



Traffic Engineering Report

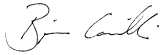
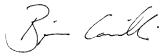
Proposed Commercial Development

At Albert Street Cross River Rail

On behalf of CRR Albert Street Pty Ltd as trustee for
CRR Albert Street Trust



Revision Record

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1. Introduction

1.1. Purpose

Colliers International Engineering & Design (TTMC) Pty Limited (Colliers) (formerly TTM Consulting) has been engaged by CRR Albert Street Pty Ltd as trustee for CRR Albert Street Trust to prepare an updated traffic engineering report to support a Change Application submission to Economic Development Queensland (EDQ) relating to a proposed commercial development at 101 Albert Street, Brisbane City.

The previous approval for the site which is the subject of this Change Application was issued by EDQ in November 2023 (Ref: DEV2023/1374, 31/10/2025).

1.2. Scope

This report investigates the transport aspects associated with the proposed development. The scope of the transport aspects investigated includes:

- Parking supply required to cater for development demand.
- Parking layout to provide efficient and safe internal manoeuvring.
- Identification of likely traffic impact of development on the public road network.
- Access configuration to provide efficient and safe manoeuvring between the site and the public road network.
- Internal facilities to provide for pedestrian and cyclist operation.
- Access to suitable level of public transport.

To assess the proposed transport arrangements, the development plans have been assessed against the following documents:

- Albert Street Cross River Rail Priority Development Area (PDA) Development Scheme (December 2019):
 - *Schedule 2 – Maximum Car Parking Rates.*

Note: The Albert Street Cross River Rail PDA Development Scheme refers to the Brisbane City Council City Plan 2014 for guidance where standards are not otherwise specified.

- Brisbane City Council (BCC) Brisbane City Plan 2014 (City Plan) Planning Scheme, specifically:
 - *Bicycle Network Overlay Code.*
 - *Infrastructure Design Planning Scheme Policy (Infrastructure Design PSP).*
 - *Refuse Planning Scheme Policy (Refuse PSP).*
 - *Road Hierarchy Overlay Code.*

- *Streetscape Hierarchy Overlay Code.*
- *Transport, Access, Parking and Servicing Code (TAPS Code).*
- *Transport, Access, Parking and Servicing Planning Scheme Policy (TAPS PSP).*
- *Australian Standards for Parking Facilities (AS2890 series), namely:*
 - *AS2890.1:2004 – Part 1: Off-street car parking (AS2890.1).*
 - *AS2890.2:2002 – Part 2: Off-Street Commercial Vehicle Facilities (AS2890.2).*
 - *AS2890.3:2015 – Part 3: Bicycle parking (AS2890.3).*
 - *AS2890.6:2009 – Part 6: Off-street parking for people with disabilities (AS2890.6).*
- Department of Transport and Main Roads '*Road Planning and Design Manual*'.
- Austroads '*Guide to Road Design*'.
- Austroads '*Guide to Traffic Management*'.

1.3. Site Location

The subject site is located at 101 Albert Street, Brisbane, as shown in Figure 1.1 and Figure 1.2. Key site characteristics from a planning perspective include:

- A total site area of 2,500m².
- Located within the EDQ Albert Street Cross River Rail PDA.

The site is currently occupied by a temporary warehouse building used as part of the Cross River Rail Albert Street Station constructed. The subject site has road frontages to Mary Street, as well as the future Albert Street Station development (Green Spine), with access to the site currently achieved from Mary Street.

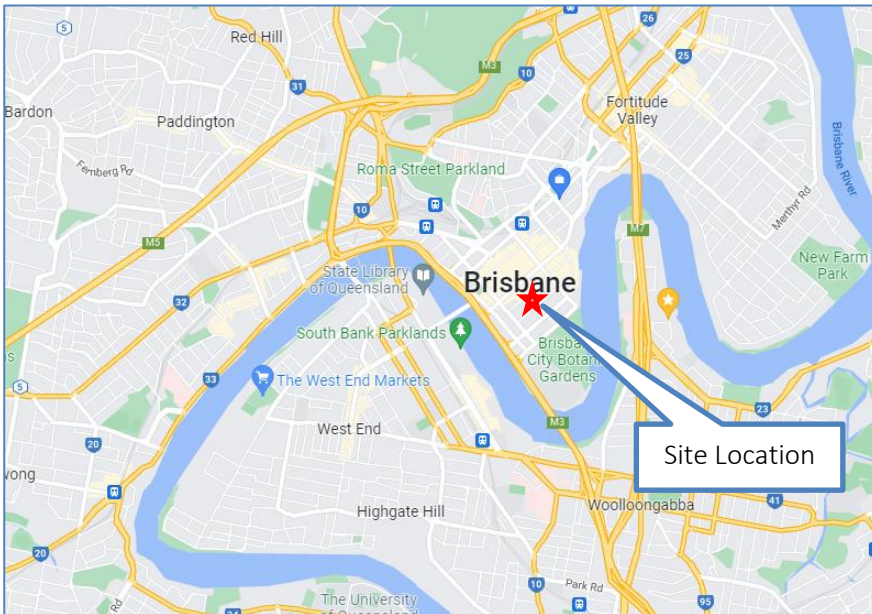


Figure 1.1: Site Location – Broader Context

Source: Google Maps (2022)



Figure 1.2: Site Location – Local Context

Source: Nearmap Imagery (2022)

1.4. Development Profile

The proposal involves demolition of the existing buildings provided over the site and the construction of a 40-storey commercial tower with a total GFA of 60,272m². The tower uses consist of office, food & drink outlet and retail uses.

A copy of the development plans, prepared by Architectus, is included in **Appendix A**.

1.5. Parking

The development plan includes the following parking provisions:

- 17 staff spaces (all enabled with EV charging) including 1 PWD space and 2 small car spaces, which are located in Basement Level 01.
- 7 motorcycle spaces, which are located in Basement Level 01.
- 302 employee bicycle spaces, including 1 DDA bicycle parking spaces, which are located on the Upper Ground Level.
- 20 visitor bicycle spaces, which are located on the Ground Level, at the Mary Street entrance.

Further details regarding the proposed car and bicycle parking provisions are included in **Section 3**.

1.6. Access

The development plan includes the following access arrangements:

- A 7.5m Modified Type B1 access from Mary Street, accommodating access for cars and service vehicles, with all movements permitted.
- Pedestrian and cyclist access to the Albert Street and Mary Street frontages via footpath linkages.

Further details regarding the proposed access arrangements are included in **Section 4**.

1.7. Servicing

The development plan allows regular access for vehicles up to the size of an MRV/RCV. Formal loading provisions are provided on Basement Level 01, as follows:

- 2 MRV bay
- 2 SRV bays
- 5 VAN bays

Further details regarding the proposed servicing arrangements are included in **Section 5**.

2. Site Travel Environment

2.1. The Road Network

The majority of roads in the immediate vicinity of the site are administered by BCC. The hierarchy and characteristics of roads in the immediate vicinity of the site are shown below in Table 2.1.

Table 2.1: Local Road Hierarchy

Road	Speed Limit	Configuration	Classification	Authority
Edward Street	40kph	One-way (southbound), 2-4 lanes, plus dedicated bicycle lanes and parking	Suburban Road	BCC
George Street	40kph	One-way (northbound) north of Charlotte Street, two-way south of Charlotte Street, 3-4 lanes, plus parking	Suburban Road	BCC
Mary Street	40kph	Two-way, 2-4 lanes, plus parking	Neighbourhood Road	BCC
Albert Street	40kph	Two-way, 1-3 lanes, plus parking	Neighbourhood Road	BCC
Margaret Street	40kph	One-way (eastbound), 3-4 lanes, plus parking/bus stops	Suburban Road	BCC
Charlotte Street	40kph	One-way (westbound), 3-4 lanes, plus parking/bus stops	Neighbourhood Road	BCC

The majority of the major intersections surrounding the subject site operate under signal control.

2.2. Road Planning

Interactive Mapping

Colliers has reviewed the BCC *Local Government Infrastructure Plan* (LGIP) and Queensland Government *Development Assessment Mapping System* (DAMS) for planning of the future road network in the vicinity of the subject site. Both the BCC LGIP and the Queensland Government DAMS do not specify any works in the vicinity of the site which will impact upon or be impacted by the proposed development.

Cross River Rail

The site is located adjacent to the 'Albert Street Station' of the proposed Queensland Government Cross River Rail project, which will be positioned between the intersections of Albert Street with Mary Street and Charlotte Street.

The Cross River Rail Albert Street Station results in the permanent road closure along the Albert Street frontage, with public transport infrastructure works associated with the Cross River Rail Albert Street Station provided along the Mary Street frontage.

2.3. Public and Active Transport

Train

Central Train Station is located approximately 800m walk to the north of the subject site. This station services all train lines as part of the South-East Queensland Train Network. The station generally caters for approximately 750 trains on a typical weekday (two-way), with average peak hour frequencies of 1 train every minute.

It is noted that the site is located adjacent to the future Albert Street Cross River Rail Station that is under construction on Albert Street. The station is expected to service up to 67,000 passengers per weekday by 2036.

Buses

Given the site's location within the CBD area, there is a vast number of bus stops and stations which provide convenient access to the full span of Translink bus routes which service the Brisbane metropolitan area. In particular,

- King George Square Busway Station is located approximately 450m walk to the northwest of the subject site. This station services an additional 11 bus routes (not counting routes which also stop at Queen Street Bus Station), with in the order of 1,700 buses/services using this station on a typical day.
- Queen Street Bus Station is located approximately 400m walk to the northwest of the site. This station services in excess of 35 different bus routes, with in the order of 1,900 buses/services using this station on a typical day.

Ferry

North Quay Ferry Terminal is located approximately 550m walk to the west of the subject site. This ferry terminal services CityCat routes both upstream and downstream. The terminal generally caters for approximately 180 ferry services on a typical weekday (two way), with average peak hour frequencies of a ferry every 5 minutes.

Pedestrians

The subject site is adequately served with respect to pedestrian facilities, with pedestrian pathways on both sides of the road for all roads within the CBD. Formal kerb ramps and signalised crossings are also provided at all nearby signal-controlled intersections.

Pedestrian access to the site will be facilitated via the Albert Street and Mary Street frontages, with the Albert Street frontage to be integrated with the future Albert Street Cross River Rail Station, allowing for multiple pedestrian approaches to the site.

Cyclists

Mary Street and Albert Street are identified as a 'Secondary Cycle Routes' under the City Plan Bicycle Network Overlay Code. All streets provide on-road Bicycle Awareness Zone (BAZ) signage. The site is also located in close proximity to the Bicentennial Bikeway running along the river (accessible via the bicycle path running adjacent to North Quay), which is the primary bicycle and pedestrian route to/from the Brisbane CBD. The City Reach Boardwalk is also located 400m northeast of the site, connecting to Eagle Street Pier and the New Farm Riverwalk.

A summary of the cycle routes in the vicinity of the subject site are provided in Figure 2.1.

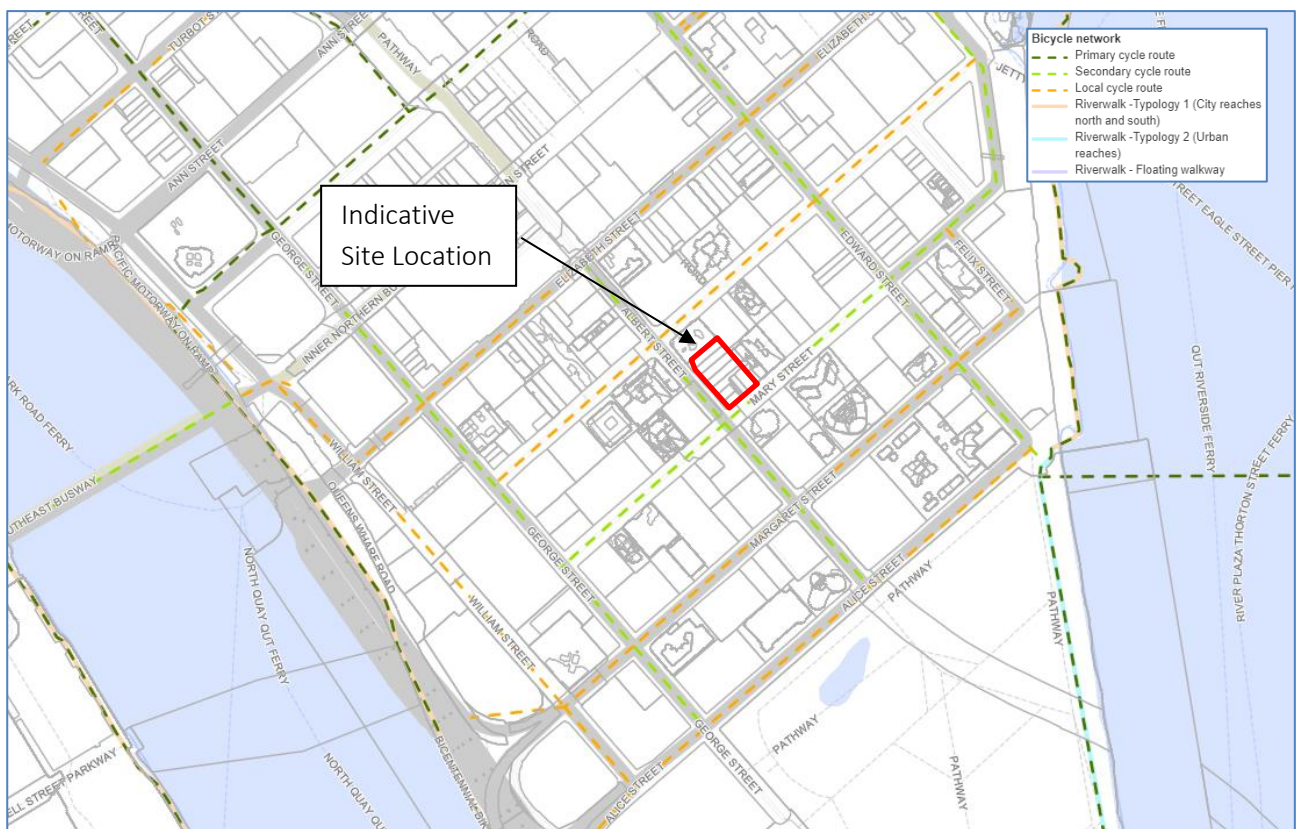


Figure 2.1: Excerpt from BCC's Bicycle Overlay

Source: BCC Interactive Mapping (2022)

Conclusion

Overall, the subject site is ideally located in close proximity to a significant volume and range of public and active transport facilities.

3. Parking Arrangements

3.1. Parking Supply

3.1.1. EDQ Parking Supply Requirements

Table 5 of the *Albert Street Cross River Rail PDA Development Scheme* indicates that all non-residential uses (inclusive of the proposed Centre Activities uses for the proposed development) within the PDA provide a maximum car parking supply of 1 space per 200m² GFA.

The TAPS PSP also notes the following additional parking supply provisions:

- A minimum of 1 PWD space per 50 standard parking spaces is provided.

3.1.2. Proposed Provisions

The maximum car parking allowance for the proposed development is shown in Table 3.1.

Table 3.1: EDQ Parking Supply Requirements

Land Use	EDQ Requirement	Extent	Maximum Allowance	Provision
Office/Retail/Food & Drink Outlet	1 space per 200m ² GFA (max)	60,272m	301 parking spaces (max)	17 car spaces (incl. 1 PWD bay & 2 small car bays) plus 7 motorcycle spaces

As seen in Table 3.1, a maximum supply of 301 parking spaces would be permitted under the *Albert Street Cross River Rail PDA Development Scheme* for the proposed development. The scheme proposes to provide 17 car spaces and 4 motorcycle spaces, which is within the maximum allowance.

1 PWD parking space will be provided as part of the development parking supply, which meets the BCC TAPS PSP requirements for PWD parking, and so is considered suitable in this instance.

It is proposed that 2 of the 17 car parking spaces will be designated as small car bays, which equates to 11.8% of reserved car parking provision and is within the 20% permitted by BCC TAPS PSP.

Whilst not specifically required under BCC's TAPS PSP (given that the site is situated in the 'City Core' and subject to a maximum parking rate), 7 motorbike spaces are to be provided.

Overall, the parking supply for the proposed development complies with the requirements set out in the *Albert Street Cross River Rail PDA Development Scheme* and the TAPS PSP and is therefore considered acceptable.

3.2. Bicycle Parking & EOTF Provisions

An assessment of the TAPS PSP bicycle parking/end-of-trip-facilities (EOTF) requirements is provided as follows.

Employee Bicycle Facilities

A summary of the employee bicycle parking requirements for the proposed development (in line with Table 21 of the TAPS PSP) is provided in Table 3.2.

Table 3.2: Bicycle Parking Requirements – Employees

Land Use	TAPS PSP Provision	Extent	Requirement
Office/Retail/Food & Drink Outlet (Employee):	1 bicycle space per 200m ¹ *	60,272m ² GFA	302 bicycle spaces

¹Where total GFA exceeds 2,500m².

A summary of the employee EOTF requirements for the proposed development (in line with Table 21 of the TAPS PSP and the bicycle parking provisions for employees in line with Table 3.2) is provided in Table 3.3.

Table 3.3: EOTF Requirements – Employees

Bicycle Parking Component	TAPS PSP Provision	Extent	Requirement
Office/Retail/Food & Drink Outlet (Employee):	2 lockers per 1 bicycle space* 2 showers + 1 shower per 10 bicycle spaces*	302 bicycle spaces ²	604 lockers 32 shower cubicles

¹Where total GFA exceeds 2,500m².

²Per the employee bicycle parking supply required for each use as per Table 3.2.

The proposed development scheme provides 302 employee bicycle parking spaces, 656 lockers and 32 showers. These provisions satisfy the requirements outlined in the TAPS PSP.

Visitor Bicycle Facilities

A summary of the employee bicycle parking requirements for the proposed development (in line with Table 21 of the TAPS PSP) is provided in Table 3.4.

Table 3.4: Bicycle Parking Requirements – Visitors

Land Use	TAPS PSP Provision	Extent	Requirement
Office/Retail/Food & Drink Outlet (Visitors)	1 bicycle space per 500m ¹ *	60,272m ² GFA	121 bicycle space

¹Where total GFA exceeds 2,500m².

Whilst the proposed development scheme requires 121 visitor bicycle parking spaces, Colliers does not consider this requirement to be reflective of the visitor bicycle parking demands for offices within the CBD, based on the following:

- The primary cyclist demand for offices within the Brisbane CBD is from employees travelling to/from work in the peak hours.
- Considering the increase in availability of video conferencing software, the majority of visitors demands for offices in the CBD area will generally be generated within the CBD from nearby buildings.
- Given the short walking distances between offices in the CBD, there will be an increased likelihood that visitors will simply walk to/from the site.
- Visitors from locations within the fringe-CBD area/City Frame are more likely to travel to/from a site via a rideshare option, such as Uber, given convenience and travel time are typical factors in choosing travel options for visiting an office building for meetings, etc.
- Given the increase in E-Scooters in the CBD area, it is reasonable to assume a significant proportion of visitors will use this mode of transport to travel short distances between office buildings, as opposed to using bicycles, resulting in a decreased demand for visitor bicycle parking.

It is noted that e-scooters/bicycles do not require dedicated EOTF, given e-scooters/bicycles are parked on-street to allow for the next customer to use them.

- The development is located in close proximity to a number of public transport options, including the future Cross River Rail – Albert Street station, a major transport hub, allowing for a convenient alternative transport option to/from the site.

Considering these factors, Colliers considers it reasonable to expect that the demand for visitor bicycle parking will be negligible for this type of development in the CBD.

As such, the development proposes 20 visitor bicycle spaces on the Ground Level, which is consistent with that previously accepted by EDQ in the original development application. This provision is considered adequate to accommodate the expected visitor bicycle parking demands generated by the development.

3.3. Car Parking Layout

Table 3.5 identifies the characteristics of the proposed parking layouts with respect to the TAPS PSP design provisions.

Table 3.5: TAPS PSP Parking Design Requirements

Design Aspect	TAPS PSP Provision	Proposed Provision	Compliance
Parking Space Length: - Standard Space (Class 1) - PWD Space (Class 5) - Small Car space - Motorcycle Space	5.4m (min) 5.4m (min) 5.0m (min) 2.5m (min)	5.4m (min) 5.4m (min) 5.0m (min) 2.5m (min)	TAPS PSP Compliant TAPS PSP Compliant TAPS PSP Compliant TAPS PSP Compliant
Parking Space Width: - Standard Space (Class 1) - PWD Space (Class 5) - Small Car Space - Motorcycle Space	2.4m (min) 2.4m + 2.4m 'Shared Area' 2.3m (min) 1.35m (min)	2.4m (min) 2.4m + 2.4m 'Shared Area' 2.3m 1.2m (min)	TAPS PSP Compliant TAPS PSP Compliant TAPS PSP Compliant Performance Solution
Aisle Width: - Parking Aisle - Circulation Road/Ramp (Shared Cars & Service Vehicles)	6.0m (min) ¹ 6.5m (min)	6.0m 5.9-6.7m	TAPS PSP Compliant Performance Solution
Parking Envelope Clearance	Spaces are 0.3m clear of wall	Spaces are 0.3m clear of wall	TAPS PSP Compliant
Blind Aisle Extension	2.0m aisle extension or 8.0m widening of aisle	1.2m aisle extension	Performance Solution
Maximum Gradients: - Parking Aisles - Parking Space - PWD Space - Ramps - Shared Cars & Service Vehicles	1:15 (6.7%) 1:20 (5%) 1:40 (2.5%) 1:10 (10%)	Flat Flat Flat 1:7.2 (13.9%)	TAPS PSP Compliant TAPS PSP Compliant TAPS PSP Compliant Performance Solution
Maximum Transitions Shared Cars & Service Vehicles	1:20 (5%)	1:20 (5%) summit 1:16 (6.3%) sag	Performance Solution
Minimum Height Clearance: - General Minimum - Over PWD Space	2.3m 2.5m	2.3m 2.5m	TAPS PSP Compliant TAPS PSP Compliant

¹BCC's TAPS PSP specifies in small low-turnover parking areas, having less than 50 spaces, two-way circulation aisles may be 6.0m wide.

The design of the parking areas is generally consistent with the requirements outlined in the TAPS PSP. Further details in relation to deemed compliance of required provisions, or justification for design aspects resolved with performance solutions, are provided below.

Motorcycle Space Widths

The TAPS PSP details that motorcycle spaces are required to be provided at 1.35m width. A performance solution is proposed with regards to this motorcycle space width, with 1.2m minimum width proposed. The width of the motorcycle spaces satisfies the requirements per AS2890.1. As such, the width of the motorcycle spaces represents a suitable compromise between the TAPS PSP and AS2890.1 requirements, and so are considered an acceptable performance design solution.

Blind Aisle Extension

Inspection of the development plans confirms that whilst the blind aisle extension and/or widening provided adjacent to the end parking space does not strictly comply with the requirements outlined in the TAPS PSP, it does satisfy the requirements outlined in AS2890.1. Consequently, manoeuvring to/from the end parking space, which has also been provided as a small car parking space, is considered suitable.

Circulation Road/Ramp Width

Given the alignment of the stormwater pipe running adjacent to the circulation ramp between Ground Level and Basement Level 01, the ramp at one location reduces to 5.9m wide between kerbs. Whilst this width does not strictly satisfy the requirements set out in the TAPS PSP it is considered adequate to permit an Australian Standard B99 sized vehicle (which is equivalent in size to a BCC van) entering or exiting the Basement Level 01 to simultaneously pass each other. It is evident that MRVs and SRVs will take up both sides of the circulation ramp at the corner, however, this is no different to the arrangements previously approved by EDQ. Drawing No. 22BRT0276-02 (included in **Appendix B**) demonstrates using Autotrack software the suitability of the circulation ramp to facilitate access for the nominated design vehicles.

In order to mitigate potential conflict at this location (albeit likely to be negligible given the anticipated service vehicle demands and the tidal operation of the staff parking area), as shown on Drawing No. 22BRT0276-03 (included in **Appendix C**) it is proposed that a convex mirror, flashing lights and supplementary “WATCH FOR ENTERING TRAFFIC” signage will be installed.

Circulation Road/Ramp Gradients & Transitions

In order to properly activate the ground level and provide pedestrian activation on Albert Street (whilst maintaining suitable vertical height clearance for service vehicles), a maximum gradient of 1:7.2 (13.9%) is provided on the circulation ramp with a maximum transitions of 1:20 (5.0%) and 1:16 (6.3%) provided at the summit and sag, respectively. The maximum gradient and transition at the sag (i.e. 13.9% and 6.3%) satisfy the requirements outlined in AS2890.2 and have been empirically tested using Autotrack software as being suitable to prevent ground clearance issues (i.e. scraping/bottoming out) for MRV vehicles.

It is noted that the size of properties within the CBD creates an issue with providing ramps at a maximum gradient of 1:10 (10%). In the case of the subject site, changing the ramp to a maximum gradient of 1:10 (10%) would result in an increase in ramp length of approximately 18.3m, which would either push the ramp into the neighbouring property or run further into the site through the bends, significantly impacting on the ability to provide a functional internal loading dock layout.

In addition, it should be noted that a steeper maximum gradient of 1:6.5 (15.4%) on circulation ramps facilitating access by service vehicles has been accepted by BCC on numerous other mixed-use developments within the CBD/fringe area (Brisbane Square and Riverside Centre are two major loading docks that have ramps of 1:6.5 or steeper). Whilst AS2890.2 doesn't specifically refer to 1:7.2 being acceptable for medium rigid sized RCVs, it does specify that vehicles up to the size of a fully laden articulated vehicle (AV) can negotiate a circulation ramp with a maximum gradient of 1:6.5, therefore it would be reasonable to assume that it is acceptable for an RCV.

Conclusion

Overall, the parking area is designed generally in accordance with the TAPS PSP, apart from some design performance solutions which are considered to be fit-for-purpose.

3.4. Bicycle Parking Areas

Consistent with the arrangements previously approved by EDQ, cyclist access for visitors will be facilitated via the Albert Street frontage whilst cyclist access for employees will be facilitated via a dedicated lift access from Mary Street. It should be noted that this dedicated lift is a transfer lift only to facilitate access to the bicycle parking area and EOTF for employees at Upper Ground Level. The EOTF for employees at Level 01 will be accessed (from the Upper Ground Level) via a separate dedicated lift.

The access routes to/from the bicycle parking areas, which are generally provided at a minimum width of 1.5m, are suitable to facilitate a pedestrian pushing a bicycle. It is expected that signage will be introduced at the entrance to the building on Mary Street to instruct cyclists to dismount. Furthermore, the internal dimensions of the dedicated lift facilitating access to the bicycle parking area for employees at Upper Ground Level measures 1.6m wide x 2.4m long which is adequate to allow 2 x bicycles and 2 x riders standing side-by-side generally in accordance with Figure 3.1 of AS2890.3 and Figure 3.1 of AGRD Part 6A – Paths for Walking and Cycling.

The design of the bicycle parking areas has been undertaken by Five-At-Heart. Correspondence from Five-At-Heart confirming the suitability of the design of the bicycle parking areas is included in **Appendix D**.

4. Access Arrangements

The development plan includes a 7.5m Modified Type B1 access to Mary Street, adjacent to the property boundary with 110 Mary Street. This access will accommodate access to the 17 car parking spaces and access for service vehicles up to an MRV. This driveway provides all movements access.

It is noted that the development provides an access control point (boom gates) on the Ground Level, prior to the circulation ramp to Basement Level 01. This provision is considered necessary in the CBD area to control access to the car parking and service vehicle areas, restricting access to employees/contractors only. The entry boom gate is located approximately 15m from the property boundary within the site, allowing for at least 2 vehicles to queue within the property boundary, which is considered suitable for a car park with 17 spaces generating up to 7vph (approximately 1 vehicle every 8-9 minutes). The entry and exit lanes at boom gates are suitable to facilitate access for MRVs, while the gradient across the standing area at the boom gate is 1:20 (5%), per the TAPS PSP requirements.

The design provisions of the Mary Street access, which are generally consistent with that accepted by EDQ as part of the original development application, and the respective provisions of the TAPS PSP are detailed in Table 4.1.

Table 4.1: Mary Street Access Arrangements

Design Aspect	TAPS PSP Provision	Proposed Provision	Compliance
Width / Crossover Type to accommodate: - Cars^{1 2} - Service vehicles^{1 3}	6.0-9.0m Type B2 7.0m Type B2	7.5m Modified Type B1	Performance Solution Further commentary below
Distance from: - minor intersection¹ - major intersection¹ - adjacent driveway¹	10m (min) 20m (min) 3m (min)	25m (min) (Albert Street) 170m (min) (Edward Street) 0m (min) (110 Mary Street)	TAPS PSP Complaint TAPS PSP Complaint Performance Solution
Sight Distance ^{1 4}	55m (desirable) 35m (minimum)	Minimum 35m in each direction	TAPS PSP Complaint
Pedestrian Sight Splays	2.0m wide x 2.0m deep	1.3m wide x 2.0m deep	Performance Solution
Minimum Queuing Provisions ¹	2 vehicles / 12m	>2 vehicles / 15m to entry boom gate	TAPS PSP Complaint
Maximum Driveway grade	1:20 (5%) Downgrade for first 6m 1:6 (16.7%) Upgrade ⁵	1:18.7 (5.4%) Upgrade for first 6m	TAPS PSP Complaint

¹ Based on Mary Street being classed as a 'minor road' and speed limit of 40km/h.

² Based on the access servicing 38 low turnover car parking spaces.

³ Based on the access servicing service vehicles up to the size of an MRV

⁴ Based on the AS2890.1 requirements for 40kph road speed

⁵ Based on BCC Standard Drawing No. BSD-2024.

In general, the proposed Mary Street access arrangements are generally consistent with the provisions of the TAPS PSP. Further details in relation to deemed compliance of required provisions, or justification for design aspects resolved with performance solutions, are provided below.

Crossover Type

The development scheme proposes a 7.5m Modified Type B1 crossover to Mary Street for general traffic and service vehicle access. Whilst the crossover width satisfies the BCC TAPS PSP requirements, the crossover splay provisions differ from the requirements of the BCC TAPS PSP.

However, it is noted that the requirement for B2 flares is generally nominated on the basis that cars will turn in and out of the access from the kerbside lane (as a worst-case scenario). In this instance, the kerbside lane is provided with loading bays at/adjacent to the 110 Mary Street site, with the lane ending at the pedestrian crossing located 40m east of the proposed development access. As such, cars will not be turning into/out of the driveway from the kerbside lane, but instead from a much wider line.

It is noted that access along the Mary Street frontage is restricted to the proposed location based on the Cross River Rail development and the public transport infrastructure works associated with the Cross River Rail Albert Street Station along the Mary Street frontage. On this basis, B2 flares are not considered necessary and so instead modified Type B1 flares are proposed. Drawing No. 22BRT0276-01 (included in **Appendix B**) demonstrates (using Autotrack software) the suitability of the proposed crossover to facilitate the nominated design vehicles.

Based on this assessment, the proposed 7.5m Modified Type B1 crossover is a suitable to satisfy the practical operation of the access.

Driveway Separation from Adjacent Property

The proposed access crossover for the development scheme is located immediately adjacent to the 110 Mary Street access driveway. Whilst this does not strictly comply with the TAPS PSP requirements, it is noted that the proposed access location is the only achievable access point, given the permanent road closure along the Albert Street frontage due to the Cross River Rail development and the public transport infrastructure works associated with the Cross River Rail Albert Street Station along the Mary Street frontage. Furthermore, the access location provides maximum separation to the nearby signalised Albert Street/Mary Street intersection.

Colliers notes that the development access arrangements are not dissimilar to other developments in the CBD with frontage restrictions. The number of development movements are considered to be very low (7vph) and will generally flow in a tidal manner (i.e. majority inbound for the AM peak, majority outbound for the PM peak), whilst the generation for the adjacent site is also considered low. Additionally, the development provides boom gates at the access, which further controls vehicle speeds approaching the crossover, creating a low-speed environment. As such, the potential for vehicle conflicts at the access point is considered negligible.

Based on this assessment, the proposed crossover location is considered acceptable in this instance.

Driveway Sight Splays

Given the modifications to the structural design, the pedestrian sight splay on the exit side of the crossover does not strictly satisfy the requirements outlined in the TAPS PSP (i.e. 2.0m wide x 2.0m deep). The proposed provision (i.e. 1.3m wide x 2.0m deep) is considered suitable in this instance given that a speed hump and stop line will be provided to reduce the speed of exiting vehicles and ensure drivers stop and give-way to pedestrians on Mary Street. Supplementary warning signage will also be provided on Mary Street to notify pedestrians of exiting vehicles at this location.

Further Commentary – Pedestrian Conflicts

The access is generally compliant with the TAPS PSP requirements, as outlined above. Furthermore, the access location provides maximum separation to the nearby signalised Albert Street/Mary Street intersection.

In terms of managing the pedestrian safety of the access, surface treatments on the driveway ensure the crossover is differentiated from the footpath on either side, as indicated in the development plans. This differentiation in surface treatment provides a visual prompt for pedestrians as to the potential for cars to be entering / exiting the site.

As such, the potential for vehicle/pedestrian conflicts at the access point is considered negligible.

Conclusion

Overall, the proposed Mary Street access is generally consistent with that accepted by EDQ as part of the original development application and is generally designed in accordance with the TAPS PSP, aside from minor design performance solutions, which are considered to be fit-for-purpose.

5. Service Vehicle Arrangements

To assess the required the service provisions for the development, Colliers has referred to the requirements as set out in BCC's TAPS PSP.

5.1. Council Requirements

The TAPS PSP specifies the following requirements in terms of access/design vehicles for the respective land uses.

Office Uses

- Regular access for an LRV; &
- Occasional access for an RCV.

Retail Uses

- Regular access for an VAN; &
- Occasional access for an RCV.

Food & Drink Outlet Uses

- Regular access for an MRV; &
- Occasional access for an RCV.

With respect to the requirements for service vehicle bays, these also vary depending on the size and types of land uses being proposed. A summary of the TAPS PSP service vehicle bay provisions for each land use, including total/maximum of all land uses, is detailed in Table 5.1.

Table 5.1: Summary of TAPS PSP Service Vehicle Bay Requirements

Land-Use	Extent	Number of Service Vehicle Bays			
		VAN	SRV	MRV/RCV	LRV
Office	59,866m ² GFA	6	2	2	1
Retail/Food & Drink Outlet	406m ² GFA	1	-	1	-
Total		7	2	3	1
Maximum of Any Single Land Use		6	2	2	1

It is common practice in mixed-use developments that the servicing requirements of the largest component are facilitated. This rationale is acknowledged in Section 3.3 of the TAPS PSP, which states that "large multi-use developments with centralised service vehicle areas may require fewer service bays than the sum of the individual component requirements". Furthermore, it is stated that "if fewer service vehicle bays are proposed, satisfactory operation of the service vehicle area is to be demonstrated and supported by a Registered Professional Engineer Queensland".

5.2. Practical Demands

Office Uses

Service vehicle demands for office uses typically include deliveries of stock, equipment and consumables (typically by Vans, SRVs and MRVs). Given the scale of office uses, it is expected that these vehicles will likely access the site several times daily. Regarding delivery of larger items, such as furniture deliveries, it is expected that this will be facilitated via MRVs.

Retail/Food & Drink Outlet Uses

Given the scale of the retail/food & drink outlet land uses on site (i.e. GFA of approximately 406m²), these uses are considered ancillary to the office uses. As such, operations for these uses will be smaller in scale than typical retail/food & drink outlet tenancies, with deliveries typically managed via VANs or SRVs.

5.2.1. Conclusion

Based on the above uses, it is expected that the development will generate regular and occasional MRV service vehicle demands.

5.2.2. Loading Bay Provisions

As illustrated on the development plans included in **Appendix A**, it is proposed that 9 service vehicle bays will be provided on-site, including:

- 2 MRV bays
- 2 SRV bays
- 5 VAN bays

Shared access of the SRV and MRV bays for commercial refuse collection is also proposed.

All loading bays are provided in the service vehicle loading area on Basement Level 01, in close proximity to the goods lift and the refuse storage area.

Given the provision of the centralised service vehicle area, it is proposed that a loading dock manager is employed at the facility and a comprehensive Service Vehicle Management Plan is adopted to assist the efficient servicing of the development.

Whilst it is anticipated that the Service Vehicle Management Plan will be further developed as part of the detailed design stage, key aspects of the plan are outlined in **Appendix E**.

It should be noted that the strategies outlined in the Service Vehicle Management Plan are consistent with that successfully implemented at other commercial office towers of a similar scale within the CBD/fringe area.

5.2.3. Refuse Collection Provisions

In general, the site will employ bulk bins (600-1100L) for the proposed uses, which will be collected by a commercial waste contractor, typically with the use of rear-loading RCVs. Rear-loading RCVs operated by most commercial waste contractors are similar in size to a MRV (if not smaller). As such, it is expected that these RCVs will be able to park in the MRV bays.

A suitably sized bin storage area is provided on Basement Level 01 for the proposed uses. The bins will be transported from this storage area to the service vehicle area when collection is required. Refer to the waste management report for further details regarding waste collection.

5.3. Design for Service Vehicles

5.3.1. Service Area Layout

The service vehicle area is provided with 2 MRV bays (measuring 3.5m wide x 9.0m long), 2 SRV bays (measuring 3.5m wide x 7.0m long) and 5 VAN bays (measuring a minimum of 3.0m wide x 5.4m long), which meet the requirements set out in the TAPS PSP.

The service vehicle loading bays and the adjacent manoeuvring areas are generally flat, which satisfies the requirements set out in the TAPS PSP.

The height clearance over the service vehicle bays (and any associated manoeuvring areas) is a minimum of 4.5m, which satisfies the requirements set out in the TAPS PSP to facilitate access by MRVs/RCVs. This height clearance is confirmed in the sections provided as part of the development plans, included as **Appendix A**.

Overall, the design of the circulation road/ramps and the layout of the service vehicle area is considered acceptable.

5.3.2. Vehicle Manoeuvring

Detailed swept path analysis (using Autotrack software) showing manoeuvring to and from the service vehicle bays is shown on Drawing No.'s 22BRT0276-02 included in **Appendix B**.

5.4. Conclusion

Overall, Colliers considers that the proposed on-site servicing provisions are sufficient to cater for the expected demands generated by the development.

6. Development Transport Demands

6.1. Development Traffic Demands

The proposed development consists of office and retail uses, with the car parking supply allocated for a small fraction of staff only. As such, traffic generation for this commercial car parking supply is based on the RMS GTGD traffic generation expectations for commercial/office developments, which were derived from surveys of 10 office block sites within the Sydney area. Using the parking supply and traffic generation for each site, the equivalent “per parking space” peak hour traffic generation has been derived, as detailed in Table 6.1.

Table 6.1: RMS Traffic Generation for Office Blocks on “Per Parking Space” Basis

Office Site	Size (m2 GFA)	Parking Supply	Survey Date	AM Road Peak Period				PM Road Peak Period			
				IN	Out	Total	Generation (vph/space)	IN	Out	Total	Generation (vph/space)
100 Arthur Street, North Sydney	31400	136	Dec-09	44	0	44	0.324	0	33	33	0.243
9 Help Street, Chatswood	10214	142	Dec-09	42	0	42	0.296	1	49	50	0.352
2-4 Dawn Fraser Avenue, Sydney	34131	574	Nov-09	155	3	158	0.275	5	122	127	0.221
33 Macmahon Street, Hurstville	3254	66	Dec-09	27	0	27	0.409	0	17	17	0.258
16 Giffnock Avenue, Macquarie Park	5748	269	Dec-09	74	4	78	0.290	7	56	63	0.234
1 Smith Street, Parramatta	27000	252	Feb-10	53	10	63	0.250	10	48	58	0.230
13-15 Moore Street, Liverpool	2817	28	Dec-09	8	1	9	0.321	2	6	8	0.286
10-12 Lexington Drive, Bella Vista	4500	83	Dec-09	16	2	18	0.217	0	6	6	0.072
22 Honeysuckle Drive, Newcastle	12182	200	Feb-10	86	3	89	0.445	4	76	80	0.400
77 Market Street, Wollongong	12921	133	Feb-10	45	0	45	0.338	6	44	50	0.376
Staff parking number only				Average Generation				Average Generation			
				85th Percentile Generation				85th Percentile Generation			
				0.317				0.267			
				0.384				0.368			

Based on the information contained in Table 6.1, a conservative traffic generation rate of 0.40vph per parking space is considered an appropriate rate to adopt for the existing commercial premises/office parking in both the AM and PM road peak periods. When this rate is applied to the proposed parking supply of 17 spaces, the resultant peak hour traffic generation for the proposed development scheme is 7vph in both peaks.

6.2. Warrants for Traffic Impact Assessment

Acceptable Solution A02 of the Road Hierarchy Overlay Code details that the development traffic impacts be quantified and mitigated for an ‘assessable development for material change of use’ which meets any of the following triggers:

- is classified as a major development; or
- involves an access driveway to a major road; or
- involves an access driveway within 100m of a signalised intersection.

Note: The TAPS PSP defines a ‘major development’ as one with a total peak hour vehicle generation rate greater than 25vph.

The maximum net change in generation for the proposed development is expected to be 7vph at most, and so is not considered a 'major development'. Furthermore, Mary Street is classified as a 'Neighbourhood Road', per the BCC Road Hierarchy Overlay, and so is not considered a major road.

Overall, Colliers considers the traffic generation of the development will have a negligible impact on the surrounding road network.

7. Summary and Conclusions

7.1. Car Parking Arrangements

The proposed development provides 17 parking spaces, consistent with the maximum provisions allowed under the *Albert Street Cross River Rail PDA Development Scheme*. Consequently, the parking supply for the proposed development is considered acceptable.

Overall, the design provisions adopted for the car parking areas generally comply with BCC requirements, with some minor performance solutions in compliance with AS2890.1.

7.2. Access Arrangements

Vehicular access to the development will be achieved via a 7.5m Modified Type B1 driveway crossover to Mary Street. The proposed access arrangements are generally consistent with the requirements of the BCC TAPS PSP, with the exception of some minor items, resolved as performance solutions. Swept path analysis provided by Colliers demonstrates the access provisions are suitable for access for vehicles up to the size of an MRV.

Overall, the access arrangements at Mary Street are generally consistent with that accepted by EDQ in the original development application and in accordance with the provisions of BCC's TAPS PSP. The proposed access arrangements are therefore considered acceptable.

7.3. Service Vehicle Arrangements

Overall, the proposed service vehicle arrangements are considered adequate to meet the needs of the proposed development based on the provision of the centralised service vehicle area, the employment of a loading dock manager and the implementation of a comprehensive Service Vehicle Management Plan.

7.4. Active Transport Facilities

The current public transport infrastructure and proposed site provisions for pedestrian/bicycle facilities is considered to be suitable for the development.

7.5. Impact on Surrounding Road Network

The redevelopment of the subject site is anticipated to result in a net increase of 7vph in traffic generation in the peak-hour periods compared to the existing situation. Once this net increase is distributed (both in terms of arrivals/departures and route assignment) the increases in turning movements at adjacent intersections will be negligible. For this reason, the proposed development's impact on adjacent intersection capacity is also considered to be negligible.

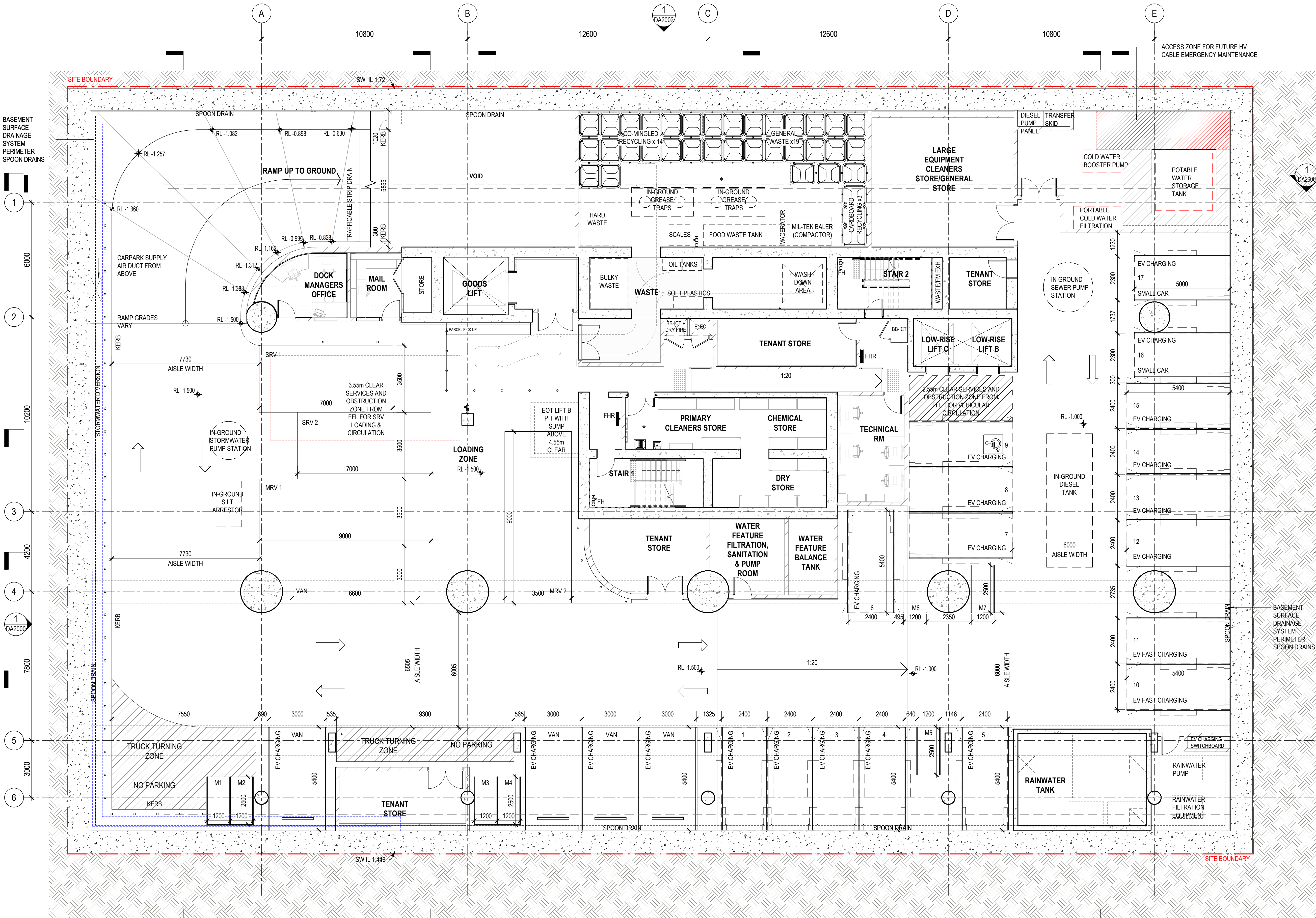
7.6. Conclusion

Based on the assessment contained within this report, Colliers sees no traffic engineering reason why the relevant approval should not be granted.

Appendix A Development Plans

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3	AMENDED ARCHITECTURAL PLANS			10.07.2024
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FINISH FLOOR TYPES LEGEND			
	- PV01a, PAVING ON SCREED 800X300MM (GF)		- PV10, PAVING ON PEDESTALS 400X400MM (L01 TERRACE)
	- PV01b, PAVING ON SCREED 300X300MM (GF)		- PV11, PAVING ON PEDESTALS 400X400MM (L01 TERRACE)
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	- PV02a, PAVING ON SCREED 900X900MM (GF)		- PV13, PAVING ON PEDESTALS 400X400MM (L02-03 TERRACE - ACCENT 01)
	- PV02b, PAVING ON SCREED 300X300MM (GF)		- PV14, PAVING ON PEDESTALS 400X400MM (L02 TERRACE - ACCENT 02)
	- PV02c, PAVING ON SCREED 100X100MM EXPOLIATED (GF)		- PV15, PAVING ON PEDESTALS 400X400MM (L02 TERRACE - ACCENT 03)
	- PV03, PAVING ON SCREED TO (GF)		- PV16, PAVING ON PEDESTALS 400X400MM (L04-05 TERRACE)
	- PV04, PAVING ON SCREED 300X300MM (GF)		- PV17, PAVING ON PEDESTALS 400X400MM (L04-05 TERRACE - ACCENT)
	- PV05, CONTRAST NOSING (GF)		- PV18, PAVING ON PEDESTALS 400X400MM (L06-07 TERRACE)
	- PV30, BRASS INLAYS TO PAVERS (DWC STORYTELLING) (GF)		- PV19, PAVING ON PEDESTALS 400X400MM (L06-07 TERRACE - ACCENT)
			- PV20, PAVING ON PEDESTALS TBC (L38 TERRACE)
			- TF01, TIMBER DECKING (L38 TERRACE)

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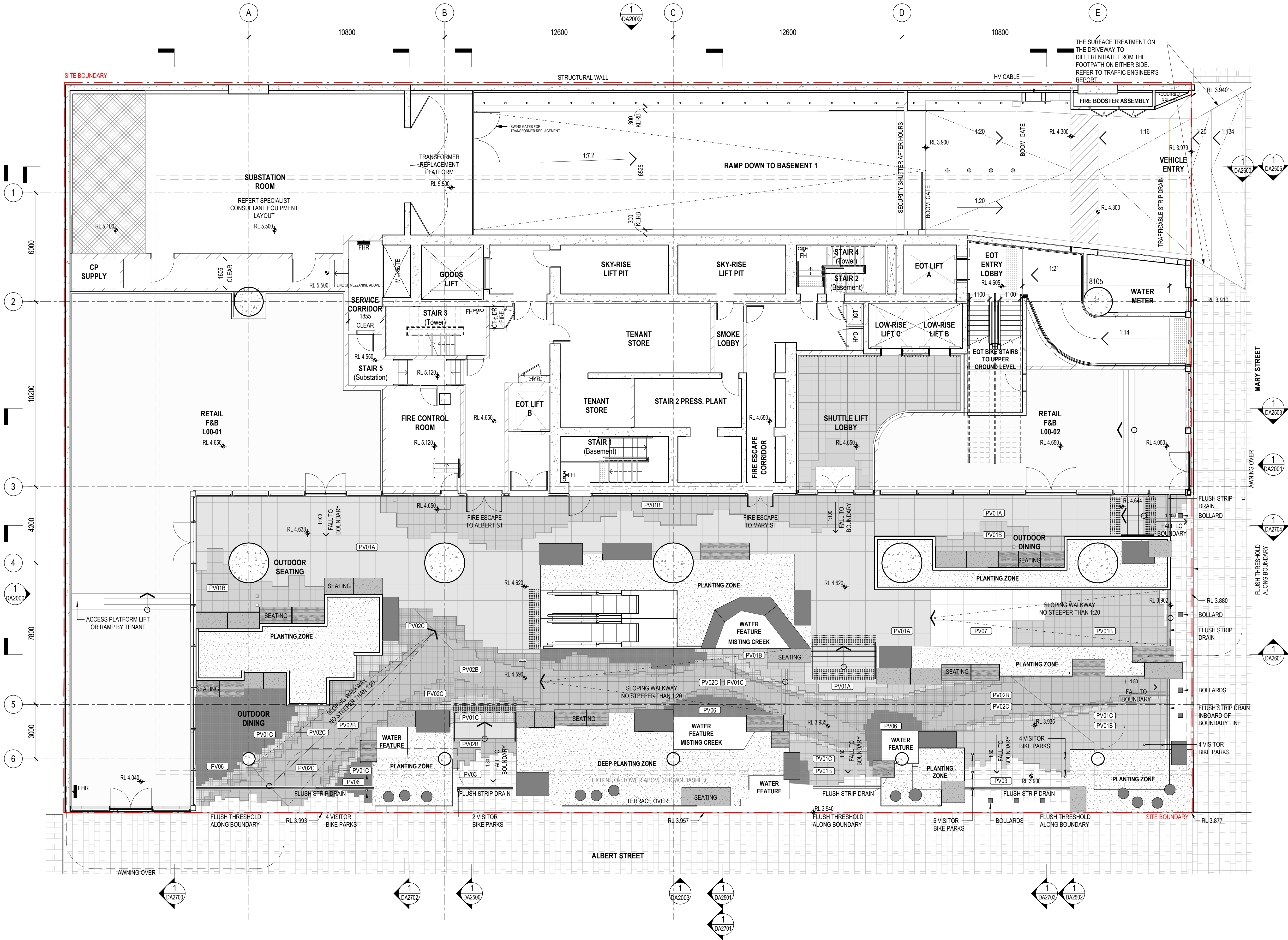
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A circular diagram with a shaded sector. The sector is defined by a central angle of 60° . The radius of the circle is 10 units. The shaded area represents the sector.

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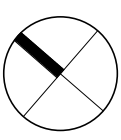
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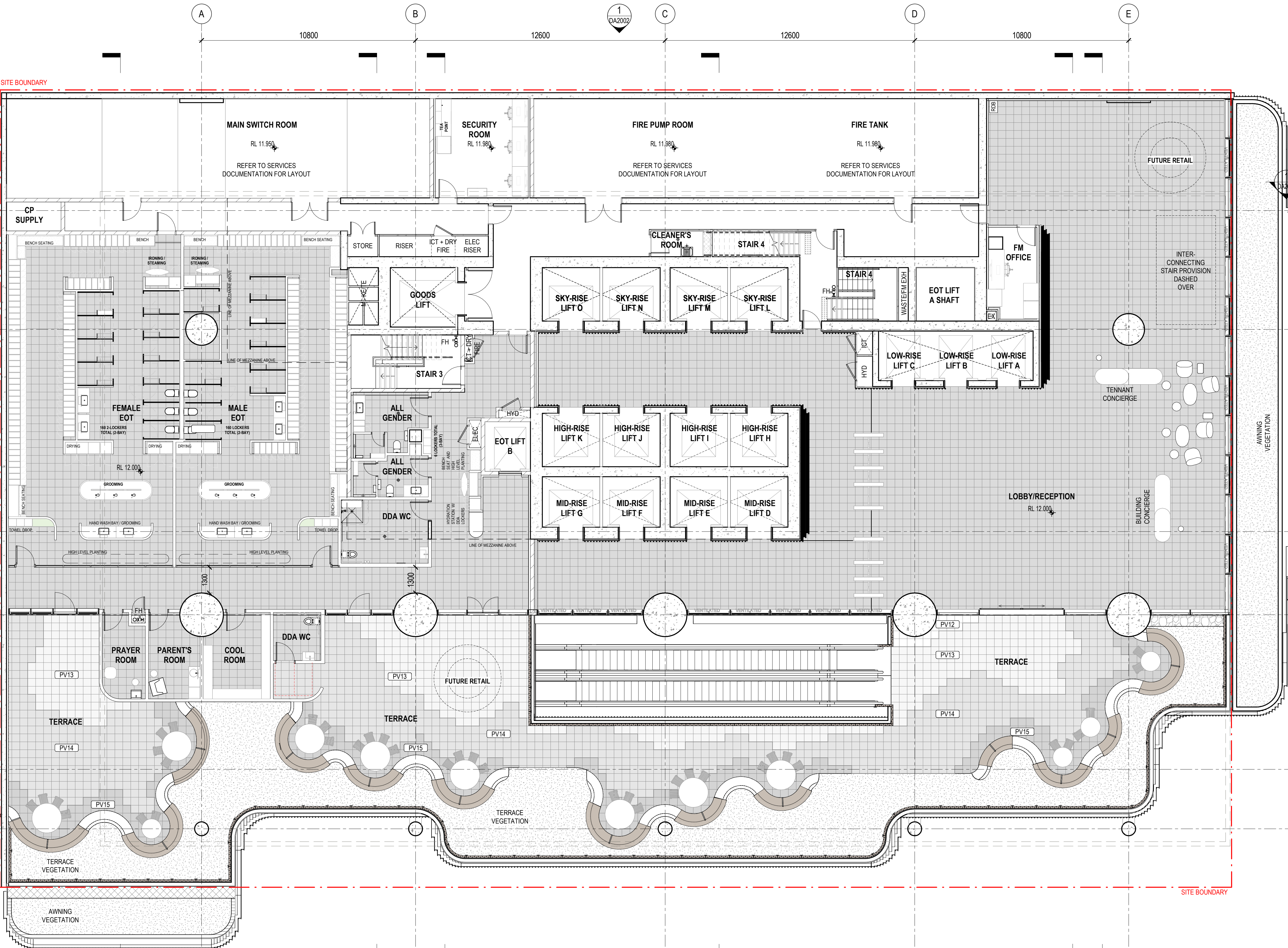
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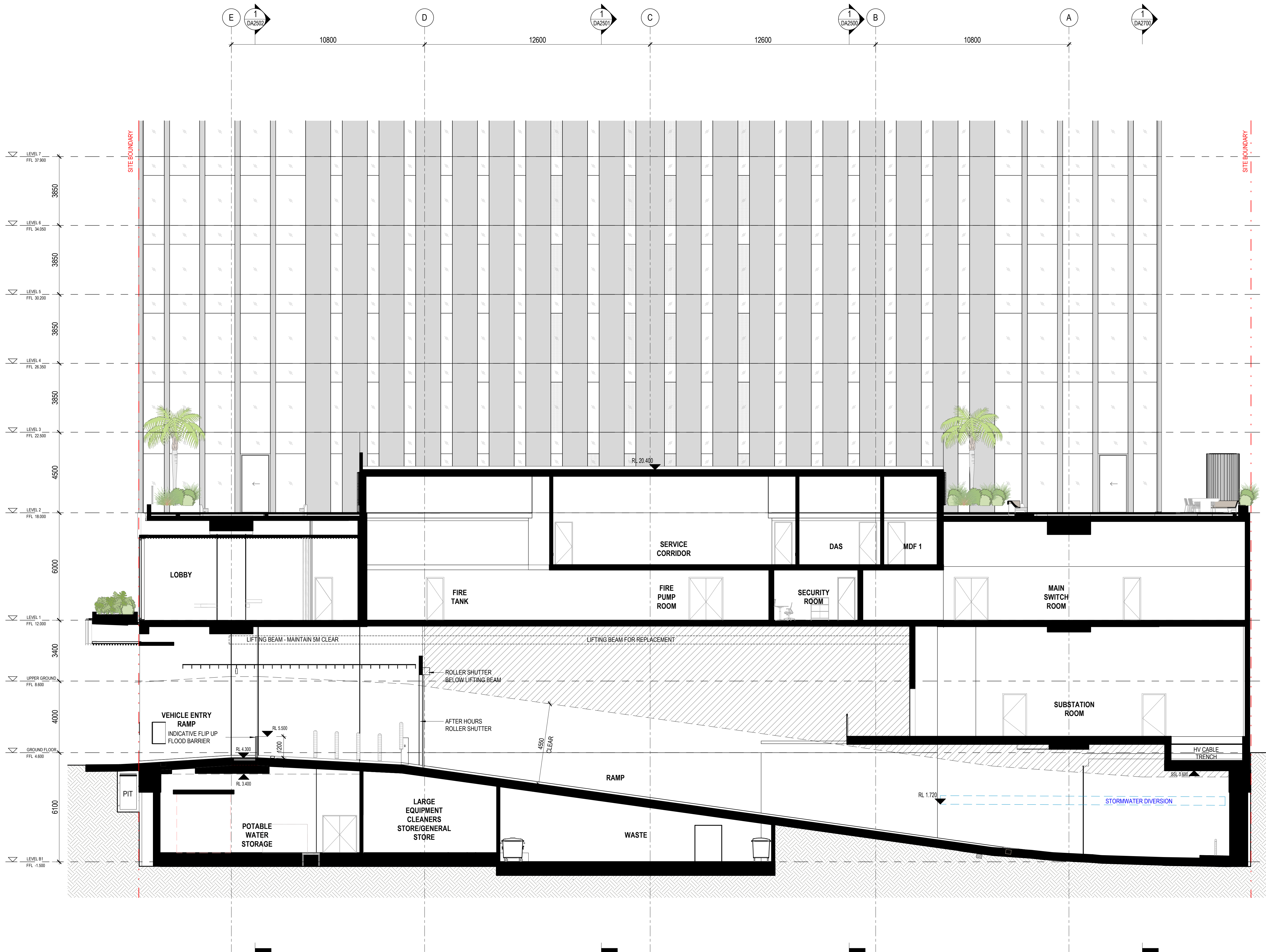
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prepared	checked	approved
CH	JP	MS

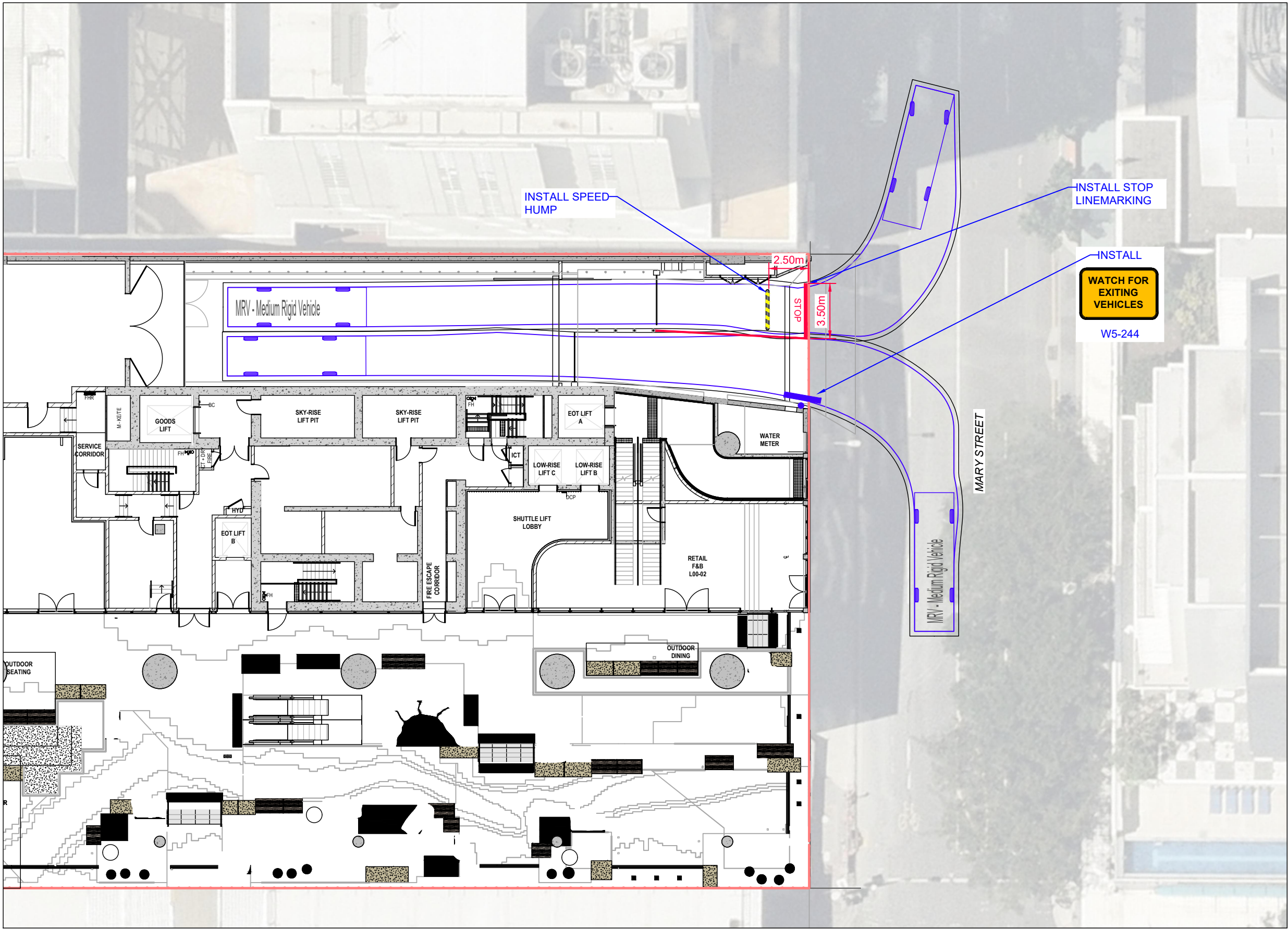
revision

DEVELOPMENT APPLICATION **6**

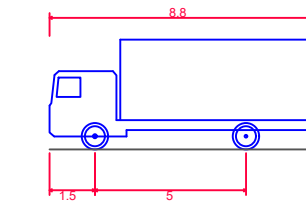
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DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR.

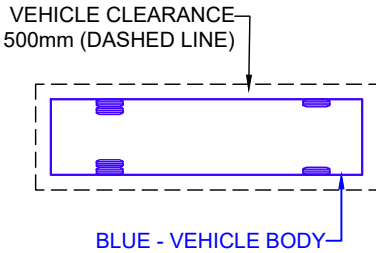
Appendix B Vehicle Swept Path Diagrams



VEHICLE PROFILES



MRV - Medium Rigid Vehicle
Overall Length 8.800m
Overall Width 2.500m
Overall Body Height 3.633m
Min Body Ground Clearance 0.428m
Track Width 2.500m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 10.000m
Clearance Envelope 0.5m

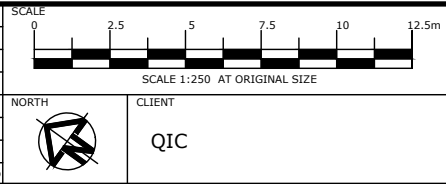


NOTES:
1. MAPPING UNDERLAY PROVIDED BY NEARMAP. MAY BE SUBJECT TO DETAILED DESIGN & SITE SURVEY.

PRELIMINARY
ADVICE ONLY

28 May 2026

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
B	28-05-26	UPDATED BASE PLAN	TK	AR	AR
A	14-12-22	ORIGINAL ISSUE	TC	BC	BC



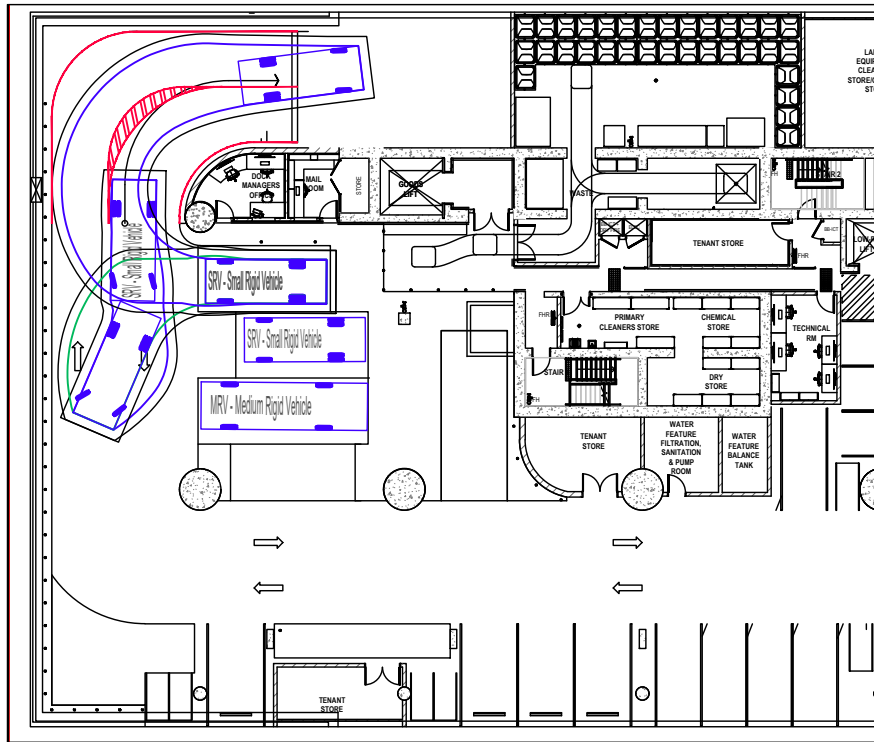
Colliers International Engineering & Design (TTMC) Pty Ltd

ABN 65 010 868 621
LEVEL 8, 369 Ann Street, BRISBANE QLD 4000
P.O. BOX 12015, BRISBANE QLD 4003

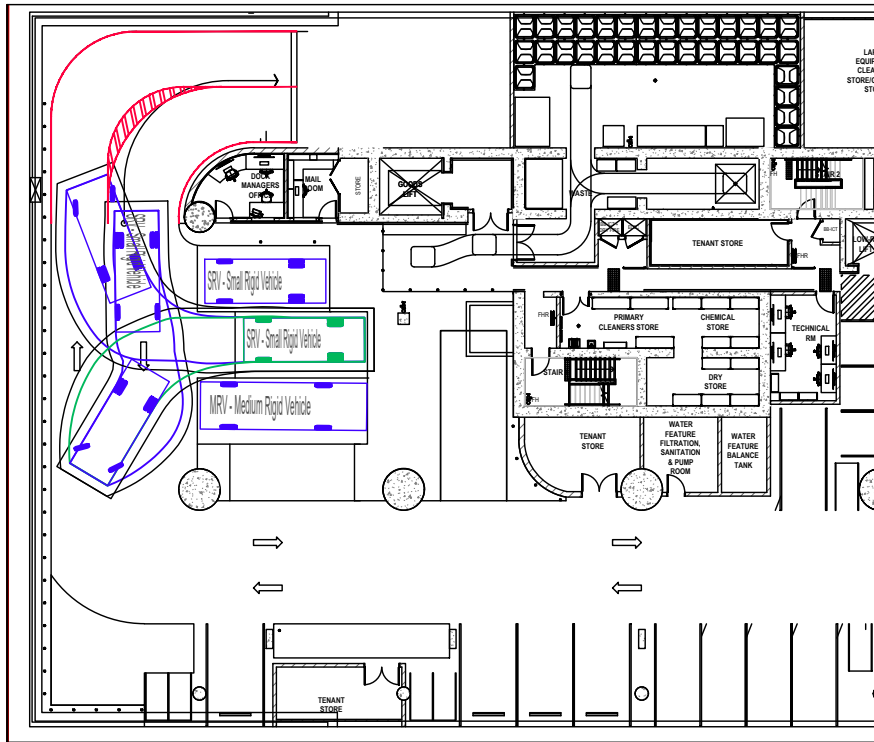
T: (07) 3327 9500 F: (07) 3327 9501
E: ttmbis@ttmgroup.com.au W: www.ttmgroup.com.au

PROJECT	ALBERT STREET CROSS RIVER RAIL PROJECT
DRAWING TITLE	VEHICLE SWEEP PATH ASSESSMENT SERVICE VEHICLE ACCESS - 8.8m MRV

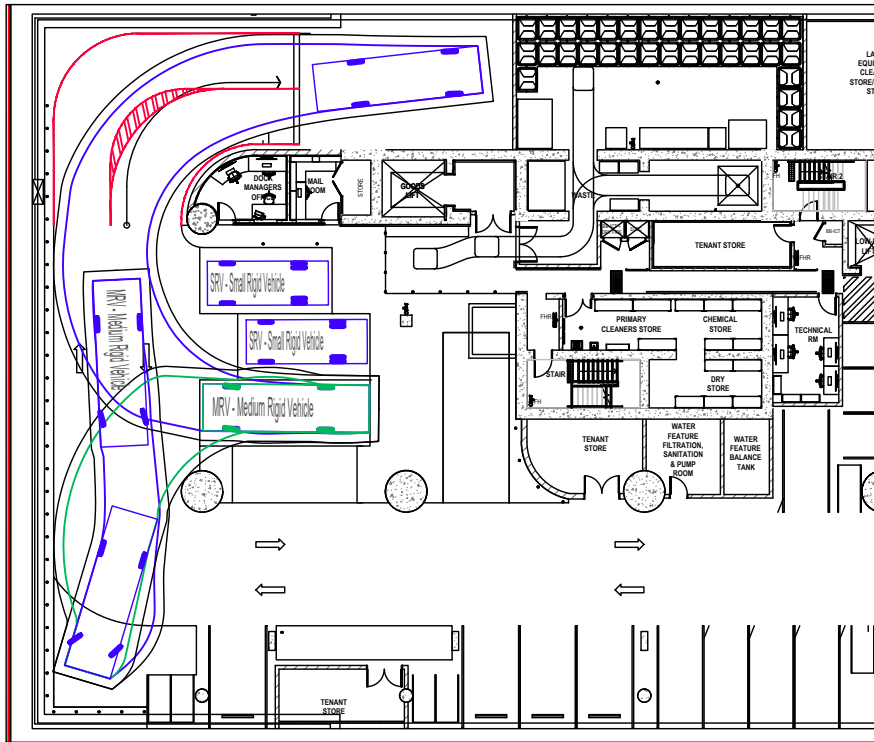
PROJECT NUMBER	22BRT0276	ORIGINAL SIZE	A3
DRAWING NUMBER	22BRT0276-01	REVISION	B
DATE	28 May 2026	SHEET	1 OF 1



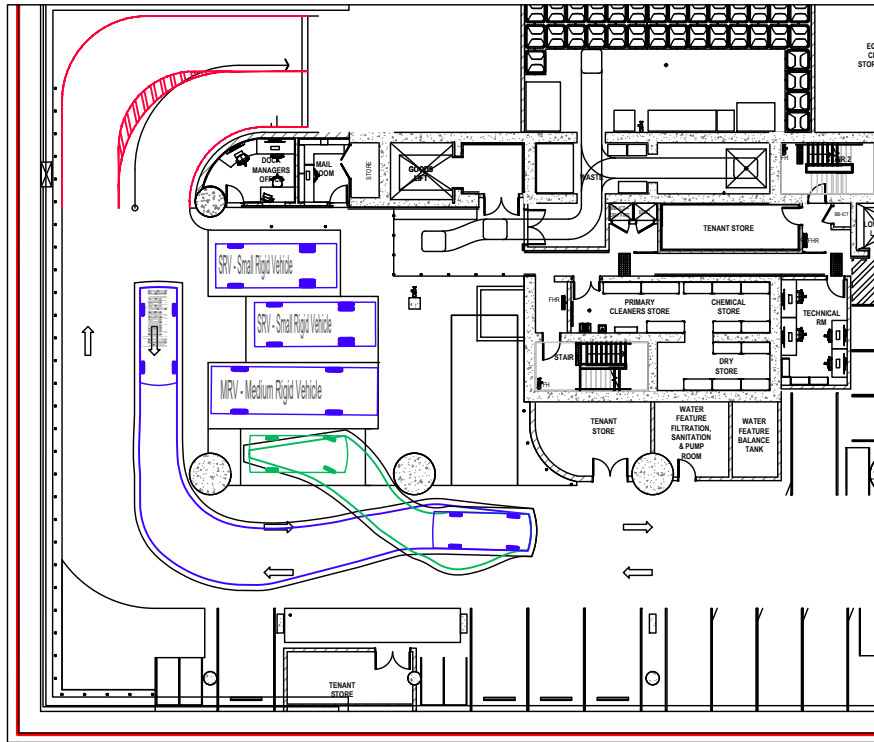
INGRESS AND EGRESS SWEEP PATHS - 6.4m SRV



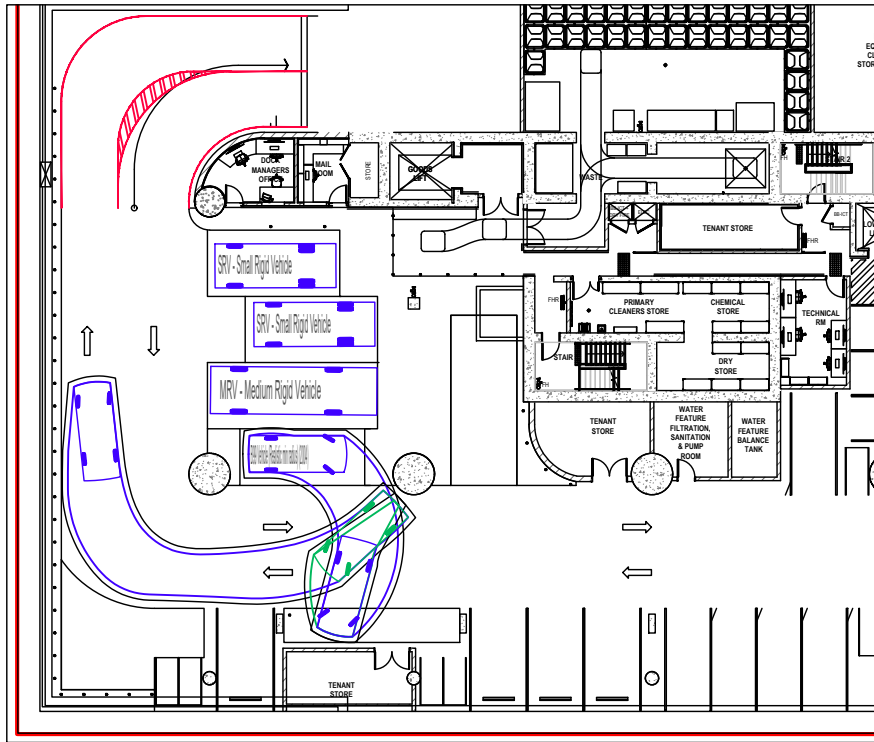
INGRESS AND EGRESS SWEEP PATHS - 6.4m SRV



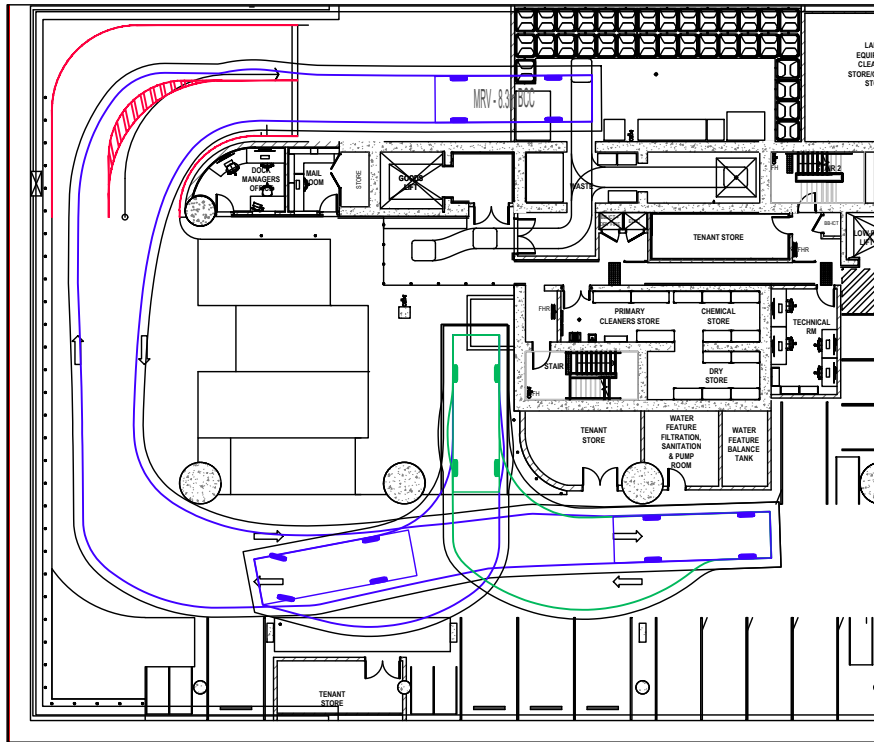
INGRESS AND EGRESS SWEEP PATHS - 8.8m MRV



INGRESS SWEEP PATHS - B99



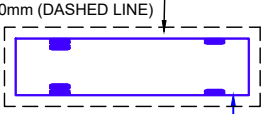
EGRESS SWEEP PATHS - B99



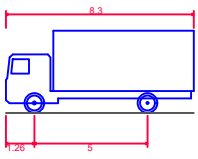
INGRESS AND EGRESS SWEEP PATHS - 8.3m MRV

**PRELIMINARY
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28 May 2026

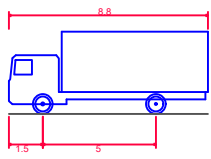
VEHICLE CLEARANCE
500mm (DASHED LINE)



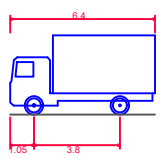
BLUE - VEHICLE BODY



MRV - 8.3m BCC
Overall Length 8.300m
Overall Width 2.500m
Overall Body Height 3.633m
Min Body Ground Clearance 0.428m
Track Width 2.450m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 8.500m
Clearance Envelope 0.500m



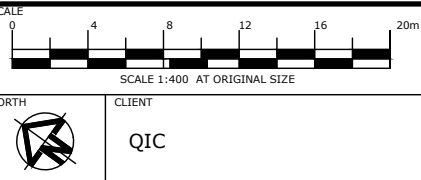
MRV - Medium Rigid Vehicle
Overall Length 8.800m
Overall Width 2.500m
Overall Body Height 3.633m
Min Body Ground Clearance 0.428m
Track Width 2.500m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 10.000m
Clearance Envelope 0.5m



SRV - Small Rigid Vehicle
Overall Length 6.400m
Overall Width 2.330m
Overall Body Height 3.500m
Min Body Ground Clearance 0.398m
Track Width 2.330m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 7.100m
Clearance Envelope 0.500m

VEHICLE PROFILES

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
B	28-05-26	UPDATED BASE PLAN	TK	AR	AR
A	14-12-22	ORIGINAL ISSUE	TC	BC	BC

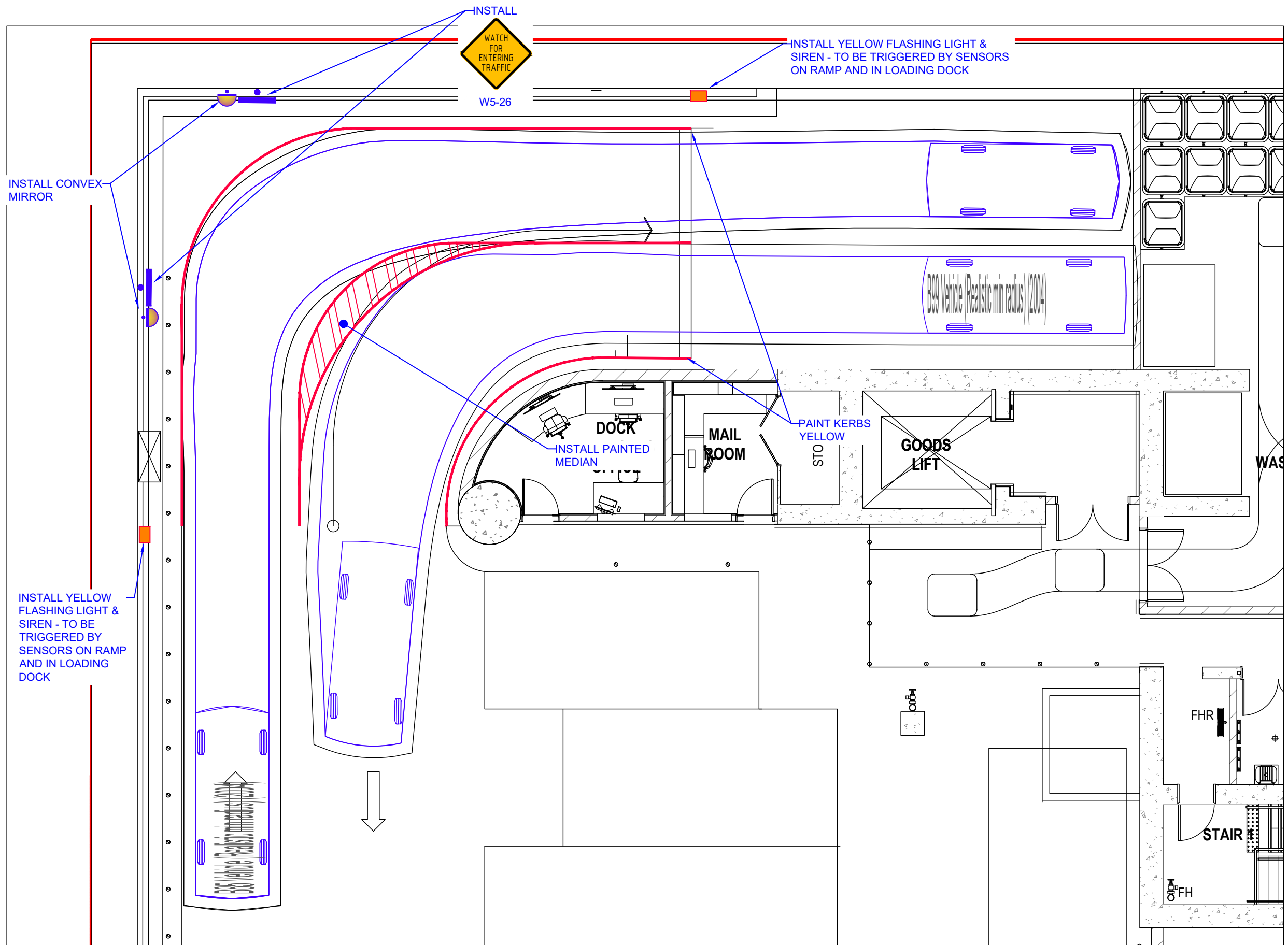


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PROJECT
ALBERT STREET CROSS RIVER RAIL PROJECT
DRAWING TITLE
VEHICLE SWEEP PATH ASSESSMENT
LOADING DOCK MANOEUVRING - 6.4m SRV, 8.3m MRV & 8.8m MRV

PROJECT NUMBER 22BRT0276	ORIGINAL SIZE A3
DRAWING NUMBER 22BRT0276-02	REVISION B
DATE 28 May 2026	SHEET 1 OF 1

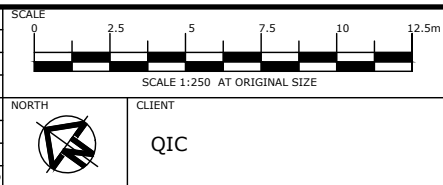
Appendix C Traffic Management Devices on Circulation Ramp



**PRELIMINARY
ADVICE ONLY**

28 May 2026

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
A	28-05-26	ORIGINAL ISSUE	TK	AR	AR



Colliers International Engineering
& Design (TTMC) Pty Ltd

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E: ttmbri@ttmgroup.com.au W: www.ttmgroup.com.au

PROJECT	ALBERT STREET CROSS RIVER RAIL PROJECT
DRAWING TITLE	INTERNAL RAMP CIRCULATION PRELIMINARY SIGNS AND LINEMARKINGS

PROJECT NUMBER	22BRT0276	ORIGINAL SIZE	A3
DRAWING NUMBER	22BRT0276-03	REVISION	A
DATE	28 May 2026	SHEET	1 OF 1

Appendix D Correspondence from Five-At-Heart

From: Josh Kimberley <josh.kimberley@fiveatheart.com>
Sent: Friday, 15 May 2026 11:00 AM
To: Tian Sheng <tian.sheng@architectus.com.au>
Cc: Jason Preston <jason.preston@architectus.com.au>; Justin Sires <justin.sires@fiveatheart.com>
Subject: Re: Albert St EOT - BIKE RACK LAYOUT

CAUTION: External emails may be unsafe.



This message needs your attention

- Some Recipients have never replied to this person.

Report this Email or Mark as Safe

Powered by architectus IT

Hi Tian

Please see our statement below regarding Australian Standard Compliance.

The design and specification of Five at Heart products are developed in accordance with, and comply with, the relevant requirements of Australian Standard AS 2890.3, based on our interpretation of the document.

We acknowledge that the Standard contains both mandatory and advisory provisions, as well as areas open to interpretation due to overlapping or potentially inconsistent reference points.

One of our Co-Founders participated in the committee responsible for the 2015 revision of the Standard and we have extensive familiarity with its development and intent. Our products have been installed in hundreds of facilities across Australia and have been certified as compliant across numerous projects when installed according to the specified requirements. They have consistently delivered exceptional performance and are widely recognised within the industry as the leading solutions available in the Australian market.

Some projects with our products worth mentioning...

Brisbane

400 George St
123 Albert St
80 Ann St
Midtown Centre
300 George

Sydney

Barangaroo
Chifley Tower
60 Martin Place
10-20 Bond St
388 George St

Melbourne

101 Collins St
447 Collins
530 Collins
130 Lonsdale St (Wesley Place)

I hope this helps and please let me know if you need anything else.

Thanks



1.1.1 Josh Kimberley

Design Manager

	+ (61) 426 150 890
	josh.kimberley@fiveatheart.com
	www.fiveatheart.com

Appendix E Service Vehicle Management Plan

Service Vehicle Management Plan

Whilst it is expected that the Plan will be further developed through negotiations and discussions with the various tenants of the building, key aspects will potentially include:

Loading Dock Delivery Times

- Outside of normal business hours, deliveries will only be permitted if prior written approval is obtained at least 24 hours in advance, or on an ongoing basis if agreed with the loading dock manager (i.e. refuse collection contractors).
- The dock manager will reserve the right to temporarily close the loading dock, without warning, due to specific operational requirements or during times of peak demand/congestion. During these times, the dock manager has the power to turn away vehicles.
- To reduce the risk of delivery vehicles being denied access to the loading dock, it is recommended that tenants inform delivery contractors to schedule deliveries outside of the peak periods of operation.

Vehicle Size Restrictions

- The operational height clearance within the loading dock is 4.5m.
- Including refuse collection vehicles (RCVs), access to the loading dock is only permitted for vehicles up to the size of an 8.8m long medium rigid vehicle (MRV).

Use of Loading Dock

- Access by larger service vehicles (up to the size of an MRV) is restricted to outside the weekday AM and PM peak-hour periods on the adjacent road network.
- The dock manager reserves the right to turn away any vehicles on arrival if no prior notice has been given.
- All vehicles are to report to the dock manager on arrival for instructions on which loading bay to park in.
- In general, all vehicles will be assigned a loading bay in order of arrival.
- Vehicles are only permitted to park within designated loading bays, unless otherwise instructed by the dock manager.
- All drivers are to provide the loading dock manager with an approximate duration of stay. Durations of stay will typically be restricted to 20 minutes, unless otherwise approved by the dock manager.
- All drivers are to follow instructions of the dock manager.
- No deliveries and/or removal of large quantities of furniture, etc. and no tenancy moves in and out of the development or delivery of fit-out materials are permitted during business hours.

- Outside normal business hours, large deliveries are permitted only if prior written approval is obtained, upon a period of at least 24 hours written notice.
- For large deliveries, a goods lift access form is required to access the main loading dock.
- Any maintenance/services contractors visiting the site and wishing to utilise the loading dock for the purposes of pick-up/drop-off of equipment may do so, as long as the vehicle is unloaded immediately and then removed from the loading dock. Contractors are not to leave vehicles parked within the loading dock unless agreed with the dock manager.
- Any delivery or contractors parking within the loading dock are to leave keys with the dock manager to allow for vehicles to be moved as required and provide an appropriate contact phone number.
- Contractors are not permitted to work from their vehicles within the loading dock, unless agreed with the dock manager.

Miscellaneous

- Storage of goods and/or materials within the loading dock is prohibited, unless agreed with the dock manager.
- Delivery drivers are responsible for disposal of any rubbish and materials created whilst on-site.
- No rubbish is to be deposited within the bins located in the loading dock without approval from the dock manager.

Loading Dock Manager

- The loading dock manager shall be present (at the dock) at all times during normal business hours.

Agreement with Above Conditions

- All users of the loading dock are expected to have read and agreed to the above information upon presenting themselves on site.
- If there is any uncertainty in relation to the meaning of or compliance with the above conditions, consult the dock manager.
- Failure to comply with the above terms may result in removal from site by the dock manager. Repeat non-conformance may also result in future access to the loading dock by individuals (or the companies they represent) being prohibited.

Dock Manager Details

Name:

Contact Number:

Email: