

29 March 2018

Mr Cameron Sargent
Team Leader, Key Sites
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Dear Cameron,

**SSDA 7561 Sydney Theatre Company internal refurbishment works –
Comments on Draft Conditions of Consent**

I refer to your emails dated 16 and 23 March 2018 to our client Sydney Theatre Company providing draft conditions of consent for the above SSDA for their comment. This letter is submitted on behalf of the Sydney Theatre Company in response to this request.

Our client is generally comfortable with the draft conditions of consent as provided however has specific concerns in relation to two conditions of consent: E5 Loading Dock Management and F2 Hours of Operation. In relation to condition F2 Hour of Operation we have issued a separate letter which forms an addendum to the Response to Submissions (March 2017) for the project providing further information in relation to the existing and proposed hours of operation. I refer you to this letter for further detail however have included suggested amendments to Condition F2 below in light of that correspondence.

Condition E5 Loading Dock Management

As currently drafted condition E5(c) would limit service vehicles accessing the existing loading dock off Pottinger Street to medium rigid vehicles not larger than 8.8m. As outlined in the Traffic Impact Statement prepared by GTA Consultants and submitted with the SSDA (14 October 2016), under existing operations vehicles larger than this safely access the existing loading dock including garbage trucks up to 9.54m in length. Further 10 to 12 times per year the loading dock is accessed by semi-trailers (up to 19m in length) for the loading and unloading of major set components. This operation is a critical business operation and if precluded would severely jeopardise the Company's operations.

In response to the draft condition GTA Consultants has prepared supplementary information at Attachment A which details existing arrangements which allow trucks up to 19m in length to safely access the loading dock. Further the advice notes that the Loading Dock Management Plan (to be prepared) would detail management measures for 19m semi-articulated vehicle access, to maintain the existing arrangements. It is proposed that this access would occur outside of general peak periods, under traffic control to maintain safety for all road users. Having regard to the GTA supplementary advice it is requested that condition E5 be amended to permit loading dock access consistent with the loading dock management plan:

Loading Dock Management

*E5 Prior to the commencement of use, a **Loading Dock Management Plan (LDMP)** prepared by a suitably qualified person shall be submitted to the satisfaction of the Certifying Authority. The LDMP must be prepared in consultation with Council and TNSW (CBD Coordination Office).*

The LDMP must outline all measures that would be implemented to ensure the safe and efficient operation of the loading dock. The LDMP shall also address (but not be limited to):

- a) all loading dock management details, including measures to ensure loading and unloading of service vehicles is undertaken outside peak attendance periods to the site;*
- b) all measures to ensure the operation of the loading dock has minimal impact on the operation of the local road network;*
- ~~*c) measures to ensure service vehicles accessing the site are no larger than a 8.8 m medium rigid vehicle;*~~
- d) management of incidents at the loading dock;*
- e) management of conflicts between vehicles using Hickson Road and service vehicle movements to/from the loading dock; and*
- f) management of conflicts between pedestrians accessing the site and service vehicle movements to/from the loading dock.*

Condition F2 Hours of Operation

Further it is requested that Condition F2 be amended to provide for the following hours of operation:

Hours of Operation

F2 *The hours of operation for uses at Wharf 4/5 and Shore Sheds 4/5 shall be as follows:*

<i>Land Use</i>	<i>Hours of Operation</i>
<i>Offices</i>	<i>24 hours</i>
<i>Teaching, Rehearsals and Performances</i>	<i>6am to 12 midnight</i>
<i>Restaurant and Bar</i>	<i>7am to 12 midnight</i>
<i>Special Functions</i>	<i>7am to 3am *</i> <i>(excluding western balcony which is to be closed at 12 midnight)</i>
<i>Loading Dock Activities and Deliveries</i>	<i>6am to 12 midnight</i>

**** Maximum capacity to be limited to 500 patrons between 12 midnight and 3am***

I note we have also provided you with a hard copy mark-up of other minor changes requested to the draft conditions.

Should you require any further information regarding the above matters or wish to discuss please do not hesitate to contact the undersigned. We now look forward to you issuing the final consent at your earliest convenience.

Yours sincerely,



Helena Miller
Director

Attachment A

Supplementary Traffic Advice

Reference: #N103330

29 March 2018

Sydney Theatre Company
 Pier 4 Hickson Road
 WALSH BAY NSW 2000

Attention: Mr Jono Perry (Director, Technical, Production and Wharf Renewal)

Dear Jono

RE: RESPONSE TO DRAFT CONSENT SSD 7561 – HEAVY VEHICLE ACCESS

The Department of Planning and Environment has provided draft conditions of consent for the State Significant Development of the Sydney Theatre Company (SSD 7561). Condition E5, item c specifies that the Loading Dock Management Plan shall address:

[M]easures to ensure service vehicles accessing the site are no larger than an 8.8 m medium rigid vehicle.

Table 6.1 in *The Sydney Theatre Company, Walsh Bay Transport Impact Assessment* (GTA, 10 November 2016) provides a summary of the vehicle types accessing the Sydney Theatre Company loading dock in weight. Table 1 provides a conversion of the vehicle type to length.

Table 1: Vehicle type conversion to length

Vehicle type (by weight)	Length of vehicle
Catering van (three-tonne)	5.3 to 7.4 m
Eight-tonne truck	8.8 m
Three-tonne truck	6.4 m
Van/ wagon	5.2 m
Garbage collection (over 10 tonne)	9.54 m (based on City of Sydney waste vehicle)

In addition to the vehicle types provided in Table 6.1 in *The Sydney Theatre Company, Walsh Bay Transport Impact Assessment* (GTA, 10 November 2016), the Sydney Theatre Company also requires access to be maintained for up to 19-metre semi-articulated trucks up 12 times per year. These heavy vehicles currently access Pottinger Bridge via Hickson Road, reverse into the loading dock and exit via Windmill Street. Sydney Theatre Company personnel have keys to unlock the bollards at the intersection of Pottinger Street and Windmill Street to facilitate this exit.

Figure 1 and Figure 2 show the swept paths for 19-metre semi-articulated vehicle entry and exit, respectively, which is representative of current site operation.

Figure 1: Swept path, 19-metre semi-articulated vehicle entry



Figure 2: Swept path, 19-metre semi-articulated vehicle exit



It is proposed to delete Condition E5, Item c of the draft conditions of consent to permit access for vehicles currently accessing the loading dock. The Loading Dock Management Plan would detail management measures for 19-metre semi-articulated vehicle access, to maintain the existing arrangements. It is proposed that this access would occur outside of general peak periods, under traffic control to maintain safety for all road users.

Should you have any questions or require any further information, please do not hesitate to contact me in our Sydney office on (02) 8448 1800.

Yours sincerely

GTA CONSULTANTS



Nicole Vukic
Director