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14274  
26 June 2017

Ms Carolyn McNally  
The Secretary  
Department of Planning and Environment  
PO Box 375  
SYDNEY NSW 2001

Attention: Natasha Harras (Team Leader)

**S75W Modification Application - CENTRAL PARK CONCEPT PLAN – MOD 13  
ENVIRONMENTAL ASSESSMENT REPORT  
MP 06\_0171 (MOD 13)**

This Environmental Assessment Report (EAR) is submitted to the Department of Planning and Environment (DPE) in support of an amendment to Concept Plan Approval MP06\_0171 pursuant to Section 75W of the *Environmental Planning and Assessment Act 1979* (EP&A Act). MP06\_0171 is a Concept Plan Approval which provides for the development of a mixed-use precinct on the Central Park (formerly Carlton United Brewery) site.

In summary, the modification relates to:

- amendments of the Public Domain Plan (A-1254), to allow for vehicle access (drop off/pick up, and servicing) for a future hotel within the Brewery Courtyard; and
- clarification and amendments of the land uses identified on the Brewery Yard Block (from retail/commercial to retail/hotel) of the Concept Plan, to make clear the intent for a hotel use.

The modification has been prepared concurrently to an application for SEARs for alterations and additions, and adaptive reused of the Brewery Yard Building.

This report has been prepared by JBA on behalf of Central Park JV No 2. It describes the site, its environs and provides an assessment of the proposal in the context of the approved Concept Plan. The proposed amendment to the Public Domain Plan has been prepared by Tzannes and is provided at **Attachment A**. A Traffic and Parking Statement (along with a swept path analysis) has been prepared by GTA Consultants Pty Ltd and is provided at **Attachment B**.

## **1.0 BACKGROUND**

### **1.1 Central Park Concept Plan**

MP 06\_0171, as modified in February 2009, is a Concept Plan approval applying to the Frasers Broadway (now Central Park) site which permits the construction of a mixed use precinct comprising:

- 11 development blocks;
- A maximum Gross Floor Area (GFA) of 255,500m<sup>2</sup> with minimum non-residential and maximum residential floor space mix.
- Combined basement car parks, providing car parking for Blocks 1, 4 and 8 and
- Blocks 2, 5, 9 and the Kensington Precinct;
- A new public park;
- Tri-generation and re-cycle water treatment plants;

- Retention of heritage items;
- Public domain works; and
- Contributions.

To date, a total of 12 modifications to the Concept Plan have been approved between 2007 and 2016. The modifications have primarily related to amendments of building envelopes and reallocation of floor space in response to the delivery of each block.

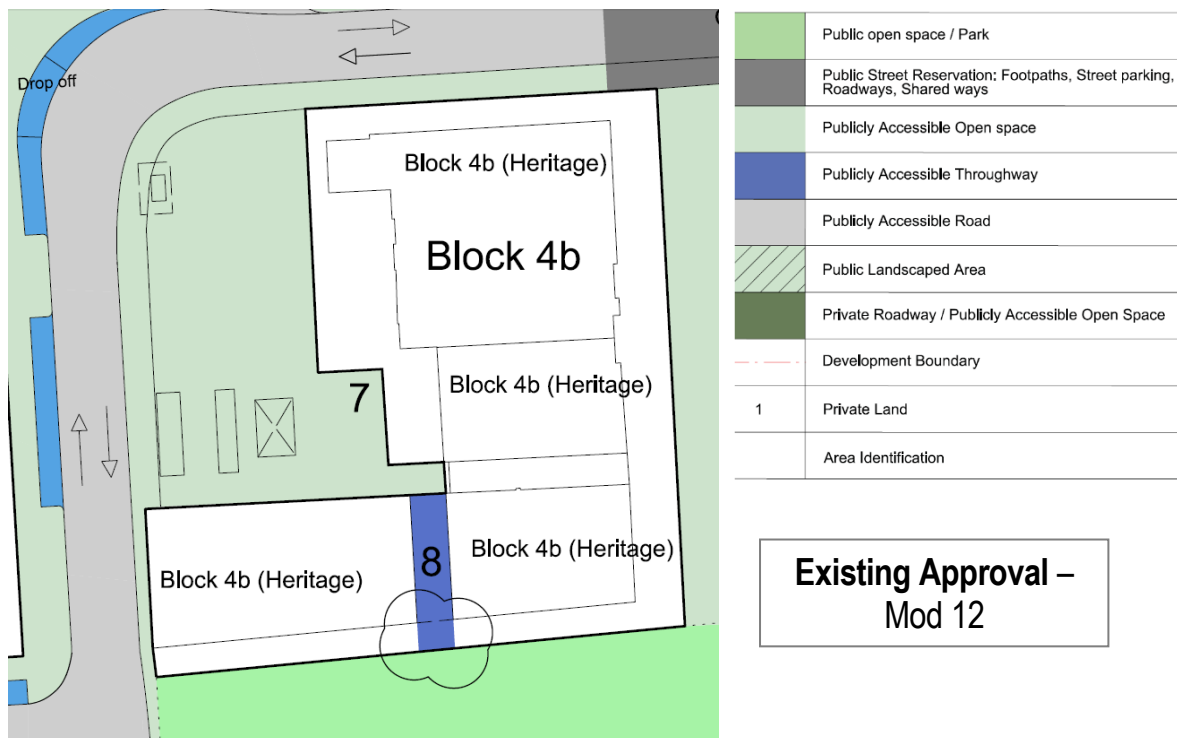
## 2.0 DESCRIPTION OF PROPOSED MODIFICATION

The proposed modification seeks to amend the public domain plan and permissible land uses on and around the Brewery Yard Block in the Concept Plan (also referred to as 'Block 4B'). The amendments are proposed in order to facilitate the delivery of a concurrent State Significant Development Application (SSD) for alterations and additions, and adaptive reuse of the Brewery Buildings (SSD – 8336). Specifically, the modification seeks approval for:

- amendments of the Public domain plans, to allow for vehicle access (drop off/pick up, and servicing) for a future hotel; and
- clarification and amendments of the land uses identified on the Brewery Yard Block (from retail/commercial to retail/hotel).

**Figure 1** below illustrates the proposed amendments to the public domain plan of the Concept Plan drawings (when compared to the current approved plan). It is noted that there is no change proposed to the 'non-residential' land use, as identified for the site in the current Concept Plan approval. Furthermore, no change to the GFA is proposed as a result of this amendment.

The proposal seeks to amend a portion of the area to the west of the Brewery Building from 'Publicly Accessible Open space' to 'Private Roadway / Publicly Accessible Open Space', in a similar way to Park Lane (Blocks 5A, 5B and 5C) and the recently determined Block 11 building.



## 2.1 Facilitation of Development of the Brewery Yard - Hotel

### 3.0 CONDITIONS PROPOSED TO BE AMENDED

**SCHEDULE 2 - PART A – DEPARTMENT OF PLANNING MODIFICATIONS**

#### A4 Development in accordance with Plans and Documentation

*Except as modified by*

*(m) Section 75W EAR prepared by JBA dated June 2017 (as amended); and*

(~~m~~ n) the following drawings:

<b>Architectural (or Design) Drawings prepared by Foster + Partners</b>			
<b>Drawing No.</b>	<b>Revision</b>	<b>Name of Plan</b>	<b>Date</b>
A-1254	<del>20</del>	Public Domain	<del>09/08/16</del>
	21		07/03/17

## SCHEDULE 2 - PART B – FUTURE ASSESSMENT REQUIREMENTS

~~**B17 Public Domain Plan**~~

~~The public domain plan approved as part of Modification 12 is to be updated to extend the publicly accessible through site link on Block 4B approved as part of Modification 12 to the southern curtilage to ensure it connects to publicly accessible land to operate as a link. This plan is to be updated prior to the submission of any future project or development application for Block 4B.~~

[Reason: Condition has been satisfied by previous plan]

## 4.0 ENVIRONMENTAL ASSESSMENT

### 4.1 Compliance with relevant Environmental Planning Instruments

As the proposed modification does not amend the total GFA approved on the site, the maximum mix of land use or envelopes. The proposal does not alter compliance with the following relevant Environmental Planning Instruments:

- *Sydney Local Environmental Plan 2005*
- Sydney Development Control Plan 2012.

### 4.2 Consistency with the Central Park Concept Plan

The modifications proposed in this application remains consistent with the provisions of the Central Park Concept Plan. Specifically, the proposal does not alter consistency with the following:

#### ***Gross Floor Area and Building Envelope***

The amendments to the concept plan do not relate to building envelope or GFA, and only include land use and surrounding public domain.

#### ***Statement of Commitments***

The proposed modification does not affect compliance or consistency with any existing statements of Commitment forming part of the approved Concept Plan. Whilst modification is proposed to the Public Domain Plan, commitment 13 (excerpt below) does not require amendment as part of this application.

#### ***13. Sites 7 and 8. Brewery Yard and Brewery***

*As part of the development of Block 4 a privately owned but publicly accessible square shall be provided generally in accordance with Sites 7 and 8 shown on the Public Domain Plan A-1254. Upon completion of construction, an appropriate covenant that ensures public accessibility will be registered for these areas.*

*[Timing - Details of the design of the Brewery Square will be submitted with the Project Application for Block 4].*

### 4.3 Landscape and Public Domain

The proposal seeks to amend the Public Domain Plan to provide a dedicated area for use as hotel drop-off and pick up, adjacent to the Brewery Yard. The key objective of the amendment is to provide off-street access, contiguous to the future hotel, to minimise traffic and pedestrian impacts within Central Park.

This amendment provides clarity of the vehicle access/drop-off and pick up location from Central Park Avenue, and does not restrict the space being accessed by the general public (as Park Lane currently operates). Management of vehicle access and control (boom gates etc) will be detailed in the future SSD.

Importantly, the proposal does not impact on the pedestrian permeability of the Central Park site, a key principle of the Concept Plan. The publicly accessible thoroughway on the southern side of the Brewery Building will be maintained, and will allow pedestrians travelling north/south to move through the Brewery Yard site.

The reduction in area of dedicated publicly accessible open space on the Brewery Yard Site is considered to be appropriate in order to facilitate the operation of the future hotel use. Furthermore, the redevelopment of Block 11 as well as the revised design of the thoroughfare between Blocks 1 and 4N provide a net increase in publicly accessible open space on the Central Park site.

#### 4.4 Traffic and Parking

A Traffic and Parking Statement has been prepared by GTA Consultants (**Attachment B**). The report considers the impact of the proposed amendments to public domain plans on surrounding intersections, pedestrians and cyclists, proposed hotel pick-up/ drop off arrangement with consideration of its functionality and safety, and swept path analysis.

##### **Road Network**

Chippendale Way and Central Park Avenue, east of Chippendale Way are classified as local roads. These roads currently experience minimal traffic and are primarily used by residents and construction vehicles for the surrounding developments. Parking is currently not permitted on any of these roads, except as otherwise marked in the dedicated parking bays (remainder is signed as No Stopping).

Central Park Avenue is classified as a local road and will serve as the main access to the Block 1 and 4N basement, Block 4S and 4N drop off, service vehicle and loading area. The western portion of the road, to the north and west of the Brewery Yard is currently closed to traffic to enable to construction of Block 4N and 1. Once completed, parking will be permitted in the dedicated bays only with the remainder signed as 'No Stopping'.

The proposed modification will not impact the existing road configuration within Central Park. As part of the future SSD, the details of the vehicle crossing to the southern and eastern side of Central Park Avenue will be detailed, in discussion with Council.

##### **Access Arrangement and Swept Paths**

Swept Path analysis has been reviewed by GTA (**Attachment B**) and confirms compliance with Australia Standard AS2890.2:2002. This allows for an 8.8m rigid vehicle and B85 vehicle (car) to pass each other, with a vehicle parked in the service bay.

##### **Car Parking and Traffic**

In accordance with the car parking provisions within Sydney LEP 2005 (applying to the site by virtue of the Concept Plan), the maximum number of parking spaces permitted is 10 to 20 spaces for 50 to 100 bedrooms respectively.

In lieu of the *Guide to Traffic Generating Developments* (October 2002), that does not provide hotel traffic generation rates, analysis of similar hotels is recommended. GTA has previously undertaken surveys of similar CBD hotels which found an average trip generation rate of 0.17 movements and 0.15 movements per room in the AM and PM peak hours respectively, with taxis representing on average 65 per cent of vehicle trips.

With a total of 17 trips in a peak hour, (50:50) distribution in each direction along Central Park Avenue, GTA confirms that there will be no adverse effects to the functionality, function or safety to the surrounding road network. In comparison to the approved development, the proposed development will generate a very minor net increase of up to 12 vehicle movements during the peak hours.

##### **Safety**

For the proposal, the hotel pick up and set down area will be off-street and be accessed via Central Park Avenue. The kerbside adjacent to the proposed hotel is unlikely to be suitable for a pick up and set down location for the following reasons:

- The site is located close to a curve, which is likely to have poor sightlines for vehicles using an on-street pick up and set down area. This would compromise the safety of vehicles pulling out from the kerb.
- The precinct has heavy pedestrian volumes associated with university student activity and the Main Park. Having an on-street pick up and set down area would mix the high vehicle movements associated with pulling in/ out of the area with the high pedestrian movements, thus reducing the safety for pedestrians.
- The Main Park holds events such as markets, which involve high pedestrian volumes and high levels of pick up and set down activity. An on-street pick up and set down area would again

reduce the safety of pedestrians, due to the high vehicle movements associated with pulling in/out of the area.

- No stopping is permitted along Central Park Avenue.

Therefore, it is recommended that the proposed hotel allows for the implementation of a private road to facilitate pick up and set down requirements. By providing an off-street pick up and set down area, it minimises the impact on the external road network from a safety and queuing perspective and improves the safety and convenience for pedestrians.

#### 4.5 Operational Management

Detail the proposed waste and servicing arrangement for the future Brewery Yard Hotel will be included in the SSD. Importantly, as discussed above, and in the Traffic and Parking Statement (**Attachment B**), the private road/driveway has been carefully considered so as to allow for access by an 8.8m vehicle, along with cars. This allows servicing, loading and waste collection to occur off-street, minimising and traffic impact within Central Park, and improving pedestrian safety.

#### 4.6 Public Benefit of Modification

The proposed modifications will allow for the following public benefits to be delivered on the Central Park site:

- Facilitating safe drop off/pick up area for the future hotel, minimising traffic impact to Central Park and improving pedestrian safety;
- Enabling servicing, deliveries and waste collection to occur off street; and
- Providing well designed access in the delivery of a high-quality hotel.

In light of the above public benefits of the modification, and in the absence of any adverse environmental impacts, the proposed modification to Concept Plan approval MP07\_0161 (MOD 13) is recommended for approval.

### 5.0 CONCLUSION

The Environmental Assessment Report (EAR) has been prepared to consider the environmental, social and economic impacts of the proposed amendments to the MP 06\_0171 (MOD 13) including the following:

- amendments of the Public Domain Plan (A-1254), to allow for vehicle access (drop off/pick up, and servicing) for a future hotel within the Brewery Courtyard; and
- clarification and amendments of the land uses identified on the Brewery Yard Block (from retail/commercial to retail/hotel) of the Concept Plan, to make clear the intent for a hotel use.

The proposed amendments have regard to the biophysical, economic and social considerations, including principles of ecologically sustainable development. The modification facilitates safe and efficient drop-off and pick up to service the future hotel use on the site, in turn minimising traffic impacts and improving pedestrian safety.

Given the merits described above it is requested that this S75W application be approved.

Should you have any queries about this matter, please do not hesitate to contact me on 9956 6962 or [sgouge@jbaurban.com.au](mailto:sgouge@jbaurban.com.au)

Yours faithfully



Stephen Gouge  
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