

Vehicle Access Plan

Tenancy 5, Overseas Passenger Terminal

Prepared for Mantle Group c/o Ridgemill Project Management / 17th May 2017

161134 TAAA

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Revision Register

Rev	Date	Prepared By	Approved By	Remarks
1	10/05/17	MB	PY	For comment
2	17/05/17	MB	JS	For issue

1 Introduction

This document addresses the request from the Department of Planning for development of a Vehicle Access Plan for Tenancy 5 at the Overseas Passenger Terminal, Circular Quay. As stated by the Department:

The department has identified the delivery of all goods and hazardous materials to and from the site and unloading/loading of vehicles has not been addressed in detail. The department requests that the RTS include a detailed vehicle access plan which outlines all access, loading and unloading operations associated with the use of the premises.

Taylor Thomson Whitting Pty Ltd (TTW) has been engaged by Ridgemill Pty Ltd to undertake the development of this document, which has involved:

- A visit to the existing site at the former *Peter Doyle @ The Quay* restaurant
- Assessment of information supplied by Lion Co. regarding delivery schedules of micro-brewery supplies
- Assessment of information supplied by a similar James Squire facility regarding delivery schedules of food, beverage, and other restaurant supplies
- Consideration of the road adjacent to the site and on a local scale

This plan does not provide an assessment of access during the construction phase of the project. While a Construction Traffic Management Plan was not included as a requirement in the SEARs issued for this site, it is anticipated that procedures will be implemented to address the construction traffic impacts of this development prior to commencement.

2 Existing Conditions

The proposed new restaurant and micro-brewery shall occupy the site of the former *Peter Doyle @ The Quay* restaurant, at Tenancy 5 of the Overseas Passenger Terminal (OPT) in Circular Quay.

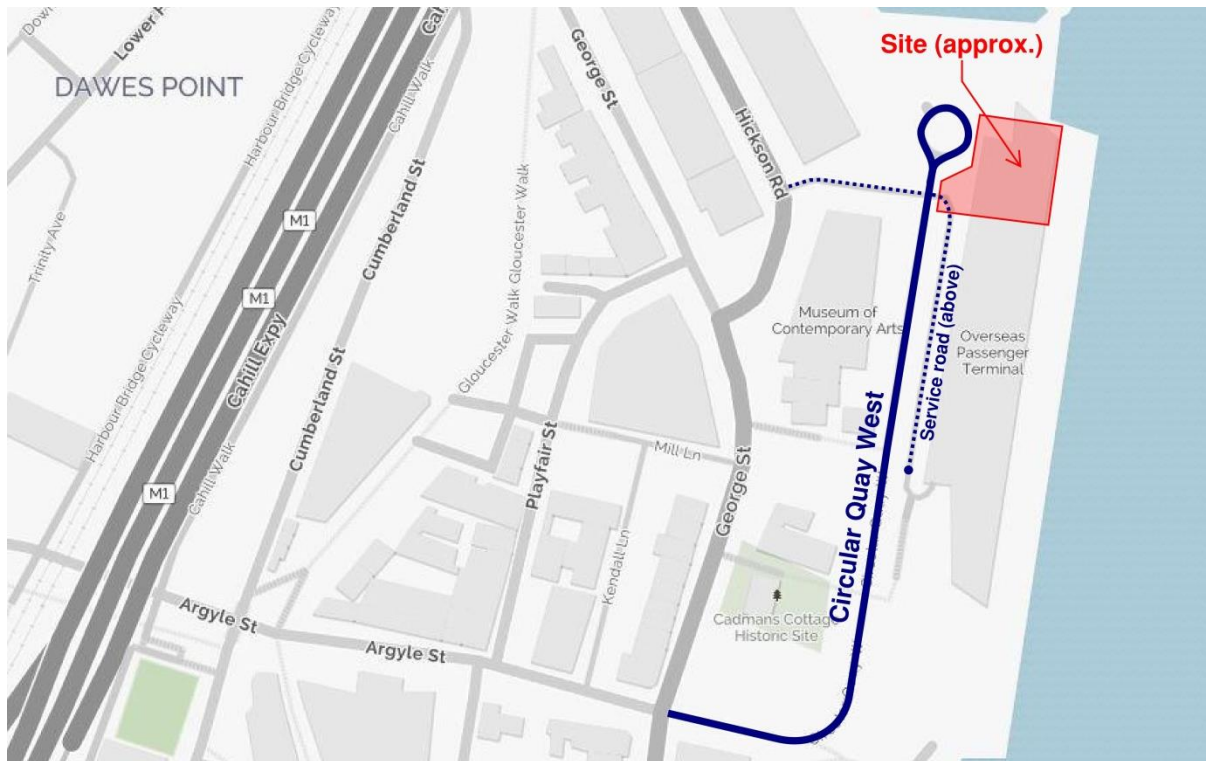


Figure 1: Locality map (not to scale)

Vehicular access to the site is via two grade-separated roadways. Circular Quay West is accessible from George Street and provides access to the ground level of the site, while a service road from Hickson Road provides access to an upper level. Tenancy 5 can be accessed via ground level or via a service/pedestrian lift from the upper level.

Public access to both roadways is restricted while a cruise ship is in port due to the vehicle requirements of docked vessels. However, delivery vehicles to the OPT including commercial tenancies are permitted entry during these times, in addition to taxis and other pre-registered vehicle types. While a ship is not in port, access to the area is unrestricted, allowing passenger and service vehicles entry to the area.

A reasonable volume of pedestrian traffic is experienced along the footpath frontage at Circular Quay West, and the surrounding road network. The area connects through to the Campbell's Cove promenade which receives a high volume of pedestrian traffic. A marked (zebra) pedestrian crossing is located south of the service road overpass, to assist pedestrians crossing the roadway.

2.1 Loading Areas

Along the upper service road, two spaces near the lift access are marked as reserved spaces and can be used by OPT tenants. It is noted that during busy periods (due to tenancy loading movements and/or cruise pedestrian movements), this lift can experience congestion and high demand.

Circular Quay West typically provides for parking on both sides of the roadway. Near the Tenancy 5 site, the adjacent area (on the eastern side) is restricted by No Parking signage. This limits parking to the opposite (western) side of the roadway. Parking in that area is unmarked and includes Loading Zone signage in some places. Opposite Tenancy 5 and

beneath the service roadway is a loading dock which services the Campbell's Stores. Unmarked parking areas are available adjacent to this loading dock which have the potential for use as a loading area for Tenancy 5. Movement of goods between this parking/loading area and Tenancy 5 can be facilitated by the adjacent pedestrian crossing.

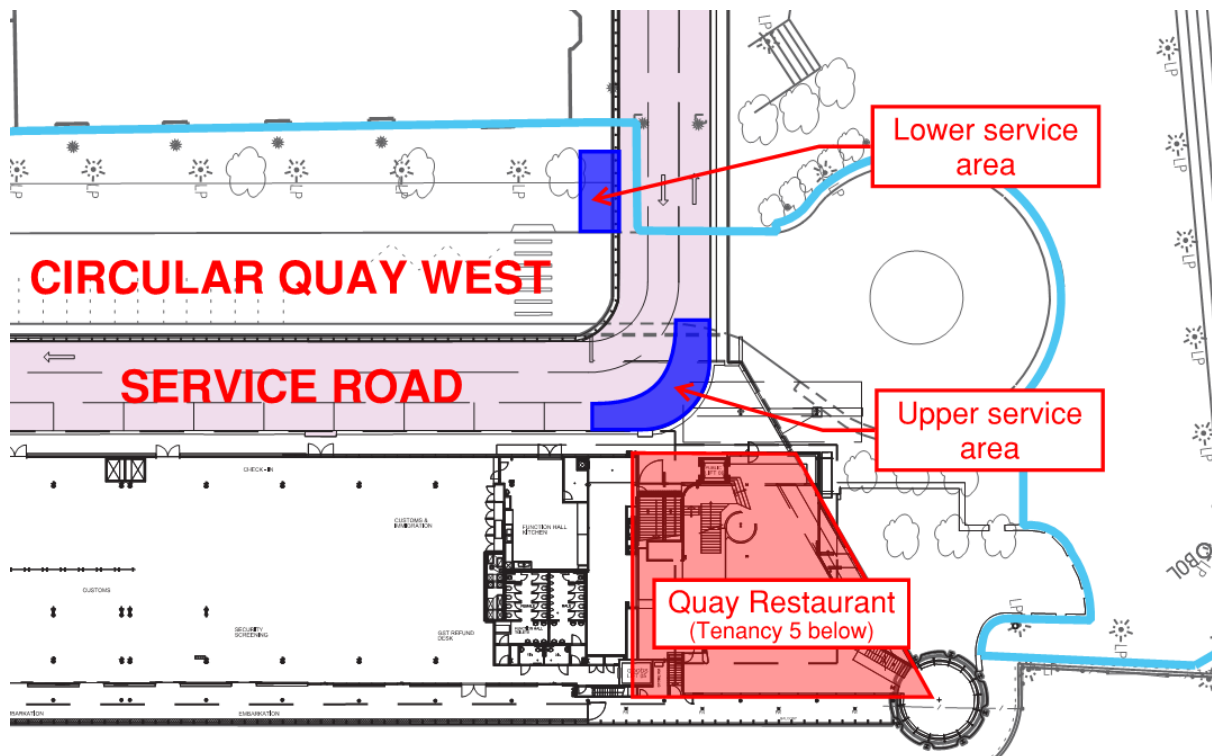


Figure 2: Loading locations (plan of upper level)

2.2 Vehicle Restrictions

The end of the upper service road provides a vehicle turning circle approximately 15.6 metres in diameter, allowing for passenger vehicles to navigate in a single manoeuvre. As per Australian Standards for commercial vehicle facilities, a Small Rigid Vehicle (6.4m length) and Medium Rigid Vehicle (8.8m length) will be able to navigate with a three-point turn. An overhanging roof located near the turning circle is expected to have sufficient clearance for most vehicles (estimated 3.5m or greater) however care should be taken on site when using large vehicles. Vehicles larger than a Medium Rigid Vehicle should not be used in this area.

Along the lower roadway at Circular Quay West, height clearance to the service road above is posted at 4.5 metres. As per Australian Standards, this height is sufficient to cater for all typical vehicles up to and including semi-trailers. The roundabout at the end of Circular Quay West has also been assessed to cater for Heavy Rigid Vehicles and semi-trailers if required.

3 Service Requirements

3.1 Restaurant

Note: Restaurant service and delivery requirements have been estimated based on James Squire's The Charming Squire facility in South Brisbane.

The proposed restaurant facility will be required to receive deliveries of food, general beverages, kegs (and keg collection), and other general services and cleaning goods.

Food deliveries are expected to arrive multiple times per day, in say three deliveries. These are typically separated into meat, fruit & vegetable, and fish & dairy products. Standard deliveries are to be scheduled to occur during the morning.

Beverage deliveries (for pre-bottled beverages) are expected to occur multiple times per week, say every second day.

Keg deliveries (for on-tap beverages) are expected to occur approximately once per week. Collection of empty kegs is expected to occur once or twice per week. Overall, deliveries or collection may occur every second day.

Waste collection is expected to occur multiple times per week, say every second day. This will increase over the weekend and Mondays, after peak service periods have taken place.

Additional deliveries of cleaning goods and other service products will occur sporadically and are not anticipated to have a significant impact on total vehicle movements.

In total, approximately five deliveries per day may be anticipated for the restaurant facility. With appropriate stock receipt procedures in place, each delivery would not be expected to take more than 15-20 minutes to complete. It shall therefore be relatively simple to schedule five separate deliveries over the course of a morning period.

3.2 Micro-brewery

Due to the small quantities of material involved with operation of the proposed micro-brewery, all deliveries of raw materials would take place at James Squire's primary brewing facility, the Malt Shovel Brewery in Camperdown. From here, deliveries are proposed to take place to Tenacy 5 using standard passenger vehicles (such as a ute). These deliveries are expected to occur once per week on average, and in quiet morning periods.

3.3 Vehicle Usage

Deliveries to the proposed restaurant and micro-brewery shall be able to take place at both the upper and lower roadways.

It is anticipated that deliveries will take place using large passenger vehicles or vans, such as a Toyota HiAce or Renault MASTER. Heights of these vehicles are advertised as 2.3 metres and 2.5 metres respectively, sufficient for all local height clearances. Deliveries may also be facilitated by Small Rigid Vehicles (SRV) or similar. As per Australian Standards, service areas for these vehicles should have an allowable clearance of 3.5 metres, which again is sufficient on the required roadways.

In busy periods it may be more suitable to use the alternative loading point along Circular Quay West, as the lift and parking area on the upper level can become congested. While the height clearance to the service road above Circular Quay West is posted at 4.5 metres, allowing for large vehicles up to semi-trailers, vehicles of this size are not expected to be used for service at the proposed restaurant and micro-brewery.

Based on the road width available for manoeuvring, it is expected that vehicles of these sizes (i.e. vans and SRV) will be able to reverse into the loading area on Circular Quay West without interfering with the adjacent pedestrian crossing. Reverse-in manoeuvres are

considered acceptable given the low traffic volumes, and these will also allow for improved visibility when exiting the loading dock in a forward direction.

4 Vehicle Movements

Delivery vehicles will therefore require coordination to ensure the loading areas are available when required. As noted above, the short time-frame requirement of each delivery results in a scheduling procedure that is not highly constrained. Scheduled deliveries from regular service providers shall be coordinated to occur at typical times of day, with a preference toward the morning period (outside restaurant trading hours). This will ensure that service vehicles do not arrive during the delivery process of another vehicle.

Due to the regular arrivals of cruise ships at the Overseas Passenger Terminal, and the continual delivery requirements of the restaurant, it will not be possible to restrict deliveries to “non-ship” days. The layout of loading areas for both the Overseas Passenger Terminal and Tenancy 5 are such that vehicles are fully off the roadway and footpaths during service. Loading operations at both facilities will therefore not interfere with the operation or access of the other.

5 Conclusions

The vehicle movements generated by the proposed restaurant and micro-brewery, due to service and delivery requirements, are not expected to impact the local road network or pedestrian movements. Total vehicle movements are estimated to be on the order of five vehicles per day, which shall be coordinated to avoid delivery crossover. Operation of the Overseas Passenger Terminal area during cruise ship service shall not interfere with the operation of Tenancy 5, and vice versa.

The upper service road provides parking locations adjacent to a service lift, which will likely be suitable for most deliveries. The turning bay at the end of the roadway allows for three-point turn manoeuvres for standard Small Rigid and Medium Rigid vehicles up to around 8.8 metres in length. It is noted that this service lift is used by multiple users, and the operators of Tenancy 5 may wish to coordinate with Quay Restaurant with regards to critical usage periods. An alternative loading is available on ground level along Circular Quay West.

The roadway width of 9 metres along Circular Quay West provides ample room to reverse vehicles in to a roadside parking and loading area, and this is expected to occur during periods of low pedestrian traffic. Where high pedestrian volumes are present, measures are to be implemented to alert pedestrians and ensure their safety. This may include assistance from tenancy staff or vehicle operators. PANSW may wish to investigate installation of bollards on the western side of Circular Quay West to separate pedestrian and vehicle movements and prevent vehicle overhang.

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