Reference: #N128950

22 May 2018

Fraser Property Australia
Level 12, 101 Bathurst Street
SYDNEY NSW 2000

Attention: Ms Amy Kiely (Development Manager)

Dear Amy

RE: BREWERY YARD, CENTRAL PARK – RESPONSE TO COS'S COMMENTS

A Section 75W modification to the Central Park Concept Plan MP06_0171 was proposed changing the land use of the Brewery Yard in Central Park from retail/ commercial use (approved 15 May 2012) to hotel with ground floor ancillary retail use and amending the public domain plans and vehicle access/ drop off for future hotel use.

GTA Consultants (GTA) was commissioned in June 2017 to prepare a traffic and parking statement to support the Section 75W modification to the approved Central Park Concept Plan. City of Sydney (CoS) has since responded and raised several objections to the proposal. This letter looks to address the traffic and transport related objections provided.

Council's Objections and GTA's Responses:

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.

Instead of sealing the private road with asphalt, paving or a similar surface treatment could be implemented. This would help to emphasise pedestrian priority and activity along the private road rather than along Central Park Avenue.

It is also proposed that the private roadway shown on Public Domain Plan A-1254 is to be limited to vehicles up to 6.4 metres in length and access periods for vehicles are restricted to 7am to 10am and 2pm to 5pm, every day. The replacement of the equipment within the Central Thermal Plant (CTP) requiring access via the Brewery Yard forecourt will be limited, with access required only every five to 10 years and works taking two to three days to complete. During this time, these restrictions would be waived, and the area temporarily closed to ensure safety to pedestrians. Given the infrequent access required to the CTP, seven days' notice would be required unless for emergency works.

The proposed restriction on vehicle size and access times would result in the following:

- Service vehicles entering the private road would no longer require use of the opposing traffic lane to enter the site due to the smaller manoeuvring area of a 6.4-metre Small Rigid Vehicle (SRV) or smaller vehicle. This means there are less conflict points between vehicles and pedestrians when vehicles are accessing the site.
- An overall reduction in the width of the private road as well as the driveway, which results in a shorter crossing distance for pedestrians.

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Removable bollards at the entry and exit of the proposed private road could be installed outside the proposed access periods to discourage vehicles from entering the site. This would result in increased pedestrian safety on the site outside the proposed vehicle access periods. When the bollards are in place, pick-up and drop-off for the site would occur within the on-street parking areas on Central Park Avenue. The initial MOD 13 swept path assessment with an 8.8-metre Medium Rigid Vehicle (MRV) is shown in Attachment 1, and the swept path assessment for a 6.4-metre SRV restriction is shown in Attachment 2.

During consultation with the Department of Planning and Environment (DPE), it was discussed that a private road through the Brewery Yard site is desired regardless of whether the site is used for existing commercial use or potential future hotel use.

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 throughway 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.

To minimise conflict points between the vehicles and pedestrians between the two driveways, the proposed private road 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.

This treatment would not impact access to and from the site, with alternative routes available via O'Connor Street, Carlton Street and Central Park Avenue. Pick up and set down on site would be unaffected. The drop off area on the north-western corner of Central Park Avenue would also accommodate pick up and set down operation for vehicle approaching from the south.

As discussed previously, the private road is desired regardless of whether the site is used for commercial or hotel use. Swept paths confirm that a southbound B99 vehicle would be able to pass a 6.4 metre small rigid vehicle parked in the loading bay. The swept path assessment is shown in Attachment 2.

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.

As identified in GTA's traffic and parking statement, up to 17 vehicle movements is anticipated from the development. This is approximately one vehicle every three to four minutes. As such, queuing is unlikely to spill into the external road network from the internal drop off area. Although the anticipated traffic generation relates to light vehicles only, the volume of heavy vehicles

related to servicing the site are expected to be minor. Implementing one-way, left-in/ left-out operation of the private road would also improve the operation at this access, as no queues would form as a result of cars turning right into the private road.

It should be noted that although the Department's assessment report indicates a provision for deliveries and loading/ unloading in the loading bays approved below Blocks 1 and 4, this is not considered viable as it presents an OHS issue transferring goods/ deliveries between the site and the loading bay. There is also no direct connection between the loading bays under Blocks 1 and 4 and the Brewery Yard site.

I trust the above provides the necessary advice required. 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

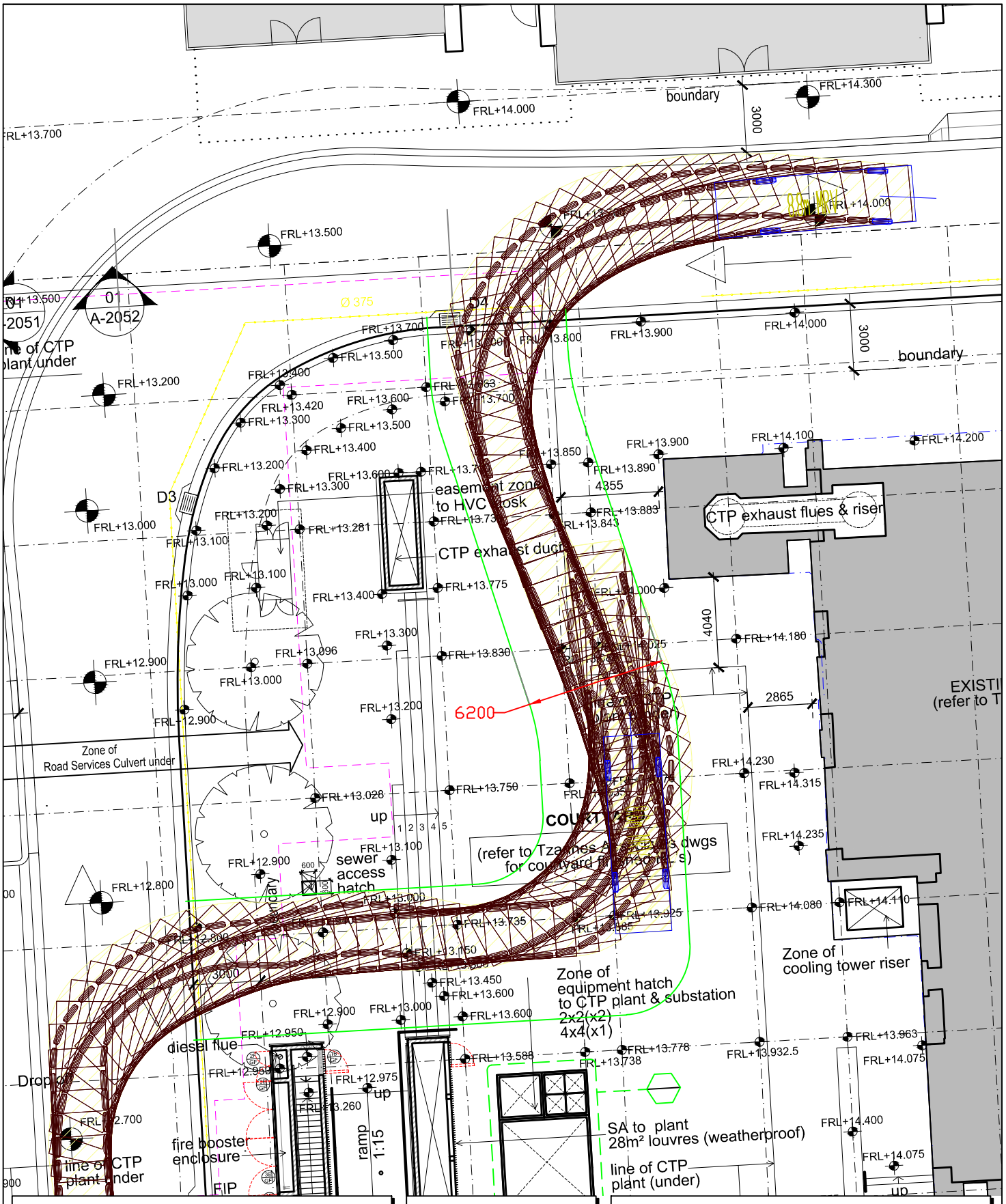
GTA CONSULTANTS

N. Vukic.

Nicole Vukic
Director

encl.
Attachment 1 – MOD 13 TTPA Swept Path Assessment
Attachment 2 – TTPA Swept Path Assessment with 6.4m SRV Restriction

Attachment 1



LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2000. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.

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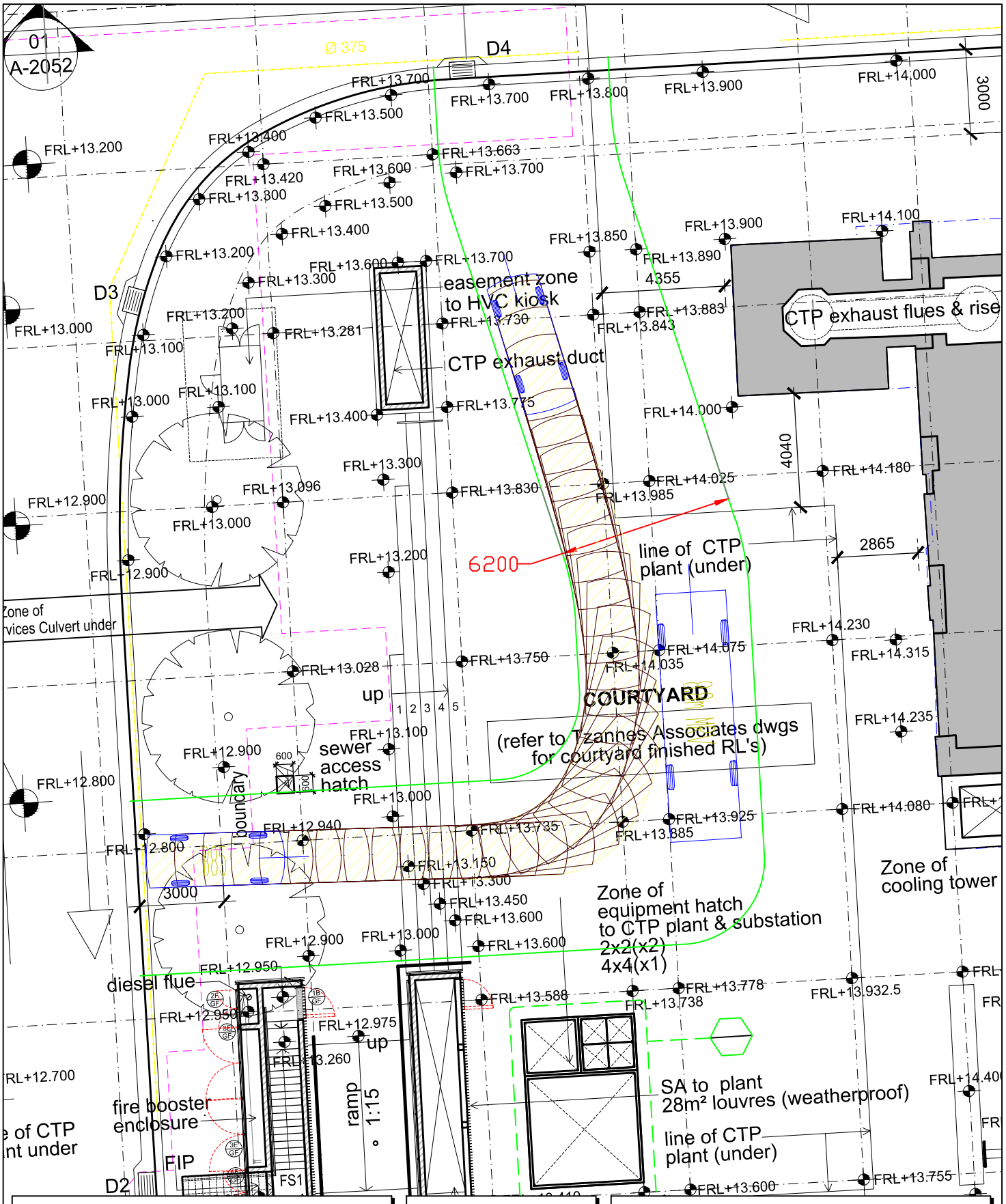
SWEPT PATH ANALYSIS OF AN 8.8m RIGID VEHICLE APPROACHING FROM SOUTH

SP 1



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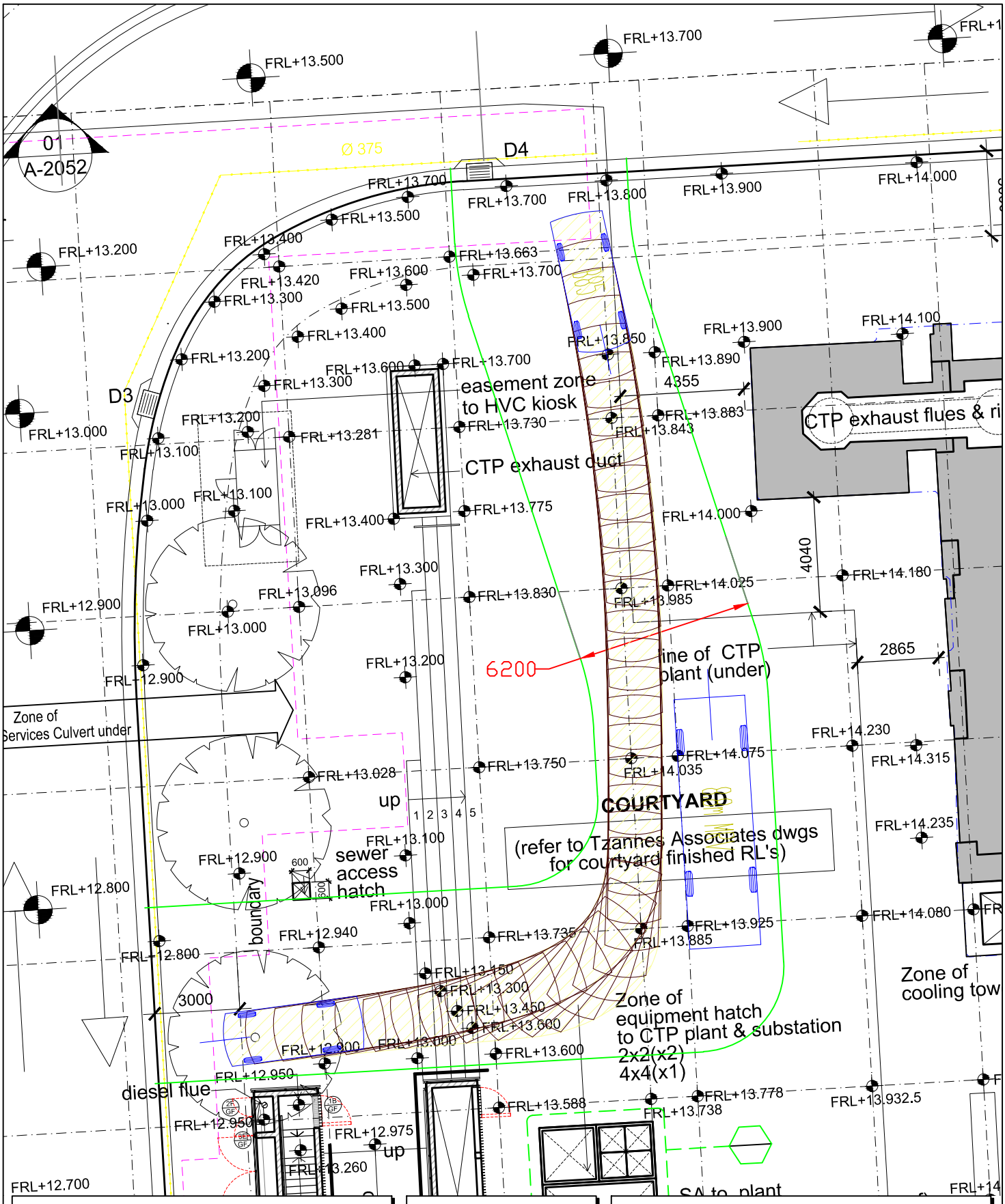
SWEPT PATH ANALYSIS OF A B85 VEHICLE PASSING A PARKED 8.8m RIGID VEHICLE

SP 1A



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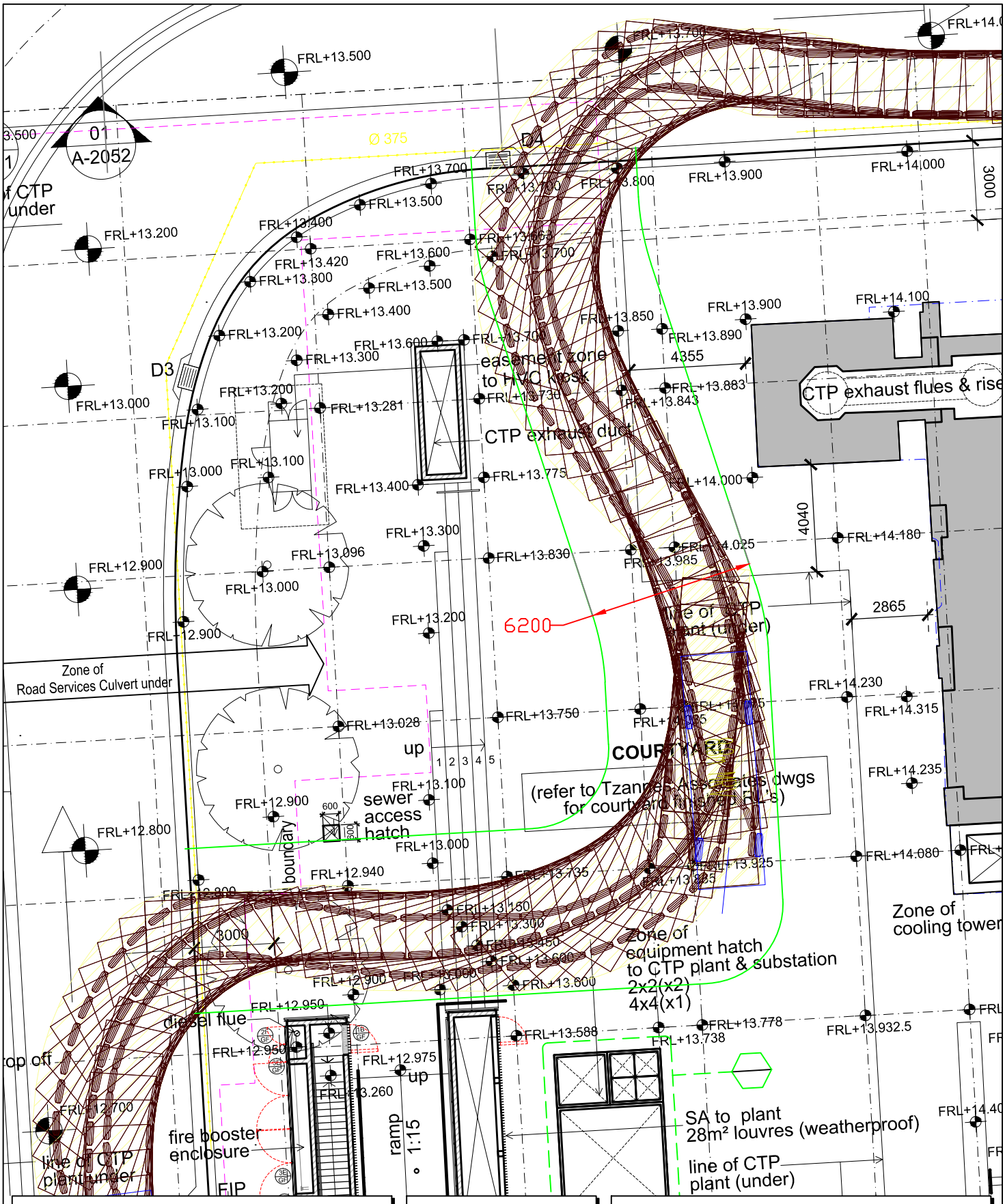
SWEPT PATH ANALYSIS OF A B85 VEHICLE PASSING A PARKED 8.8m RIGID VEHICLE

SP 1B



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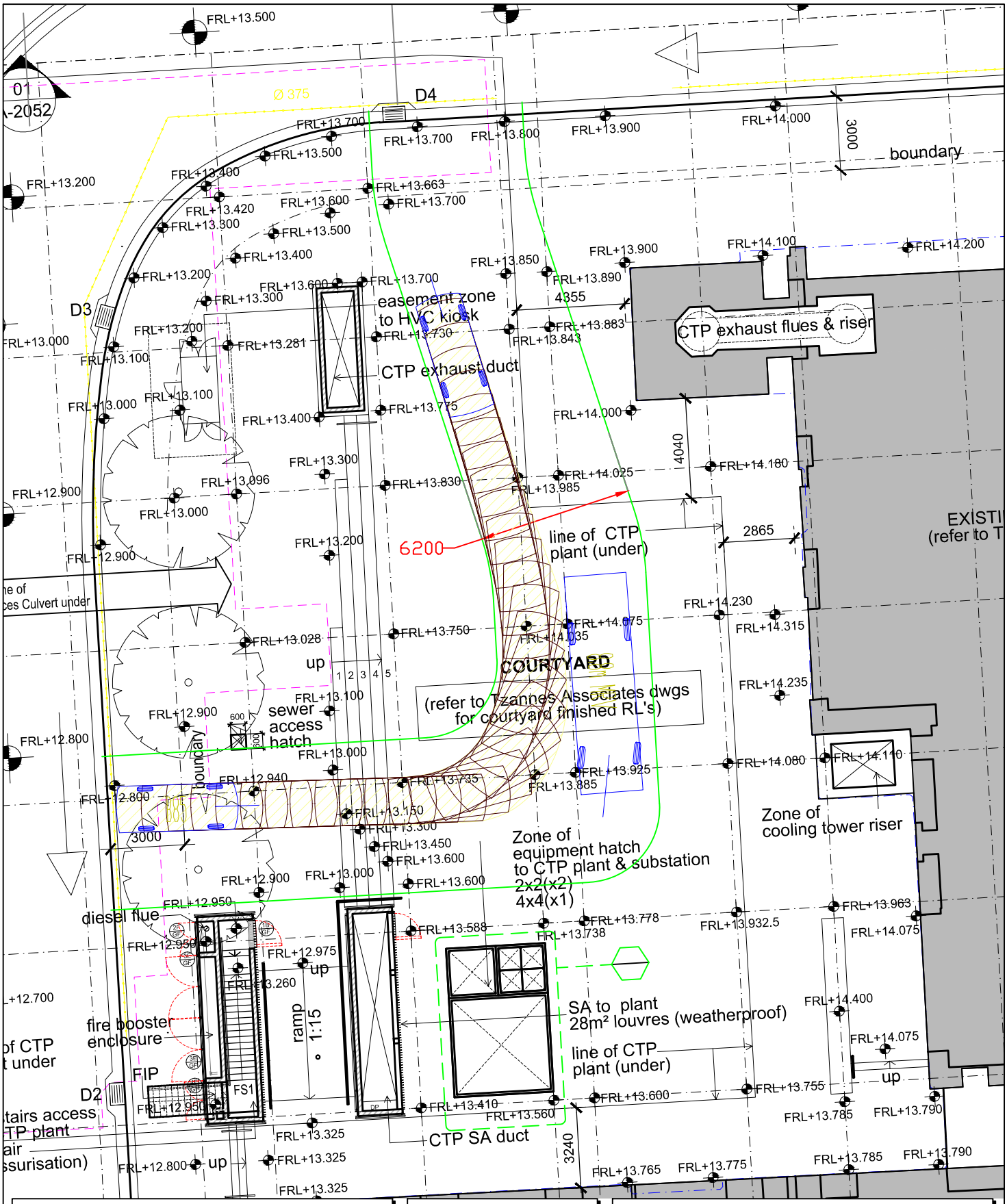
SWEPT PATH ANALYSIS OF AN 8.8m RIGID VEHICLE APPROACHING FROM NORTH

SP 2



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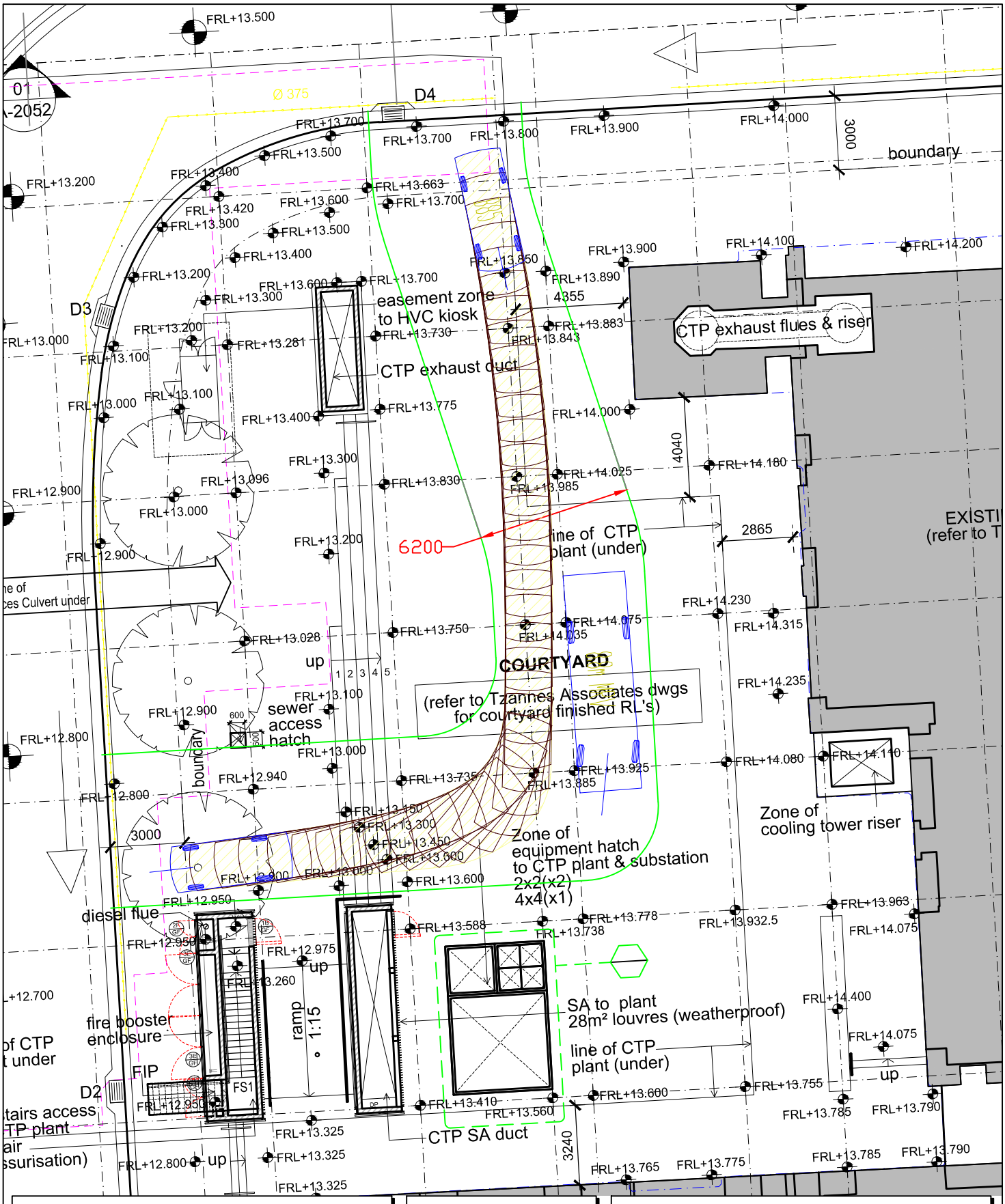
SWEPT PATH ANALYSIS OF AN 8.8m RIGID VEHICLE

SP 2A



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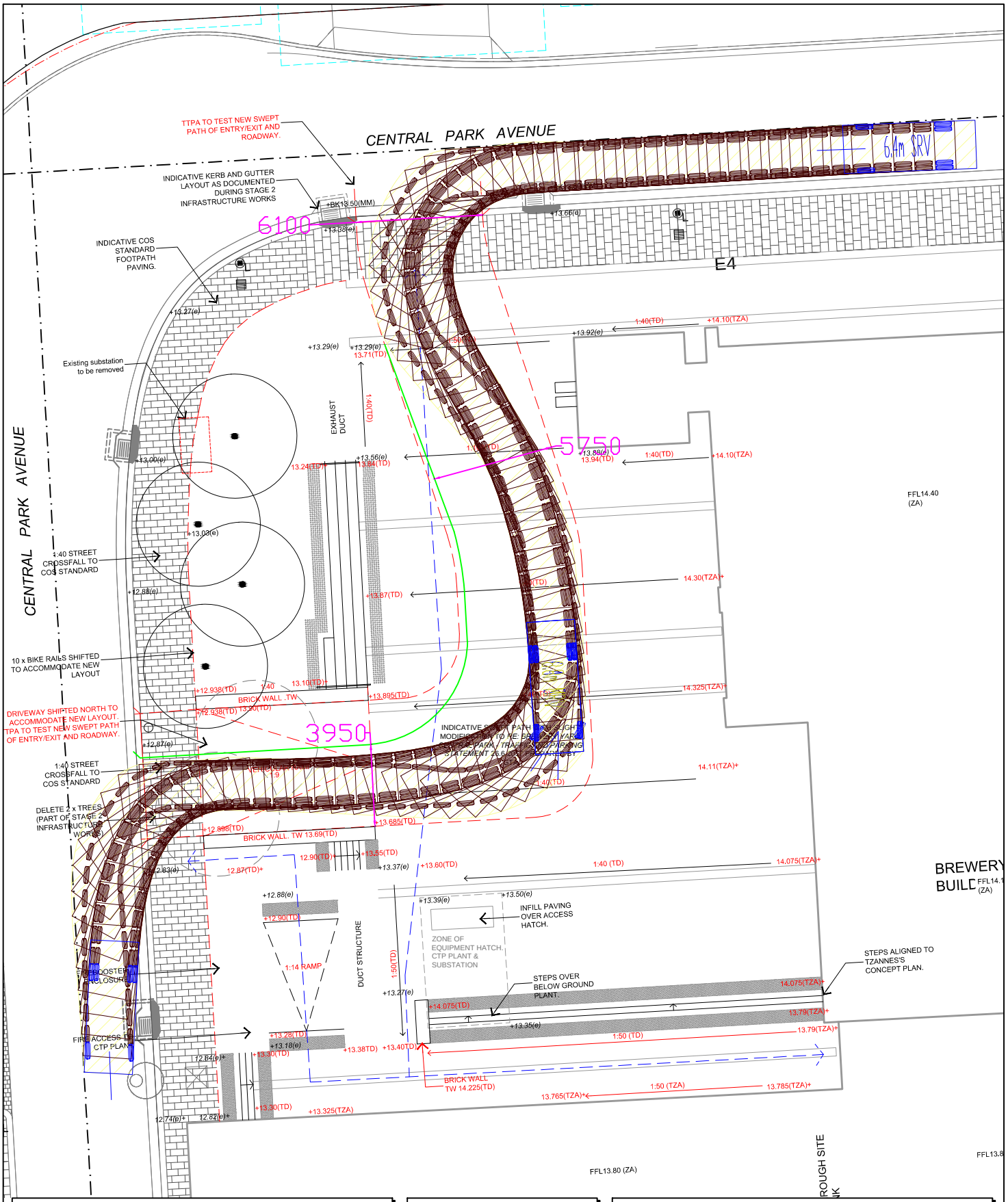
SWEPT PATH ANALYSIS OF AN 8.8m RIGID VEHICLE

SP 2B

Attachment 2



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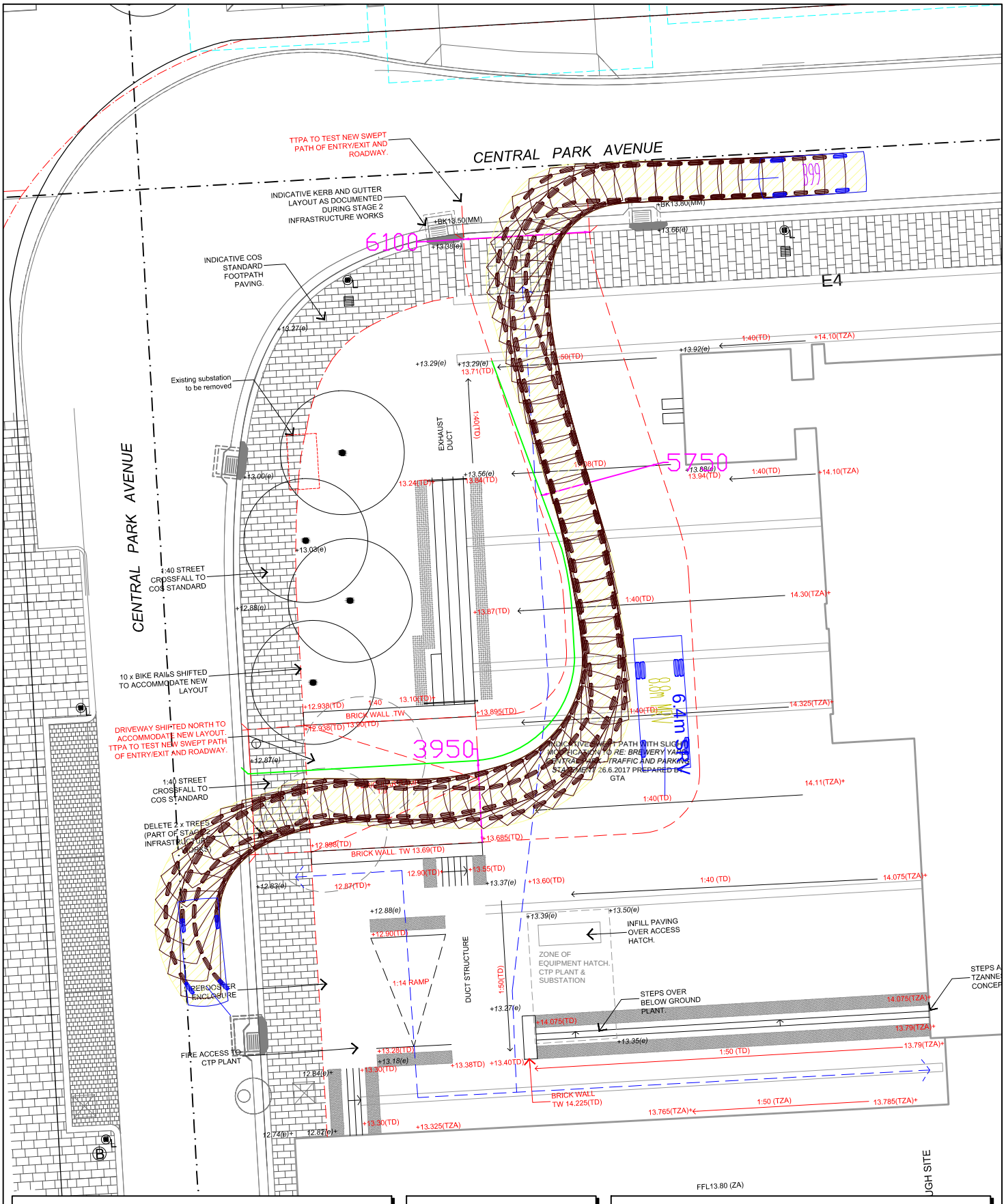
SWEPT PATH ANALYSIS OF AN 6.4m RIGID VEHICLE 1:250@A4

SP 1



LEGEND

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SWEPT PATH ANALYSIS OF A 99th PERCENTILE VEHICLE PASSING A PARKED 6.4m RIGID TRUCK 1:250@A4

SP 2