LOADING AND SERVICING MANAGEMENT PLAN

35-39 BRIDGE STREET, SYDNEY ('EDUCATION BUILDING')

PREPARED FOR BUILT PTY LTD

26 June 2020

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REVISION SCHEDULE

Rev No.	Date	Description	Signature or Typed Name (documentation on file)			
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02	17/03/10	Final Issue	SH	FG	FG	FG
03	28/04/20	Final Issue 2	SH	FG	FG	FG
04	01/05/20	Final Issue 3	SH	FG	FG	FG
05	16/06/20	Draft for comments (response to DPIE)	SH	FG	FG	FG

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07	26/06/20	Final (including response to DPIE comments dated 24/06/20)	SH	FG	FG	FG

Built Pty Ltd

35-39 Bridge Street, Sydney ('Education Building')

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1. Introduction

Stantec has been engaged by Built Pty Ltd, on behalf of Pontiac Land, to prepare a Loading and Servicing Management Plan (LSMP) for the loading dock associated with the tourism and visitor accommodation at 35-39 Bridge Street, Sydney (also known as the Education Building). The loading dock is also intended to serve 23-33 Bridge Street, Sydney (also known as the Lands Building), and collectively these two buildings will form the 'Sandstone Precinct'.

It is noted that this LSMP has been prepared for the Education Building only.

This LSMP has been prepared to address the following conditions of consent (SSD 7484):

Loading and Unloading Areas

B12 - 'Prior to the issue of the Construction Certificate 5 – Services (CC5), the Applicant shall prepare a loading and servicing management plan to the satisfaction of the Secretary that includes details on the:

- ***a) Management of queuing along public roads as a result of the proposed loading area arrangement;***
- ***b) Management of incidents at the access to the loading area;***
- ***c) Management of conflicts between vehicles accessing the site and pedestrian movements along Loftus Street and Gresham Street;***
- ***d) Any other loading dock management details, such as predicted service vehicle movements during peak periods and any restrictions on service vehicles'; and***
- ***e) Management of the Loftus Street laneway as a pedestrian and accessible entry to the Education Building***

Prior to the issues of the Construction Certificate for Modification 7, the Applicant is to update the loading and servicing management plan to demonstrate that the loading dock and DDA access through the Loftus Street laneway is managed to ensure freight and servicing vehicles do not impact traffic movements on Loftus Street, to the satisfaction of the Sydney Coordination Office. A copy is to be submitted to the Planning Secretary.

The site location is shown in **Figure 1-1**.

Figure 1-1: Site Location (Source: SIX Maps)

2. Existing Conditions

2.1 Building Locations

The two buildings (Lands and Education Building) are situated in the northern CBD area, with a combined site area of approximately 6,000m^2.

Vehicular access to the buildings is gained via a:

- Driveway along Loftus Street which provides access to the loading dock and bicycle parking area in the Education Building; and
- Driveway along Gresham Street which provides access to the small loading dock in the Lands Building.

This is shown in **Figure 2-1**.

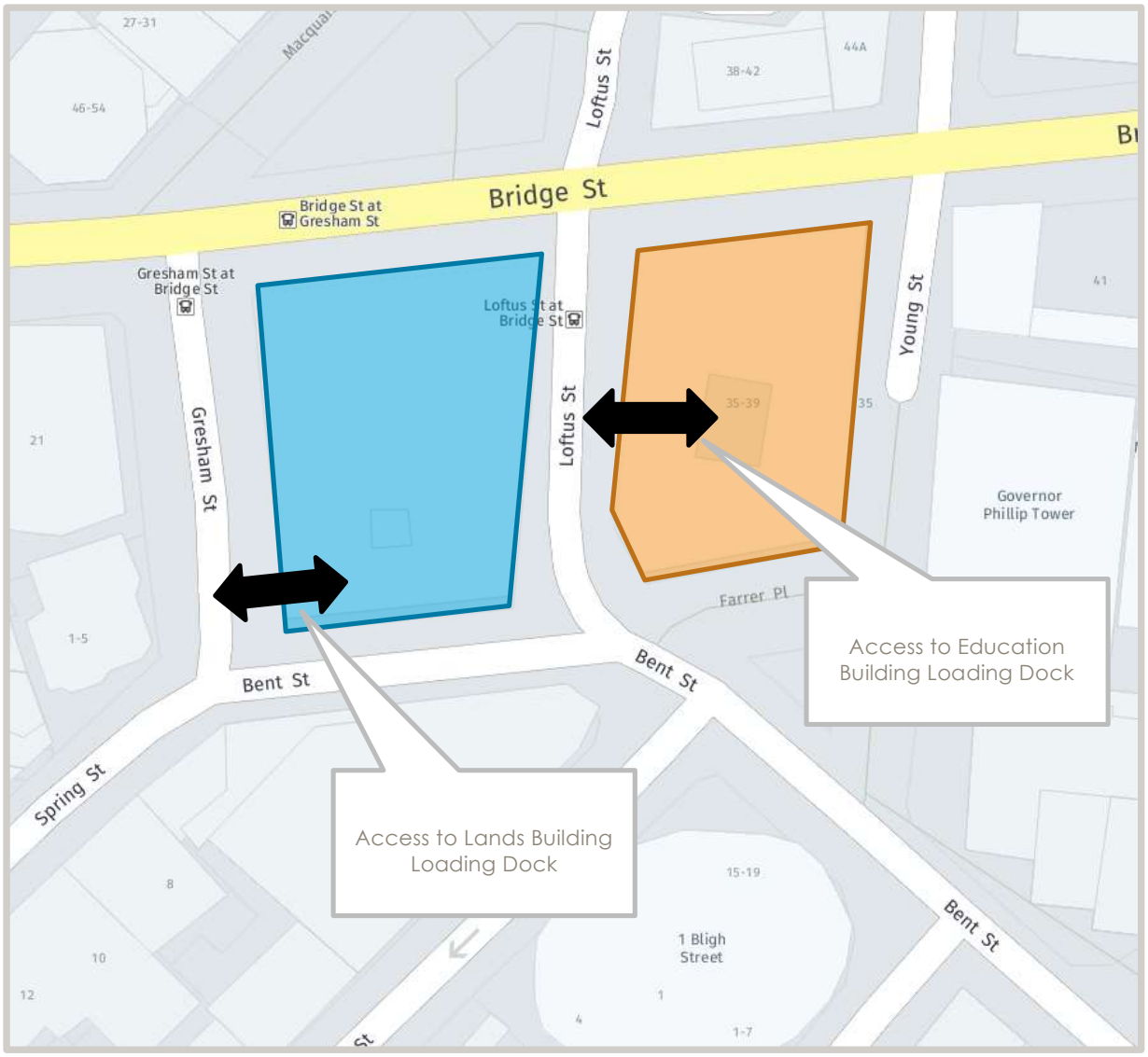


Figure 2-1: Existing Vehicular Access (Source: HERE WeGo)

2.2 Surrounding Road Network

The site is bounded by the following roadways:

- **Bridge Street** is a five-lane undivided carriageway, west of Loftus Street reducing to a four-lane undivided carriageway to the east of Loftus Street (adjacent to Education Building). The kerbside lane, along the site boundary is currently restricted by bus zones and No Stopping zones. All intersections along this road are controlled by traffic signals. Bridge Street is a high pedestrian activity area and has a posted speed limit of 40km/h.
- **Bent Street** is a four-lane undivided carriageway. Along the site boundary, taxi zones and ticketed parking are provided. Traffic signals are provided at the intersections of Bent Street with Bligh Street, with Phillip Street and with Macquarie Street. The roadway is a high pedestrian activity area and has a posted speed limit of 40km/h.
- **Loftus Street** is a four-lane undivided carriageway. Along the site frontage, a bus zone is provided on the western side whilst a loading zone and ticketed parking is provided on the eastern side. The intersection with Bridge Street is controlled by traffic signals, whereas the intersection with Bent Street is priority controlled. A pedestrian crossing is provided on the southern end of the street, at the intersection with Bent Street. The roadway is a high pedestrian activity area and has a posted speed limit of 40km/h.
- **Young Street** is a three-lane undivided carriageway. The eastern side is controlled by 'No Stopping' signs, whilst the western side provides loading zones, ticketed parking and bus zones. The section of the roadway, along the site frontage is a no-through road and provides access to the Wilson Car Park, opposite to the site. The roadway is a high pedestrian activity area and has a posted speed limit of 40km/h.
- **Gresham Street** is a four-lane undivided carriageway. Bus zones are provided on both sides of the roadway. Pedestrian crossings are provided on either ends of the roadway (at the intersection with Bridge Street and Bent Street). The roadway is a high pedestrian activity area and has a posted speed limit of 40km/h.

The existing kerbside parking restrictions along the site boundaries are shown in **Figure 2-2**.

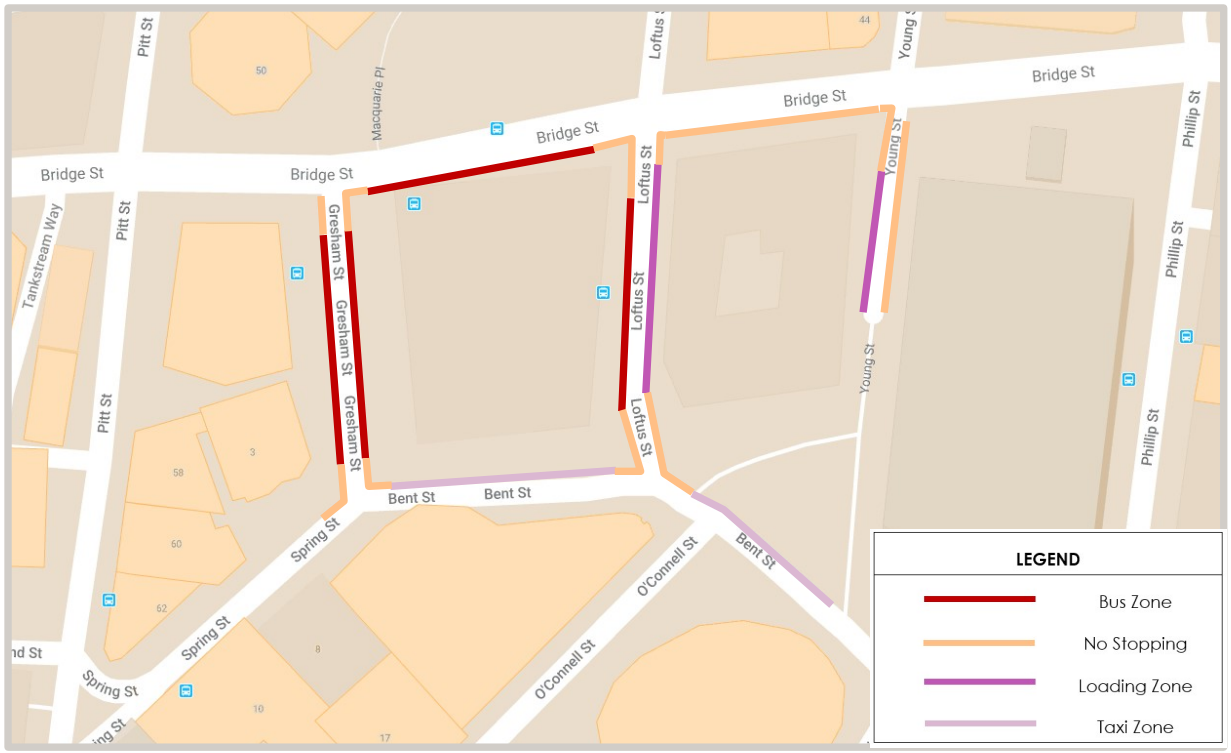


Figure 2-2: Existing kerbside restrictions in surrounding road network

3. Proposed Development

3.1 Development Description

The Sandstone Precinct will provide tourism and visitor accommodation including associated ancillary uses (licensed food and drink premises and retail premises). The scope of works includes:

- Adaptive reuse of the Lands Building and Education Building for tourist accommodation and ancillary uses;
- An extended building envelope with four additional storeys above the Education Building; and
- A subterranean link between the Lands Building and Education Building.

The land use components of the proposed development are as follows:

- 229 rooms in the Education Building;
- Hotel amenities including food & beverage premises, kitchen, business suites, lounges and functions rooms in Lands Building;
- Ground floor retail in the Lands Building; and
- Associated hotel function rooms and restaurants in both buildings.

The development will provide a loading dock which will service both buildings and bicycle parking facilities. No on-site car parking spaces will be provided.

As aforementioned, this LSMP has been prepared for the Education Building only.

3.2 Loading Dock Description

3.2.1 Vehicular Access

The Loftus Street heritage archway, providing access into the Education Building, will be retained to provide access to the new loading dock. The archway is shown in **Figure 3-1**.

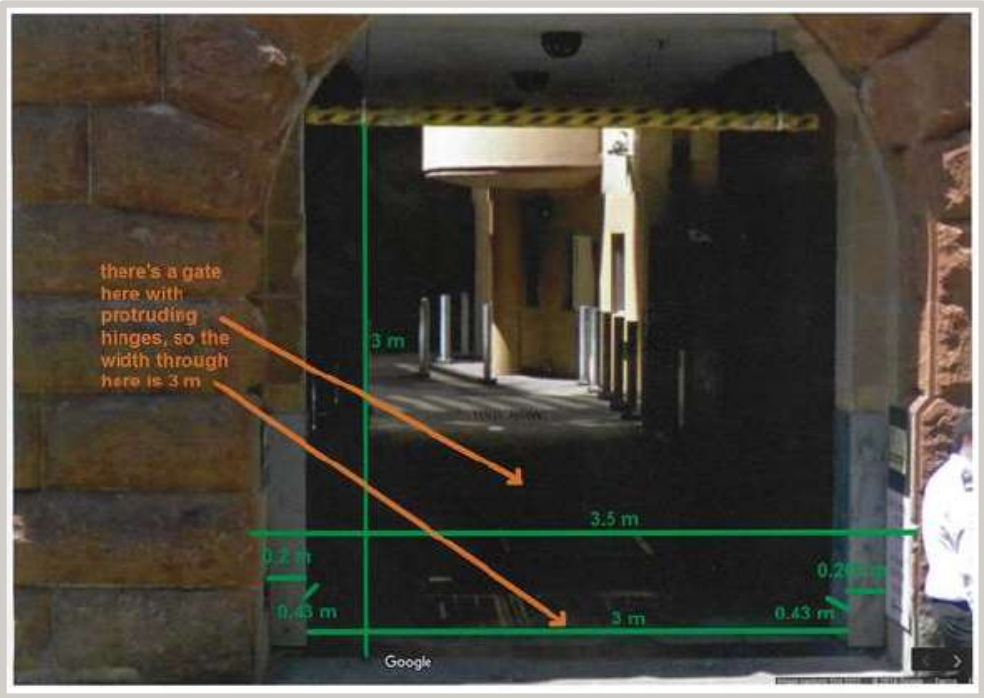


Figure 3-1: Existing Loftus Street Entry (Source: Loading Dock Management Plan prepared by ARUP)

As shown in Figure 3.1, the opening in the sandstone façade is very constrained. There is currently an effective width and height clearance of 3.0m. This will limit the size of the largest vehicle to a 7.7m long and 2.2m wide rigid vehicle or a Small Rigid Vehicle (SRV) which is 6.4m long and 2.3m wide. Based on the requirements of AS2890.2:2018, an SRV will require a headroom clearance of 3.5m, however, due to site constraints the maximum clear headroom of a vehicle accessing the loading dock will be restricted to 2.9m.

The loading dock will also be able to accommodate smaller vans and maintenance vehicles, which are generally typical B99 vehicles.

The specifications for these vehicles are shown in **Figure 3-2** to **Figure 3-4**.

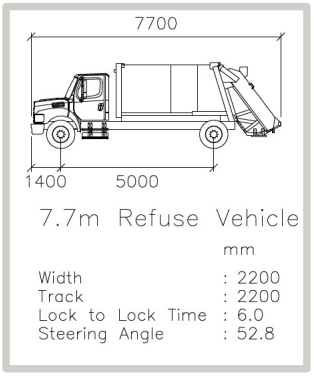


Figure 3-2: 7.7m Refuse Vehicle Specifications

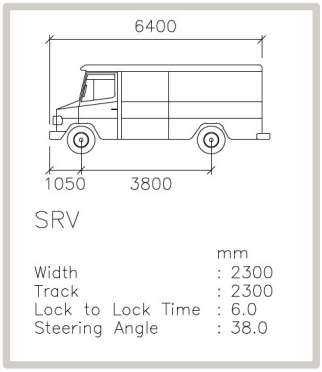


Figure 3-3: SRV Specifications

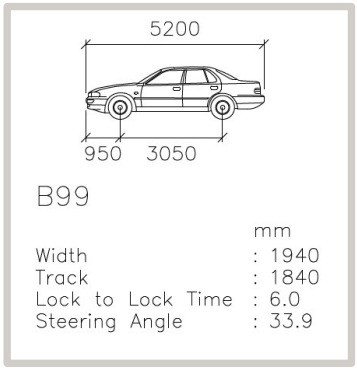


Figure 3-4: B99 Specifications

3.2.2 Loftus Street Laneway Layout

The heritage archway will provide access into the Loftus Street Laneway (herein referred to as the 'Laneway') which in turn will provide access into the Loading Dock. A visualisation of the laneway is shown in **Figure 3-5**.

Figure 3-5: Loftus Street Laneway Visualisation

The Laneway design can be seen in **Appendix A.**

The Laneway is proposed to operate as a shared zone and will provide pedestrian access into the function rooms and the lift lobby. The surface of the Laneway is proposed to be radial, patterned cobble paving with visual and textural contrast to provide some separation between vehicular and pedestrian path of travel.

Staff are to manage the laneway entrance at all operational times of the hotel including restaurants and functions.

3.2.3 Loading Dock Layout

The layout of the proposed loading dock is shown in **Figure 3-6**.

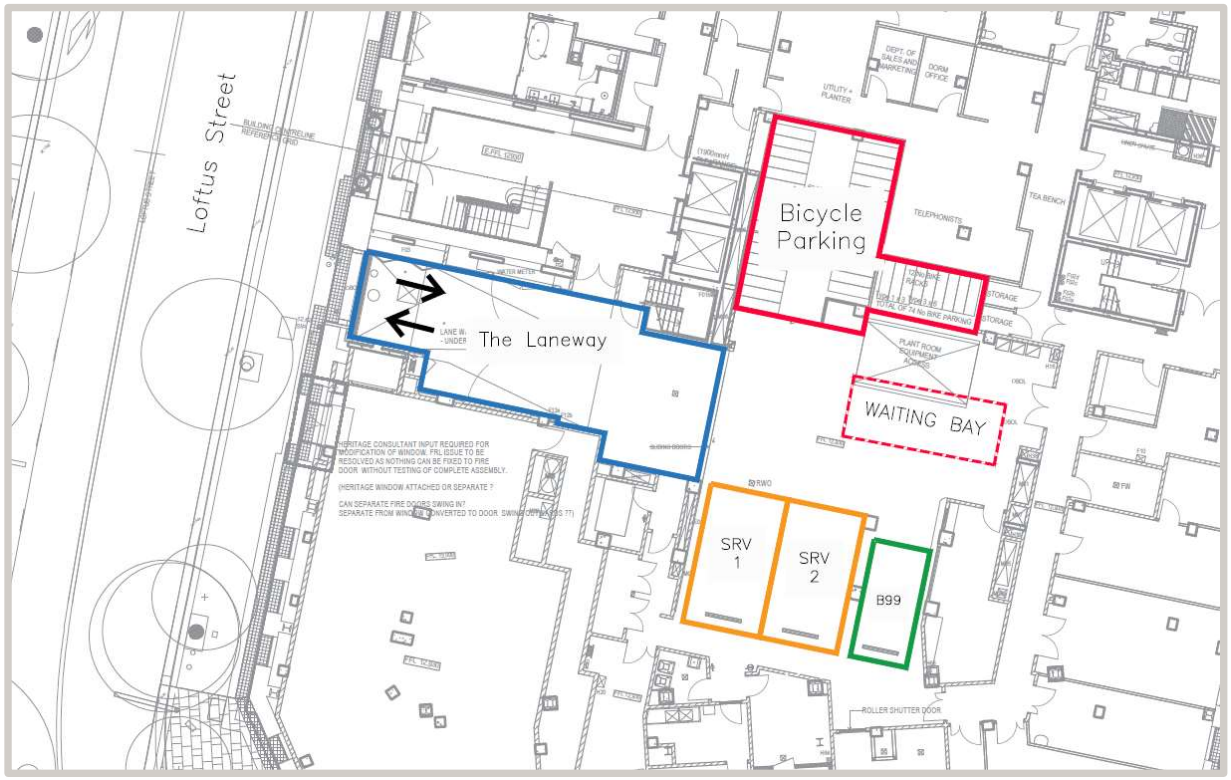


Figure 3-6: Layout of Proposed Loading Dock

As shown in Figure 3-6, the loading dock will provide two (2) SRV bays and a B99 vehicle bay for smaller delivery and maintenance vehicles. Swept path assessment indicates that the largest vehicle (7.7m long refuse vehicle) will be able to enter and exit the site in a forward direction (see **Appendix B**). The loading dock will be able to accommodate two (2) SRVs and a B99 at any one time, or one (1) 7.7m long refuse vehicle and a B99.

It is noted that the 7.7m refuse vehicle and SRV entry into the site will have to be restricted to the right-turn movement from Loftus Street (see drawing STN-001).

All vehicles will be required to reverse into the loading bays (see **Appendix B**).

3.2.4 Loading Dock Operations

As aforementioned, the loading dock will accommodate the service requirements of the hotel (both buildings) and ancillary retail and food/beverage premises. Servicing requirements will comprise of waste collection, deliveries, removalist and maintenance activities.

Given that there will be a limited number of tenants, it is anticipated that two (2) SRVs and one (1) B99 bay will be sufficient for general operation of the hotel. Waste collection is expected to be conducted by a 7.7m long refuse vehicle.

Loading and unloading activities will occur within the loading dock for distribution in the building or transferred via the Basement 3 subterranean link to the Lands Building, as shown in **Figure 3-7**.

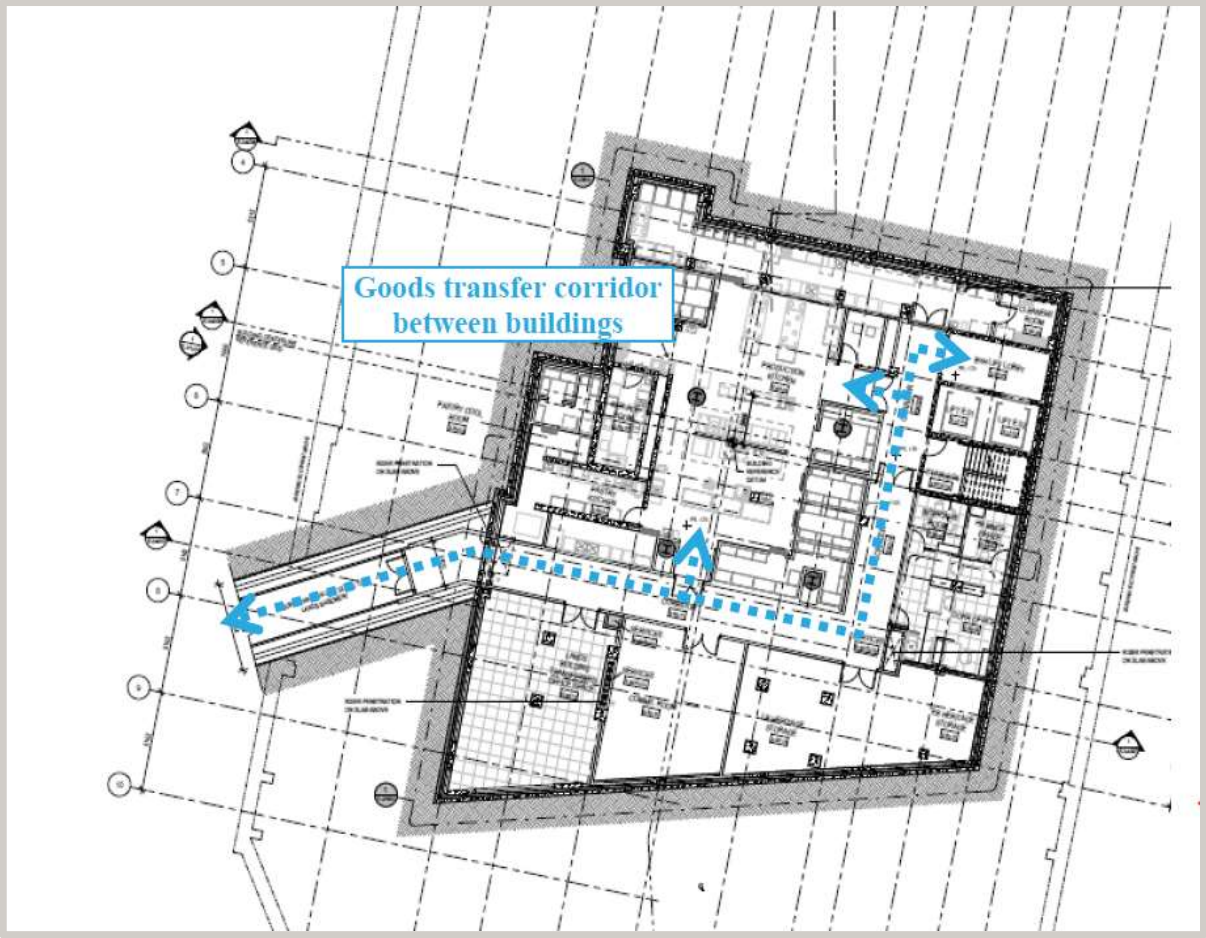


Figure 3-7: Proposed good transfer link between buildings (Source: Loading Dock Management Plan prepared by Arup)

3.3 On-Street Loading Zones

There is a loading zone along the eastern side of Loftus Street (between Bridge Street and Bent Street) which can accommodate five (5) delivery vehicles. There will also be a loading zone along the western side of Young Street (south of Bridge Street) which can accommodate four (4) delivery vehicles.

The surrounding kerbside parking restrictions, post-development, is shown in **Figure 3-8** overleaf.

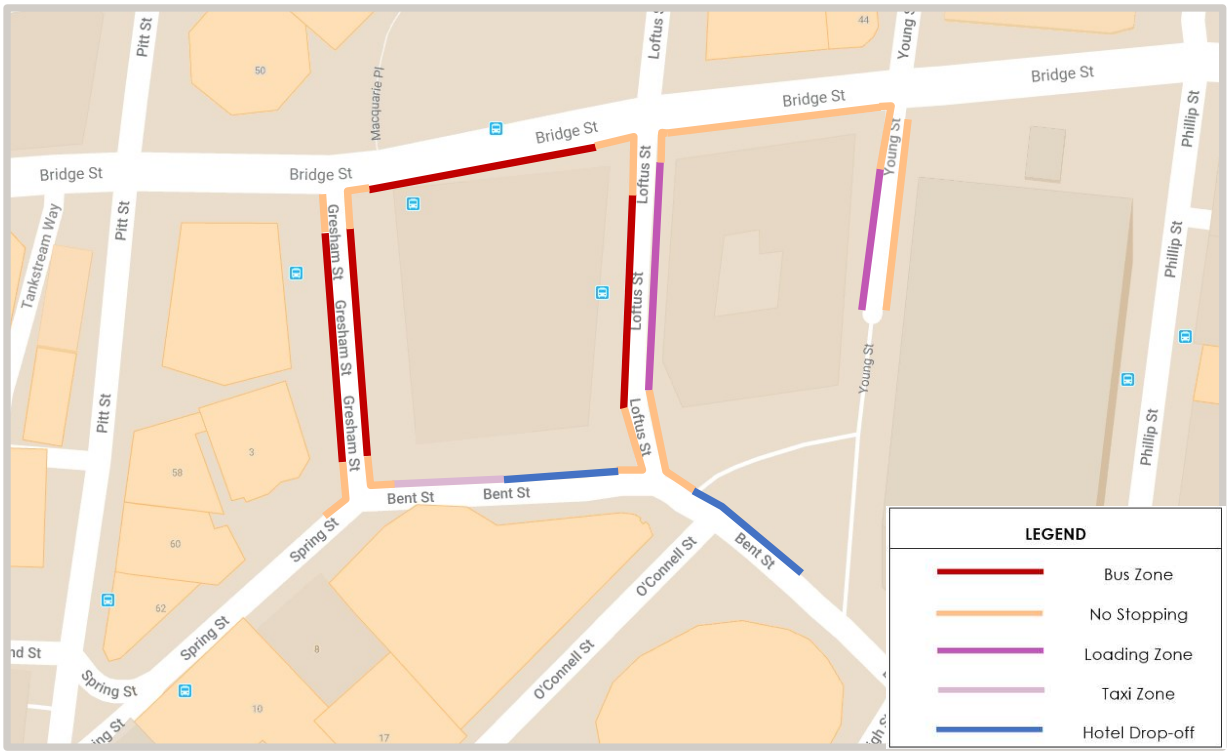


Figure 3-8: Surrounding Parking Restrictions (Source: Public Domain Report prepared by Aspect Studios)

4. Loading Dock Management

4.1 Operating Hours

The peak operating hours of the loading dock will be 9am to 5pm Monday to Friday. Personnel will always be on-site during operating hours to supervise the loading dock.

The loading dock will continue to operate outside these hours to allow waste collection, grease arrestor pump out etc. however, activities during these hours are expected to be minor and easily manageable.

4.2 Management

A Loading Dock Manager (herein referred to as the 'Manager') will be appointed by the hotel management to organise and supervise the operations of the loading dock. The Manager will be present on-site during operating hours and contactable via mobile phone at other times. Responsibilities of the Manager includes, but not limited to:

- Managing the booking system and ensuring all vehicles accessing the loading dock are pre-booked;
- Refusing entry to vehicles that have not pre-booked, or removing vehicles that have exceeded their allocated time without prior notice;
- Ensuring all vehicles are entering and exiting the site in a forward direction;
- Organise and supervise delivery, waste collection and removalist activities;
- Ensuring all traffic signals (see Section 4.5), signage, line markings, mirrors, etc. are operating and in good condition;
- Reporting any misuse or damages immediately to the hotel management; and
- Regularly reviewing and updating the Loading Dock Management Plan as required.

A hotel staff will also be positioned, when necessary, at the lift lobby and guide guests coming in and out of the building.

4.3 Booking System

The use of the loading dock will be controlled by a booking system, which will be coordinated and managed by the Manager.

It is expected that the designated loading bay will be locally managed to achieve an average of 15-20 minutes per delivery. As such, this could achieve a total throughput of 40-50 vehicles during normal business hours. The proposed development is not likely to generate that many vehicles.

The estimated 40-50 vehicles during normal business hours is based on Loading Bay 1 & 3 operating at full capacity, whilst Loading Bay 2 is vacant to allow a flexible approach to the management of the loading dock and allow for delays in loading and arrival.

It is noted however, that a loading dock associated with a hotel of this size will not be operating where two out of its three loading bays are at full capacity during normal business hours. Furthermore, the retail spaces associated with the development will be small and primarily serve the hotel guests. As such, the retail component is also not expected to utilize all of its allocated booking windows.

As such, the loading dock is most likely expected to generate 25-30 vehicles during normal business hours. It is also noted that, whilst the loading dock can accommodate vehicles up to a small rigid vehicle (SRV), outside of large hotel deliveries and waste collection, many small deliveries and scheduled maintenance will be via vans/ utes (typical B99 vehicle).

The booking system will be designed to generally allow only one truck within the loading dock at any one time, which will allow the second loading dock to be free in case of delays. During peak periods, the booking system can be managed to allow two trucks within the loading dock.

Extended delivery windows can be set-up to permit variation in the arrival times of vehicles.

It is expected that the servicing demand for the hotel will be higher than the retail component. As such, the booking system should allocate more time for the hotel.

The loading dock will also accommodate occasional VIP limousines[1]. This will also be coordinated with hotel operations and the booking system

An indicative booking system schedule is provided in **Table 4-1.**

Table 4-1: Indicative Booking System Schedule

	Loading Bay 1	Loading Bay 2	B99 Bay
6:00	Waste		Retail/ Hotel
6:20	Waste		Retail/ Hotel
6:40	Waste		Retail/ Hotel
7:00			Retail/ Hotel
7:20			Retail/ Hotel
7:40			
8:00	Retail	Retail	Retail
8:20	Hotel	Hotel	Hotel
8:40	Hotel	Hotel	Hotel
9:00	Blocked Out	Blocked Out	Blocked Out
9:20	Blocked Out	Blocked Out	Blocked Out
9:40	Blocked Out	Blocked Out	Blocked Out
10:00	Retail	Retail	Retail
10:20	Hotel	Hotel	Hotel
10:40	Hotel	Hotel	Hotel
11:00	Retail	Retail	Retail
11:20	Hotel	Hotel	Hotel
11:40	Hotel	Hotel	Hotel
12:00	Retail	Retail	Retail
12:20	Hotel		Hotel
12:40	Hotel		Hotel
13:00	Retail		Retail
13:20	Hotel		Hotel
13:40	Hotel		Hotel
14:00	Retail		Retail
14:20	Hotel		Hotel

[1] The VIP limousine is expected to be smaller than the length of a typical SRV.

	Loading Bay 1	Loading Bay 2	B99 Bay
14:40	Hotel		Hotel
15:00	Retail		Retail
15:20	Hotel		Hotel
15:40	Hotel		Hotel
16:00	Retail		Retail
16:20	Hotel		Hotel
16:40	Hotel		Hotel
17:00	Blocked Out	Blocked Out	Blocked Out
17:20	Blocked Out	Blocked Out	Blocked Out
17:40	Blocked Out	Blocked Out	Blocked Out
18:00	Retail		Retail
18:20	Hotel		Hotel
18:40	Waste		Retail/ Hotel
19:00	Waste		Retail/ Hotel

Periods of peak pedestrian and cyclist movements will be blocked out as shown in the indicative schedule. This will allow safe pedestrian and cyclist access without conflict with vehicular movements.

If delays occur for any given reason, this should first be communicated with the Manager. The booking times can then be negotiated between users through the Manager. However, the availability of SRV Bay 2 will allow a flexible approach to the management of the loading dock and will be able to accommodate for delays in loading and arrival.

It is also noted that there is an existing loading zone along the eastern side of Loftus Street (between Bridge Street and Bent Street), which can accommodate five (5) vehicles, and a loading zone along the western side of Young Street which can accommodate approximately four (4) vehicle. Depending on the availability, these loading zones can be utilised by smaller courier delivery vehicles, or by vehicles waiting to enter the loading area.

Access to the loading dock may be restricted during commuter peak hours to provide a period for staff cyclists to enter and exit the loading dock without the interference from vehicular activities.

4.4 Total Expected Traffic Flows

Assuming that Loading Bay 1 & 3 are operating at full capacity and Loading Bay 2 is kept vacant to provide flexibility due to delays in loading and arrival, the peak hour traffic flow is likely to be approximately 12 trips (2 loading bays x 3 time slots each x 2 movements (entry & exit) = 12 trips).

4.5 Management of Vehicular Activity

Access to the loading dock will be via a single driveway crossover along Loftus Street.

A traffic light control system will be implemented to manage the vehicular activity within the loading dock and minimise conflict between entering and exiting vehicles.

A traffic signal will be installed within the loading dock which will always be red for exiting vehicles. The light can only be turned green by the Manager or hotel staff. This will also activate the red flashing lights at the Loftus Street laneway entrance, warning pedestrians and motorists that there is a vehicle exiting the laneway. This will allow the Manager/ hotel staff to control vehicular activity along the laneway and check

for any pedestrian activity along the laneway before allowing vehicular exit. Section 4.5 and the signage plan have been amended to reflect this.

For safety reasons and lack of sight distances, vehicles should not, under any circumstances, reverse onto Loftus Street. As such, vehicles entering the loading dock should be given priority which will also assist in minimising queuing along Loftus Street. By allowing the Manager/ hotel staff to control the traffic signal system will prevent vehicles from exiting the loading dock at will. Drivers will not be allowed to exit the loading dock until the lights turn green. When the Manager/ hotel staff turns the light green, this will also automatically activate the red flashing lights at the Loftus Street laneway entrance, warning motorists and pedestrians along the footpath that a vehicle is exiting.

The likelihood that a third SRV arriving on site, when both SRV bays are full, is expected to be very low due to the implementation of the booking system which will also allow the second SRV bay to be free in case of delays. However, a waiting bay will be provided within the loading dock as a mitigation measure, in the highly unlikely scenario that a third vehicle arrives when the loading dock is full (see drawing STN-007). The Manager would give priority to the entering vehicle which will proceed into the waiting bay. The swept path assessment indicates that there will be sufficient space for the SRV parked in Bay 1 to exit in a forward direction and allow the third vehicle to reverse into the bay (see drawing STN-007).

Alternatively, if a vehicle is expected to arrive early they should notify the Manager who can advise them to wait outside the site along one of the adjacent loading zones. Once there is a vacant bay, the Manage can notify the driver to enter the loading dock.

4.6 Pedestrian Safety

The general public will not be allowed to access the loading dock at any time. As aforementioned, a hotel staff will be at the lobby entrance to guide and manage pedestrian movement along the Laneway.

The main pedestrian entry into the hotel will be via the Farrer Place entrance. The Laneway is expected to be used for guest entry into the function rooms and will be the main accessible entrance for the Building.

In order to ensure pedestrian safety is always maintained, the following rules will be adopted for the laneway:

- Staff are to manage the carriageway entrance at all operational times of the hotel including restaurants and functions;
- Vehicles will always be required to give way to pedestrians within the carriageway entrance under all circumstances. That is, if a pedestrian approaches the entrance, or is seeking to exit the building, the vehicle must be directed to yield immediately;
- When booking a slot for deliveries, there will be a standard warning to alert drivers that there will be high pedestrian activity at the entrance;
- Vehicles idling within the carriageway entrance is prohibited;
- VIP drop-off in the carriageway entrance will be booked in advance, like for any other vehicle;
- Manual transport of goods, laundry, or waste through the carriageway is to be restricted to outside of peak operating hours, or otherwise kept at a minimum;
- A speed limit of 5km/h will be enforced within the carriageway entrance;
- All staff on bicycles should be required to dismount at Loftus Street and walk their bicycles into the building, and vice versa upon exit; and
- A bollard will be placed at the Loftus Street Laneway entrance during peak pedestrian movement times, periods blocked out in the booking system or when the loading dock is not to be used due to maintenance, emergencies, etc. This will ensure that vehicles are unable to enter the loading dock during these times. The bollard will be removed during other times. The bollard will be removed manually by hotel staff or the Manager.

As the single archway opening has limited sightlines to vehicles exiting at the access, due to heritage constraints, other safety measures are to be implemented to minimise conflict between exiting vehicles and pedestrian activity along the Loftus Street footpath.

Proposed measures to increase pedestrian safety includes:

- Yellow flashing warning lights will be triggered by exiting vehicles which will alert pedestrians along the footpath;
- Shared zone signage will be installed at the driveway entry and the loading dock to remind users to be wary of pedestrian and vehicular activities; and
- 'WATCH FOR VEHICLES' warning signs will be installed at the pedestrian entry/exit points along the Laneway.

4.7 Cyclist Safety

Cyclists will need access to the loading dock to reach the bicycle storeroom. As such, the loading dock will also need to be carefully managed to avoid conflict between cyclists and vehicles.

The following measures are proposed to increase cyclist safety:

- Yellow flashing warning light will be installed in the bicycle storeroom. The lights will be triggered by entering vehicles which will alert cyclists exiting the storeroom;
- 'WATCH FOR VEHICLES' warning sign will be installed in the bicycle storeroom;
- The booking system can be designed to block out commuter peak periods. This will provide a period for staff cyclists to enter and exit the loading dock without interference from vehicular activities; and
- The Manager will have clear sight-lines to the driveway and control whether vehicles are able to enter and exit the loading dock with control of the sliding door.

5. Loading Dock General Rules

The following rules are recommended to be adopted by management to minimise conflict, increase safety and ensure proper use of the loading dock:

- All users are required to pre-book through the booking system before using the loading dock. The Manager will have the authority to refuse entry to any vehicles that have not pre-booked or have exceeded their allocated time period without prior notice;
- All users are required to follow warning signage and line markings;
- All vehicles are required to enter and exit the site in a forward direction;
- All vehicles are required to give-way to pedestrians along the Loftus Street laneway and at the driveway;
- All vehicles are required to reverse into the loading bays;
- Any expected delays in arrival or departure are to be communicated directly to the Manager;
- Vehicles are not allowed to exit the loading dock until the traffic signal is green, indicating that they are clear to leave;
- Loading/unloading activities are to occur in designated loading bays. They are not to occur within vehicle travel paths or the waiting bay;
- Vehicle and pedestrian travel paths are to be clear of any obstructions such as storage;
- All users are responsible for the cleanliness of the loading dock; and
- The cost of repairs for any damage to the loading dock will be incurred by the tenant.

6. Conclusion

Stantec has been engaged by Built Pty Ltd, on behalf of Pontiac Land Group, to prepare this Loading and Servicing Management Plan (LSMP) for the operation of the Sandstone Precinct, comprising of 23-33 Bridge Street (Lands Building) and 35-39 Bridge Street (Education Building).

The loading dock will be located in the Education Building (but will serve both buildings) and will be accessible via an existing driveway along Loftus Street. The loading dock will be able to accommodate two (2) Small Rigid Vehicles (SRV) and one (1) B99 vehicle at any given time.

This LSMP covers the following management strategies:

- **Access arrangements** – SRV entry will have to be restricted to the right-turn movement from Loftus Street. Swept path assessment indicates that SRVs will not be able to make the left-turn from Loftus Street;
- **Management** – the hotel management will appoint a Loading Dock Manager to organise and supervise the operations of the loading dock;
- **Booking System** – a booking system will be implemented to manage the use of the loading dock, between different tenants of the buildings. The booking system will be designed to allow only one SRV within the loading dock at any one time, which will allow the second loading dock to be free in case of delays. The booking system will be managed by the Loading Dock Manager;
- **Queuing and Vehicular Movement** - to avoid queuing along Loftus Street, priority will be given to vehicles entering the loading dock. A traffic signal will be installed in the loading dock which will be red when there is a vehicle entering the loading dock. The Loading Dock Manager will also have the authority to allow vehicles to enter and exit the loading dock; and
- **Pedestrian and Cyclist Safety** – Access into the loading dock will be restricted to loading vehicles, cyclists, DDA staff entry and pedestrian access into the function/meeting rooms. Pedestrian and cyclist access into the Loftus Street laneway will be managed by a hotel staff or the Manager at all times. Yellow flashing warning lights will be installed at the loading dock entry which will flash when there is an exiting vehicle. This will alert pedestrians along the Loftus Street footpath to be cautious.

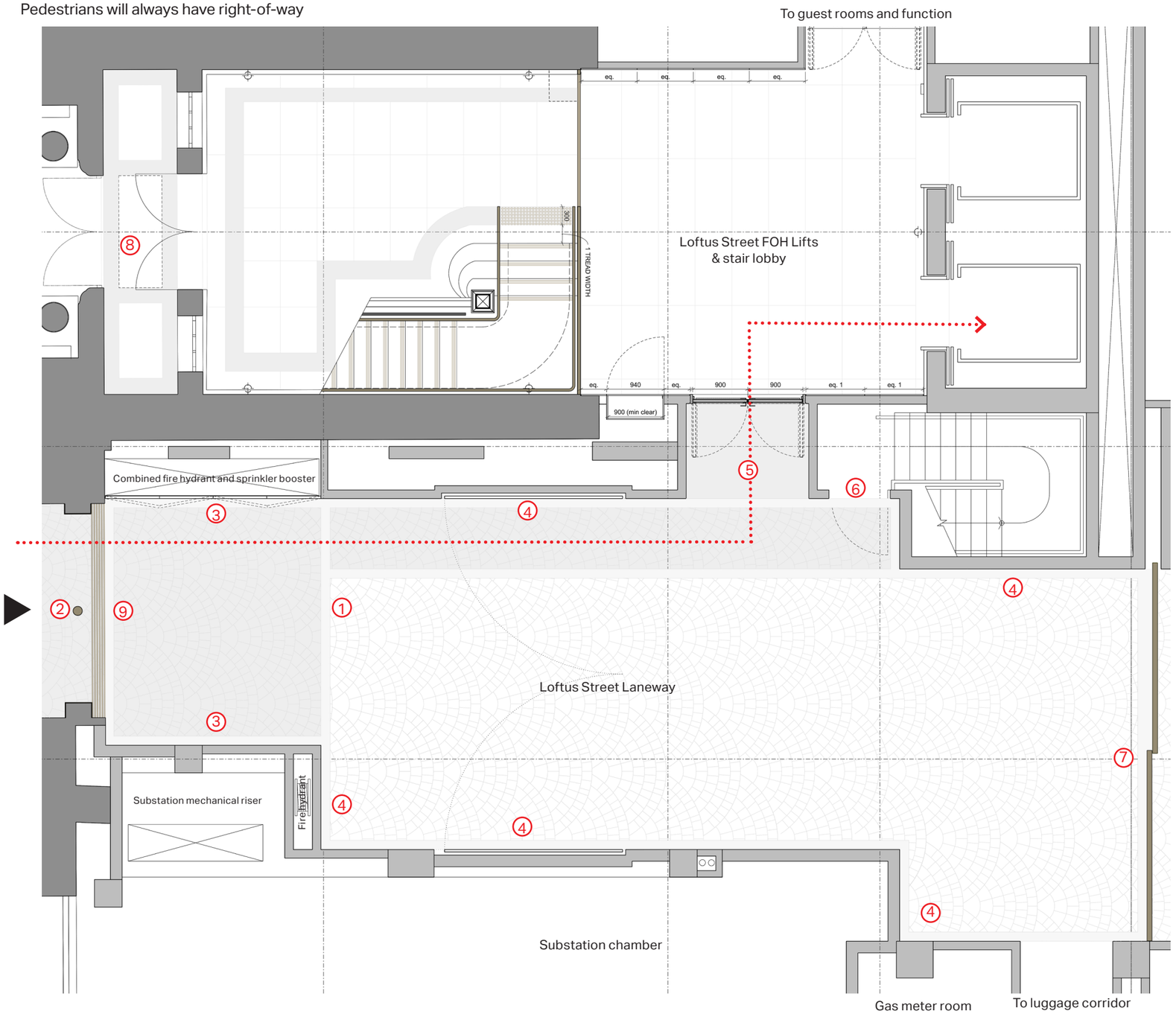
Appendices

Appendix A Design of Loftus Street Laneway

Loftus Street Laneway

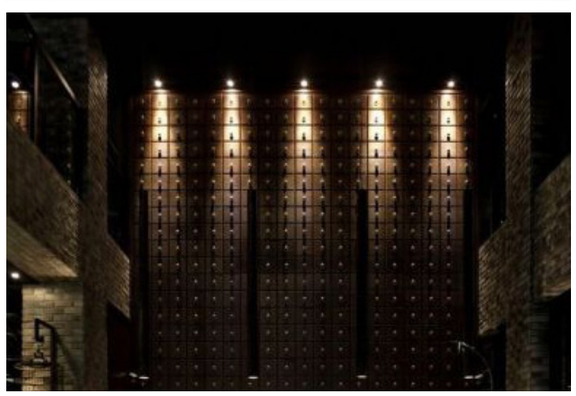
Alternative DDA entrance

- The Loftus St laneway entrance will achieve the same design quality as achieved at Farrer Place
- Entry into and exit from this entrance will be managed by staff
- Use of the space will be managed by staff to be safe and clutter-free at all times
- Pedestrians will always have right-of-way



Notes

1. Radial, patterned cobble paving to laneway. Visual and textural contrast in the laneway flooring (including perimeter border) to denote extent of vehicular path of travel.
2. Removable dark bronze bollard to be installed to create a pedestrian safe zone for guests and prevent vehicles from driving into the Loftus Street laneway. Slot drain on floor . Finish to match bollard.
3. Dark timber wall and ceiling cladding to entry portal. Full height, cupboards to conceal fire services to north wall.
4. Dark bronze metal clad, full height wall panels. Large swing doors to be read as wall panels with concealed hardware. Feature signage and lighting to north wall (refer to visualisation for detail)
5. Feature entry portal with timber ceiling and door (bronze hardware). 2 x wall lamps to entry portal. This area will be manned by hotel staff at all times to assist and guide guests coming in and out of the building.
6. Fire egress route from basement. Concealed door with custom finish to statutory signage.
7. Dark bronze metal sliding door with etched fish scale pattern- to conceal loading dock area beyond
8. Existing Loftus Street heritage entrance- Fire exit only
9. Dark bronze linear slot drain. Finish to match bollard.



Appendix B Swept Path Assessment

DO NOT SCALE - IF IN DOUBT, ASK

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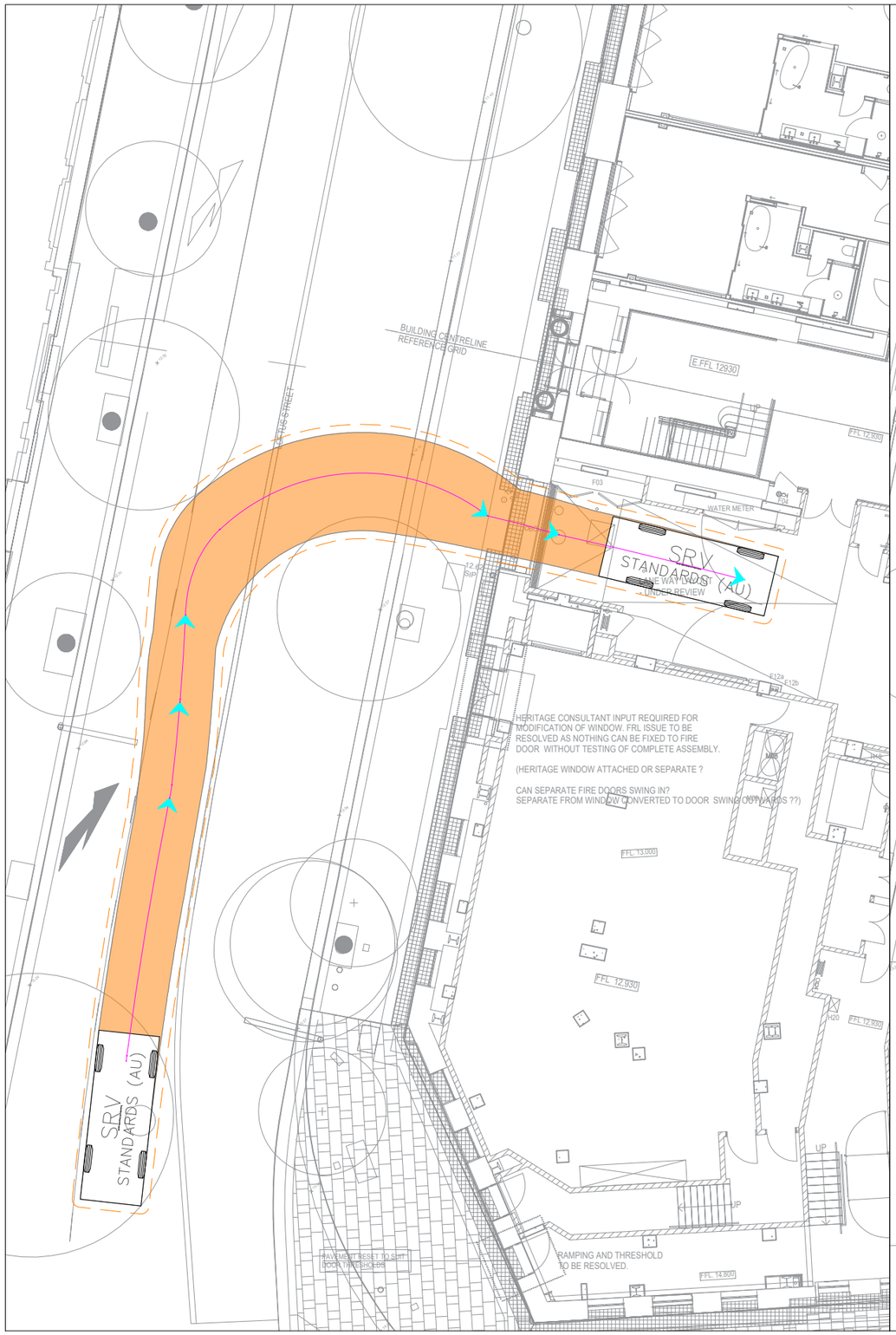

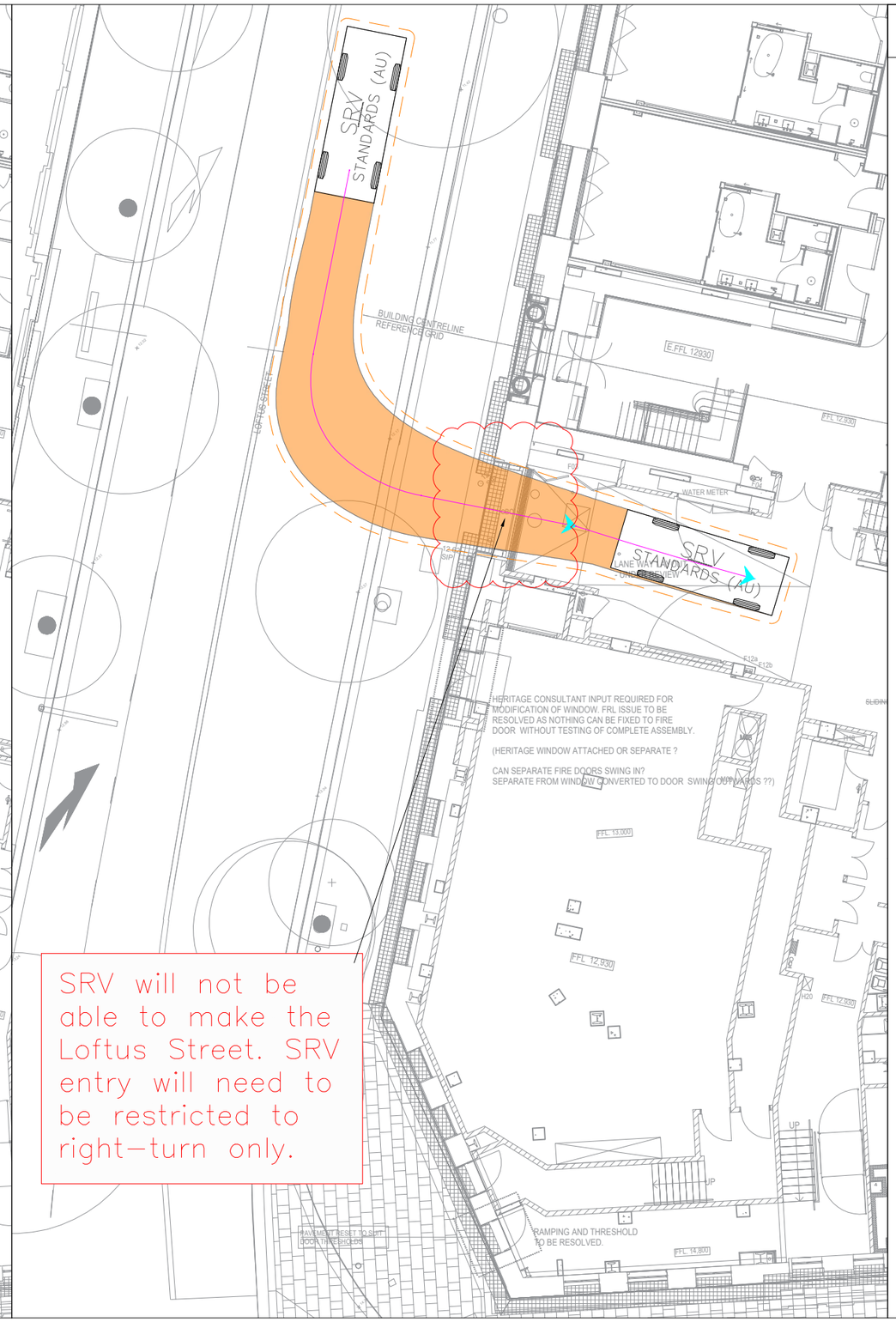

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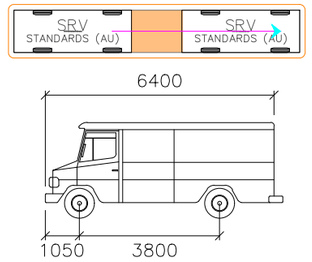

SRV

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Steering Angle	: 38.0

REV	REVISIONS	DATE
REV2	FOR_INFORMATION	24/02/20
REV1	FOR INFORMATION	10/02/20

DESIGNED		
DRAWN	SH	24/02/20
CAD REVIEW		
DES CHECK	FG	24/02/20
REVIEWED	FG	24/02/20
APPROVED	FG	24/02/20
PROF REGISTRATION:		

Stantec

BUILT
35-39 BRIDGE STREET, SYDNEY

SRV ENTRY

Status Stamp **FOR INFORMATION**

Date Stamp **24/02/20**

Scales 1:100

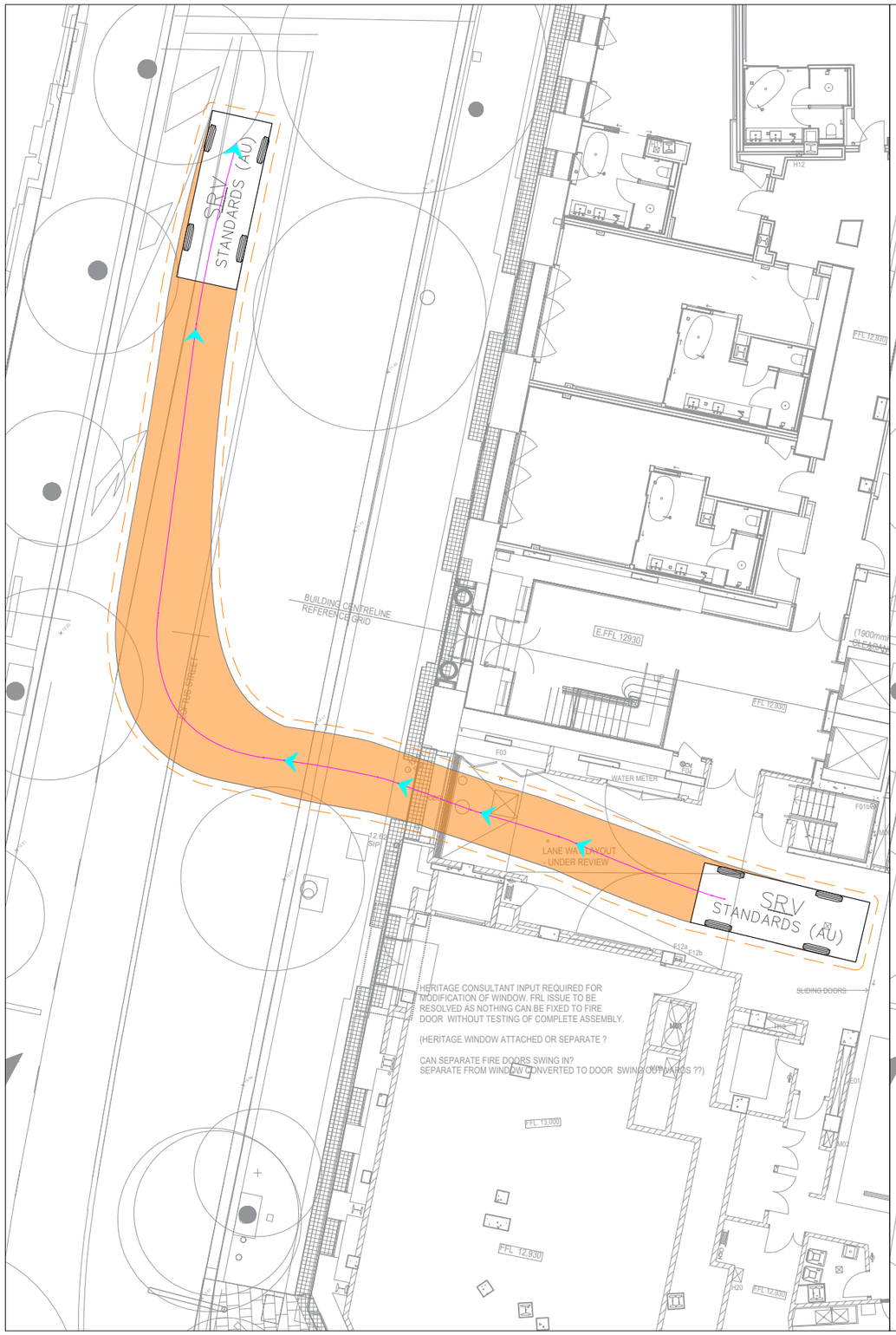
Drawing No. STN-001

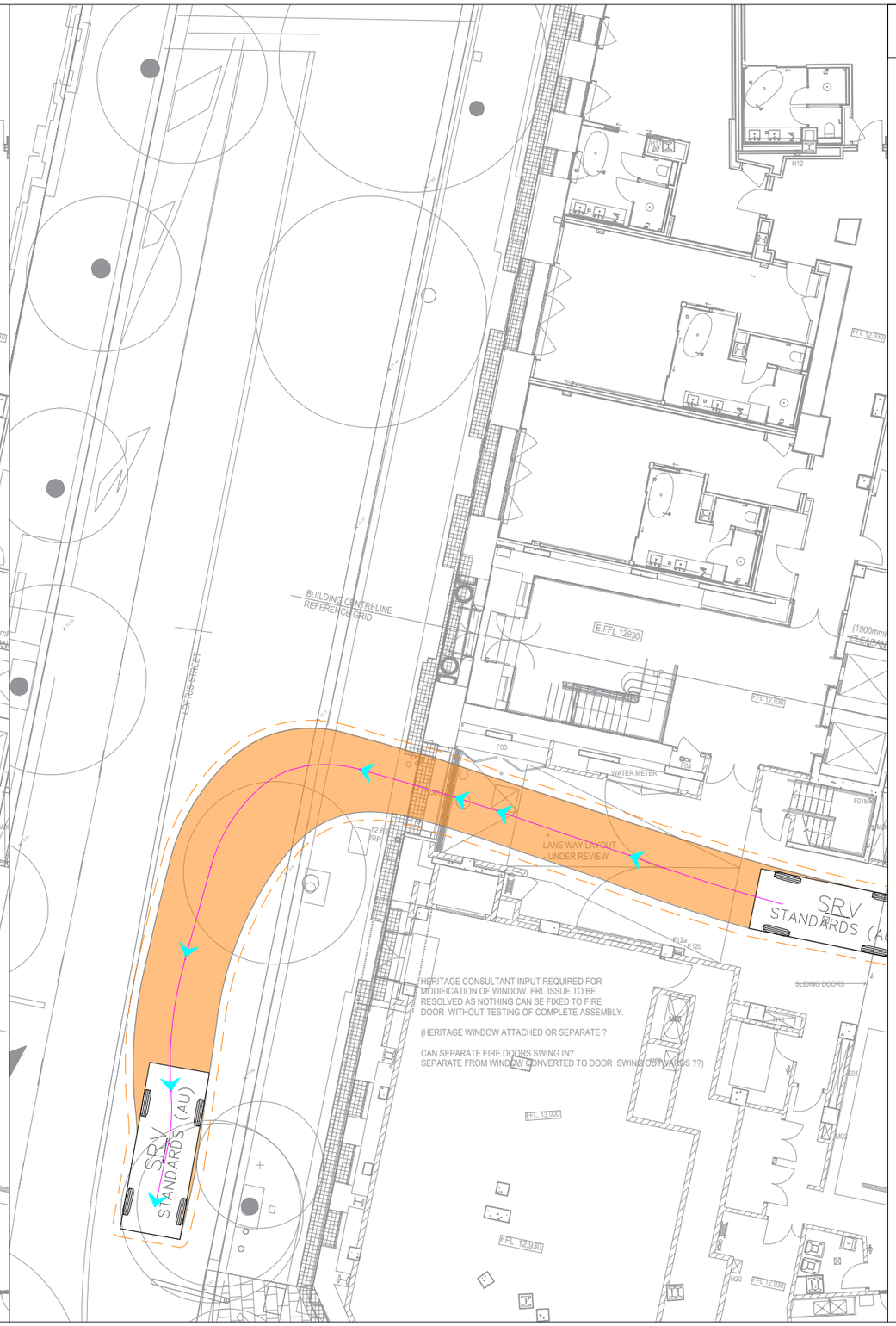
Rev. 2

03/02/20

DO NOT SCALE - IF IN DOUBT, ASK

ORIGINAL SIZE A3





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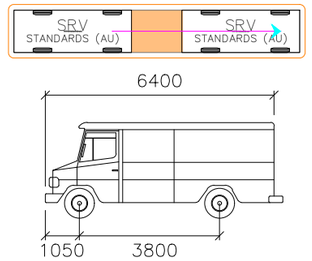

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REV1	FOR INFORMATION	10/02/20

DESIGNED		
DRAWN	SH	24/02/20
CAD REVIEW		
DES CHECK	FG	24/02/20
REVIEWED	FG	24/02/20
APPROVED	FG	24/02/20
PROF REGISTRATION:		

Stantec

BUILT

35-39 BRIDGE STREET, SYDNEY

SRV EXIT

Status Stamp **FOR INFORMATION**

Date Stamp **24/02/20**

Scales 1:100

Drawing No. STN-002

Rev. 2

03/02/20

DO NOT SCALE - IF IN DOUBT, ASK

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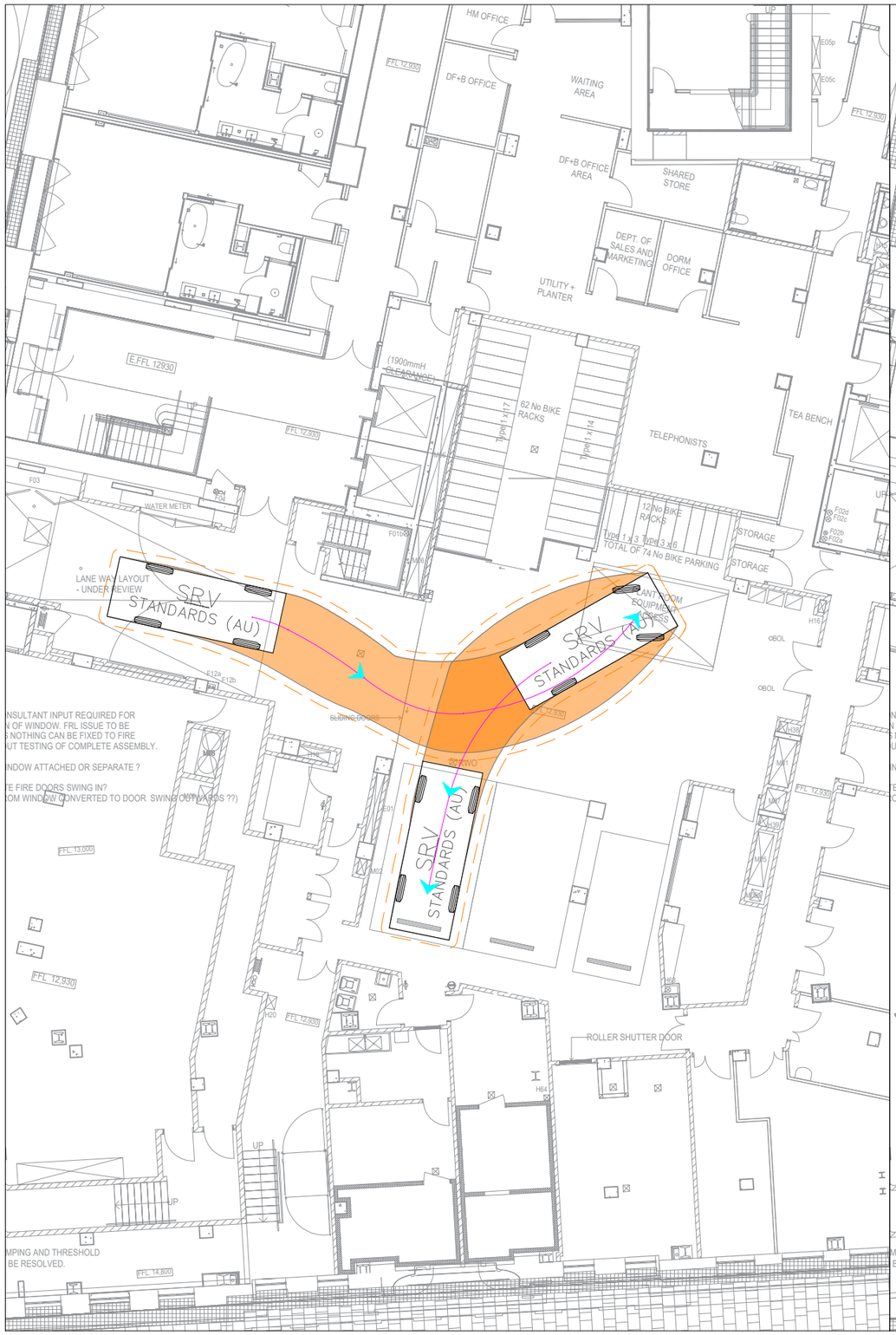

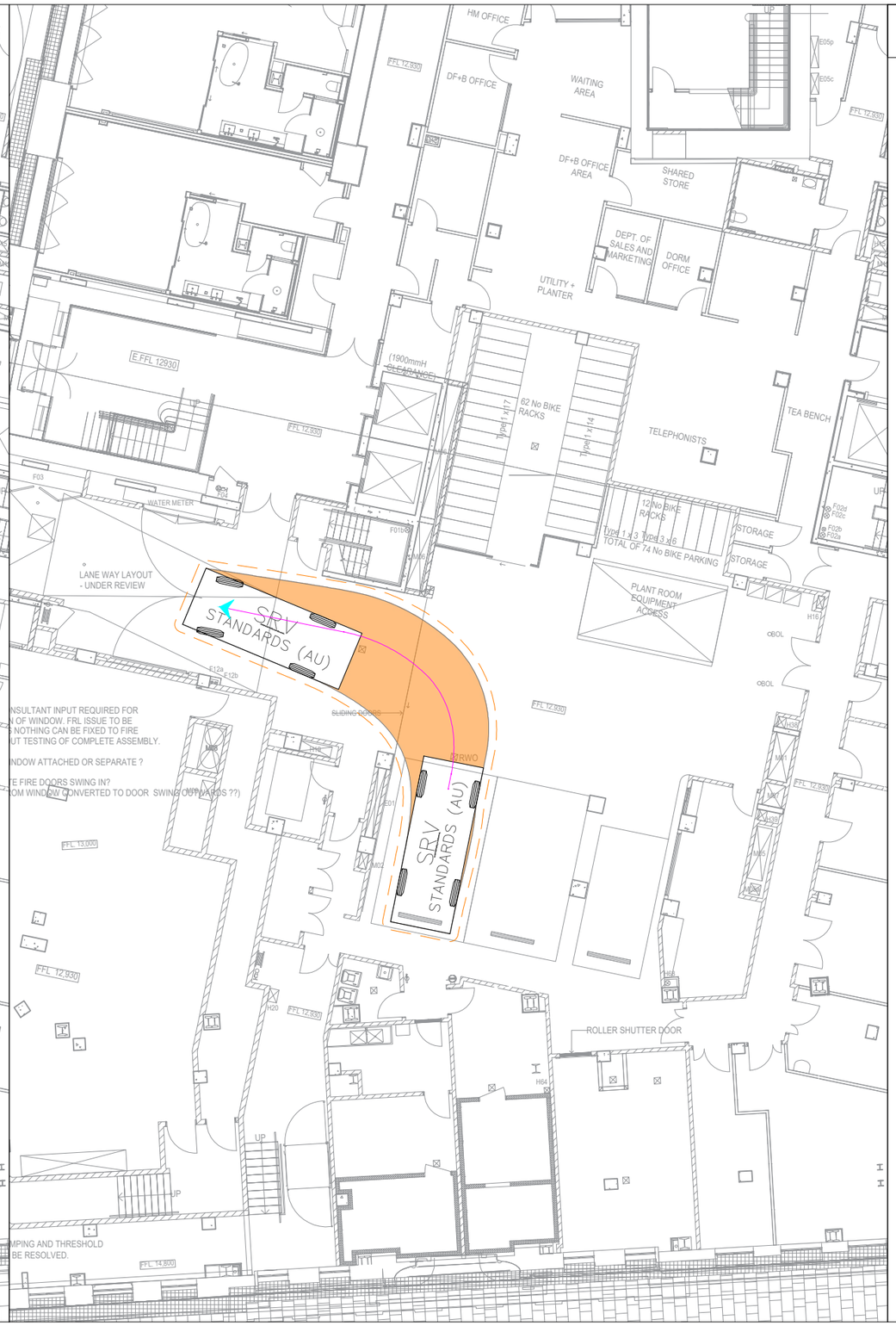

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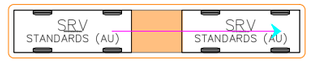

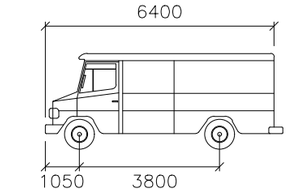

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REV1	FOR INFORMATION	10/02/20

03/02/20

DESIGNED		
DRAWN	SH	24/02/20
CAD REVIEW		
DES CHECK	FG	24/02/20
REVIEWED	FG	24/02/20
APPROVED	FG	24/02/20
PROF REGISTRATION:		

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BUILT
35-39 BRIDGE STREET, SYDNEY

SRV BAY 1

Status Stamp **FOR INFORMATION**

Date Stamp **24/02/20**

Scales 1:100

Drawing No. STN-003

Rev. 2

DO NOT SCALE - IF IN DOUBT, ASK

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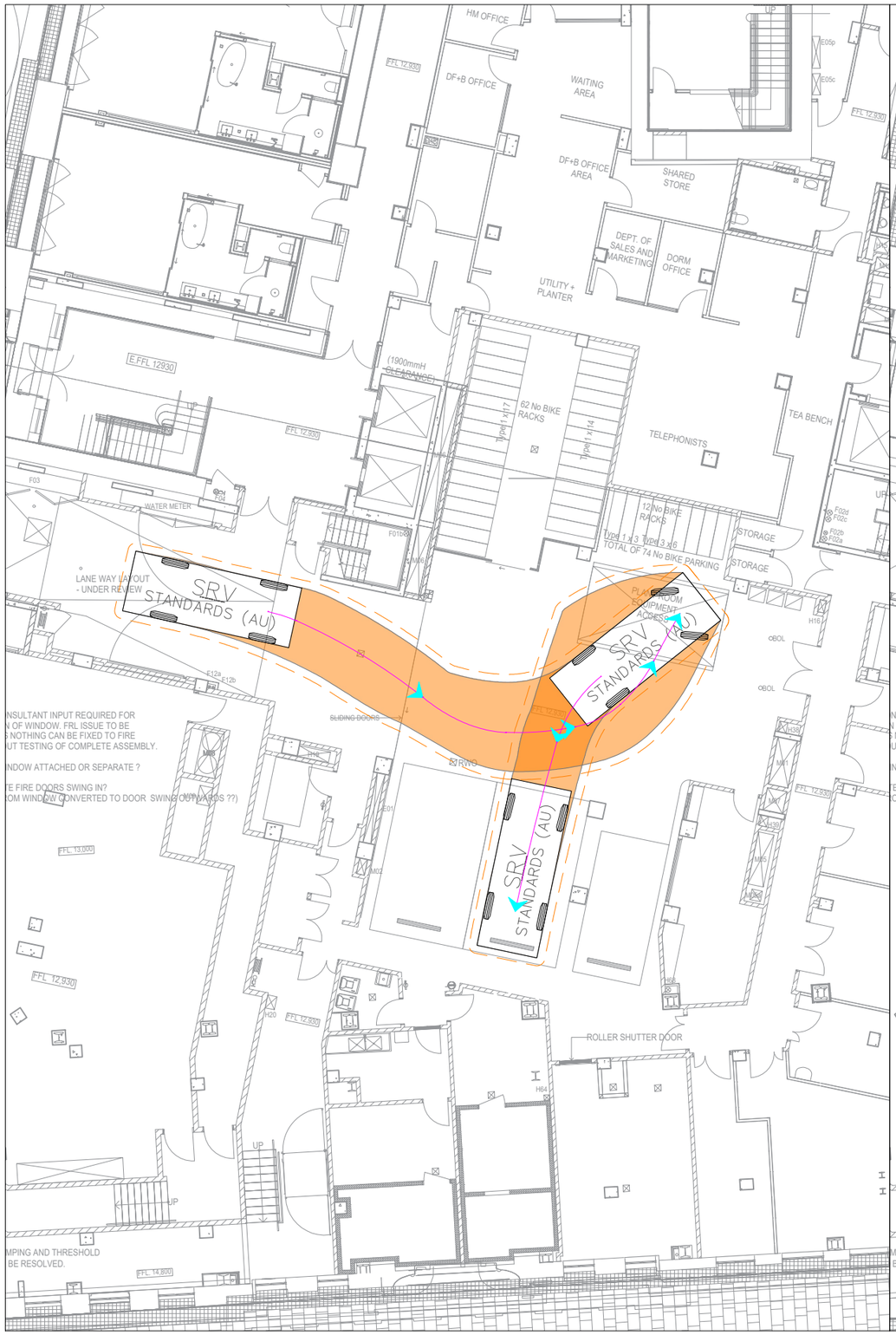

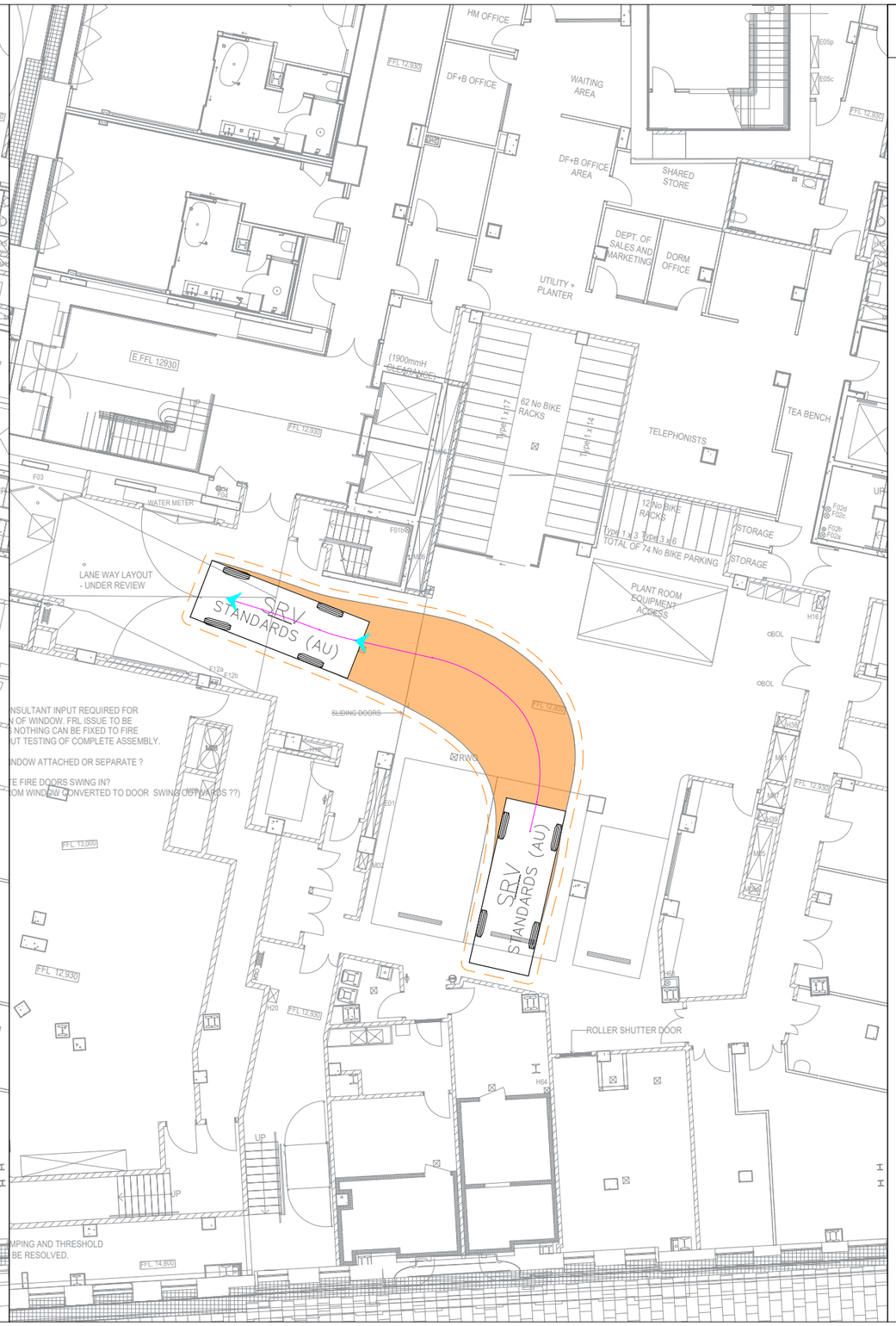

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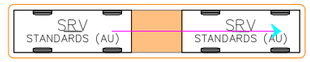

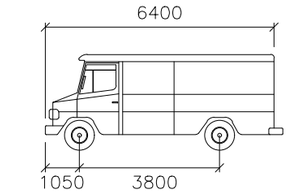

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REV1	FOR INFORMATION	10/02/20

03/02/20

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DRAWN	SH	24/02/20
CAD REVIEW		
DES CHECK	FG	24/02/20
REVIEWED	FG	24/02/20
APPROVED	FG	24/02/20
PROF REGISTRATION:		

Stantec

BUILT
35-39 BRIDGE STREET, SYDNEY

SRV BAY 2

Status Stamp **FOR INFORMATION**

Date Stamp **24/02/20**

Scales 1:100

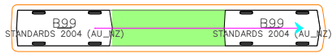
Drawing No. STN-004

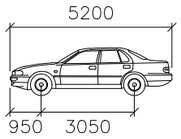
Rev. 2

DO NOT SCALE - IF IN DOUBT, ASK

ORIGINAL SIZE A3

COMMENTS





B99

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REV	REVISIONS	DATE
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REV1	FOR INFORMATION	10/02/20

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DRAWN	SH	24/02/20
CAD REVIEW		
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REVIEWED	FG	24/02/20
APPROVED	FG	24/02/20
PROF REGISTRATION:		

Stantec

BUILT
35-39 BRIDGE STREET, SYDNEY

B99 BAY

Status Stamp **FOR INFORMATION**

Date Stamp **24/02/20**

Scales 1:100

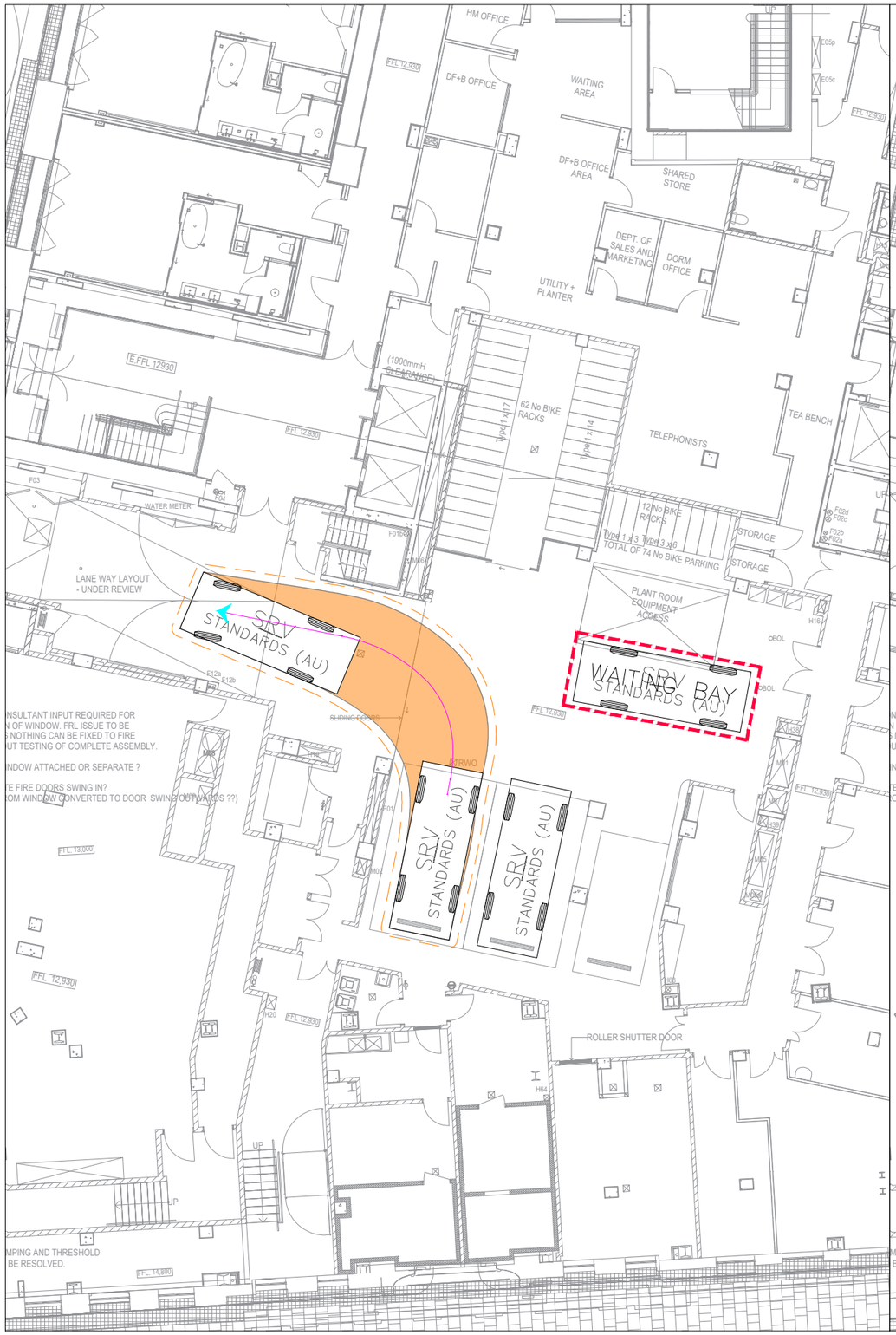
Drawing No. STN-005

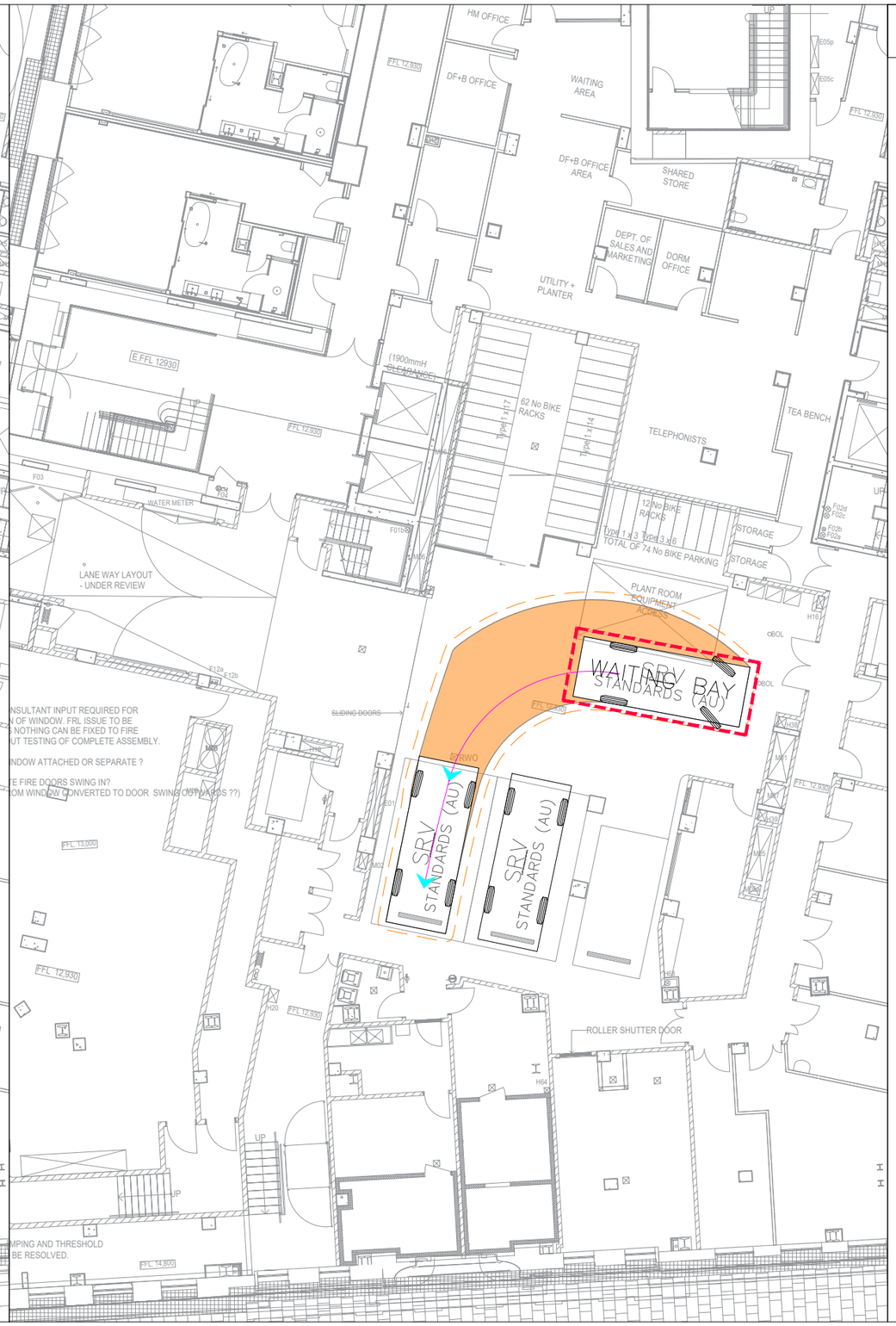
Rev. 2

03/02/20

DO NOT SCALE - IF IN DOUBT, ASK

ORIGINAL SIZE A3





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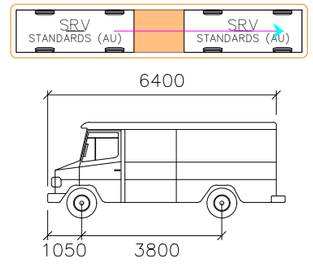

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REV	REVISIONS	DATE
REV1	FOR INFORMATION	25/02/20

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DRAWN	SH	25/02/20
CAD REVIEW		
DES CHECK	FG	25/02/20
REVIEWED	FG	25/02/20
APPROVED	FG	25/02/20
PROF REGISTRATION:		

Stantec

BUILT
35-39 BRIDGE STREET, SYDNEY

SRV WAITING BAY

Status Stamp: **FOR INFORMATION**

Date Stamp: **25/02/20**

Scales 1:100

Drawing No. STN-006

Rev. 1

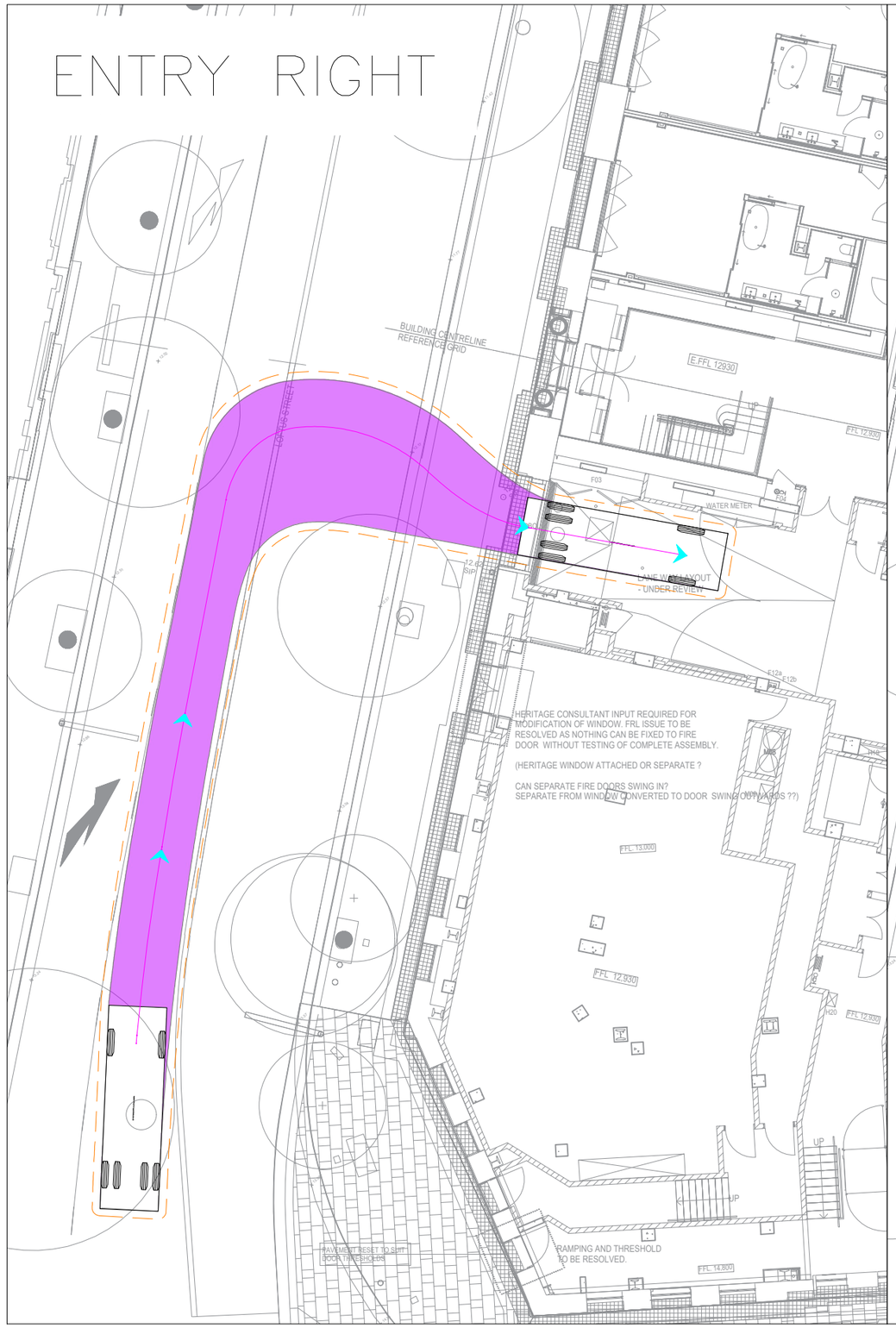
03/02/20

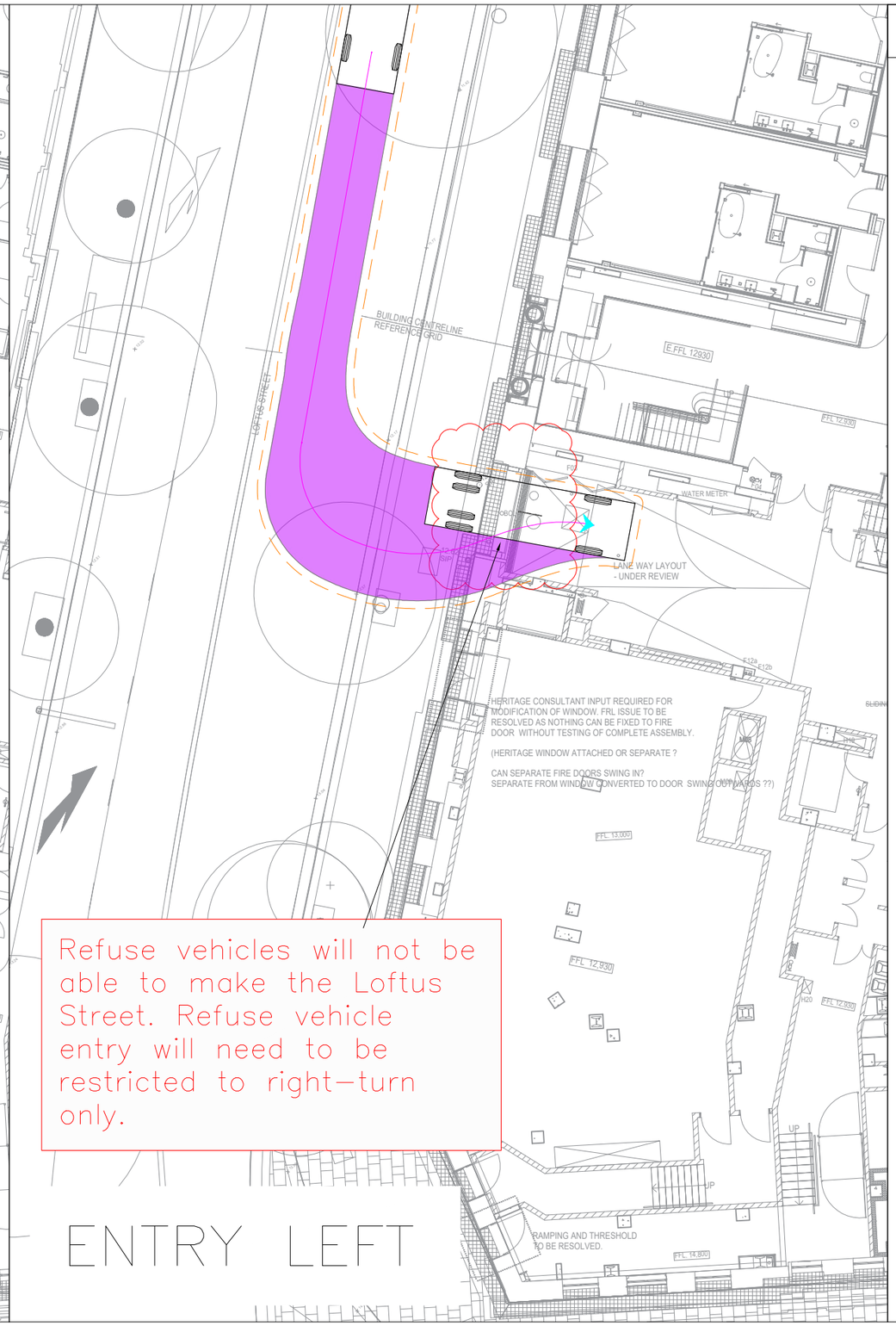
DO NOT SCALE - IF IN DOUBT, ASK

ORIGINAL SIZE A3

21/04/20

ENTRY RIGHT

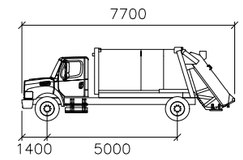




Refuse vehicles will not be able to make the Loftus Street. Refuse vehicle entry will need to be restricted to right-turn only.

ENTRY LEFT

COMMENTS



7.7m Refuse Vehicle

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Steering Angle	: 52.8

REV	REVISIONS	DATE
REV1	FOR INFORMATION	21/04/20

DESIGNED		
DRAWN	SH	21/04/20
CAD REVIEW		
DES CHECK	FG	21/04/20
REVIEWED	FG	21/04/20
APPROVED	FG	21/04/20
PROF REGISTRATION:		

Stantec

BUILT
35-39 BRIDGE STREET, SYDNEY

7.7m Refuse Vehicle ENTRY

Status Stamp **FOR INFORMATION**

Date Stamp **21/04/20**

Scales 1:100

Drawing No. STN-007

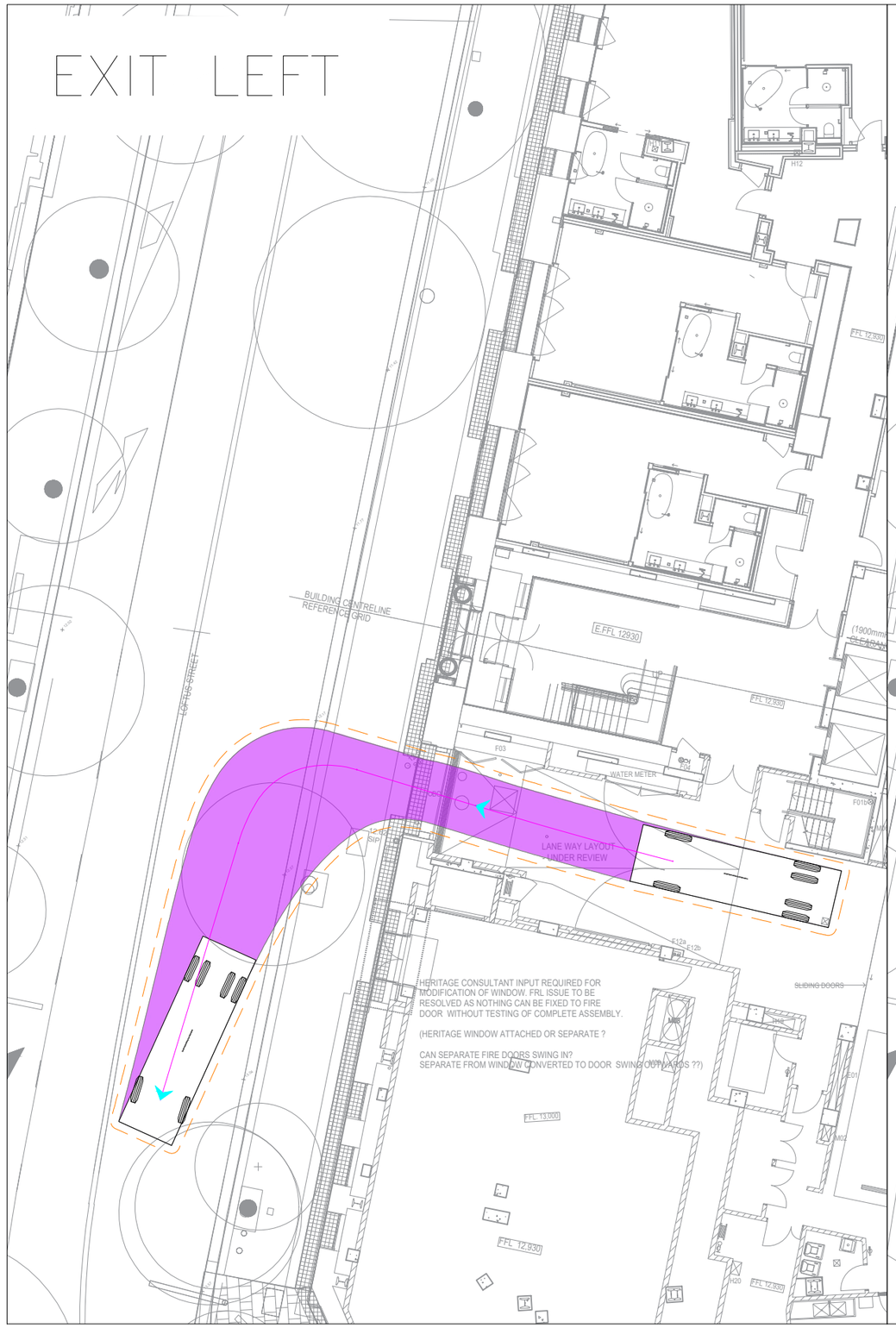
Rev. 1

DO NOT SCALE - IF IN DOUBT, ASK

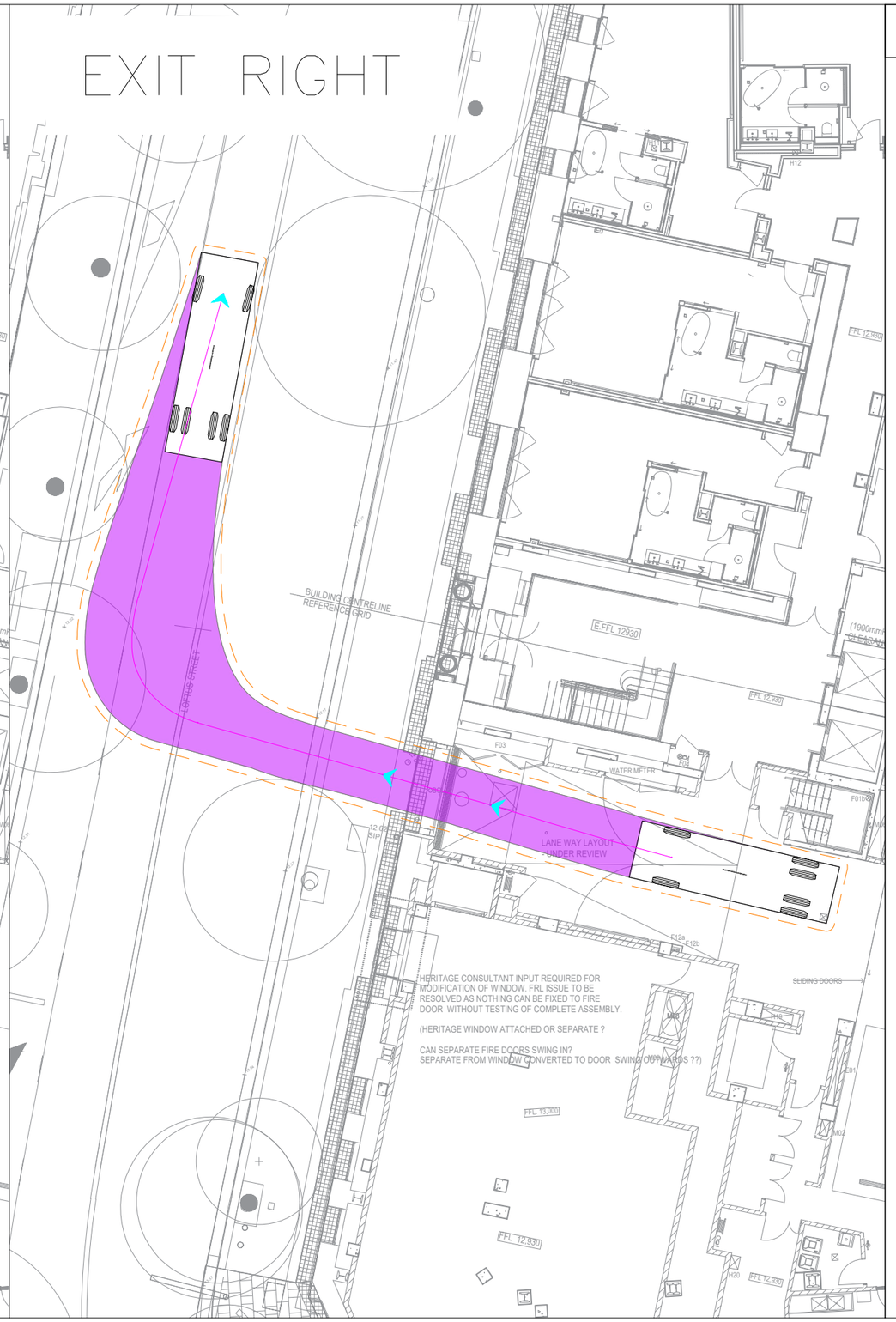
ORIGINAL SIZE A3

03/02/20

EXIT LEFT



EXIT RIGHT



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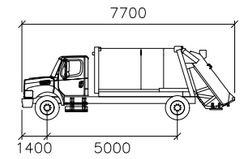

7.7m Refuse Vehicle

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Width	: 2200
Track	: 2200
Lock to Lock Time	: 6.0
Steering Angle	: 52.8

REV	REVISIONS	DATE
REV1	FOR INFORMATION	21/04/20

PROF REGISTRATION:		
DESIGNED		
DRAWN	SH	21/04/20
CAD REVIEW		
DES CHECK	FG	21/04/20
REVIEWED	FG	21/04/20
APPROVED	FG	21/04/20

Stantec

BUILT

35-39 BRIDGE STREET, SYDNEY

7.7m Refuse Vehicle EXIT

Status Stamp **FOR INFORMATION**

Date Stamp **21/04/20**

Scales 1:100

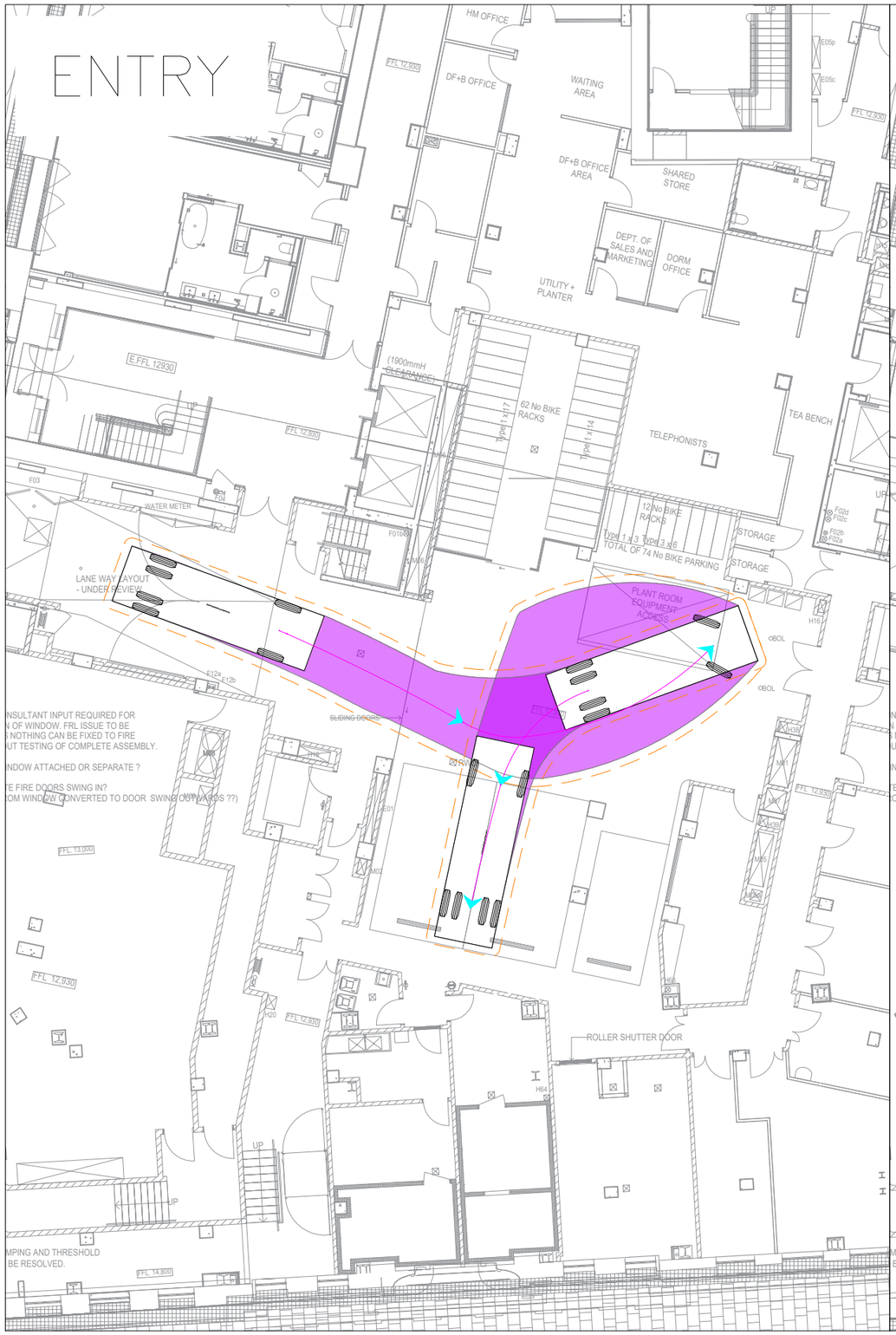
Drawing No. STN-008

Rev. 1

DO NOT SCALE - IF IN DOUBT, ASK

ORIGINAL SIZE A3

03/02/20



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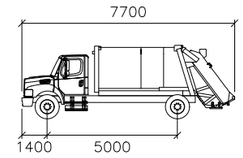

7.7m Refuse Vehicle

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Steering Angle	: 52.8

REV	REVISIONS	DATE
REV1	FOR INFORMATION	21/04/20

DESIGNED		
DRAWN	SH	21/04/20
CAD REVIEW		
DES CHECK	FG	21/04/20
REVIEWED	FG	21/04/20
APPROVED	FG	21/04/20
PROF REGISTRATION:		

Stantec

BUILT

35-39 BRIDGE STREET, SYDNEY

7.7m Refuse Vehicle BAY

Status Stamp **FOR INFORMATION**

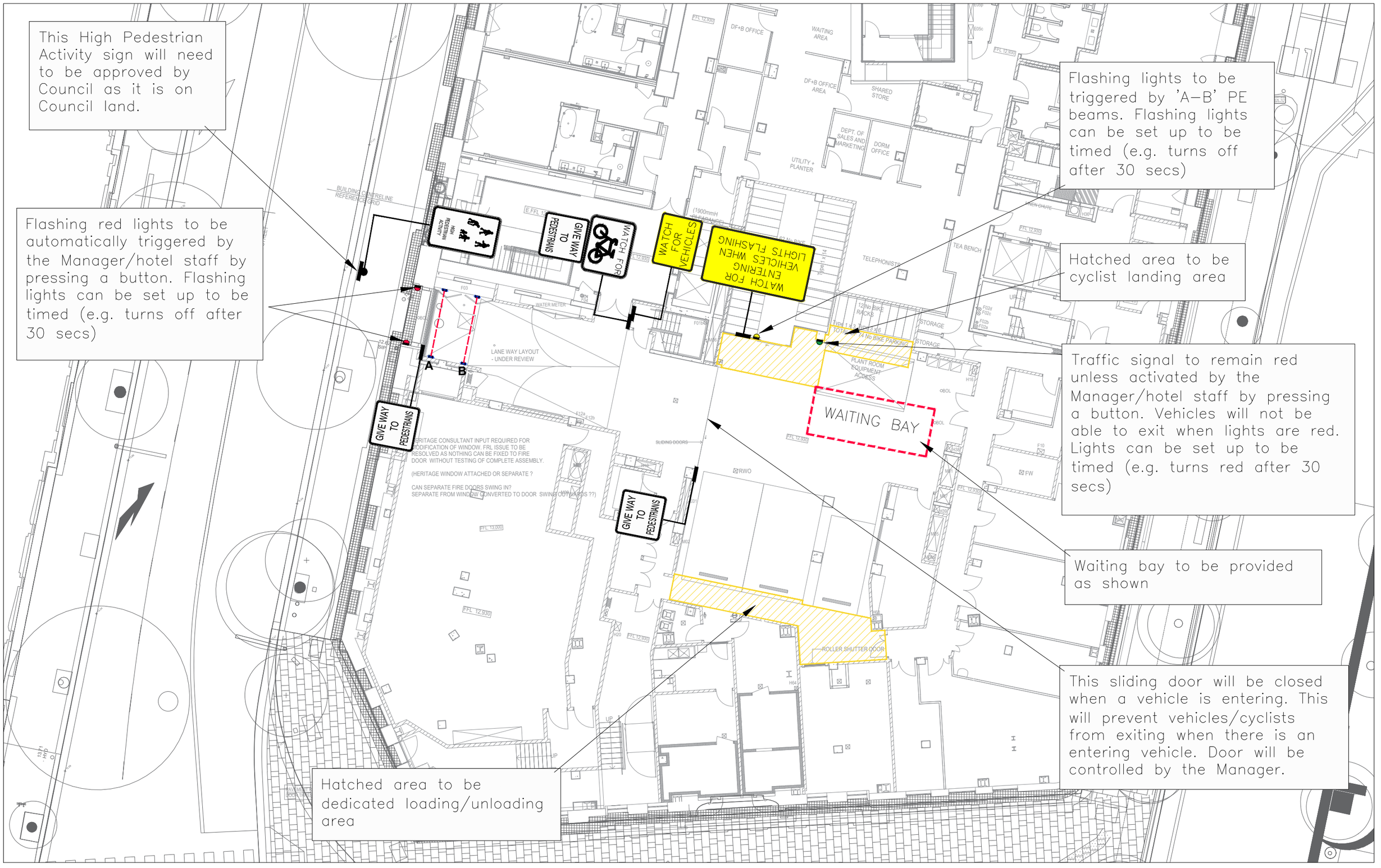
Date Stamp **21/04/20**

Scales 1:100

Drawing No. STN-009

Rev. 1

Appendix C Management Plan



DO NOT SCALE - IF IN DOUBT, ASK

ORIGINAL SIZE A3

03/02/20

REV	REVISIONS	DATE
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REV2	FOR_INFORMATION	27/02/20
REV1	FOR INFORMATION	16/06/20

DESIGNED		
DRAWN	SH	16/06/20
CAD REVIEW		
DES CHECK	FG	16/06/20
REVIEWED	FG	16/06/20
APPROVED	FG	16/06/20
PROF REGISTRATION:		

Stantec

BUILT

35-39 BRIDGE STREET, SYDNEY

MANAGEMENT PLAN

Status Stamp **FOR INFORMATION**

Date Stamp **16/06/20**

Scales 1:100

Drawing No. STN-100

Rev. 3

Appendix D Response to Department of Planning, Industry & Environment Comments

Stantec

Memo

To:	Amy Watson	From:	Fred Gennaoui Level 4, 99 Walker Street, North Sydney
File:	Response to Department of Planning, Industry & Environment Comments	Date:	June 18, 2020

Reference: 35-39 Bridge Street, Sydney

Dear Amy

Stantec has been engaged by Built, on behalf of Pontiac Land, to prepare a Loading and Servicing Management Plan (LSMP) for the loading dock associated with the tourism and visitor accommodation at 35-39 Bridge Street, Sydney (also know as the Education Building). The LSMP has been prepared in response to Condition B12 of the Development Consent (latest modification dated 4 June 2020):

Condition B12:

Prior to the issue of Construction Certificate 5 – Services (CC5), the Applicant shall prepare a loading and servicing management plan to the satisfaction of the Secretary that includes details on the:

- ***a) management of queuing along public roads as a result of the proposed loading area arrangement;***
- ***b) management of incidents at the access to the loading areas;***
- ***c) management of conflicts between vehicles accessing the site and pedestrian movements along Loftus Street and Gresham Street;***
- ***d) any other loading dock management details, such as predicted service vehicle movements during peak periods and any restrictions on service vehicles;***
- ***e) management of the Loftus Street laneway as a pedestrian and accessible entry to the Education Building.***

Prior to the issue of the Construction Certificate for Modification 7, the Applicant is to update the loading and servicing management plan to demonstrate that the loading dock and DDA access through the Loftus Street laneway is managed to ensure freight and servicing vehicles do not impact traffic movements on Loftus Street, to the satisfaction of the Sydney Coordination Office. A copy is to be submitted to the Planning Secretary.

The LSMP has since been submitted to the Department of Planning, Industry & Environment (DPIE) for review and approval. As part of the assessment, DPIE has provide comments and requested for additional information in a letter to Built, dated 1 June 2020.

This memorandum is Stantec's response to DPIE's comments.

COMMENTS

- **Condition B12 requires a loading and servicing management plan to be prepared and it is requested the document title be updated to reflect this. It is noted Condition F9 requires a loading dock management plan to be prepared prior to issue of the Occupation Certificate.**

Document title has been amended to 'Loading and Servicing Management Plan'.

- **Further consideration of the proposed peak operating hours of the loading dock (9am to 5pm) is required to demonstrate how this will avoid conflicts with pedestrians, taking into consideration peak pedestrian movement times and using the loading dock outside of these times.**

The Loftus Street laneway will be used as the main accessible entry and access to the function/meeting rooms within the Hotel. Although it is envisaged that some guests and staff will use the Loftus Street laneway to enter/exit the building, the main pedestrian entrance will be via the Bent Street frontage. A hotel staff will be present at the entry into the lift lobby, and along the Loftus Street laneway during peak pedestrian movement times to guide guests coming in and out of the building.

It is noted that peak pedestrian movement times, along the Loftus Street laneway will vary from day to day. However, the booking system will be managed, by the hotel, to block out these peak periods and ensure that vehicles cannot enter or exit the loading dock during high pedestrian activities.

Outside these peak periods, vehicles will be required to give-way to pedestrians at all times.

- **Detail how the removable bollard at the entrance to the laneway will operate and how it will work with the traffic signal system and the booking system.**

A bollard will be placed at the Loftus Street laneway entrance during peak pedestrian movement times, periods blocked out in the booking system or when the loading dock is not to be used due to maintenance, emergencies, etc. This will ensure that vehicles are unable to enter the loading dock during these times. The bollard will be removed during other times.

The bollard will be removed manually by hotel staff or the Loading Dock Manager (herein referred to as the 'Manager').

- **Provide detail of the actual expected daily number of vehicle movements, noting the LDMP indicates a total of 40-50 vehicles during normal business hours, but is unlikely to occur. The Department is concerned how this number of vehicles can safely operate in a shared entrance with pedestrians.**

As mentioned previously, the Loftus Street laneway will primarily be used as the main accessible entry and access to the function rooms. As such, the peak pedestrian movement times will vary from day to day, depending on the use of these function/meeting rooms.

The estimated 40-50 vehicles during normal business hours is based on Loading Bay 1 & 3 operating at full capacity, whilst Loading Bay 2 is vacant to allow a flexible approach to the management of the loading dock and allow for delays in loading and arrival.

It should be noted however, that a loading dock associated with a hotel of this size will mostly be operating with no more than two out of its three loading bays being occupied during normal business hours. Furthermore, the retail spaces associated with the development will be small and primarily serve the hotel guests. As such, the retail component is also not expected to utilize all of its allocated booking windows.

As such, the loading dock is most likely expected to generate 25-30 vehicles during normal business hours. It is also noted that, whilst the loading dock can accommodate vehicles up to a small rigid vehicle (SRV), outside of large hotel deliveries and waste collection, many small deliveries and scheduled maintenance will be via vans/ utes (typical B99 vehicle).

- **Clarify if the indicative daily schedule in Table 4-1 is a maximum example and provide an indicative daily operating schedule, including likely block out times during periods of high pedestrian activity.**

The indicative daily schedule in Table 4-1 is indicative only and is a maximum example. The table shows how the booking system can be managed to adequately support the various servicing requirements. For example, the table shows the times in which the loading bays can be used by the retail component of the development (in orange) and the times in which the bays can be used by the hotel component of the development (in blue).

The areas in pink indicates the time slots which will be available to all users (i.e. 'first come first serve' basis), whilst the areas in green indicates the time slots that can be allocated for waste collection.

This does not mean that all time slots will be utilized. As mentioned previously, a loading dock associated with a hotel of this size, with small retail spaces, is not expected to operate at full capacity throughout the day.

Table 4-1 has been amended to include indicative block out times during periods of high pedestrian activity. As aforementioned, it is difficult to estimate the likely times of high pedestrian activities as this can vary from day to day due to functions/events. However, during periods of high pedestrian activities, approximately 1 hour should be blocked out to provide a sufficient window for pedestrians and cyclists to arrive or depart.

- **Section 4.4 of the LDMP provides a total expected traffic flow of 18 trips during the busiest hour but notes this is full capacity which is unlikely. Identify what is the likely traffic flow based on expected operation, and how this will be managed with a shared entry with pedestrians.**

See response to comment 4 regarding likely traffic flow.

A total expected traffic flow of 18 trips during the busiest hour is based on all three loading bays operating at full capacity (i.e. 3 loading bays x 3 time slots x 2 movements (entry & exit) = 18 trips). However, it is noted that the loading dock is unlikely to operate where all three loading bays are required to be at full capacity on a normal business day.

As such, assuming that Loading Bay 1 & 3 are operating at full capacity and Loading Bay 2 is vacant to provide flexibility due to delays in loading and arrival, the peak hour traffic flow is likely to be 12 trips.

- **Review the operation of the traffic light system noting it currently proposes the light to always be green for exiting vehicles and how this always ensures a right of way for pedestrians. Also indicate if the loading dock manager/ hotel staff will be able to control the signals, given the shared uses.**

As aforementioned, during peak pedestrian movement times, the booking system will be blocked out and managed to ensure that vehicles cannot enter during these periods or exit well before pedestrians start entering the site.

The primary function of the traffic light system is to minimize conflict between entering and exiting vehicles, as well as to warn pedestrians along the footpath that there is a vehicle exiting the laneway.

The traffic light system has been modified to propose that the light is always red for exiting vehicles. The light can only be turned green by the Manager or hotel staff. This will also activate the red flashing lights at the Loftus Street laneway entrance, warning pedestrians and motorists that there is a vehicle exiting the laneway. This will allow the Manager/ hotel staff to control vehicular activity along the laneway and check for any pedestrian activity along the laneway before allowing vehicular exit. Section 4.5 and the signage plan have been amended to reflect this.

- **Section 4.6 advises the manual transport of goods etc. through the laneway is to be kept to after-hours – identify what is considered after hours, noting the hotel operates 24 hours a day.**

'After-hours' refers to hours outside of peak operating hours (9am to 5pm). This has been reworded in Section 4.6.

- **The loading dock general rules (Section 5) should include detail on pedestrian safety and require vehicles to always give way to pedestrians.**

Section 5 has been amended to include detail on pedestrian safety and require vehicles to always give way to pedestrians.

- **In Section 6 – Conclusion:**
  - **it mentions the owners corporation will appoint a loading dock manager. Clarify this is correct given the proposal is for a hotel.**
  - **pedestrian and cyclist safety – this should refer to the Loftus Street laneway as a main pedestrian entrance and only accessibly entrance to the Education Building and safety for hotel guests using this entrance.**

See Section 6 for amended wording.

As aforementioned, the Loftus Street laneway will be the main entrance for people with disabilities to the Education Building and will also provide entrance for guests using the function/ meeting rooms. Although it is envisaged that some guests will utilise the Loftus Street laneway to enter and exit the building, the main pedestrian entrance will be via the Bent Street frontage.

- **Modification 7 to SSD 7484 indicates that hotel staff will be present at the Loftus Street laneway entry at all times, this should be reflected in the LDMP.**

The Manager or a hotel staff will be supervising the loading dock/ laneway activities at all time. Hotel staff are to manage the laneway entrance at all operational times of the hotel including restaurants and functions.

CONCLUSION

In light of the above, the loading and servicing management plan has been amended to address the concerns raised by DPIE.

We trust that the information provided will assist with the assessment of the application. Should you require any further information or would like to discuss any issues, please do not hesitate to contact the undersigned.

Yours sincerely,

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