Our Ref: 12S1395000

23 May 2013

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 – BLOCKS 1 AND 4 PROJECT APPLICATIONS RESPONSE TO SUBMISSIONS

As requested, we have reviewed the submissions from the Department of Planning and Infrastructure (DoPI), City of Sydney Council (CoS), the local residents and various state government agencies in relation to the following three separate applications at Central Park:

- Concept Plan Proposed Modifications MP 06_0171 MOD 8
- Blocks 1 and 4N Project Application MP 08_0253 MOD 4, and
- State Significant Development Application for Block 4S Student Accommodation SSD 5700-2012.

The comments relating to traffic and parking are generally contained in the submissions from the Department of Planning and Infrastructure and the City of Sydney. Responses to these comments are provided in this letter.

It is noted that the other state government agencies including Roads and Maritime Services have not raised objections to the proposed developments.

### Summary of Comments

The comments are summarised as follows:

- The proposed used of car parking spaces as after hours public car parking spaces is inconsistent with the City's objective and it could encourage private vehicle use by visitors in a site well serviced by public transport.
- DoPI raised an issue relating to the impacts of on-site parking provision if Block1 and the Brewery Yard development were to be developed as residential use.
- DoPI requested justification be provided for the proposed relocation of the approved "drop-off and taxi only" parking on Central Park Avenue.
- Council's comments imply that the proposed shared use of the new vehicular access on Abercrombie Street is likely to result in significant traffic volumes and disruptions if non-service vehicles are permitted to use the access, and as such requested for the Abercrombie Street access be restricted to service vehicles only.



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- Traffic generation and its impacts (service vehicles and childcare centre traffic) at the Abercrombie Street driveway.
- Consideration to be given in the design of the vehicular access off Abercrombie Street to minimise pedestrian/vehicular conflict, and to minimise negative impacts to pedestrian travel path along Abercrombie Street.

## Response to Comments

*1) Proposed Public Car Park*

It is proposed to provide a 100 space public car parking facility using the parking allocation from the commercial use within Block 1. The public car park would only be in operation after hours when the car spaces are not in use by the commercial tenants.

The public car park is envisaged to be used by visitors and patrons of the various facilities and retail uses across the site during after hour periods. It may also be used by visitors to other nearby developments and facilities.

As indicated previously, the site is well serviced by public transport being located in close proximity to public transport hubs providing high frequency and good quality heavy rail and bus services. However, during after hour periods when the proposed public car park would be in operation, public transport service frequencies decrease as they do across the entire public transport network. Services to some destinations may not be as frequent as during daylight hours. Long waiting periods at public transport stations/stops will most likely deter many potential users from visiting Central Park after hours. As such, travel by public transport may not be a practical choice for all users of and visitors to the site and surrounding area.

Users of the public car park facility would include visitors from long distance and remote destinations such as wider Sydney and other country towns visiting the occupiers of Central Park (including the various retail offerings and those living in the residential and student accommodation) for an overnight visit. In this case, public transport is unlikely to be a viable transport option due the extensive travelling distance involved. It is also likely the travellers would be carrying bulky items such as their luggage.

In a separate scenario, it may be necessary for grandparents to come over to baby sit their grandchildren while the parents are out as some children do not sleep well outside the comfort of their own bedroom and/or the children's sleep will be disrupted when the parents return to pick them up if the children are left at the grandparents' house. This is especially the case when the children are of infant age. In this case, the grandparents could travel to the site by car and use the public car park.

Another category of users would be infirm or elderly people or people with a disability where travel by public transport especially during after hours is not a practical transport alternative.

Another category of users could be part time students or visiting academics of one of the many nearby educational facilities attending night-time courses/lectures. For security and personal safety reasons at their home destination end, some students/lecturers/presenters may find it a necessity to drive to/from the campus they are studying at or visiting. The proposed public car park facility would cater for these visitors so that parking demand generating by part time students/lecturers would not result in detrimental parking conditions in the surrounding residential streets.

As the proposed public car park facility would only be in operation after hours during times when the traffic on the surrounding roads is significantly reduced (compared to the peak periods), the

additional traffic generated by the proposed public car parking facility would not result in adverse traffic impacts to the surrounding road network.

It is considered that the traffic generated by the different users discussed above would manifest itself regardless whether the proposed public car parking facility is provided or not. The proposed provision of a limited number of car spaces public car parking facility would assist with alleviating parking stress in the area and reduce circulating traffic in the surrounding residential streets.

*2) Block 1 and Brewery Yard On-Site Parking Provision*

The traffic and parking report (Ref: 121219ltr-12S1395000 dated 19 December 2012) that accompanied the application seeking approval for the proposed modifications to the Concept Plan (MP 06_0171 MOD 8) indicates the following parking requirements for Block 1 and Brewery Yard if these were to be developed as residential use:

- Block 1 – 295 spaces (c.f. 111 spaces for commercial use), and
- Brewery Yard – 20 spaces (c.f. 14 spaces for commercial use).

Block 1 and the Brewery Yard developed as residential use would result in the LEP car parking requirement for the entire Central Park site exceeding the Concept Plan maximum allowance of 2,000 parking spaces by approximately 21 spaces.

Attachment 1 contains a schedule showing the parking estimates for the entire site based on the requirements set out in the LEP and DCP. The estimates assume Block 1 and the Brewery Yard site would be developed as residential use. The schedule also shows the proposed parking provision (1,904 spaces) being less than both the maximum LEP permissible parking and the 2,000 parking space cap.

Frasers is committed to complying with Condition B5 of the Concept Plan approval which requires on-site parking provision to be less than the maximum LEP permissible parking allowance or 2,000 spaces.

*3) Drop-off and Taxi Parking*

The original approval for the Concept Plan included two drop-off areas on Central Park Avenue (formerly known as Tooth Lane and Carlton Street). These were located on the south side of Block 1 (on Tooth Lane) and east side of Block 4S (on Carlton Street).

During consultation with the City of Sydney Council, it was requested for the design of Central Park Avenue to accommodate vehicles travelling on Central Park Avenue such that the swept paths of the opposing vehicles do overlap (i.e. independent two-way traffic movements), in particular around the corner adjacent to Blocks 1 and 4. Therefore, it was necessary to relocate the drop-off zone adjacent to Block 1 elsewhere so that Central Park Avenue can be widened to accommodate the vehicle swept paths.

As such, the application seeks approval for the drop-off zone located south of Block 1 be relocated to be east of Block 4S so that the approved drop-off zones are now consolidated at the same location (i.e. east of Block 4S) to form one extended drop-off zone.

The relocation of Block 1 drop-off zone would have the following benefits:

- allows independent two-way traffic movements around the corner on Central Park Avenue
- provide adequate footpath widths between Block 1 and Central Park Avenue to improve pedestrian amenity adjacent to Block 1, and

- allows the driveway to Block 1 basement car park be located further away from Chippendale Way (formerly Balfour Street).

Finally, it is considered the relocation of the Block 1 drop-off zone to Block 4S would not result in any noticeable adverse impacts to the operation of Central Park Avenue or the drop-off spaces themselves.

*4) Use of Abercrombie Street Access by Non-Service Vehicles*

It is proposed to locate four car parking spaces within Block 4N basement for the exclusive use of parents dropping off and picking up their children at the proposed childcare centre. The proposed childcare centre would be located on Level 3 in Block 4N. Users of the childcare centre would have direct access to the four car parking spaces via a dedicated lift for the proposed childcare centre.

These car spaces for the childcare centre would be from the Abercrombie Street access.

See below for a discussion of the traffic generation and its effect on the access.

*5) Abercrombie Street Access Traffic Generation*

Based on the anticipated development for Blocks 1 and 4, in terms of service vehicle movements it is expected that it would generate some 66 two-way movements per day (i.e. 33 in plus 33 out) or 16 two-way movements per peak hour (i.e. eight in plus eight out). A detailed assessment of this is provided in Attachment 2 of this document.

In relation to traffic generated by the proposed childcare centre, this has been estimated with consideration to the traffic generation and parking provision rates contained in RTA's (now known as Roads and Maritime Services, RMS) *Guide to Traffic Generating Developments*, October 2002.

RMS guidelines suggest trip generation rates for a childcare centre for the two commuter peak periods as follows:

- morning peak period (7:00am-9:00am) – 0.8 vehicle trips per child, and
- evening peak period (4:00pm-6:00pm) – 0.7 vehicle trips per child.

The above RMS generation rates correlate to parking provision rate (contain in the same guidelines) of one parking space for every four children.

In essence therefore, the RMS rates equate to trip generation rates of 3.2 and 2.8 trips per car space provided for the morning and evening peak periods respectively.

It is proposed to provide four parking spaces in Blocks 1 and 4N basement for use by the proposed childcare centre. On this basis, it is expected that approximately 12-13 vehicles per hour from the childcare centre would use the Abercrombie Street access.

It is noted that RMS (traffic and parking) rates relate to average of all sites surveyed in suburban locations. The rates specifically for the Central Park site would be much lower for the following reasons:

- the site is located within Sydney CBD area with well serviced public transport infrastructures including heavy rail and buses
- the subject site is located within 500m walking distance to Central Railway Station
- the subject site is located immediately adjacent to a major bus corridor on Broadway with additional nearby bus stops within walking distance at Railway Square, and

- the proposed child care centre would be targeted at working parents working on site.

Therefore, the above traffic estimate for the proposed childcare centre is conservative. It is likely to be at least half of the above estimate. For analytical purposes, this assessment assumes the childcare centre would generate about 12-13 vehicles per hour.

In summary, the Abercrombie Street access would have a total of 29 vehicles per hour (two-way flow) during the peak periods comprising:

- approximately 16 service vehicle movements, and
- approximately 13 non-service vehicle (i.e. passenger car) movements.

It is noted that Abercrombie Street carries approximately 2,000 vehicles per hour (based on RMS publicly available traffic data). As such, the expected additional traffic using the Abercrombie Street access is very low in comparison to the existing traffic on Abercrombie Street. An additional 29 vehicles per hour using the Abercrombie Street access would have negligible traffic effects to the local road network including Abercrombie Street itself.

Finally it is further noted that the original approved concept plan included an east-west access road that would have connected to Abercrombie Street at approximately the same location where the Abercrombie Street vehicle access is now proposed. The intersection that would have formed between this access road and Abercrombie Street would carry more than traffic than the current proposed vehicle access. As such, from a traffic operation perspective the proposed vehicle access on Abercrombie Street is unlikely to result in traffic impacts any worse than it would have if the access road was to be provided as originally planned.

In addition, the proposed vehicle access would not result in unacceptable conflict between vehicles and pedestrians more than the previously approved access road at this location.

*6) Design of Abercrombie Street Access*

The Abercrombie Street access would be designed in accordance with requirements set out in the Australian Standard for car parking facilities, namely AS2890.1:2004 and AS2890.2:2002. Specifically relating to pedestrian safety, the vehicle access would incorporate the following design elements:

- sight triangles located along the property boundary to provide a clear line of sight to provide visibility between vehicles leaving the site and pedestrians walking along the frontage road footpath
- the initial section of the ramp within the site would be graded to provide a relatively flat area so that visibility is further improved between drivers and pedestrians
- additional signage and line marking would be provided to compel drivers to give-way to pedestrians, and
- any additional measures (e.g. traffic mirrors, flashing light) deem necessary will be considered (however, we do not expect it would be necessary to provide these extra measures given the good visibility available at this location).

The proposed vehicle access on Abercrombie Street is not expected to have any negative impacts to the pedestrian path on the frontage road. The existing pedestrian path would continue along its current alignment given that a deceleration lane on Abercrombie Street carriageway is not proposed. In addition, the vehicle access would only permit left-in and left-out movements (due to the one-way operation of Abercrombie Street).

A proposed vehicle access at this location is expected to operate in a similar manner, if not better than any other vehicle accesses off a pedestrian path in CBD environment.

It is further noted that City of Sydney has indicated that the proposed Abercrombie Street cycleway was initially proposed on the eastern side of Abercrombie Street, but is now proposed to be relocated to the western side. Council has confirmed the vehicle access would not have any adverse impacts on the cycleway.

Finally, it is noted that Roads and Maritime Services has not raised any objections to the proposed vehicle access on Abercrombie Street.

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 undersigned in our Sydney office on (02) 8448 1800.

Yours sincerely

**GTA CONSULTANTS**

**Michael Lee**
**Associate**

# Attachment 1

## Parking Assessment Schedule

# 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* | | 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* | | 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* | 60 | 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 | 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** |

1,904

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

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

Version 9A

Print Date:19/12/2012 11:27 AM

# Attachment 2

## Estimation of Service Vehicle Movements

Our Ref: 12S13950000

26 June 2012

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 BLOCKS 1 & 4 – SERVICE VEHICLES

As requested, we provide herein our advice in relation to the expected service vehicle movement number for Blocks 1 and 4 at Central Park.

Frasers is seeking modifications to the approved uses and access arrangements for Blocks 1, 4 and 8. The following modifications are sought:

- Blocks 1 and 4N are to remain as commercial office development with retail use on the ground floor
- Block 4S is proposed to provide student accommodation
- Block 8 continues to be residential development, but with its separate basement parking and accesses beneath the building
- a new access is proposed on Abercrombie Street providing ingress and egress movements for service vehicles, but ingress only for general traffic (for Blocks 1 and 4)
- general traffic from Blocks 1 and 4 continues to exit onto Central Park Avenue (RMS' preference) as per current approval or on to Balfour Street (subject to further negotiation with RMS).

The proposed development yields for Blocks 1 and 4 are as follows:

- retail – approximately 3,000m$^2$ GFA (in separate tenancies)
- commercial – approximately 52,000m$^2$ GFA
- student accommodation – 800 beds.

Based on our experience, the above anticipated development yields are expected to generate relatively low daily service vehicle movements to and from the site.

Based on our experience the proposed retail use is expected to generate up to four small sized truck (6.4m long) movements per day (i.e. two in plus two out). Whilst the majority of these are expected to occur outside of the peak hour, a maximum of (say) two small truck movements (one in and one out) per hour during the peak period is expected.



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In relation to the proposed commercial development, based on recent surveys conducted on behalf of RMS[1], it is expected to generate up to 60 service vehicle movements per day (i.e. 30 in plus 30 out) with a peak hour generation of about 14 truck two-way movements per hour (i.e. seven in and seven out).

Finally, as the proposed student accommodation will be provided fully furnished, we expect it to have very little service vehicle generated on a regular basis other than the weekly waste collection. On occasions, there may be a need for a utility van to come on site to provide general maintenance e.g. plumber, electrician etc. In total, up to two service vehicles or four movements per week (two in plus two out) is expected (say two movements per day). These are also expected to occur outside of the peak periods.

In summary, the proposed development on Blocks 1 and 4 is expected to generate a total of 66 two-way movements per day (i.e. 33 in plus 33 out) or 16 two-way movements per peak hour (i.e. eight in plus eight out).

These service vehicle movements will access the site via a proposed driveway on Abercrombie Street allowing both ingress and egress movements. Traffic volume data available from RMS indicates that the current daily traffic on Abercrombie Street is in the order of about 20,000 vehicles per day (or approximately 2,000 vehicles per peak hour). The expected number of service vehicles is relatively low in comparison to the existing traffic on Abercrombie Street. Therefore, it is considered that the exiting of the service vehicles on to Abercrombie Street is unlikely to create any materially adverse impact on to the operation of Abercrombie Street including its nearby intersections.

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**

[1] Trip Generation and Parking Generation Surveys (Office Blocks) by GTA Consultants (September 2010)