

REF: N155982

DATE: 19 December 2019

Johnstaff
 Level 5, 9 Castlereagh Street
 SYDNEY NSW 2000

Attention: Natali Boskovska (Project Manager)

Dear Natali,

RE: BREWERY YARD BUILDING, CENTRAL PARK – RESPONSE TO SUBMISSIONS

GTA has reviewed the agency submission provided in regard to the proposed Brewery Yard Building, Central Park, Chippendale State Significant Development Application – Transport Assessment.

In this regard, responses and/or further information has been provided in Table 1.

Table 1: Response to Submissions

No.	Organisation	Comment	GTA Response
CoS9	City of Sydney	<p>Parking bay and loading and servicing The proposal includes the provision of a loading bay placed over the public footway and is not supported. The current property boundary alignment does not allow for an indented bay in this location. It would prevent provision of a continuous footway along publicly owned land, irrespective of whether a path of travel can be provided on private land. Utilising public land in this way, when parking is available on the other side of the road does not represent good use of public assets. Being private land, the City cannot control accessibility or complete blockage of the pedestrian path. At minimum the land would be subdivided and dedicated to the City. However, this is not favoured as a pathway on public land already exists. Further, the Sydney DCP 2012 suggests 5 loading and service vehicle spaces are required for a development of this size.</p>	<p>The City of Sydney have been approached in regard to use the existing bays parallel to the forecourt. We are awaiting confirmation from City of Sydney.</p> <p>In response to the requirement for providing 5 loading bay/service bay spaces as discussed in the responses to Comment No. T2, one loading zone can accommodate up to 20 deliveries during business hours. Only 10 deliveries per day are expected for the site and therefore, minimal impacts to the surrounding kerbside on-street car parking spaces are expected.</p>

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		Given that the proposed loading bay is not supported in its current form, additional information is required to ascertain how the loading and servicing for the proposed development will be achieved.	
CoS10	City of Sydney	Bicycle parking and end of trip facilities. The submitted traffic report has proposed 65 bicycle spaces. This would be acceptable however; no bicycle parking plans have been submitted for review. Council's transport planners recommend that the minimum number of bicycle parking spaces and end of trip facilities to be provided for the development comply	The plans have been updated to include. Please refer to plans provided by Tzannes.
CoS11	City of Sydney	Green Travel Plan and Transport Access Guide The Green Travel plan submitted does not meet council's requirements in its current form. It must be updated to include clear and time bound targets, actions, measurements and monitoring framework. As a live document it should be periodically updated. The revised GTP must be developed in consultation with the relevant stakeholders including the Council. A Transport Access Guide (TAG) has not been submitted as part of this application. It is recommended that a TAG be implemented and maintained by the operator/s of the premises to inform patrons about accessing the site by sustainable transport options including walking and cycling, public transport, taxis or a combination of these modes.	A detailed Green Travel Plan or Transport Access Guide was not a requirement of the SEARs; however, this can be prepared.
F6	Frasers	Motorcycle Parking - It should be clearly noted that no onsite motorcycle parking, bicycle storage or end of trip facilities are currently proposed within the Brewery Yard site and this should be resolved in the base build Development application and not left to the subsequent fit-out	Based on the provision of 30 parking spaces a total of 3 motorcycle spaces would be required. In order to provide 3 motorcycle spaces, it is proposed to reduce the carparking spaces to 28 with the 3 motorcycle spaces

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		Development Applications. There is no available motorcycle or bicycle parking areas available to service the Brewery Yard occupants elsewhere within Central Park.	provided within two of the spaces previously allocated to cars.
T1	TfNSW	<p>It is advised that: The applicant should not rely on the kerbside restrictions to conduct their business activities;</p> <ul style="list-style-type: none"> - Kerbside restrictions are set to suit the wider community needs and are constantly subject to change based on transport network requirements; and - The lack of appropriate freight and service vehicle parking for the subject site has the potential to contribute to congestions in the CBD. 	<p>Noted. As per our previous response to Comment No. CoS9, different options for a loading area were considered but were not feasible due to the heritage and frontage constraints. It is also discussed in the responses to Comment No. T2, one loading zone can accommodate up to 20 deliveries during business hours and only 10 deliveries per day are expected for the site and therefore, minimal impacts to the surrounding kerbside on-street car parking spaces are expected.</p> <p>Given that Central Park Avenue is a local private road through the area and servicing and/or waste vehicles activities are expected occur outside of the peak hours, there will be minimal contribution to the traffic in the surrounding road network.</p>
T2	TfNSW	<p>Applicant to provide details of the development's freight and servicing profile, including the forecast freight and servicing traffic volumes by vehicle size, frequency, time of day and duration of stay, with reference to traffic surveys included in the GTA's database of loading demand.</p>	<p>Retail</p> <p>In the TIA, it was assumed there would be one to two specialty retail stores. Based on GTA's database, the loading demand associated with specialty retail stores indicates that they typically receive on average one delivery per day per tenant. This resulted in one to two deliveries, and with 50% contingency, up to three deliveries per day.</p> <p>With three food and beverage stores proposed, an average of 1.2 deliveries per day per tenant is expected. This results in four deliveries per day for the three retail tenancies, and up to six deliveries with 50% contingency. Based on GTA's experience, such deliveries typically occur for less than 20 minutes. On this basis, it is expected that deliveries would occur for less than two hours across the day.</p>

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			<p>Commercial As for commercial tenancies, deliveries are typically by 99th percentile cars (including vans, utes etc.) unless there is a tenancy turnover or delivery of large furniture and appliances. Deliveries are typically couriers, postal and day-to-day business-related activity. All are generally infrequent and assumed to be two to three deliveries per day. Based on GTA's experience, the average time for such deliveries is less than 30 minutes.</p> <p>Waste collection It is expected that waste collection would typically occur three times a week, with such activities taking less than five minutes and occurring out of business hours.</p> <p>Overall In total, the development could expect approximately ten deliveries per day that require access to a loading zone for approximately four hours a day. These activities would be spread across the day and suitable for one loading zone. Having consideration to the type of retail tenancy, the standard loading zone restrictions within business hours (i.e. 8am to 6pm Monday to Friday) would be more appropriate and encourage turnover; whilst allowing for removalist activities to occur at other times for extended durations.</p> <p>The provision of a loading zone adjacent to the site would therefore also facilitate short term deliveries for other tenancies near the site, noting the standard loading zone restrictions include a 15- 30-minute time restriction (depend on activity occurring) this would be able to accommodate up to 20 deliveries during business hours.</p>
T3	TfNSW	Investigation into the use of shared loading dock facilities within Central Park, rather than reliance on on-street loading zones.	As per the above.

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		If the above is not achievable, confirm details of the time restriction for the proposed 12m long service vehicle parking bay in accordance with the City of Sydney parking policy.	
T4	TfNSW	Confirm that the proposed 12m long service vehicle parking bay would be able to accommodate the forecast demand of the development with the proposed time restriction for the parking bay in place.	As per the above.

Naturally, should you have any questions or require any further information, please do not hesitate to contact me on (02) 8448 1800.

Yours sincerely

GTA CONSULTANTS



Karen McNatty
Associate Director