



Blocks 6 + 7, Central Park:  
Commercial and Retail adaptive  
reuse  
Transport Assessment Report

transportation planning, design and delivery

# Blocks 6 + 7, Central Park: Commercial and Retail adaptive reuse

## Transport Assessment Report


Issue: A 16/11/12

Client: Frasers Broadway Pty. Limited

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### Quality Record

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# 1. Introduction

This transport assessment report has been prepared on behalf of Frasers Broadway Pty Ltd (Frasers) by GTA Consultants (GTA) to accompany a project application. The project application seeks approval from the Department of Planning and Infrastructure (DoPI) to develop Blocks 6 and 7 at Central Park into commercial and retail uses with some restaurants. The proposed development is generally consistent with the Concept Plan approved for the overall Central Park site.

The proposed development involves the demolition, refurbishment and alterations and additions to buildings within Blocks 6 and 7.

Blocks 6 and 7 and other blocks (Blocks 3A, 3B, 3C, and 10) on either side of Kensington Street were collectively referred to in the approved amended Concept Plan as the Kensington Precinct. Kensington Precinct is located on the eastern edges of the overall Central Park site. Blocks 6 and 7 are located on the eastern side of the Kensington Street, and in the north-eastern corner of the overall Central Park site.

The location of the Central Park development site is shown in Figure 1.1, while Figure 1.2 shows the location of Blocks 6 and 7 within Kensington Precinct.

Figure 1.1: Central Park Location Plan

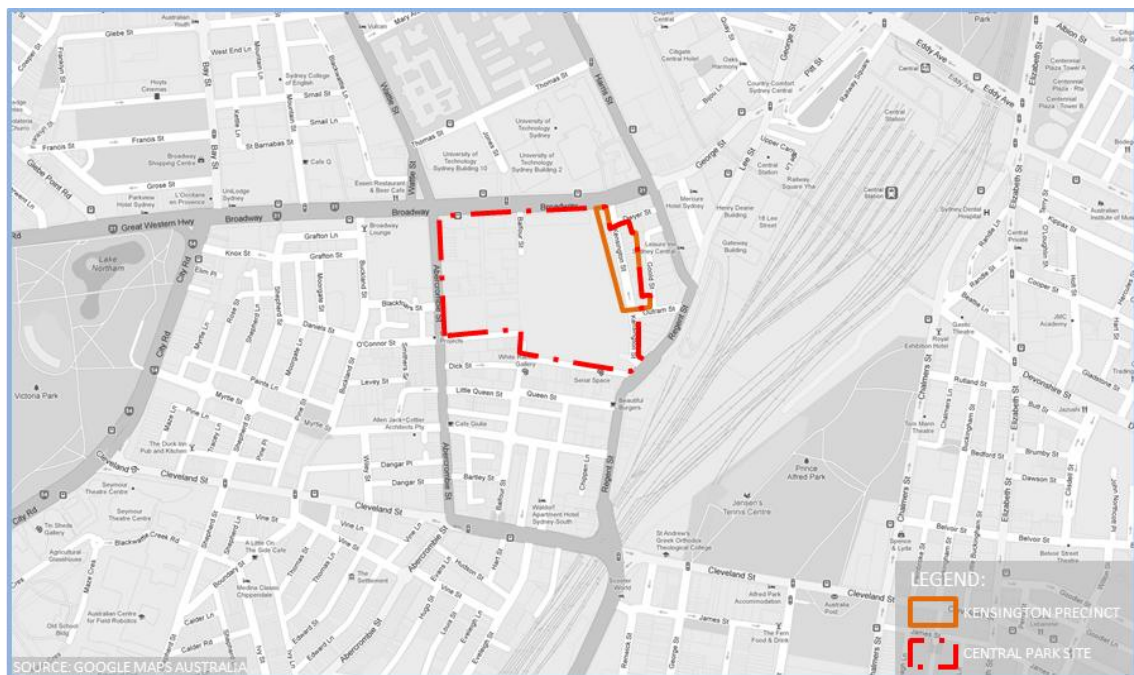
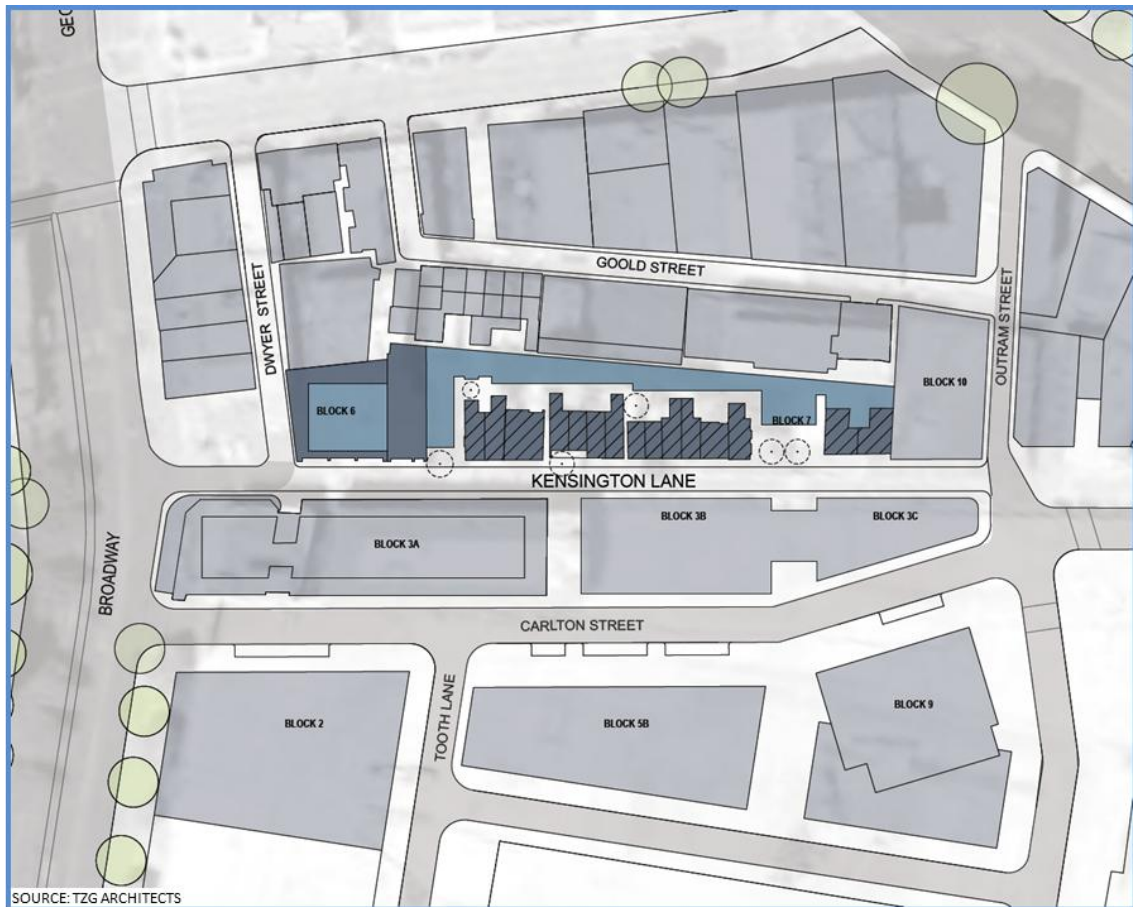


Figure 1.2: Block 3A Location Plan



The Project Application seeks consent for non-residential uses consistent with the Amended Concept Plan. The total proposed gross floor area (GFA) is approximately 2,997m<sup>2</sup>.

The proposed development is proposed to be allocated 10 car parking spaces located within the combined basement for Blocks 2 and 5. This is currently being assessed under a separate project application (see application under MP 09\_0042 MOD 3).

It should be noted that DoPI is currently considering a project application for student accommodations within Blocks 3B, 3C and 10. In addition, a separate project application has recently been lodged with DoPI for the development of a 60-room boutique hotel plus food and drink premises on Block 3A in the Kensington Precinct.

The proposed development on Blocks 6 and 7 (together with the remaining blocks within Kensington Precinct) is generally consistent with the amended Concept Plan (MP 06\_0171 MOD 2) approved by the then Department of Plan (DoP) in February 2009<sup>1</sup>.

The DoPI has issued the Director-General's Requirements (DGRs) for this project. The issues raised in the DGRs have been considered during the preparation of this transport assessment report. Table 1.1

<sup>1</sup> MP 06\_0171 (MOD 2) was the last significant modification relating to this approval. Subsequent approvals MP 06\_0171 (MOD 3 and MOD 4) are of no significance to traffic and transport impacts. MP 06\_0171 (MOD 6) allows the modification of the approved floor areas and building envelopes to Blocks 6 and 10. In addition, DoPI is currently considering an application (MOD 7) to re-allocate gross floor area within the Kensington Precinct with the total gross floor area across the site staying the same.

summarises the relevant issues (as related to transport and traffic) together with descriptions how the issues have been addressed.

**Table 1.1: Director-General's Requirements**

Issues	How Addressed	Report Section
EA to provide details on access, loading areas, car parking arrangements, pedestrian and bicycle linkages associated with the proposed works (during construction and normal operation).	<p>Proposed parking spaces are provided within the combined basement parking area for Blocks 2 and 5 and the Kensington Precinct as per approval contained in MP 09_0042.</p> <p>The amended Concept Plan for the overall site proposes a number of additional pedestrian and cycle facilities.</p> <p>Traffic implications during the construction phase are addressed in a separate report prepared by GTA Consultants (see below).</p>	<p>See Sections 3, 4 and 5.</p> <p>See Section 6.</p> <p>The CTMP is provided under a separate cover.</p>
A Work Place Travel Plan and Travel Access Guides for employees, residents and visitors to the site should also be prepared.	<p>As the workforce demographics are not known at this stage, it would be difficult to prepare an effective Workplace Travel Plan. However, in Section 7 of this report, a framework for the development and implementation of such a travel plan has been outlined. It is suggested that there should be a consent condition requiring a travel plan be prepared after occupation of the buildings.</p> <p>The Travel Access Guide is provided in Appendix A.</p>	<p>See Section 7.</p> <p>See Appendix A.</p>
Construction Management Plan and Traffic Management Plan addressing the management of traffic (including bus operations) during the construction stages of the development.	<p>For traffic and transport effects during construction stage of the development refer to the Construction Traffic Management Plan prepared by GTA Consultants (Ref: 121109rep-12S1395402 - Blocks 6 and 7 CTMP dated 9 November 2012).</p>	<p>Addressed in a separate report (see GTA Report Ref: 121109rep-12S1395402 - Blocks 6 and 7 CTMP dated 9 November 2012)</p>

The remainder of this report is set out below:

- Chapter 2 provides a brief background of the Concept Plan approval
- Chapter 3 describes the proposed development
- Chapter 4 assesses the traffic effects of the proposal
- Chapter 5 assesses the parking requirement and servicing arrangements
- Chapter 6 provides a summary of other transport implications
- Chapter 7 contains a framework for the preparation of a Workplace Travel Plan
- Chapter 8 presents a summary and concludes the study.

## 2. Approved Concept Plan

### 2.1 Original Concept Plan

The Carlton and United Brewery site (as it was previously known) was originally approved for redevelopment in February 2007 (MP 06\_0171) under the Part 3A process. The proposed redevelopment of the site includes high density residential, commercial and retail uses.

A plan showing the development as approved in February 2007 is shown in Figure 2.1.

**Figure 2.1: Original Concept Plan**



Consultants Halcrow (formerly Masson Wilson Twiney Pty Limited) prepared a traffic and transport assessment report for the original concept scheme. The findings and recommendations of this report were taken into account in the concept plan approval.

The concept plan provided for a floor space ratio of 4.4:1 for the site which equates to the following potential development yield:

- 92,773m<sup>2</sup> floorspace area (FSA) of commercial
- 12,191m<sup>2</sup> FSA of retail
- 1,689 residential apartments (15% studio, 30% one bedroom, 40% two bedroom and 15% three bedroom).

Traffic implications of the original concept plan were examined in detail by the then RTA (now known as Roads and Maritime Services, RMS) using a Paramics microsimulation traffic model. The RTA found the traffic impacts of the development were within acceptable limits and granted its agreement to the

concept plan transport elements including all proposed road connections to the surrounding road network.

## 2.2 Amended Concept Plan

The site was purchased in June 2007 by Frasers and is now known as Central Park.

Following a series of stakeholder consultations, Frasers developed an amended scheme for the site. The amended Concept Plan was approved by the then DoP in July 2007 (MP 06\_171 MOD 1). This was followed by a number of further modifications<sup>1</sup> to the original approval. The last one being MP 06\_0171 MOD 6 approved in July 2012. In addition, an application (MP 06\_171 MOD 7) was lodged with DoPI in October 2012 seeking approval to re-allocate gross floor area within Kensington Precinct while maintaining the approved gross floor area and the distribution of residential and non-residential floor areas across the entire site. This is currently before DoPI for assessment.

The amended Concept Plan included the same grid like building configuration as the original concept scheme. Below is a summary of the relevant amendments to the original approval (from the six approved modifications):

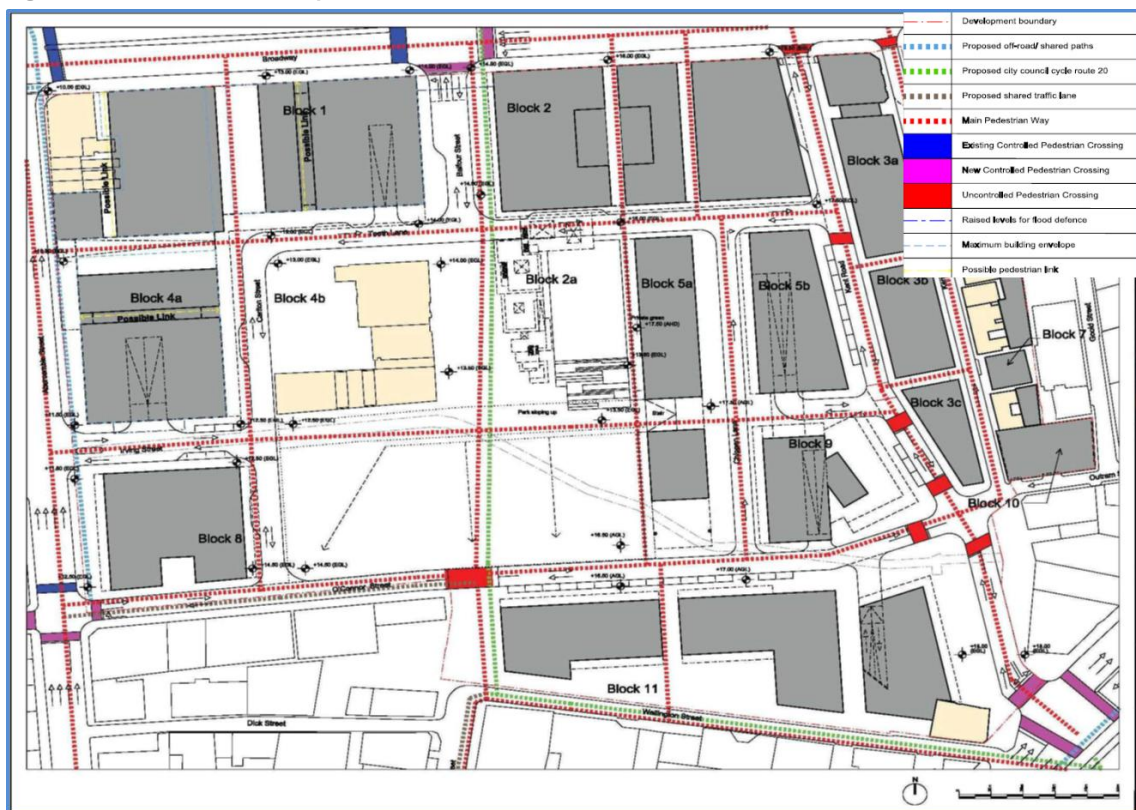
- increase in site area and GFA with revised residential and commercial land use mix
- changes to building envelopes for the 11 development blocks
- increase in area of public open space
- reduced car parking provision (maximum of 2,000 car spaces) provided within various combined underground car parks proposed to minimise surface traffic within the site
- removal of some internal streets to create a low speed traffic environment within the precinct.

The current approved development mix is as follow:

- up to a maximum of 255,500m<sup>2</sup> GFA for mixed use
- a minimum of 76,650m<sup>2</sup> of commercial use (including retail use)
- a maximum of 178,850m<sup>2</sup> (equivalent to approximately 2,000 apartments) of residential use.

A plan showing the approved amended concept plan including the internal road network and external road network connections is shown in Figure 2.2.

Figure 2.2: Amended Concept Plan



Under the amended Concept Plan as approved by the then DoP, Kensington Precinct (Blocks 3A, 3B, 3C, 6, 7 and 10) would have the following maximum gross floor area:

- Block 3A – 4,600m<sup>2</sup>
- Blocks 3B & 3C – 5,900m<sup>2</sup>
- Block 6 – 2,550m<sup>2</sup>
- Block 7 – 1,250m<sup>2</sup>
- Block 10 – 1,700m<sup>2</sup>
- Total – 16,000m<sup>2</sup>.

The amended Concept Plan was supported by a traffic report which assessed the traffic generation implications of the revised mix of uses. This amended scheme, including the proposed internal road network and external road connections, has been approved by the then DoP.

## 3. Proposed Development

### 3.1 Blocks 6 and 7 Proposed Development

The Project Application seeks approval for the adaptive reuse and additions to existing buildings on land within Blocks 6 and 7. The buildings would be developed to provide non-residential use floor space areas consistent with approval granted for the overall Central Park site.

Block 6 contains buildings numbered 10 to 20 Kensington Street. Nos. 10 to 14 are existing warehouse buildings with No. 10 and No. 12 having three and two levels respectively, and No. 14 being a single level warehouse building.

Block 7 is made up of buildings numbered from 22 to 48 Kensington Street. These are two-level terraces with the exception of Nos. 22, 24, 26 and 28 which are single level terraces.

No. 10 Kensington Street in Block 6 would have a new structure added on top of the existing structure to provide two additional levels. No. 14 Kensington Street would be demolished and a new two-level in-fill building constructed in its place. Similarly, No. 42-44 in Block 7 would be demolished and replaced with a new in-fill building located to the rear of the site while a "pocket" park would be provided at the front half of the site.

The total proposed gross floor area is approximately 2,997m<sup>2</sup> comprising a mix of commercial and retail uses (including food and drink premises) as follows:

- commercial floor space area – 656m<sup>2</sup>
- retail floor space area – 506m<sup>2</sup>
- food and drink premises – 1,835m<sup>2</sup>.

The proposed development would be provided with 10 car parking spaces (approved under a separate project application). The 10 car parking spaces would be located in the combined basement car park for Blocks 2, 5 and the Kensington Precinct as per the approvals contained in MP 09\_0042 (including subsequent approved modifications) and MP 06\_0171 MOD 4. The parking spaces would only be available to a limited number of staff. It is not proposed to provide on-site parking for visitors to the development.

As part of the proposed development on Block 3A, a drop off zone is proposed on the western side of Kensington Lane (formerly Kensington Street) adjacent to the hotel lobby doors located between the Clare Hotel and the Administration Building. This would be used by hotel guests to drop off and pick up their vehicles as well as a drop off and pick up point for taxis.

In addition, it is proposed to provide 13 bicycle spaces for staff and visitors. Of the 13 proposed bicycle spaces, seven would be located on the ground floor of No. 2 to 10. The remaining six spaces are proposed to be located in the "pocket" park.

Finally, in relation to Kensington Street it is proposed to rename it to Kensington Lane and convert it to a shared zone where vehicular traffic is required to give way to pedestrian traffic. These proposed changes will be covered under a separate application. However, the existing traffic arrangement on Kensington Lane is proposed to be essentially retained. That is, it would continue to operate as one-way from south to north except between Broadway and Dwyer Street where it would continue to have

two-way traffic flow operation. Its intersection with Broadway would continue to permit only left-in/left-out traffic movements from/ to Broadway. It would continue to have one parking lane and one traffic lane. However, it is proposed to provide additional landscaped areas to facilitate the proposed shared zone and to improve the aesthetics of Kensington Lane.

## 3.2 Kensington Precinct

Under the approved Concept Plan, Blocks 3 (A, B & C), 6, 7 and 10 were assessed collectively (for traffic and parking implications) as a contiguous precinct known as the Kensington Precinct. However, the approved Concept Plan permits Kensington Precinct to have a maximum GFA of 16,000m<sup>2</sup> as follows:

- Block 3 – 10,500m<sup>2</sup>
- Block 6 – 2,180m<sup>2</sup>
- Block 7 – 1,250m<sup>2</sup>, and
- Block 10 – 2,070m<sup>2</sup>.

The total maximum permissible floor space area for Blocks 6 and 7 in the Concept Plan is 3,430m<sup>2</sup> GFA (comprising 2,180m<sup>2</sup> in Block 6 and 1,250m<sup>2</sup> in Block 7).

As indicated previously, DoPI is currently assessing an application (MP o6\_0171 MOD 7) seeking approval to re-allocate gross floor areas within Kensington Precinct. That application proposes to re-allocate the gross floor areas as follow:

- Block 3 – 11,100m<sup>2</sup> (+600m<sup>2</sup> MOD 6)
- Block 6 – 2,000m<sup>2</sup> (-180m<sup>2</sup> MOD 6)
- Block 7 – 1,100m<sup>2</sup> (-150m<sup>2</sup> MOD 6)
- Block 10 – 2,070m<sup>2</sup> (no change).

The proposed maximum permissible floor area for Blocks 6 and 7 is therefore 3,100m<sup>2</sup>.

Therefore, the proposed floor area of 2,997m<sup>2</sup> for Blocks 6 and 7 in this application would be less than the maximum permissible under the current approval and the proposed re-allocation in application MP o6\_0171 MOD 7).

Separately, it is noted that DoPI is currently considering a Project Application to provide student accommodation on Blocks 3B, 3C and 10. The PA sought approval for 201 individual units with 267 beds and other retail uses on the ground floor.

In addition, a separate Project Application has recently been lodged with the DoPI seeking approval for a 60-room boutique hotel plus food and drink premises on Block 3A.

The cumulative traffic effects of these PAs will be discussed in detail later.

### 3.3 Vehicular Access

Consistent with MP 09\_0042 approvals, car parking spaces to serve the proposed Kensington Precinct development would be provided within the combined basement beneath Blocks 2 and 5.

Therefore, proposed car parking spaces for Blocks 6 and 7 being part of the Kensington Precinct would be located in the combined basement. These would be accessed either from Kent Road or O'Connor Street.

In relation to waste collection, these would be conducted from Kensington Lane.

## 4. Traffic Implications

### 4.1 Previous Modification Traffic Assessment

The Roads and Maritime Services, RMS (formerly RTA) previously examined the traffic implications on the surrounding road network due to the Central Park development as proposed under the Concept Plan including consideration of the proposed connections to the surrounding road network. RMS found that the surrounding road network would continue to operate satisfactorily.

The approved Concept Plan (and the subsequent amended Concept Plan) estimated that the entire development would generate some 493 vehicle trips per peak hour.

Subsequent modifications to the original approval for Blocks 2 and 5 resulted in the overall development traffic increasing from 493 vph to 532 vph – an increase of 39 vph.

Additional intersection analysis was conducted to examine the effects of this additional traffic. Table 4.1 compares the analysis results under the original approval with the results examining the effects of the additional traffic.

**Table 4.1: Intersection Performance Results**

Original Approval	Morning Peak Hour		Evening Peak Hour	
	LoS	Ave. Delay (sec/veh)	LoS	Ave. Delay (sec/veh)
- Abercrombie St Access	A	11	A	10
- Broadway Access	A	13	B	16
- Regent St Access	B	15	B	15
<b>Amended PA</b>				
- Abercrombie St Access	A	11	A	10
- Broadway Access	A	13	B	16
- Regent St Access	B	16	B	16

Note: The level of service (LoS) provides an indication of the operational efficiency of a given intersection. LoS A indicates that an intersection has good operating conditions, while LoS F indicates that the intersection operates unsatisfactorily. LoS D is the long term desirable level of service.

It was found that the extra traffic would have negligible effects on the operation of the surrounding intersections. They would continue to operate at the same levels of service as those applying to the original approval i.e. level of service B or better for both peak periods.

Subsequent to the above, additional changes to Blocks 2 and 5 unit mix resulted in an additional 3 vph increasing the overall development traffic to 535 vph. It was considered that the additional 3 vph was so small to have any negligible traffic impact.

## 4.2 Kensington Precinct Traffic Assessment

### 4.2.1 Current Concept Approval

The Concept Plan traffic implications of proposed developments within Blocks 3, 6, 7 and 10 were assessed collectively (Kensington Precinct).

The current approval allows for a total floor space area of 10,500m<sup>2</sup> within Block 3 (in Kensington Precinct)<sup>2</sup>. This was not differentiated by blocks or land use (but separate conditions stipulates that across the entire Central Park site, the maximum allowable residential floor area is not to exceed 70 per cent of the total GFA (255,550m<sup>2</sup>), while non-residential uses is not to be less than 30 per cent of the total GFA).

The traffic assessment that accompanied the application which resulted in the above approval relates to the following development yields in Kensington Precinct:

- 33 residential units
- 9,155m<sup>2</sup> of commercial use.

The above mix included a 3,708m<sup>2</sup> GFA boutique hotel with some 65 hotel rooms located on Block 3A. The remainder of Block 3A plus Blocks 6 and 7 were proposed to be developed with a mixture of commercial and retail uses (total gross floor area of some 4,690m<sup>2</sup>).

The traffic assessment made an allowance of some 20 vehicles per hour (vph) arising from the assumed developments within the Kensington Precinct.

### 4.2.2 Student Accommodation PA Traffic Effects

As indicated previously, DoPI is currently considering a Project Application for the provision of student accommodation and retail uses on Blocks 3B, 3C and 10 within the Kensington Precinct. The application was accompanied by a traffic assessment report prepared by consultants Halcrow.

In that report, it was estimated that the student accommodation would generate some additional 5 vph during the peak periods. The Halcrow report went to say that the rest of the Kensington Precinct would generate an additional 26 vph. In the total, Kensington Precinct in the future would generate some 31 vph during the peak periods. This would exceed the traffic allowance for the Kensington Precinct estimated in the Concept Plan traffic assessment by about 11 vph.

Halcrow concluded that although the Student Accommodation PA would result in slightly higher development traffic (by 11 vph) and that the overall site traffic would increase from 535 vph to 546 vph, the surrounding road network would continue to operate well in the future.

This application is presently with the DoPI for determination. Submissions to the DoPI by the relevant authorities have not expressed any concerns with the traffic effects of the proposed student accommodation development.

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<sup>2</sup> It is noted that DoPI is currently assessing an application (MP 06\_0171 MOD 7) to re-allocate gross floor area within Kensington Precinct resulting in Block 3 floor area increasing from 10,500m<sup>2</sup> to 11,100m<sup>2</sup>.

### 4.2.3 Proposed Boutique Hotel on Block 3A

A project application was recently lodged with the DoPI seeking approval for a 60-room boutique hotel with food and drink premises. GTA was commissioned to prepare a transport assessment report (Ref: 121031rep-12S1395202 - Final Vo4 dated 31 October 2012) to accompany the application.

The assessment estimated that the proposed development on Block 3A would generate some 17 vph.

### 4.2.4 Traffic Effects of this Application

Approval is sought for a total of 2,997m<sup>2</sup> of non-residential use floor area on Blocks 6 and 7.

Previous traffic analyses for Central Park have estimated traffic generation for non-residential uses based on the proposed parking provision by applying a trip generation rate of 0.32 vehicle trips per peak hour per space.

It is proposed to allocate 10 parking spaces to serve the proposed development (see discussion in Section 5.2). On this basis, the proposed development on Blocks 6 and 7 would generate about 3 vph.

### 4.2.5 Effects of Combined Traffic Generation

In summary, the Kensington Precinct would generate about 25 vph as follow:

- Block 3A 60-room boutique hotel @ 0.26 trips per room = 16 vph
- Blocks 3A food and drink premises (600m<sup>2</sup>) 4 car spaces @ 0.32 trips per space = 1 vph
- Blocks 3B, 3C and 10 (Student Accommodation) = 5 vph
- Block 6 & 7 (3,100m<sup>2</sup> max) 10 car spaces @ 0.32 trips per space = 3 vph
- Total trips (for Kensington Precinct) = 25 vph

From the above, it is expected the combined development on Kensington Precinct would generate about 25 vph during the peak periods. This is 5 vph more than the allowance in the original concept plan traffic assessment. This change would increase the overall site development traffic from 535 vph to 540 vph. This is considered to be acceptable. The additional traffic arising from the proposed development would have negligible traffic effects. The surrounding road network would continue to operate well in the future as originally planned.

It is noted that the proposed food and drink premises within Kensington Precinct is not expected to generate significant development traffic as on-site parking has been limited for these uses. In addition, the site is located within easily walking distances to public transport services. Furthermore, the food and drink premises would predominately service the local area including the 2,500 residents and 5,400 workers living and working within the first stage of the Central Park development when it is completed in 2013.

## 5. Parking Assessment

### 5.1 Parking Requirement

The Sydney City Council's *Local Environmental Plan Chapter 2 Central Sydney* (LEP) requires parking for various types of development uses.

The LEP stipulates on-site parking for non-residential uses to be provided in accordance with the formula below:

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The proposed development on Blocks 6 and 7 would have a total floor area of 2,997m<sup>2</sup>. Therefore, the allowable maximum car parking spaces for the proposed development is 18 car parking spaces<sup>3</sup>.

It is proposed to provide 10 car parking spaces to serve the proposed development. These 10 spaces would be drawn from the overall parking provision proposed for Blocks 2 and 5 and the Kensington Precinct within the Central Park development site consistent with the approvals contained in MP 09\_0042. They are located within the combined basement parking areas beneath Blocks 2 and 5.

The proposed parking provision, being less than the LEP maximum allowable, would be satisfactory.

In addition, it is proposed to provide 13 bicycle parking spaces. These would be located on the ground floor in Block 6 and within the "pocket" park in Block 7.

Finally, it is noted that as part of the overall development approval 44 car share parking spaces are required to be provided and dedicated to commercial car share operators for use as such. Frasers is committed to providing the required car share parking spaces. The car share spaces would be located throughout the development site both above ground (for use by the public) and in the basement (for use by residents living and employees working on the site).

Overall, it is considered the proposed parking provision would be satisfactory.

### 5.2 Kensington Precinct Parking Re-Allocation

MP 09\_0042 (including its various subsequent approved modifications) allows a total of 106 car parking spaces for use by developments on Blocks 3, 6, 7 and 10 i.e. Kensington Precinct. This was on the basis that the amended Concept Plan was approved to include residential apartments within the Kensington Precinct.

Residential apartments are no longer contemplated within the Kensington Precinct. As indicated previously, it is now envisaged that the Kensington Precinct would be developed as follows:

- Block 3A – boutique hotel with food and drink premises
- Blocks 3B, 3C and 10 – student accommodation
- Blocks 6 and 7 – commercial/retail uses with food and drink premises.

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<sup>3</sup> Based on a development FSA of 177,917m<sup>2</sup> and a site area of 58,346m<sup>2</sup>.

Based on the above uses, the following parking provisions are proposed (to satisfy parking requirements stipulated in the LEP):

- Block 3A – 10 car parking spaces
- Blocks 3B, 3C and 10 – 15 car parking spaces (10 of which would be converted into parking for motorcycles i.e. five car parking spaces for staff)
- Blocks 6 and 7 – 10 car parking spaces.

Therefore, developments on Kensington Precinct would be provided with 35 car parking spaces. As such, there would be a surplus of 71 car parking spaces.

As the basement to accommodate the previous required parking for the (residential) developments within Kensington Precinct has already begun (and is nearing its completion), Frasers is proposing to re-allocate the surplus parking to Blocks 5A, 5B and 5C residential apartments. A separate Section 75W has been lodged with DoPI seeking approval for the re-allocation of the parking spaces.

### 5.3 Overall Parking Provision

For the overall Central Park development, the Sydney City LEP indicates an overall allowable maximum parking spaces of 1,909 car spaces. In addition to this, the DCP requires an additional 126 spaces for service vehicle parking. This is inclusive of visitor parking, car share spaces and accessible car spaces.

Condition B5 of the Modification Approval places a limit on the on-site parking provision to be the lesser of the Sydney Council LEP requirement for parking spaces and 2,000 spaces. At this stage, the 1,909 spaces limit applies and Frasers Broadway is committed to not exceed this number of spaces.

## 6. Other Transport Implications

### 6.1 Existing Public Transport

The site, being within the Sydney City Centre, is well served by regular bus services along Parramatta Road/Broadway as well as Harris Street with direct services into the CBD and surrounding destinations such as Glebe, Newtown, Abbotsford, Kogarah etc. The nearest bus stop is on Broadway which is literally at the “door step” to the site.

In addition, the site is located approximately within 550m walking distance to Central Railway Station. Central Railway Station services all train lines within the CityRail network, and is a major terminus for suburban as well as interstate rail services. As such, all CityRail railway stations could be accessed from Central.

The site is also located within walking distance of a light rail stop at Central Railway Station. Running from Central Railway Station, the light railway network connects Lilyfield to the inner city areas such as Darling Harbour and Ultimo. It has a peak period frequency of 10 minutes.

The Travel Access Guide prepared for the site (see Appendix A) provides details on the available bus and train services near the site. The Travel Access Guide indicates that the area is very well served by public transport.

### 6.2 Existing Walking & Cycling Facilities

The site is also very well situated in terms of provision for walking and cycling. There are a number of strategic and local cycling routes and links in the vicinity of the site.

Public footpaths are currently provided along the majority of roads in the local network. Fully constructed footpaths are available on both sides of Broadway in the vicinity of the site with generous width. Similarly, along Harris Street, Regent Street, and Abercrombie Street fully constructed pedestrian footpaths are also available on both sides of the streets. The pedestrian network continues into the residential streets to the south and west of the site as well as across Broadway into the area to the north of the site.

There is an existing on-road cycle path that runs along Wilson Street near Newtown that joins on to Shepherd Street to continue along Broadway near Mountain Street before heading north along Jones Street towards Pyrmont Bay. The section along Broadway is provided as off-road shared pedestrian/cycle path.

A combination of other on-road and off-road cycle links provide access to the surrounding suburbs.

In addition, on-road cycling is also permissible on the local road network where traffic volumes are generally considered to be moderate.

### 6.3 Existing Bicycle Parking Provision

Sydney City Council provides free bicycle parking spaces on most streets within its local government area. They are provided either as bicycle parking rings or U-rail parking. There are a number of bicycle parking rings located on Broadway within the immediate vicinity of the site.

## 6.4 Proposed Cycling and Walking Arrangements

It is anticipated that the development would attract some additional walking and cycling trips. However, it is considered that the development would have minimal impact on existing walking and cycling facilities on the surrounding road network.

The following enhancements to pedestrian and cycle networks are proposed as part of the amended Concept Plan for the overall Central Park development site.

Pedestrian crossing facilities will be provided across the main roads surrounding the site, namely Broadway, Abercrombie Street and Regent Street. Pedestrian pathways will be provided on both sides of all internal streets within the site. A shared pedestrian/cycleway link to Wellington Street would be provided through the proposed park. This shared pathway would continue through the park to connect to Central Park Street (Balfour Street). A raised pedestrian threshold is also proposed across O'Connor Street adjacent to the main park at the centre of the overall site.

The provision of bicycle facilities through the site has accounted for external linkages to existing and proposed bicycle routes as part of the Sydney City Council Bicycle Plan.

A shared pedestrian/cycleway will be provided through the park from Wellington Street to Balfour Street. Recreational cyclists will utilise the shared laneways to access Central Park Avenue (Tooth Avenue) before making their way to Broadway. Non-recreational cyclists will utilise the sign posted cycle route through the site along Balfour Street.

This will create a permeable pedestrian/cycle network through the Central Park site which will be fully accessible by local people and people traversing the site. This accessibility will thus enhance existing pedestrian/cycle accessibility between Chippendale and the node of public transport represented by Railway Square/Central Station.

In addition, Council's has plans for an off road shared pedestrian/cycle pathway along the eastern side of Abercrombie Street.

Figure 2.2 also shows the above amended Concept Plan proposed additional pedestrian and cycle facilities.

In addition, the proposed overall Central Park development proposes to provide bicycle parking spaces in accordance with the requirements set out in Council's LEP and DCP.

## 6.5 Future Public Transport Patronage

It is expected that employees working and residents living on the site would make use of the existing available public transport services. However, as the site is well serviced by both bus and heavy rail services, it is not expected that it would require further augmentation to enhance existing public transport service in the area.

Further, any improvement to public transport services would be a matter for the consideration of the Ministry of Transport as part of its long term strategic planning and implementation of public transport services.

## 7. Work Place Travel Plan

### 7.1 Introduction

Transport is a necessary part of life, but it has economic, public health and environmental consequences. The transport sector is one of the fastest growing emissions sectors in Australia, and therefore is one of the key opportunities for reducing greenhouse gases. As well as delivering better environmental outcomes, providing a range of travel choices with a focus on walking, cycling and public transport will have major public health benefits and will ensure a strong and prosperous community.

The physical infrastructure being provided as part of the development is only part of the solution. A Workplace Travel Plan will ensure that the transport infrastructure, services and policies both within and external to the site are tailored to the users and co-ordinated to achieve the most sustainable outcome possible.

### 7.2 What is a Workplace Travel Plan

A Workplace Travel Plan is a package of measures aimed at promoting sustainable travel and reducing reliance on the private car. It is not designed to be 'anti-car', but will encourage and support people's aspirations for carrying out their daily business in a more sustainable way. Travel Plans can provide both:

- measures which restrict car use (disincentives or 'sticks')
- measures which encourage or support sustainable travel, reduce the need to travel or make travelling more efficient (incentives or 'carrots').

The Travel Plan would promote the use of transport, other than the private car, for choice for travel to and from the site, which is more sustainable and environmentally friendly.

Indeed, there are a range of "non car" transport options that are available at the site which have been described in this report.

### 7.3 Key Objectives

The aim of the Workplace Travel Plan is to bring about better transport arrangements for staff working on the site. The key objectives of the Travel Plan are:

- to encourage walking
- to encourage cycling
- to encourage the use of public transport
- to reduce the use of the car, in particular single car occupancy
- where it is necessary to use the car, encourage more efficient use.

The introduction of a Travel Plan would:

- offer wider travel choices to staff
- help employees to be healthier, fitter and more productive
- provide equal opportunities by supporting those staff without access to a car.

It is the intention therefore that the Travel Plan will deliver the following benefits:

- enable higher mode share targets to be achieved
- contribute to greenhouse gas emission reductions and carbon footprint minimisation
- contribute to healthy living for all
- contribute to social equity and reduction in social exclusion
- improve knowledge and contributes to learning.

Workplace travel plans are historically the most common type of travel plan in the UK and the USA as regular journeys such as the daily commute to work tend to be the easiest to influence.

It is difficult at this stage without knowing the type and location of the occupants to prepare a detailed Workplace travel plan. It would be reasonable for a condition to be imposed on a development consent which would ask the developer to design and implement a plan prior to occupation of the site and Frasers (and any future owners of the buildings) will commit to providing such a Workplace travel plan.

## 7.4 Site Specific Measures

As stated earlier, it is difficult to be specific about the measures that might be introduced until the demographics of the occupants are fully understood.

However, it is likely that the Workplace Travel Plan at this site could include the following measures:

- appointment of a travel plan co-ordinator – this will not be a full time position, but will become a responsibility for a designated member of the existing staff working within the buildings
- provision of secured cycle parking and shower facilities in the development layout so that cycle users have the benefit of facilities from day one
- investigation into potential car pooling – this will not realistically be possible until the site is occupied and the whereabouts of staff and workers is fully understood
- investigation into discounts/interest free loans to cyclists to purchase cycle
- investigation into provision of discounted public transport tickets
- provision of a transport access guide which would be given to all occupants during their introductions and will also be made available on staff related intranet websites as appropriate
- public transport notice boards to make staff more aware of the alternative transport options available to them and also for car-pooling notices/ invitations.

Frasers has therefore put together the framework of a Workplace Travel Plan which would form the basis of the formal document. Future building owners and/ or employers will also make a commitment in how the plan will be practically managed. There should also be a clause in the leasing contract committing potential employers to commit to developing such a plan.

## 7.5 Travel Plan Management

There is no standard methodology for this, but it is suggested that the tasks below be undertaken.

- Appoint a company travel plan co-ordinator – as stated above, this is only likely to involve an additional task for somebody already holding another post. They will be responsible for issuing information to staff about transport initiatives.

- Monitor the Travel Plan to ensure that it is achieving the desired benefits and modify it if required.
- If the targets have not been met, the operator will be expected to introduce additional measures to try & achieve the required modal shift. It will not be possible at this stage to state what these additional measures might involve as this will be dependent upon the particular circumstances prevailing at that time.

There are however, several keys to the successful development and implementation of a Workplace Travel Plan. These include:

- Communications – good communications are an essential part of the Travel Plan. It will be necessary to explain the reason for adopting a plan, promote the benefits available and provide information about the alternatives to driving alone.
- Commitment from future building owners/employers – Travel Plans involve changing established habits and working practices. To achieve employee co-operation it is essential for the employer to promote positively the wider objectives and benefits of the Plan. This commitment includes the provision of the necessary resources to develop and implement the Plan, beginning with the introduction of the 'carrots' or incentives for changing travel modes.
- Consensus – it will be necessary to obtain broad support for the introduction of the Plan from the staff.

Once the Plan has been adopted it is essential to maintain interest in the scheme. Each new initiative in the Plan will need to be publicised and marketing of the project as a whole will be important. Once up and running the scheme needs regular new publicity drives to attract new takers e.g. as part of an employee newsletter at say every six months. This will be the responsibility of the Travel Plan Co-ordinator.

Initiatives that Travel Plan Coordinators have used successfully elsewhere include:-

- walk to work day
- cycle to work day
- bus to work day
- provision of a free weekly/quarterly public transport tickets to encourage early of public transport
- provision of discounted membership to car sharing schemes.

It is often the case that if a person has found it easy to travel on such days, they will try that mode of travel again.

As not all of the initiatives can be implemented prior to the occupation of the buildings, it is proposed that two additional milestones are set:

- Within three months of the first occupation of the building, a travel survey will be conducted. The results of the travel survey will be analysed and used to determine if measures are required to cater for existing demand and also encourage modal shift away from the private car. The measures will be dependent on the needs of the occupants.
- Within six months of occupation the full travel plan will be developed and include:
  - results of the travel survey
  - recommended travel plan measures including how they will be adopted

- agreed procedure and timescales for implementation
- details of future travel plan monitoring and review.

Full implementation of the plan will then proceed.

## 7.6 Travel Access Guide

A Travel Access Guide (TAG) provides information to staff and visitors on how to travel to the site using sustainable transport modes such as walking and public transport. The information is presented visually in the format of a map showing the site location and nearby transport nodes highlighting available pedestrian and cycle routes. The information is usually presented as a brochure to be included in a welcome pack or on the back of company stationary and business card.

A preliminary TAG has been specifically prepared for the subject proposed development. This is contained in Appendix A.

## 7.7 Summary

Future building owners and employers should be required to develop and utilise a Workplace Travel Plan to improve the use of sustainable transport by their staff. Although it is difficult to predict what measures might be achievable until the demographics of the workforce are fully understood, the above measures provide a framework for the development and implementation of a future Workplace Travel Plan for the site.

It is considered that it is appropriate that any development consent is conditioned to ensure that a Workplace travel plan is implemented prior to occupation of the development.

## 8. Summary and Conclusion

A Project Application is being lodged with the Department of Planning and Infrastructure seeking approval to redevelop land known as Blocks 6 and 7 within the Kensington Precinct at Central Park into commercial and retail uses plus food and drink premises. The proposal involves the adaptive reuse and additions to existing buildings on land within Blocks 6 and 7. It is proposed to a total gross floor area of 2,997m<sup>2</sup>. A “pocket” park is also proposed.

The new development on Blocks 6 and 7 would be allocated with 10 car parking spaces to serve it. These 10 spaces would be drawn from the parking allowance permitted in the Amended Concept Plan for the Kensington Precinct. These spaces are located within the combined basement car parking areas beneath Blocks 2 and 5 as permitted in the approvals contained in MP 09\_0042.

It is also proposed to provide a total of 13 bicycle parking spaces. Seven of these would be located on the ground floor of No. 2-10 Kensington Street in Block 6. The remaining six bicycle spaces would be located in the “pocket” park next to Kensington Lane.

Roads and Maritime Services (formerly Roads and Traffic Authority) approved the original Concept Plan for the Central Park development, which was estimated to generate about 493 vph. This included some 20 vph generated by the Kensington Precinct.

Subsequent modifications to the original approvals resulted in the development traffic increasing from 493 vph to 535 vph. Additional traffic modelling conducted by consultant Halcrow concluded that the surrounding road network would continue to operate satisfactorily in the future.

The cumulative traffic effects arising from the various recent project applications for Kensington Precinct (student accommodation in Blocks 3B, 3C and 10, proposed boutique hotel on Block 3A and the subject development on Blocks 6 and 7) would result in the Kensington Precinct generating some 25 vph or an additional 5 vph above the original allowance. Therefore, the overall Central Park development traffic will increase from 535 vph to 540 vph. It is noted that the change in overall development traffic is low. It is considered that this change in development traffic would not adversely affect the operation of the surrounding intersections, in particular these intersections have been predicted to operate at a good level of service. The external road network would continue to operate well in the future as originally planned.

Parking requirement for the proposed development was assessed against Sydney City Council's *Local Environmental Plan Chapter 2 Central Sydney*. The LEP permits a maximum of 18 parking spaces to be provided. The proposed development has been allocated 10 parking spaces (consistent with approval in MP 09\_0042). Therefore, the proposed parking is satisfactory.

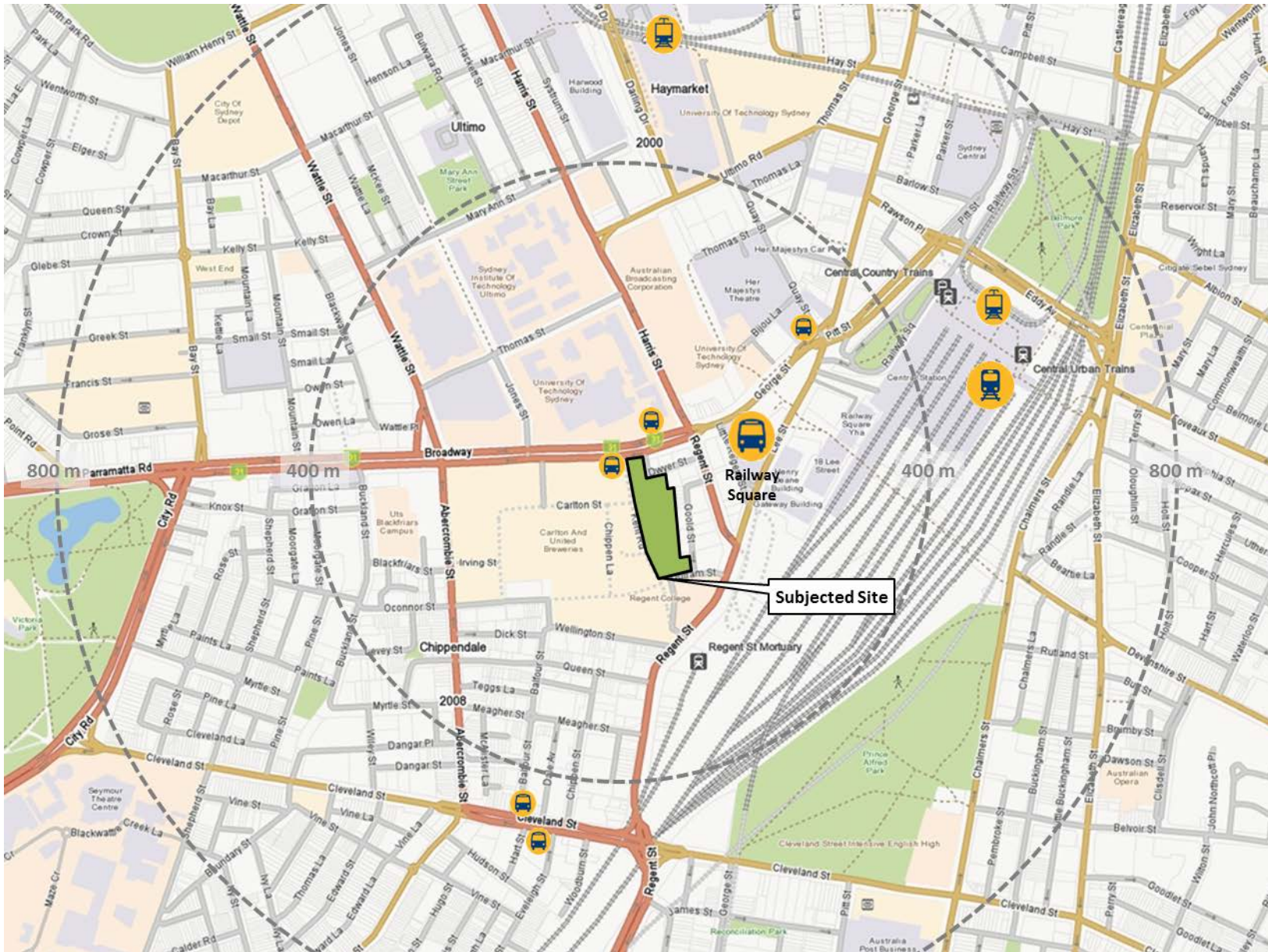
The amended Concept Plan for the entire Central Park site includes a number of pedestrian and cycle facilities that would improve access to/from the site for pedestrians and cyclists within the site as well as the permeability of the site for pedestrians/cyclists traversing the site.

It would be reasonable for any approval consent to include a condition requiring a Workplace Travel Plan be produced. Appendix A contains a Travel Access Guide for the site.




Overall, the traffic and parking implications of the proposed development are considered to be satisfactory.

# Appendix A

## Travel Access Guide



**Legend**

-  Train Station
-  Light Rail stop
-  Bus stop

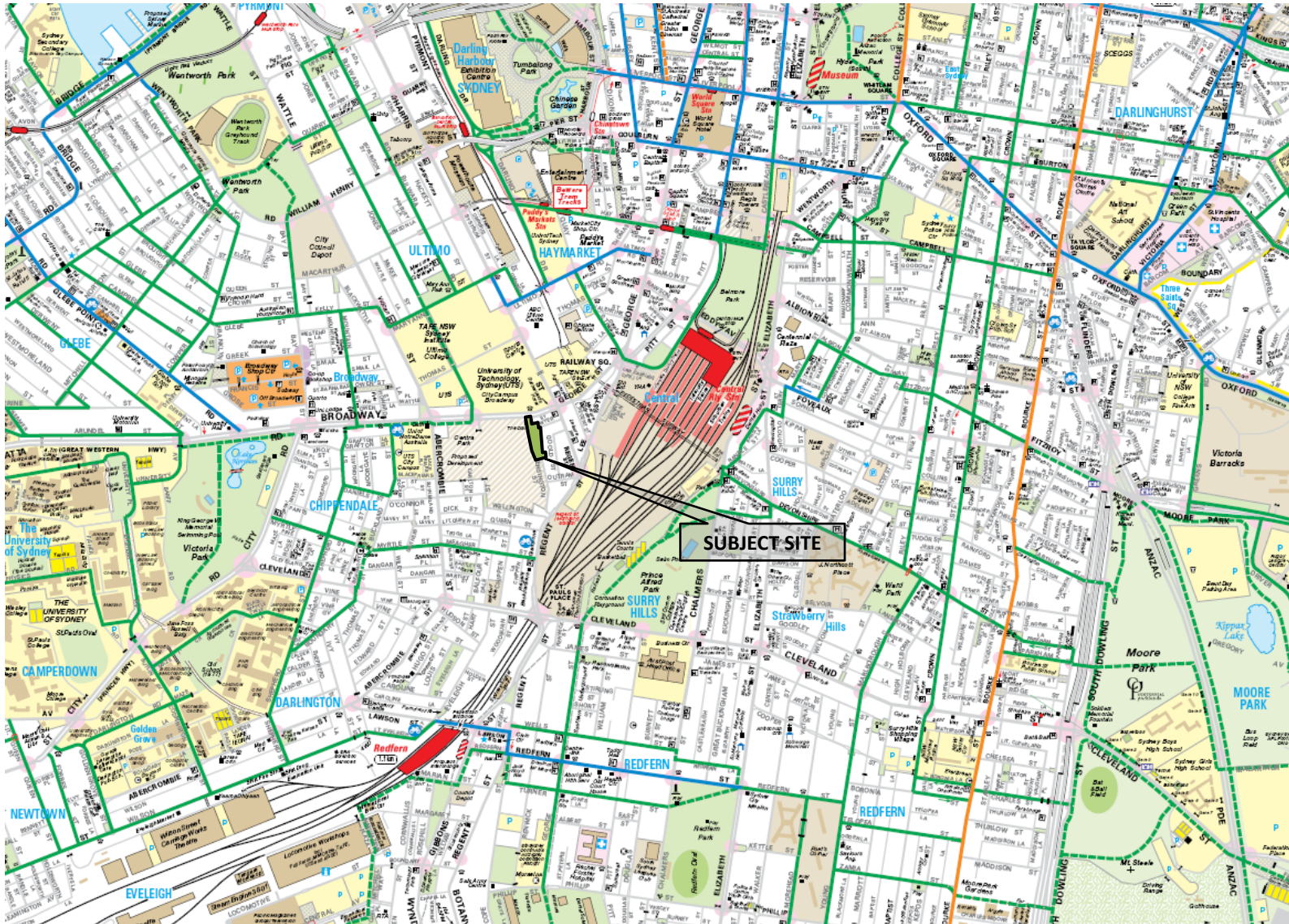
Melbourne 03 9851 9600  
 Sydney 02 8448 1800  
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 Canberra 02 6243 4826  
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 ADAPTIVE REUSE  
 EXISTING PUBLIC TRANSPORT NODES






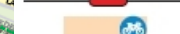


DATE:  
 2012-11-9

DRAWING NO:  
 12S1395402-FIG-01-01



Published by City of Sydney  
Base map by Sydway Publishing Pty. Ltd.

### Legend

-  Cycle routes on separated cycleway, existing / underway
-  Cycle routes on road low to medium traffic on road / off road
-  Cycle routes on road heavy traffic
-  Monorail, with Station
-  Metro Light Rail, with Station
-  Railway Line, with Station and distance to city (1.7km)
-  Shops, Bike Shop
-  Traffic Light or Pedestrian Crossing

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Adelaide 08 8113 5383  
Gold Coast 07 5510 4814  
Townsville 07 4722 2765



GTA CONSULTANTS  
12S1395402 – BLOCKS 6 & 7, CENTRAL PARK: COMMERCIAL AND RETAIL  
ADAPTIVE REUSE  
EXISTING CYCLE NETWORK

DATE:  
2012-11-9

DRAWING NO:  
12S1395402-FIG-01-02





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