

18 January 2018

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The Secretary
NSW Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Attention: Amy Watson

Central Park Concept Plan – MP 07_0710 – MOD 13 – Brewery Yard Public Domain Response to City of Sydney Submission

This letter has been prepared on behalf of Frasers Property in response to the submission made by City of Sydney Council, dated 10 October 2017, to the proposed S75W modification to the Central Park Concept Plan (MP 07_0171). 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.

Following lodgement of the application, a meeting was held with the Department of Planning and Environment (DPE) to discuss the timing and need for the modification to facilitate appropriate servicing of the future use of the Brewery Yard Building. Following this meeting, additional information was provided to the DPE to:

- Provide a qualitative assessment of all the originally approved and currently proposed public accessible areas at Central Park.
- Summarise the vehicle movements and servicing requirements proposed with the Hotel use.
- Provide examples and imagery of the general arrangement and landscape design proposed as part of the PAAMP amendment for the Brewery Yard Forecourt – Site 7 (as specified on the Concept Plan public domain plan)

It was also confirmed that Frasers would separately seek to meet with Council to discuss the content of the proposed modification. Requests for meetings were subsequently made to City of Sydney Council, however in the interim, the written submission was received prior to this meeting occurring.

On 16 November 2017, Frasers and Ethos Urban met with City of Sydney Council to discuss the application and the submission. At this meeting, Council noted that they had not received the additional information provided following the initial meeting with the DPE. This information was emailed to Council on 16 November 2017.

A detailed response to each of the Council's submission items is provided below, with further investigation and assessment undertaken by both Landscaping – Turf Design (**Attachment A**) and Traffic - GTA (**Attachment B**). The Pedestrian and Cycle Plan of the Concept Plan (**Attachment C**), and Swept Path Analysis prepared by TTPA (**Attachment D**) is also provided attached to this letter.

Given that Council's submission was prepared without the benefit of the additional information provided to the DPE, we anticipate that aspects of the submission may be reconsidered. The approved Pedestrian and Cycle Plan of the Concept Plan (**Attachment C**), and Swept Path Analysis prepared by Transport and Traffic Planning Associates (TTPA) (**Attachment D**) is also provided attached to this letter.

In the delivery of Central Park, Frasers Property has improved and exceeded in the provision of publicly accessible open space and this existing commitment to not only deliver, but improve on, the public domain applies to the Brewery Yard Courtyard - as the final piece to be completed.

Response to Council Submission

In their submission Council objects to the proposal, principally due to a concern over the design of the courtyard space, reduction in public access, and concern of traffic and safety. These issues were largely addressed in information that City of Sydney did not have prior to preparing their submission, and have subsequently been investigated further. A response to each is provided below.

Council Comment

The reduction of usable publicly accessible open space in a high density mixed use precinct to provide a private road to service private development is not in the public interest. Limiting publicly accessible open space is contrary to the commitments made under the Voluntary Planning Agreement between the Minister for Planning and Frasers Broadway Pty Ltd and the Concept Masterplan Approval for the site, and is not acceptable.

Response

Clarification of the intended private roadway/publicly accessible open space in the courtyard was detailed in the response to the DPE where a qualitative assessment of the Public Accessible and Public Domain Areas at Central Park was provided. The modification does not seek to remove the area from being publicly accessible open space, but clarifies the area as being accessed by vehicles (in the same arrangement as Block 11 and Park Lane). There will be no restriction on pedestrian movement through the courtyard.

Council also makes the suggestion that the proposal is contrary to the commitments in the VPA and Concept Plan relation to the provision of open space. Item 2 of Table 2 in the VPA states that: *The remediation (if required) and embellishment of site 7 in the Modified Concept Plan (Brewery Yard) and site 8 in the Modified Concept Plan (Brewery Site forecourt) which will be privately owned but must be made available as publicly accessible areas.* As noted above, the proposal remains wholly consistent with this requirement of the VPA.

The proposal is also consistent with commitment 13 of the Concept Plan, that requires development to be consistent with the Public Domain Plan (sought to be amended as part of this modification and ensures that it remains as publicly accessible).

Council Comment

The applicant claims that the proposal does not impact on the pedestrian permeability of the site. This is disputed. The introduction of a private road within what was intended as a pedestrian environment will create an ambiguous space in terms of public accessibility and safety.

Response

Following discussion of this item in the meeting with Council, further investigation and analysis has been undertaken by Turf Design (Landscape) – **Attachment A** and GTA (Traffic) – **Attachment B** to demonstrate how the space will be treated, and also to demonstrate pedestrian and vehicle safety and permeability. As noted above, the Concept Plan (Public Domain Plan and Commitments) identify the space as being publicly accessible, and this is maintained in the proposed modification. GTA have also noted that paving the private road would help emphasise the pedestrian priority and activity across the Brewery Yard courtyard Areas and this has been incorporated into the landscape plans prepared by Turf Design.

Turf Design, who have been involved as the landscape architect across Central Park have prepared a Brewery Yard Forecourt Public Domain Plan which illustrates how the space is anticipated to be treated (materials and finishes, as well as planting) and also provide the framework to which the further traffic and parking assessment can be undertaken. The design also noted the existing above ground infrastructure associated with the Central Thermal Plant, that must be considered in the future public domain design.

Given the context of the courtyard, built above the Central Thermal Plant and overshadowing from surrounding buildings, soft landscaping was never envisaged. Brick paving, in the same style as Kensington Street and Block 11 is proposed to be used, with large trees on the western edge. The design demonstrates its purpose and function as a safe and functional urban space

Finally, the Pedestrian and Cycle Routes Plan of the Concept Plan is provided at **Attachment C**. As demonstrated on this plan, pedestrian access through the Brewery Yard is not earmarked as being a key link, but instead this is shown through Block 2A and down Central Park Avenue to the west of the site. The Perimeter footpaths proposed along Central Park Avenue provide safe cross site linkages for pedestrians around the

Brewery Yard Building. Notwithstanding this, the publicly accessible thoroughway is maintained through the southern wing of the Brewery Building, maintaining the permeable nature of the site which has made it such a success to date.

Council Comment

It is noted that the proposed private road is in close proximity to an adjacent driveway, an area identified as a future outdoor dining area associated with retail uses and a publicly accessible pedestrian thoroughway linking Block 4b to the public park. The applicant has failed to demonstrate that the proposal will not compromise safety for pedestrians and road users.

Response

Pedestrian and vehicle safety was addressed in the original application and has been further investigated by GTA (**Attachment B**). To minimise conflict points between the vehicles and pedestrians between the two driveways, the proposed access could be restricted to one-way southbound, with a left-in only arrangement at the northern end and left-out only at the western end of the private road. This treatment would eliminate the potential conflicts associated with the driveway located opposite the private road. Additionally, the reduced movement types at the entry and exit points of the private road would contribute to improving pedestrian safety, compared with allowing all movements at the accesses.

Swept Path Diagrams have also been prepared by TTPA (**Attachment D**) based on the indicative plan prepared by Turf Design. This demonstrates the ability for an 8.8m Medium Rigid Vehicle to manoeuvre left in/left out, whilst allowing cars to pass.

It is also noted that SEARs (with comments from Council) for a new Hotel have been provided by the DPE that will likely involve modifications to the existing approved design (which has not yet been constructed). As shown on the public domain plans, the treatment and experience of the courtyard space is proposed to remain as pedestrian scale.

Council Comment

The proposed private road will likely have a change in level of approximately 1m. In attempting to resolve the change in levels, this will likely have significant and unacceptable impacts upon the useability of the open space. Any proposed parking bays would also need to be incorporated into these level changes adding to the impact.

Response

Whilst the proposed modification is made to the concept plan, intended as a high-level document, detailed design investigation of the proposed arrangement has been undertaken. The scheme prepared by Turf Design identifies the proposed grades across the courtyard in order to provide compliance vehicles ingress and egress. These levels have also been considered by TTPA in their assessment of the proposal. As demonstrated in **Attachment A**, only minor portions of the courtyard will be affected by level changes/ramping. The majority of the courtyard area is at a maximum grade of 1:40, providing usable and functional public domain spaces.

As discussed with Council, the future use of the Brewery Building will not provide any permanent car parking bays within the Courtyard area.

Council Comment

The traffic and parking assessment provided with the application states that "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". The assessment does not however address impacts on the road network arising from vehicles queuing within the proposed private road or waiting to enter the private road. In addition, it is noted that as part of an earlier detailed application for the same site (MP10_0217), the Department's assessment report indicates that 18 car parking spaces have been allocated for general use to the Brewery buildings, and that provision for deliveries and loading/unloading is available via the loading bays approved below Blocks 1 and 4.

Response

The GTA traffic report submitted with the application clearly identifies the frequency of use, with a maximum of 17 vehicle movement anticipated. This equates to a net increase of up to 12 vehicle movements during peak hours from the current approval. As such, queuing is unlikely to impact the existing street network of Central Park Avenue. As noted above, the left in/left out restriction will further mitigate this eventuality.

An important consideration in the proposal was the structure of the internal road network within Central Park, with concern over the possibility of illegal on-street stopping and drop off/pick up (as has occurred at the Clare Hotel). When considering this possibility, the proposal for an off-street drop off/pick up area was preferred from both a functionality and safety perspective, without any significant impact on the publicly accessible area of the Brewery Yard Courtyard.

Delivery and transfer of goods for the proposed hotel use (as per the SEARs issued for the Brewery Building) is not feasible safety or practical for pedestrians, staff or motorists. There is also no direct connection between the loading bays under Blocks 1 and 4 and the Brewery Yard site.

Parking and drop off zones along Central Park Avenue and Loading Dock spaces are already at capacity, and would not be sufficient for the Brewery Building hotel service vehicles and guests to use as drop off areas. These spaces are targeted for use by:

- Block 4s student accommodation (approximately 770 beds) occupants or guests of occupants - drop off and pick up
- Block 4S retail loading zone
- Block 4N Four Points Hotel drop off and pick up
- Block 4N Childcare drop off and pick up (as per condition of approval)
- Block 4N 100 Broadway commercial – visitors to the building drop off and pick up
- Block 4N and Block 1 residents drop off and pick up zone
- Abercrombie Hotel and Terraces patrons drop off and pick up zone

Furthermore, the Block 1 and 4N loading dock on basement 1 is not designed for service vehicles and waste collection by the occupants of the Brewery Yard Building and is for the exclusive use by the following tenants/occupants for service vehicles, waste collection and loading and unloading:

- Block 4S student accommodation
- Block 4S retail
- Abercrombie Hotel and terraces
- Block 4N 100 Broadway commercial
- Block 4N childcare
- Block 4N residents
- Block 1 residents
- Block 1 retail

Council Comment

Infrastructure such as the Central Thermal Plant located within the courtyard may be compromised from frequent uncontrolled vehicle movements. This infrastructure would restrict manoeuvrability for vehicles and the ability to modify levels to enable safe access.

Response

The design of the courtyard, suitability for vehicle access, and the consideration of existing Central Thermal Plant infrastructure has been considered by both Turf Design and TTPA. These both demonstrate that this infrastructure does not restrict vehicle movements or change level that would result in unsafe access.

Response to Public Submission

One public submission was received during the public exhibition period. A detailed response to the issues raised is set out below.

Comment:

Remaining publicly accessible open space will be used for general parking of hotel guests, servicing and delivery vehicles. It is suggested that all spaces are clearly marked as drop off and pick up only and are limited in duration with clear signage indicating time and parking restrictions.

Response:

All drop off spaces will be clearly marked and appropriately sign posted. No permanent parking is to occur on land outside of the proposed drop off spaces and this land will be maintained as publicly accessible open space.

Comment:

Whilst Iglu do not object to the use of the area for off street servicing we do however object to the area being used for the storage of materials, waste and hotel equipment.

Response:

The proposal does not permit the storage of goods or waste within the land designated as Private Roadway / Publicly Accessible Open Space. All storage and waste management areas will be located within the building proposed on Block 4B (subject to existing planning approval and future SSD8336)

Comment:

The initial design intended the area to be an activated, public facing space with an outdoor seating area in the brewery courtyard. Iglu are concerned that if the area is used for handling or storage of materials, waste and other hotel equipment pedestrian activity will be diminished and the overall amenity of the area will be significantly impacted.

Response:

Only a small proportion of the land is proposed to be modified to be designated Private Road/ Publicly Accessible Open Space, the remaining area will be retained as Publicly Accessible Open Space. A small portion of the area will be designated as part of the Block 4B development site as this relates to access to basement servicing below. No publicly accessible areas will be used for the storage of goods or materials.

We trust this response and additional information attached provides the information required in order for the department to progress with the assessment of this application. Frasers will continue to discuss with City of Sydney Council, in order to see whether the content of the submission is amended based on this response. Should you require any further information, please don't hesitate to contact me on 9956 4971 or smiller@ethosurban.com

Kind regards,

Yours sincerely,



Stephen Gouge
Principal Planner



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