

Attachment B

**Public Exhibition Comments and
Responses**

Public exhibition comments and response

Detail of issues raised in submissions	City of Sydney response
Submission 1 <p>Food vending vehicles require proper rubbish removal, attract no rodents and avoid food that falls presenting an accident hazard, site to be clean and attractive at all times.</p>	<p>The Policy details requirements for vehicles to have adequate waste storage in terms of construction and operational requirements.</p>
Submission 2 <p>It is concerning to see young children lining up at an ice cream or other food truck being gassed by toxic diesel smoke. Food trucks should not be allowed to run combustion engines or generators during operation. Doing so exposes staff and customers, including children who are particularly vulnerable, to toxic exhaust emissions (including NOx, CO, particulates, benzene) which increase the risks of heart disease, asthma, cancer, dementia and other diseases. Council could provide electrical power supplies at food truck locations that food trucks could plug in to (with the electricity sourced from renewable sources). Until that infrastructure is place, all food truck engines/generators should meet the Euro 6 emissions standard.</p>	<p>Vehicle emissions are regulated by the NSW Government and controlled under NSW legislation.</p> <p>The Policy contains several requirements regarding emissions, including a requirement for vehicles to be maintained so that noise, fumes, smoke, foul odours and other contaminants are not generated.</p> <p>The City is developing an EV strategy that will identify actions the City can take to support the provision of publicly available EV charging stations.</p>
Submission 3 <p>I note that in the draft policy, Mobile Food Vending Vehicles are defined as registered vehicles and do not include push bikes, carts or any movable or fixed structure that cannot be registered for use on a road. To support your environmental sustainability goals, I would encourage you to allow non-motorised vehicles such as bikes to register as Mobile Food Vending Vehicles.</p>	<p>For the purpose of this policy (which applies to public land and roads) non-motorised vehicles are not considered mobile food vending vehicles. This is primarily due to the level of construction required for the sale of safe food and public safety.</p>
Submission 4 <p><u>Objectives</u> (page 1)</p> <p>Without recognition of the benefits of food trucks and food vans in the objectives, they do not reflect that there is a balancing exercise to be undertaken between competing interests. For example, a very small increase in litter or waste around the trading location may be outweighed by the substantial benefits to the community and the operator.</p>	<p>The policy itself is recognition that there is a need for food vending vehicles within the community, whilst ensuring minimum standards are met. It has been developed to support the food truck program in the City.</p>

Submission 4 (continued)Stopping time – Category 1 vehicles (page 5)

The 1-hour restriction on stopping time for food vans is, in my view, unjustified. It should be removed, and the only restriction should be the requirement to comply with relevant parking restrictions and road rules. If a car can park somewhere for a given period, providing no amenity to the community, why should a food van, which does provide amenities, not be able to do the same?

The intent is that a van should stop to serve customers and move on to another location. This provides equity amongst operators and for nearby fixed businesses.

Proximity restrictions (page 9)

The restriction on operating within 50m of an existing trading premises that serves the same or similar food types is anticompetitive and, in my view, unjustified. Consumers benefit from competition on both price and quality.

The 50m buffer provides opportunity for both types of businesses to succeed.

As a resident, I would welcome a food truck or food van parking itself out the front of my block of flats at reasonable hours. The restriction seems particularly strict given that it also applies to mixed-use buildings.

The proximity requirements for residential and mixed-use buildings reduces potential noise impacts caused by motors, mechanical plant and customers congregating on the footways or open spaces.

The overall effect of the proximity restrictions and the exclusion areas is that there are very few places in which food trucks and food vans can operate.

Liquor licencing (page 9)

There is a very pleasant pop-up wine bar in Canberra which enlivens the public spaces where it appears. It makes those public spaces more fun and safer through the presence of a community, rather than less safe. This restriction is depriving Sydney of that amenity.

Alcohol sales are regulated by the Liquor and Gaming NSW. Liquor and Gaming NSW does not issue licences to food trucks operating in a public place for takeaway purposes.

General comment

The City of Sydney does not have a particular culture of food trucks or food vans. This policy does not appear designed to encourage one. As a resident, I think that is a shame. There are, no doubt, more issues than those I have identified, which operators would be better placed to speak to. Food trucks and food vans are welcome amenities which make our streets more vibrant, and I would encourage Council to reconsider this policy with that in mind.

The City issues permits based on the applications received and does not limit operators based on menu or type.