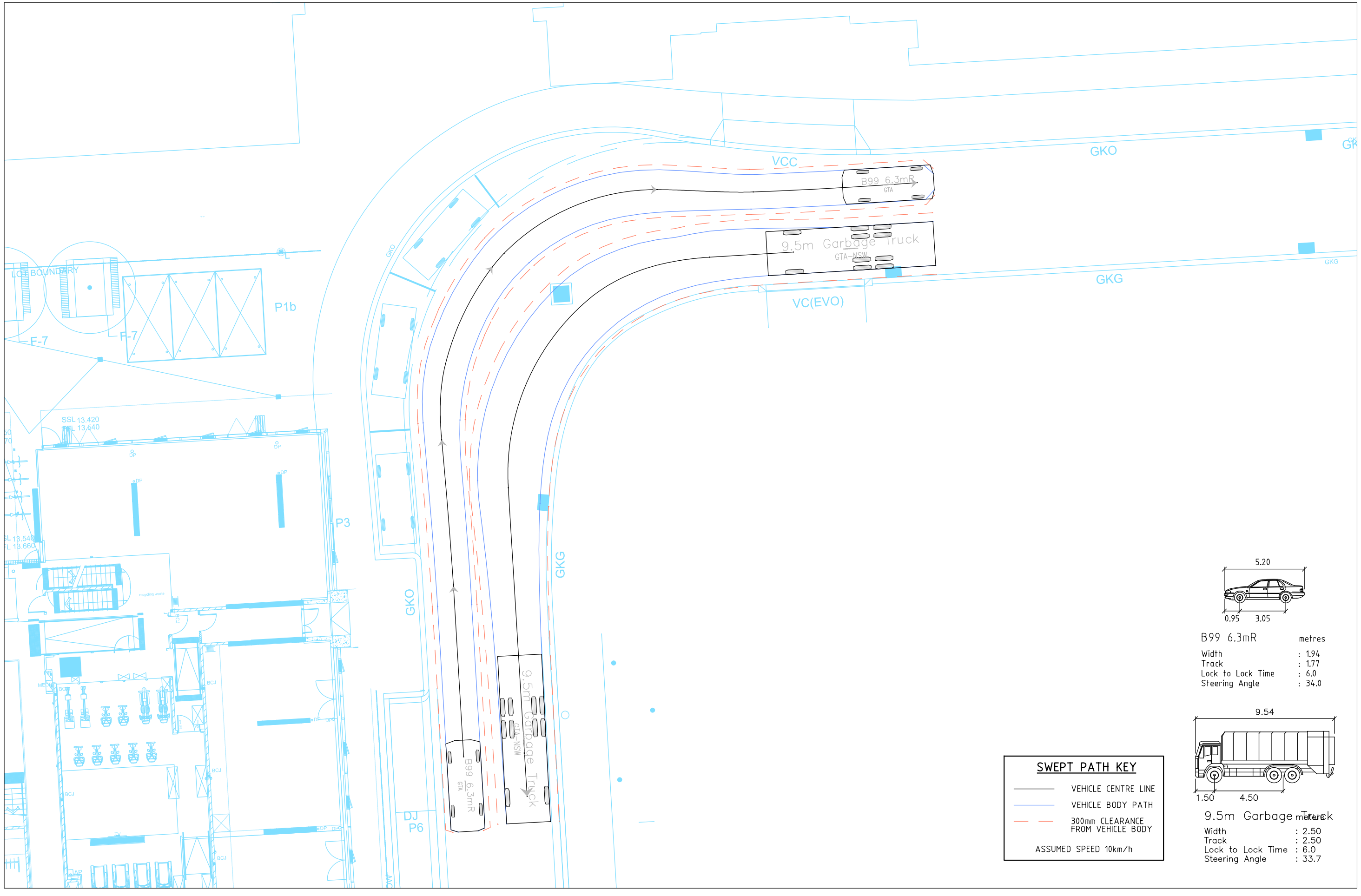
Yours sincerely

GTA CONSULTANTS

Michael Lee
Associate

Attachment One

Swept Path Diagrams



B99 6.3mR metres

Width	: 1.94
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.0

9.5m Garbage Truck metres

Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 33.7

SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 10km/h

PLOTTED BY : barry li ON 4/06/2015 AT 10:06:56 AM 12S1395000-06-P1.dgn

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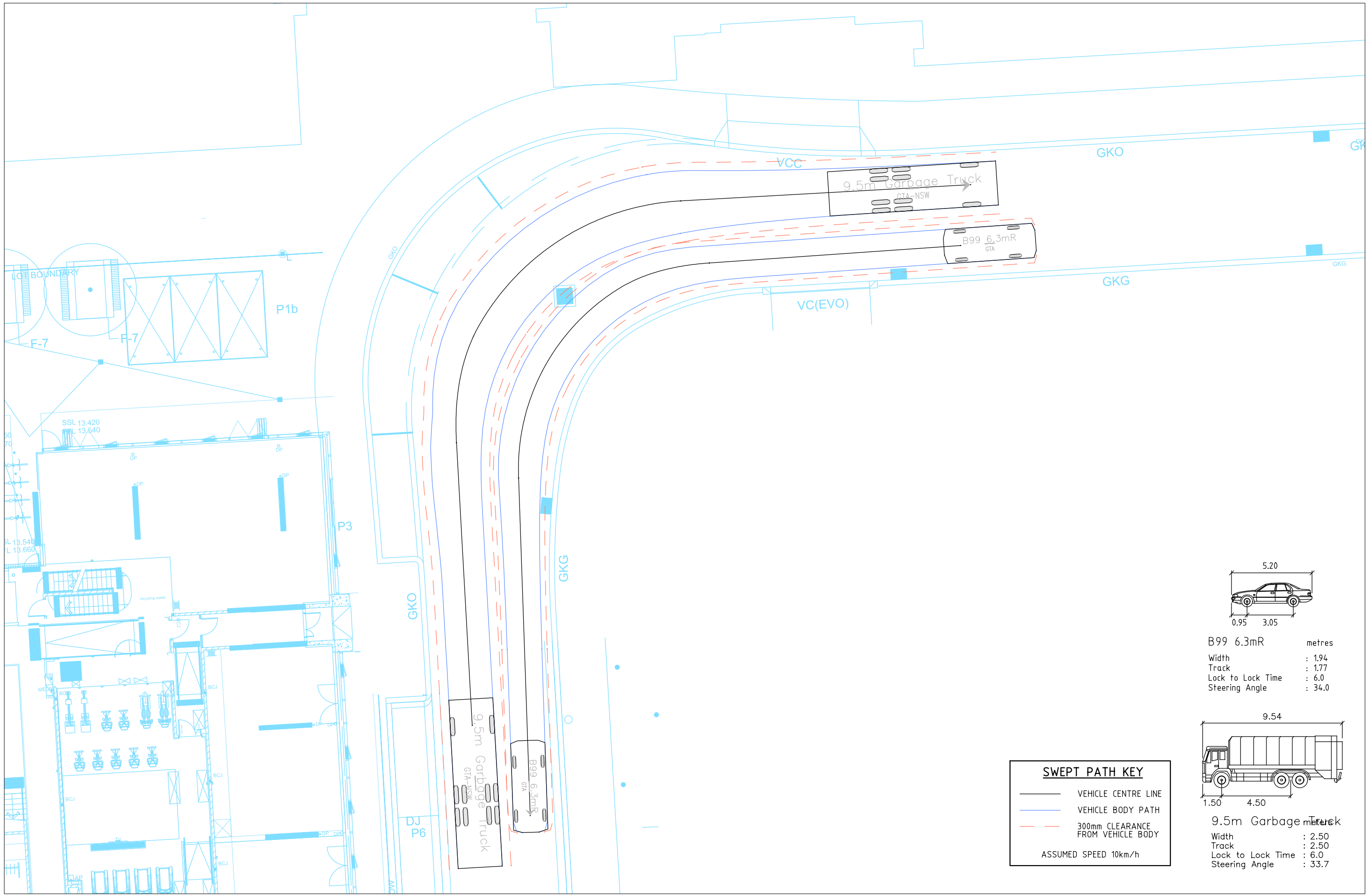
PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY
SUBJECT TO CHANGE WITHOUT NOTIFICATION

CENTRAL PARK
SWEPT PATH ASSESSMENT
9.5m WASTE TRUCK AND B99 CAR

DATE: 04.06.2015
SCALE: 1:200@A3
0 2 4 6
APPROVED: ML
DRAWING NO. 12S1395000-06-01-P1
SHEET: 01 OF 04



SWEPT PATH KEY

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ASSUMED SPEED 10km/h

B99 6.3mR metres

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9.5m Garbage Truck metres

Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 33.7

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PRELIMINARY PLAN
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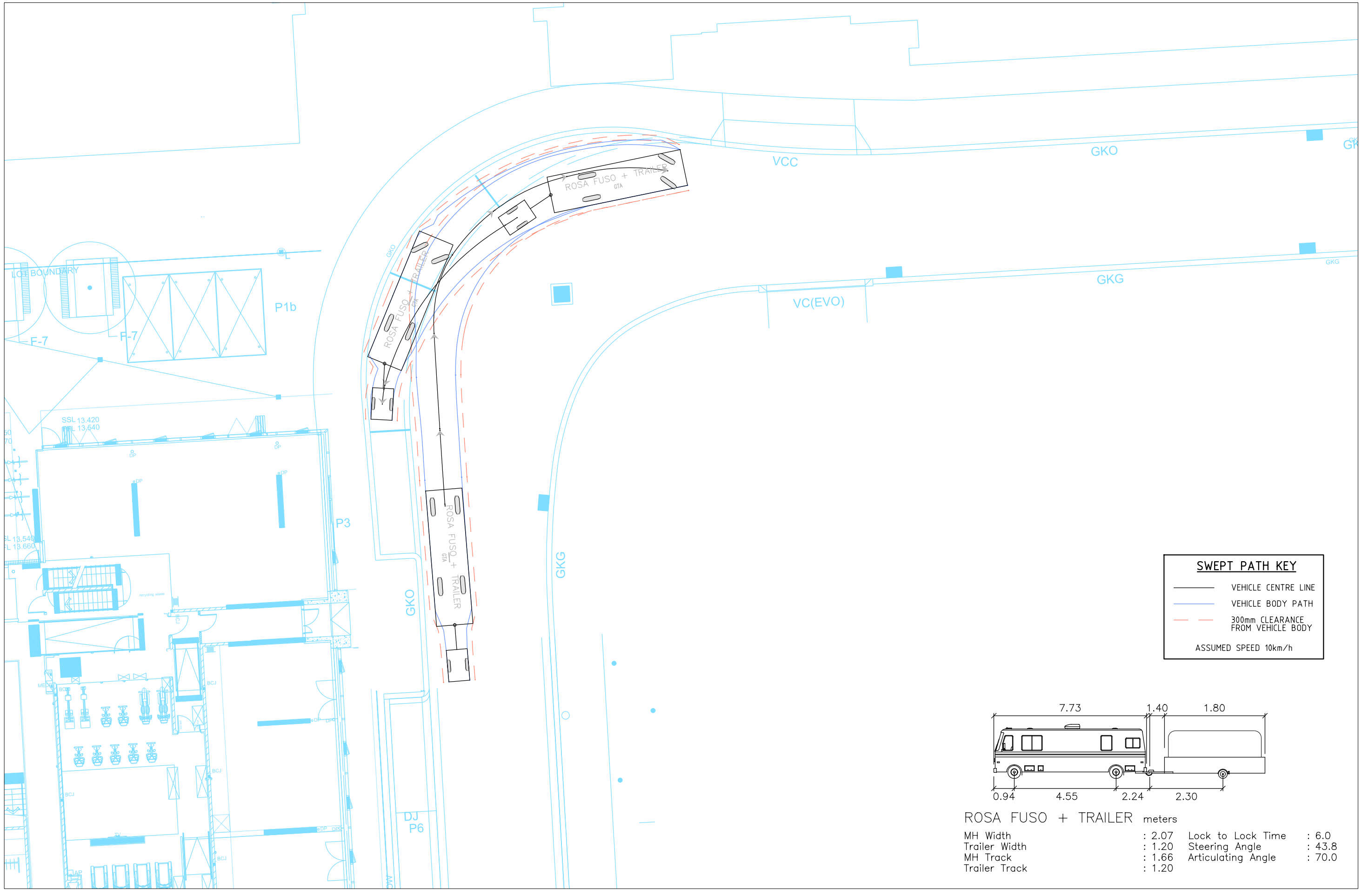
CENTRAL PARK
SWEPT PATH ASSESSMENT
9.5m WASTE TRUCK AND B99 CAR

DATE: 04.06.2015
SCALE: 1:200@A3
0 2 4 6
APPROVED: ML
DRAWING NO. 12S1395000-06-02-P1
SHEET: 02 OF 04



SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 10km/h

ROSA FUSO + TRAILER meters

MH Width	: 2.07	Lock to Lock Time	: 6.0
Trailer Width	: 1.20	Steering Angle	: 43.8
MH Track	: 1.66	Articulating Angle	: 70.0
Trailer Track	: 1.20		

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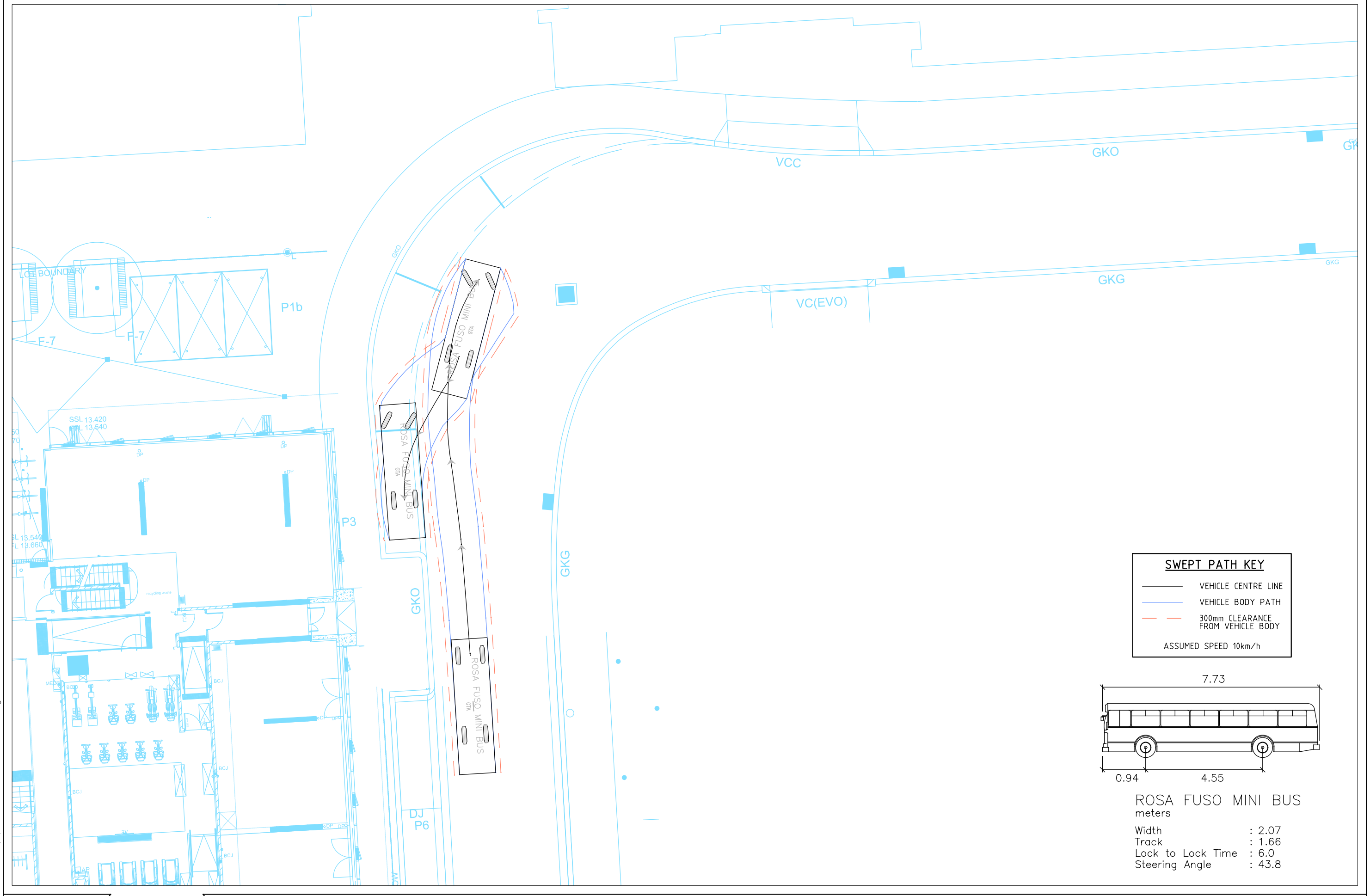
PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY
SUBJECT TO CHANGE WITHOUT NOTIFICATION

CENTRAL PARK
SWEPT PATH ASSESSMENT
7.7m MINI BUS (22-SEATER) AND TRAILER

DATE: 04.06.2015
SCALE: 1:200@A3
0 2 4 6
APPROVED: ML
DRAWING NO. 12S1395000-06-03-P1
SHEET: 03 OF 04

ON 4/06/2015 AT 10:06:58 AM 12S1395000-06-P1.dgn
PLOTTED BY : barry fi



SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 10km/h

ROSA FUSO MINI BUS
meters

Width	: 2.07
Track	: 1.66
Lock to Lock Time	: 6.0
Steering Angle	: 43.8

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PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY
SUBJECT TO CHANGE WITHOUT NOTIFICATION

CENTRAL PARK
SWEPT PATH ASSESSMENT
7.7m MINI BUS (22-SEATER)

DATE: 04.06.2015
SCALE: 1:200@A3
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APPROVED: ML
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SHEET: 04 OF 04

PLOTTED BY : barry li ON 4/06/2015 AT 10:06:59 AM 12S1395000-06-P1.dgn