

REF: N155982

DATE: 3 February 2020

Johnstaff Projects
Level 5, 9 Castlereagh Street
SYDNEY NSW 2000

Attention: Natali Boskovska (Project Manager)

Dear Natali

RE: BREWERY YARD BUILDING, CENTRAL PARK (SSD 9374) – RESPONSE TO SUBMISSIONS

GTA Consultants has reviewed the Department's Response to Submissions (RtS)¹ provided, with the relevant comment reproduced below:

Parking Bay

- *The RtS notes that discussions are currently occurring with the City of Sydney regarding the parking zones on the west side of Central Park Avenue and alternative loading and servicing arrangements within the site. The Department requests these revised arrangements are finalised prior to submission of the RtS for consideration in the assessment.*

As noted by the Department, the project team has been discussing an on-street primary loading and servicing solution for the site with the City of Sydney. Specifically, this is proposed to involve the conversion of existing short-term indented parking spaces on the west side of Central Park Avenue, to a loading zone during business hours. While City of Sydney officers have not raised any objection to either an on-street parking solution or the above revised proposal, the project team has been advised that any proposed changes to on-street parking restriction would need to be referred to Local Pedestrian, Cycling and Traffic Calming Committee (LPCTCC).

As such, GTA considers that an in-principle agreement has been reached, with a report detailing existing usage of these parking spaces, the exact signage changes and justification of the proposed arrangements (including any impacts) to be submitted to the LPCTCC following approval of the Brewery Yard Building, Central Park, Chippendale State Significant Development Application (SSDA). The LPCTCC detailed design submission requirement would typically be expected a condition of consent to be actioned prior to occupation of the building. It is noted that the LPCTCC approval process typically takes a minimum of six weeks and is not a practical requirement of the Response to Submissions process.

The remainder of this letter summarises the loading demand assessment completed, the various arrangements investigated during the project and management strategy proposed, in order to justify a single 12-metre long on-street loading bay to service the development. This would form the basis of the future LPCTCC application.

¹Block 4B Central Park Adaptive Reuse (SSD-9374 and MP06_0171 MOD 16) Response to Submissions, Department of Planning, Industry & Environment, dated 16 January 2020

Loading Demand Assessment

Retail

GTA's trip generation database indicates that smaller food and beverage outlets typically receive on average 1.2 deliveries per day per tenant. With three food and beverage stores proposed as part of the development, approximately four deliveries per day are expected and up to six deliveries per day with a 50 percent contingency (to consider peak daily activity). Based on GTA's experience, such deliveries typically occur prior to or at the time of store opening and they are expected to be for less than 20 minutes. As a result, it is expected that deliveries would occur for less than two hours in total across the day.

Commercial

For commercial/ office tenancies, deliveries are typically by smaller B99 design vehicles (including vans, utes etc.) unless there is a tenancy turnover or infrequent delivery of large furniture and appliances. The majority of deliveries are typically couriers, postal/ parcel and day-to-day business-related activity (e.g. stationery/ printing deliveries). All are generally infrequent and assumed to be two to three deliveries per day, arriving during business hours (i.e. 8am to 6pm Monday to Friday). Based on GTA's experience, the average time for such deliveries is less than 30 minutes, with many less than 10-15 minutes.

Waste collection

It is expected that general waste and recycling collection would typically occur three times a week, with such activities taking less than 10 minutes. Collection times are dependent on the waste contractor, however, typically occur outside of business hours. The anticipated timing and duration of waste collection results in a low likelihood of overlap with other service vehicle activities. In many situations, the timing of waste collection by private contractors can be negotiated. It is recommended that this occurs to best manage the proposed loading arrangements for the site.

Overall

In total, the development could expect approximately up to 10 deliveries and/ or waste collection per day, which include:

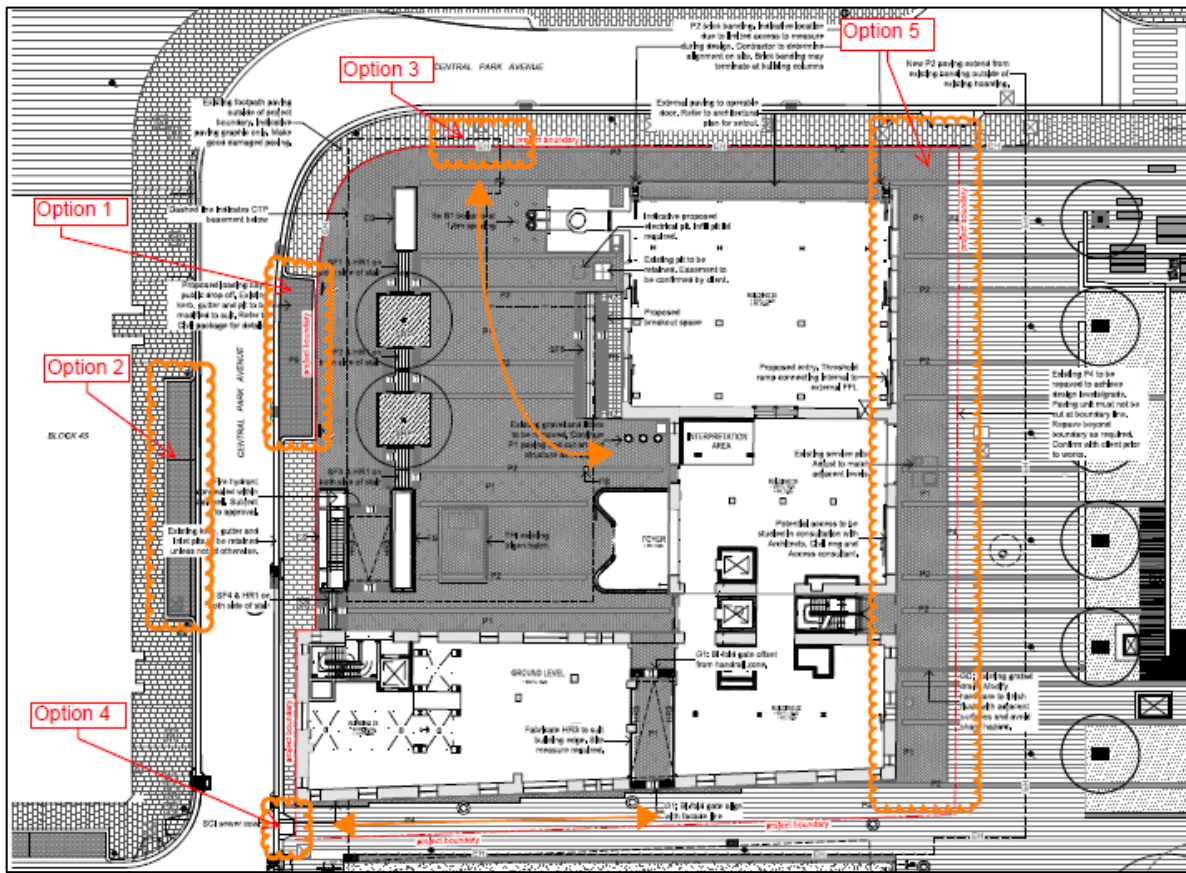
- Up to six deliveries a day for food and beverage retail use, generally occurring in the mornings prior to or at the time of store opening
- Two to three deliveries a day for commercial use occurring during business hours
- Waste collection up to three times a week of occurring outside of business hours.

These activities would be spread across the day, with tenants/ building management able to schedule any frequent suppliers and waste collection, in order to minimise potential overlap. Therefore, a loading area for up to two B99 design vehicles or a single larger vehicle is considered adequate to accommodate the anticipated loading demand.

Loading Bay Options Assessment

The heritage constraints of the Brewery Yard restrict the ability to provide a basement level loading facility. Due to this limitation, any loading facilities need to be provided at-grade on-site or off-site. Several loading and servicing arrangements have been considered, with the location of each option identified in Figure 1. Descriptions and commentary are provided thereafter.

Figure 1: Locations of loading options



Base source: General Arrangement, (Drawing No. L100), dated 29 May 2019

Option 1 – Constructing a 12-metre indented bay on Central Park Avenue along the western boundary of the Brewery Yard

The indented bay along the western frontage of Brewery Yard was proposed as part of the SSDA, with pedestrians able to use the building forecourt/ public domain to navigate a parked vehicle. City of Sydney did not support this option due to its impact on the pedestrian footpath and diversion of pedestrians into private property when a vehicle is parked.

Option 2 (Preferred Option) – Converting the existing parking bay on west side of Central Park Avenue across from the Brewery Yard

This option would require at least two parking spaces within the existing indented parking bay on the west side of Central Park Avenue (which has two-hour/four-hour time restrictions for three car spaces) to be converted to a dedicated 12-metre loading zone during business hours. To accommodate the delivery drivers and removalists, appropriate kerb ramps would be required on either side of the road.

Option 3 – Installing a layback along the northern boundary of the Brewery Yard for vehicle access to the forecourt area

Option 3 would allow vehicles to reverse into the forecourt area and exit in a forward direction. The vehicle parking location would be within the Brewery Yard site to minimise the impact on pedestrian movements along the footpath. Removable bollards could also be installed to restrict the time for deliveries and access into the forecourt as another measure to encourage deliveries to arrive at scheduled times.

A limitation to this option is the Central Thermal Plant for the Central Park Precinct which is located below the forecourt. The forecourt area also has an existing easement for the Central Park Precinct which may affect access permission.

The original concept design of the development included an on-site at-grade private road/ porte cochere facility for loading/ unloading which considered an entrance in a similar location to Option 3, however, it was not pursued further for operational and safety reasons.

Option 4 – Modifying the pram ramp to a layback for an access via the southwest corner of the site

The location of the vehicle crossover for Option 4 is not recommended given that it is within the intersection of Central Park Avenue and Irving Street, which is non-compliant with the relevant Australian Standard. A vehicle stopped in the pedestrian area along the southern side of the building will also impede pedestrian movement.

Option 5 – Access via the Northeast boundary along the eastern side of the building

Option 5 is not recommended given that it is within the intersection of Central Park Avenue and Chippendale Way, which is also non-compliant with the relevant Australian Standard. It would also have a significant impact on pedestrian accessibility and safety within the public domain. It is further understood that there is an easement in favour of the CTP operator for vehicular access over the area in consideration for crane access to the top of the Trigeneration building, which may occasionally restrict access for loading activities.

Option 6 – Utilising existing loading docks across the Central Park Precinct

Utilising other loading docks within the precinct may be considered, however the respective travel distances would likely result in delivery vehicles utilising the existing parking bays or illegally parking temporarily along Central Park Avenue. As such, Option 6 should only be considered if no other options are feasible.

Loading Provision and Management Strategy

Loading Zone Provision

Based on an estimation that a delivery activity would require up to 30 minutes, a 12-metre on-street loading zone with the typical Sydney CBD 30-minute time restriction would be sufficient, accommodating up to 20 deliveries by small to medium trucks during business hours or 40 deliveries by B99 design vehicles. Given that only nine deliveries per day are expected for the site during business hours, provision of a 12-metre loading zone with capacity for two B99 design vehicles or a single larger truck would be appropriate, with minimal impacts to the surrounding kerbside car parking expected (noting also that the City Centre Access Strategy prioritises loading zones over general on-street parking).

Loading Management Strategy

In order to minimise the overlap of deliveries and impact to the adjacent parking infrastructure as well as utilise the proposed loading zones efficiently, the following loading management strategies can be considered and implemented:

- An on-site delivery management procedure could be implemented in consultation with tenants to allocated time slots for different uses that also avoids waste collection times. The tenants would convey the time slots to their suppliers/ delivery drivers.
- For removalist activities that require more dwell time, tenants would notify building management to ensure these activities occur during in designated time slots that does not impact other regular

deliveries. In addition, it is noted that couriers and postal activities that typically use vans can also make use of 15-minute parking provided at the northwest corner of Central Park Avenue.

Having consideration for the type of retail tenancy, the standard loading zone restrictions within business hours are appropriate and encourage turnover, whilst allowing for removalist activities to occur at other times for extended durations (i.e. outside loading zone times).

Conclusion

Based on the loading demand assessment, a 12-metre loading zone with capacity for a two B99 design vehicles or a single larger truck would be sufficient to service the site and appropriate loading management strategies would ensure efficient use and a low likelihood of two vehicles arriving at the same time.

GTA recommends that Option 2 of converting two existing indented parking bays on the west side of the Central Park Avenue to a loading zone during business hours be pursued. In addition, Option 3 of installing a layback along the northern boundary of the Brewery Yard for vehicle access to the forecourt area is recommended for waste collection and removalist demand outside business hours. Providing both opportunities would allow flexibility and still accommodate delivery and servicing needs (via Option 3) should there be a need to change on-street parking arrangements (Option 2) in the future. It should be noted that GTA still considers Option 1 to be a practical and feasible solution, with minimal impact to pedestrian movement.

I trust the above provides the information you require. 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



Brett Maynard
Director